

**DEPARTMENT OF TRANSPORTATION  
United States Coast Guard  
Washington**

**Record of Movements  
Vessels of the United States Coast Guard  
1790 — December 31, 1933**

**REVISED PREFACE**

These two volumes present a detailed record of the movements of Coast Guard and Revenue cutters from the service's inception in 1790 to December 31, 1933. This is the standard work that has long stood the test of time. It has been of great value to those interested in researching the early history of this complex and diverse organization. The work has also long been out of print and is difficult to find.

As part of the Coast Guard's bicentennial, the service is reissuing these important volumes in the hope that scholars and writers might have greater access to this source of Coast Guard history.

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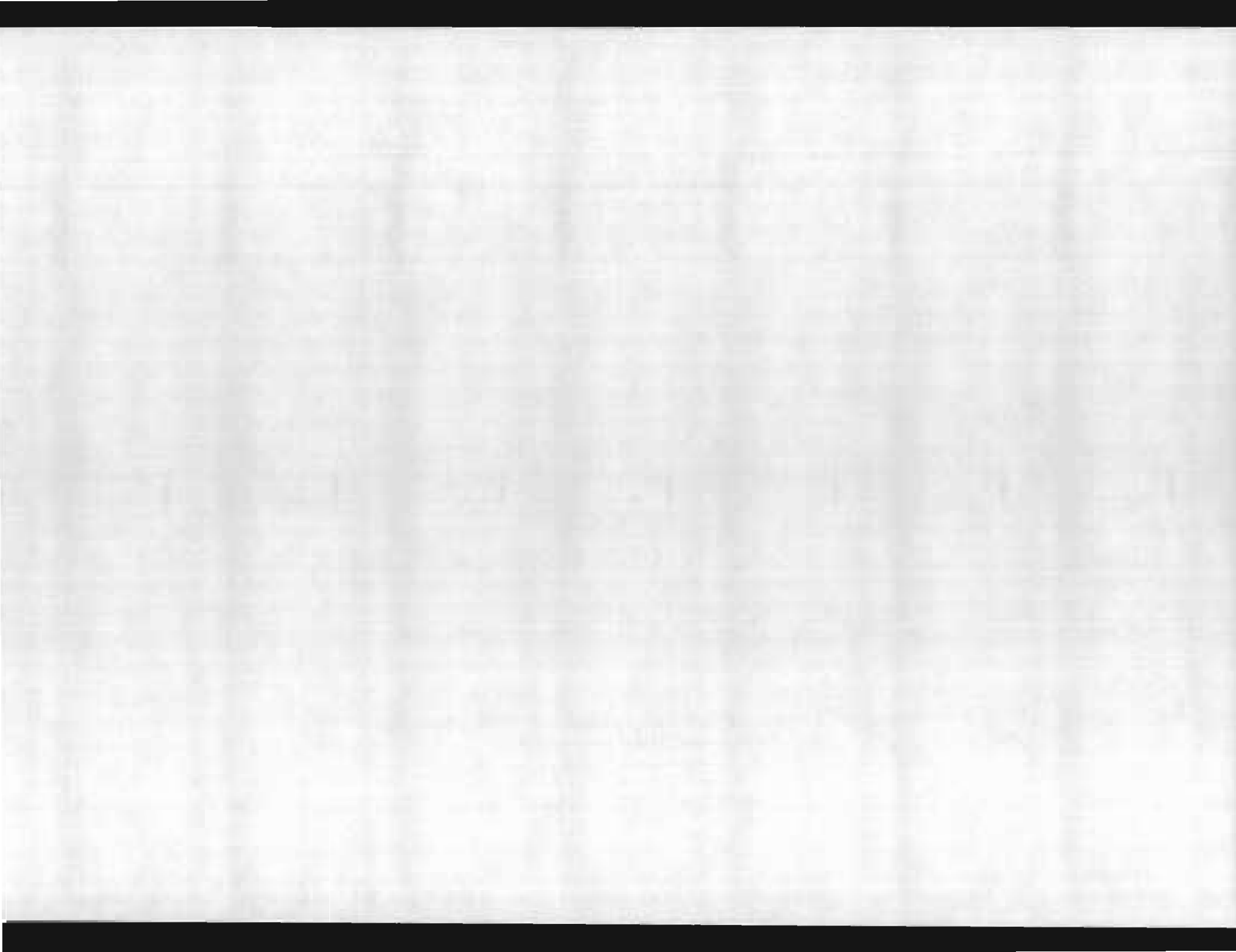
**Record of Movements  
Vessels of the United States Coast Guard  
1790 — December 31, 1933**

**Reprinted by the Coast Guard Historian's Office  
A Bicentennial Publication  
U.S. Coast Guard Headquarters  
Washington, 1989**

TREASURY DEPARTMENT  
United States Coast Guard  
WASHINGTON

R E C O R D   O F   M O V E M E N T S  
VESSELS OF THE UNITED STATES COAST GUARD  
1790 - December 31, 1933

Compiled in Office of Assistant Commandant, U. S. Coast Guard  
U. S. Coast Guard Headquarters  
Washington, D. C.





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VESSELS OF THE UNITED STATES COAST GUARD  
1790 - December 31, 1933

P R E F A C E

The object of this volume is to give as complete a record as practicable of the major movements of vessels of the United States Coast Guard, from its beginning to December 31, 1933. (Surfboats, dories and other small boats attached to Coast Guard Stations; 75-foot patrol boats and picket boats are excluded). A history of the Coast Guard is not contained herein. Such record would necessitate many volumes the size of this; for instance, the archives of the Treasury Department include a book of over 300 pages, narrating the operations of one vessel during a three-year period. The following, however, will give a fairly comprehensive idea of the aims and activities of the Service since its inception:

On July 31, 1789, the President approved an Act providing for the imposition of duties on the tonnage of vessels and on the importation of "goods, wares and merchandise" into the United States. On September 2nd of that year an Act of Congress established the Treasury Department. It soon became evident there were no means of enforcing payment of the above duties, for at that time this country had no armed marine force, the Continental Navy having been disbanded.

Accordingly, the first Secretary of the Treasury, Alexander Hamilton, had passed by Congress an Act which received Presidential approval August 4, 1790, providing for the construction of ten vessels, their commanders to operate under the Collectors of Customs in the enforcement of laws relating to the collection of duties on imported goods. This was the beginning of the Coast Guard. The vessels were soon ready for duty and since that year the Service has actively cooperated in enforcement of the revenue laws and, as the Treasury is the Department responsible for collection of the revenue, the Coast Guard has logically remained under its jurisdiction. For over six years it constituted the country's sole armed force afloat. Known first as the United States Revenue Marine, the Act of February 4, 1863, referred to it as the United States Revenue Cutter Service, and from 1868 on this name was used in acts of appropriation. The Act of January 28, 1915, however, combined the United States Revenue Cutter Service and the United States Life Saving Service, and designated its name as the United States Coast Guard.

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Although Congress did not enact legislation providing therefor until 1837, the humanitarian activities of this Service began in 1831, for on December 16th of that year the Secretary of the Treasury informed the Collectors of Customs that "---it is thought proper to combine with the ordinary duties of the Cutters that of assisting vessels found on the coast in distress, and of ministering to the wants of their crews." (See Page 80-A).

The passing of the years has seen many duties added to that of enforcing the revenue laws, to such extent that today the Coast Guard is the nation's chief enforcement agency for all maritime laws. The functions of the Service may be separated into three major divisions, (1) Law Enforcement, (2) Life Saving and Assistance and (3) Military Duties.

LAW ENFORCEMENT includes (a) enforcement of the Customs laws, prevention of smuggling; (b) navigation and other laws governing merchant vessels and motor boats; (c) harbor rules and regulations governing anchorage of vessels; (d) laws relative to oil pollution; (e) laws relating to immigration, quarantine and neutrality; (f) protection of game and of the seal and otter hunting grounds in Alaska; (g) regulations for protection of the salmon and other fisheries in Alaska; (h) International Conventions relative to fisheries on the high seas; (i) sponge fishing laws; (j) protection of bird reservations established by Executive Order; (k) laws generally in Alaska; (l) miscellaneous laws for other branches of the Federal Government and (m) suppression of mutinies on merchant vessels. In the enforcement of various laws the Coast Guard has boarded and examined over 900,000 vessels since 1915.

LIFE SAVING AND ASSISTANCE includes (a) International Service of Ice Observation and Ice Patrol in the North Atlantic Ocean. This Patrol was instituted as a result of the sinking of the TITANIC, after striking an iceberg in 1912, with the loss of over 1500 lives. It is a matter of national pride that since this duty was assumed by the Coast Guard there has not been a life lost, as the result of a vessel colliding with an iceberg; (b) destruction and removal of wrecks, derelicts and other dangers to navigation; (c) saving life and property at sea and along the coast; (d) patrolling marine parades and regattas; (e) flood relief on the Western rivers. An example of such assistance is that furnished during the Mississippi River rampage of 1927, when the 674 Coast Guard officers and men assigned cruised approximately 75,000 miles within the flooded area in the 128 Service vessels rushed to this duty. The Coast Guard removed 43,843 persons from perilous positions to places of safety, saved 11,313 livestock, furnished transportation to 3,000 laborers and carried 500,000 bags used in repairing the levees, as well as providing 8,000 meals with Red Cross food and distributing 750 tons of Red Cross clothing and 400 tons of fuel to refugees in isolated positions; 2500 tents were carried into concentration camps and 12,000 units of typhoid serum transported; (f) extending medical and surgical aid to United States vessels engaged in deep sea fishing; (g) operation and maintenance of coastal communication system. A telephone system comprising over 2555 miles affords a rapid means of communication between the 530 Coast Guard stations and units, essential to the efficient and expeditious conduct of Service operations. This communication system also furnishes

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telephone service to 128 lighthouses and 14 radio stations, both Navy and Coast Guard. Its usefulness both for the peace time duties of the Service and as a protective agency of the Government along our coasts in time of war, cannot be overestimated. (h) Compilation of statistics of marine disasters; (i) assisting other branches of the Federal Government in the performance of duties assigned; (j) caring for and transporting ship-wrecked and destitute persons in Alaska and elsewhere and (k) carrying the United States mails.

MILITARY DUTIES. The Act of February 25, 1799, authorized the President to direct the Revenue Marine vessels to cooperate with the Navy in defense of our seacoast. Since that date the Coast Guard has actively participated in every War this country entered. By an Act of Congress dated January 28, 1915, the Coast Guard is a part of the military forces of the United States. Under "Wars and Expeditions", in the Index hereof, will be found references to instances of cooperation with the Army and the Navy. The Coast Guard maintains at New London, Connecticut, an Academy founded to provide for the professional education of young men who are candidates for commissions in the Service, so as to fit them to perform efficiently their part of the important Service duties. Appointments to Cadetships are made upon strictly competitive educational examinations, which are open to young men of the prescribed ages (17 to 22), 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. Military and comprehensive technical training, covering a course of four years, fit the Cadet for his duties as an officer.

Statistics are generally boresome, but to the 140 persons picked up out of the Atlantic Ocean by the Coast Guard, and safely taken to shore on the occasion of the MORRO CASTLE disaster, September 8, 1934, the Service activities were by no means uninteresting. During the World War the battle deaths sustained by the United States were less than 49,000, but since 1915 alone the Coast Guard has saved the lives of or rescued from peril over 66,000 persons, and removed or destroyed over 2500 derelicts or other menaces to navigation. The value of vessels assisted during that period (including cargoes), was over \$700,000,000. Over 368,000 persons were on board these vessels in distress. There are listed below a few typical examples of the saving of life, in which one or more of the 277 Coast Guard Stations, dotting the coast from Maine to Alaska, took part, or in some instances the duty was performed solely by the seagoing vessels of the Service:

<u>Name of Coast Guard Units Assisting</u>	<u>Name of Vessel in distress</u>	<u>Number of Lives saved or persons rescued from peril</u>
Cutter TAMPA; Patrol Boats CAHOONE and CG-215; Shark River, Sandy Hook, Bay Head, Monmouth Beach, Deal and Squan Beach Stations - - -	MORRO CASTLE - - - -	140
Chicamacomico Station - - - - -	MIRLO - - - - -	42
Cutter SNOHOMISH - - - - -	FOREST KING - - - - -	38
Cutter ONONDAGA - - - - -	H. M. T. VETURIA - - - -	47

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Name of Coast Guard Units Assisting	Name of Vessel in distress	Number of Lives Saved Or Persons rescued From peril
Patrol Boat RUSH - - - - -	SALVATORE & ROSALIE - - -	9
Cutters REDWING and CAHOKIA - - - - -	KENTUCKY - - - - -	35
Cutter OSSIPPEE - - - - -	GEORGETOWN - - - - -	16
Louisville Station - - - - -	JAMES D. PARKER - - - - -	105
Cutter ANDROSCOGGIN - - - - -	TURRET CROWN - - - - -	25
Kenosha; Racine; Old Chicago; White River; St. Joseph; Muskegon; Ludington and Grand Haven Stations - - - - -	WISCONSIN - - - - -	46
Patrol Boat HARRIET LANE - - - - -	CAPE ANN - - - - -	19
Old Chicago and Jackson Park Stations - - - - -	EASTLAND - - - - -	84
Saint Joseph Station - - - - -	CITY OF DULUTH - - - - -	40
Cutter McCULLOCH and Humboldt Bay Station - - - - -	Submarine H-3 - - - - -	27
Cutters ALGONQUIN and SNOHOMISH - - - - -	SANTA RITA - - - - -	32
Assateague Beach Station - - - - -	DESPATCH - - - - -	74
Cutter REDWING, Patrol Boat BONHAM; Manomet Point and Wood End Stations -	ROBERT E. LEE - - - - -	323
Cutter SENECA - - - - -	QUEEN - - - - -	27
Cutter UNALGA and Patrol Boat AGASSIZ - - - - -	WESTERN SWORD - - - - -	29
Cutter SHAWNEE and Patrol Boat DAPHNE - - - - -	GOLDEN COAST - - - - -	34
Cutter PONTCHARTRAIN - - - - -	UVIRA - - - - -	24
Cutter KICKAPOO - - - - -	VINAL HAVEN - - - - -	39
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Cutters CARRABASSET, MASCOUPIN, SENECA and USS KEYWAYDIN - - - - -	WESTERN OCEAN - - - - -	35
Cutter SENECA - - - - -	COWSLIP - - - - -	81

PERSONNEL. The military personnel of the Coast Guard now (February, 1935) consists of 455 commissioned officers, 585 warrant officers and 8400 enlisted men. This represents a reduction of approximately 25 per cent from the Prohibition Era peak. The annual operating cost of the Coast Guard is much less than that of the police force of one of our larger cities.

ADMINISTRATION AND OPERATION. For these purposes the 10,000 miles of sea and lake coasts patrolled are divided into four Areas, each commanded by a Captain, and these Areas subdivided into Divisions and Districts, as shown by the Organization Chart on Page V. Each of these units, every hour of every day, endeavors to live up to the Coast Guard motto, SEMPER PARATUS (Always Ready).

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ORGANIZATION OF THE UNITED STATES COAST GUARD

COAST GUARD HEADQUARTERS, WASHINGTON, D. C.			
EASTERN AREA	WESTERN AREA	NORTHERN AREA	SOUTHERN AREA
<p>(h) New York, New York Intelligence Office, New York, New York <u>Boston Division</u> (h) Boston, Mass. <u>1st District.</u> (h) Boston, Mass. (27 Stations) <u>3rd District.</u> (h) Wakefield, R. I. (24 Stations) Aviation Sta., Salem, Mass. <u>New York Division</u> (h) New York, New York <u>4th District.</u> (h) Bay Shore, New York (28 Stations) <u>5th District.</u> (h) Asbury Park, N. J. (41 Stations) <u>Base 4,</u> New London, Conn. Aviation Sta., Cape May, N.J. <u>Norfolk Division</u> (h) Norfolk, Virginia <u>6th District.</u> (h) Chinco- teague, Va. (19 Stations) <u>7th District.</u> (h) Elizabeth City, N. C. (33 Stations)</p>	<p>(h) San Francisco, Calif. Intelligence Office, San Francisco, Calif. <u>San Francisco Division</u> (h) San Francisco, Calif. <u>12th District.</u> (h) San Fran- cisco, Calif. (7 Stations) <u>Base 11,</u> Oakland, Calif. Air Patrol Detachment, San Diego, California Aviation Station, to be built at San Diego, Calif. <u>Seattle Division</u> (h) Seattle, Washington <u>13th District.</u> (h) Seattle, Washington (15 Stations) Aviation Station, Port Angeles, Washington</p> <p style="text-align: center;"><u>NOTE: (h) Indicates headquarters of unit referred to.</u></p>	<p>(h) Cleveland, Ohio <u>Cleveland Division</u> (h) Cleveland, Ohio <u>9th District.</u> (h) Buffalo, New York (13 Stations) <u>Chicago Division</u> (h) Chicago, Illinois <u>10th District.</u> (h) Grand Haven, Mich. (28 Stations) <u>11th District.</u> (h) Green Bay, Wis. (24 Stations)</p>	<p>(h) Mobile, Alabama Intelligence Office, Mobile, Alabama <u>New Orleans Division</u> (h) Mobile, Alabama <u>8th District.</u> (h) Galves- ton, Texas (9 Stations) Air Patrol Detachment, San Antonio, Texas Aviation Station, Biloxi, Mississippi <u>Jacksonville Division</u> (h) Jacksonville, Fla. <u>Base 6,</u> Fort Lauderdale, Florida <u>2nd District.</u> (h) Jackso- ville, Fla. (9 Stations) Aviation Station, Miami, Florida Aviation Station, St. Petersburg, Florida Aviation Station, to be built at Charleston, South Carolina</p>

The following independent units operate directly under Coast Guard Headquarters, Washington, D. C.

Recruiting Offices at Boston, Mass.; Baltimore, Md.; New York, N. Y.; Atlanta, Ga.; Detroit, Mich.; Seattle, Wash.; Norfolk, Va.; Oakland, Calif., and Washington, D. C. Fort Trumbull Training Station at New London, Conn. Depot at Curtis Bay, Md. Stores at Brooklyn, N. Y., and Oakland, Calif. Academy at New London, Conn. Engine School and Repair Base, Norfolk, Va. Inspectors at San Francisco, Calif.; Staten Island, N. Y.; Cleveland, Ohio, and New Orleans, La.

F. Kim  
March 1989

Bob - In case you want this for the republication.  
Flannery

### Record of Movements

#### Corrections

#### Cutters not listed

EAGLE Savannah, Georgia , 1793-1798

VIGILANT Centerboard schooner built by William Webb, N.Y.  
in 1843 for Gulf of Mexico station. 56x18x4:8  
Lost in hurricane soon after arrival at station.

AURORA Chartered 1809 Newport, R. I.

EXPRESS Chartered 1809 Newport, R. I.

JOE MILLER Chartered 1862 Annapolis, Md.

CRUISER Chartered 1862 Annapolis ,Md.

HECTOR Chartered 1864 Oswego, N. Y.

#### Cutter Names Mis-spelled

TONCEY should be TOUCEY

FREEBOM should be FREEBORN

Add to CIVIL WAR Cutters Vol. 2 p. 464. However there are  
listed in the general  
classification.

HOWELL COBB 1856-1861

ARAGO 1861

JOHN APPLETON 1858-1861

ZOAVE 1861

VIXEN 1861

WILLIAM AIKEN 1855-1860 seized by Confederates

LEWIS CASS 1855-1861 " " "

HENRY DODGE 1855-1861 " " "

ROBERT MCCLELLAND 1853-1861" " "

SUMNER 1861

CRUISER 1863

JOE MILLER 1863

HECTOR 1864

WASHINGTON 1837-1861 seized by Confederates

W  
JUN 86



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AB-8	1919-1925 (Ex-COSSACK - SP-695)	12
AB-4	1919-1924 (Ex-DARE)(Ex-KATHERICH II) (Ex-SP-148)	12
AB-5	1919-1933 (Ex-DASH)(Ex-ARTMAR - - SP-408)	13
AB-6	1919-1932 (Ex-KANGAROO - SP-1284)	13
AB-7	1919-1933 (Ex-LOOKOUT)(Ex-MISS ANNE II - SP-657)	13
AB-8	1919-1931 (Ex-MESSENGER)(Ex-MARGUE- RITE - SP-193)	14
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FOR DATA ON SEIZED BOATS SEE PAGES 592-602, INCLUSIVE

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AB-1 1917 - In commission 1 January, 1934 (Formerly ADVANCE)

1917 - - Built by the Richardson Boat Company, North Tonawanda, New York.  
1923 Jan. 1 Permanent station at Sault Ste. Marie, Michigan. Out of commission at station.  
1923 May 1 Placed in commission at 3:05 p. m. at Sault Ste. Marie, Michigan.  
1923 Nov. 6 Re-named AB-1 by General Order No. 36. December 11th, placed out of commission.  
1924 May 27 Gasoline explosion, burned and sank at Sault Ste. Marie, Michigan. It was later raised.  
1924 Aug. 20 Repairs completed and available for duty.  
1924 Aug. 24 Left Sault Ste. Marie, Michigan, for temporary duty at Chicago, Illinois.  
1927 Oct. 15 Left Chicago for Sault Ste. Marie, Michigan.

AB-2 1919 - 1925 (Formerly ARROW) (Formerly Navy APACHE - SP-729)

1919 Nov. 22 Taken over from Navy at Key West, Florida. Dec. 13, 1919, Circular Letter No. 118 changed name to ARROW.  
1921 Aug. 25 Placed in commission at 9 a. m. at Key West, Florida. Left for Tampa, Florida, in tow of TALLAPOOSA.  
1923 July 18 Arrived at Tarpon Springs. July 20th, arrived at Tampa, Florida, permanent station.  
1923 Nov. 6 Re-named AB-2 by General Order No. 36.  
1923 Apr. 21 Broken down at Cedar Keys, Florida; unfit for Coast Guard duty. March 18, 1925, transferred to Shipping Board.

AB-3 1919 - 1925 (Formerly COSSACK - SP-695)

Built in 1916. November 22, 1919, taken over from Navy at Key West, Florida.  
1923 Jan. 1 Permanent station at Tampa, Florida.  
1923 Nov. 6 Re-named AB-3 by General Order No. 36.  
1924 Oct. 25 Arrived at Miami, Florida. May 9, 1925, destroyed by fire.

AB-4 1919 - 1924 (Formerly DARE) (Formerly Navy KATHERICH II - SP-148)

1919 Sept. 15 Taken over from Navy at Norfolk, Virginia. Built in 1913.  
1919 Dec. 16 Circular Letter No. 118 changed name to DARE.  
1921 Oct. 26 To be made available by Commander, Norfolk Division, for duty in lieu of CARCLINA.  
1922 Dec. 9 Ordered to report to the Division Commander as to further movements.  
1923 Jan. 1 Permanent station at Manteo, North Carolina.  
1923 Jan. 13 Ordered to Depot, Curtis Bay, Maryland, when repairs are completed and vessel ready for sea.  
1923 Jan. 16 Arrived at Depot, Curtis Bay, Maryland, at 3:15 p. m. March 16th, placed in commission at noon.  
1923 Mar. 17 Left Depot, Curtis Bay, Maryland, for Norfolk, Virginia. Nov. 6th, General Order No. 36 re-named AB-4.  
1924 July 17 Sold to Leon David, 1707 Linden Ave., Baltimore, Maryland, for \$177.77. Boat was taken by buyer July 10th, but Bill of Sale issued July 17, 1924.

AB-5 1919 - 1933 (Formerly DASH) (Formerly Navy ARTMAR - SP-408)

1919 Sept. 15 Taken over from Navy at Newport, R. I. Built in 1912.  
1919 Dec. 16 Circular Letter No. 118 changed name to DASH. June 25, 1921, placed in commission and left Buzzards Bay, Mass. Dec. 31, 1921, placed out of commission at Boston, Mass.  
1922 May 21 Placed in commission at 8:00 a. m., at Long Wharf, Boston, Mass. Dec. 20th, arrived at Depot, 1:10 p.m.  
1923 Jan. 1 Permanent station at Buzzards Bay, Mass. Jan. 23rd, placed out of commission at Coast Guard Depot, South Baltimore, Maryland, at noon; May 22nd, placed in commission at noon.  
1923 May 27 Left Depot for Washington, D. C., 2:00 p. m. July 5th, assigned to duty at Charleston, S. C.  
1923 Nov. 6 Re-named AB-5 by General Order No. 36.  
1924 Apr. 1 Left Charleston, S. C., for Depot, South Baltimore, Maryland, for testing engines. Attached to Depot.  
1924 Aug. 30 At Depot for repairs. Sept. 6th, repairs completed.  
1924 Sept. 13 With APACHE patrolled races for the Capital and Corinthian Yacht Clubs, Washington, D. C.  
1924 Nov. 20 Arrived at Charleston, S. C., relieving the AB-7. Dec. 24, 1925, rammed and badly damaged at Charleston.  
1933 June 13 (AC-601) Headquarters' letter to Commander, Jacksonville Division, directs transfer to Base 6, Fort Lauderdale, Florida, and decommissioning there at earliest possible date. Survey to then be held for possible sale of boat. July 28, 1933, surveyed at Base 6, Fort Lauderdale, Florida.  
1933 Sept. 19 Sold to A. P. Crooks, Fort Lauderdale, Florida, for \$56.00.

AB-6 1919 - 1932 (Formerly KANGAROO - SP-1284)

1919 Nov. 22 Taken over by Coast Guard from Navy at Key West, Florida. Built in 1917.  
1923 Jan. 1 Permanent station at Charleston, S. C. July 5th, assigned to Norfolk Division with headquarters at Norfolk, Virginia. November 6, 1923, re-named AB-6 by General Order No. 36.  
1932 Oct. 1 Sold to John H. Curtis, 313 Prembroke Avenue, Norfolk, Virginia, for \$200.

AB-7 1919 - 1933 (Formerly LOOKOUT) (Formerly Navy MISS ANNE II - SP-657)

1919 Sept. 4 Motorboat transferred to Coast Guard by Commandant, Sixth Naval District, at Charleston, S. C., for use in connection with telephone and cable work on Pamlico and Albermarle Sounds.  
1919 Dec. 16 Circular Letter No. 118 changed name to LOOKOUT. Jan. 1, 1923, permanently stationed at Beaufort, S.C.  
1923 Nov. 6 General Order No. 36 changed name to AB-7.  
1924 Jan. 20 Detached present duty to anchorage and boarding duty at Charleston, S. C.  
1924 July 2 Arrived at Charleston, S. C., at 9:00 a. m., and reported to Collector of Customs same date.  
1924 Nov. 22 Relieved of duty at Charleston, S. C., by the AB-5. July 1, 1930, placed under jurisdiction of Norfolk Division. May 25, 1933, (AC-143) Headquarters' letter to Commander, Jacksonville Division, orders decommissioning; storage at either Charleston, S. C., or Fort Lauderdale, Florida, in his discretion.  
1933 Sept. 19 Superintendent, C&R, advises sold to R. N. Rogers, Fort Lauderdale, Florida, for \$290.00.

AB-8 1919 - 1931 (Formerly MESSENGER) (Formerly Navy MARGUERITE - SP-193)

-----  
Built in 1916. December 16, 1919, Circular Letter No. 118 changed name to MESSENGER.  
1919 Dec. 19 Taken over from Navy at Key West, Florida. October 11, 1920, assigned to Gulf Division.  
1923 Jan. 1 Permanent station at Mobile, Alabama.  
1923 Nov. 6 Re-named AB-8 by General Order No. 36.  
1925 Aug. 22 Arrived at Biloxi, Mississippi, 3:40 p. m. February 18, 1931, condemned by Board of Survey and disposed of.

AB-9 1919 - In commission 1 January, 1934 (Formerly PIONEER) (Formerly Navy GURKA - SP-600)

-----  
Built in 1915. Sept. 15, 1919, taken over from Navy at Boston, Mass., for use in telephone line and cable work in New England. December 16, 1919, Circular Letter No. 118 changed name to PIONEER.  
1923 Jan. 1 Permanently stationed at Wakefield, Rhode Island.  
1923 Nov. 6 General Order No. 36 changed name to AB-9. July 26, 1924, patrolled regatta of Dorchester Yacht Association.  
1924 Dec. 4 Assigned to Base Seven, Gloucester, Mass., and arrived December 13, 1924.  
1928 Oct. 25 Assigned to permanent station at East Boston, Mass., Base Five.  
1928 Oct. 31 Left Depot, Curtis Bay, Maryland, for Boston, Mass. Nov. 28th, arrived at Base Five, East Boston, Mass.

AB-10 1897 - 1933 (Formerly RELIEF)

-----  
Built in 1897 at Neponset, Massachusetts.  
1921 Apr. 22 Placed in commission at 10:00 a. m. Left Depot, South Baltimore, Maryland, 12:10 p. m.  
1923 Jan. 1 Permanent station at Norfolk, Virginia. November 6, 1923, re-named AB-10 by General Order No. 36.  
1933 May 24 Surveyed and condemned; to be sold.  
1933 Oct. 20 Sold to Mr. Carlos Frischkern, Norfolk, Virginia, for \$315.51.

AB-11 1914 - 1930 (Formerly SCOUT) (Formerly PATROL #2)

-----  
Built in Astoria, Oregon, in 1903. 60-H.P. Length 62.5 feet. Cost \$10,000.  
1914 May 1 Commander, Northwestern Division, directed SNOHOMISH to proceed to Astoria and tow to Puget Sound. To inspect and make report of conditions. Informed that old SCOUT will be replaced.  
1914 May - Taken over from Customs Service by Coast Guard at Astoria, Oregon. March 8, 1915, placed in commission.  
1923 Jan. 1 Permanent station at Seattle, Washington. November 6, 1923, re-named AB-11 by General Order No. 36.  
1924 Apr. 12 Patrolled inter-collegiate boat races from Leschi Park to Madison Park along western shore of Lake Washington. August 20, patrolled regatta on Lake Washington between Outters of U. S. Battle Fleet.  
1930 Jan. 21 Condemned by Board. March 15, 1930, decommissioned at noon and sold to Sunset Tug and Barge Company, Seattle, Washington, for \$1,020.00.

AB-12 1917 - In commission 1 January, 1934 (Formerly SEARCH)

-----  
Built by Dachel Carter Boat Company, Benton Harbor, Michigan. April 18, 1917, accepted.  
1922 Nov. 30 Placed out of commission at 3:30 p. m. and turned over to officer in charge of Coast Guard Station 280.  
1923 Jan. 1 Permanent station at Chicago, Illinois. Out of commission at present writing.  
1923 May 1 Placed in commission at 8:00 a. m., at Chicago. November 6, 1923, re-named AB-12 by General Order #36.  
1923 Dec. 4 In winter quarters at North Branch, Chicago River.  
1924 May 1 Placed in commission at Chicago, Illinois. Sept. 9, 1924, assigned to duty in the Lakes Division.  
1925 June 4 Placed in commission at Chicago. December 18th, out of commission at Abe Bunell Boat Yard, Chicago.  
1929 June 1 Placed in commission. November 23rd, placed in winter quarters on station pier.  
1930 May 17 Launched from winter quarters.  
1930 Oct. 31 Laid up for winter at Marine Motor Shop and Shipyard, Chicago, Illinois.  
1933 Apr. 19 (P-701) Headquarters' letter to Chicago Division directs boat to operate directly under Commander, Chicago Division.  
1933 Oct. 31 Commander, Chicago Division requests of Commander, Northern Area, temporary transfer of boat to Sault Ste. Marie, Michigan, (until Spring, 1934) in order that repairs may be effected at that place. Northern Area's First Indorsement of November 1, 1933, approves.  
1933 Nov. 4 Left Chicago and arrived at Sault Ste. Marie, Michigan, November 16, 1933.

AB-13 1918 - In commission 1 January, 1934 (Formerly SENTINEL)

-----  
Built by Richardson Boat Company, North Tonawanda, New York; completed June 17, 1918, and assigned to St. Mary's River Patrol, Sault Ste. Marie, Michigan.  
1923 Jan. 1 In reduced commission at Coast Guard Base, Lakes Division, Sault Ste. Marie, Michigan.  
1923 May 1 Placed in full commission at Sault Ste. Marie, at 2 p. m.  
1923 Nov. 6 Re-named AB-13 by General Order No. 36. Dec. 26th, placed out of commission. Permanent station at Sault Ste. Marie, Michigan.

AB-14 1919 - In commission 1 January, 1934 (Formerly TULARE) (Formerly Navy SENTINEL - SP-180)

-----  
Built in 1917.  
1919 Sept. 15 Taken over from Navy at San Francisco, California.  
1919 Dec. 16 Circular Letter No. 118 changed name to TULARE.  
1923 Jan. 1 Permanent station at San Francisco, California.  
1923 Nov. 6 Re-named AB-14 by General Order No. 36.

AB-15 1895 - 1930 (Formerly TYBEE)

1895 Mar. 30 Hull and machinery built by J. H. Dialogue and Son, Camden, New Jersey, for \$9,800.

1895 Mar. 30 Boiler No. 11 delivered and set up in vessel by Roberts Safety Water Tube Boiler Company, for \$1,790., making a total cost of \$11,590. November 19, 1895, vessel completed and accepted.

1895 Nov. 22 To proceed via Canal and inland waters to Baltimore, Maryland. November 28th, arrived.

1895 Dec. 13 Proceed to Savannah, Georgia, via Albermarle, Pamlico and Core Sounds.

1895 Dec. 24 Left Baltimore at 8 a. m. December 25th, arrived at Norfolk, Virginia.

1896 Jan. 4 Arrived at Beaufort, N. C. January 15th, arrived at Southport, N. C.

1896 Jan. 21 Arrived at Charleston, S. C. January 24th, arrived at Savannah, Georgia.

1896 Jan. 25 Assigned to duty at Savannah. Dec. 20, 1912, to cooperate with FARRAGON (Dept. C & L) boarding duty.

1915 May 14 To participate in regatta May Week festival on May 22nd. June 3, 1916, to patrol races of Savannah Motor Boat Club, Savannah, Ga. June 29th, to patrol races July 4, Savannah Motor Boat Club, Savannah.

1917 Apr. 6 Temporarily transferred to the Navy. Aug. 28, 1919, Coast Guard returned to Treasury Department by Executive Order. October 11, 1920, assigned to Gulf Division.

1923 Jan. 1 Permanent station at Savannah, Georgia. November 6, 1923, re-named AB-15 by General Order No. 36.

1926 Sept. 30 Detached Norfolk Division and assigned F.E.C. Patrol Area.

1928 Mar. 31 Assigned to Norfolk Division, Savannah, Georgia. June 23, 1930, condemned.

1930 Sept. 25 Sold to D. E. Little, 30 Bay Street, Jacksonville, Florida, for \$110.

VENTURE 1918 - 1923 (Formerly CATHERINE)

Built in 1910 at Chincoteague, Virginia. Overall length 47'; draft 3' 6"; wood.

1918 Oct. 5 Purchased by Coast Guard and named CATHERINE.

1919 Dec. 16 Circular Letter No. 118 changed name to VENTURE.

1922 Dec. 7 Arrived at Depot, Curtis Bay, Maryland, at 12:30 p. m.

1922 Dec. 8 Placed out of commission at 3 p. m.

1922 Dec. 8 Officer in charge and enlisted personnel report to Commandant, Depot, for duty.

1922 Dec. 9 Stored in Building No. 16, Coast Guard Depot. Equipment removed and machinery laid up. All valuable instruments removed.

1923 Jan. 1 Out of commission at Coast Guard Depot, Curtis Bay, Maryland.

1923 Aug. 6 Sold to Chesapeake Ship Ceiling Company, 935 Fell Street, Baltimore, Maryland, for \$703.

1923 Nov. 6 General Order No. 36 designated above boat as AB-16, This was obviously incorrect, as Bill of Sale was dated August 6, 1923, and boat was actually delivered to purchaser at Depot, Curtis Bay, Maryland, on August 2, 1923, as per letter from Commandant, Depot, August 3, 1923 (209).

AB-17 1910 - In commission 1 January, 1934 (Formerly VIGILANT)

-----  
Built in 1910 by Pioneer Boat and Pattern Company, Bay City, Michigan.  
1923 Jan. 1 Permanent station at Sault Ste. Marie, Michigan.  
1923 Nov. 6 Re-named AB-17 by General Order No. 36.  
1923 Dec. 29 Placed out of commission. Permanent station at Sault Ste. Marie, Michigan.

AB-18 1919 -- In commission 1 January, 1934 (Formerly VOYAGER - Navy SP-361)

-----  
1919 Sept. 15 Taken over from Navy at Chicago, Illinois. Built in 1906 at Bay City, Michigan.  
1923 Jan. 1 Permanent station at Sault Ste. Marie, Michigan.  
1923 May 2 Placed in full commission at Sault Ste. Marie, Michigan, at 11:10 a. m.  
1923 Nov. 6 Re-named AB-18 by General Order No. 36.  
1923 Dec. 8 Placed out of commission. Still at permanent station.

AB-19 1923 - In commission 1 January, 1934

-----  
1923 Nov. 2 Placed in commission. Built at Salisbury, Maryland, in 1923.  
1923 Nov. 7 Out of commission at Norfolk, Virginia, engine damaged.  
1924 May 21 Arrived at Pensacola, Florida. May 22nd, relieved PENROSE at 8:45 a. m.  
1924 May 27 Collided with motorboat A-665, badly damaged.  
1933 Dec. 29 Stationed in New Orleans Division.

AB-20 1923 - In commission 1 January, 1934

-----  
Built in 1923 at Salisbury, Maryland.  
1923 Nov. 30 Ordered to proceed to Mobile, Alabama, when ready for duty.  
1923 Dec. 11 Placed in commission. December 15th, left Depot, Curtis Bay, Maryland, for Norfolk, Virginia.  
1923 Dec. 26 Out of commission at Norfolk, Virginia, engine damaged.  
1924 May 24 Arrived at Mobile, Alabama.

AB-21 1923 - In commission 1 January, 1934 (Formerly M.B.CHADWICK)(Ex-Supply Boat #1949)

-----  
Purchased from T. B. Hayman Shipbuilding Company, Elizabeth City, North Carolina, for \$10,000.  
Assigned to Seventh District, Elizabeth City, North Carolina.  
1923 Nov. 6 Re-named AB-21 by General Order No. 36.

AB-22 1900 - In commission 1 January, 1934 (Formerly DELMARVA - ex-Supply Boat #1988)

Built by Wyckoff Brothers and Taylor, Clinton, Connecticut, in 1900.

1900	Oct.	6	Arrived at Chincoteague, Virginia, and accepted by Captain H. B. Rogers, Revenue Cutter Service, acting as Assistant Inspector, Sixth District, U. S. Life Saving Service.
1923	Nov.	6	Re-named AB-22 by General Order No. 36.
1928	Sept.	17	Arrived at Depot, Curtis Bay, Maryland, for repairs.
1928	Dec.	7	Ordered to return to Chincoteague, Virginia.
1928	Dec.	8	Left Depot, Curtis Bay, Maryland, for Chincoteague, Virginia.
1934	Jan.	1	Permanent station in Norfolk Division, Chincoteague, Virginia.

AB-23 1924 - 1932 (Formerly GADWELL)

Built by George Creef, Manteo, North Carolina, for Pine Island Gunning Club, Poplar Branch, North Carolina, in 1913. Purchased by Coast Guard in September, 1924, for \$1,500. To be used as cable boat between Manteo and Southport, North Carolina.

1925	Apr.	9	At Manteo, North Carolina.
1929	July	20	Left Manteo for Key West, Florida. August 7th, arrived at Key West.
1931	July	3	Ordered transferred to Base Three, Charleston, South Carolina; permanent station.
1932	Dec.	7	Sold to G. W. Dangerfield, Mount Holly, North Carolina, for \$260.

AB-24 1928 - In commission 1 January, 1934

Built at Solomon's Island, Maryland, for the Coast Guard. Stationed in Fourth District, Bay Shore, N.Y.

1928	-	-	Built at Solomon's Island, Maryland, for the Coast Guard. Stationed in Fourth District, Bay Shore, N.Y.
1931	Mar.	20	Ordered to Depot, Curtis Bay, Maryland, for replacement of engine, then to return to Bay Shore, N. Y.
1931	Apr.	6	Arrived at Depot, Curtis Bay, Maryland.

AB-25 1928 - 1929 (Ex-seized MOTO MOROVICH - #15710)

1928	Aug.	11	To be repaired and assigned to Gulf Division.
1928	Sept.	18	Turned over to the Coast Guard by the Court.
1929	Oct.	22	Sold for \$26.00 to C. S. Davis, P.O. Box 2974, Fort Lauderdale, Florida.



-----  
ACUSHNET 1908 - In commission 1 January, 1934  
-----

Built in 1908 by Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, of steel construction at a cost of \$174,649.81.

1908 May 16 Launched. Christened by Miss Alayce Duff of New Bedford, Mass. Aug. 12th, trial trip. Cruising grounds Buzzards Bay, Nantucket Shoals and adjacent waters.

1908 Sept. 29 Arrived at Baltimore, Maryland, in tow of APACHE. November 6th, place vessel in commission and proceed to New Bedford, Mass., arrive not later than forenoon of November 12th.

1908 Nov. 6 Sent instructions relative to duties on vessel.

1908 Nov. 8 Left Depot, Arundel Cove, Maryland. November 27th, arrived at Woods Hole, Mass.

1909 June 16 Proceed to New London, Conn., for regatta; arrive by 29th instant.

1909 Aug. 23 Proceed to Marblehead, Mass., for duty in connection with International Yacht Races.

1910 June 16 To be at New London, Conn., on June 28, to participate in Harvard-Yale regatta.

1910 Nov. 14 Sailed for New London, Conn., to dock. November 20th, returned to station.

1911 June 12 To be at Fall River on June 18 for Cotton Centennial Carnival.

1912 Sept. 13 Assigned to Eastern Division. September 17th, reported to Captain Broadbent.

1912 Nov. 11 Sent winter cruising orders, December 1 to April 1, 1913.

1913 May 2 Grounded at New Bedford, Massachusetts.

1913 Sept. 18 To be detached from Eastern Division and to proceed as soon as possible to Depot, Arundel Cove, Maryland. October 13th, arrived at Depot.

1913 Nov. 10 To resume duty on station when she reports. To proceed to Woods Hole, Mass., after docking at Baltimore, Maryland, coaling at Norfolk, Virginia, stopping at Newport, R. I., for wrecking outfit.

1913 Nov. 12 Sent winter cruising orders. November 15th, arrived at Depot, Curtis Bay, Md.; left November 16th.

1913 Nov. 17 Arrived at Norfolk, Virginia. November 20th, arrived at Newport, R. I.

1913 Nov. 22 Arrived at Woods Hole, Mass.

1914 June 16 To New London, Conn., for Yale-Harvard Regatta on June 19, 1914.

1914 July 1 ACUSHNET to land detail men at New Bedford, Conn., on July 4, 1914.

1914 July 23 To Wings Neck, Buzzards Bay, July 29, 1914, in connection with opening of Cape Cod Canal.

1914 Aug. 5 Observe neutrality laws.

1914 Sept. 23 At Boston, Mass., to transfer 1st Assistant Engineer Maccoun to hospital.

1914 Oct. 6 After docking, left New London, Conn., for Woods Hole, Mass.

1914 Nov. 6 Sent winter cruising orders. Station: Buzzards Bay, Nantucket and Vineyard Sounds and adjacent waters

1914 Nov. 21 Sent letter prescribing complement from December 1, 1914.

1915 June 25 To New Bedford, Mass., July 4, 1915, to participate in celebration.

1915 Nov. 10 Winter cruising orders; station - Woods Hole, Mass., district to comprise Buzzards Bay, Nantucket and Vineyard Sounds and adjacent waters.

ACUSHNET 1908 - In commission 1 January, 1934.

1915	Nov.	30	Left Woods Hole for New London, Conn. to dock. Docked at New London December 1, 1915.
1916	June	13	To assist patrolling Yale-Harvard regatta June 23, New London, Conn.
1916	June	19	To assist in regatta at Rhode Island Yacht Club July 1, from Narragansett Bay to Vineyard Sound light vessel, etc.
1916	June	19	To participate in Fourth of July celebration at New Bedford, Mass.
1916	June	21	To participate in regatta, International Yacht Club, Long Island Sound, June 25th to 30th.
1916	Nov.	22	Winter cruising orders - district to comprise Buzzards Bay, Nantucket and Vineyard Sounds and adjacent waters.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u>
1919	Aug.	28	<u>Coast Guard returned to Treasury Department by Executive Order.</u>
1921	Apr.	19	Proceeded to Boston to obtain annual estimate on repairs.
1921	May	5	Returned to Woods Hole. To Boston for overhaul and repairs, May 7th.
1921	June	3	Arrived Woods Hole - repairs completed.
1921	June	22	Patrolling Harvard-Yale regatta, New London, Conn., until June 24th. Returned to Woods Hole June 25th.
1922	Jan.	3	Breaking ice, entrance Cape Cod Canal.
1922	Mar.	13	New Bedford for repairs. Returned to station March 14th.
1922	May	5	Boston, Mass. - Boston Engineering Company for overhaul. Returned to Woods Hole June 2nd.
1922	June	21	New London, Conn. - patrolling regatta. Returned to Woods Hole June 25th.
1922	Oct.	11	Gloucester, Mass. - patrolling Fisherman's Race. Returned to Woods Hole October 27th.
1923	Jan.	30	Boston, Mass., physical examination for promotion of officers. Returned to Woods Hole February 2nd.
1923	Mar.	1	Breaking ice at Rockland, Maine, until March 27th.
1923	July	5	Arrived at Depot for repairs. August 25th, released from further duty at Depot.
1923	Aug.	30	Left Depot bound for Norfolk and station.
1923	Sept.	2	New London, Conn., receive power boat. Returned to Woods Hole September 4th.
1924	June	20	Patrolled Harvard-Yale regatta. Arrived at Depot October 17th.
1924	Dec.	3	Repairs completed. December 4th, left Depot for station. December 10th, arrived at Woods Hole.
1925	Nov.	14	Simpson's Shipyard, Boston, Mass., for repairs. December 21st, repairs completed, proceed to station.
1926	Aug.	1	Arrived Depot for repairs. September 1, left Depot for drydock at 8:30 a. m. The 19th, left Depot 9:30 a.m.
1927	Sept.	1	Arrived Depot for overhaul. November 11th, left Depot for New York. Left New York for Woods Hole Dec. 17.
1929	Nov.	25	To begin overhaul at Boston. Left Boston for Woods Hole, Mass., January 16, 1930.
1930	June	17	Arrived New York for temporary duty.
1930	Sept.	28	Returned to Woods Hole, Mass.
1931	Mar.	3	Left Boston for temporary duty at New York.
1934	Jan.	1	Permanent station at Woods Hole, Mass.

ANDROSCOGGIN 1907 - 1922

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 Built by Rodermond Brothers, Tompkins Cove, New York, James Reilly and Company, Wilmington, Delaware, Pusey and Jones Company.  
 Constructed of wood. Contract price \$250,087. Cost \$249,600.97. January 16, 1907, launched.

1908 Mar. 3 Trial trip. Christened by Miss Emma Frye White.  
 1908 July 8 Place in commission.  
 1908 July 9 Proceed to Newport News, Virginia, and take wrecking outfit on board; then to Tompkinsville, New York, arriving latter place not later than 15th instant.  
 1908 July 9 Left Depot, Arundel Cove, Maryland. July 11th, placed in commission at 9 a. m.  
 1908 July 22 Directed to take station at Portland, Maine. Cruising grounds along Coast of Maine and as occasion requires, as far South as Cape Ann.  
 1908 Aug. 3 Arrived at Bar Harbor; will be at Eastport Sunday. August 10th, left Bar Harbor.  
 1908 Oct. 25 Left for Portland, Maine. November 1st, arrived at Portland.  
 1908 Nov. 24 Sent orders for winter cruising to begin December 1. District - Portland to Eastport, Maine, and Southward to Cape Ann.

1909 Mar. 10 Ordered to take station at Tompkinsville, New York, temporarily, in place of MOHAWK.  
 1909 Apr. 13 Return to Portland and resume duties on regular station. April 15th, sailed for Portland at 3 p. m.  
 1909 June 16 Proceed to New London, Conn. for regatta. Arrive by 29th instant.  
 1909 July 23 Proceed to Tompkinsville; July 27th, arrived; then to Fort Monroe, Virginia, to arrive 29th.  
 1909 Aug. 4 Proceed to Washington, D. C., arrive not later than morning of 6th instant.  
 1909 Aug. 11 Search Massachusetts Bay for life raft with six men from Navy tug NEZINSKOT, capsized off Cape Ann this morning. (By wireless through Charlestown Navy Yard).  
 1909 Aug. 23 Proceed to Marblehead, Mass., for duty in connection with International Yacht Races.  
 1909 Sept. 13 Proceed to New York, arrive by September 21st, for Hudson-Fulton celebration.  
 1909 Oct. 6 Arrived at Quincy, Mass. December 16th, sailed from Quincy for Boston, Mass.  
 1910 Jan. 11 Proceed in search of steam lighter COLOMBIA as far south as L.27° North. Procure additional supplies if necessary. (Wireless and telegraph).  
 1910 Jan. 7 Left Boston Navy Yard for Portland.  
 1910 May 3 To participate in reception to Roosevelt about June 13, 1910.  
 1910 June 21 Proceed to Washington, arrive on June 22nd. June 23th, arrived at station.  
 1910 Nov. 5 Sailed for Boston. November 5th, arrived at Boston.  
 1911 Jan. 20 Left Boston Navy Yard where she had been under repairs since November 5, 1910.  
 1911 June 22 Authorized to touch at Salem and Boston at intervals.  
 1911 Nov. 12 Repairs completed, left Depot, South Baltimore, Maryland.  
 1912 Aug. 2 To Gloucester, Mass., on August 13th, to participate in Gloucester mid-summer holiday.

ANDROSCOGGIN 1907 - 1922

1912 Sept. 13 Assigned to Eastern Division; reported to Captain Broadbent on September 16th.

1912 Nov. 11 Sent winter cruising orders, December 1 - April 1, 1913.

1912 Nov. 29 To cover ITASCA cruising grounds until her arrival about December 11.

1913 Jan. 19 In Norfolk, Virginia, searching for Schooners FUTURE and WINSLOW, until January 22nd.

1913 Mar. 6 To participate in Evacuation Day, Boston, Mass., March 17th.

1913 Mar. 12 To Gloucester on March 26th. (Officers guests of Master Mariners' Association).

1913 Apr. 11 Complement reduced, cruising restricted until July 1, 1913.

1913 June 28 To be at Vineyard Haven July 4th, receiving Secretary McAdoo from MOHAWK.

1913 July 17 To be at Kittery, Maine, to receive Secretary on the 19th. (This trip not made by Secretary).

1913 July 26 To cover station August, September and October, to enforce Navigation Laws.

1913 Aug. 14 To be at Rye, New York, on 16th, to receive Secretary McAdoo.

1913 Aug. 16 Secretary on board at Rye, New York. August 21st, Secretary left at New York.

1913 Aug. 17 Colonel House on board at Salem.

1913 Sept. 1 Ambassador of Austria Hungary aboard to witness International Races.

1913 Nov. 11 Sent winter cruising orders, December 1 - April 1, 1914.

1913 Nov. 19 Proceed to Depot soon as practicable after docking of GRESHAM. December 13th, arrived at Depot.

1913 Dec. 30 To proceed to Portland, Maine, after completion of repairs.

1914 Jan. 1 Left Depot, South Baltimore. January 4th, grounded at Cove Point, Maryland. Floated by APACHE.

1914 Jan. 10 To be at Boston, early as practicable for Board of Inquiry on grounding at Cove Point.

1914 Feb. 11 Arrived at Halifax, telegraphic instructions to do so in connection with search for U. S. S. POTOMAC.

1914 Feb. 17 Ordered to resume regular duties on station. February 18th, left Halifax.

1914 Mar. 14 ANDROSCOGGIN and GRESHAM to be present at Boston March 17th, Evacuation Day ceremonies.

1914 May 14 To participate (landing party) Spanish War Veterans, Boston, Memorial Sunday, May 24th.

1914 May 20 To land detail men at Rockland, Maine, on Memorial Day.

1914 July 21 To participate in ceremonies at Maine Historical Society, Island of Monhegan on August 5th.

1914 Aug. 5 Left Portland for Bar Harbor. 6th, arrived at Bar Harbor to render assistance to KRONPRINZESSIA CECILE, landing passengers and gold.

1914 Aug. 10 To proceed to Depot, South Baltimore, for repairs upon relief of MOHAWK.

1914 Aug. 16 Relieved by MOHAWK at Bar Harbor.

1914 Aug. 18 Sailed Portland for Depot. August 22nd, arrived at Depot.

1914 Aug. 27 In dry dock, Baltimore, hull inspected by Board. (Wallister, Jacobs and Hunnewell).

1914 Sept. 3 To land force in parade, Star Spangled Banner celebration, Baltimore, September 11th.

1914 Sept. 22 Arrived at Depot from shipyard, Baltimore.

1914 Dec. 17 Proceed to Boston on December 21st, or soon as practicable, and report to C.O.E.D., for duty.

1914 Dec. 22 Left Depot. December 31st, arrived at Boston, Mass.

ANDROSCOGGIN 1907 - 1922

1914 Dec. 26 ANDROSCOGGIN detailed under Act June 24, 1914, to afford medical assistance to fishing trade. Proceed to Browns and Lahave banks, making harbors of Liverpool and Shelbourne. No bad weather, take supplies at Halifax, return to Boston middle of February, then make cruise to Banquereau and Sable Island Banks. Headquarters at Boston until further advised. Left Boston.

1915 Jan. 19 Left Halifax.

1915 Feb. 15 Left Boston for Browns Bank. Second cruise. Left Liverpool February 24th.

1915 Feb. 17 To participate Evacuation Day, Boston, March 17, 1915.

1915 Feb. 18 Arrived Halifax. February 23rd, left Halifax.

1915 Feb. 28 Arrived Boston. March 7th, left Boston. 13th left Shelbourne. Arrived Boston March 15th.

1915 Mar. 19 To participate in Memorial Services Spanish War Veterans May 23rd at Boston.

1915 Mar. 19 Left Boston. March 25th, arrived Halifax. March 29th, left Halifax. April 6th, arrived Boston.

1915 Apr. 21 Left Boston for Browns Bank. April 30th arrived Halifax. May 6th, left Halifax.

1915 May 15 To proceed to Depot for repairs. (Collision). May 25th, arrived and left Halifax.

1915 May 28 Arrived at Boston. June 4th, left Boston. June 7th, arrived Depot, South Baltimore, Maryland.

1915 Oct. 4 To Boston, Mass., relieve GRESHAM until repairs are completed, then resume duty, fishing fleet.

1915 Oct. 12 Left Depot. October 13th, sailed Baltimore for Boston. October 17th, arrived Boston.

1915 Oct. 15 Arrived New York. October 16th, sailed.

1915 Nov. 6 Left Boston on cruise. Arrived Shelbourne, November 9th. Arrived Boston, November 24th.

1915 Dec. 2 Left Boston for Shelbourne. December 3, arrived Shelbourne. December 20, left Shelbourne for Boston.

1915 Dec. 22 Arrived Boston. Jan. 2, left Boston. Jan. 5, arrived Shelbourne. Jan. 12, left Shelbourne.

1916 Jan. 14 Arrived Boston. Jan. 16, left Boston. Jan. 19, arrived Shelbourne.

1916 Feb. 16 To participate in celebration Evacuation Day at Boston, March 17, 1916.

1916 May 4 To participate in Memorial services, United Spanish War Veterans, Boston, May 28th.

1916 Dec. 10 Sailed for fishing banks.

1917 Jan. 30 To participate in celebration Evacuation Day, Boston, March 17th.

1917 Apr. 6 Temporarily transferred to the Navy.

1919 Mar. 23 Sailed from Boston on Ice Patrol.

1919 Aug. 28 Coast Guard returned to the Treasury Department by Executive Order.

1920 July 12 Temporary duty New York Division, International Yacht Races and other duty.

1920 Oct. 7 Resumed duty Eastern Division.

1921 Apr. 16 Left Boston and cruising over District. April 18th, in Newport cruising.

1921 Aug. 26 Placed out of commission at 11:30 a. m., at Coast Guard Depot, South Baltimore, Maryland.

1922 May 10 Sold at Depot, to Charles A. Jording, Baltimore, Maryland, for \$8,250.00.  
(This also includes purchase price of ITASC).

A P A C H E 1891 - In commission 1 January, 1934. (Formerly GALVESTON)

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 Built by Reeder and Sons, at Baltimore, Maryland. Contract dated March 3, 1890. Cost \$95,650.

1891	Aug.	22	Vessel placed in commission.
1891	Sept.	3	Ordered to Wilmington, N. C. for temporary duty. Arrived September 11.
1891	Oct.	2	Ordered to Galveston, Texas, for duty. Sailed Oct. 11. Arrived Key West, Oct 14. Arrived Galveston October 20. Cruising grounds from Port Eads to the Rio Grande.
1895	July	13	Cruising grounds from Rio Grande River to Sabine Pass, with occasional visits to Port Eads.
1897	July	12	Vessel to visit Sabine Pass once a month and confer with Customs Officers.
1897	Oct.	12	Vessel to be isolated, no liberty granted to crew; disinfectants to be used freely. If no suitable anchorage at Galveston, proceed to Sabine Pass and await orders.
1897	Oct.	28	Yellow fever in Galveston. Above order not revoked. If change is desired, cruise Port Eads, Aransas, or Sabine.
1898	Apr.	15	Vessel ordered to New Orleans. Sailed April 17. Arrived April 20.
1898	Apr.	22	Vessel ordered to act with military authorities for defense of New Orleans.
1898	July	30	Vessel relieved from duty with military authorities, ordered to Galveston.
1898	Aug.	4	Vessel left New Orleans for Galveston, Texas. Arrived at Galveston, August 7.
1899	Feb.	4	Vessel ordered to convey Major Foote to Brownsville.
1899	July	13	Vessel ordered to render all possible assistance to flood sufferers.
1899	July	18	Vessel ordered to be retained as long as necessary for relief duty from jetties to Columbia.
1900	Sept.	13	Vessel ordered to be placed at disposal of Governor of Texas.
1900	Sept.	17	Vessel ordered to be placed at disposal of Collector of Customs immediately.
1900	Sept.	24	Vessel ordered to Mobile. Arrived September 30.
1901	May	17	Vessel ordered to resume duties at Galveston on June 6, 1901. Sailed May 23. Arrived May 29, 1901.
1903	Apr.	4	Vessel ordered to Philadelphia to receive new boilers. To be towed by ONONDAGA.
1903	Dec.	26	Vessel ordered to be placed out of commission.
1903	Dec.	31	Vessel put out of commission.
1904	Mar.	23	Captain Cushing informed that ONONDAGA has been ordered to sail early in April to tow GALVESTON north.
1904	Apr.	15	Arrived at Galveston, Texas. Will sail with tow for Key West Sunday.
1904	Apr.	30	Arrived South Baltimore, Maryland.
1904	July	14	Left Baltimore, Maryland for Philadelphia, Pa., in tow of WINDOM.
1904	July	16	Arrived at Philadelphia, Pa., 6 p. m. and was delivered to William Cramp and Son for repairs to hull and machinery, their bid for the sum of \$74,000 having been accepted.
1904	Dec.	30	<u>Name changed from GALVESTON to APACHE.</u>
1905	Nov.	25	Lieutenant John Mel directed, "upon receipt hereof" to place APACHE in commission.
1905	Nov.	29	Lieutenant John Mel directed to "postpone placing APACHE in commission until your (his) return to the vessel from examination."



A P A C H E 1891 - In commission 1 January, 1934. (Formerly GALVESTON)

1905	Dec.	11	APACHE placed in commission at Arundel Cove, Maryland by Lieutenant John Mel.
1905	Dec.	18	Everything being in readiness, proceeded to Galveston for duty on that station, touching at Key West enroute. Cruising grounds - Port Eads, La., to the mouth of the Rio Grande.
1905	Dec.	21	Left Baltimore 6 p. m. Arrived Key West, Florida 7 p. m., December 31, 1905.
1906	Jan.	5	Arrived Galveston, Texas, 9 a. m.
1906	Feb.	14	Have APACHE at New Orleans on 26th instant to participate in Mardi Gras Carnival if it does not interfere with regular duties.
1906	Mar.	26	Left Sabine today in search of barge reported adrift in Gulf. Will report Port Eads.
1906	Mar.	30	Arrived New Orleans in connection with search for barge.
1906	Apr.	16	Proceed to New Orleans so as to arrive not later than May 1. Convey party of school teachers to jetties at mouth of Mississippi.
1906	Apr.	27	Trip to jetties abandoned. After pay rolls for April are settled at Galveston, proceed to New Orleans as ordered.
1906	May	5	Return with command to Galveston and have vessel at that port not later than the 11th instant.
1906	May	7	C.O. directed to arrange to receive faculty and students State Normal School at Galveston, Texas, for educational purposes to study Galveston Harbor. Sailed for Galveston, Texas, May 8, 1906.
1906	June	9	APACHE sailed this evening in search of oil barge gusher abandoned in Gulf of Mexico.
1906	June	11	Assigned to duty at regatta, at Galveston, June 14 and 15.
1906	June	17	Vessel grounded at Aransas Pass, Texas. No damage done.
1906	July	9	Proceed to Key West, Florida to reach there not later than 19th instant. (Officers and crew to be exchanged with WINDOM)
1906	July	17	Arrived at Key West, Florida from Galveston. Left this morning Baltimore direct, July 24, 1906.
1906	July	28	Arrived at Baltimore, Maryland.
1906	Aug.	23	Have command in readiness to take part in military parade at Baltimore, September 11, 1906.
1906	Nov.	27	Sent Winter cruising orders to begin December 1. District - Chesapeake Bay and tributaries to Capes of Virginia.
1907	Mar.	7	Schooner GARFIELD reported ashore Cherry Point, Gwyn's Island. Proceeded to her assistance.
1907	Apr.	17	Have APACHE at Chase's Wharf, Baltimore, at 5 p. m., 19th instant.
1907	Apr.	22	Remain at Baltimore until receipt of orders to proceed to the Jamestown exposition.
1907	Apr.	23	Proceed to Jamestown Exposition upon arrival of party from Washington on Thursday.
1907	May	13	Have APACHE at Chase's Wharf, Baltimore, SATURDAY next.
1907	May	17	Proceed to Newport news, Virginia and tow barge to Arundel Cove, Maryland.
1907	June	17	Proceed to Newport News, Virginia and tow ITASCA to Arundel Cove, Maryland.
1907	June	21	Leave here 9 o'clock tomorrow morning, ITASCA in tow.
1907	Oct.	12	Have command ready to leave Baltimore on 16th for Fishermans Island for joint drills and inspection.
1907	Oct.	12	Prepare to land all available men for military parade on 15th instant, Baltimore, Maryland.

A P A C H E 1891 - In commission 1 January, 1934. (Formerly GALVESTON)

1907	Oct.	14	Report to Senior Officer commanding fleet, on the 16th, for joint drills and inspection.
1907	Oct.	21	Mail and telegraphic address Yorktown, Virginia.
1907	Oct.	29	Convey U. S. Marshal of Baltimore to points in Potomac River and Chesapeake Bay.
1907	Nov.	25	Sent winter cruising orders to begin December 1. District - Chesapeake Bay and tributaries to Capes of Virginia.
1908	June	16	Reached Newport News Thursday evening to tow SENECA to Arundel Cove.
1908	June	19	Remain in vicinity of Newport News until further orders.
1908	June	26	Resumed regular duties.
1908	June	29	Proceed to Morshead City, N. C., reaching there not later than the 3rd to participate in ceremonies attending presentation of Silver Service to cruiser NORTH CAROLINA.
1908	July	4	Ceremonies completed - sailed for Baltimore 4:30 a. m. July 5. Arrived Baltimore July 6, 1908.
1908	Aug.	10	Patrol regatta off St. Michaels, Maryland. September 10, arrived at Baltimore, Maryland.
1908	Sept.	12	Proceeded to Newport News, Virginia, to tow the SENECA to Arundel Cove, Maryland.
1908	Nov.	24	Sent orders for winter cruising to begin December 1. District - Chesapeake Bay and tributaries to Capes of Virginia.
1909	Feb.	8	Have command at Washington, D. C., on forenoon of 20th instant.
1909	Sept.	27	Have command at Washington, D. C., on afternoon of October 27, 1909.
1909	Oct.	25	Have command at Washington, D. C., on afternoon of October 30, 1909.
1909	Nov.	15	Confer with U. S. Marshal at Baltimore and assist him with command.
1910	Oct.	7	To Yorktown, Virginia, to participate in celebration anniversary of battle.
1911	Sept.	6	Reported at Depot, South Baltimore, for overhauling.
1912	May	4	To convoy MIAMI from Newport News to South Baltimore, not later than May 6, to Depot at Arundel Cove, for repairs.
1912	Nov.	11	Sent winter cruising orders. December 1 - April 1, 1913.
1912	Dec.	30	To cooperate with the TARRAGON (Commerce and Labor). Boarding duty.
1913	Apr.	8	Arrived Depot March 30. Arrived Annapolis, Secretary McAdoo and party taken on board at Norfolk March 29.
1913	Apr.	11	Complement reduced, cruising restricted until July 1, 1913.
1913	Apr.	15	Convoyed party to investigate oyster beds in Potomac River, from Washington, D. C.; returned April 18.
1913	Apr.	19	Secretary McAdoo, Mr. and Mrs. Harriman, on board for trip from Washington, D. C.
1913	Apr.	23	Proceeded to Depot, South Baltimore, Maryland, for overhauling. Arrived Depot April 24, 1913.
1913	May	15	Left Depot after repairs were completed.
1913	May	21	To be in Washington, D. C. on the 23rd. (Friday) Arrived the 23rd.
1913	May	28	To assign firing squad, Army and Navy Union, on Memorial Day.
1913	June	9	Representative Adams, Captain and Commandant and party on board.
1913	June	21	Secretary of Treasury, McAdoo and party on board at Baltimore.
1913	June	22	Secretary of Treasury on board, left Washington, D. C., June 23, 1913.



A P A C H E 1891 - In commission 1 January, 1934. (Formerly GALVESTON)

1913	June	28	APACHE to patrol regatta at Chesapeake Bay Yacht Club, Oxford, Maryland, July 22, 1913.
1913	July	3	Arrived Washington, D. C., June 23. APACHE in Washington, D. C., Secretary of Interior and party on board; July 5, Secretary of Interior on board at Yorktown, Virginia.
1913	July	6	Secretary of Treasury on board, left Washington, D. C., July 7, 1913.
1913	July	19	APACHE in Washington, D. C. the 21st. Senatorial party left APACHE at Washington, D. C.
1913	July	26	To cover station August, September and October for purpose of enforcing Navigation Laws.
1913	Aug.	2	Assistant Secretary Treasury Allen and Williams on board Baltimore to Annapolis. Mr. Newton on board to Baltimore, Maryland, on August 4.
1913	Aug.	29	APACHE to be docked at Portsmouth Navy Yard.
1913	Aug.	14	To be at Baltimore, Wednesday, August 16th, crew to be vaccinated against typhoid.
1913	Oct.	3	Secretary Williams on board at Washington, D. C.
1913	Oct.	8	Honorable Carter Glass on board to October 14.
1913	Oct.	20	Secretary McAdoo left APACHE (trip to Hampton Roads). On board 18th - 20th. APACHE left Washington.
1913	Nov.	9	Sent winter cruising orders.
1913	Nov.	20	To be in Washington, D. C., November 22.
1913	Nov.	23	Secretary Lane, Secretary Houston to be on board until 25th.
1913	Dec.	28	Commissioner Internal Revenue Osborne and party on board until 31st.
1914	Mar.	27	Arrived in Washington, D. C. Arrived at Depot for overhauling, April 2, 1914.
1914	May	2	Left Depot; May 9th at Washington, D. C. May 11th arrived at Depot; May 28th left Depot.
1914	May	9	Assistant Secretary Newton on APACHE, left 11th. May 24, Commandant and party on board.
1914	June	18	At Washington, D. C. Left June 19th with Secretary McAdoo on board.
1914	June	21	Secretary McAdoo on board at Yorktown, Virginia.
1914	June	29	Left Washington, D. C.; arrived June 27, 1914.
1914	July	14	At Navy Yard, Norfolk, Virginia.
1914	Aug.	5	Observe neutrality laws, President's Proclamation. The 6th, anchored off Fort Carroll, boarding all foreign vessels leaving port.
1914	Aug.	10	To participate in Star Spangled Banner celebration in Baltimore on September 11, 1914.
1914	Sept.	5	To relieve ONONDAGA at the mouth of the Chesapeake on September 9. Relieved September 8, 1914.
1914	Sept.	11	To alternate with ONONDAGA on duty for periods of 10 days and 2 weeks, respectively, neutrality.
1914	Sept.	20	Arrived at Depot for repairs due to collision with Steamer TRANSPORTATION on September 12. (Relieved by ONONDAGA September 18, 1914) Left Navy Yard, Portsmouth, September 19, 1914.
1914	Sept.	30	Relieved of specific duties relative neutrality to resume regular duty on station.
1914	Oct.	29	APACHE left Depot after repairs - resumed regular station.
1914	Nov.	12	Arrived at Washington, D. C.
1914	Nov.	14	Collided with British Steamer CLEARPOOL off Hoofers Island.
1914	Nov.	27	Cruising orders (winter) issued, WINDOM to carry out these orders until repairs completed.

A P A C H E 1891 - In commission 1 January, 1934. (Formerly GALVESTON)

1915	Jan.	13	C. O. Depot directs APACHE to resume duties when repairs are completed; completed January 14, 1915.
1915	Jan.	19	APACHE in Washington, D. C. (trip to Newport News inspection R. C. 26-27)
1915	Mar.	10	APACHE in Washington, D. C.
1915	Apr.	14	Ordered to Depot for repairs. Arrived April 15, 1915.
1915	May	28	APACHE in Washington, D. C.
1915	July	10	Left Newport News, Virginia with OSSIFEZ in tow. Arrived at Depot July 11.
1915	July	14	To Newport News to tow TALLAPOOSA to Depot. Left Newport News July 16. Arrived at Depot July 17, 1915.
1915	July	16	To Washington Navy Yard to receive guns for OSSIFEZ and TALLAPOOSA. Arrived July 19th.
1915	July	29	To patrol course at Arundel Boat Club, Baltimore, Maryland, July 31, 1915.
1915	Nov.	10	Winter cruising orders, district comprising Chesapeake Bay and tributaries.
1916	Feb.	12	Complement to include 2 electricians, 2c., until further advice.
1916	Feb.	25	To tow ALGONQUIN from Depot to Norfolk Navy Yard.
1916	Mar.	11	Left Baltimore for Washington, D. C. Arrived 13th. Left 14th.
1916	Apr.	12	To assist at Convention of Naval Military Order of Spanish American War, at Washington, D. C., May 12 and 13, 1916.
1916	May	25	To participate in regatta of Southern Rowing Association, St. James River, June 17, 1916.
1916	July	4	Arrived at Depot for minor repairs.
1916	Aug.	1	To patrol regatta of Middle States Rowing Association, Washington, D. C., September 4, 1916. Arrived Washington, D. C., on August 26. Left Washington, D. C. for Baltimore on August 28, 1916. Arrived Washington, D. C. Left Washington, D. C., September 6.
1916	Sept.	21	Left Baltimore. Arrived Washington, D. C., September 22. Left Washington, D. C., September 24. Arrived Baltimore, September 25. Left Winthrop Beach, October 9.
1916	Nov.	23	Winter cruising orders, district comprising Chesapeake Bay and tributaries.
1916	Dec.	8	Left Codd Point for Washington, D. C. Left Washington, D. C., December 9, 1916.
1917	Mar.	21	Left Depot for Washington, D. C.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u> Left Norfolk for Charleston, S. C., December 11. Arrived Charleston, S. C., December 15, 1917.
1919	July	25	Arrived Norfolk, Virginia.
1919	Aug.	28	<u>Coast Guard returned to Treasury Department by Executive Order.</u>
1920	Apr.	30	APACHE placed out of commission at Depot.
1921	Oct.	1	APACHE placed in commission at 8 a. m. at Depot
1921	Nov.	21	APACHE ordered to Baltimore for repairs at Depot, lighting circuit and inspection of steering gear.
1921	Dec.	5	APACHE departed from Coast Guard Depot at 11:25 a. m.
1922	May	3	APACHE detached from Norfolk Division and assigned as an independent unit with headquarters at Baltimore, Maryland. Address, P. O. Box No. 162.
1922	June	12	Newport News, delivering machinery to MANNING from Depot.

APACHE 1891 - In commission 1 January, 1934. (Formerly GALVESTON)

1922	June	14	Depot - delivering batteries. At Baltimore July 7, 1922.
1922	July	20	Richmond, Virginia - patrol regatta. July 26th, at Depot to deliver MANNING'S pump parts.
1922	July	29	At Baltimore. August 11, Annapolis - patrol workboat races. August 12, at Depot.
1922	Sept.	4	Spring Gardens, Maryland, patrol regatta. September 9, Washington Navy Yard. September 10, at Depot.
1922	Oct.	19	Baltimore, Chases Wharf.
1923	Jan.	1	Permanent station at Baltimore, Maryland. April 20 to 23, at Baltimore drydocks.
1923	Mar.	3	Norfolk, delivering boats from Depot.
1923	Apr.	25	Departed Baltimore, Depot, enroute Washington, D. C. 3:30 p. m. Arrived April 27, 1923.
1923	Apr.	29	Arrived at Depot 3:03 p. m. May 20th, arrived Coast Guard Depot, 4:45 p. m.
1923	May	14	At Washington, D. C. unveiling statue of Alexander Hamilton.
1923	May	24	Left Depot 9:20 a. m. May 25, enroute to Norfolk, temporary duties patrolling Capes.
1923	May	31	Washington, D. C., Shriner's Convention until June 10. June 25th, at Norfolk, Virginia.
1923	July	18	Arrived at Depot. July 28th, at Baltimore, Maryland. August 17th, left Depot at 3 p. m.
1923	Aug.	27	At Hampton Roads - patrolling. October 15, at Depot - overhaul and repairs.
1924	Jan.	7	Left Depot. January 18, arrived Depot. April 2, arrived Washington, D. C. Part of crew working at Headquarters.
1924	July	26	Patrolled 7th Annual regatta of Southern Rowing Association, Alexandria, Virginia.
1924	Aug.	8	Patrolled Miles River Yacht Club regatta at St. Michaels, Maryland.
1924	Sept.	1	Patrolled regatta of Arundel Boat Club at Baltimore, Maryland, for Labor Day.
1924	Sept.	13	Patrolled races of Capital and Corinthian Yacht Clubs, Washington, D. C.
1925	June	20	Patrolled regatta off Cambridge, Maryland.
1925	Aug.	15	Patrolled Capital and Corinthian Yacht regatta, Washington, D. C.
1925	Dec.	11	Arrived at Depot for repairs. 1926 April 3, arrived at Depot for overhaul.
1926	July	7	Left Depot at 7:15 a. m. enroute to Bethlehem Shipbuilding Company, Baltimore, for drydocking.
1929	Mar.	1	Arrived Navy Yard, Washington, D. C. to take part in Inaugural Ceremonies.
1929	Nov.	30	Ordered to Depot for overhaul.
1929	Dec.	2	Arrived at Depot.
1930	Jan.	2	Assigned to Norfolk Division with home port at Baltimore, Maryland.
1930	Jan.	22	Left Depot, repairs completed.
1930	Jan.	26	Left Depot for Norfolk.
1930	Dec.	14	Arrived at Washington, D. C.
1930	Dec.	15	Arrived at Depot for annual overhaul.
1933	July	18	CG-2349 attached to.

HAHN 1919 - 1923 (Formerly SC-415)

1919 Dec. 16 Taken over from Navy at New York.  
1919 Dec. 21 Placed in commission.  
1921 July 20 Left New York. Arrived at Depot on July 22, 1921.  
1921 Aug. 1 Placed out of commission.  
1922 Oct. 27 Arrived at Coast Guard Depot. Machinery laid up and valuable instruments removed.  
1923 Jan. 1 Out of commission at Coast Guard Depot, South Baltimore, Maryland.  
1923 Jan. 29 Sold to J. M. Kenny, 307 W. Fayette Street, Baltimore, Maryland, for \$601.

HANSEN 1920 - 1927

1920 Jan. 14 Taken over from Navy at Key West, Florida.  
1921 July 26 Left Key West for Depot in tow of TALLAPOOSA.  
1921 Aug. 7 Arrived at Depot in tow of SEMINOLE.  
1921 Aug. 10 Ordered placed out of commission.  
1922 Mar. 10 Loaned Prohibition commissioner. Laid up at Depot, January 7, 1923.  
1923 Jan. 1 At present date this vessel is loaned to Prohibition commissioner.  
1923 Jan. 7 Arrived at Coast Guard Depot - returned from Prohibition commissioner.  
1923 Jan. 10 Equipment removed and vessel out of commission at Depot.  
1927 Apr. 28 Sold to George Johnson, 1033 Riverside Avenue, Baltimore, Maryland, for \$505.

HEMES 1932 - In commission 1 January, 1934.

Built at Bath Iron Works, Bath, Maine. 165-foot patrol boat.  
1932 Feb. 23 Launched. March 5th, accepted. March 7th, commissioned at 10 a. m.  
1932 Mar. 8 Left Bath, Maine, on shake down cruise for approximately 10 days.  
1932 Mar. 19 Arrived at Pier 18 Stapleton, Staten Island, New York.  
1932 May 5 Transferred to New York Division as part of special patrol force stationed at Stapleton.

BOYCE 1919 - 1921

1919 Oct. 29 Taken over by Coast Guard from Navy at Chicago, Ill.  
1921 Aug. 31 Returned to the Navy.

HARRISON 1848 - 1856

1848 Oct. 16 The proposal of John Carrick to built two new vessels - HARRISON and INGHAM, at Erie, Pa., accepted.  
1848 Oct. 29 Lieutenant C. W. Bennett ordered to superintend their construction.  
1849 Aug. 14 Received from the contractor on the 11th instant at Oswego, where he was required to deliver her.  
1852 Nov. 14 Sustained injury during a gale on the 12th; estimated cost of repairs \$1,280.  
1856 Sept. 5 Her sale directed at Oswego, New York, in compliance with an Act of Congress, August 18, 1856.  
1856 Oct. 6 Sold to Messrs. Merry and Gay for \$1,690.

HERCULES 1861 - 1864

1861 Aug. 10 Bought from the Patapsco Steam Tug Company, for \$9,000. On the 19th, Captain McGowan reports having taken possession of her at Baltimore, Maryland. She was fitted out under his supervision.  
1861 Sept. 11 Placed in commission under command of Lieutenant Rufus Coffin.  
1861 Nov. 9 Placed under orders of General Dix at Fort McHenry.  
1862 Oct. 29 Repaired at Baltimore, Maryland, at a cost of about \$1,030.46.  
1862 May 16 Dimensions: length overall, 100 ft.; breadth 17 $\frac{1}{2}$  ft.; depth 7 ft.; draft 9 ft. 4 in.; single direct acting high pressure engine 26 in. stroke; 23 in. cylinder; main shaft 6 $\frac{3}{4}$  in.  
1864 May 18 Her sale at Baltimore, Maryland, advertised.

HARRIET LANE 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Jan. 4 Placed in commission at 3:30 p. m., at Philadelphia, Pa.  
1927 Feb. 4 Arrived at Base 2, Stapleton, New York. Feb. 8th, arrived at New London, Conn.  
1927 Feb. 23 Arrived at Boston, Mass. May 3, 1928, arrived at Depot, Curtis Bay, Maryland, for repairs.  
1928 May 22 Left Depot for Boston, Mass. Nov. 15, 1929, assigned to Base 5, Boston, Mass.  
1931 Feb. 4 To be laid up at Boston, Mass., for machine repairs for 50 days.

COLONEL HODGSON 1925 - 1926

1925 Jan. 21 Taken over from U. S. Lighthouse Service at Portsmouth, Virginia. Concrete Hull.  
1925 Jan. 28 Out of commission at Depot, Curtis Bay, Md. Dec. 22, 1926, sold for \$200 to Geo. Johnson, 1033 Riverside Ave., Baltimore, Md. Jan. 14, 1927, left Depot, 10:30 a. m., having been delivered to Mr. Johnson.

HERNDON 1931 - In commission 1 January, 1934

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Taken over by the Coast Guard at Philadelphia Navy Yard, Philadelphia, Pa.  
1931 Mar. 3 Assigned to Division III, Destroyer Force, Boston, Mass.  
1931 Mar. 7 Placed in commission at Philadelphia Navy Yard. March 12th, arrived at Boston Navy Yard.  
1933 May 22 (P-601) Headquarters' letter to Commander, Eastern Area, authorizes permanent change of station to New London, Conn.  
1933 June 7 Arrived and reported for duty in accordance with the foregoing.  
1933 Sept. 7 Discontinued target practice at Hampton Roads, Virginia, and left for Key West, Florida, arriving on September 9, for duty with the Navy.  
1933 Sept. 16 Arrived at Cardenas, Cuba. September 22nd, left Cardenas, Cuba.  
1933 Sept. 25 Left Matanzas, Cuba; arrived same date at Havana, Cuba.  
1933 Sept. 27 Left Havana, Cuba, for Key West, Florida; arrived same date.  
1933 Oct. 23 Left Key West, Florida, for Nueva Gerona, Cuba; arrived October 24th.  
1933 Oct. 31 Left Nueva Gerona, Cuba, for Key West, Florida; arrived November 1st.  
1933 Nov. 6 Released from duty with the Navy. Headquarters' dispatch to Commander, Destroyer Squadron, directs return to Eastern Area for duty with that area.  
1933 Nov. 6 Left Key West, Florida, for Stapleton, New York; arrived November 9th.  
1933 Nov. 10 Left for New London, Conn.; arrived same date.

HECTOR (1864) (WINSLOW)

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A boat named HECTOR was chartered at Buffalo, New York, in September, 1864, and continued in service several months. This boat was also known as the WINSLOW.  
1864 Sept. 30 Chartered at Oswego, New York, for one month at \$4,500.  
This vessel was lost at Cleveland, Ohio, in October, 1864, while under command of Captain Ottinger. Wrecked subsequent to October 23, 1864.

HENRIETTA 1861 - 1862

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1861 May 24 In a letter to Captain Howard, reference is made to the services of the REBECCA (error) having been tendered the Government by James Gordon Bennett, 3rd Lt., who is also her commander.  
1861 June 19 The HENRIETTA to be equipped and etc., as other Revenue Cutters.  
1861 July 12 Cruising along Northern Coast of Long Island. Feb. 19, 1862, at Port Royal, South Carolina.  
1862 Apr. 29 To be withdrawn from the Cutter Service.



HUNT      1931 - In commission 1 January, 1934

1931 Feb. 5 Placed in commission at Philadelphia Navy Yard and transferred to Coast Guard. Formerly Navy Destroyer.

1931 Feb. 10 Left Philadelphia Navy Yard, Philadelphia, Pa., for Stapleton, New York, permanent station.

1931 Feb. 10 Arrived at Stapleton, New York. April 17th, left Stapleton for St. Petersburg, Florida, target practice.

1931 Apr. 22 Arrived at Egmont Key, Florida.

1931 May 21 Left St. Petersburg, Florida, for Stapleton, New York; arrived May 25th.

1932 Feb. 15 Left for St. Petersburg, Florida, for target practice; arrived February 20th.

1932 Mar. 22 Left St. Petersburg, Florida, for Stapleton, New York; arrived March 25th.

1932 Apr. 18 In accordance with Headquarters' letter to Commander, Destroyer Force, April 8, 1932 (CO-601) jurisdiction transferred to Commander, New York Division. Will be flagship of Special Patrol Force with Headquarters at Stapleton, Staten Island, New York.

1932 Dec. 28 (CO-601) Headquarters' letter directs HUNT to be transferred to Division II, Destroyer Force; said transfer made effective January 6, 1933.

1933 Jan. 16 Left for St. Petersburg, Florida; arrived January 20th.

1933 Feb. 22 Left St. Petersburg, Florida; Feb. 24th, arrived at Stapleton, New York.

1933 Sept. 7 Discontinued target practice at Hampton Roads, Virginia, and left for Key West, Florida, arriving there September 9, for duty with the Navy.

1933 Sept. 13 Left for Puerto Padre, Cuba; arrived September 14th.

1933 Sept. 16 Left Puerto Padre, Cuba; arrived at Manati, Cuba, same date.

1933 Sept. 16 Left Manati, Cuba, and returned to Puerto Padre, Cuba, same date.

1933 Sept. 20 Left Puerto Padre, Cuba, for Key West, Florida; arrived September 21st.

1933 Oct. 9 Left Key West, Florida, for Matanzas, Cuba; arrived October 9th.

1933 Oct. 12 Left Matanzas, Cuba, for Key West, Florida; arrived same date.

1933 Oct. 20 Left Key West, Florida, for Miami, Florida; arrived October 21st.

1933 Oct. 25 Left Miami, Florida, for Nipe Bay, Cuba; arrived October 26th.

1933 Nov. 2 Left Nipe Bay, Cuba, for Key West, Florida; arrived November 3rd.

1933 Nov. 6 Released from duty with the Navy. Headquarters' dispatch to Commander, Destroyer Squadron directs return to Eastern Area for duty with that area.

1933 Nov. 6 Left Key West, Florida. November 9th, arrived at Stapleton, New York.

HAZEL      1926 - 1931

1926 May 6 Stationed in Thirteenth District, Nome, Alaska.

1930 Jan. 20 To be condemned and sold.

1931 July 3 Sold for \$400 to August Masik, Nome, Alaska.



HUDSON 1893 - In commission 1 January, 1934.

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Built at Camden, New Jersey, by John H. Dialogue, under contract dated February 18, 1892, for \$36,500.  
1893 Aug. 17 Completed and accepted.  
1893 Aug. 30 Crew of WASHINGTON ordered transferred to HUDSON and latter vessel ordered to New York.  
1893 Sept. 4 Sailed. September 5, arrived at New York. To perform duties heretofore done by WASHINGTON.  
1897 June 1 Lieutenant McLellan granted permission for daughter to reside on board for a short time.  
1898 Mar. 26 Ordered to Norfolk, Virginia, April 3, arrived same day.  
1898 Mar. 24 Vessel ordered to cooperate with Navy.  
1898 June 27 The President recommends medals for officers and crew of HUDSON and the thanks of Congress for gallant services rendered in rescuing U.S. WINSLOW in the face of a most galling fire at Cardenas, Cuba, May 11, 1898. Record 55th Congress, 2nd Session, page 7171.  
1898 Aug. 17 HUDSON returned to Treasury Department by Executive Order.  
1898 Sept. 23 Ordered to return to New York for duty. Sailed from Norfolk, October 5. Arrived New York, Oct. 6.  
1898 Oct. 24 Ordered to Philadelphia to participate in Naval parade on 25th.  
1898 Oct. 27 Ordered to New York and resume duties, when repairs are completed.  
1912 Dec. 27 Relieved CALUMET on boarding duty.  
1914 June 26 Assisted patrol Intercollegiate regatta, Poughkeepsie, New York.  
1917 Apr. 6 Temporarily transferred to the Navy.  
1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.  
1921 June 2 Arrived at Norfolk, Virginia.  
1923 Jan. 1 Permanent station at New York, New York.  
1927 Dec. 22 Ordered to depot for repairs.  
1928 July 14 Repairs completed, sailed for New York.

HENLEY 1924 - 1931

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1924 Nov. 14 Placed in commission, 8:00 A.M., Navy Yard, Philadelphia, Pennsylvania.  
1924 May 16 Transferred from Navy to Coast Guard at Navy Yrd, New, New York. Arrived Tompkinsville, November 30. Arrived at Cape May, New Jersey, December 14.  
1925 July 5 New York Navy Yard. October 8, at Stapleton, Staten Island, New York Station.  
1926 May 22 Ordered to New London, Connecticut. Arrived, July 16. Left for Florida on March 10, 1928.  
1928 Mar. 31 Ordered back to New London. April 14, 1928, left New London for Charleston - target practice.  
1929 Apr. 17 Arrived at Charleston. May 7, 1929, returned to New London.  
1930 Oct. 14 Left New York for Philadelphia Navy Yard.  
1930 Oct. 16 Arrived at Philadelphia Navy Yard under command Coast Guard Representative.  
1931 Jan. 30 Placed out of commission at Philadelphia Navy Yard and returned to the Navy.

HARRIET LANE 1857 - 1861 (ELLIOTT RITCHIE)

- 1857 June 13 Contract awarded to William H. Webb of New York, for building a Revenue Steamer for \$140,000. She was superintended by Naval Constructor Pook, assisted after November 30, 1857, by Captain John Faunce, U.S.R.M. Referred to as the HARRIET LANE. (Side Wheel).
- 1858 Apr. 2 Assigned to New York. April 5th, reported to the Collector for duty.  
The Revenue Steamer HARRIET LANE, Captain John Faunce, commanding,  
in cooperation with Naval Expedition to Paraguay 1858 - 1859.
- 1858 July 28 I have the honor to request that the Revenue Steamer HARRIET LANE, with her officers and crew, may be placed temporarily under the control of this Department, for the purpose of forming a part of the Naval force to be sent to Paraguay, and that her commanding officer, Captain Faunce, may be instructed to report, by letter for himself and officers to the Department for its orders. (Secretary of Navy to Secretary of the Treasury).
- 1858 July 30 I have the honor to acknowledge the receipt of your letter of the 29th instant transferring this vessel with her officers and crew to the Navy Department for the purpose of forming a part of the Naval force to be sent to Paraguay, and to report myself to that Department for its orders---. And in reply would respectfully state that I have reported my vessel and officers to the Honorable Secretary of the Navy. (Captain Faunce to Secretary of the Treasury).
- 1858 Sept. 1 The Revenue Cutter HARRIET LANE, under your command, having been placed under the control and direction of the Navy Department, you are required on the receipt of this letter, to discharge the crew of that vessel. In due time the necessary information will be given you, with regard to the future payments of the salaries of the officers of your command. (Secretary of the Treasury to Captain Faunce).
- 1858 Sept. 29 The U. S. Steam Cutter HARRIET LANE, under your command, with the officers and men having been placed under the control of this Department, for the purpose of cooperating with the Naval Expedition to Paraguay, you will proceed with her as soon as she is ready for sea to Buenos Ayres. At Buenos Ayres, you will await the arrival of Flag Officer, William B. Shubrick, to whom you have already reported for duty in the expedition under his command. (Secretary of the Navy to Captain Faunce).
- 1858 Oct. 5 In accordance with orders contained in your communication of the 29th of September, I have the honor to report that the U. S. Steamer HARRIET LANE, under my command, is now ready for sea and will leave this port for her destination, on Thursday October 7, 1858. (Captain Faunce to Secretary of Navy).
- 1858 Oct. 9 The President has appointed Honorable James B. Bowlin, Commissioner, to proceed to Asuncion, the Capital of Paraguay, and endeavor to adjust the difficulties by treaty stipulations, and I transmit herewith, for your information, a copy of the instructions that have been given him. You will perceive by them that Mr. Bowlin has been directed upon certain contingencies to retire from Asuncion and give you notice of his having failed in the object of his mission. Upon receiving such notice you will, according to your best discretions, on your arrival at the junction of the Rivers Paraguay and Parana, cause those rivers, and the towns and cities of Paraguay on their banks, to be laid under an effective

HARRIET LANE 1857 - 1861 (ELLIOTT RITCHIE)

- blockade; attack and destroy the fortifications of Humatia, and such others as may in your opinion obstruct or endanger the safe passage of the fleet under your command. Proceeding to Asuncion you will then, unless the Paraguayan Government shall accede to the terms proposed by the Commissioner, demand and take possession of that City and its defences, using the force necessary for that purpose, and performing such other acts of hostility as the laws of nations will justify, and you may deem proper to compel submission to the terms which shall have been required. (Letter of instructions to Flag Officer William B. Shubrick, Commanding Expedition, by Secretary of the Navy).
- 1858 Oct. 20 Her arrival at Barbadoes, 10 $\frac{1}{2}$  days from New York reported. (Captain Faunce to Secretary of Treasury).
- 1858 Nov. 17 Arrived at St. Luz on the 13th. (Captain Faunce to Secretary of the Treasury).  
Arrived at Pernambuco November 25th, and sailed on the 28th for St. Catharine's. After two days broke crank-pin of starboard engine and put in at Rio de Janerio. (Captain Faunce to Secretary of Treasury).
- 1859 Jan. 19 All the vessels grounded more than once and it is proper, and it gives me pleasure to do so, that I should express my sense of the skill and zeal with which Captain Faunce has used the very efficient vessel under his command in extricating us from our difficulties. 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. (Flag Officer Shubrick to Secretary of the Navy).
- NOTE: The HARRIET LANE ascended the Paraguay as far as Corrientes.
- 1859 Feb. 23 I have the honor to report that the following named vessels of the Paraguay Expedition with their numerical force and armanent as exhibited in the annexed table, have arrived in the Parana River and that they are equipped for war:

NAMES OF VESSELS	MEN	MARINES	GUNS		HOWITZERS	
			LX in	XI in	24	12
FULTON	110	24	4	1	-	2
WATER WITCH	69	24	1	-	1	2
HARRIET LANE	82	22	2	-	4	1
ATLANTA	114	13	2	-	1	2
WESTERNPORT	114	13	2	-	1	1
MEMPHIS	114	13	2	-	1	1
CALEDONIA	9	13	2	-	1	2
SOUTHERN STAR	249	13	2	-	1	3
TREBLE	128	91	2	8	-	1
DOLPHIN	85	21	1	3	1	1
PERRY	70	23	1	4	-	1
BAINBRIDGE	85	21	1	4	-	1

HARRIET LANE 1857 - 1861 (ELLIOTT RITCHIE)

NAMES OF VESSELS	MEN	MARINES	GUNS		HOWITZERS	
			LX in	XI in	24	12
RELEASE	22	-	1	2	-	-
SUPPLY	88	-	-	2	-	-
ARGENSIXA	22	-	-	-	-	-
TOTALS 15 Boats	1361	291	23	24	11	18

- 1859 Apr. 20 I have the honor to report the arrival of this vessel from Montevideo, all well, which port we left on the 12th of March, touching at Pernambuco and Barbadoes for a supply of coal, making the passage to New York, running time twenty-eight days. (Captain Faunce to Secretary of the Treasury).
- 1859 Apr. 26 I have the honor to inform you of the return to New York from the Paraguay Expedition, of the Steamer HARRIET LANE, and that instructions have been given to place her in a proper condition to transfer her to the Treasury Department. Captain Faunce has been ordered to report to you for duty. This Department in closing its official connection with Captain Faunce is happy to express to you its satisfaction at the prompt, energetic and able manner in which he has conducted his command whilst in its service. (Secretary of the Navy to Secretary of the Treasury).
- 1859 Apr. 27 In obedience to instructions from the Navy Department, dated 25th instant, I have the honor to report myself for duty. (Captain Faunce to Secretary of the Treasury).
- 1859 Oct. 27 To cruise from Northern boundary to Southern Point of Florida, to prevent violations of the law relating to the slave trade.
- 1861 Apr. 5 From New York Collection District and placed under orders of Navy Department.
- 1861 Sept. 10 To be permanently transferred to the Navy for the sum of \$150,000.
- 1861 Sept. 17 Delivered at the Philadelphia Navy Yard. She was attached to the South Atlantic and Gulf Blockading fleets; was captured by the Confederates off Galveston in 1863 and taken to Havana. She was brought to New York in February, 1867 by Captain John Faunce. She was subsequently changed to a bark rigged vessel and named ELLIOTT RITCHIE. She was abandoned off Pernambuco, water-logged, in Spring of 1864.

VIDETTE 1919 - 1925

- 1919 May 3 Taken over from Navy at Key West, Florida.
- 1923 Jan. 1 Permanent station at Miami, Florida.
- 1925 Mar. 20 Sold for \$550. to Albert J. Wolcott, 642 No. W. 5th Avenue, Miami, Florida.

VALIANT 1919 - 1922 (Ex-Navy VIRGINIA)

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Transferred from Navy in 1919.  
1919 Dec. 16 Circular letter #118 changed name to VALIANT.  
1922 July 28 Sold to W. G. Thompson, 615 City Park Avenue, New Orleans, Louisiana, for \$575.00.

VAUGHAN 1920 - 1928 (Navy S.C. 152)

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1920 Jan. 1 VAUGHAN taken over from Navy at Key West, Florida. Placed in commission.  
1921 Aug. 13 Placed out of commission.  
1922 Apr. 1 Departed from Coast Guard Depot, Curtis Bay, Maryland.  
1922 Apr. 22 Left Navy Yard at Norfolk, Virginia, at 1:10 P. M.  
1923 Jan. 1 Out of commission at Coast Guard Depot, Curtis Bay, Maryland.  
1923 Apr. 25 Placed in commission at San Francisco, California, at 8:00 A. M.  
1923 May 8 Departed San Francisco enroute to San Pedro, California, to assume station; arrived May 17th.  
1923 Aug. 25 Placed in commission at station, San Pedro, California.  
1924 June 17 At San Pedro, California, for repairs, fumigation, etc.  
1924 Nov. 26 Arrived at San Pedro, California.  
1925 June 18 Fumigation completed by United States Public Health Service.  
1925 Oct. 22 Unit of Section Base Seventeen, San Pedro, California.  
1928 Mar. 28 Decommissioned at San Pedro, California.  
1928 Oct. 15 Sold to Tom White, Avalon, California, for \$1500.00.

TALLEY 1920 - 1922 (Ex-Navy S.C. 334)

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1920 Feb. 9 TALLEY taken over from Navy at New Orleans, Louisiana.  
1920 June 3 TALLEY ordered transferred from Galveston, Texas, to the Brazos River.  
1922 Oct. 2 Sold this date to Stanley E. Smith, Port Lavaca, Texas, for \$1157.00.

TINGARD 1919 - In commission 1 January, 1934 (Ex-Navy S.C. 183)

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1919 Oct. 21 TINGARD taken over by Coast Guard from Navy at New London, Connecticut.  
1920 Jan. 22 Placed in commission at station, San Pedro, California.  
1923 Jan. 1 Permanent station at San Diego, California.  
1924 Oct. 13 Placed out of commission at San Francisco, California, at noon. Feb. 1, 1926, placed in commission.

THETIS 1899 - 1916

1899	Mar.	16	Department informed Captain Hooper that Commandant, Mare Island Navy Yard, had been directed to turn over to him, the THETIS with steam launch, quarter boats, sails, blocks, running gear, compasses and other belongings, and directed Captain Hooper to accept the same, and to have repairs, etc., made to vessel amounting to \$7,000. Transferred to Revenue Cutter Service by Act approved March 3, 1899.
1899	Apr.	28	Directed to proceed to Seattle, Washington, when ready for sea.
1899	May	12	Directed to take enough rations to last to Seattle, Washington.
1899	May	15	Directed to proceed to St. Lawrence Bay via Unalaska, Alaska, for transportation of reindeer from Siberian Coast to Government Stations in Alaska.
1899	May	26	Sailed for Seattle, Washington; arrived June 1st; sailed for Comox, British Columbia, June 13th.
1899	Sept.	30	Arrived at San Francisco, California. October 2nd, ordered to safe anchorage.
1900	Apr.	10	Ordered to be repaired at San Francisco, California; \$50,000 appropriated for necessary repairs.
1901	May	3	Ordered to Alaska.
1901	June	7	If BEAR is not likely to make northern cruise, convey Dr. Jackson and assistant to points in Alaska.
1901	June	23	Placed in commission. June 30th, sailed.
1901	July	16	Sailed from Seattle, Washington, and returned to Seattle on November 5, 1901.
1901	Nov.	6	Ordered to San Francisco. November 7th, sailed from Comox. November 27th, arrived at Sausalito, Cal.
1902	Mar.	29	Ordered to Seattle, Washington, and Bering Sea.
1902	Apr.	24	Cruising grounds in Bering Sea. May 7th, arrived at Seattle, Washington.
1902	May	20	Sailed from Port Townsend, Washington. June 6th, arrived at Nome, Alaska.
1902	June	7	Sailed from Nome, Alaska, in search of S. S. PORTLAND.
1902	Aug.	6	Ordered to sail from Dutch Harbor, Unalaska, Alaska.
1902	Sept.	16	Ordered to San Francisco, California; at Port Townsend, Washington.
1902	Sept.	19	Sailed from Seattle, Washington, for San Francisco; arrived September 23rd.
1903	Mar.	4	Ordered to Bremerton, Washington, when supplies are on board. April 4th, sailed.
1903	Apr.	8	Returned to San Francisco, California; short of coal.
1903	Apr.	16	Arrived at Bremerton, Washington.
1903	Apr.	20	To cruise in Bering Sea for the protection of seal fisheries.
1903	May	26	Sailed this morning for Dutch Harbor, Unalaska, Alaska, from Seattle, Washington.
1903	June	16	Arrived at Nome, Alaska.
1903	June	20	Returned to Nome, Alaska, after searching 2½ days for S. S. PORTLAND.
1903	Sept.	24	Arrived at Port Angeles, Washington. Will proceed to Seattle via Port Townsend, 26th for instructions.
1903	Oct.	4	Will sail for San Francisco, California, this A. M., via Victoria, weather permitting.
1903	Oct.	11	Arrived at Sausalito, California. Rough passage - bad leak in boiler.
1903	Dec.	2	Ordered to San Diego, California, for repairs.



THETIS 1899 - 1916

1903	Dec.	11	Ordered to proceed to San Diego upon completion of repairs to boilers.
1903	Dec.	16	Orders to San Diego suspended. Acknowledge.
1904	Mar.	10	Ordered to take station at Honolulu, T.H.
1904	Apr.	25	Sailed from San Francisco for Honolulu, T.H. May 7th, arrived at Honolulu, T.H.
1904	May	27	Transport to Honolulu on THETIS, Japanese unlawfully on Lisianski, Island.
1904	June	23	Arrived with 77 Japanese from Lisianski.
1904	July	3	THETIS delayed by work on pumps. Sailed for Dutch Harbor today.
1904	Aug.	30	Ordered to return to Tacoma, Washington, via Southeastern Alaska. Remain on that station.
1904	Sept.	30	Arrived at Port Townsend, Washington.
1904	Oct.	5	Arrived at Tacoma, Washington.
1904	Oct.	15	Ordered to San Francisco, California; to arrive not later than 26th or 27th.
1904	Oct.	19	Will sail for San Francisco tomorrow morning.
1904	Oct.	24	Arrived at Sausalito, California.
1905	July	13	Vessel placed out of commission.
1906	Apr.	28	Captain Hamlet directed to place THETIS in commission as soon as possible.
1906	May	22	Have THETIS ready to sail by June 1st.
1906	May	26	Directed to sail with command for Dutch Harbor not later than June 5, and sent general instructions for northern cruise.
1906	June	12	Sailed from San Francisco at noon.
1906	June	29	Arrived at Unalaska, Alaska.
1906	Sept.	10	Arrived at Nome from Point Barrow.
1906	Nov.	12	At Comox when coaled. Left for San Francisco via Port Townsend, Washington.
1906	Nov.	14	Proceed to sea as soon as possible and make thorough search for British ship IVERNIA.
1906	Nov.	17	Arrived at Port Townsend, shall hurry necessary stores and provisions on board and leave in search for British ship IVERNIA.
1906	Nov.	24	Arrived at San Francisco.
1907	Feb.	11	Went to sea this morning in search of steam Schooner RITA NEWMAN.
1907	Apr.	23	Have THETIS ready to sail from San Francisco on northern cruise on the 15th of May next.
1907	May	6	Directed to sail for Dutch Harbor, Unalaska, as soon after May 15th, as possible, and sent general instructions for northern cruise.
1907	May	7	Directed to report to Captain Munger, for duty in connection with Seal Island patrol, etc., upon return from Arctic cruise.
1907	May	21	Sailed today at noon for Arctic cruise.
1907	June	1	Arrived at Unalaska, Alaska.
1907	Aug.	27	Arrived at Unalaska, Alaska, from North, rudder damaged.



THETIS 1899 - 1916

1907 Sept. 24 Arrived from Unalaska at Port Townsend. Must have arrived September 24th.

1907 Nov. 8 Headquarters on Puget Sound and adjacent waters during winter.

1907 Nov. 8 Captain Munger to direct movements of vessel when necessary.

1907 Nov. 22 Will proceed to Tacoma, Washington, for repairs.

1907 Dec. 22 Returned to Port Townsend yesterday.

1908 Jan. 7 Made cruises in vicinity of Straits of Fuca, kept in close touch with conditions there to assist vessels in distress.

1908 Jan. 9 If necessary to properly protect vessels and insure prompt relief, direct THETIS to make Neah Bay base of operations.

1908 Feb. 21 Proceed to Yakutat Bay, Alaska, to rescue Japanese shipwreck. Sailed at 3 p. m. on February 24th.

1908 Mar. 10 Proceed to Cape Pankof, Unimak Island, and rescue shipwrecked people.

1908 Mar. 14 Defer sailing until arrival NORTH-EASTERN.

1908 Mar. 16 All people on Schooner MILLER accounted for - orders to sail for Unimak Island, revoked.

1908 Mar. 20 Preparatory orders for Northern cruise; have vessel ready early in May.

1908 Apr. 27 Sent general instructions for northern cruise.

1908 May 2 Sent general instructions for Bering Sea Patrol.

1908 May 11 Sailed at noon for Alaska.

1908 June 9 Sailed from Unalaska, Alaska.

1908 Nov. 18 Arrived at Port Townsend, Washington.

1908 Nov. 27 Arrived at Union today - left this afternoon.

1909 Mar. 4 Sail for Seattle, Washington, tomorrow.

1909 Apr. 30 Have command ready to sail north, May 10th.

1909 May 4 Sail for Dutch Harbor and the Arctic, on 10th instant.

1909 May 13 Will sail for Alaska 8 o'clock, morning of 14th instant.

1909 Aug. 15 Reached Point Barrow.

1909 Sept. 13 Sailed Unalaska and St. Lawrence Island. September 20th, arrived Unalaska, Alaska.

1909 Nov. 11 Arrived Port Townsend this morning. Proceed to Seattle, Washington, on 15th.

1909 Dec. 12 Left Winslow, Washington, for Port Townsend.

1909 Dec. 14 Sailed from Port Townsend, for Honolulu, Hawaii. December 25th, arrived at Honolulu.

1910 Aug. 24 Proceed to Laysan Island to investigate Japanese poaching.

1911 Jan. 31 Convey a party from Department of Agriculture July 15th, convey them back to Honolulu. At Laysan Is. 4/15.

1911 Mar. 15 Ordered to make Southeastern Alaskan cruise with U.S. District Court on board. To be at Valdez July 10. Orders of Jan. 31, 1911 amended accordingly.

1911 May 27 Sent cruising orders dated May 27, 1911.

1911 June 10 Sailed on Alaska cruise.

THETIS 1899 - 1916

1911 Oct. 23 Returned to Port Townsend from Southeastern Alaskan cruise.

1912 Jan. 13 Directed to proceed to Honolulu.

1912 May 15 Orders amending letter of April 23, itinerary, as in Attorney General's letter of April 5, 1912.

1912 June 2 Sailed for Unalaska. June 15th, arrived and reported to C.O.B.S.F.

1912 July 15 Arrived for court. Left with court the same day, from Valdez. Directed to return to Honolulu.

1912 Aug. 13 To continue duties; arrived Nome; left August 19th.

1912 Oct. 6 Arrived at Honolulu.

1912 Nov. 11 To convey Governor Hawaii to Islands of bird group as directed during cruise. To leave Honolulu about December 16th with expedition, Department of Agriculture, to visit bird reservations. Return for party Mar. 1, 1913.

1912 Dec. 15 Sailed for Laysan Island. January 7, 1913, returned.

1913 Feb. 10 Proceed immediately to Mare Island, after arrival at Honolulu from Laysan. Left Honolulu Mar. 6, 1913. Return March 14; left Honolulu March 22; arrived San Francisco April 3.

1913 Apr. 9 Designated to convey floating court; to report to Judge Oberfield at Valdez, Alaska, July 13, 1913.

1913 Apr. 17 Arrived at San Francisco. June 21, sailed from San Francisco to Seattle, Washington.

1913 June 28 Sailed from Seattle for Union Bay; arrived June 30, 1913.

1913 July 2 Sailed for Valdez, from Union Bay; arrived July 9, 1913. July 16, sailed from Valdez with court.

1913 July 23 Arrived at Unalaska; July 30th, sailed for Nusbagak; August 23rd, sailed for Unga from Unalaska. August 12th, arrived at Unalaska; August 30th, arrived at Valdez; September 4th, sailed for Honolulu; September 17th, arrived at Honolulu.

1914 Mar. 19 In drydock.

1914 Sept. 5 Sailed for Laysan Island. September 14th, arrived Midway. September 23rd, arrived at Honolulu.

1915 Feb. 10 To visit Laysan, Lisianski and other bird reservations, early in March, to investigate conditions and make report.

1915 Mar. 16 Left Honolulu for Midway Island. Visited all bird islands except Necker and Pearl and Hermes Reef. At Midway, March 29. At Ocean Island, March 31. April 8th, arrived at Honolulu.

1915 Dec. 4 To Midway and various islands and reefs of Pacific Bird Reservations, as soon as practicable after January 1, 1916.

1916 Jan. 24 Left Honolulu for Midway. February 13th, returned to Honolulu.

1916 Feb. 16 Granted permission to illuminate water carnival.

1916 Mar. 20 To San Francisco, California. April 27th, arrived.

1916 Apr. 30 Placed out of commission at San Francisco.

1916 June 3 Sold to Messrs. W. and S. Job and Company, Incorporated, 68 Broad Street, New York, New York, for \$24,800. Turned over at San Francisco, California.

MORRIS 1848 - 1868

1848	Oct.	16	Proposal of John S. Brown to build a new vessel at Baltimore accepted.
1848	Oct.	20	Captain E. Jones, ordered to superintend her construction.
1849	Apr.	26	Vessel launched. April 27, ordered to Newport under Captain Jones. Ordered to Portland under Captain Walden, April 27.
1849	May	5	Ordered to New York under Captain Jones. May 15th, sailed for New York 11th instant. Arrived May 15.
1850	Jan.	16	Laid up at New York temporarily.
1851	May	26	From New York to Boston. June 11, arrived at Boston.
1853	Nov.	22	Repairing at Boston Navy Yard.
1854	Jan.	14	Sent in pursuit of Steamer SAN FRANCISCO. (See ROBERT McCLELLAND 1853 - 1861). (See page 85).
1854	May	29	The Revenue Cutter MORRIS is hereby placed at your disposal, should her services be required in executing the laws of the United States. On being advised of your desire in the premises, I will immediately direct Captain Whitcomb, her commander, to report to you for instructions. (C. H. Peaslee, Collector at Boston to Freeman Watson, U. S. Marshal).
1854	May	29	Accept my thanks for your offer placing the Revenue Cutter at my disposal. I should wish that she might be kept in readiness for immediate use and I will advise you when wanted. Please ask Captain Whitcomb to report to me at once. (U.S. Marshal to Collector at Boston).
1854	May	29	The Revenue Cutter MORRIS having been placed at the service of the Marshal of the United States, for this district, you are hereby ordered to report forthwith to him for instructions. (Deputy Collector to Captain Whitcomb.)
1854	June	1	I have duly received your letter of the 30th ultimo, and entirely approve of your course in placing the Cutter MORRIS at the disposal of the Marshal for the purpose, I conclude, of his removing the fugitive Slave Anthony Burns if remanded out of danger and if necessary to the place from which he escaped.
1854	June	10	I have the honor to inform you that in obedience to the order of the Collector of Customs at Boston, placing me under the orders of the U.S. Marshal, and in obedience to his verbal instructions, I arrived this day at Norfolk, with the U.S. Deputy Marshal and four assistants on board, with their charge - the fugitive, Anthony Burns. The owner of the Slave, Col. Suttle, and his friend Mr. Brent, sailed from Boston with me, but pressing engagements requiring their presence at home, I put them off at Sandy Hook on board a vessel bound into New York. (Captain Whitcomb to Secretary of the Treasury).
1854	Oct.	11	Repaired at cost of \$8,808.83 June 13, 1860, estimated cost of necessary repairs, \$5,000.
1864	Dec.	22	Being repaired by contract at a cost of \$9,727.07.
1865	Mar.	31	Actual cost \$10,807.07.
1866	Aug.	14	From Boston to Mobile. Arrived at Mobile about October 15.
1868	Oct.	22	From Mobile to Baltimore.
1868	Nov.	30	Arrived at Baltimore, Maryland.
1868	Dec.	10	To be sold at Baltimore, Maryland.

INGHAM 1830 - 1836

1830 Mar. 25 Contract entered into with Webb and Allen for a cutter similar to the CRAWFORD for New Orleans.  
1830 June 5 To sail as soon as practicable.  
1831 Sept. 24 Has sailed from New Orleans to Baltimore. October 25, at Baltimore.  
1832 Jan. 24 To return to New Orleans under command of Captain Gatewood.  
1832 Feb. 16 Sailed for New Orleans last Monday - 13th.  
1833 Mar. 6 At South West Pass.  
1834 Mar. 1 Repairing at New Orleans since December.  
1835 Oct. 29 Her sale by Collector authorized.  
1836 Jan. 14 Bill of sale transmitted, net amount \$1,710.00.

INGHAM 1848 - 1856

1848 Oct. 16 Proposal of John Carrick to build two Revenue Cutters (HARRISON and INGHAM) at Erie, Pa., accepted.  
1848 Oct. 29 Lieutenant C. W. Bennett to superintend construction.  
1849 Aug. 25 Assigned to duty at Erie.  
1851 Apr. 17 From Erie to Detroit. April 29, arrived at Detroit.  
1856 Sept. 6 Her sale by the Collector authorized.  
1856 Oct. 8 Sold September 24, to William H. Patten for \$1,441.00.

ISAAC TONCEY 1856 - 1869

1856 Nov. 11 Contract entered into with Messrs. Merry and Gay for building six new cutters at Milan, Ohio, for \$4,050. each. Captain Pease to superintend the same.  
1857 Aug. 20 Extra cost, \$2,333. Named ISAAC TONCEY.  
1858 June 19 To Michigan for duty. Arrived Michilimackinac, Michigan. Her arrival reported, October 20.  
1861 Oct. 18 To be transferred to the Atlantic.  
1861 Nov. 12 Sailed for Detroit.  
1861 Dec. 27 Her arrival at Boston on the 18th in company with the BROWN, COBB, BLACK, and THOMPSON reported.  
1862 July 11 To Castine, Maine. July 29, arrived at Castine at 3:00 P.M. this day.  
1867 May 25 From Castine to New Haven.  
1867 June 17 Sailed from Castine on the 6th, arrived at New Haven on the 16th instant.  
1867 July 24 To be repaired at a cost of \$4,455.00.  
1869 June 22 Sold at New Haven on the 21st instant for \$1,550.00

GUARD 1913 - In commission 1 January, 1934.

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Built at Mare Island Navy Yard, San Francisco, California under the personal supervision of the present Coast Guard Commandant (January 25, 1934, date of writing), Rear Admiral Harry G. Hamlet.  
1913 Oct. 20 Launched 10:45 a. m., Mare Island, Navy Yard, San Francisco. Christened by Miss Janet Crose, daughter Commander Crose, U.S.N.  
1913 Oct. 29 Letter authorizing complement.  
1913 Nov. 19 C.O.S.D. When GUARD accepted, direct UMALGA to tow or convoy Puget Sound.  
1913 Dec. 3 Delay sailing until further advised.  
1913 Dec. 9 Placed in commission.  
1914 Apr. 20 Left San Francisco for Seattle in tow of MANNING. Arrived Seattle on April 25, 1914.  
1914 June 24 Present G.A.R. encampment, Bellingham, Washington, until June 27th.  
1914 July 16 International Yacht Races, Seattle, Washington, until July 13th.  
1914 Aug. 5 Observe neutrality laws.  
Detailed by C.O.N.D. to Anacortes celebration June 28th to July 4th.  
1917 Apr. 6 Temporarily transferred to the Navy.  
1919 Aug. 28 Coast Guard returned to jurisdiction of Treasury Department by Executive Order.  
1923 Jan. 1 Permanent station at Friday Harbor, Washington.  
1924 Apr. 12 Patrolled inter-collegiate boat races from Leschi Park to Madison Park along western shore of Lake Washington.  
1929 July 1 Assigned Base 12, with headquarters at Friday Harbor.  
1930 Feb. 18 Assigned Seattle, Washington, permanent change of station.

GUARD 1896 - 1912

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1896 Aug. 19 Vessel placed in commission.  
1897 Jan. 11 Vessel stationed at Friday Harbor, Washington by Captain Tozier, R.C.S.  
1899 Nov. 16 Vessel to be known as No. 1 and attached to GRANT.  
1901 Apr. 13 Vessel to be known as GUARD, with headquarters at Port Townsend, Washington.  
1902 Jan. 25 Vessel to be known as No. 1 and attached to GRANT.  
1912 Mar. 22 Sold to Shies and Johnson for \$603.

QUIGLEY 1919 - 1922

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1919 Nov. 13 QUIGLEY taken over from Navy at Norfolk, Virginia.  
1922 May 1 Sold this date to Schloss Brothers, Baltimore, Maryland, Pier No. 5, Pratt Street, for \$315.25.

LEVI WOODBURY 1836 - 1847

- 1836 Nov. 8 Captain H. D. Hunter authorized to enter into contract with Mr. L. H. Duncan for the building of a new vessel at Baltimore for \$11,250.
- 1836 Nov. 15 Captain Hunter designated to superintend her construction.
- 1837 Feb. 7 Referred to by Captain Hunter as the WOODBURY.
- 1837 Mar. 17 When ready for sea, to proceed to New Orleans to relieve the CAMPBELL, on her way thither, to stop at intermediate points to inspect buoys etc.
- 1837 Mar. 27 Launched.
- 1837 Apr. 8 To take on board at Pensacola, Army officers and convey them to the Sabine, then to return to Pensacola.
- 1837 June 22 Arrived at New Orleans the 21st.
- 1838 Mar. 28 Protecting American Merchant vessels from Mexican Privateers.  
Cooperation with the Naval forces in connection with the difficulties between Texas and Mexico by the WOODBURY, Captain F. Green, commanding.
- 1838 Mar. 28 New Orleans - Information has just been received that a Mexican force now on the Coast of Texas, fired into the Steamer COLUMBIA, of this port, on her way from Velasco to New Orleans. She received several broadsides of round and grape shot while the flag of the United States was displayed. I have applied to the Collector for permission to proceed with the WOODBURY in that direction to afford protection to our merchant vessels. (Captain Green to Secretary of the Treasury).
- 1838 Mar. 29 You will proceed to sea forthwith, taking your cruising ground from Chandalier Islands to the mouth of the Sabine River, and in the event of any vessel sailing under our flag, being in your presence unlawfully attacked, by an armed force, you will render such aid and protection as may be in your power. (Collector at New Orleans to Captain Green).
- 1838 Sept. 24 Ordered to convoy bearer of dispatches from New Orleans to Mexico and return.
- 1838 Oct. 1 For the present emergency I will be happy to place the Cutter WOODBURY in charge of the Navy Department, till the blockade ceases or you can make satisfactory arrangements. (Secretary of the Treasury to Secretary of the Navy).
- 1838 Oct. 6 To Pensacola, to be delivered to Commodore Dallas of the Navy, the officers to have leave until further orders.
- 1838 Nov. 23 Brought to, near Vera Cruz, by a shot from a French man of War, Rear Admiral C. Bonden, collided with said ship - allowed by the Admiral to proceed to Vera Cruz for repairs.
- 1838 Nov. 27 Lieutenant Nicholas and the other officers ordered for the Schooner WOODBURY. Have arrived and reported. The WOODBURY had sailed, previously for Mexico, (I presume by order of the Government) but she is expected daily. On her return she will be furnished with a crew and be fitted out for service in conformity with your instructions of October 4. (Commodore Dallas to Secretary Navy).
- 1838 Nov. 28 Witnessed bombardment of Castle of St. Juan de Uloa by the French fleet and its surrender, while yet detained by the French Admiral.



LEVI WOODBURY 1836 - 1847

1838 Nov. 29 Got under way for New Orleans. (Journal of the WOODBURY).

1838 Dec. 9 New Orleans - I received your orders yesterday to deliver this vessel to Commodore Dallas and repair to Savannah, which order will be obeyed in the shortest time possible. (Captain Rudolph to Secretary of the Treasury).

1838 Dec. 23 The WOODBURY sailed yesterday for the Belize whence she will proceed in conformity with the instructions of the Department. (Commodore Dallas to Secretary of the Navy).

1839 Apr. 13 Repairs to WOODBURY at Pensacola Navy Yard authorized and the Secretary of the Navy advised that he should order her there.

1839 June 6 Pensacola Bay - I took command of the Cutter yesterday. Commodore Shubrick, has only left on board four men. (Captain Rudolph to Secretary of the Treasury).

1839 July 9 Not repaired at Pensacola.

1839 July 18 Ordered to Baltimore for repairs. Her arrival at Baltimore reported, August 27, 1839.

1839 Sept. 23 To New Orleans in charge of Lieutenant Coste.

1841 July 8 To Baltimore from New Orleans for repairs.

1841 Aug. 3 Arrived at Baltimore, cost of repairs about \$8,200.

1841 Dec. 29 To New Orleans in command of Captain Nones.

1842 Apr. 4 To convey to Vera Cruz Mr. Dorsey with dispatches for U. S. Minister at Mexico.

1842 Dec. 30 To convey Mr. Southall to Vera Cruz and return.

1844 May 8 To Vera Cruz to receive and carry to New Orleans fourth installment of indemnity fund.

1845 June 9 The above action of the Collector and Captain Foster, approved by the Department.

1845 June 15 To Galveston to cooperate with the Army of Occupation under General Taylor - was of much service.

1845 June 15 You will with the utmost dispatch procure a full and general supply of ammunition, and take on board as great a quantity of provisions as the vessel is calculated to carry, giving order to the contractor to forward and store at the Belize an extra supply for four months consumption. You will proceed with the utmost dispatch to Galveston, Texas. On your arrival you will cause the original of this order to be delivered to Major Donelson, charge of the affairs at Texas, and await his instructions. (Secretary of the Treasury to Captain Foster).

1845 June 29 Your order of the 15th had been anticipated by an order from the Collector, dated the 28th of May, requiring me to be at Galveston on or before the 22nd of June. The WOODBURY sailed with dispatches for Major Donelson on the 1st instant. A communication from Major Donelson of the 23rd instant, by C. J. Marshall, required me to take him on board as bearer of dispatches and sail without delay. Mr. Marshall died on the 28th at 2 p. m.

1845 July 4 I arrived last night with the dispatches. (Captain Foster to Secretary of the Treasury).

1845 Aug. 13 I arrived this morning, Major Donelson on board from Corpus Christi, Matagorda and Galveston, whence we sailed on the 10th instant. (Captain Foster to Secretary of the Treasury).



LEVI WOODBURY 1836 1847

- 1845 Dec. 25 After a careful examination of the entire coast, west of the Mississippi River (whence we sailed on the 28th ultimo), I arrived at this port (Galveston) yesterday. (Captain Foster to Secretary of Treasury).
- 1846 Jan. 9 The WOODBURY conveyed Major Donelson to the Camp of General Taylor in August, 1845. (Captain Foster to the Secretary of the Treasury).
- 1846 Feb. 11 Corpus Christi, Matagorda Bay - To Captain Foster, Commanding WOODBURY from William H. Chase. "The Commanding General of the Army of Occupation has directed me to request that you will proceed with the WOODBURY to Aransas Pass, by the 1st of March and report your arrival to him. The General desires the cooperation of your vessel in covering his march to Brazos St. Iago, and the depots to be established there. It is desirable that the Cutter should have her complete armament on board. I would suggest that you should arrive if possible at the Aransas Pass, before the 1st of March. I have no doubt you will be able to afford much facility to the movement about to be made, and that your acquiescence in the request now made, will be entirely approved by the Government. I have the honor etc."  
(William H. Chaso) Received February 15, 1846.
- 1846 Feb. 11 You can at your earliest convenience proceed to Galveston where we shall be able to direct your future course. (Major Chase to Captain Foster).
- 1846 Feb. 19 The request of General Taylor will be complied with and I will govern my future movements in the expectation of its being approved by the Department. (Captain Foster to Secretary of the Treasury).
- 1846 Feb. 28 By a most extraordinary continuance of heavy gales and low water we have been detained in this (Galveston) Bay. We sail today for the purpose of rendering the desired assistance to General Taylor's command. (Captain Foster to the Secretary of the Treasury).
- 1846 Mar. 6 Aransas Bay - I arrived off this place on the 2nd instant. On the 3rd, I reported to General Taylor in person, who expressed his great obligations for our promptness, and his conviction of the great aid we might afford, in giving convoy and protection to his transports etc., to the harbor of Brazos Santiago. (Captain Foster to Secretary of the Treasury).
- 1846 Mar. 10 From Headquarters, Army of Occupation, Corpus Christi, Texas. Before his final departure for the Rio Grande the Commanding General directs me to express his thanks for the promptness with which you have placed your vessel at his disposal and offered the services of yourself and command in the expedition to Brazos Santiago. Major Monroe of the artillery has charge of the movements, and will communicate with you as to the measures proper to be concerted, relying fully upon your long experience in nautical matters and knowledge of the coast. It is desired that the flotilla should reach the harbor of Brazos Santiago not later than the 26th instant. (Assistant Adjutant General W. T. Bliss to Captain Foster).
- 1846 Mar. 22 I acknowledge the receipt of your order of the 5th of February suspending me from command. I am now busily engaged in getting to sea the transports with General Taylor, munitions and provisions on board. I thought it would not be presumptuous or insubordinate in me to retain the command a few days which would terminate my obligations to the Commanding General, and be rendering a highly im-

LEVI WOODBURY 1836 - 1847

- portant service to the Government. (Captain Foster to the Secretary of the Treasury).
- 1846 Mar. 26 From Headquarters, Army of Occupation, Point Isabell - I am directed by the Commanding General to say, that having executed the service which he required of you, he desires that you will proceed to your proper station or conform to such general instructions as you may have received from your own Department. He takes this occasion to express his thanks for the handsome manner in which you have extended your assistance and that of your vessel to the operations of the Army, and to offer you his best wishes for your health and happiness. (W. W. Bliss, Assistant Adjutant General) to (Captain Winslow Foster, U. S. Cutter WOODBURY, off Brazos, Santiago).
- 1846 Apr. 16 At sea. A most unprecedented series of headwinds and tempestuous weather has retarded my return to the Mississippi to this late date. We are now about 50 miles West of the River. I shall leave the WOODBURY at South West Pass, as directed, in charge of 3rd Lieutenant Benson. (Captain Foster to Secretary of the Treasury).
- NOTE: The above services were rendered independent of the Navy.
- 1846 May 16 To cooperate with Army and Navy in War with Mexico.
- 1846 May 16 Captain Whitehead to New Orleans for further instructions.
- NOTE: The design of the above order was to place Captain Whitehead in command of the WOODBURY. No order to that effect is found.
- 1846 May 16 You will take on board a full supply of ammunition and provisions and notify the Collector of Customs of your readiness to convey men and supplies to Texas. You will proceed with the Revenue Schooner WOODBURY under your command as near as practicable to the Army of Occupation in Texas and hold yourself in readiness and subject to the orders of the officer in command until you receive further instructions from this Department, keeping at the same time a watchful eye over the interests of the Government in protecting the Revenue. (Secretary of the Treasury to Captain Whitehead).
- 1846 May 16 I have to request that every facility be afforded Captain Whitehead of the WOODBURY to execute his orders. (Secretary of the Treasury to Collector at New Orleans).
- 1846 May 27 I arrived here this day and assumed command of the WOODBURY. I found the vessel in a miserable condition. (Captain Whitehead to Secretary of the Treasury).
- 1846 June 2 Sailed from New Orleans.
- 1846 June 3 Anchored at South West Pass at 6:30 a. m. Proceeded across the Bar at 9:30.
- 1846 June 8 Came to anchor off Brazos Bar. June 9, reported our arrival to General Taylor.
- 1846 June 12 General Taylor says he has no special instructions for the vessel. You will remain off the Rio Grande or Brazos Santiago and assist the naval vessel or vessels on the station in covering the Depot and public stores. It is expected you will, without waiting for orders, cooperate with the naval force when necessary.
- 1846 June 25 Sailed from Brazos Santiago. Arrived at Belize, July 6.

LEVI WOODBURY 1836 - 1847

1846 July 7 The Cutter WOODBURY arrived at Belize. She is entirely unfit for duty and unseaworthy. (Captain Webster to Secretary of the Treasury).

1846 July 8 Proceed to sea as soon as possible, to cruise off Brazos Santiago under the instructions of General Taylor. Should you find that General Taylor does not require your services you will report to Commodore Conner and offer your services to him. (Captain Webster to Captain Whitehead).

1846 July 9 Take on board the WOODBURY all the public stores and property belonging to that vessel and repair with all prudent dispatch to New York. (Secretary of the Treasury to Captain Whitehead).

1846 July 9 To New York for repairs. July 11th, sailed from Belize. July 21st, arrived at Brazos Santiago.

1846 July 26 Troops on Ship MIDDLESEX, mutinied. Sent Lieutenant McLane to take charge.

1846 July 27 Lieutenant McLane returned, having restored order and landed the troops.

1846 July 30 Received instructions through Captain Webster from the Secretary of the Treasury to proceed to New Orleans for further instructions. Got under way.

1846 Aug. 8 Arrived at Belize. (From Journal of WOODBURY).

1846 Aug. 8 Belize. I arrived here this day with the vessel under my command and shall proceed with all prudent dispatch to the port of my destination. (Captain Whitehead to Captain Webster).

1846 Sept. 7 I report the arrival of this vessel after a tedious passage of 18 days from Belize. Staten Island Quarantine Ground. (Captain Whitehead to Secretary of the Treasury).

1846 Sept. 14 To be dismantled. September 18th, order received. June 1, 1847, sold for \$550.

RESCUE 1866 - 1874

1866 Oct. 19 Proposal of Bierly, Hillman and Company of Philadelphia to build two schooners - the other being the RELIEF at \$16,450 each, accepted. May 10, 1867, name referred to as RESCUE.

1867 June 27 To Fernandina for duty. July 11th, her arrival at Fernandina reported.

1874 June 23 Sold at Baltimore, Maryland.

RESOLUTE 1866 - 1872

1866 Oct. 24 Proposal of John W. Lynn of Philadelphia to build two schooners - the other being the ACTIVE, at \$18,500 each, accepted. May 10, 1867, name referred to as RESOLUTE.

1867 June 20 Ordered to Key West. June 25th, sailed from Philadelphia.

1867 July 27 Her arrival at Key West reported.

1872 Feb. 10 Sold at Philadelphia, Pa.

ONONDAGA 1897 - 1924

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 Built by Globe Iron Works, Cleveland, Ohio. Contract dated March 30, 1897, for \$193,800.  
Vessel ordered to cooperate with Navy - Executive Order of March 24, 1898. Captain Hall reports  
 that the ONONDAGA will be ready to leave Cleveland for Ogdensburg, August 10, 1898.

1898 Aug. 12 Vessel arrived at Ogdensburg.

1898 Aug. 17 Vessel returned to Treasury Department by Executive Order.

1898 Sept. 20 Vessel returned to Cantins Dry Dock, Montreal, Canada.

1898 Oct. 4 Vessel ordered to Boston for temporary duty. Sailed, October 26. Arrived October 31.

1898 Oct. 22 Vessel accepted by the Government as of August 13, 1898.

1898 Dec. 7 Winter cruising orders - from Boston to St. Croix River. From Boston to Nantucket Shoals.

1899 Feb. 18 Ordered to proceed immediately from Boston to Portland, with visits to Boston.  
 Ordered to Mt. Desert Ferry, Maine, to break ice to Sullivan Harbor.  
 Ordered to render all assistance possible. Arrive Sullivan, Maine, February 22.

1899 May 13 Ordered to Baltimore upon return of MANNING to Boston. Sailed, May 24. Arrived May 27.

1899 Dec. 8 Ordered to Philadelphia, Pennsylvania, for duty. Cruising grounds - from Great Egg Harbor to Ft.  
 Monroe, Virginia, including Delaware River and Bay.

1899 Dec. 8 Winter cruising orders - from Norfolk to Cape Hatteras. Arrived at Norfolk, Virginia, December 20.

1900 May 5 Vessel ordered to search for boat's crew of wrecked British Steamer VIRGINIA.

1900 May 8 Vessel ordered to Baltimore. Arrived, May 9.

1900 June 6 Vessel ordered to Havana, Cuba, and convoy M. H. Steamer SENATOR. Sailed June 17.  
 Vessel ordered from Hampton Roads, Virginia, to Havana, Cuba, with Steamer M. H.

1900 June 30 Vessel ordered from Havana, Cuba to Tortugas, Florida, with Marine Hospital fumigating barge in tow.

1900 July 5 Arrived at Philadelphia, Pennsylvania.

1900 Sept. 4 Ordered to Ft. Monroe, Virginia, for practice of cadets.

1900 Sept. 10 Ordered to Galveston, Texas. Arrived, Mobile, September 18. Sailed, September 19.

1900 Sept. 24 Ordered to Philadelphia via Mobile and Baltimore. Left Galveston, September 26.

1900 Oct. 4 Left Mobile. Arrived Hampton Roads, October 12. Vessel arrived at Philadelphia, October 28.

1900 Nov. 24 Winter cruising orders sent.

1901 Mar. 14 Ordered to Baltimore immediately after settlement of March pay roll. Arrived, March 28.

1901 Oct. 11 Arrived at Philadelphia, Pennsylvania.

1901 Nov. 26 Winter cruising orders sent

1902 Apr. 28 Ordered to Arundel Cove, Maryland. Arrived, May 10.

1902 July 1 Ordered to New York, utmost dispatch. Sailed July 1, 1902.

1902 July 1 Received Honorable William P. Frye and friends at New York, and conveyed them to Portland, Maine.  
 Resumed duties at Philadelphia, Pennsylvania. Arrived Tompkinsville, July 3, 1902.

1902 July 10 Vessel ordered to the Breakwater.

1902 Nov. 26 Winter cruising orders sent.

ONONDAGA 1897 - 1924

1903	Mar.	12	To proceed to Depot, R.C.S., Arundel Cove, Maryland. April 1, to tow the WINONA to Philadelphia.
1903	Apr.	13	Sailed for Philadelphia with WINONA in tow. April 16th, arrived, with WINONA in tow.
1903	June	30	Ordered to New York, to arrive not later than July 4th.
1903	July	3	Ordered to Washington, D. C., to arrive not later than the 14th; after complying with orders of June 30.
1903	Aug.	3	Arrived at Philadelphia, Pa. September 10th, arrived at Philadelphia, Pa.
1903	Oct.	28	Ordered to Delaware Breakwater by November 3rd, to await GRESHAM.
1903	Nov.	23	Ordered to Galveston, Texas, as soon after April 1, as practicable, to tow U. S. Steamer GALVESTON to South Baltimore, Maryland.
1903	Nov.	25	Winter cruising orders sent.
1904	Apr.	7	Sailed for Galveston, Texas. April 11th, arrived at Key West, Florida.
1904	Apr.	15	Arrived at Galveston, Texas. Will sail with tow for Key West Sunday. April 20th, arrived at Key West.
1904	Apr.	22	Will sail Friday.
1904	Apr.	25	Necessary to touch at Charleston, S. C., to make minor repairs to machinery. Intend to sail April 25th.
1904	Apr.	27	Sailed from Charleston, S. C., with GALVESTON in tow. April 30th, arrived at Curtis Bay.
1904	Aug.	26	Ordered to Philadelphia. August 31st, left Baltimore at 9 a. m. September 2nd, arrived at 2 p. m.
1904	Dec.	1	Winter cruising orders sent. Vessel undergoing repairs to steam machinery.
1904	Dec.	10	Ran into by tug BOYER and seriously damaged around stern, necessitating extensive repairs to hull.
1905	Feb.	7	Repairs completed by Kensington Shipyard Company, Philadelphia; sailed for Norfolk, Virginia.
1905	Feb.	9	Arrived at Norfolk, and took station at that place for remainder of winter cruising months.
1905	Apr.	8	Directed to tow APACHE to Philadelphia, and to proceed to the Depot, R.C.S., and turn her over to Captain J. C. Moore, R.C.S., at that place. At completion of duty, return with command to Philadelphia, Pa.
1905	Apr.	13	Arrived at Curtis Bay with APACHE in tow - all well.
1905	Apr.	21	Arrived at Philadelphia this morning. August 12th, left for Norfolk. August 14th, arrived at Norfolk.
1905	Nov.	10	Sent orders for winter cruising to begin December 1. District - Norfolk to Great Egg Harbor on the north, and to Hatteras on the south, with occasional visits to New York, in the discretion of the C. O.
1905	Nov.	11	Headquarters during winter cruising to be Norfolk, Virginia.
1905	Dec.	1	Left Philadelphia, 3 p. m. via Breakwater for Norfolk. April 14, 1906, arrived; towed in NARA.
1906	Apr.	19	Ordered to Tompkinsville, New York, for temporary duty on that station. April 22nd, sailed.
1906	Apr.	25	Arrived at Tompkinsville, New York.
1906	May	25	Directed to return to Philadelphia and resume regular duties on that station. May 29th, sailed.
1906	May	30	Arrived at Philadelphia. August 1st, arrived at Tompkinsville, New York.
1906	Aug.	10	Return to Philadelphia and resume regular duties.
1906	Aug.	12	Sailed for Philadelphia; arrived August 14th.
1906	Aug.	24	Perform duty between Delaware Breakwater and Block Island, while MOHAWK is off her station.

ONONDAGA 1897 - 1924

1906 Aug. 28 Sailed for cruise to Northward. Arrived Tompkinsville this afternoon, August 30, 1906.

1906 Sept. 6 Left Tompkinsville for cruise eastward. Resumed duties on regular station on September 10, 1906.

1906 Sept. 20 Proceed sea search for derelicts and vessels in distress between Delaware Breakwater and Charleston.

1906 Sept. 26 Sailed today for Norfolk.

1906 Nov. 22 Proceed to Tompkinsville, New York, and deliver at Bayonne, New Jersey, life boat belonging to station, then have ONONDAGA hauled out and painted (bottom). Left November 28th or 29th instant.

1906 Nov. 27 Sent winter cruising orders to begin December 1. District - Norfolk to Great Egg Harbor on the North and South to Cape Hatteras, with occasional visits to New York at discretion of commanding officer.

1906 Dec. 26 Have command at Tompkinsville on January 5 to tow hull of #14 to Wilmington, Delaware.

1907 Jan. 11 Have command at Tompkinsville on January 15.

1907 Jan. 14 To turn over command of vessel temporarily to Captain Cushing at Tomkins Cove. Department letter of 12th instant, amended accordingly. Upon arrival at Tompkinsville, Captain Cushing directed to tow #14 to Wilmington, Delaware.

1907 Mar. 23 In course of regular cruising, take life boat from Hog Island L.S.S., to Bayonne, New Jersey. Cover MOHAWK'S station while that vessel is absent.

1907 Mar. 30 Have command in readiness to be present at opening of Jamestown Exposition, should Department decide to have ONONDAGA present at that time.

1907 Apr. 5 Arrived Tompkinsville delayed weather.

1907 Apr. 13 Return to Norfolk, Virginia, and make headquarters there until further orders.

1907 Apr. 18 Anchorage at Jamestown Exposition - 400 yards east (true) of U.S.S. CANONICUS. Directed to be present at opening of Exposition on April 25.

1907 Apr. 21 Arrived at Norfolk, Virginia.

1907 May 2 Proceed to Fisherman's Island with official of Department of Justice.

1907 May 3 Proceed to Fisherman's Island with command and eject fishermen.

1907 May 7 Arrived Norfolk last evening.

1907 May 16 Proceed Tompkinsville and perform duties of MOHAWK while that vessel is at Woods Hole, Mass.

1907 May 18 Left today for New York. Arrived Tompkinsville May 20, 1907.

1907 June 12 Resume regular duties of station with headquarters at Philadelphia, Pa., but have command at Tompkinsville, New York, not later than 23rd instant.

1907 June 18 Proceed to Poughkeepsie not later than 25th instant. Arrived Tompkinsville June 22, 1907.

1907 July 2 Proceed to Wilmington, Delaware, and tow PAMLICO to Arundel Cove, Maryland.

1907 July 3 Left this evening, delay Wilmington coal.

1907 July 6 ONONDAGA with PAMLICO left tonight. Arrived South Baltimore July 9, at night.

1907 Oct. 1 Left works of shipbuilding company and anchored at Newport News.

1907 Oct. 12 Proceed to Fisherman's Island on 16th instant for drills and inspection.



ONONDAGA 1897 - 1924

1907	Oct.	14	Proceed to New Point Comfort on 17th instant and report to senior officer commanding fleet for joint drills and inspection.
1907	Oct.	16	Sailed this morning for New Point Comfort. Arrived Norfolk October 29.
1907	Oct.	29	Remain at Norfolk for installation of wireless telegraph.
1907	Nov.	16	Proceed to Tompkinsville, New York and cover station of MOHAWK while that vessel is undergoing repairs. Touch at Smith Island, L.S.S., and receive life boat for transportation to Bayonne, New Jersey.
1907	Nov.	18	Arrived Tompkinsville at 4 p. m.
1907	Nov.	25	Sent winter cruising orders to begin December 1. District - Norfolk to Great Egg Harbor on the North and South to Cape Hatteras, with occasional visits to New York, at discretion of commanding officer.
1907	Nov.	25	Cover station of MOHAWK until further advised.
1907	Nov.	29	At sea. Sailed for New York this a. m. (Wireless via Atlantic City)
1908	June	18	Proceed to Poughkeepsie, New York for regatta. Arrived on June 26, 1908.
1908	June	25	Retain status with MOHAWK after return to Tompkinsville, New York.
1908	June	26	Arrived Poughkeepsie, New York.
1908	June	28	Reported to C. O. MOHAWK at Tompkinsville, New York. Arrived Newport News, Virginia, July 10, 1908.
1908	July	11	Headquarters at Norfolk, Virginia, but cruise not further North than Delaware Breakwater and Philadelphia.
1908	Aug.	5	Convoy DAVEY as far south as Cape Lookout, N. C. Left today, convoying DAVEY, August 9, 1908.
1908	Sept.	3	Arrived Arundel Cove.
1908	Sept.	16	Have command in readiness to proceed to Philadelphia, on October 1, for 225th anniversary celebration.
1908	Oct.	2	Left Depot, Arundel Cove. October 8, proceeded to regular station after 10th instant.
1908	Nov.	24	Sent orders for winter cruising to begin December 1. District - Norfolk to Great Egg Harbor on the North, to Hatteras on the South.
1909	Feb.	10	Have command at Baltimore on forenoon of 20th instant.
1909	May	20	Proceed to Arundel Cove, upon arrival of YAMACRAW at Norfolk. Arrived Arundel Cove on May 28, 1909.
1909	June	7	Place vessel out of commission for repairs.
1909	June	25	Left Depot for Newport News. Arrived Saturday, June 26, 1909.
1909	Sept.	27	Ordered to take measures to put vessel in commission without unnecessary delay.
1909	Sept.	30	Arrived Arundel Cove, Maryland.
1909	Nov.	6	Proceed to and resume duties on regular station when command is in readiness.
1909	Nov.	10	Sailed for Newport News. Arrived November 11.
1910	July	11	To convoy Yachts to Colonial Beach on July 15.
1910	Oct.	7	To Yorktown, Virginia, to participate in celebration of anniversary of battle of Yorktown.
1911	July	30	Repairs completed. Resumed duty on station.
1912	May	3	Proceed to Philadelphia to represent Department of Convention of Permanent International Association of Navigation Congress. May 23, 1912. Returned to station 31st.



ONONDAGA 1897 - 1924

1912 May 4 To Washington, D. C. for armament.

1912 May 11 To resume duties on station on completion of installation.

1912 June 24 To meet Busby Cannon and Mann on boat from Washington for trip.

1912 Nov. 11 Sent winter cruising orders. December 1 - April 1, 1913.

1912 Dec. 30 To cooperate with Farragon (Department of Commerce and Labor), boarding duty.

1913 Apr. 11 Complement reduced; cruising restricted until July 1st.

1913 Apr. 27 Arrived at Washington, D. C.

1913 May 1 In dock at Norfolk Navy Yard. To be in Baltimore May 9th.

1913 May 9 Secretary McAdoo, Assistant Secretary Williams, and party on board at Baltimore to Richmond, Virginia.

1913 May 12 To patrol starting line - Annual Bermuda Yacht Races, to Delaware Capes, at Philadelphia and convoy fleet.

1913 June 9 To patrol course of Yale-Harvard regatta June 20th.

1913 June 16 Sailed for New London. Arrived June 19th.

1913 June 25 Order of April 11, 1913 revoked, resume cruising.

1913 June 26 To cover station, August, September and October, to enforce Navigation Laws.

1913 Sept. 12 To meet Senator Owen at Norfolk tonight. September 17, 1913, at Norfolk Navy Yard for repairs.

1913 Oct. 22 Left Navy Yard, Portsmouth, Virginia.

1913 Nov. 8 Undocked at Norfolk Navy Yard.

1913 Nov. 10 At Delaware Breakwater in connection with mutiny MANGA REVA.

1913 Nov. 11 Sent winter cruising orders. December 1 - April 1, 1914.

1914 Mar. 9 Transported Beebe McLellan boat from North Beach, L. S. S., to Lewes' L. S. S.

1914 Apr. 18 Arrived at New York City. Secretary McAdoo and party aboard.

1914 Apr. 30 Undocked at Portsmouth Navy Yard.

1914 May 28 To enforce Navigation Laws Delaware River to Philadelphia as soon as possible after June 1st.

1914 June 2 Cruising grounds winter quarter Shoals to Frying Pan Shoals, during repairs to SEMINOLE.

1914 June 6 Sailed Philadelphia for Norfolk, Virginia. Left Norfolk Navy Yard on July 2, 1914.

1914 July 3 Arrived Washington, D. C. Secretary and Mr. Greene at Mattapoisett, Mass., on 5th. 7th, N. Y. left.

1914 July 21 Secretary McAdoo addressed crew at Yorktown, Virginia.

1914 Aug. 5 To complete work early as possible, night work. Authorized for duty in connection with neutrality laws.

1914 Aug. 5 At Navy Yard until August 11, 1914.

1914 Aug. 12 Telegram confirmed by letter, relieve U. S. S. MAYFLOWER at entrance of Chesapeake Bay.

1914 Aug. 15 To arrange simple code with collectors and APACHE at Fort Carroll relative to boarding outgoing Steamers.

1914 Sept. 7 To Depot, South Baltimore, Maryland, for repairs and overhauling.

1914 Sept. 8 C.O. Depot transfer crew to ITASCA upon her arrival.

1914 Sept. 11 To alternate with APACHE, neutrality duty, at mouth of Chesapeake. Periods 2 weeks, 10 days respectively.

1914 Sept. 29 Relieved from specific duties orders August 12, 15, September 11, 1914. (neutrality) and resume duty of

ONONDAGA 1897 - 1924

station. Keep in touch with collector and be ready to respond to any call for enforcement of neutrality.

1914 Oct. 12 C.O. Depot. Place out of commission after transfer of complement to ITASCA is effected.

1914 Oct. 15 Left Norfolk, Virginia. Arrived at Depot, October 16, 1914.

1914 Oct. 19 Placed out of commission.

1915 Jan. 23 C.O. ITASCA arrange rendezvous with ONONDAGA and transfer officers and complement. ONONDAGA will dock at Norfolk Navy Yard February 2. In commission January 29. Left Depot January 31, 1915.

1915 Feb. 6 Rammed by Navy tug; repairs completed on February 11.

1915 Feb. 17 Crews transferred. ONONDAGA in New York on February 23, 1915.

1915 Mar. 30 To assist District Attorney investigate illegal acts at oyster beds, at Fisherman's Island.

1915 July 19 Cruising district to include occasional visits to Philadelphia for enforcement of motor boat laws.

1915 July 24 Sailed for Philadelphia to enforce motor boat laws. August 15, in Philadelphia, Pa.

1915 Sept. 4 Undocked at Norfolk Navy Yard. Left Navy Yard September 27, 1915.

1915 Oct. 6 Sailed for Philadelphia. Sailed Philadelphia for Norfolk, Virginia on October 10, 1915.

1915 Oct. 13 Station at Cape Lookout until further instructions.

1915 Nov. 10 Winter cruising orders - district from Great Egg Harbor, New Jersey to Cape Hatteras, N. C.

1916 June 12 Sailed Philadelphia for Norfolk, Virginia.

1916 Aug. 2 Norfolk Navy Yard for repairs (relieved by TADPA)

1916 Aug. 24 To participate in Marine Parade, September 13 and 14, 1916 at Philadelphia, Pa.

1916 Sept. 10 Left Norfolk. Arrived Philadelphia on September 11. Left Philadelphia September 15, 1916.

1916 Oct. 17 Assigned to regular duty on that section of Atlantic Coast, including between Cape Romain, S. C. and Cape Canaveral, Florida, with headquarters at Savannah, Georgia.

1916 Nov. 6 Left Norfolk, Virginia. Arrived Charleston November 18. Arrived Savannah November 19.

1916 Nov. 22 Winter cruising orders - district extending from Cape Romain, S. C., to Cape Canaveral, Florida.

1917 Mar. 31 Left Savannah for Depot. Arrived Depot April 5.

1917 Apr. 5 Placed out of commission.

1917 Apr. 6 Temporarily transferred to the Navy.

1917 May 18 Placed in commission.

1917 May 16 Left Depot; May 20 arrived Norfolk; May 23rd arrived New York; May 24th arrived New London, Conn.

1917 July 28 Left for New York. Arrived New York, July 29th. July 31st left New York.

1917 Aug. 2 Arrived Provincetown Harbor. August 3rd, Boston Harbor.

1917 Aug. 7 Left Boston Harbor. August 9th, arrived New London.

1917 Aug. 31 Arrived Charleston, S. C. August 31th, arrived Wilmington, N. C.

1917 Sept. 3 Left Depot. September 9th, arrived New London, Conn.

1917 Sept. 15 Arrived Brooklyn, New York. September 18, arrived New London. September 24, left New London, Conn.

1917 Sept. 27 Arrived New London. September 28, left New London. October 8, left New London.

1917 Oct. 12 Arrived Newport. October 13, left New London.

ONONDAGA 1897 - 1924

1917 Oct. 17 Arrived New London. November 26, left New London. December 4, arrived Coast Guard Depot.  
1917 Nov. 6 Left Depot. December 13, arrived New London. February 16, left New London.  
1918 Feb. 20 Rescued entire crew of H. M. S. VETURIA, stranded on Hatteras Shoals.  
1918 Feb. 22 Arrived Wilmington, Delaware. March 1, left Wilmington with tugs COSWELL and COQUET in tow.  
1918 Mar. 10 Arrived New York and turned COSWELL and COQUET over to Division Commander.  
1918 Mar. 12 Arrived New London.  
1918 Mar. 13 Went to the assistance of S.S. KERSHAW, ashore 20 miles West Montauk Pt., taking off part of crew and placing them on the TUSCARORA.  
1918 May 15 Arrived at Quebec, Canada, at noon. Left Quebec the 18th, in the afternoon.  
1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.  
1919 Nov. 4 Undocked, Depot for repairs.  
1919 Nov. 5 Placed out of commission - 2 p. m.  
1923 Jan. 1 Out of commission at Coast Guard Depot, South Baltimore, Maryland.  
1924 Sept. 16 Sold for \$7,840 to Charles A. Jording, 500 Key Highway, Baltimore, Maryland.

FREDERICK LEE 1927 - In commission 1 January, 1934.

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125 ft. patrol boat.  
1927 Apr. 5 Placed in commission at Camden, New Jersey.  
1927 Apr. 7 Left Camden for Boston, Mass. April 12, arrived New London, Conn.  
1927 Apr. 15 Left New London for Boston. May 15, arrived Boston.  
1928 July 28 Arrived Depot from Boston for repairs. August 24, left Depot for Boston.  
1929 Nov. 15 Assigned Base 5, Boston, Mass.  
1930 Oct. 27 Placed in inactive status for repairs - forty days.  
1933 Dec. 3 Left Boston, Mass. and arrived Curtis Bay, Maryland for repairs on the 6th of December.  
1934 Jan. 10 Left Curtis Bay and arrived Boston January 13, 1934.

YORK 1919 - 1921

1919 Sept. 10 YORK taken over from Navy at Norfolk, Virginia.  
1921 July 22 Sold to C. A. Jording, Baltimore, Maryland, for \$280.10.

MANHATTAN 1918 - In commission 1 January, 1934.

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Built at Balboa, Canal Zone, in 1918.  
1918 Nov. 20 Letter to Captain W. T. Stromberg. When MANHATTAN accepted by Government and turned over to you, assume command and proceed to New York. (File 601).  
1921 May 8 Took station at Woods Hole, Mass.  
1923 Jan. 1 Permanent station at New York, New York.  
1924 Aug. 12 Started overhaul at New York. Resumed duty at New York on September 19, 1924.  
1926 Sept. 1 Ordered to Depot for repairs. Arrived at Depot on September 6, 1926.  
1926 Oct. 29 Left Depot for New York. Repairs completed.  
1926 Dec. 4 Ordered to Coast of Maine on temporary duty, ice breaking.  
1927 July 8 Ordered to Depot for overhaul. Left New York for Depot on July 30, 1927.  
1927 Aug. 11 Arrived at Depot for repairs.  
1932 Nov. 20 Arrived at Depot for inspection and probably repairs.  
1933 Apr. 8 Left Depot for New York and arrived April 9, 1933.

VIGILANT 1927 - In commission 1 January, 1934.

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Mar. 3 Placed in commission at Camden, New Jersey. Left Camden, New Jersey, on May 6, 1927.  
1927 May 13 Arrived at Stapleton, New York.  
1928 Mar. 16 Arrived at Depot. Left Depot for Stapleton, New York, on April 5, 1928.  
1929 Dec. 1 Assigned to Base #2, in Stapleton, New York.  
1933 May 22 (P-601) Headquarters' letter to Eastern Area authorized permanent change of station to Norfolk, Virginia.  
1933 June 1 Left for Norfolk, Virginia. Arrived there on June 3, 1933.

ADAMS 1920 - 1922 (Formerly Ex-Navy SC-268)

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1920 Jan. 17 Taken over from Navy Department at Boston, Mass.  
1920 Dec. 14 Delivered to Academy, out of commission.  
1922 May 25 Sold to the Connecticut Iron and Metal Company, for \$900.  
(This includes price of STELLENWERF).

MOHAWK 1902 - 1921

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 Built at Richmond, Virginia, in 1901-1902. Captain George E. McConnell, inspector of labor and materials.

1904 May 10 Placed in commission at Arundel Cove, Maryland. May 17, ordered to Jersey City, New Jersey.  
 1904 May 22 Will sail May 23rd. Will coal at Norfolk, Virginia, May 25. May 27, arrived Tompkinsville.  
 1904 May 28 Arrived at Jersey City, New Jersey.  
 1904 July 11 Captain Ross ordered to make trial trip.  
 1904 July 11 Arrived at Tompkinsville, New York. July 13, sailed for New England Coast.  
 1904 July 28 Returned to Tompkinsville, New York.  
 1904 July 28 Proceed with command to Newport and then to Portland.  
 1904 Nov. 30 Winter cruising orders sent.  
 1905 Jan. 18 Cruising grounds extended, temporarily, to Capes of Virginia and Norfolk.  
 1905 Feb. 9 Directed to confine operations to regular cruising limits.  
 1905 Apr. 17 Ordered to Woods Hole, Massachusetts, for overhauling. April 19, sailed for Woods Hole.  
 1905 Apr. 20 Sailed for New London, Connecticut, to participate in dedication of Winthrop Monument, May 6.  
 1905 June 8 Ordered to be at Poughkeepsie, New York, for enforcement of rules and regulations in connection with regatta, June 28.  
 1905 July 17 Ordered to be in vicinity of Flushing Bay, Long Island, for enforcement of rules and regulations in connection with regatta, July 22.  
 1905 July 27 Ordered to be at Whitestone, New York, by noon 30th, for purpose of receiving on board Captain Worth G. Ross, Chief of Division, R.C.S. Movements of vessel to be governed by such instructions as he may give.  
 1905 Aug. 25 Steamer BARNES reported ashore  $1\frac{3}{4}$  miles from Jones Beach Station. Proceed at once to locality.  
 1905 Oct. 4 Extend cruising to eastward as far as Provincetown, Massachusetts.  
 1905 Oct. 19 Procure at once sufficient dynamite or other explosives and proceed without delay to latitude  $42^{\circ} 17'$ , longitude  $62^{\circ} 23'$ , search for and destroy abandoned bark reported October 17 by Steamer TEUTONIC, in path of European vessels.  
 1905 Oct. 21 Collector of Customs at Newport, Rhode Island, was directed by wire to notify MOHAWK that abandoned bark has been towed to Halifax.  
 1905 Nov. 10 Sent winter cruising orders to begin December 1. District - New York, outside of Long Island to Vineyard Haven, and Nantucket Shoals and to southward to Delaware Breakwater.  
 1905 Dec. 1 Sailed at noon, will proceed to New London, Saturday, from Sandy Hook.  
 1906 Apr. 19 Proceed to Woods Hole, Massachusetts, for overhauling. April 25, arrived at Woods Hole, Massachusetts.  
 1906 May 9 Orders received for transporting surf-beat from Woods Hole, Massachusetts, to Greenport, Long Island.  
 1906 June 11 Assigned to duty at regatta, Poughkeepsie, New York, June 23.  
 1906 June 21 Directed to be at New London 26th instant to assist in patrol of course, Yale-Harvard regatta June 28. Then proceed to Flushing Bay, Long Island, to assist at regatta, June 30th.

MOHAWK 1902 - 1921

1906 June 29 Cover cruising grounds of GRESHAM while she is laid up for repairs.

1906 July 9 Proceed to Portland the 10th, Camden 11th, Bar Harbor 12th, return to Portland 14th, probably.

1906 Sept. 7 Arrived West Point, last night. Expect to reach New York, this afternoon.

1906 Nov. 27 Sent winter cruising orders to begin December 1. District - New York outside of Long Island to Vineyard Haven and Nantucket Shoals and to southward to Delaware Breakwater.

1906 Dec. 1 Proceed to latitude 40° 39' North, longitude 69° 24' West and destroy derelict.

1906 Dec. 13 Proceed to Newport, apply Torpedo Station for wrecking outfit then proceed to wreck off Montauk Point and destroy same.

1906 Dec. 26 Have command at Tompkinsville January 4, to proceed thence to Tomkins Cove, New York, to tow the hull of #14 to Sandy Hook or elsewhere.

1906 Dec. 29 Part of order of December 26, relative to towing hull of #14, revoked.

1907 Jan. 5 Directed to search for overdue Steamer PONCE.

1907 Feb. 12 Proceed at once to scene of collision between LARCHMONT and Schooner KNOWLTON. Do all in your power to assist.

1907 Feb. 28 Proceed off Ocean City and destroy wreck of barge.

1907 Mar. 23 After conferring with C.O. ONONDAGA at Tompkinsville, proceed to Newport News, Virginia and deliver smaller, MOHAWK'S evaporator to ITASCA. April 6th, sailed for Newport News this evening.

1907 Apr. 9 Arrived Newport News last night. April 12, arrived at Tompkinsville this evening.

1907 May 16 Proceed as soon as possible to Woods Hole for overhauling and painting.

1907 May 17 Sailed for Woods Hole this evening. June 14, arrived at Tompkinsville.

1907 June 18 Proceed to Foughtkeepsie not later than 25th instant for regatta.

1907 July 6 Sailed this evening 7 o'clock to search for reported derelicts.

1907 July 8 Arrived at New London - sailed for Tompkinsville after coaling. July 10, arrived at Tompkinsville.

1907 July 29 Proceed to Woods Hole Mass., for participation in the Gosnold Tercentenary on the 5th proximo.

1907 Aug. 5 Remain at Woods Hole until further orders. Proceed to Menemsha Bight, Marthas Vineyard, for inspection.

1907 Aug. 6 Proceed to Menemsha Bight after ceremonies on 7th instant.

1907 Aug. 23 Remain at Tompkinsville until further orders and be ready to sail at short notice.

1907 Aug. 24 Have command at East 26th Street on morning of 27th instant.

1907 Aug. 26 Will not make trip to New London. Resume regular duties.

1907 Oct. 15 Proceed to Assateague Beach Life Saving Station and convey life boat to Jersey City.

1907 Nov. 25 Proceed at once to Burles Shipyard.

1907 Nov. 25 Sent winter cruising orders to begin December 1. District - New York outside of Long Island to Vineyard and Nantucket Shoals and southward to Delaware Breakwater.

1908 Apr. 10 Render assistance to Schooner HUDSON near East Shinnecock Station.

1908 May 7 Render assistance to Ship ashore near Fire Island, New York.



MOHAWK 1902 - 1921

1908 May 25 Render assistance to SEMINOLE ashore Point Pleasant, New Jersey.

1908 May 28 Proceed to Woods Hole, Massachusetts, on June 2nd, for two weeks overhauling.

1908 June 17 Left Woods Hole for Tompkinsville, New York.

1908 June 27 Proceed to Poughkeepsie, New York, for duty at regatta on June 27th.

1908 July 9 Have vessel at Tompkinsville, New York, on or about 15th instant.

1908 July 29 Destroy derelict near Barnegat Lighthouse.

1908 July 30 Proceed to Huntington Bay, Long Island, for regatta.

1908 Sept. 16 Have command in readiness to proceed to Philadelphia, Pa., on October 1, for 225th anniversary celebration. Sept. 23rd, proceed and remove derelict, 6 miles southeast of Fire Island Lightship.

1908 Sept. 26 Remove derelict reported southeast Nantucket Shoals Lightship. Latitude 40° 13'; longitude 68° 49'.

1908 Oct. 1 Proceed to Philadelphia, Pa., on 4th instant.

1908 Oct. 8 Proceed to regular station after 10th instant.

1908 Oct. 20 Proceed and search for Schooner FREDDIE W. ALTON, from Montauk Point as far east as Boston, Mass.

1908 Nov. 24 Sent orders for winter cruising to begin December 1. District - from New York, New York, to New Bedford, Massachusetts, and Gay Head, Massachusetts, with occasional cruise in Long Island Sound, and southward to Delaware Breakwater.

1909 June 15 Proceed to New London, Connecticut, for regatta; arrive by 29th instant.

1909 Aug. 23 Proceed to Marblehead, Massachusetts, for duty in connection with International Yacht Races.

1909 Sept. 13 Have command at New York on September 21st for Fulton Hudson celebration.

1910 May 4 At Woods Hole, Massachusetts, for overhauling.

1910 June 16 To be at Poughkeepsie, New York, on June 24th, for Intercollegiate Rowing Association, and to be at New London, Connecticut, on June 28th, to participate in Harvard-Yale regatta.

1910 Nov. - To Chester, Pa., to obtain new anchor.

1911 Aug. 27 Arrived at Arundel Cove, Maryland, for overhauling. September 11th, left for New York station.

1912 Apr. 26 To transport President Taft from Recreation Pier, West 50th Street, New York, to Governors Island and return (General Grant's Funeral).

1912 June 5 To patrol course Intercollegiate Rowing Association, Poughkeepsie, New York, on June 29, 1912.

1912 July 18 To convoy fleet of yachts, Royal Bermuda Yacht Club, Delaware River, on July 27th.

1912 Aug. 3 Temporarily detached New York Division to cover station of ONONDAGA at Norfolk, Virginia.

1912 Aug. 8 Arrived at Norfolk, Virginia.

1912 Aug. 29 To patrol at Mobilization Navy, New York, New York, on October 12 - 15, 1912.

1912 Sept. 16 To receive on board Dr. George Styles, Department of Agriculture, for study of bottom of Potomac River, Chesapeake Bay.

1912 Oct. 1 Upon leaving Depot, Curtis Bay, Maryland, proceed to New York and report to Commanding Officer, New York Division. Arrived and left Depot October 4th.

1912 Oct. 7 Arrived at New York.



MOHAWK 1902 - 1921

1912 Nov. 11 Sent winter cruising orders. December 1 - April 1, 1913.

1912 Nov. 24 Arrived Navy Yard, Norfolk, Virginia. January 29, 1913, left Navy Yard for New York.

1913 Apr. 11 Complement reduced, cruising restricted until July 1, 1913.

1913 June 20 Sailed for Poughkeepsie.

1913 June 21 Order of April 11, 1913, revoked, to resume cruising.

1913 June 28 To be at Tompkinsville, New York, July 3rd, to receive Secretary McAdoo.

1913 July 5 Left Tompkinsville with Secretary of the Treasury.

1913 July 26 To cover district August, September and October, to enforce Navigation laws.

1913 Aug. 17 Assistant Secretary Williams on board, to Fishers Island.

1913 Aug. 28 To delay sailing until September 2, 1913. (For Depot).

1913 Sept. 6 Arrived at Depot, South Baltimore, Maryland.

1913 Oct. 7 Placed out of commission; crew transported to ITASCA.

1914 Apr. 10 C.O. Depot. Direct MOHAWK resume duty at New York when complement transferred from ITASCA.

1914 Apr. 17 Placed in commission, transfers made, left Depot. April 18th, left Baltimore, Maryland.

1914 Apr. 21 Arrived at Tompkinsville, New York.

1914 May 23 Assistant Secretary Malburn on board with party.

1914 June 2 Cruising grounds, Montauk Point to Winter Martes Shoals during repairs to SEMINOLE.

1914 June 12 Representative Adamson, Captain Commandant, etc. on board.

1914 June 12 To New London, Conn., June 18th. Report to Captain Jacobs, duty at Yale-Harvard regatta.

1914 June 25 Secretary McAdoo and party on MOHAWK, landed Mattapoisett, Mass.

1914 June 26 Assisted patrol at Intercollegiate regatta, Poughkeepsie, New York, June 29th.

1914 July 5 In drydock at Brooklyn, New York.

1914 Aug. 5 Remain at Tompkinsville until further advised. Board all foreign vessels leaving port. Observe laws of neutrality.

1914 Aug. 10 To relieve ANDROSCOGGIN at Portland, Maine, temporarily detached from New York Division and assigned to Eastern Division. Left New York August 11, 1914.

1914 Aug. 16 Relieved ANDROSCOGGIN at Bar Harbor, Maine.

1914 Sept. 8 Relieved from duty in connection with Steamer KRONPRINZESSIN CECILE; to relieve GRESHAM while that vessel is undergoing repairs.

1914 Oct. 19 Return to New York when GRESHAM is ready to resume duty.

1914 Nov. 5 MOHAWK relieved by GRESHAM. Sailed for New York. November 7, arrived at Tompkinsville.

1914 Nov. 16 In dock at Brooklyn, New York.

1914 Nov. 18 Cruising winter district, to alternate with SENECA from Gay Head to Delaware Breakwater.

1914 Dec. 29 To carry out winter cruising orders alone during absence SENECA under repairs.

1915 Mar. 19 Relieved from neutrality duty; resume regular winter cruising.

MOHAWK 1902 - 1921

1915	May	3	To Poughkeepsie, June 28th, for Intercollegiate regatta.
1915	May	5	Pan American Financial Congress May 8th, President's review of Naval forces.
1915	May		Patrol fireworks, North River, on 15th, at Fleet Review.
1915	Nov.	8	Sailed for Depot for repairs. November 10th, arrived Depot. November 28th, left Depot.
1915	Nov.	10	Winter cruising orders - District from Gay Head, Massachusetts, to Cape Henlopen, Delaware. Station from January 1 to April 1, vicinity of Sandy Hook, relieving SENECA.
1916	May	29	Grounded on Bartlett Reef, Long Island Sound.
1916	June	13	To assist in patrolling Yale-Harvard regatta, June 23rd, at New London, Connecticut.
1916	June	15	To patrol inter-club cruise of American Power Boat Association, June 26-30, Long Island Sound.
1916	Sept.	8	Arrived at New London. September 10, arrived at New York.
1916	Sept.	21	Left New York for New London. September 22nd, left New London. September 23rd, arrived at New York.
1916	Nov.	22	Winter cruising orders - district extending from Gay Head, Massachusetts, to Cape Henlopen, Delaware. From January 1, to April 1. (Stood by from December 1 to January 1).
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u>
1917	Oct.	1	Sunk as a result of collision with a British Steamer in Ambrose Channel.
1921	Feb.	7	Sold to H. L. Gotham Corporation, 15 Park Row, New York City, for \$111.

BEALE 1924 - 1930

1924	Apr.	28	Transferred from Navy to Coast Guard at Philadelphia, Pennsylvania, 3:00 P.M. (Navy Yard).
1924	Oct.	26	Placed in commission at 1:00 P.M. at Cape May, New Jersey.
1924	Oct.	28	Sailed for New London, Connecticut.
1924	Nov.	17	Arrived at New York Navy Yard for repairs. Entire month of December, repairing done on vessel.
1926	May	22	Ordered to Boston, Massachusetts. July 11, arrived at Boston Navy Yard.
1929	Jan.	4	Enroute Charleston, South Carolina, for target practice.
1929	Feb.	4	Left Charleston for Boston.
1930	Jan.	9	Arrived at St. Petersburg, Florida - target practice.
1930	Feb.	9	Left St. Petersburg, Florida, for New London, Connecticut.
1930	June	1	Placed out of commission.
1930	Aug.	12	Ordered towed to Philadelphia Navy Yard and turned back to Navy.
1930	Oct.	18	Returned to custody of Commandant, Fourth Naval District.

D E X T E R 1925 - In commission 1 January, 1934.

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Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-ft. Patrol Boat.  
1925 Nov. 3 Placed in commission 12:00 Noon, Bay City, Michigan.  
1925 Nov. 11 Left Bay City, Michigan 3:30 p. m. for Cleveland, Ohio.  
1925 Dec. 7 Arrived Boston, Mass.  
1927 Feb. 25 Detached Eastern Division, effective March 7, 1927. Ordered Depot for repairs.  
1927 Mar. 12 Left Boston for Depot. Arrived Depot March 19, 1927. Left Depot August 22, 1927.  
1927 Sept. 4 Arrived Pascagoula.  
1929 July 25 Assigned temporary duty, Patrol Area Y.  
1929 July 31 Left Pascagoula for Key West.  
1929 Oct. 31 Arrived Norfolk Navy Yard.  
1929 Nov. 27 Ordered Pascagoula for machinery repairs.  
1930 Jan. 21 Unavailable - lack of repair money.  
1933 May 1 Transferred to Base #15 at Pascagoula, Mississippi.  
1933 Oct. 18 Left Pascagoula for temporary duty at Key West, Florida; arriving October 21, 1933.  
1933 Nov. 7 Left Key West, Florida for Pascagoula, Mississippi; arriving November 15, 1933.

D A V I S 1926 - 1933

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1926 Mar. 25 Taken over at Philadelphia Navy Yard. (Formerly Navy Destroyer).  
1926 May 22 Ordered to New London, Conn.  
1926 Sept. 4 Placed in commission at New London, Conn.  
1929 Feb. 4 Left New London for Charleston, S. C. Target practice. Arrived Charleston February 6, 1929.  
1930 Feb. 6 Left New London for St. Petersburg - target practice. Arrived St. Petersburg February 12, 1930.  
1930 Mar. 16 Returned to New London, Conn.  
1930 Oct. 23 Arrived Charleston. Left Charleston for New London on November 21, 1930.  
1931 Mar. 3 Left New London, Conn., for St. Petersburg, Florida; arrived St. Petersburg March 19, 1931.  
1931 Apr. 22 Arrived New London, Conn.  
1932 Jan. 11 Left for St. Petersburg, Florida - target practice; arrived St. Petersburg January 15, 1932.  
1932 Feb. 17 Left St. Petersburg, Florida for New London, Conn; arrived New London, Conn., February 20, 1932.  
1933 May 26 Arrived Philadelphia, Pa. Navy Yard, and decommissioned June 5, 1933.  
1933 June 30 Returned to Navy at Philadelphia, Pa.

ITASCA 1930 - In commission 1 January, 1934.

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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.

ICARUS 1932 - In commission 1 January, 1934.

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Built at Bath Iron Works, Bath, Maine. 165-foot patrol boat.  
1932 Mar. 19 Launched.  
1932 Mar. 29 Accepted. April 1, commissioned.  
1932 Apr. 1 Left Bath, Maine, on 10 day shake down cruise.  
1932 Apr. 11 Shake down cruise completed. Reported for duty, stationed at Stapleton, New York.  
1932 May 5 Transferred to New York Division as part of special patrol force. Stationed at Stapleton, New York.

JOUETT 1924 - 1931

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1924 Apr. 28 Transferred from Navy to Coast Guard at Philadelphia Navy Yard, 3:00 P.M.  
1924 Aug. 23 Placed in commission at noon (Day-light saving time).  
1924 Aug. 23 Left Philadelphia for her permanent station at New London, Connecticut, via New York.  
1924 Aug. 29 Arrived at New London.  
1926 May 22 Ordered to Boston, Massachusetts. July 16, arrived Boston.  
1929 Jan. 4 Enroute Charleston, South Carolina for target practice. February 4, left Charleston, for Boston.  
1930 Jan. 9 Arrived at St. Petersburg, Florida - target practice. February 9, left St. Petersburg for New London.  
1931 Apr. 14 Left Boston for Philadelphia Navy Yard. April 16, arrived at Philadelphia Navy Yard.  
1931 May 16 Decommissioned at Philadelphia Navy Yard.

ALMEN 1924 - 1931

1924 Apr. 28 Taken over from Navy at Philadelphia, Pa., at 3 p. m.  
1925 Jan. 22 Placed in commission at Hoboken, New Jersey, at 10 a. m.  
1925 Jan. 22 Arrived at station, Hoboken, New Jersey, base for Division Two of the Destroyer Force.  
1929 Mar. 9 Left New York for Charleston, South Carolina, for target practice.  
1929 Mar. 11 Arrived at Charleston. April 7th, left Charleston for her station, Stapleton, New York.  
1929 Apr. 9 Arrived at Stapleton, New York.  
1930 Mar. 16 Arrived at St. Petersburg, Florida, for target practice; left for Stapleton, New York, on April 18.  
1930 Apr. 22 Arrived at Stapleton, New York.  
1931 Apr. 26 Arrived at Philadelphia Navy Yard, Philadelphia, Pa.  
1931 May 18 Placed out of commission at Philadelphia Navy Yard.

ALERT 1818 - 1853

No record of acquisition.  
1829 July 23 One of the Cutters stationed at New York.  
1832 Nov. 3 Is about to proceed to Norfolk, Virginia, thence to Charleston. Her arrival reported April 22, 1833.  
NOTE: For further data see GALLATIN 1830 - 1849, pages 79 and 80.  
1838 Nov. 27 Report of survey. Estimated cost of repairs \$2,000.  
1838 Dec. 4 Being repaired at New York.  
1839 Jan. 23 Assigned to the Eastport Station. February 13th, sailed for Eastport, Maine.  
1841 Aug. 10 Extensive repairs recommended. Estimated cost \$2,050. \$2,450 additional required.  
1844 Jan. 5 To be repaired, estimated cost \$597.  
1846 Aug. 5 Estimated cost of repairs required, \$1,596.  
1848 July 24 Estimated cost of repairs required, \$646. June 12, 1849, to be laid up at Eastport, Maine.  
1852 July 26 Collector at Eastport estimates cost of repairs at \$9,500.  
1852 Aug. 2 To Navy Yard at Charlestown, Mass., for repairs. August 14th, her arrival reported.  
1853 Apr. 19 Collector at Boston, Mass., authorized to sell her.

PICKERING 1924 - 1926 (Formerly BRIGADIER GENERAL O. S. ALLISON)

1921 - - Built by Water Transport Service of the War Department at New Bern, North Carolina.  
1924 July 22 Acquired by the Coast Guard. July 31st, arrived at Depot, South Baltimore, Maryland.  
1924 Aug. 20 Name changed to PICKERING.

PICKERING 1924 - 1928 (Formerly BRIGADIER GENERAL O. S. ALLISON)

1924 Oct. 29 Left Depot for station, Atlantic City, New Jersey, in tow of APACHE, then CARRABASSET.  
1924 Nov. 4 Arrived at Atlantic City, New Jersey. Nov. 10th, placed in commission at Atlantic City, New Jersey.  
1927 Oct. 5 Placed out of commission at Stapleton, N.Y. Dec. 7, 1928, sold to Kenny & Corz, 80 Broad Street, New York City, for \$351.

ANTIETAM 1864 - 1870

1864 Mar. 1 Purchased from Fardy & Brother at Baltimore, Md., for \$8,000. May 30th, to Beaufort, N.C., for duty at New Bern. June 10th, sailed from Baltimore about the 6th. Lost her centre board on the 7th, returned to Baltimore. June 29th, sailed 22nd instant, and arrived at Beaufort, N. C., 28th instant.  
1865 Nov. 1 Ordered to New York from North Carolina. Dec. 21st, her arrival at New York reported.  
1865 Dec. 29 To New Bedford for duty; arrival reported Jan. 13, 1866. June 12, 1867, from New Bedford to Baltimore.  
1867 July 1 To be repaired at a cost of \$5,000. Nov. 19, 1867, to Brownsville, Texas.  
1868 Jan. 1 Her arrival at Brazos Santiago reported. June 2, 1868, her arrival at New Orleans reported.  
1869 Mar. 30 From Brownsville, Texas, to Indianola; arrived April 29th.  
1869 Oct. 23 Her arrival at Mobile reported. Sailed from Indianola on the 12th by order of 8th instant.  
1869 Dec. 6 Her sale by Collector at Mobile authorized. Jan. 15, 1870, sold at Mobile, Ala., for \$2,800.

JEFFERSON DAVIS 1853 - 1862

1853 June 30 Built at Bristol, R. I., by J. M. Hood. Feb. 18, 1853, Captain Gay Moore to superintend her construction. Named JEFFERSON DAVIS. July 11th, will be ready to be towed to New York on the 16th instant. To be fitted out at New York. Oct. 28th, ordered to Puget Sound; station to be Olympia; to be commanded by Captain Pease. Nov. 10th, sailed for her station.  
1853 Nov. 26 Put in at Charleston to repair damage sustained in a hurricane; Jan. 14, 1854, will sail tomorrow.  
1854 July 24 Her arrival at San Francisco reported. Sept. 28th, arrived at Port Townsend, Washington.  
1855 Nov. 3 Her officers and crew assisting in suppressing Indian outbreak at Olympia. Sept. 15, 1859, placed temporarily under control of General Scott. Oct. 25, 1861, her sale by Collector at Port Townsend authorized.  
1862 Jan. 21 The above revoked. To be used as a Marine Hospital Boat.

DEERING 1920 - 1922 (Formerly Navy SC-333)

1920 Feb. 9 Taken over from Navy at New Orleans, La. June 3, 1920, ordered transferred from Galveston, Texas, to the Brazos River during hurricane season. Oct. 2, 1922, sold to S. E. Smith, Port Lavaca, Texas, for \$1,055.

CLAYTON 1932 - In commission 1 January, 1934

1932 June 14 Tug taken over from Quartermaster General, War Department. Commissioned at New York, N.Y., same date.  
1932 Sept. 2 Left Sandy Hook for Depot, Curtis Bay, Maryland; arrived Sept. 4th, 1932.

IDA C. ROBINSON 1927 - 1929 (Ex-seized Boat)

1927 June 28 Seized by Coast Guard 75' patrol boat #144, in Bear Creek, near Baltimore, Md., and anchored off Depot.  
1927 Sept. 18 Sank at Depot, Curtis Bay, Md. March 9, 1929, sold to C. A. Jording, 500 Key Highway, Baltimore, Md., together with CG-217, SC-217 and BLAIMORE I, for \$200.

AGASSIZ 1927 - In commission 1 January, 1934.

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Jan. 20 Placed in commission at Camden, New Jersey, at 3:30 p. m.  
1927 Feb. 4 Arrived at Base 2. February 8th, arrived at New London.  
1927 Feb. 23 Arrived at station, Boston, Mass.  
1928 July 28 Arrived at Depot for repairs. October 22nd, left Depot for station.  
1929 Nov. 15 Assigned to Base 5, Boston, Mass.  
1933 July 18 (CO-601-701) Headquarters' letter directs permanent transfer to Jacksonville Division with Headquarters at Fernandina, Florida.  
1933 July 27 Left Boston and arrived Fernandina on August 1, 1933.

ARGO 1932 - In commission 1 January, 1934.

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Built at plant of John H. Mathis Company, Camden, New Jersey. 165-foot patrol boat.  
1932 Nov. 12 Launched.  
1932 Dec. 3 Assigned to New York Division with permanent station at Stapleton, New York, after shake-down cruise of 10 days.  
1933 Jan. 6 Commissioned. January 14th, left Camden, New Jersey, on 10 day shake down cruise.  
1933 Jan. 23 Arrived at Stapleton, New York.

AURORA 1931 - In commission 1 January, 1934.

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Built at Bath, Maine, by Bath Iron Works. 163-foot patrol boat.  
1931 Nov. 28 Launched. December 14th, assigned to Division Two Destroyer Force, Stapleton, New York.  
1931 Dec. 17 Accepted. Commissioned on December 21, 1931.  
1931 Dec. 24 Left Bath, Maine. January 3, 1932, arrived at Stapleton, New York.  
1932 May 5 Transferred to New York Division as part of Special Patrol Force, stationed at Stapleton, New York.

ASTRA 1925 - 1927

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1925 Aug. 7 A seized rum runner, turned over to the Coast Guard, by order of the Court.  
1925 Aug. 12 Out of commission. Turned over to Coast Guard at Curtis Bay, Maryland.  
1927 Apr. 28 Sold to J. E. Dubel, 1626 John Street, Baltimore, Maryland, for \$311.75.



ALEXANDER HAMILTON      1921 - In use 1 January, 1934 (Formerly VICKSBURG)

1921	May	2	Transferred to Coast Guard by Navy under authority of the Act approved May 27, 1908.
1921	July	1	Placed in commission.
1921	Aug.	16	Arrived at San Diego, California, 3:30 p. m. September 7th, arrived at Balboa, 5 p. m.
1921	Sept.	11	Departed Cristobal, Canal Zone, enroute to New London, Connecticut, arriving there September 22, 1921.
1921	Oct.	12	Placed out of commission at 12 o'clock at Coast Guard Depot, South Baltimore, Maryland.
1922	June	1	Placed in commission at 4:06 p. m. June 13th, left New London on Practice Cruise.
1922	Aug.	18	Re-named <u>ALEXANDER HAMILTON</u> .
1922	Aug.	23	At New London, Connecticut. September 3rd, at Gardiner's Bay. September 22nd, at New London.
1922	Dec.	18	Sailed for Coast Guard Depot at 10:20 a. m.; December 20th, arrived at Depot at 2:15 p. m.
1923	Jan.	1	Permanent station at Coast Guard Depot, South Baltimore, Maryland.
1923	Mar.	6	Ordered to be placed in commission and when ready for sea, to proceed to Navy Yard, Brooklyn, New York, for installation of two three-inch guns, thence to New London, Connecticut, and report to Superintendent, Coast Guard Academy.
1923	Mar.	13	Placed in commission at Coast Guard Depot, South Baltimore, Maryland.
1923	Mar.	15	Left Depot for Baltimore, Maryland, to receive coal, at 8:30 a. m.
1923	Mar.	22	Arrived at Coast Guard Academy, New London, Connecticut, at 1:30 p. m.
1923	Mar.	26	Placed out of commission at 11 a. m.
1923	May	29	Placed in commission at New London, Connecticut, at 1 p. m.
1923	June	3	Left New London, Connecticut, on Practice Cruise.
1923	July	16	Arrived at Hamilton, Bermuda.
1923	Aug.	1	At New London, Connecticut. August 31st, at Cape May, New Jersey.
1923	Sept.	15	Placed out of commission at noon. May 28, 1924, placed in commission at New London at 11:45 a. m.
1924	June	1	Left New London, Connecticut, on Practice Cruise.
1924	June	23	Arrived at Gravesend, England. August 26th, arrived at New London, Connecticut.
1924	Sept.	1	Placed out of commission at noon. May 28, 1925, placed in commission at New London, Conn., at 10 a. m.
1925	June	1	Sailed for Gravesend, England.
1925	Aug.	31	Placed out of commission at 11 a. m. March 25, 1926, placed in commission at 11 a. m.
1926	Aug.	31	Placed out of commission at 10 a. m. May 28, 1927, placed in commission at New London at 10 a. m.
1927	June	23	Placed out of commission at New London, being disabled at beginning of Practice Cruise.
1928	May	28	Placed in commission. June 2nd, sailed on Practice Cruise. August 24th, arrived at New London, Conn.
1928	Aug.	31	Placed out of commission at New London. May 16, 1929, placed in commission at New London, Connecticut.
1929	May	20	Sailed on Practice Cruise. August 26, 1929, placed out of commission at New London.
1930	May	17	Placed in commission at 9:30 a. m. June 7th, placed out of commission at New London, Connecticut.
1930	Oct.	28	Left New London for Depot, Curtis Bay, Maryland; arrived October 31st.
1931	Jan.	14	Assigned permanently to Depot, Curtis Bay, Maryland, as station ship.

OLIVER WOLCOTT 1830 - 1851

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- It appears that she was built at New York in 1830-31.  
 At Newport from March to May, 1831, then exchanged stations with the VIGILANT at New Haven.
- 1836 June 27 From New Haven to New Orleans. Revoked on July 5, 1836.  
 1841 Jan. 6 Station changed to New London.  
 1841 May 19 To New York. Officers waiting orders.  
 1841 Oct. 1 To receive the officers and crew of the EWING in exchange and proceed to Wilmington, Delaware.  
 1842 June 1 To Baltimore for repairs. Repairs authorized - estimated cost \$3,400., June 6, 1842.  
 1842 Aug. 20 To return to Wilmington, Delaware.  
 1843 Apr. 18 To Baltimore there to exchange officers and crew with the FORWARD.  
 1844 Dec. 7 From Baltimore to Mobile.  
 1846 Jan. 23 Driven ashore and dismasted in Pensacola Bay on the 19th.  
 1846 Mar. 18 Cost of repairing damage \$377.14.
- The WOLCOTT, at Mobile, Commanded by Captain Lewis C. Fatio.
- 1846 May 16 You will instruct the commanding officer of the Revenue Schooner WOLCOTT to procure a full supply of ammunition - and he will likewise keep at all times a full supply of provisions on board and hold the vessel in readiness for service. (Secretary of Treasury to Collector at Mobile).
- 1846 May 26 The WOLCOTT put to sea this morning with purser Watson of the Navy on board with dispatches for Commodore Conner. (Collector of Customs at Mobile to Secretary of the Treasury).
- 1846 June 3 I take this occasion to express the approbation of the Department of the prompt manner in which the Revenue Schooner was detailed for the purpose of conveying purser Watson, bearer of dispatches to Commodore Conner. (Secretary of the Treasury to Collector at Mobile).
- NOTE: Lieutenant Joseph Amazeen commanded the WOLCOTT on the above indicated cruise.
- 1846 June 15 Lieutenant Joseph Amazeen commanding the Revenue Schooner WOLCOTT arrived at this city on the 15, and reports that he put purser Watson on board the U. S. Brig LAWRENCE on the 5th of June, lying off the Southern pass of the Rio Grande, and on the same day he received Midshipman Arnold with dispatches for Commodore Conner, then at Pensacola, and returned to this port. (Collector at Mobile to Secretary of the Treasury).
- 1846 Aug. 8 Sailed from Pensacola, August 11th, came to anchor at the entrance to Mobile Bay.  
 1846 Aug. 12 Put Midshipman Habersham with dispatches and stores on board the Steamer RED RIVER for New Orleans. The Steamer WOLCOTT now under command of Captain Fatio did not proceed any further than as above. (Journal of the WOLCOTT).
- 1846 Aug. 13 I had the honor on the 7th to report the departure of the WOLCOTT from Pensacola with dispatches for Commander of the Gulf Squadron. (Collector at Mobile to Secretary of the Treasury).
- 1846 Aug. 17 Your letter of the 7th instant announcing that the WOLCOTT had sailed for Vera Cruz with dispatches for Commodore Conner has been received - the course adopted by you meets the approbation of this Department. (Secretary of the Treasury to Collector at Mobile).

OLIVER WOLCOTT 1830 - 1851

1846 Sept. 1 I am directed by the President to apprise you that your name has been stricken from the rolls of the Revenue Marine Service. (Secretary of the Treasury to Captain Fatio).  
1849 June 12 Laid up at Mobile. July 3rd, transferred to the Coast Survey.  
1851 Jan. 8 Ordered sold at Mobile.

Wm. H. Ellis, Esquire,  
Collector of Customs, New Haven, Conn.

Treasury Department,  
November 6th, 1832.

Sir:

You are authorized to procure a chain in lieu of the hemp cable attached to the Cutter WOLCOTT, and to cause a capstan to be constructed for the use of that vessel as proposed in your letter of the 1st instant.

I am respectfully, Sir,  
Your obedient servant,  
Louis McLane,  
Secretary of Treasury.

(From Page 508, Volume 0, "Letters to Collectors".)

PILGRIM (1811)

The following represents all the available data:

Allen McLane, Esquire,  
Collector of Customs, Wilmington.

Treasury Department,  
June 13th, 1811.

Sir:

I have to acknowledge the receipt of your letters of the 8th and 10th instants. Having in my former letters to you on that subject, recommended the policy of inviting proposals to supply the Cutter with rations by public notice, I shall only further observe that the practice must be continued.

With respect to the present contract, the manner in which Captain Bennett obtained a preference over Mr. Ross is not perfectly understood. For the reasons mentioned in your last letter, I consent to your retaining the PILGRIM in service for such further time as may be necessary.

I am respectfully, Sir,  
Your obedient servant,  
Albert Gallatin,  
Secretary of Treasury.

(From Page 86, Volume 0, "Letters to Collectors".)

OSSIPEE 1915 - In commission 1 January, 1934.

1915	July	10	Accepted by Government. Launched at Newport News Shipbuilding and Dry Dock Company.
1915	July	10	Left Newport News in tow APACHE. July 11th, arrived at Depot.
1915	July	19	Officers and crew of WOODBURY arrived at Depot and transferred to OSSIPEE.
1915	July	28	Placed in commission at Coast Guard Depot.
1915	Aug.	13	Left Depot for cruise to compensate compasses. This duty completed August 17th.
1915	Aug.	16	Coast Guard Depot directed OSSIPEE to return to station.
1915	Aug.	17	Headquarters at Portland, Maine, cruising district from Eastport, Maine, to Cape Ann, Mass.
1915	Aug.	22	Left Depot for station.
1915	Oct.	30	Authorized to proceed to Boston, Mass., when necessary for stores.
1915	Nov.	10	Winter cruising orders - Eastport, Maine, to Cape Ann, Mass.
1916	Apr.	25	To act as convoy to power boats of Portland Power Boat Association on their annual cruise to Boston, July 12, 1916.
1916	Nov.	22	Winter cruising orders - Eastport, Maine, to Cape Ann, Mass.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u>
1917	Aug.	15	<u>Sailed from United States for duty in European waters.</u>
1919	Feb.	7	Returned to United States from European waters. Later assigned to Portland, Maine.
1919	Aug.	23	<u>Coast Guard returned to Treasury Department by Executive Order.</u>
1920	Feb.	8	<u>At Navy Yard, Portsmouth, for repairs - completed March 11, 1920.</u>
1920	Mar.	29	At Navy Yard, Portsmouth, to install radio compass. Departed April 2nd.
1920	Apr.	13	Boston Navy Yard - hauled out - departed 29th.
1920	June	16	Left Portland for International Ice Patrol.
1920	June	21	At Halifax for radio repairs. July 1, ordered to Boston for radio repairs. Arrived July 3rd.
1920	July	21	Portland, Maine - resumed station.
1920	Oct.	13	Boston, Mass., for repairs. Departed October 14th, for Portsmouth, N. H.
1920	Oct.	14	Portsmouth Navy Yard for repairs. Completed November 27th.
1921	Apr.	16	Arrived at Portland.
1921	June	27	Arrived South Portland, Maine, at the Cumberland Ship Building Company's Plant and hauled out.
1921	July	5	Completed repairs.
1921	July	19	Boston, Mass., for repairs. Completed August 5, 1921.
1921	Aug.	22	Portsmouth, N. H. Navy Yard. Departed August 23, 1921.
1921	Sept.	3	Provincetown, Mass., transfer men to DASH.
1921	Sept.	4	Boston, Mass. Inspection trips by Chairman, International and Foreign Commerce Committee, September 7, Gloucester; 8th Rockport and Squirrel Isle; 11th, party disembarked at Boston.
1921	Sept.	13	Returned to Portland.
1921	Sept.	29	Boston, calibration of compass. Returned to Portland, October 5, 1921.

OSSIPEE 1915 - In commission 1 January, 1934.

1921	Dec.	3	Bangor and Bucksport, Maine, clearing Penobscot River of ice.
1921	Dec.	29	Boston, repairs on radio.
1922	June	29	South Portland, Maine - marine railway.
1922	Aug.	7	Marblehead, Maine, patrolling regatta. Returned to Portland, August 12, 1922.
1922	Oct.	11	Gloucester, Mass. patrolling Fishermans' Elimination races - returned to Portland.
1922	Oct.	20	Gloucester, Mass. patrolling International Fishermans' races until 26th. Returned to Portland.
1922	Dec.	8	Bangor and Bucksport, Maine, breaking ice. December 13th, at Portland.
1922	Dec.	14	Bangor and Bucksport, Maine, breaking ice. December 21st, at Portland.
1923	Jan.	1	Permanent station at Portland, Maine.
1923	Jan.	29	Boston Navy Yard. Departed same date for Gloucester to render assistance.
1923	Jan.	31	Portland, Maine. Entire months of February and March breaking ice.
1923	July	18	Arrived Boston. July 20th, returned to Portland, Maine.
1924	Sept.	4	Portland, Maine, for annual overhaul.
1928	July	23	Ordered to Depot for repairs.
1929	Mar.	5	Ordered to New York - ice breaking, Hudson River. March 6th, left for New York. March 9th, arrived.
1929	June	19	Arrived at Depot for repairs. November 18th, repairs completed, left for Portland, Maine.
1929	Nov.	22	Arrived at Portland, Maine.
1930	Sept.	12	Ordered to Depot for overhaul. September 22nd, left for Depot. September 25th, arrived at Depot.
1930	Dec.	20	Left Depot for Portland, Maine.
1933	Sept.	15	Left Portland, Maine, for Depot arriving September 20, 1933.

CAHOKIA 1921 - In commission 1 January, 1934. (Formerly BAYSIDE)

1921	Oct.	21	Under Executive Order #3564, Shipping Board Tug BAYSIDE transferred to the Coast Guard.
1921	Nov.	9	Under direction of Assistant Secretary, Treasury Department, Shipping Board Tug BAYSIDE re-named CAHOKIA.
1921	Dec.	7	Taken over by Coast Guard at 12:30 p. m. at New Orleans, La.
1922	Jan.	1	Placed in commission at 10 a. m., at New Orleans, La.
1923	Jan.	1	Permanent station at Eureka, California.
1924	Jan.	21	Assigned to San Francisco, California, for duty.
1926	Feb.	1	Ordered to return and resume station at Eureka, California.
1926	Feb.	4	Arrived at Eureka, California.
1927	Apr.	4	Sailed for San Francisco to undergo repairs.
1928	Jan.	23	Sailed from San Francisco, for Eureka, California.

ALABAMA 1819 - 1833

- 1819 Apr. 6 The Collector at New York authorized to have two (2) cutters built, one for the Teche Station and one for the Mobile Station.
- 1819 June 22 Fifty-six tons. Cost \$4,500 fully equipped.
- 1819 Aug. 31 On her way to Mobile, in conjunction with the LOUISIANA, captured the Pirate BRAVO.  
NOTE: For further data see LOUISIANA 1819-1824, page 76.
- 1819 Sept. 15 Extract from a letter of an officer of the ALABAMA.  
On the 31st of August, we discovered three strange sails ahead. The wind being very light we immediately set all sails and wet them. We got our sweeps out and made every exertion to come up with them. At 2 p. m. they separated, one standing for us. At quarter past two, Captain Loomis fired a shot ahead of the nearest, and made a signal for us to board her. We did so, and found her full of people who had been robbed of everything by the Pirates and we hove in sight, and put them on board this vessel. We left him and pulled away hard on our sweeps to come up with the other vessel. The Pirate bore down on us; at half-past two he hoisted the Patriot flag. Captain Loomis being nearest him, hailed and ordered him to haul down his flag, when he immediately poured into Captain Loomis's vessel a volley of musketry which was promptly returned and with interest. This continued for a few minutes, when we brought our large guns to bear upon him and gave him a broadside, this made them all run below. We immediately boarded him, at the same time, in the boats of both cutters. We found on him a crew of 15 men, besides officers and 12 prisoners, most of the latter were black. We found that two men had been killed on board of her during the action. She was called the BRAVO. Mr. Jordan, the 1st officer of our cutter took possession of the other vessel, which proved to be a prize to the Pirates. She was a Spanish schooner, laden with flour and when she was taken had on a number of passengers, both ladies and gentlemen, who were treated by the Pirates in the most shameful manner, they were robbed of everything, even to the clothes on their backs, and when the ladies begged for something to cover them, the Pirates drew their swords on them, using the most brutal language. (New York Evening Post, October 20, 1819).  
NOTE: The writer of the above was on the ALABAMA. A number of accounts appear in other periodicals, all of which substantially agree with the above.
- 1819 Oct. 20 At New Orleans. To be detained until no longer required there.
- 1820 Apr. 19 Assisted in destroying Piratical rendezvous at Broton Island.  
NOTE: For further data see LOUISIANA 1819-1824. page 76.
- 1822 Mar. 25 Made three (3) captures for violation of laws relating to the slave trade.
- 1833 Mar. 31 Under orders for New York.
- 1833 May 25 Sailed from Mobile for New York.
- 1833 July 8 At Key West, Florida. Unable to proceed to New York.
- 1833 Aug. 6 Her sale by Collector at Key West ordered.



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ALPHA 1928 - In use 1 January, 1934 (Formerly Navy YR-2)  
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Formerly Naval Floating Workshop YR-2.

1928 Aug. 3 At Depot, Curtis Bay, Maryland, as Floating Workshop; transferred to Coast Guard by Navy Department.  
1934 Jan. 1 Still in use at Coast Guard Depot, Curtis Bay, Maryland, as Floating Workshop.

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ASHUELOT 1863 - 1867  
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1863 July 7 Built by Mr. Eglis of New York. Cost about \$103,000. July 8, 1863, launched.  
1863 July 9 Draft, forward 4 feet 8 inches, aft 6 feet 8 inches.  
1864 Dec. 21 Ordered to Eastport, Maine.  
1865 Jan. 6 Sailed for Eastport yesterday. To be repaired at Portland, Maine, September, 1865.  
1866 Sept. 7 To Charleston to replace the KEWANEE. September 27th, reported at Charleston, South Carolina.  
1867 Apr. 27 Sailed from Charleston, South Carolina, 22nd instant and her arrival at New York reported.  
1867 May 7 To be laid up at Staten Island, New York. May 28th, to be sold.  
1867 June 20 Sold to J. C. Fuller and Brother of New York for \$28,300.

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ARGUS 1850 - 1853  
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1850 - - A vessel named ARGUS was temporarily employed on the Pacific Coast as a Revenue Cutter in 1850-1851.  
Also from May, 1851 to May, 1853.

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AGASSIZ 1861 - 1865  
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Took the place of the ARAGO as a Receiving Ship for recruits, etc., at New York, in the Summer of 1861.  
1861 Dec. 30 Assigned to duty as a Revenue Cutter at Sag Harbor.  
1862 June 4 Ordered to New London, Connecticut, for duty.  
1862 June 10 Arrived at New London, Connecticut.  
1862 Dec. 23 Sailed from New London for New Bern, North Carolina.  
1863 Jan. 12 Arrived at New Bern on the 11th instant.  
1863 July 27 Her arrival at New Bedford, Massachusetts, reported.  
1865 Oct. 10 Her arrival at Newport, Rhode Island, reported.  
1865 Dec. 29 Ordered to New York to be returned to the Coast Survey.



LOUISIANA 1819 - 1824

- 1819 Apr. 6 Collector at New York authorized to build two(2) cutters, one for the Teche and the other for the Mobile Station.
- 1819 Aug. 11 Assigned to the New Orleans Station.
- 1819 Aug. 31 Captured Pirate Schooner BRAVO.  
 Capture of a Pirate and her prize in the Gulf of Mexico by the Revenue Cutters ALABAMA, Captain Taylor and LOUISIANA, Captain Loomis.
- 1819 Sept. 17 On the 13th instant, Captain Loomis reported to me the arrival of the Cutters LOUISIANA and ALABAMA off the mouth of Bayou St. Jean (Lake Ponchartrain), having in company a small schooner, captured by him while cruising to the North of the Tortugas on the 30th ultimo. She proved to be the BRAVO, commanded by Le-Farge, mounting 1 brass six pounder, muskets and a crew of 18 men belonging to Galveston, with a commission without date signed by A. Humbert, styling himself Lieutenant General and Governor of the Province of Texas. She had in company a Schooner which she had captured, the FILOMENA belonging to Pensacola bound to Havana, with a cargo of flour and a number of passengers, whom the privateer had robbed and placed on board an American Schooner bound from this port to Havana. The Pirate commenced the attack by a volley of musketry, which wounded the first officer and three men on board the LOUISIANA. Captain Loomis detained both the Pirate and the prize. The crew of the former have been committed to prison to await their trial at the next term of the United States Circuit Court, on a warrant granted by the President of the Criminal Court of this City. It appears that the BRAVO is owned by the noted Lafitte, who is at present at Galveston, who instructed the commander to take from neutral vessels such provisions as he might need, and pay the amount in bills on a certain Louisianian of this City. (Collector of Customs at New Orleans to Secretary of the Treasury).
- 1820 Apr. 19 Destroyed Piratical rendezvous on Breton Island.  
 Destruction of a Piratical Rendezvous on Breton Island by the Revenue Cutters LOUISIANA, Captain Loomis and ALABAMA, Captain Cartigan.
- 1820 Apr. 19 Arrived at Belize, the U. S. Revenue Cutters LOUISIANA and ALABAMA, from a cruise. On the 16th instant they visited Breton Island, a notorious resort for Pirates, particularly the celebrated Patterson. After landing 25 men, well armed, and traversing the Island throughout, they set fire to the house and to the woods on the Island and consumed everything that was standing. It is understood they are bound to the Westward to break up the haunts of Pirates in that direction.  
 NOTE: Another account of the above, substantially the same, appears in the Savannah Republican, May 23, 1820.
- 1820 June 22 The LOUISIANA cost \$4,500 fully equipped; 56 tons.
- 1820 July 10 Extract from a letter of Captain Loomis to a gentlemen in New York. I arrived here (Belize) after a short cruise of 20 days on the 17th instant. I have succeeded in taking four more Pirates, which I have now in confinement on board this vessel. I have about \$4,000 worth of dry goods which they have robbed

LOUISIANA 1819 - 1824

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- and were endeavoring to smuggle into the United States. They have some negroes which had landed but have been followed and taken. I took these fellows 250 miles to the Westward of this River. (Savannah Republican, August 29, 1820).
- 1820 Aug. 23 Reported capture of four Pirates.  
Capture of Four Pirates and Their Plunder by the Revenue Cutter LOUISIANA, Captain Loomis.
- 1820 Aug. 23 Norfolk. A letter from Martinique, dated July 28th says: The Revenue Cutter LOUISIANA, Captain Loomis arrived at Belize, July 17, from a short cruise, during which she captured four Pirates and their plunder, which they were endeavoring to smuggle into the United States. (N.Y. Semi-Weekly Post, August 30, 1820).
- 1822 Nov. 2 Captured five Piratical crafts.  
Capture of a number of vessels off the Southern Coast in which the Revenue Cutter LOUISIANA, Captain Jackson, participated.
- 1822 Nov. 2 Savannah. A letter from Camp Galvas, near Pensacola, of October 16th, mentions the arrival at that place of the Revenue Cutter LOUISIANA from a cruise on the Coasts of Florida and Cuba, during which she had captured five Piratical vessels of from 80 to 100 tons each. Two were burnt and 3 sent into New Orleans. The crew of one only was captured consisting of 17 men, these she brought in and placed under guard in the camp, the other crews escaped into the woods. (N.Y. Evening Post, November 18, 1822).
- 1822 Nov. 4 Norfolk Herald. The British Schooner SPEEDWELL joined the U. S. Ship of War PEACOCK and the Revenue Cutter LOUISIANA in the vicinity of Havana. The first of the PEACOCKS prizes was captured, September 18th. She mounted 9 guns and had 18 men. She was sent into Havana, where she was claimed and released upon payment of \$1,000 salvage. The other four prizes were captured by the boats of the PEACOCK, in the Harbor of Bayou Honda on the morning of the 29th but their crews had previously escaped. Two of them were burnt, and the other two ordered to New Orleans with the 18 Pirates taken from the Schooner captured the date before. (Savannah Republican, November 13, 1822).
- NOTE: The LOUISIANA had, clearly, a share in the above captures. One account claims all the credit for the LOUISIANA.
- 1824 Mar. 24 Ordered sold by Collector at New Orleans.

OVERSEEN 1919 - 1923 (Formerly Navy SG-199)

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- Built in 1917 in Alexandria, Virginia.
- 1919 Nov. 13 Taken over from Navy at Norfolk, Virginia.
- 1923 Aug. 21 Sold to Charles A. Jording, 500 Key Highway, Baltimore, Maryland, for \$750.

GALLATIN 1807 - 1813

- 1807 Dec. 5 Captain Hugh McNeill has been authorized to purchase a vessel at Norfolk for the Charleston Station.  
The Firing Into The Revenue Cutter GALLATIN, Captain Hugh McNeill, by a Danish Pilot Boat.
- 1808 Mar. 25 Charleston, S. C. The GALLATIN, yesterday morning, returned from a cruise to the Southward. On the 14th instant she chased a pilot boat schooner under Danish colors into St. Mary's River, she having fired 2 shots at the GALLATIN. (N. Y. Evening Post, Apr. 1, 1808). May 31st, GALLATIN cost \$9,413.93.  
The GALLATIN, Captains Hugh McNeill and John H. Silliman; stationed at Charleston.
- 1812 Aug. 1 Arrived Charleston, Brig GENERAL BLAKE, under Spanish colors, said to have British papers sent by the Cutter GALLATIN. Aug. 6th, the Cutter GALLATIN, Captain McNeill, formerly of Boston, has captured a British Merchant-man from Jamaica for England after a severe engagement of 8 hours. (N. Y. Evening Post, Aug. 6, 1812). NOTE: The above also appears in the Columbian Centinel of Aug. 12, 1812.
- 1812 Aug. 25 Charleston. An account is running its course through Northern papers that the GALLATIN, Captain McNeill, of Charleston, has captured a British letter of marque ship after an engagement of 8 hours and taken her into Savannah. It may be well to inform the Northern editors that no such engagement has taken place. (N. Y. Evening Post, Sept. 3, 1812). Sept. 8th, the GALLATIN, Captain Herbert, at Norfolk, took possession of the Ship TOM HAZZARD from Liverpool for Baltimore, on suspicion of having British property on board. (N. Y. Evening Post, Sept. 8, 1812).  
NOTE: The GALLATIN also detained the Schooner VISTA under like circumstances.
- 1812 Oct. 10 From the Norfolk Herald. The vessels now in this port whose cargoes will be released (having been held on account of their supposed violation of the non-importation law) by the decision of the judge of the Admiralty Court, are ships TOM HAZZARD from Liverpool, ACTIVE from London, GEORGIANA from Liverpool and Brig ADRIAN from London. The TOM HAZZARD was captured by a private armed vessel and is now in possession of her captors. The rest were taken possession of by the GALLATIN and JEFFERSON. (N.Y. Evening Post 10/10).
- 1813 Apr. 1 Charleston. Between 10 and 11 o'clock this forenoon, the GALLATIN, Captain J. H. Silliman, blew up. Thirty-five persons were on board - the vessel filled very fast - the wounded were hastily placed in boats that had pushed off - by the time these were off, she went down. The bodies of 3 of the unfortunate men were never seen again. We have not been able to ascertain how the fire was communicated to the magazine. Captain Silliman was not on board. First Lieut. Philips had just left the vessel and the magazine was then locked. (N. Y. Evening Post, Apr. 13, 1813).

Collector of Customs,  
Norfolk, Virginia.

Treasury Department,  
May 31st, 1808.

Sir: The Collector of Charleston, paid into the office of Discount and Deposit at that place on the 22nd February last, the sum of nine thousand four hundred thirty two dollars and ninety three cents, for your account, it being the cost of the Revenue Cutter GALLATIN and her equipments, paid by you at Norfolk.

I am respectfully, your obedient servant,

(From Page 61, Vol. O, "Letters to Collectors". Located at Coast Guard Headquarters.)  
For the Secretary of Treasury, D. Sheldon, Jr.

GALLATIN 1816 - 1824

- 1820 July 10 Chased Columbian Privateer WILSON.  
Capture of 19 men and Unsuccessful Pursuit of a Privateer by the Revenue Cutter.  
GALLATIN at Charleston, S. C., Captain Benjamin Matthews.
- 1820 July 10 Charleston. Nineteen men, having contrary to the laws of the United States been enlisted in Charleston for the Columbian Privateer WILSON, Captain Matthews of the Cutter GALLATIN and Lieutenant McChenie of the U. S. Schooner REVENGE captured them as they were about to embark on the WILSON. On the 11th, the REVENGE and the GALLATIN made chase for the WILSON as she stood out of the harbor with her Spanish prize SANTIAGO. (New York Semi-Weekly Post, July 19, 1820).
- 1820 July 13 The REVENGE and the GALLATIN returned yesterday afternoon, not having been able to overtake the WILSON and her prize. (New York Semi-Weekly Post, July 22, 1820).  
NOTE: Accounts substantially the same as the above also appear in the Savannah Republican of July 13, 1820).
- 1824 July 14 This vessel seems to have been built at Baltimore in 1816-1817.  
No further record.

GALLATIN 1830 - 1849

- 1830 Sept. 10 Captain Derby ordered from New Bern, N. C., to superintend the construction of three (3) new vessels.  
GALLATIN, MORRIS and HAMILTON at New York.
- 1830 Dec. 4 The GALLATIN ordered to Wilmington.
- 1832 Nov. 7 From Wilmington to Mobile, temporarily.
- 1832 Nov. 16 Ordered to Charleston, S. C. in connection with suppression of nullification proceedings.  
Revenue Cutters and Nullification 1832 - 1833
- 1832 Nov. 16 To counteract or resist the measures which may be adopted by the state convention to render null and void, and forbidding the execution within the state of South Carolina the laws of the United States imposing duties, you will consider yourself authorized to employ the Revenue Cutters which may be within your district. You will cause a sufficient number of officers of cutters, and inspectors to be placed on board and in charge of any vessel arriving from a foreign port or place, with any goods wares or merchandise, and direct them to anchor her in some safe place within the harbor. And it will be your duty, against any forcible attempt, to defend and retain the custody of said vessel by the aid of the officers of the Customs, inspectors and officers of the Cutters, until the requisitions of the law shall be fully complied with. (Louis McLane, Secretary of Treasury to Collector at Charleston, S. C.).
- 1833 Jan. 30 On receiving this, you will anchor the Revenue Cutter under your command, within the protection of the guns of Castle Pickney, out of reach of any guns from the City, and in such a position with the other

GALLATIN 1830 - 1849

Cutters as to prevent any vessel you may be required to board passing up to the City. You are to retain possession of the vessel and cargo against any attempt to dispossess you, but without a resort to actual force or violence. (Collector of Customs at Charleston to Commanding officers of Cutters).

The Following Named Revenue Cutters were actually in Charleston Harbor

During the Nullification Difficulties.

The GALLATIN, Captain W. W. Polk, commanding. Ordered thither from Wilmington, N. C., November 16, 1832. This was the first Cutter ordered to Charleston.

The ALERT, first Lieutenant G. A. O'Brien, commanding. From New York. No record of order.

The JACKSON, Captain W. A. Howard, commanding. From New York. No record of order. Recently built.

The DEXTER, Captain Joseph Gold, commanding. From New York. No record of order.

The McLANE. Alexandria, Virginia. No record of order.

The above vessels touched at Norfolk, where they obtained provisions, arms, etc.

They were ordered and sailed from Charleston during the month of April, 1833, excepting the JACKSON, which vessel was assigned to that station.

1833	Apr.	5	From Charleston to Wilmington, Delaware.
1833	Apr.	22	Her arrival at Bombahook after a nine days voyage, reported.
1837	Oct.	24	Ordered in search of Pirate which captured Packet Ship SUSQUEHANNA near Cape May 21st instant.
1840	Apr.	4	Appraisement ordered for the purpose of transferring her to the Coast Survey, officers and crew to be transferred to McLANE.
1848	Oct.	26	Temporarily received from Coast Survey. To receive crew of EWING and officers.
1848	Dec.	26	To Wilmington to replace the FORWARD.
1849	Apr.	30	To New York, there to exchange officers and crew with the FORWARD, then to Wilmington, Delaware.
1849	May	5	Her sale at Wilmington ordered.
1849	June	4	Revoked, to be transferred to the Coast Survey.
1849	Aug.	13	So transferred.

DETECTOR 1825 - 1832

1825	July	7	Two Cutters (DETECTOR and WASP) of 55 tons each authorized to be built at Portland.
1825	Aug.	27	Contract entered into with Messrs. Fisher and Webster. To be superintended by Captain R. Drinkwater. One Cutter to be 55 tons, the other 50 tons.
1831	Dec.	1	To New York to exchange officers and crew with the INGHAM at that place. It does not appear that the DETECTOR left Portland. She was superseded by the MORRIS about January 1, 1832, and was likely disposed of at Portland.

GALLATIN 1830 - 1849

The following letter to the Collector of Customs of Wilmington, Delaware, outlines instructions relative to assisting vessels in distress. Similar letters were sent the same date, December 16, 1831, to Collectors having charge of the WOLCOTT; DEXTER; HAMILTON; MORRIS; SWIFTSURE and PORTSMOUTH. This effort on the part of the Revenue Marine was obviously prior to the Act of Congress under date of December 22, 1837, directing that assistance be given to vessels in distress during the winter season.

To the Collector of the Customs,  
Wilmington, Delaware.

Treasury Department,  
December 16, 1831.

Sir:

In the present inclement season it is thought proper to combine with the ordinary duties of the Cutters that of assisting vessels found on the Coast in distress, and of ministering to the wants of their crews.

For this purpose I have to request that you will direct the commanding officer of the Revenue Cutter GALLATIN to prepare for an immediate cruise.

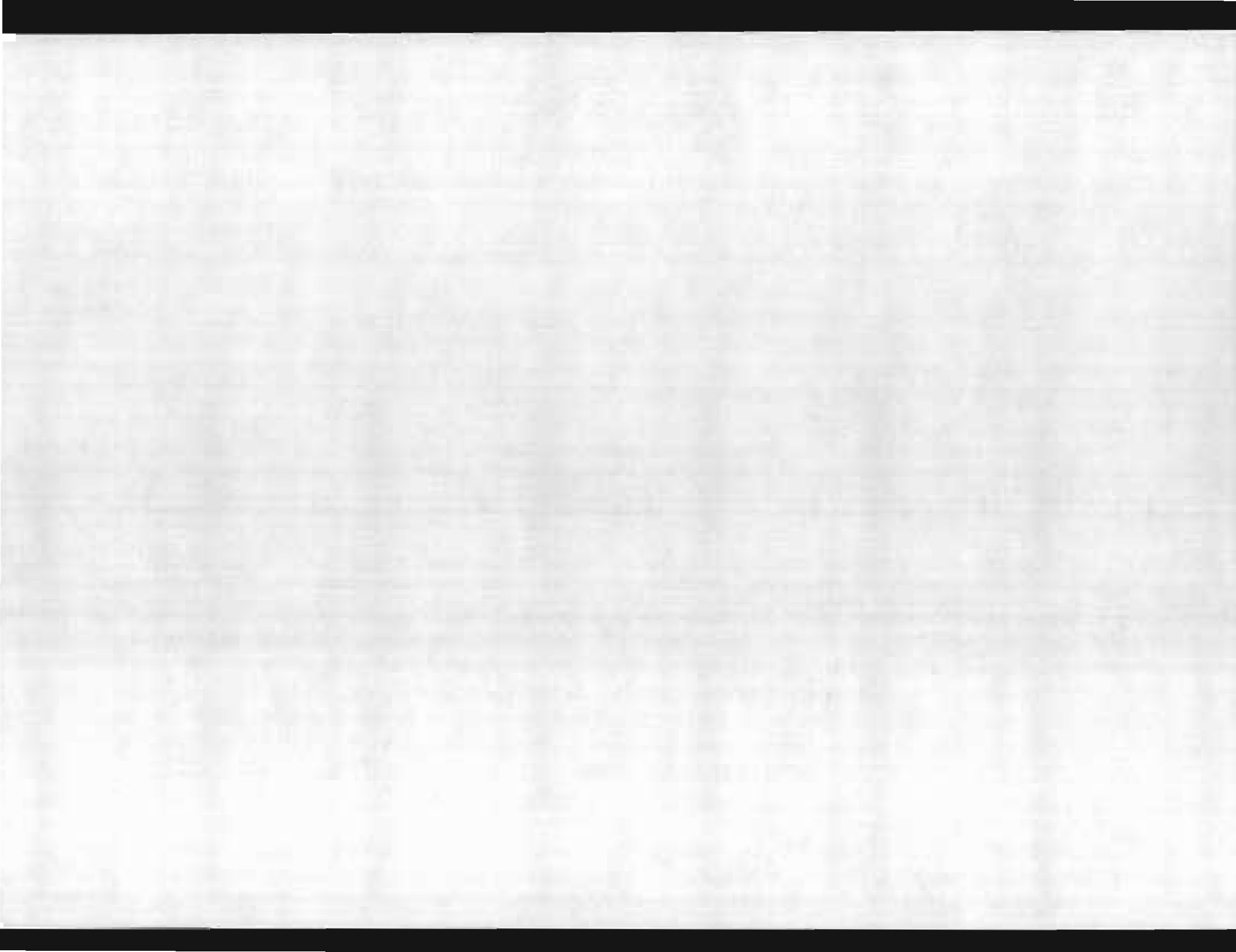
To enable him to fulfill the duties expected of him you will cause him to be furnished without delay with such quantities of provisions, water, wood and other necessary supplies as can be conveniently stowed in the vessel and direct him to cruise between Cape May and Hog Island keeping as close to the main land as may be consistent with the safety of the vessel. You will direct him not to return to port until forced to do so from stress of weather, or want of supplies.

You will direct him to speak all vessels approaching the Coast which he may fall in with and to afford to those which may require aid or relief, such assistance as may be adapted to their condition and necessities and as it may be in his power to render. You will observe that all supplies furnished under this authority are duly accounted for and direct the commander of the Cutter to charge such as he may deliver to vessels requiring them at the cost value taking the bills of their master for the amount upon the owners or consignees. These bills will be placed in your hands for collection and when paid introduced into your accounts as a deduction from the current disbursements for the support of the Cutter.

I will thank you to hasten the departure of the Cutter on this service and to inform me of the time of her sailing. Should circumstances oblige her to return within a less period than a fortnight, you will promptly dispatch her on a second cruise with similar objects, and will take care that she is kept employed on this duty as constantly as the safety of the Cutter will permit.

I am very respectfully,  
Your most obedient servant,  
Louis McLane,  
Secretary of Treasury.

(From Pages 435-437, Vol. 0, "Letters to Collectors".)





DEXTER 1831 - 1841

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- It appears that the DEXTER was built at New York, latter part of 1830 and early part of 1831.
- 1831 Mar. 16 The DEXTER will be at Norfolk in a few days. At Norfolk in command of Captain Coody in September.
- 1832 Oct. 17 Is about to proceed to New York from Norfolk. Captain Joseph Gold, commanding officer.
- NOTE: For further data see GALLATIN 1830-1849, pages 79 and 80.
- 1833 Apr. 5 Ordered from Charleston to Mobile. NOTE: For further date see JACKSON 1832-1865, page 33.
- 1836 Jan. 6 Placed under orders of Navy Department in connection with Seminole War.
- The DEXTER, Commanded by Thomas C. Rudolph, Mobile.
- Treasury Department,  
January 6, 1836.
- Thomas C. Rudolph,  
Commanding, Revenue Cutter DEXTER.
- Sir: By direction of the President, the Revenue Cutter DEXTER under your command is placed under the orders of the Secretary of the Navy. Accordingly until otherwise directed you will obey such orders as you may receive from the Navy Department.
- Levi Woodbury,  
Secretary of Treasury.
- 1836 Feb. 22 Tampa Bay. On the 10th, Mr. Rowan arrived in the DEXTER with the remainder of my crew from St. Marks. I embrace the opportunity of the Revenue Cutter DEXTER going to St. Marks. (Captain Webb of VANDALIA to Commodore Dallas).
- 1836 Apr. 12 Two of my boats are with the Revenue Cutter DEXTER cooperating with General Clinch. Their (the Cutters) prompt and ready cooperation 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 the Revenue Cutters. (Report of Captain Webb to Commodore Dallas).
- 1836 Apr. 29 I did not receive your written instructions dated January 9, last, in relation to the employment of the Revenue Cutters until yesterday. The Cutter DEXTER sailed the 27th instant for Tampa Bay, Key West, Indian Key. (Report of Commodore Dallas from Pensacola to Secretary of the Navy).
- 1836 May 20 There has been no time since they (the Cutters) have been under my direction that they have been more wanted than at this moment. The DEXTER is cruising between Charlotte Harbor, Key West and Indian Key. (Commodore Dallas to Secretary of the Navy).
- 1836 June 10 The Cutters WASHINGTON and DEXTER are cruising on the Coast of Florida. (Commodore Dallas to Secretary of the Navy).
- 1836 June 24 The Cutter DEXTER, Captain Rudolph, arrived yesterday from Indian Key and Key West. It appears that much apprehension is entertained of an attack being made by the Indians on Indian Key. The DEXTER came for provisions. I shall order her back to Indian Key. (Commodore Dallas to Secretary of Navy).

DEXTER 1831 - 1841

1835	June	30	Sailed June 29, for St. Joseph's, Key West and Indian Key. (Commodore Dallas to Secretary of the Navy).
1836	Oct.	2	Sailed for Charleston, South Carolina with Commodore Stewart. She will on her return, call in at Key West and report to Master Commandant Crabb, who is instructed to employ her in the services we are engaged in. (Commodore Dallas to Secretary of the Navy).
1836	Dec.	23	Tampa Bay. Arrived this evening with Lieutenant Waldron and a part of the Marines recently employed in the expedition under Lieutenant Powell. The remainder are expected here hourly in the Cutter WASHINGTON. (Commodore Dallas to Secretary of the Navy).
1837	Feb.	10	Ordered to Pensacola from Tampa Bay immediately with important dispatches. (Master Commandant Crabb, to Commodore Dallas).
1837	Mar.	9	A few days ago a letter was received stating that several murders were committed on the Black Water River, 60 miles from here, by the Indians. Immediately dispatched fifty men under Lieutenant Ball up the Blackwater in the Cutter DEXTER with orders to cooperate with a company of mounted volunteers. (Commodore Dallas at Pensacola to Secretary of the Navy).
1837	July	18	I have to request that the Cutters JEFFERSON and DEXTER may be returned to their proper stations in the Revenue Service if the Navy Department has no further urgent necessity for their service. (Secretary of the Treasury to Secretary of the Navy).
1837	July	18	If the DEXTER can be dispensed with by the Navy Department, to proceed to Mobile. (Secretary of the Treasury to Captain Rudolph).
1837	July	20	On the first of January, 1836, I received your order to report to the commanding officer of the West India Squadron and I have been on the go ever since. (Captain Rudolph to Secretary of the Treasury).
			U.S. Frigate CONSTELLATION, Pensacola Bay.
1837	Sept.	8	Captain T. C. Rudolph, Commanding, Revenue Cutter DEXTER.
			Sir: In conformity with instructions from the Navy Department you will report yourself to the Collector at Mobile **. In closing our official intercourse I beg you will accept my thanks for the promptness, celerity and cheerfulness, with which you have discharged the many and arduous duties that from circumstances have been imposed upon you and the officers and crew under your command, to whom I beg you will make known the high regard I entertain for them. (A.J.Dallas).
1837	Sept.	11	Arrived at Mobile on the 10th. (Captain Rudolph to the Secretary of the Treasury). Arrival reported.
1837	Nov.	2	Ordered to Norfolk for repairs.
1838	Jan.	21	Reported at Charleston unable to proceed further.
1840	Dec.	28	Reported as unseaworthy.
1841	Jan.	15	Her sale by the Collector at Charleston authorized. February 18th, to be sold on the 25th instant.

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ANDREW JACKSON 1832 - 1865  
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Apparently built at the Washington Navy Yard. Was ordered to Charleston, S. C.

NOTE: For further data see GALLATIN 1830-1849, pages 79 and 80.

1834 Nov. 25 Relieved by the JEFFERSON at Charleston, and under Captain Hunter to cruise along the coast.  
1835 Nov. 25 To cruise in the Chesapeake until May 1, then to continue her cruise.  
1836 Apr. 13 Sailed southward as above.  
1836 May 8 Rendered service in connection with Seminole troubles near St. Marks.

Revenue Marine in the Seminole or Florida War 1836 - 1842.

The Following are the Names of the Cutters engaged therein:

The DALLAS

The WASHINGTON

The DEXTER

The JEFFERSON

The JACKSON

The MADISON

The CAMPBELL

And subsequently the VAN BUREN, JEFFERSON, and MADISON

Commanded by Captain Henry Hunter and Captain Gatewood.

NOTE: The JACKSON in command of Captain Hunter was cruising along the entire coast line, inspecting Revenue Cutters, their stations and Light Houses.

Fort St. Marks, Florida,  
8 May, 1836.

Sir:

I have the honor to report to you that in consequence of information received this morning that an attack had been made on the town of St. Marks by the Indians last night. I have brought to this place the brass 12 pounder gun, two officers and 32 men, well armed to protect the place.

Honorable Secretary of the Treasury.

(H. D. Hunter, Commanding The JACKSON).

Treasury Department,  
19 September, 1837.

Philemon Gatewood, Esq.

Captain U.S. Revenue Service, Baltimore, Md.

Sir:

On the receipt of this order you will report to the Collector at Baltimore for duty on the Revenue Cutter JACKSON and put the vessel in order for immediate service on the Coast of Florida, when your preparations for sailing are completed, you will report for orders to the Honorable, the Secretary of the Navy.

(Levi Woodbury, Secretary of the Treasury).

1837 Oct. 7 Ready for sea. Captain Gatewood reported for orders to the Secretary of the Navy.  
1837 Oct. 28 Sent from Baltimore yesterday in search of the pirate that captured Packet Ship, SUSQUEHANNA.  
1837 Nov. 1 The Cutter JACKSON, sailed yesterday for Pensacola. (From Conway Whittle, Collector).

ANDREW JACKSON 1832 - 1865

1837 Dec. 4 Cutter JACKSON will sail tomorrow morning for Tampa Bay and Charlotte Harbor for the purpose of co-operating with the Army.

1838 Apr. 7 I have the honor to report the arrival of the Cutter JACKSON under my command, after a cruise of 3 months and 26 days on the Western Coast of Florida, in conformity with your orders. (Captain Gatewood to Commodore Dallas at Pensacola).

1838 June 16 On her way from Florida. To Baltimore instead of Norfolk.

1838 Nov. 28 Sailed from Baltimore for Savannah.

1839 June 10 Ordered to Baltimore. July 13, to New York when repairs are completed at Baltimore.

1841 Aug. 4 To New Orleans under command of Captain Fatio. December 29th, from New Orleans to Mobile.

1842 Mar. 9 Arrived at Mobile. April 11, to Newport, Rhode Island, from Mobile. Arrived Newport on the 1st of June.

1845 May 30 To New York for survey and repairs.

1851 May 19 To Savannah from Newport. Had been extensively repaired at Newport.

1851 June 16 Her arrival at Savannah on the 14th reported.

1853 Oct. 31 To Norfolk for repairs.

1855 Oct. 12 To exchange officers and crew with the TANEY at the Delaware Breakwater, then to proceed to Eastport, the Station of the TANEY.

1855 Oct. 16 Sailed from Savannah. November 3, exchange to be made on the 5th instant.

1855 Nov. 20 Arrived at Eastport.

1857 July 27 Bills for extensive repairs submitted. Amount \$7, 676.11.

1861 Apr. 26 To Brooklyn Navy Yard for armament.

1861 Sept. 10 From New York to Baltimore for duty. September 23, arrived at Baltimore.

1865 Oct. 10 To be sold at Baltimore.

1865 Oct. 31 Collector reports having sold her.

ACTIVE 1927 - In commission 1 January, 1934.

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.

1927 Jan. 13 Placed in commission at 3:30 P.M. at Camden, New Jersey.

1927 Feb. 23 Arrived at Boston, Massachusetts. October 9, 1928, arrived at Depot for reconditioning. Left, Oct. 31.

1929 Nov. 15 Assigned Ease #5, Boston, Massachusetts.

1931 Mar. 17 Inactive status for 40 days.

1933 July 27 Left Boston, Massachusetts, and arrived at Charleston, South Carolina, on July 31.

1933 July 18 (CO-601-701) Headquarters' letter directs permanent transfer to Jacksonville Division, with Headquarters at Charleston, South Carolina.

ROBERT McCLELLAND 1853 - 1861

- Built at Somerset, Mass., by Mr. J. M. Hood.
- 1853 Feb. 18 Captain N. L. Coste ordered to superintend her construction.
- 1853 Apr. 18 Named ROBERT McCLELLAND.
- 1853 July 11 Launched. To be fitted out at New York.
- 1853 Nov. 7 Ordered to Mobile. November 23rd, sailed for her station. December 7th, arrived at Mobile.
- 1854 Jan. 14 Referred to as having been ordered to carry dispatches to Naval vessels at Bermuda, relative to disabled Steamer SAN FRANCISCO.
- Cruised on the Coast of Louisiana and Texas during 1858 and 1859.
- The Revenue Marine and the Efforts made to Find the Disabled Steamer SAN FRANCISCO.
- 1854 Jan. 14 The McCLELLAND stationed at Mobile ordered to carry to the U.S. Steamer ALABAMA and UNION at Bermuda, dispatches acquainting those vessels of the helpless condition of the Steamer SAN FRANCISCO.
- 1854 Jan. 18 In compliance with the request contained in your letter of the 17th instant, I have the honor to state, that upon information being communicated to the Department on the night of the 6th instant by the Agent of Messrs. Aspinwell, of the disaster which had befallen the Steamer SAN FRANCISCO, and of the perilous condition in which she had been seen and left by a passing vessel; telegraphic directions were immediately dispatched to the Collectors at New York, Wilmington, Delaware, Norfolk and Charleston to order the Revenue Cutters on their respective stations to sail immediately in search of the missing Steamer. The next morning directions were telegraphed to the Collectors at New London and Boston to order out the Cutters on their stations for the same object. All these Cutters except the Charleston Cutter, which was not in condition to sail, proceeded to sea in compliance with these orders, but it seems were unable to fall in with the ill-fated Steamer. (Secretary of the Treasury to Secretary of War).
- The Following named Cutters Sailed in Search of the SAN FRANCISCO.
- |                |              |                      |
|----------------|--------------|----------------------|
| J. C. DOEBLIN  | stationed at | Norfolk              |
| FORWARD        | " "          | Wilmington, Delaware |
| WASHINGTON     | " "          | New York             |
| JAMES CAMPBELL | " "          | New London.          |
| MORRIS         | " "          | Boston               |
| McCLELLAND     | " "          | Boston               |
- 1859 May 29 To transfer her officers and crew to the WASHINGTON, then to proceed to New York for repairs.
- 1859 July 11 Arrived at New York.
- 1860 Sept. 1 To South West Pass, there to exchange officers, crew and stations with the WASHINGTON.
- 1860 Oct. 5 Arrived at South West Pass on October 4, 1860.
- 1860 Nov. 8 To be permanently located at New Orleans.
- 1861 Feb. 18 Her surrender to the State of Louisiana by Captain Breshwood and Lieutenant Caldwell referred to.

PICKERING 1798 - 1799

- 
- 1798 July 11 This was a new vessel fitted out at Boston, Massachusetts.
- 1798 July 11 Request that she be ordered to join Naval forces in French and American Difficulties.
- 1798 July 11 Please send orders to the Captain of the Boston Cutter to place himself at once under the orders of Captain Sever of the Ship HERALD. (Secretary of the Navy to Secretary of the Treasury).
- 1798 July 11 Captain Barry, U.S.N., ordered to proceed with his own vessel, the UNITED STATES; the DELAWARE, Captain Decatur; HERALD, Captain Sever, and the Boston Cutter PICKERING, Captain Chapman, from Cape Cod to the West Indies, 3 or 4 degrees to windward of Barbadoes to make a general cruise through the West Indies, then to return to United States. Ordered to take 3 months supplies. (Secty. Navy to Captain Barry).

Revenue Marine in French and American Difficulties 1798 - 1811.

The following are the names of the Revenue Cutters engaged:

GOVERNOR JAY	EAGLE	GENERAL GREEN
PICKERING	SCAMMEL	DILIGENCE
VIRGINIA	SOUTH CAROLINA	

These Cutters captured during the difficulties, 18 prizes.

FIRST EFFORTS TO PROTECT THE UNITED STATES COMMERCE.

GENERAL and PRELIMINARY.

Act Approved July 1, 1797.

Section 12. That the President of the United States be, and he is hereby authorized if circumstances should hereafter arise which in his opinion may render it expedient, to increase the strength of the several Revenue Cutters so that the number of men employed do not exceed thirty marines and seamen to each Cutter, and cause the said Cutters to be employed to defend the sea coast and to repel any hostility to their vessels and commerce within their jurisdiction, having due regard to the duty of said Cutters in the protection of the Revenue.

Act Approved June 22, 1798.

Section 1. That the President of the United States shall be, and he is hereby authorized when he shall think fit to increase the strength of any Revenue Cutter, for the purpose of defense against hostilities near the sea coast, to employ on board the same, at his discretion, not exceeding 70 marines and seamen.

Act Approved February 25, 1799.

Section 3. That the President of the United States shall be, and he is hereby authorized to place on the Naval establishment, and employ accordingly, all or any of the vessels, which, as Revenue Cutters, have been increased in force and employed in the defense of the sea coast, pursuant to the Act entitled, "An Act providing a Naval Armament", and thereupon, the officers and crews of such vessels may be allowed, at the discretion of the President of the United States, the pay, subsistence, advantages and compensations, proportionately to the rates of such vessels and shall be governed by the rules and discipline, which are, or may be established for the Navy of the United States.



PICKERING 1798 - 1799

NOTE: The United States Naval Ship GANGES was ordered, about May 25, 1798, to cruise from Long Island to Cape Henry. The CONSTELLATION, DELAWARE, UNITED STATES and HERALD, all Naval vessels, were all at sea within a month from the above date, cruising along the coast of the United States, from its Northern to its Southern extremity, for the protection of United States Merchant vessels from the depredations of French privateers and other armed vessels.

Order Under Which the United States Vessels Operated.

EXTRACT: You are authorized to capture all armed vessels sailing under authority or pretense of authority from the French Republic.

Schedule of Operations

The following is the plan of operations adopted and entered upon in the early part of 1799, for the protection of the United States Commerce, from the depredations of the French, in the West Indies.

One Squadron under command of Commodore Barry, U.S.N., was to cruise to Windward and as far South as Tobago, to rendezvous at Prince Ruperts Bay. In this Squadron there were to be ten vessels, including the following Revenue Cutters:

Brig PICKERING	14 guns	Lieutenant Edward Preble, Commanding.
Brig EAGLE	15 guns	Captain Hugh Campbell, Commanding.
Sch. SCAMMEL	14 guns	John Adams, Commanding.
Sch. DILIGENCE	12 guns	Captain John Brown, Commanding.

A Second Squadron under command of Captain Truxton, U.S.N., to have its rendezvous at the Island of St. Kitts, and to cruise to Puerto Rico. This Squadron had with it the Revenue Cutter VIRGINIA, 14 guns, Captain Francis Bright.

A Third Squadron under Commodore Tingey, U.S.N., was to guard the passage between Cuba and Santo Domingo. Consisted of three vessels. With this Squadron there was one Revenue Cutter, SOUTH CAROLINA, 12 guns, Captain James Payne, Commanding.

A Fourth Squadron under command of Commodore Stephen Decatur, Sr., was to cruise in the vicinity of Havana: the DELAWARE, U.S.N.; the Revenue Cutters GOVERNOR JAY, 14 guns, Captain J. W. Leonard, Commanding; and the GENERAL GREEN, 10 guns, Captain George Price, Commanding.

NOTE: The above schedule is abridged so as to include only what is pertinent to the Revenue Cutters.

Order of Secretary of Navy Assuming Control of the Revenue Cutters to Cooperate with the Navy.

EXTRACT: By an arrangement with the Treasury Department, your Cutter is to be placed under my direction as soon as she is fitted out for sea.

1798 July 12  
1798 July 12

Ordered to join Naval Frigate UNITED STATES at Nantucket.  
You will without delay proceed with your Cutter to Nantucket and endeavor to fall in with the Frigate UNITED STATES, Captain Barry, under whose command you will place yourself. (Secretary of the Navy to Captain Chapman).



PICKERING 1798 - 1799

- 1798 July 30 Not being ready to join Captain Barry, you will immediately join the Ship HERALD, and place yourself under command of Captain Sever. (Secretary of the Navy to Captain Chapman).
- 1798 Oct. 6 Captain Chapman commissioned Captain in the Navy. (Secretary of the Navy to Captain Chapman).
- 1799 Jan. 4 Lieutenant Edward Preble of the Navy assigned to command the PICKERING as Lieutenant Commandant. (Secretary of the Navy to Lieutenant Preble).
- 1799 Jan. 17 The PICKERING ordered to proceed immediately to Prince Ruperts Bay, Island of Dominica, and join Captain Barry of the UNITED STATES in command of the Squadron at that point. (Secretary Navy to Lieut. Preble).
- 1799 Feb. 6 The Cutter PICKERING will sail immediately for the West Indies. (Columbian Centinel, Feb. 6, 1799).
- 1799 May 20 You will consider the PICKERING as belonging to the Navy establishment. (Secretary of the Navy to Secretary of the Treasury.)
- 1799 May 23 The PICKERING, Lieut. Preble, and VIRGINIA, Captain Bright, are still in the West Indies with the force at and near Guadaloupe, under command of Captain Truxton of the CONSTITUTION, with instructions to guard the trade to Surinam. (Secretary of the Navy to the President).
- 1799 June 15 The PICKERING has arrived at New York. (Secretary of the Navy to the President).
- 1799 June 21 Lieut. Hillar, assigned to the command of the PICKERING. (Secretary of Navy to Lieut. Hillar).
- 1799 July 15 The PICKERING, Lieut. Hillar, sailed to join Captain Tingey. (Secretary of Navy to the President).
- 1799 July 30 As the Cutter PICKERING and the Ship HERALD, under your command did not join the expedition of Captain Barry, the PICKERING will be ordered to join you, and you will cruise with that vessel and the HERALD from a point 10 or 15 leagues eastward of the east end of Georgia Banks to the west end of Long Island. (Secretary of the Navy to Captain Sever, U.S.N.).
- 1799 Sept. 21 The Brig PICKERING, 14 four pounders and 70 men, Lieut. Hillar, captured a French privateer of 16 guns and 120 men. (Columbian Centinel, Sept. 21, 1799).
- 1799 Oct. 1 The EAGLE and PICKERING are still at St. Kitts.
- 1799 Oct. 23 It is reported at St. Thomas that the PICKERING had taken 5 prizes, 4 small privateers and one valuable Schooner. (Columbian Centinel, October 23, 1799).
- 1799 Nov. 13 The U.S. Brig PICKERING, Lieut. Hillar, of 14 four pounders, after a battle of nine hours, captured and carried into St. Kitts, the French privateer Schooner LE CONQUEROR I' EGYPT mounting 8 nines and 6 sixes with 200 men. The action was severe and was fought off Guadaloupe about Oct. 8th, from whence the Frenchman was sent to take the PICKERING. Another gentleman says the EGYPT, when at Guadaloupe, mounted 16 guns and had 120 men. (Columbian Centinel, November 13, 1799).
- 1799 Nov. 16 To conquer the PICKERING, the EGYPT shifted her guns, took 8 nine pounders and 6 sixes, and augmented the number of her crew to 200 men. She originally carried 16 sixes and 120 men. (Columbian Centinel, 11/16).
- 1799 Dec. 4 The PICKERING, Lieut. Hillar, captured a letter of marque valued at \$100,000.  
The PICKERING captured the LE VOLFIGENSE, 10 guns and 60 men and the FLY and L'ACTIVE, 12 guns and 60 men. (Coopers History, U. S. Navy, Edition of 1866, page 182). (Columbian Centinel, December 4, 1799).

PICKERING 1798 - 1799

1800 Jan. 23 The PICKERING, Lieutenant Hillar, has captured a French privateer of ten guns and 61 men. (Universal Gazette, January 23, 1800).  
1800 Feb. 15 The PICKERING is in New York.  
1802 Feb. 3 The PICKERING sailed from New Castle, August 20, 1800. Since the sailing of these vessels (PICKERING and Frigate INSURGENT) no information has been received respecting them. It is presumed however, that they were both lost in the equinoctial gale of September, 1800. The PICKERING was ordered August 15, 1800, to proceed from New Castle, Delaware, to Guadaloupe and join the Squadron at that place, commanded by Captain Decatur. (Secretary of the Navy to Congress). (State papers, Naval affairs, page 85). The PICKERING made ten captures.  
THIS VESSEL WAS PERMANENTLY TRANSFERRED TO THE NAVY ON 20 MAY, 1799.

ARGUS 1924 - 1929 (Formerly MAJOR E. FICKETT)

1924 Nov. 20 Acquired by the Coast Guard from John W. Sullivan and Company, New York, New York.  
1924 Dec. 1 Arrived Rockaway Beach, New York, and at 3 p. m., was placed in commission at Rockaway Inlet, N. Y.  
1925 Jan. 19 ARGUS and Section Base 2, changed from Rockaway Inlet to a position between Piers 17 and 18, Staten Island, New York. The mail address is Barge Office, New York, New York.  
1925 May 1 Arrived at New London, Conn.  
1926 May 5 Assigned, Flagship Destroyer Force, effective July 1, 1926.  
1926 July 19 Placed in commission. July 25th, arrived at New London, Conn.  
1929 Nov. 1 Placed out of commission at New London, Conn.  
1929 Nov. 6 Officially taken over by Public Health Service.

AVIETAH 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Jan. 25 Placed in commission at Camden, New Jersey.  
1927 Feb. 4 Arrived at Base 2, Stapleton, New York. Feb. 8th, arrived at New London, Conn.  
1927 Feb. 23 Arrived at Boston, Massachusetts. (Station).  
1928 Feb. 15 Arrived at Depot, Curtis Bay, Maryland, for repairs.  
1928 Mar. 19 Left Depot, Curtis Bay, Maryland, for Boston, Massachusetts.  
1929 Nov. 15 Assigned to Base 5, Boston, Massachusetts.

SCAMMEL 1798 - 1799

- 1798 Sept. - The SCAMMEL launched at Portsmouth, N. H. (Letter Secretary of the Navy to her Commanding Officer, Captain J. Adams).  
NOTE: For further data see PICKERING 1798 - 1799, pages 86 and 87.
- 1798 Sept. 17 The Cutter SCAMMEL being launched, you will proceed to recruit a crew. (Secretary of the Navy to Captain Adams).
- 1798 Dec. 10 Captain Barry with two frigates and several smaller vessels will rendezvous at Prince Rupert's Bay in the Island of Dominica. (Secretary of the Navy to Captain Decatur, U.S.N.).
- 1798 Dec. 20 You will proceed to Prince Rupert's Bay in Dominica and cruise in that vicinity until you fall in with Captain Barry, U.S.N., when you will place yourself under his command. (Secretary of the Navy to Captain Adams).
- 1799 Feb. 6 The SCAMMEL has sailed on a cruise in company with the Frigate PORTSMOUTH.
- 1799 May 20 Transferred to the Navy. Tonnage 98.
- 1799 May 20 The SCAMMEL, is a very proper vessel to retain in the Navy Service and you may, if you please, consider her as belonging to that establishment, also the PICKERING and EAGLE. (Secretary of the Navy to Secretary of the Treasury).
- 1799 June 23 The SCAMMEL is to be commanded by Lieutenant Mark Fernald, U.S.N.
- 1799 Sept. 25 The sloop PORTSMOUTH and Cutter SCAMMEL blockaded the French Ship HUSSAR of 20 guns in the Surinam River; on the arrival of a British fleet August 13, 1799, Captain Pelatide, surrendered the HUSSAR to Commodore McNeil, commanding United States vessels.
- 1799 Oct. 15 The SCAMMEL is ordered to proceed immediately with dispatches from New York to Basseterre, St. Kitts, and to remain at that place under Captain Morris, U.S.N.
- 1799 Nov. 11 The SCAMMEL, PICKERING and EAGLE are on the Guadeloupe Station.
- 1801 Feb. 22 The SCAMMEL was in a severe gale; in coming out she cut away her anchors and threw 2 guns over board.
- 1801 June 5 The national Brig SCAMMEL arrived at Baltimore, Maryland.
- 1801 June 20 The SCAMMEL was sold at Baltimore, Maryland.  
The SCAMMEL assisted in the capture of one vessel.  
AS INDICATED, THE SCAMMEL WAS PERMANENTLY TRANSFERRED TO THE NAVY ON 20 MAY, 1799.

SCAMMEL 1791 - 1797 (Formerly FERRET)

- 1791 Feb. 15 Contract entered into for building a cutter at Portsmouth, N. H. Dimensions: 44 ft. keel; 15 ft. beam; 6½ ft. depth of hold. October 23, 1791, placed in commission.
- 1791 Sept. 9 Her original name was FERRET, cost \$1,250. Tonnage 51 85/95.
- 1797 Oct. 23 The Collector recommends that the SCAMMEL be sold.

DILIGENCE 1791 - 1821

- 1791 Oct. 1 Built at New Bern. Ordered to Wilmington, North Carolina.  
NOTE: There were four vessels named DILIGENCE during this period, their dates of service being as above.
- 1798 Sept. 18 Ordered to sea to cooperate with the Navy in French and American Difficulties.  
NOTE: For further data see PICKERING 1798 - 1799, pages 86 and 87.  
DILIGENCE, Captain John Brown, stationed at the Port of Wilmington, N. C.
- 1798 Sept. 18 The DILIGENCE being ready for sea, you will proceed to cruise from Cape Fear to Cape Hatteras.  
(Secretary of the Navy to Captain Brown).
- 1798 Dec. 10 Captain Barry, U.S.N., with two frigates and several smaller vessels will rendezvous at Prince Rupert's Bay, in the Island of Dominica. (Secretary of the Navy to Captain Decatur).
- 1798 Dec. 15 You will proceed to Prince Rupert's Bay and cruise in that vicinity until you fall in with Captain Barry, U.S.N., when you will place yourself under his command. (Secretary of the Navy to Captain Brown).
- 1799 June 4 Captain Brown in the Cutter DILIGENCE has been some time at Wilmington, N. C. She being unfit for the Naval Service, can be returned to the duties for which she was first destined. (Secretary of the Navy to Secretary of the Treasury).
- 1799 June 4 The DILIGENCE arrived at Wilmington, N. C., April 15, 1799. (Secretary of the Navy to Captain Brown).  
Capture of a Mutinied Crew from a British Ship off Cape Fear River by the DILIGENCE.
- 1816 June 7 A British Ship from Jamaica, bound to London in ballast, was carried into Cape Fear River on Sunday last (June 2), the crew in a state of mutiny, by the Revenue Cutter DILIGENCE, Captain Burch. When the DILIGENCE fell in with her, she was standing directly for the shore, with all sail set and no doubt with the full intention of running her on shore. The mate of the ship was at the head of the mutiny; the mutineers having handled the Captain very roughly, and at one time had pulled off his neck handkerchief, with the avowed intention of cutting his throat. It is supposed there is a large sum of specie on board her and that their intention was to have run her on shore, destroy the Captain, and escape with the money. (New York Evening Post, June 15, 1816).  
Pursuit of the Privateer GENERAL RONDEAU and the Capture of Part of Her Crew by the Revenue Cutter DILIGENCE, Captain Joseph Burch.
- 1820 June 20 The Cutter at Wilmington did not succeed in overhauling the GENERAL RONDEAU, though in sight and in chase of her to the Gulf Stream. (Charleston Courier, June 20, 1820).
- 1820 June 27 The GENERAL RONDEAU was scuttled by the remainder of her crew. (Charleston Courier, June 27, 1820).  
NOTE: From publications relative to the above, extending over a long period, the following facts were gathered: The GENERAL RONDEAU was a Buenos Ayrean privateer. She took a number of Spanish vessels. The Captain, Miles, treated his crew with great severity; they mutinied; killed his 1st officer and sent the Captain and the remainder of his officers and such of the crew as were not inclined to join them, adrift in the Cutter of the RONDEAU, 8 miles from the shore, in the Bay of Grenada. They then put to sea and sailed for the United States. On their voyage they fell in with a vessel bound for Boston, and put on

DILIGENCE 1791 - 1821

board of her some of their number who were dissatisfied with the proceedings of the mutineers. They landed several of their number at Georgetown, S. C., and the remainder proceeded to near Wilmington, N. C., where they were discovered and pursued by the Cutter DILIGENCE to the borders of the Gulf Stream. She was finally scuttled near the coast of North Carolina by those remaining on board, 8 in number, the leaders in mutiny. They were arrested, as were those sent to Boston and those landed at Georgetown, S. C., and confined to await trial for piracy.  
No further record.

VIRGINIA 1791 - 1801

1791 Jan. 21 Built at Hampton, Virginia. Keel 40 ft.; beam 17 ft.; 6 $\frac{1}{2}$  ft. depth of hold; 47 tons.  
NOTE: There were two boats named VIRGINIA during the above period.

1798 Aug. 10 Ordered to join Naval forces in French and American Difficulties.  
NOTE: For further data see PICKERING 1798 - 1799, pages 86 and 87.  
VIRGINIA, Captain Francis Bright, stationed at the Port of Norfolk, Virginia.

1798 Aug. 10 The Cutter VIRGINIA ordered to join Captain Nicholson of the CONSTITUTION, Naval, and to cruise from Cape Henry to our southern boundary. (Secretary of the Navy to Captain Bright).

1798 Sept. 25 Captain Murray with the MONTEZUMA, RETALIATION, NORFOLK and Cutter EAGLE, to make a cruise to the West Indies, to be gone about 3 months. (Secretary of the Navy to Captain Murray).

1798 Oct. 2 Captain Bright ordered to join the above expedition with the VIRGINIA. (Secretary of the Navy to Captain Bright).

1798 Dec. 10 Captain Truxton, with a few small vessels, will be stationed at the Island of St. Kitts. (Secretary of the Navy to Captain Decatur, U.S.N.).

1799 Jan. 17 Captain Bright ordered to join Captain Truxton at St. Kitts with the VIRGINIA. (Secretary of the Navy to Captain Bright).

1799 May 23 The PICKERING, PREBLE and the VIRGINIA, Captain Bright, are still in the West Indies with the force at and near Guadaloupe, with instructions to guard the trade to Surinam, under command of Captain Truxton of the CONSTITUTION. (Secretary of the Navy to the President).

1799 June 3 The Cutter VIRGINIA, being unfit for Naval service, you may if you please, return her to the duty for which she was built. (Secretary of the Navy to the Secretary of the Treasury).

1799 June 3 Returned to the Treasury Department. (Secretary of the Navy to Secretary of the Treasury).

1801 July 14 At Norfolk, Virginia.  
No further record.

GOVERNOR JAY 1798 - 1799

- 1798 July 5 This was a new vessel; tonnage 187.  
I am sorry the GOVERNOR JAY will not be ready for sea until August 1. (Secretary of Navy to Captain Leonard).
- 1798 July 19 Ordered to cooperate with the Navy in French and American Difficulties.  
NOTE: For further data see PICKERING 1798 - 1799, pages 86 and 87.  
GOVERNOR JAY, Captain John W. Leonard, stationed at the Port of New York.
- 1798 July 19 You will proceed to sea as soon as ready with the GOVERNOR JAY. You will join the Ship GANGES, Naval, Captain Dale, and cruise under his command from Long Island to Cape Henry. (Secretary of the Navy to Captain Leonard).
- 1798 Dec. 10 You will remain in the vicinity of Havana with your command. You will be joined by the Revenue Cutters GOVERNOR JAY, GENERAL GREEN and EAGLE. (Secretary of the Navy to Commodore Decatur of the DELAWARE).
- 1798 Dec. 13 Ordered to prepare for a cruise to the West Indies. (Secretary of the Navy to Captain Leonard).
- 1798 Dec. 26 You will proceed with your command to Havana and join Captain Decatur of the DELAWARE, Naval, off that place. (Secretary of the Navy to Captain Leonard).
- 1799 Feb. 12 The GOVERNOR JAY and GENERAL GREEN, in company with the DELAWARE, Naval, Captain Decatur, were fired into, February 8, 1799, by the British Sloop SOLEBAY, 44 guns, Captain Rowson. The SOLEBAY demanded the right to search the United States vessels; being informed that the demand would be resisted, the vessels separated. (Captain Decatur to the Secretary of the Navy).
- 1799 May 23 The GOVERNOR JAY, I am inclined to think, is not worth the expense of being continued in the Navy establishment. (Secretary of the Navy to the President).
- 1799 May 25 The GOVERNOR JAY is now in a United States port. (New York).
- 1799 May 25 From all the information I can collect the GOVERNOR JAY is not fit for the Navy Service. She may therefore, if you please, be employed in guarding the Revenue. (Secretary of Navy to Secretary of Treasury).
- 1799 June 17 The GOVERNOR JAY, Captain Leonard, on Monday, June 17, captured the Merchant-man Schooner MARIA, flying Danish colors, below Sandy Hook. She mounted one gun.  
No further record.

GOVERNOR GILMAN 1798 - 1802

- 1798 May - Contract entered into with James Hacket for building a Cutter at Portsmouth, N. H.
- 1798 May 4 Cutter to be 58 ft. keel; 20 ft. beam and 9 ft. depth of hold.  
Cost \$14,093.83.
- 1802 Feb. 22 Sold at Portsmouth, N. H., for \$3,227.90.

SOUTH CAROLINA 1791 - 1798

Evidently a Cutter of this name built at Charleston, S.C., in 1790 - 1791.  
No further record.

SOUTH CAROLINA 1798 - 1803

1798 Dec. 13 Ordered to cooperate with the Navy in French and American Difficulties. This was a new vessel.  
NOTE: For further data see PICKERING 1798 - 1799, pages 86 and 87.

SOUTH CAROLINA, Captain James Payne, stationed at the Port of Charleston, S. C.

1798 Dec. 13 Captain Tingey, U.S.N., with one smaller vessel of less force, will guard the windward passage between the Islands of Cuba and Hispaniola. (Secretary of the Navy to Captain Decatur, U.S.N.).

1798 Dec. 13 You will as soon as possible proceed to the windward passage between the Islands of Cuba and Hispaniola and cruise in that vicinity until you fall in with Captain Tingey of the GANGES, when you will place yourself under his command. (Secretary of the Navy to Captain Payne).

1799 Mar. 21 The SOUTH CAROLINA, Captain Payne, must be employed in cruising from Cape Hatteras to Charleston, every 3 or 4 weeks. (Secretary of the Navy to Naval Agent at Charleston, S. C. ).

1799 May 23 The Cutter SOUTH CAROLINA, 10 guns, has been ordered to join the Frigate GENERAL GREEN, on her voyage under orders to proceed to Havana. (Secretary of the Navy to the President).

1799 June 27 The SOUTH CAROLINA is at Havana.

1799 Nov. 21 The SOUTH CAROLINA, Captain Payne, not being required nor fit for the Navy, I instructed Commander Crafts on the 20th of August to deliver her over to the Collector at Charleston. (Secretary of the Navy to Secretary of the Treasury).  
No further record.

SCALLY 1919 - 1922 (Formerly Navy Eagle 20)

Built by Ford Motor Company, Detroit, Michigan.

1919 Nov. 26 Taken over from Navy at Academy, New London, Conn.

1920 Jan. 20 Placed in commission at Academy, New London, Conn.

1920 Mar. 17 Left New London for Baltimore, Maryland. March 30th, arrived at Depot at 5:15 p. m.

1920 July 9 Left Depot, South Baltimore, Maryland, 9:30 a. m. August 2nd, arrived at Depot.

1920 Sept. 13 Placed out of commission at 4 p. m., at Depot, South Baltimore, Maryland.

1922 Nov. 13 Sold at Depot for \$1,776 to Pottstown Steel Company, Washington, D. C.



EAGLE 1798 - 1799

- The EAGLE was built at Philadelphia, Pa. 187 tons.
- 1798 Aug. 20 You will prepare the Brig Cutter EAGLE for sea immediately. (Secretary of Navy to Captain Campbell).
- 1798 Sept. 21 Ordered to cruise along the coast in connection with the French and American difficulties.  
NOTE: For further data see PICKERING 1798 - 1799, pages 86 and 87.
- 1798 Sept. 21 The EAGLE, presumed to be ready for sea, is ordered to cruise between the Capes of Delaware and Virginia under Captain Murray, U.S.N., of the MONTEZUMA. (Secretary of the Navy to Captain Campbell).
- 1798 Sept. 25 Captain Murray, U.S.N., with the MONTEZUMA, RETALLATION, NORFOLK, all Naval, and EAGLE, to make a cruise to the West Indies to consume about 3 months. (Secretary of the Navy to Captain Murray).
- 1798 Oct. 13 If Murray has left Norfolk before your arrival, proceed to Savannah and cruise from Savannah to St. Mary's. (Secretary of the Navy to Captain Campbell).  
The EAGLE, Captain Campbell, captured the BON PERE, 6 guns and 52 men. (Coopers History, U. S. Navy, Edition of 1866, page 167).  
The BON PERE was a privateer and was captured on the coast of Georgia. Hence the EAGLE cruised between Savannah and St. Mary's as per the order last above recorded.
- 1798 Dec. 10 You will remain in the vicinity of Havana with your vessel, the DELAWARE, Naval, and the Cutters GOVERNOR JAY, GENERAL GREEN and EAGLE. (Secretary of the Navy to Captain Decatur).
- 1798 Dec. 11 Captain Campbell ordered to prepare the EAGLE for a cruise to the West Indies. (Secretary of the Navy to Captain Campbell).
- 1799 Jan. 8 The EAGLE to proceed immediately to Prince Rupert's Bay and join Captain Barry, U.S.N., of the Frigate UNITED STATES. (Secretary of the Navy to Captain Campbell).
- 1799 May 17 Captain Barry arrived a few days ago and brought with him all the vessels under his command except the EAGLE and the PORTSMOUTH, Naval. (Secretary of the Navy to Captain Truxton of Second Squadron).
- 1799 May 20 The Cutter EAGLE is a very proper vessel to retain in the Navy Service and you may, if you please, consider her as belonging to that establishment. (Secretary of the Navy to Secretary of the Treasury).
- 1799 May 25 The EAGLE, Campbell, remains with Tingey near Guadaloupe. The EAGLE has captured one privateer and recaptured an American vessel. (Secretary of the Navy to the President).
- 1799 June 22 The Ship NANCY, from the Island of Dessolation, with \$50,000 in oil, on the 9th of May, was captured by the French privateer REVENGE, and with the Brig MENITABLE was recaptured by the Brig EAGLE and carried into St. Kitts. (Columbian Centinel, June 22, 1799).  
NOTE: The EAGLE is credited by the "Aurora" with the capture of an armed vessel near the close of 1799.
- 1799 Aug. 17 The Revenue Brig EAGLE is added to the Navy and Captain Campbell, her commander, is promoted to the rank of Master and Commandant in the Navy. (Columbian Centinel, August 17, 1799).
- 1801 June 5 The EAGLE has arrived at Baltimore, Maryland. (National Intelligencer, June 5, 1801).
- 1801 June 17 Sold at Baltimore, Maryland.  
NOTE: She made four captures.

GENERAL GREEN 1790 - 1815

- 1790 Oct. 1 The Collector at Philadelphia authorized to enter into contract for building a cutter which, when completed and fitted out would not exceed in cost \$1,000.  
NOTE: There were at least four different Cutters named GENERAL GREEN from 1790 - 1815. The following represents all available data:
- 1798 July 14 The Cutter GENERAL GREEN, Captain Price, is ready for sea, excepting her men. (Secretary of the Navy to Secretary of the Treasury).
- 1798 July 19 Ordered to sea to cooperate with the Navy in French and American Difficulties.  
NOTE: For further data see PICKERING 1798 - 1799, pages 86 and 87.
- 1798 July 19 You will proceed to sea as soon as ready with the GENERAL GREEN. You will join the Ship GANGES, Captain Dale, U.S.N., and cruise under his command from Long Island to Cape Henry. (Secretary of the Navy to Captain Price).
- 1798 Dec. 26 You will proceed with the GENERAL GREEN to the vicinity of Havana and join Captain Decatur, U.S.N., in command of the Squadron at that Station. (Secretary of the Navy to Captain Price).  
NOTE: For further data see GOVERNOR JAY 1798 - 1799, page 93, February 12, 1799.
- 1799 Mar. 5 Last night about twelve o'clock we saw a sail athwart us, after giving her four guns she hove to, and proved to be the MARSQUIN. She mounts by her commission one brass nine pounder in her hatchway, ten swivels, ten muskets and thirty cutlasses, and was commanded by Captain Hermand. (To-Secretary of the Navy, from Captain Decatur, dated on the DELAWARE, off Morro Castle) Also in Columbian Centinel, issue of April 6, 1799.  
About March 6th, the GENERAL GREEN, Captain Price, captured a French privateer schooner of one twelve pounder and 25 men. She was manned and was to remain with the GOVERNOR JAY, GENERAL GREEN and DELAWARE, during their cruise. (Columbian Centinel, April 3, 1799).
- 1799 Mar. 9 On the fifth instant about one in the morning we fell in with and captured the Schooner PORFOISE, pierced for 12 guns, had one brass nine pounder and 26 men on board. She sails very fast. The GOVERNOR JAY was not in sight when we captured her. We are convoying another fleet of 20 sail to the United States. (Letter of Lieutenant Bryan of the GENERAL GREEN, in the "Aurora" of Mar. 28, 1799).  
NOTE: The foregoing accounts evidently refer to the same capture. It is not clear what the name of the prize really was. Another account in the "Aurora" gives the name as MERSUAGE.
- 1799 May 20 The Cutters GENERAL GREEN and SCAMMELL have come into port. (Secretary of Navy to the President).
- 1799 May 20 The GENERAL GREEN is too small to be useful in the Navy and may be considered as belonging to the Treasury. NOTE: The GENERAL GREEN made one capture.
- 1805 Aug. 23 Transferred from Philadelphia to Wilmington, Delaware.
- 1810 June 29 Ordered sold at Wilmington, Delaware.
- 1810 Nov. 6 A new Cutter to be built at Philadelphia, 60 ft. keel; 21 ft. beam.
- 1815 Oct. 13 The GENERAL GREEN was at Wilmington, Delaware, and Philadelphia until 1815.

Treasury Department,  
October 1st, 1790.

Sharp Delany, Esquire,  
Collector of Customs,  
Philadelphia, Pa.

Sir:

It being intended that one of the Revenue Boats or Cutters shall be built in Pennsylvania I request that you will on receipt of this, endeavor to agree with some proper persons for the building and fitting of a vessel of a size suitable to the nature of the Service.

From my enquiries in the Port of New York I find that a complete vessel capable of keeping this Coast in the winter season may be fitted for one thousand dollars, which sum you are not to exceed.

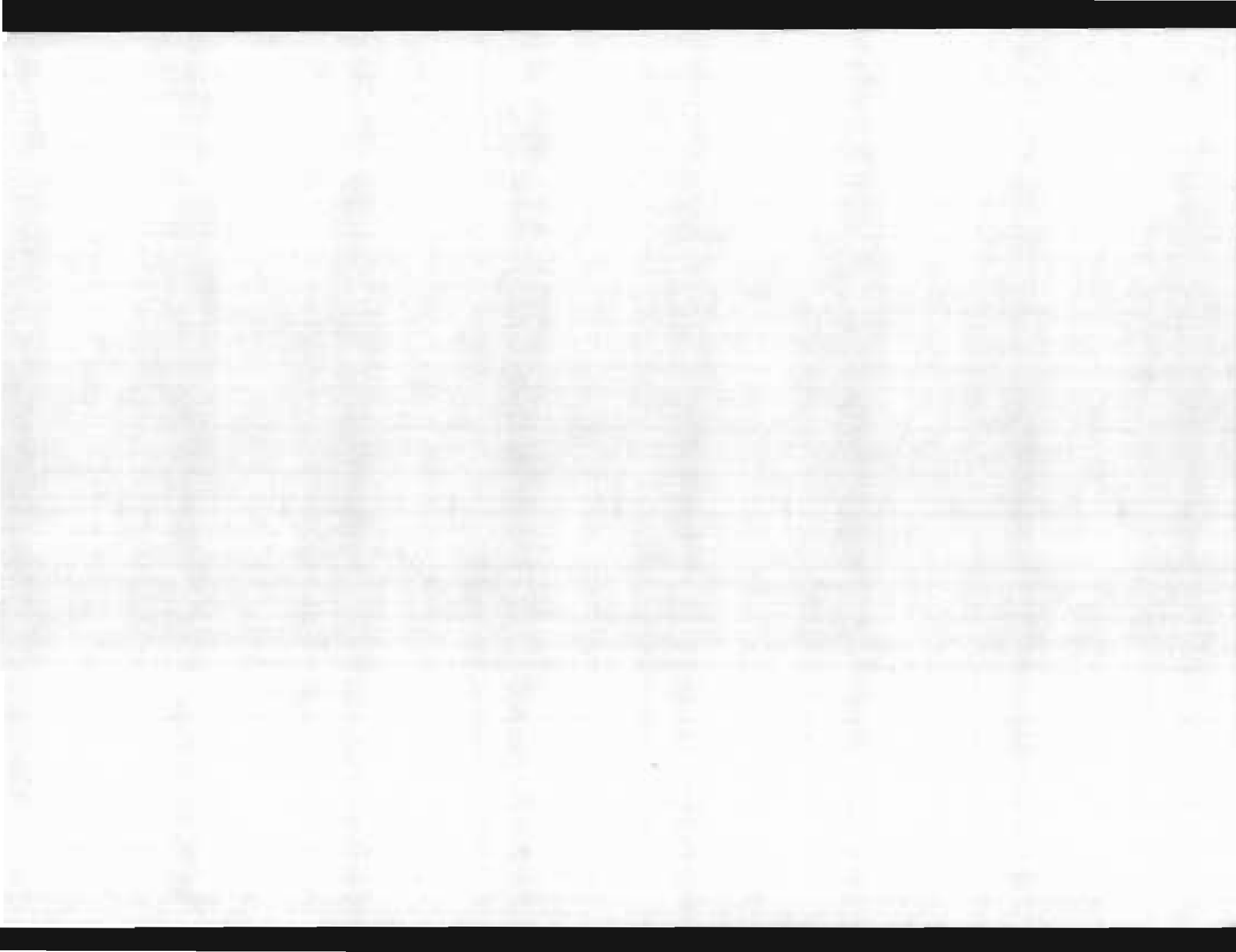
The President of the United States has before him the names of persons proper to command these boats and when he shall have signified his pleasure in this matter the officer appointed to the command will have the superintendance of the building and outfit. Till that time nothing is to be done further than preparation but the business is to be put in as forward a train as possible. It is my wish if it be found equally good and considering its quality as cheap, that home made sail cloth be used in preference to foreign.

I have been recently informed by the Collector of Boston that the No. 1 cloth of the factory of that place is sold at eleven dollars per piece warranted to contain thirty nine yards and that it is three quarters of an inch wider than British.

I am Sir, with respect,  
Your obedient servant,  
Alexander Hamilton,  
Secretary of the Treasury.

P. S. If it should be deemed best to use the Boston sail cloth, it will be proper to inform me, as I can direct the purchases of the several parcels that will be wanted, to be made at the same time by the Collector of Boston. The largeness of the quantity will enable and induce the owners of the factory to supply it on the most reasonable terms.

(From Page 3, Volume 0, "Letters to Collectors".)



WASHINGTON 1837 - 1860

1837 July 6 Collector has been authorized to have a new cutter built at Baltimore.  
 1837 July 11 Captain H. D. Hunter ordered to superintend the construction.  
 1837 Aug. 1 To be named WASHINGTON.  
 1837 Nov. 11 To engage in winter cruising, from New York to Capes of Virginia.  
 1837 Dec. 18 Sailed on this date.  
 1838 Mar. 13 To be repaired at Baltimore, then to Coast Survey temporarily.  
 1838 Nov. 16 Again in cutter service. Had been changed from schooner to brig.  
 1839 Nov. 8 To engage in winter cruising. She was in service of the Coast Survey during summers of 1838, 1839 and on winter cruising as a cutter during winter.  
 1840 Mar. 18 To be appraised preparatory to her transfer to the Coast Survey.  
 1840 Apr. 23 Delivered to Lieutenant Gedney for the Coast Survey.  
 1852 May 18 To be returned to the Department.  
 1852 June 16 To be received for the CRAWFORD. June 21st, CRAWFORD exchanged for the WASHINGTON.  
 1852 June 26 Ordered to Mobile. July 7th, to Brooklyn Navy Yard for repairs.  
 1852 Oct. 12 To New York for temporary duty.  
 1852 Dec. 9 Thorough and extensive repairs completed.  
 1854 Jan. 14 Pursuit of Steamer SAN FRANCISCO.  
 NOTE: For further data see ROBERT McCLELLAND 1853-1861, page 85.  
 1859 May 29 To exchange officers and crew with the McCLELLAND at South West Pass, Mississippi River, then to Mobile.  
 1859 June 2 Sailed from New York.  
 1860 Sept. 1 To exchange officers and crew with the McCLELLAND on the latter's arrival from New York, then to proceed to New York for repairs.  
 Taken possession of by the rebels at New Orleans.

WALKER 1844 - 1848

1845 Jan. 2 Contract entered into with Joseph Tomlinson to build an iron side wheel steamer at Pittsburg, Pa., December 4, 1844. Superintended by Captain Richard Evans. Tonnage about 400. Cost \$101,496.27.  
 1847 Mar. 27 Work on the WALKER suspended.  
 1847 Apr. 9 Work about to be resumed in compliance with department's order of the 5th instant.  
 1847 Oct. 26 Her launching and passage to New Orleans ordered.  
 1847 Dec. 15 Her departure from Pittsburg on the 14th instant reported.  
 1847 Dec. 16 To be transferred to the Coast Survey on her arrival at New Orleans. January 2, 1848, arrived.  
 No further record.

FORWARD 1841 - 1865

- 1841 Dec. 7 Contract awarded to William Easby of Washington for building a new cutter. Captain Henry Prince to superintend her construction.
- 1842 Apr. 23 Mr. Easby delivered to Captain Prince at Washington the hull, masts and spars of the Revenue Cutter FORWARD in consideration of \$3,786.75.
- 1842 July 6 Ordered to Baltimore, Maryland.
- 1843 Apr. 18 Exchange officers and crew with the WOLCOTT, then to Wilmington, Delaware.
- 1846 May 16 You will repair with the Revenue Schooner FORWARD to Philadelphia, cause the copper to be repaired, new sails made, etc., and with as much dispatch as possible have the vessel in readiness for sea. (Secretary of the Treasury to Captain Nones).
- 1846 May 18 To the Gulf of Mexico to cooperate with the Army and Navy in the War with Mexico.
- The Revenue Marine in the Mexican War 1845-1847.
- The Following are the Names of the Revenue Cutter engaged:
- |          |           |         |
|----------|-----------|---------|
| WOODBURY | McLANE    | FORWARD |
| EWING    | VAN BUREN | LEGARE  |
| WOLCOTT  | MORRIS    | SPEICER |
| BIBB     | POLK      |         |
- 1846 May 23 The Revenue Schooner FORWARD left this afternoon at 2 o'clock. Much credit is due to the officers and the men for their untiring exertions in getting her ready for sea in so short a time. (Collector at Wilmington to the Secretary of the Treasury).
- 1846 May 26 I take this occasion to express the approbation of this Department of the prompt and energetic manner in which its views have been carried out, and at the same time the confidence reposed in your future course. (Secretary of the Treasury to Captain Nones).
- 1846 June 19 I announce the arrival of the Cutters EWING and FORWARD at 8 p. m. yesterday at South West Pass. The FORWARD sails tomorrow morning. I have directed Captain Nones to report to General Taylor. (Captain Webster to Secretary of the Treasury).
- 1846 June 19 Proceed to the Rio Grande, communicate at the earliest moment with General Taylor. Should he require any assistance from the Cutters, I particularly request that every facility may be shown to aid and assist the Army. Should General Taylor refuse your aid, proceed as far as Tampico or Vera Cruz, and in case you fall in with Commodore Conner, report to him and offer to him the use of the Cutter FORWARD and at the same time express your wishes to render any duty necessary for the benefit of the Government. (Captain Webster to Captain Nones).
- 1846 June 23 Came to off the bar at Brazos Santiago.
- 1846 June 24 Captain Nones and Lieutenants Jones and Scott left the vessel to communicate with General Taylor.
- 1846 June 30 Captain Nones and Lieutenant Jones returned from General Taylor's camp, with instructions to go as far south as Soto la Marina and capture all vessels we fell in with landing cargo or in any way supplying the enemy.

FORWARD 1841 - 1865

1846 July 7 Arrived at Galveston. July 14th, sailed for Brazos Santiago.

1846 July 24 Sailed from Brazos Santiago for the Belize. July 29th, arrived at Belize.

1846 Aug. 10 Sailed for Brazos Santiago with the Revenue Fleet. August 15th, arrived at Brazos Santiago.

1846 Aug. 17 Received an order from Captain Webster to proceed to Soto la Marina with instructions similar to those received for our former cruise to that point.

1846 Aug. 23 Ordered to proceed to Tampico and report to Commodore Conner. Got under way.

1846 Aug. 27 Arrived at Anton Lizardo and reported to Commodore Conner.

1846 Sept. 9 Came to anchor with the fleet at Anton Lizardo after having cruised actively off Tampico since the 27th ultimo.

1846 Sept. 13 Captain Webster assumed command, suspended Captain Nones for disobedience of orders, and transferred command to Lieutenant McGowan.

1846 Sept. 15 Received orders transferring the FORWARD to the Navy and to report to Commodore Conner. Lieutenant McGowan reported to Commodore Conner. Captain Webster left the fleet in the VAN BUREN.

1846 Sept. 16 Captain Nones restored to the command by order of Commodore Conner. (Journal of the FORWARD).

1846 Sept. 19 I have been actively engaged in blockading the Port of Vera Cruz since Captain Webster left. (Captain Nones to Secretary of the Treasury).

1846 Oct. 1 Made sail from Vera Cruz for Anton Lizardo with communications from that City for Commodore Conner.

1846 Oct. 13 Captain Nones received instruction with plan of attack on Alvarado. (Journal of the FORWARD).

1846 Oct. 17 It is with feelings of deep mortification that I apprise the Department of the failure of another attempt to enter the River Alvarado. On the morning of the 15th, a little after sunrise, I reached the entrance of the River with the Steamer VIXEN, three gunboats, the prize NONATA, and the Revenue vessels FORWARD and McLANE, accompanied by the MISSISSIPPI, Commodore Perry. It was intended that the latter should cannonade the battery, while the smaller vessels crossed the bar. It was found, however, she could not approach near enough to make an impression on the work with her shells. This battery mounted seven guns and immediately behind it on an elevated knoll was a platform on which was mounted a pivot gun. Knowing the small power of the steamers upon which I depended to tow the small vessels over the bar and up the river, I was desirous of having a favorable wind to assist them. For this purpose I delayed moving until 2 o'clock, but seeing no prospect of the usual sea breeze setting in I determined to proceed. The first division composed of the REEFER and BONITA, in tow of the VIXEN, got under way and was followed by the second division, consisting of the NONATA, FORWARD and PETREL, towed by the McLANE. The first division continued to advance steadily and had been sometime engaged with the battery, when I had the mortification to see the McLANE aground on the bar, and the vessels she had in tow foul of each other in the greatest disorder. As it was evident no support could be expected from the second division for some time, if at all, I was constrained to order the VIXEN to put about and repass the bar. It may be well to observe here that besides the batteries at the entrance of the River, there is another at the town one



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FORWARD 1841 - 1865  
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and a half miles distant of 3 guns with two brigs, each mounting nine guns, a schooner of seven guns and two gunboats, each carrying a long 24 pounder, all so disposed as to command the channel. By the time the VIXEN joined her the McLANE was again afloat. It was obvious, however, her draft was too great to cross the bar. The current was also stronger in the River than I expected it to be, and even if she could pass the bar, I felt convinced that the power of the McLANE was inadequate to make head against it with any vessel in tow. These considerations and the day being far spent induced me, however much against my inclinations, to abandon any further attempts at present to enter the River.

Detailed Account of the Expedition to Tabasco

I left the anchorage at St. Johns, Anton Lizardo, on the evening of October 18th, with the Steamer MISSISSIPPI, having on board a detachment of 200 officers, seamen and marines, under command of Captain French Forest, and in tow the Steamer VIXEN and Schooners BONITA, REEFER, NONATA, FORWARD and Steamer McLANE, commanded by Captains Nones and Howard of the Revenue Marine.

The next morning about daylight, I captured off the bar of Alvarado, the American Bark COOSA, found in treasonable communication with the enemy, and the same day the VIXEN chased and boarded the American Schooner PORTIA. On the 23rd all the vessels excepting the REEFER (previously separated in a gale) reached the bar of the River Tabasco, and having determined on attacking the commercial town of Frontera at the mouth of the River and the City of Tabasco, 74 miles higher up, I placed myself on the VIXEN, leaving the MISSISSIPPI at anchor outside and taking in tow the BONITA and FORWARD, with the barges containing the detachment under command of Captain Forest. I crossed the bar, the NONATA following under sail. Arriving near Frontera, I discovered two steamers firing up, doubtless in the hope of escape, but we were too close upon them. Casting off her tow, the VIXEN proceeded ahead followed by the other vessels and barges and at once the town, the steamers and all the vessels in port were in our possession, excepting the Schooner AMADO which vessel, attempting to escape up the River was pursued by Lieutenant Benham in the BONITA. The detachment, under Captain Forest, was placed on board the largest of the captured steamers, the PETRITA, and she with the NONATA, the FORWARD, the barges in tow, the VIXEN with the BONITA left Frontera the next morning, October 24th, at 9 o'clock, Lieutenant Walsh being left in command of the place. We arrived at 9 the next morning in sight of Fort Acceahappa, intended to command the most difficult pass of the River. On our approach the men employed in preparing the guns for service fled and we passed it unmolested, but I was careful to cause the guns to be spiked. At noon, all the vessels anchored in line of battle in front of the city, at half musket range, when I immediately summoned it to surrender, the boats meanwhile being employed securing five merchant vessels found at anchor in the port.

To my summons, a refusal to capitulate was returned with an invitation to me to fire as soon as I pleased. Suspecting as I did that this answer was given more in bravado than in earnest, and being extremely reluctant to destroy the town, I directed the guns of the VIXEN alone to be fired at the flag

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 FORWARD 1841 - 1865  
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staff. I ordered the firing to cease and sent Captain Forest again on shore, to learn whether it had been cut down by our shot or purposely struck. The reply was that it had been shot away and the city would not be surrendered.

I now directed Captain Forest with his force to land and take a position in the city commanded by our guns; this movement brought on a scattering fire of musketry from various parts of the city which was returned by the flotilla; towards evening I ordered the detachment to reembark. In this position the vessels remained all night. They left us undisturbed. In the morning the fire was recommenced from the shore and was returned, but with orders to regard the Consular Houses. In the midst of the fire a flag of truce was displayed on shore. Captain Forest was sent to meet its bearer, who submitted a written communication addressed to me. (An agreement was entered into to suspend hostilities).

AS an assurance of my sincerity I now hoisted a white flag and directed the prizes to drop down the River intending to follow them with the flotilla. In violation of the understanding implied in the agreement, the enemy discovering that one of the prizes had drifted ashore in front of the city, collected a large force within and behind the houses in the vicinity, and commenced a furious fire upon her. Lieutenant Parker on this ship, in command of the prize, defended her in the most gallant manner and ultimately succeeded in getting her afloat again, having one of his men killed and two wounded. It will be supposed that on perceiving the attack on the prize, I opened upon the city which again silenced their fire. I now proceeded with the flotilla and barges down the River. We arrived safely at Frontera in the evening of the 26th; the VIKEN having towed down the River five (5) vessels and several barges.

From Frontera I dispatched my prizes to Vera Cruz. I proceeded on the 31st to join them, leaving the MCLANE and FORWARD at anchor opposite Frontera to continue to blockade the River and to afford protection and shelter to the neutral vessels. (Commodore M. C. Perry to Commodore Conner).

- 1846 Oct. 25 At Tabasco. Lieutenant McGowan and Lieutenant Rogers landed with 15 men in company with the seamen and marines under command of Captain Forest. (Journal of the FORWARD).
- 1846 Oct. 26 The enemy opened fire on the FORWARD with musketry. We opened with round and grape from 3 of our guns - 9 pounders with pivot gun, with terrible effect for 20 minutes. One of the prizes ran ashore and was attacked at 11 a. m. We were ordered to drop astern of the VIKEN and open our battery with round and grape on the town from which a heavy fire of musketry was pouring upon us. At 11:30, Lieutenant Parker with the prize came alongside and made fast, we all this time keeping up a heavy fire upon the town with one of our guns. At 12 o'clock we ceased firing by order of Commodore Perry. (Journal of the FORWARD).
- 1846 Oct. 26 Commodore Perry sailed on the evening of the 16th instant in the MISSISSIPPI, with all the small vessels, except the PETREL, and a strong detachment of seamen and marines from the squadron for Tabasco, to destroy the small vessels in the River. (Commodore Conner to Secretary of the Navy).
- 1846 Oct. 31 Received orders to remain abreast of the town of Frontera with the FORWARD and MCLANE to protect and render assistance to all American and foreign residents. (Captain Nones in command of both vessels).

FORWARD 1841 - 1865

- 1846 Nov. 2 I represent to you the gallant services of the officers and men of this vessel during the action at Alvarado on the 15th ultimo, and on the 25th and 26th of said month at Tabasco. Their conduct on those days has been particularly noticed in the squadron in which we served. I have particularly to recommend to your favorable consideration Lieutenants McGowan, McLean and Rogers and Mr. Davis, Acting Master. (Captain Nones to Secretary of the Treasury).
- 1846 Nov. 3 The object of the expedition to Tabasco having been fully accomplished, by the destruction or capture of all the enemy's vessels, a check has been given to a commerce by which munitions of war were no doubt introduced into Mexico from the neighboring province of Yucatan. (Commodore Conner to Secretary of Navy).
- 1846 Nov. 3 It seems to be just and proper, and it is certainly a gratifying task, to make known to you for the information of the Department, the excellent conduct of the officers and men who served under my command in the late expedition to Tabasco. The enterprise and spirit displayed by them on every occasion gave sufficient evidence that in scenes more sanguinary, they would do full honor to the corps. I am gratified to bear witness also the valuable services of the Revenue Schooner FORWARD, in command of Captain Nones, and to the skill and gallantry of her officers and men. (Com. Perry to Com. Conner).
- 1846 Nov. 6 Lieutenant McGowan with an armed boat proceeded up the River in company with Captain Howard (with the McLANE) by order of Captain Nones to intercept an armed force sent from Tabasco to arrest several citizens and pilots of Frontera.
- 1846 Nov. 21 Sailed for Anton Lizardo. November 23rd, arrived at Anton Lizardo. (Journal of the FORWARD).
- 1846 Nov. 30 I here take occasion to express approbation of this Department of the gallantry displayed by yourself and by those under your command, in the attack upon Alvarado as well as upon Tabasco. (Secretary of the Treasury to Captain Nones).
- Captures made during the expedition to Tabasco.
- The Revenue Steamer McLANE, 6 guns, Captain Howard and the Revenue Schooner FORWARD, 6 guns, Captain Nones, with the Steamer VIKEN, 3 guns, Schooner NONATA, 4 guns, and gunboats BONITA and REEFER, each one gun, of the Navy, all commanded by Commodore M. C. Perry captured the following vessels in the expedition against Frontera and Tabasco: COOSA, TELEGRAPH, LAURA, VIRGINIA, AMADO, TONANTE, PLYMOUTH, PEPRITA, TABASQUENA, RENTVILLE and CAMPECHE, 11 in all.
- 1846 Dec. 2 Tampico. You will proceed to New Orleans and should you not there fall in with Captain Webster and find orders from him making a different disposition of your vessel, you will receive any dispatches that may be there for me and proceed to Pensacola. You will there lose no time in taking on board the dispatches and letters that may be in the hands of Captain Latimer and mail for myself and squadron. You will then put to sea and join me at Anton Lizardo without delay. Place the accompanying dispatches for the Secretary of the Navy and letters in the post office at New Orleans. (Commodore Conner to Captain Nones).
- 1846 Dec. 8 Belize. I report my return to this place after an absence of four months employed in blockading and cruising in the Gulf of Mexico. I returned with dispatches and mail from Commodore Conner. (Captain Nones to Secretary of the Treasury).

FORWARD 1841 - 1865

- 1846 Dec. 8 I have caused Lieutenant McGowan to assume command of the FORWARD forthwith, Captain Nones having been reinstated by Commodore Conner. (Captain Webster to Secretary of the Treasury).
- 1846 Dec. 12 Captain Foster has this day exhibited to me a communication directing prompt obedience to his orders, etc., and sent me an order to resume again the command of the FORWARD. (Captain Nones to Secretary of Treasury).
- 1846 Dec. 21 You will forthwith resume command of the FORWARD. The FORWARD will remain at New Orleans to await special orders from this Department. (Secretary of the Treasury to Captain Nones).
- 1847 Jan. 30 I yesterday dispatched the FORWARD, Captain Nones, on a cruise to Vera Cruz, touching at intermediate ports in Mexico occupied by our forces, and with special instructions to report to the Army and Navy Commanders in Chief whenever met with. (Captain Foster to Secretary of the Treasury).
- 1847 Feb. 1 The bearer of your two letters delivered them to me on the 30th, at one o'clock. This vessel (BIBB) not being available for instant service, I immediately manned a boat and by rowing and towing down the river, succeeded in placing the gentleman on the FORWARD (which vessel had sailed the day before) at the North East Pass by 11 o'clock of the 31st and two hours after left her at sea. (Captain Foster to Secretary of the Treasury).
- 1847 Feb. 7 Arrived at Anton Lizardo. February 9th, arrived at Vera Cruz and landed Mr. Attacha. (Journal of FORWARD).
- 1847 Feb. 10 Received orders to proceed to Laguna and Tabasco to communicate with Commander Sands and Lieutenant Benham. Got under way.
- 1847 Feb. 17 Vera Cruz. The Revenue Schooner FORWARD, Captain Nones, arrived at Vera Cruz on the 9th instant, and without asking my permission, or even informing me of the object, landed at the city under flag of truce a gentleman by the name of Attacha, said to be entrusted with business of importance by the Government. (Commodore Conner to Secretary of the Navy).
- 1847 Feb. 27 Vera Cruz. Got under way with Mr. Attacha on board for Anton Lizardo. Did not execute orders to proceed to Laguna and Tabasco. (Journal of the FORWARD).
- 1847 Mar. 7 South West Pass. I returned to this place with Mr. Attacha on board, three officers and four men belonging to the Navy, by order of Commodore Conner. (Captain Nones to Secretary of the Treasury).
- 1847 Apr. 1 I shall proceed up the River from Belize, with the EWING and the FORWARD in tow, for the purpose of complying with your instructions, to retain all vessels at New Orleans, subject to the special orders of this Department. (Captain Foster, on board the Steamer BIBE, to Secretary of the Treasury).
- 1847 Apr. 1 In consequence of an attack being made on one of my boats blockading the San Pedro River by a party headed by the Mayor of Jonita, I deemed it my duty to punish them for doing so. I proceeded to the Asmacinto and anchored, on the 7th of March, in front of the town. (A summons was sent and a reply received). All the arms that could be found in the place, as also powder and ball, were sent alongside. Commodore Perry in his instructions of February 9, 1846, "Upon the departure of this officer (Lieutenant Benham) you will resume the command in that vicinity and continue as heretofore to maintain a strict blockade of the River and town of Tabasco. You will also as far as may be in your power, exercise a surveillance over

FORWARD 1841 - 1865

such of the Yucatans as may appear within the limits of your command, not only to prevent any illicit traffic with the enemy, but to observe their good or bad faith toward the Government in the present contest."

1847 Apr. 15 You will proceed to sea with the Revenue Schooner FORWARD and repair with all prudent dispatch to Wilmington, Delaware. (Secretary of the Treasury to Captain Nones).

1847 Apr. 30 Sailed from New Orleans for Wilmington, Delaware. (Captain Nones to Secretary of the Treasury).

1847 May 23 The FORWARD'S arrival at Wilmington, Delaware, reported by Captain Nones.  
Repaired during summer of 1847 at a cost of about \$2,500.

1847 Oct. 30 To be transferred to the Coast Survey. November 10th, her transfer reported.

1847 Dec. 16 To be received from the Coast Survey, in exchange for the Steamer WALKER, at Ship Island, and to return to Wilmington, Delaware.

1848 Mar. 6 Reported at Wilmington. December 26th, to replace the GALLATIN, at New York.

1849 Apr. 30 To Wilmington to exchange officers and crew with GALLATIN.

1849 May 8 Arrived at Wilmington.

1854 Jan. 6 Ordered to search for disabled Steamer SAN FRANCISCO.  
NOTE: For further data see ROBERT McCLELLAND 1853-1861, page 85.

1856 Apr. 20 To Philadelphia Navy Yard for repairs.

1856 June 27 Her return to Wilmington reported.

1857 Oct. 21 Her arrival at Philadelphia reported. Had been ordered there for repairs on the 19th instant.

1857 Dec. 1 Her arrival at Wilmington reported.

1861 Apr. 26 To Philadelphia Navy Yard for armament.

1861 Apr. 27 To be stationed at Philadelphia.  
NOTE: Received orders April 24, and sailed from Philadelphia April 26. Cooperated with Navy from above date until October 1, 1861.

1861 May 4 At Annapolis under orders of General B. F. Rutler. July 20th, from Annapolis to Baltimore.

1861 July 24 Her arrival at Baltimore reported.

1861 Aug. 31 Reported at the mouth of the Severn River. Order of 31st of July.

1861 Sept. 27 From above to Philadelphia.

1861 Oct. 19 Reported at Philadelphia for repairs.

1862 Feb. 4 To New York for orders. February 11th, her arrival at New York reported.

1862 Feb. 20 To return to her station at Delaware Breakwater. February 28th, arrival at that station reported.

1862 June 3 To Beaufort, N. C., for duty. June 27th, reported at Beaufort.

1865 Nov. 3 From Beaufort to Baltimore. November 18th, sailed from Beaufort.

1865 Nov. 29 Her arrival at Baltimore reported.

1865 Nov. 30 Her sale at Baltimore ordered.

McLANE 1831 - 1840

1831 Nov. 19 New Cutter to be built at New York by Webb and Allen.  
 1832 Apr. 13 New Cutter to replace the PULASKI, will sail in a few days.  
 1832 May 21 Piloted to Washington from the Capes.  
 NOTE: For further data see GALLATIN 1830-1849, pages 79 and 80.  
 1833 Apr. 5 From Charleston to New Bedford. July 5, 1836, from New Bedford to New Orleans.  
 1836 July 29 Order to New Orleans revoked.  
 1837 Sept. 1 Capsized last Wednesday, August 30th, off Hadleys Harbor, in a tornado - afterward sunk.  
 1837 Sept. 14 Estimated cost of raising her \$500. - repairs \$2,000. Returned to New Bedford on the 12th.  
 1840 Apr. 4 To Wilmington, Delaware, to receive officers and crew of the GALLATIN, her own officers waiting orders.  
 1840 May 6 Arrived at Wilmington. July 20th, her sale by Collector authorized.  
 1840 Sept. 22 Appraised at Wilmington at \$5,589.  
 1840 Sept. 24 To Baltimore to be sold. October 21st, sale at Baltimore reported.

McLANE 1843 - 1847

1845 Jan. 2 Contract entered into April 1, 1843, with Cyrus Alger, at Boston, for the building of a steamer-on, Lieutenant Hunter's plan (submerged horizontal wheels). Under general superintendence of Captain W. A. Howard and immediate supervision of Lieutenant Joseph Noyes. Referred to as Steamer No. #1. Changed to side-wheel before put in commission. Length 161 ft. Tonnage 368 77/95. Draft 9 ft. 3 in. and 9 ft. 9 in. Dia. cylinder 24 in. Stroke 36 in.  
 1845 Nov. 29 Reported ready for trial.  
 1846 Mar. 5 Ordered to New London. May 5th, her return to Boston reported.  
 1846 May 16 Ordered South to cooperate in Mexican War.  
 NOTE: See FORWARD 1841-1865, for further data, pages 98-104.  
 The McLANE, commanded by Captain William A. Howard, Boston.  
 1846 May 16 Take on board a full supply of ammunition and stores and proceed immediately to sea and by the most direct route reach the parallel of Cape Hatteras. Open the enclosed sealed letter and be governed by its instructions. (Secretary of the Treasury to Captain Howard).  
 1846 May 16 Shape the course of the McLANE so as to reach the mouth of the Mississippi River by the most direct route, report to the Collector of Customs at New Orleans your readiness to receive on board supplies or men for the Army in Texas. If your services are not immediately required, proceed to Corpus Christi inlet or as near the Army as possible, report to the officer in command, and place yourself under his instructions until further orders from the Department. (From above sealed order to Captain Howard).  
 1846 May 26 This ship is now ready for sea and will sail in a few hours. I regret she has not sailed before this,



McLANE 1843 - 1847

- but I could not obtain the men. (Captain Howard to Secretary of the Treasury).  
 1846 May 30 The Revenue Steamer McLANE sailed from this port on the afternoon of the 27th instant. (Collector of Customs at Boston to Secretary of the Treasury).  
 1846 July 5 Entered the Mississippi River. (Journal of the McLANE).  
 1846 July 6 The McLANE, Captain Howard, arrived on the 5th instant at Belize. She will go to New Orleans to load troops and convey them to Point Isabel. (Captain Webster to Secretary of the Treasury).  
 1846 July 12 It is necessary to take the McLANE to New Orleans to have her boilers repaired. (Captain Webster to Secretary of the Treasury).  
 1846 Aug. 9 I have left positive orders for Captain Howard to follow on toward Brazos Santiago with the McLANE. (Captain Webster to Secretary of the Treasury).  
 1846 Aug. 30 The McLANE arrived at Brazos Santiago on the 21st. General Taylor has given me instructions to keep up a close blockade as far as Tampico. Sailed for Tampico on the 28th. (Captain Webster to Secretary of the Treasury).  
 1846 Sept. 13 Tampico. The Steamer McLANE has joined the squadron. (Commodore Conner to Secretary of the Navy). You will proceed without delay to the Belize. I cannot devise any plan for complying with the order unless you return by canvas. (Captain Webster to Captain Howard).  
 1846 Sept. 13 The Steamer McLANE will be obliged to remain as she has only fuel for three days steaming, and I am informed is not able to make passage under sails alone. (Commodore Conner to Secretary of Navy).  
 1846 Dec. 16 You will proceed without delay with the Revenue Steamer McLANE to New Orleans and dismantle her at that place. (Secretary of the Treasury to Captain Howard).  
 1847 Apr. 15 I will now reiterate the orders heretofore issued to which no reply has been received, that you return without delay with the McLANE, and prevent the necessity of providing for your relief. (Secretary of the Treasury to Captain Howard).  
 1847 May 12 Your instructions of April 15, 1847, were this moment received per the EWING. Your instructions of 16th December, last, were received on the 3rd of March. I was blockading, alone, the River Tabasco, and being an important point, I did not consider it my duty to leave the station without informing Commodore Conner that he might replace the vessel or give permission to leave. Commodore Perry will be here tomorrow, and as he depends upon this vessel to tow a part of the expedition up to the attack of San Juan Bautista, I presume I shall not be censured for detaining the vessel three or four days for such a purpose. I shall proceed immediately after, with all possible dispatch to New Orleans. For seven months no communications have been received from the United States by this vessel and no opportunity has afforded to reply to the communications of the Department. (Captain Howard to Secretary of the Treasury).  
 1847 June 13 I report the arrival of this vessel in the Mississippi River on the 12th instant. I sailed from Anton Lizardo on the 4th, anchored at Vera Cruz the same evening, having received dispatches from the Army. I again sailed at noon of the 5th for this river. (Captain Howard to Secretary of the Treasury).



McLANE 1843 - 1847

1847 Dec. 3 Boiler and engine sold at New Orleans for \$1800.  
 1847 Dec. 17 Transformation into a floating light, at New Orleans ordered.

WINNISIMMET 1902 - In commission 1 January, 1934.

Built at Baltimore, Maryland, by Spedden Shipbuilding Company. Cost \$50,000.

1902 Oct. 20 Captain Russel Glover informed that No. #9, R.C.S. is named WINNISIMMET.  
 1903 July 23 Captain George H. Gooding ordered to proceed to Boston, Mass., with WINNISIMMET, for duty at that port.  
 1903 July 23 Ordered to stop enroute to Boston at New York, and relieve, temporarily, either the CALUMET or HUDSON.  
 1903 July 30 Will sail from Baltimore 8 a. m.  
 1903 Aug. 4 Arrived at Battery, New York, 6:30 a. m.  
 1903 Oct. 29 Ordered to proceed to Boston, Mass., under orders of July 23rd last.  
 1903 Nov. 5 Left for Boston about 2 p. m. November 9th, arrived at Boston at 12:45 a. m.  
 1905 May 25 Convey Board Life Saving appliances to hull and return.  
 1909 Aug. 11 If weather conditions permit, proceed in search life raft containing Captain and members of crew of naval tug NEZINSCOT, capsized off Cape Ann early today.  
 1912 May 23 Intercollegiate regatta Charles River, Mass., order of May 15th.  
 1912 Sept. 13 Assigned to Eastern Division, reported to Captain Broadbent, September 17, 1912.  
 1917 Apr. 6 Temporarily transferred to the Navy.  
 1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.  
 1919 Nov. 4 Arrived at Depot for repairs. November 6th, placed out of commission at 12 a. m.  
 1922 May 8 Left Depot, South Baltimore, Maryland, at 11:45 a. m.  
 1922 May 10 Reported to Collector of Customs for boarding duty at Chase's Wharf, Baltimore, Maryland.  
 1923 Jan. 1 Permanent station at Chase's Wharf, Baltimore.  
 1923 Mar. 12 Arrived at Depot for boiler cleaning and minor repairs.  
 1923 Mar. 29 Repairs completed and vessel left Depot at 3 p. m.  
 1924 July 11 Arrived at Depot 2 p. m., for authorized repairs.  
 1924 Aug. 6 Repairs completed at Depot.  
 1925 Dec. 31 Arrived at Curtis Bay, Maryland, at 9 a. m. to complete repairs.  
 1926 Jan. 7 Left Depot at 11:30 a. m. Arrived at Depot, January 12, 1927.  
 1931 Jan. 22 Arrived at Depot for annual overhaul. March 15th, returned to Baltimore, Maryland.  
 1932 Nov. 10 Left for Depot, arrived same day for 30 day overhaul.  
 1932 Dec. 22 (CO-601) Assigned to Norfolk Division, effective December 31, 1932.

SPENCER 1843 - 1848

1843 Apr. 18 Contract entered into with the West Point Foundry Company. Built on Lieutenant Hunter's plan (submerged horizontal wheels). Captain Howard, general superintendent. Lieutenant John McGowan in immediate charge. Length 160 ft.; beam 24 ft.; draft 9 ft. 3" forward; aft 9' 3". Referred to in correspondence as Steamer No. #4. Tonnage 398 38/95; stroke 36"; diameter cylinder 24".

1844 May 25 Reported ready to receive her officers and crew.

1844 Aug. 14 After trial in connection with the LEGARE, to be brought to Washington. She was at Washington, returned to New York, thence to Philadelphia where Hunter's method of propulsion was replaced by Lopers propeller, returned to New York on May 21, 1845.

1845 June 9 Reported ready for service. June 15th, ordered to Galveston, Texas. July 8th, order revoked.

1843 May 16 Ordered South to cooperate in the war with Mexico.  
NOTE: For further data see FORWARD 1841-1865, pages 98-104.

SPENCER, commanded by Captain Caleb Currier.

1846 May 16 Take on board a full supply of ammunition and stores - - proceed immediately to sea and by the most direct route reach the parallel of Cape Hatteras - - open the enclosed sealed letter and be governed by its instructions. (Secretary of the Treasury to Captain Currier).

1846 May 16 Shape the course of the SPENCER so as to reach the mouth of the Mississippi River by the most direct route - - report to the Collector of Customs at New Orleans your readiness to receive on board, supplies or men for the Army in Texas. If your services are not immediately required, proceed to Corpus Christi Inlet or as near the Army as possible, report to the officer in command, and place yourself under his instructions until further orders from the Department. (Secretary of Treasury to Captain Currier).

1846 June 3 Charleston. The third day out, the crown head of the starboard firebox gave out. I therefore bore away to this place where I arrived this morning. (Captain Currier to Secretary of the Treasury).

1846 June 12 The SPENCER sailed on the 9th instant. (Collector at Charleston to Secretary of the Treasury).

1846 June 17 I have to report my return to this place in consequence of the boilers becoming entirely useless. We arrived this morning. (Captain Currier to Secretary of the Treasury).

1846 July 14 You will confer with the Collector of Customs relative to the repairs on the boilers and if no mechanics will make a definite offer for their repair - you will proceed to sea under canvas and proceed to Philadelphia. (Secretary of Treasury to Captain Currier).

1846 July 24 The SPENCER sailed yesterday for Philadelphia. (Collector at Charleston to Secretary of Treasury).

1847 Dec. 3 Her machinery sold at Kensington, where she had been since her return from Charleston.

1848 Mar. 24 Ordered to Norfolk, Virginia.

1848 June 10 Transformed into a light ship at Norfolk.  
No further record.

LEGARE 1843 - 1847

- 1843 Feb. 28 Contract for her construction entered into with R. and G. L. Schuyler of New York. To be built on Ericsson's plan (propeller). Under general supervision of Captain W. A. Howard, under immediate superintendence of Lieutenant Gay Moore. Length about 160 ft.; extreme beam 24 ft.; draft, forward 7 ft. 6 in.; aft 9 ft. 9 in.; tonnage 364 13/95; diameter of cylinder 36 in.; stroke 32 in. Cost \$90,307.15. The LEGARE was the first Steamer in the Revenue Cutter Service, it having been decided in 1842 to introduce steam. Six Steamers were contracted for, four (4) on the horizontal submerged wheel idea and two (2) with Ericsson's propeller; the LEGARE being of the latter description, and the first of the six vessels to be launched.
- After making a series of experimental trips in the vicinity of Philadelphia and thence to Chesapeake Bay she was ordered to the Coast of Florida. In a few months a derangement of the machinery compelled the vessel to steam North, for repairs. Her first Captain was H. G. Noncs.
- The armament of the vessel was one long 18-pounder, iron; one 12-pounder, brass; one 9-pounder, brass and two 4-pounders, brass. The LEGARE, with other vessels in the Revenue Cutter Service, cooperated with the Navy in the Mexican War and rendered services in transportation of troops, ammunition, towing and blockading. After transfer to the Coast Survey, the LEGARE was fitted out as a light ship, her last station being at Pass Mary Ann.
- 1844 May 25 Reported ready to receive her officers and crew.
- 1844 June 25 Ordered to Norfolk, Virginia. July 30th, to return to New York.
- 1844 Aug. 14 After her trial with the SPENCER, to return to Washington.
- 1844 Aug. 19 Broke her propeller in descending the Potomac.
- 1844 Oct. 26 Ordered to Key West for duty. November 25th, her arrival at Key West reported.
- 1845 June 24 From Key West to Philadelphia for repairs. August 1st, her arrival at Philadelphia reported.
- 1845 Nov. 11 Ordered to Key West. November 16th, sailed for Key West.
- 1845 Nov. 19 Reported at Charleston, having sustained injuries in her voyage.
- 1846 May 16 At Charleston. To Gulf of Mexico to cooperate with Navy in War with Mexico.
- NOTE: For further data see FORWARD 1841-1865, pages 98-104.
- The LEGARE, Commanded by Captain N. L. Coste. Key West - Charleston.
- 1846 May 18 You will forthwith take on board the Revenue Steamer LEGARE, a full supply of ammunition and stores and proceed immediately to sea and by the most direct route reach the vicinity of San Key Light, where in the presence of your officers you will open the enclosed sealed letter and be governed in your future course by its instructions. (Secretary of the Treasury to Captain Coste).
- 1846 July 27 The Revenue Steamer LEGARE was this day put to sea.
- 1846 Aug. 9 The LEGARE arrived on the 7th instant. I have a full expectation of leaving tomorrow morning. We have in company the EWING, FORWARD, VAN BUREN and LEGARE, all ready for sea. I have hoisted my flag on the EWING\*\*\*. Captain Coste deserves great credit for his exertions in filling up his coal and perseverance

LEGARE 1843 - 1847

- in trying to get off\*\*\*. (Captain Webster to Secretary of the Treasury).  
 1846 Aug. 11 At Sea. The boiler of this vessel sprung a leak. (Captain Coste to Captain Webster).  
 1846 Aug. 11 You will proceed to your port of destination (Brazos Santiago) with as much dispatch as possible. (Cap-  
 tain Webster to Captain Coste).  
 1846 Aug. 19 Arrived at Brazos Santiago.  
 1846 Aug. 22 Proceeded to the mouth of the Rio Grande. Took on board dispatches for Commodore Conner with Midship-  
 man Habersham and got under way for Vera Cruz.  
 1846 Aug. 25 Arrived at Anton Lizardo.  
 1846 Aug. 29 Received orders from Commodore Conner and got under way. (From Journal of LEGARE).  
 1846 Aug. 29 As the want of coal and the bad condition of the boilers of the LEGARE seem to render her return to New  
 Orleans necessary, you are authorized to proceed to that place with all possible dispatch. The accom-  
 panying dispatches for the Government, and mail for the squadron you are requested to place in the Post  
 Office at New Orleans on your arrival at that place. (Commodore Conner to Captain Coste).  
 1846 Sept. 3 I have the honor to report the arrival of the LEGARE from a cruise, and last from Vera Cruz, with dis-  
 patches for the Government from Commodore Conner. (Captain Conner to the Secretary of the Treasury).  
 1846 Oct. 5 The boiler has become so bad as to render its further use dangerous. (Captain Coste to Secretary of the  
 Treasury).  
 1846 Oct. 8 You will proceed with the vessel to the port of Norfolk and report your arrival to the Department.  
 (Secretary of the Treasury to Captain Coste).  
 1846 Oct. 26 Your order of the 8th instant, did not reach me until the 21st. I shall proceed to sea this day.  
 (Captain Coste to Secretary of the Treasury).  
 1846 Nov. 20 I have the honor to report the arrival of the LEGARE at the port of Norfolk. (Captain Coste to the  
 Secretary of the Treasury).  
 1847 May 3 Ordered to New York. May 12th, her arrival at New York reported.  
 1847 Oct. 30 To be transferred to the Coast Survey.  
 1847 Nov. 12 Transferred to Lieutenant Blake, U.S.N., for the Coast Survey.

LAWRENCE 1848 - 1851

- Built at Washington, D. C., in 1848. Superintended by Captain Easby. A Bark-rigged vessel. No further  
 authentic information relating to her construction obtainable.  
 1848 Oct. 4 Ordered to Oregon in command of Captain A. V. Frazer. November 1, 1849, arrived at San Francisco.  
 1851 Dec. 3 Lost at entrance to San Francisco Bay while under command of Captain Ottinger on the night of the 25th,  
 of November. (All hands saved).

GEORGE M. BIBB 1843 - 1861

- 1843 Feb. 28 Contract entered into with Charles Knapp for her construction at Pittsburg. To be built on Lieutenant Hunter's plan (submerged horizontal wheels). Under general supervision of Captain W. A. Howard, and immediate supervision of Lieutenant J. S. S. Chaddock. Length about 160 ft.; 24 ft. beam; draft 9 ft. 3 in., forward; 9 ft. 9 inches aft.; diameter cylinder 24 in.; stroke 36 in.; tonnage 409 38/95.
- 1845 Mar. 8 Referred to in correspondence as Steamer No. #6.
- 1845 Apr. 10 Launched at Pittsburg.
- 1845 Apr. 14 Ordered to New Orleans. Proceeded to Cincinnati. Transformed at that place to a side wheel steamer.
- 1846 Dec. 21 Her arrival at New Orleans reported.
- NOTE: For further data see FORWARD 1841-1865, pages 98-104.
- The BIBB, Commanded by Captain Winslow Foster.
- 1847 Jan. 7 I request that the GEORGE M. BIBB, now at New Orleans may be substituted for the POLK. (Secretary of the Navy to Secretary of the Treasury).
- 1847 Jan. 7 The President having consented thereto, the GEORGE M. BIBB may be substituted for the POLK, as requested, in your letter of this day. (Secretary of the Treasury to Secretary of the Navy).
- 1847 Jan. 18 You will receive on board the BIBB, under your command, the bearer of this letter and proceed forthwith to sea. Having cleared the land you will open the letter and be governed by the sealed instructions, which are herewith communicated. (Secretary of the Treasury to Captain Foster).
- 1847 Jan. 18 You will proceed with all possible dispatch to Vera Cruz and land the bearer of this communication under a flag of truce. You will then remain until the return of the bearer of this letter, when you will bring him back to New Orleans. (Sealed instructions to Captain Foster by Secretary of the Treasury).
- 1847 Feb. 1 The bearer of your two letters delivered them to me on the 30th at one o'clock. This vessel not being available for instant service I immediately manned a boat and by rowing and towing down the river succeeded in placing the gentleman on the FORWARD (which vessel had sailed from New Orleans the day previous), at the N. E. Pass by 11 o'clock on the 31st, and two hours after left her at sea. (Captain Foster to Secretary of the Treasury).
- 1847 May 10 You will proceed with the Revenue Steamer BIBB, with all prudent dispatch to Boston, Mass. (Secretary of the Treasury to Captain Foster).
- 1847 May 31 Will sail this day from South West Pass for Boston. (Captain Foster to Secretary of the Treasury).
- 1847 July 9 Her transfer to the Coast Survey ordered. Officers to be waiting orders.
- 1847 July 12 Her arrival at Boston, on the 11th reported.
- 1861 May 31 Captain Howard authorized to receive her from the Coast Survey. Was first stationed at Kilvon Kull; about June 14, 1861, was transferred to Throggs Neck, New York Harbor.
- NOTE: This vessel together with the VARINA, CRAWFORD, CORWIN and VIXEN, seems to have been received in an informal way at least a month prior to this authority.
- 1861 Nov. 23 To be re-transferred to the Coast Survey. Date of actual transfer not given.

MORRIS 1830 - 1846

- 1830 Sept. 10 Captain Derby ordered from New Bern, N. C., to superintend at New York, the building of three (3) vessels GALLATIN, MORRIS, and HAMILTON.
- 1831 July 15 The MORRIS ordered from New York, under command of Captain Derby, on a tour of inspection from Maine to the Sabine River.
- 1831 Oct. 20 At Portland, Maine.
- 1831 Dec. 1 To New York from Portland, thence to New Orleans.
- 1831 Dec. To return to Portland from New York.
- 1837 May 1 Extensive repairs authorized. Estimated cost \$5,200.
- 1845 Sept. 22 Extensively repaired and altered during the summer, reported ready for sea.
- 1846 May 16 Ordered South to cooperate in the Mexican War.
- NOTE: For further data see FORWARD 1841-1865, pages 98-104.
- The MORRIS, Commanded by Captain Green Walden. Portland.
- 1846 May 16 You will forthwith proceed to take on board a full supply of ammunition and stores for three months, and proceed immediately to sea and by the most direct route reach the parallel of Cape Hatteras, where, in the presence of your officers you will open the enclosed sealed letter and be governed in your future course by its instructions. (Secretary of the Treasury to Captain Walden).
- 1846 May 16 You will shape the course of the Revenue Schooner MORRIS, so as to reach Key West by the most direct route, report your arrival to the Collector of Customs and be governed by such instructions in regard to your future operations as may be received from him, or this Department. (Secretary of the Treasury to Captain Walden).
- 1846 May 16 The Revenue Schooner MORRIS has been directed to proceed to Key West. In the present state of affairs with Mexico, private armed vessels may be fitted out to annoy our commerce, and from the exposed position of Key West, the presence of an armed force afloat may be important. You will instruct him to make short cruises in the vicinity of Key West and be at all times in a state of preparation to repel an attack upon the vessel or American property. (Secretary of the Treasury to Collector at Key West).
- 1846 June 4 The MORRIS sailed early yesterday morning. (Collector at Portland to Secretary of Treasury).
- 1846 June 21 Such a vessel as the MORRIS will be of much service here and will tend greatly to quiet the apprehensions of the people of this district. (Collector at Key West to Secretary of the Treasury).
- 1846 June 27 Anchored at Key West.
- 1846 July 22 Sailed from Key West in pursuit of Mexican privateer seen off Sand Key.
- 1846 July 23 Returned to Key West.
- 1846 Oct. 11 Driven ashore in a hurricane, 3 miles Northwest of Key West with loss of main mast - crew saved. (Journal of the MORRIS).
- 1846 Nov. 2 Collector at Key West instructed to hold a survey on the wreck of the MORRIS. (Collector at Key West from Secretary of the Treasury).



EAGLE 1809 - 1814

1809 Jan. 16 The Collector at New Haven authorized to hire a vessel for a cutter, not to exceed 130 tons.

Benjamin Lincoln, Esq.,  
Collector, Boston.

Treasury Department  
January 16, 1809.

Sir: You are authorized to sell the Cutter now in service, and to purchase arm and man, with a crew not exceeding twenty-five men, a larger vessel not exceeding 130 tons burthen. You may, if necessary, delay selling the old Cutter and continue to employ her in addition to the new one. You are also authorized, if you think it necessary for preventing the escape of vessels, to hire arm and employ for a term not exceeding six months, a vessel not exceeding 130 tons burthen, under the authority given by the 13th section of the Act of 9th instant.

The vessel may be commanded by a Master, first and second mate whom you will nominate to me, but in the meanwhile appoint and employ, and who will be paid at the same rate as similar officers on board the Revenue Cutters. The vessel to be armed with guns or carronades and muskets in the best manner which you can provide.

I am very respectfully, Sir,

Your obedient servant,  
Albert Gallatin.

Revenue Marine in the War of 1812.

The Following are the Names of the Cutters participating in the War.

COMMODORE BERRY	JENNIFERSON	GALLATIN	LOUISIANA
SURVEYOR	MERCURY	MADISON	
ACTIVE	VIGILANT	EAGLE	

The EAGLE, Captain Frederick Lee, Stationed at New Haven.

Naval Agent at  
New Haven.

U. S. Cutter EAGLE,  
July 15, 1812.

Sir: At 11 o'clock yesterday, I discovered from Montauk Point, four large sail steering in towards the Light. When within about four leagues, three of them hove to, the other stood in to within two leagues of the Light and spoke a fishing smack and then stood off. I took them to be our squadron and wished very much to speak with them. I stood off and tacked and stretched under the lee of the three that were lying to, and found one of them to be a two decker, and I believe a 74 gun ship. At the same time, another frigate came up from the Southward; they then filled away with their starboard tacks, wind southwest. I do not know that they were English ships, but thought it would



EAGLE 1809 - 1814

not be improper to give you this information.

(New York Evening Post, July 17, 1812)

Yours sincerely,

Frederick Lee, Commanding Cutter EAGLE.

- 1813 Oct. 3 Brig PATRIOT of Milford for Liverpool, with salt; Brig HARRIET of Kennebunk from Bristol, England, for New York with copper and Brig ANN McLANE of Portsmouth from Liverpool with dry goods, have all been sent into New Haven by the Revenue Cutter EAGLE. (Columbian Centinel, October 3, 1813).
- 1814 May 31 (Extract from a letter by Captain Miles of the Packet SUSAN, dated New Haven, yesterday afternoon to his owners in this City). This morning about 7 o'clock the sloop DEFIANCE, Captain Reynolds, was taken in the mouth of the harbor by a small schooner supposed to be the Liverpool Packet or some other small schooner. The Revenue Cutter with about 60 or 70 men has gone out after them this morning and the sloop ASTREA, Captain Harrison, is preparing to follow them with a part of the Artillery company on board with four guns. (New York Evening Post, May 31, 1814).
- 1814 May 31 New Haven. Yesterday morning a British privateer, supposed to be the Liverpool Packet, captured near the Light and within sight of the town, a sloop loaded with flour belonging to Mr. Woodward of this place. The Revenue Cutter EAGLE, on this station, with her usual complement of men and about 50 volunteers, as soon as practicable, set sail in pursuit of the enemy, with the hope at least of retaking the sloop. On getting out of the harbor, however, an enemy's frigate and two other vessels of war were discovered bearing up the Sound, and our enterprising citizens were thus reluctantly compelled to put back. (New York Evening Post, June 17, 1814).
- 1814 June 14 New York. Arrived this morning down the Sound the Revenue Cutter EAGLE, Captain Lee, from New Haven with the following vessels under convoy: Sloop ASTREA, Sloop ALLEN, Sloop RISING PLANET, all laden with valuable cargoes. (New York Evening Post, June 14, 1814).
- 1814 Oct. 11 The Packet SUSAN, Captain Miles, was taken by a sloop in disguise off Mill River last night. An express came on immediately. (Extract from a letter).
- 1814 Oct. 11 (Extract from another letter) New Haven. Eleven o'clock, all in confusion here. On arrival of the express last night the Cutter EAGLE, Captain Lee, went out with 20 or 30 volunteers to retake Miles. The last accounts from the hill say the cutter and the two sloops are engaged between Faulkland and Long Island. Fears are entertained for the safety of the cutter. We have heard firing quite plain here. Twelve o'clock - nothing correct; a passenger in the stage says they are becalmed. One sloop 172 miles to the eastward of the cutter and the sloops.
- 1814 Oct. 11 (Extract from another letter) New Haven. Yesterday Captain John Miles in the sloop SUSAN was captured by a small sloop from the eastward and stood over under the Island. They passed here just before sun-down. About an hour afterward the U.S. Cutter, with about 40 volunteers went in pursuit of her and at daylight this morning they were discovered under Long Island to the eastward. We could hardly distinguish them, but we saw the smoke and have heard firing to this time (11 o'clock). The general opinion is that

EAGLE 1809 - 1814

- the Cutter recaptured Captain Miles, but was afterwards attacked by the barges from a British Brig which is said to be up the Sound. (New York Evening Post, October 12, 1814).
- 1814 Oct. 12 (Extract from another letter) New Haven. Yesterday afternoon, the firing ceased. (New York Evening Post, October 13, 1814).
- 1814 Oct. 13 (Extract from a letter to a gentleman in New York) New Haven. I left your city at 3 o'clock on the 9th instant in the sloop SUSAN, Captain Miles, for New Haven. Next day at 9 o'clock a. m., we passed two New Haven Packets for New York, about a mile apart. In their wake, within half a mile, was apparently a Long Island wood sloop, which hailed us at about 40 yards distance, and immediately bore down upon us and boarded our sloop on the quarter deck with forty men equipped with muskets, bayonets and swords. She proved to be a tender to the POMONE frigate, Cartwright, with 1 eighteen pounder, 2 fours and 50 men, commanded by Lieutenant Smart, whose behavior was very civil. We were all driven below and our ammunitions demanded and given up. We had 2 four pounders, a few muskets, 16 passengers, the Captain and 4 men, 300 barrels of flour, 15 barrels of gun powder and considerable quantity of dry goods, paints, oils and other valuable property. On the 11th, at 6 a. m., when I went on deck the English 18 gun Brig DISPATCH, Captain James Galloway, was in company with her two boats, the tender and one sloop, all in pursuit of the Revenue Cutter EAGLE, Captain Lee, of this port with very light breezes from the south-east. The boats, about 8 o'clock returned to the Brig, having been beaten off by the Cutter. The Brig and the tender were not able to prevent the Cutter from running on shore near Negros Head, Long Island. The Revenue Cutter was stripped of her sails and rigging and her guns dragged up a high bluff and there fought against the Brig and tender until two o'clock with bravery. The Brig opened her fire about 9 o'clock upon the Cutter and our people upon the hill, and about two o'clock, the cutter's masts were cut away and her hull appeared to us in the sloop (about one mile from the Brig) to be a wreck. We were then taken on board the Brig by her barges.
- The Captain paroled me, and at 9 a. m. on the 12th, made sail for New Haven. We were put on shore at Guilford at 2 p. m. I have no certain knowledge relating to the fate of the men on board the Cutter, or the militia who assembled on the heights. It is believed that they have received little or no injury. The shot from the shore generally fell short of the Brig; one went through her jib and some were thrown considerably beyond her. (New York Evening Post, October 14, 1814).
- 1814 Oct. 18 During the engagement between the Cutter EAGLE and the enemy, the following took place which is worthy of notice. Having expended all the wadding of the four pounders on the hill, during the warmest of the firing, several of the crew volunteered and went on board the Cutter to obtain more. At this moment the masts were shot away, when the brave volunteers erected a flag upon her stern; this was soon shot away, but was immediately replaced by a heroic tar, amidst the cheers of his undaunted comrades, which was returned by a whole broadside from the enemy. When the crew of the Cutter had expended all their large shot and fixed ammunition, they tore up the log book to make cartridges and returned the enemy's small

EAGLE 1809 - 1814

shot which lodged in the hull. The Cutter was armed with only 6 guns, 4 four pounders and 2 twos with plenty of muskets and about 50 men. The enemy being gone and provisions scarce the volunteers from this city left Captain Lee and his crew and arrived here on Thursday evening the 13th instant, in a sloop from Long Island. Captain Davis, from this city, was slightly wounded in the knee by a stone impelled by a 32 pound shot which struck near him. We have since learned that Captain Lee succeeded in getting off the Cutter and was about to remove her to a place of safety when the enemy returned and took possession of her. She was greatly injured, but it is expected that the enemy will be able to refit her to annoy us in the Sound. (New York Evening Post, October 18, 1814).

JAMES MADISON 1807 - 1812

- 1807 June 26 Collector at Baltimore authorized to have a new cutter built.
- 1808 Nov. 26 At Baltimore. January 18, 1809, sailed from Baltimore for Savannah.  
NOTE: For further data see EAGLE 1809-1814, page 113.  
The MADISON, Captain George Brooks, Stationed at Savannah.
- 1812 July 17 Captain Brooks of the Savannah Revenue Cutter MADISON, reports from Charleston Roads on the 17th ultimo, that he had just learned of 6 Jamaica merchantmen being on the coast unprotected and that he would be on their track next day. (Columbian Centinel, August 8, 1812).
- 1812 July Arrived at Savannah. The fine British Brig SHAMROCK of 300 tons, 6 guns and 16 men, detained by the Revenue Cutter MADISON. (Niles Weekly Register, Vol. 2, 298).  
NOTE: Capture of the SHAMROCK as above confirmed. (Columbian Centinel, August 12, 1812).
- 1812 July 25 Yesterday arrived from a short cruise the Cutter MADISON, Captain Brooks, with a fine British Ship, mounting 6 six and nine pounders, with a quantity of small arms and ammunition and navigated with 14 men. A prize of the Revenue Cutter JAMES MADISON. (Niles Weekly Register).  
A British Schooner that arrived at Amelia Island some days ago from New Providence with \$20,000 specie on board, had been detained by the Revenue Cutter MADISON. The prizes lately made in this place are of great value. (Niles Weekly Register, July 25, 1812).
- 1812 Aug. 12 The Savannah Revenue Cutter MADISON, sails on a cruise today. (New York Evening Post, Sept. 3, 1812).
- 1812 Nov. 24 Captured by the British near Savannah.
- 1812 Nov. 28 Among the prisoners arrived at New York, Tuesday, November 24, 1812, by Cartel Brig DIAMOND, are Captain Brooks and his officers of the Revenue Cutter MADISON of Savannah. (Columbian Centinel, Nov. 28, 1812).  
NOTE: The last above is also published in the New York Evening Post, November 24, 1812.

SURVEYOR 1807 - 1813

- 1809 Jan. 23 Norfolk, Virginia. A fine new schooner named the MARTHA and SUSAN, commanded by Captain Betts, with a valuable cargo of flour, was brought into this port on Saturday last, prize to the Revenue Cutter SURVEYOR, Captain Bright. She was captured on the 14th instant off Great Choptank, having no clearance papers. (New York Evening Post, February 2, 1809).
- 1810 June 10 Took possession of French privateer.  
NOTE: For further data see EAGLE 1809-1814, page 113.
- 1812 July 4 The Cutter SURVEYOR has captured a valuable British ship from Jamaica. (Niles Weekly Register, 7/4/1812).
- 1813 June 12 The small Cutter SURVEYOR of 6 twelve-pound carronades, was lying in York River in the Chesapeake, under the command of Mr. William Travis. Her crew consisted of 15 men. At night fall she was attacked by the boats of the Frigate NARCISSUS, containing about 50 men, under the command of Lieutenant John Crierie. None of the carronades could be used, but Mr. Travis made every preparation that he could for defense. The crew waited until the British were within pistol shot before they opened their fire, the latter dashed gallantly on however, and at once carried the Cutter. But though brief, the struggle was bloody; five of the crew were wounded and of the British, 3 men were killed and 7 wounded. Lieutenant Crierie considered his opponents to have shown so much bravery that he returned to Mr. Travis his sword, with a letter as complimentary to him, as it was creditable to the writer. (Roosevelt's Naval History of the War of 1812, pages 196-7).

The Baltimore Revenue Cutter SURVEYOR was in York River on the night of June 12, 1813. The enemy was discovered when about 150 yards distant. Captain Travis could not bring his guns to bear and therefore gave each of his men two muskets. They held their fire until the enemy were within pistol shot, but they pushed on and finally carried the vessel by boarding, with 3 men killed and a number wounded. Captain Travis and his crew, 15 in number, were all taken on board the JUNON and the next day the Senior Officer of the NARCISSUS returned the Captain his sword with the following complimentary letter:

H.M.S. NARCISSUS,  
June 13, 1813

Sir:

Your gallant and desperate attempt to defend your vessel against more than double your number, on the night of the 12th instant, excited such admiration on the part of your opponents as I have seldom witnessed, and induced me to return you the sword you had so ably used, in testimony of mine.

Our poor fellows have severely suffered, occasioned chiefly, if not solely, by the precaution you had taken to prevent surprise, in short, I am at a loss which to admire most, the previous arrangement on board the SURVEYOR, or the determined manner in which the deck was disputed inch by inch.

You have my most sincere wishes for the immediate parole and speedy exchange of yourself and brave crew and cannot but regret that I myself have no influence that way, otherwise it should be forth coming.

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SURVEYOR      1807 - 1813  
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I am Sir, with much respect,

Your most obedient servant,  
John Crierie.

1813 June 25 The Cutter SURVEYOR has been manned and forms part of the British fleet at Hampton Roads. Captain William Travis was 3rd mate on board the SURVEYOR. Samuel Travis being the Commander.

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MERCURY      1807 - 1820  
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1807 Apr. 6 A contract has been entered into at Ocracoke for a new cutter.

1809 Jan. 31 Transferred from Ocracoke to New Bern.

The MERCURY, Captain Wallace, stationed at Ocracoke.

1813 July 24 New Bern, N. C. On the 11th instant about 9 p. m., arrived off Ocracoke Bar and anchored within one mile of the Inlet. A British fleet, consisting of one 74, three Frigates, one Brig and 3 schooners, under the command of Rear Admiral Cockburn, was discovered by the inhabitants of Ocracoke, some of whom apprized the inhabitants of Portsmouth before day. As soon as daylight appeared I sent my trunk containing all the money and Custom House bonds belonging to the office, on board the Revenue Cutter MERCURY which was gotten underway by Captain Wallace. The barges started from the fleet about the time the Cutter weighed anchor, and such was the rapidity of their movements that they were within one mile and a half of her when she cleared the wash. They captured the privateer brig ANACOSTA of New York, and the letter of marque Schooner ATLAS of Philadelphia. Several of the barges proceeded immediately on without stopping to board the prizes, in pursuit of the Cutter, thinking (as they afterward said) if they could have taken the Cutter, they would have precluded the possibility of information reaching New Bern until they arrived themselves. The Cutter very narrowly escaped by crowding upon her every inch of canvas she had and cutting away her long boat. The Admiral did not hesitate to declare that it was his intention to have gone to New Bern, provided he could have reached that place, previous to the citizens receiving intelligence of his approach. After pursuing the Cutter eight or ten miles through the Sound, they gave up the chase and returned. (Thos. Singleton, Collector at Portsmouth, N. C. to Governor Hawkins of N. C. ).

NOTE: For further record see EAGLE 1809-1814, page 113.

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RACER      1866 - 1873  
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1866 Oct. 24 Proposal of W. H. Hathorn of Williamsburg, N. Y., to build two schooners, the other being the PETREL, for \$18,500 each, accepted. May 10, 1867, name referred to as RACER. June 3, to Charleston for duty.

1867 June 6 Sailed for Charleston under command of Captain Baker. June 18th, her arrival at Charleston reported.

1873 July 30 Sold.



JEFFERSON 1805 - 1817

- 1805 Oct. 3 At Norfolk, Virginia. Repairs authorized. Oct. 18, 1806, further repairs authorized.
- 1812 June 29 Stationed at Norfolk, Virginia, commanded by Captain William Ham.
- 1812 June 29 Captain of the Schooner WASHINGTON reports that the day he left Norfolk, the Revenue Cutter JEFFERSON brought in a British Brig from the West Indies for Halifax. (New York Evening Post, June 29, 1812).
- 1812 Aug. 1 The British Schooner PATRIOT, captured by the JEFFERSON, advertised for sale. (Columbian Centinel, 8/1/12.)
- 1813 Apr. 12 Norfolk. Yesterday morning 4 barges of the enemy having chased the Schooner FLIGHT and taken therefrom her Captain and crew, were by the violence of the winds driven up Hampton Roads, and one of the barges with a midshipman, 16 men and 2 of the FLIGHT'S crew came up yesterday afternoon alongside of the CONSTELLATION, U.S.N., Captain Stewart, and surrendered themselves as prisoners of war. The 3 other barges were discovered about 4 o'clock in the Roads by Captain Ham, of the Cutter JEFFERSON. Major Corbin, commanding at Hampton, put on board the Cutter and one of the mail boats, a detachment of volunteer militia and Captain Stewart's rifle company, who went immediately in pursuit. The barges attempted to escape up James River, but were overhauled so fast that they hove to and surrendered. One Lieut., 2 midshipmen, 1 boatswain and 59 seamen, Captain Kelly, the supercargo and the crew of the FLIGHT were retaken. (New York Evening Post, June 25, 1813). NOTE: Substantially the same account appears in the Columbian Centinel, April 21, 1813). NOTE: For further data see EAGLE 1809-1814, page 113.
- 1817 Mar. 12 Ordered to be sold at Norfolk, Virginia.
- A Spanish Brig detained at Norfolk by the Revenue Cutter JEFFERSON, Captain William Ham.
- 1817 Aug. 2 A Spanish ship with a valuable cargo, bearing the character of a prize to a Buenos Ayrean privateer, called the MANGERO, has been detained by a Revenue Cutter in the Chesapeake and sent into Norfolk. She was bound to Baltimore. Several circumstances of a mysterious nature led to the seizure. (Niles Weekly Register, Aug. 2, 1817). July 28th, Norfolk Herald Office. Arrived last Saturday, July 26th, the Spanish Brig PROVIDENTIA, prize to the Buenos Ayrean Privateer MANGERO. On arriving in the Bay, the ship was boarded by an officer from the JEFFERSON, Captain Ham, who not finding all things regular took possession of her in the name of Uncle Sam and brought her into this port for safe keeping. (N. Y. Evening Post, July 31st).  
 Collector of Customs, Norfolk, Virginia. Treasury Department, October 16th, 1806.

Sir: In reply to your letter of the 13th instant on the subject of repairs necessary to be made to the Revenue Cutter JEFFERSON, I beg leave to observe that you are hereby authorized to cause the two planks which are defective to be replaced by new ones and to have her bottom either new coppered or the old copper sheathing repaired as to you shall appear most for the interests of the United States.

I am very respectfully, Sir,  
 Your obedient servant,  
 Albert Gallatin,  
 Secretary of the Treasury.

(From Page 47, Volume 0, "Letters to Collectors".)

VIGILANT 1812-1842

- 1812 Apr. --- Contract entered into with Benjamin Marble at Newport, R. I., for building, equipping and furnishing a cutter.
- 1812 Aug. 21 Collector at Newport paid to the contractors for the Cutter VIGILANT, \$8,500.  
NOTE: For further data see EAGLE 1809-1814, page 113.  
The VIGILANT, Captain John Cahoone, Stationed at Newport.
- 1813 Oct. 4 On the 4th instant some volunteers from the Newport flotilla captured by boarding the British privateer DART, after a short struggle in which two of the assailants were wounded and several of the privateer's men, including the first officer, killed. (Roosevelt's Naval History of the War of 1812, page 217).
- 1813 Oct. 5 The Revenue Cutter captured last evening, off the East end of Block Island, the British privateer DART, formerly the GENERAL GREENE of New Haven and has arrived at Boston this morning with her prize. She mounts six nine pound carronades and 6 swivels and had on board 25 men. The Cutter gave a broadside and boarded. The first Lieutenant was killed, no others were killed or wounded on the privateer. Two of Captain Cahoone's men were drowned in boarding. This privateer captured in the Sound yesterday a ship and Brig bound down the Sound. Also 20 or 30 small vessels since she has been in the Sound. (New York Evening Post, October 8, 1813).
- 1813 Oct. 5 Newport. I have the pleasure to inform you of the capture of the British armed sloop DART by the Revenue Cutter of this place last evening. She appeared off the harbor by sunset. The Captain of the Cutter offered his services to go out. I put on board three sailing masters and about 20 men. She immediately made sail and laid aboard the DART and carried her by boarding. Her first officer was killed, two of our own men were wounded slightly. The prisoners I send for your disposal. (Captain Jos. Nicholson, U.S.N., to Commodore John Rogers of the Frigate PRESIDENT).
- 1817 Oct. 11 Captured Brig B of Bristol.  
Seizure of the Armed Brig B in Vineyard Sound by the Revenue Cutter VIGILANT, Captain Cahoone.
- 1817 Oct. 15 Newport. On Saturday afternoon, October 11th, the Brig B of Bristol, Captain Jones, of 4 guns and 36 men was brought into this port by the Revenue Cutter VIGILANT, Captain Cahoone. She was taken possession of in the Vineyard Sound on the ground of having increased her armament since she left Bristol, which was on the 2nd instant. (New York Evening Post, October 23, 1817).
- 1817 Oct. 18 Newport. The Revenue Cutter, Captain Cahoone, returned here on Saturday last from the Vineyard Sound having in company the armed Brig B of Bristol, which she had detained. The Brig cleared at Bristol on the 3rd instant for Puerto Rico, with a cargo as stated in her manifest of apples, potatoes, etc., armed with one gun and a crew of 15 men. When taken possession of by Captain Cahoone she had 5 guns mounted and a crew of 46 men. There were found on board, exclusive of those mounted, 4 guns in the hold, 20 casks of powder, a quantity of shot and every article preparatory to a cruise. The vessel and armament have been libelled under the Act of the last Congress, to more effectually preserve the neutral relations of the United States. (New York Evening Post, October 23, 1817).



VIGILANT 1812 - 1842

- 1817 Nov. 17 Providence. The Brig B of Bristol, was yesterday tried in this town before the U. S. District Court for violation of the neutrality laws of the United States and was condemned. (New York Evening Post, November 17, 1817).
- 1818 May 17 Captured Brig BELLE CORUNNES.
- 1818 May 17 Capture of Brig BELLE CORUNNES, off Block Island by Revenue Cutter VIGILANT, Captain Cahoone.  
A Spanish vessel, afterwards found to be the BELLE CORUNNES, was reported hovering about Block Island. She was armed with a number of cannon and had a crew of 30 men - English, Irish and Spanish. The crew offered to sell the vessel, which they claimed was a Spanish prize, for \$600 and her cargo for \$1,000 to boatmen, with the idea of forcibly landing her cargo. Captain Cahoone with ten of his crew proceeded from Newport in the gunboat (the VIGILANT being under repair with sails unbent) to Block Island and there landed, seizing the cargo, consisting of brandy, silks, etc., already landed from the BELLE CORUNNES. Captain Cahoone, leaving part of his men on guard over the smuggled cargo, returned to Newport and having gotten the VIGILANT repaired, took on board the remainder of her own crew, and besides a detachment of Artillery from the company under command of Lieut. Col. Towson, stationed at Fort Wolcott, consisting of Lieut. Henry T. Evans, 1 Sergeant, 1 Corporal and 17 men, with 2 pieces of ordnance, and proceeded to Block Island with the intention of capturing vessel and crew. According to the account of Lieut. Evans, the desperadoes were overawed by the superior force of the Revenue Cutter, and made little resistance; 23 of the crew were captured and the remainder, 11 in number, surrendered soon after. The Brig was now aground, but was got off by the exertions of the Revenue officers and crew, and was afterward sold for the benefit of the libellants and captors. It was found that the vessel seized was a Spanish Brig, the BELLE CORUNNES, which, sailing from Tarragona, Spain, had been captured by a privateer under commission from Buenos Ayres, called the PUERRYDON (formerly the ELLANGORE), Captain James Barnes, the captors trying to smuggle the cargo into New Shoreham. The Brig was libelled or claimed by Barnes and others as a lawful capture by him under commission from Buenos Ayres, and by the Spanish Vice Consul as the property of Spanish and American citizens, and by the United States as forfeited by attempted evasion of Revenue laws. (Collector of Customs at Newport, R. I., to 1st Comptroller of the Treasury).
- 1830 Feb. 2 Ordered from Newport to New Haven. April 30, 1831, to return to Newport.
- 1835 Oct. 10 Being extensively repaired at Newport. May 13, 1842, sold for \$2,800 at Boston whither she had been ordered for that purpose.

VIGILANT 1791 - 1801

- 1791 Jan. 21 Keel, 48 ft.; 15 ft. beam; 4½ ft. depth of hold; 33 tons; evidently at Newport, Rhode Island. No previous record and no record of disposition.

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COMMODORE BARRY (1812)  
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- Chartered vessel. Took some part in War of 1812.
- 1812 Aug. 3 Captain Driscoll arrived at Gloucester from Old Head, brought part of the crew of the privateer MADISON of that port, who say that on the 3rd instant the boats of 3 English Cruisers, one of which was the PLUMPER, took the privateer and the Revenue Ship, destroyed the privateer and made a tender of the Cutter. (Columbian Centinel, August 15, 1812).
- 1812 Aug. 14 The Revenue Cutter at Eastport, COMMODORE BARRY, is in the list of prizes captured by the British from June 18th to August 14, 1812. (Columbian Centinel, August 15, 1812).  
NOTE: The same list is also published in the New York Evening Post, August 17, 1812).
- 1812 Aug. 21 The Revenue Cutter COMMODORE BARRY, was left at St. John's, Newfoundland, August 9, dismantled. (New York Evening Post, August 21, 1812).  
NOTE: Conflicting statements occur in different publications as to whether this Cutter was actually used by the British as a tender.
- 1812 Aug. 25 Captain Daniel Elliott of the Revenue Cutter and Captain Elwell of the Privateer MADISON of Gloucester, while lying in Little River, heard of the destruction of two privateers just below (in Haycock Harbor) and of the determination of the English to destroy all the American vessels on the Coast of every description, hauled their vessels ashore and erected a battery of cordwood. My informant says he was close to the ships (viz., INDIAN and PLUMPER) in a small boat fishing; about 1 p. m. five launches full of men (about 250) started from them for the harbor. In a few minutes the firing commenced and continued for nearly two hours, then it ceased.  
A coaster arrived yesterday, August 7, from Eastport by which we are informed that British boats succeeded in capturing the Revenue Cutter, and the privateer MADISON, after a severe contest, in which a number of the English were said to be killed. The crews of the privateer and the Cutter made their escape. (New York Evening Post, August 15, 1812).  
No further record.

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LEGARE 1927 - In commission 1 January, 1934.  
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- Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.
- 1927 Mar. 17 Placed in commission at Camden, New Jersey. April 23rd, left Camden, New Jersey.
- 1927 Apr. 30 Arrived at New London, Conn.
- 1928 Aug. 8 Arrived at Depot for repairs. August 30th, left Depot for New London.
- 1929 Feb. 5 Assigned to Base 4, New London.
- 1931 July 1 Selected to go to Division 8. July 9th, left New London for Pascagoula, Miss.
- 1931 July 23 Arrived at Pascagoula, Miss.
- 1933 May 1 Transferred to Base 15, Pascagoula, Miss.

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ACTIVE 1812 - 1817  
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Chartered vessel. Took some part in War of 1812.

NOTE: For further data see EAGLE 1809-1814, page 113.

The ACTIVE, Captain Caleb Brewster, chartered at New London and New York.

1813 June - The Revenue Cutter ACTIVE, Captain Brewster and Lieutenant Cahoon, forms part of the Naval Flotilla at New London, blockaded by the British Squadron.

NOTE: The above is an inference from publication in the New York Evening Post, June, 1813.

No further record.

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ACTIVE 1816 - 1825  
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1816 Aug. 22 A vessel of 38 tons purchased at Baltimore, named ACTIVE.

1816 Aug. 22 Took possession of Spanish Brig SERVIA.

Spanish Brig taken possession of in the Patuxent by the Revenue Cutter ACTIVE, Captain Steven White.

From the Collector at Baltimore to Secretary of the Treasury: There appears a sudden occasion to employ the vessel in consequence of an application from the Spanish Consul stating that a Brig captured from a Spanish subject, by a vessel commanded by an American subject, that not long ago departed from this port, had been sent into the Patuxent River, and was there lying deserted by her crew who had brought her in, and in danger of being carried off by a new crew dispatched for that purpose. The U.S. Cutter ACTIVE was therefore instantly manned, furnished with small arms, victualed and sent down to arrest the vessel, if possible, and bring her to this port for examination.

A South American Privateer required to leave the Chesapeake by the Revenue Cutter ACTIVE Captain Alex. Beard.

1817 June 23 From the Collector at Baltimore to the Secretary of the Treasury: We have at present two South American privateers in the Bay, commanded and manned by Americans, principally, and whose irregular proceedings occasion no small trouble. Both of them stop near Annapolis and men disembark and take a loose (?) not to be disregarded with safety to the Revenue. I had ordered down the Cutter to compel the first vessel to enter or leave the waters, she appearing as an armed merchantmen, cleared from Galveston. I have been told that she departed and the Cutter, we suppose, agreeably to orders, is attending her out of her limits.

1817 Aug. 12 A Cutter named ACTIVE at New York, took possession of Ship MARGARET.

Capture of a Ship fitted out as a Pirate by the Revenue Cutter ACTIVE, Captain Henry Cahoon, outside New York.

1817 Aug. 12 The Ship MARGARET which sailed on Sunday, August 10, for Amelia Island with a number of persons on

ACTIVE 1816 - 1825

board, supposed to be going out for the purpose of joining the pirates, was brought back by the Revenue Cutter ACTIVE, Captain Cahoon, and anchored yesterday morning in the Bay. The Cutter fired several shots at the MARGARET before she hove to. It is said that she has also munitions of war on board. (From New York Gazette, New York Evening Post, August 12, 1817).

The Revenue Cutter ACTIVE, Captain Alexander Beard, ordered to seize a South American Privateer in the Chesapeake Bay.

1818 Jan. 24 Collector at Baltimore to Secretary of the Treasury: Information was given to this office yesterday that a South American Privateer was in the Bay below, which had recruited a number of men in this place, who were conveyed last evening in a coasting vessel to the cruiser. Though my inquiries could not immediately ascertain at what point the vessel lay, nor obtain her name, nor those of her agents here, if any, yet orders were immediately issued to the commander of the Cutter ACTIVE, if he could get her through the ice, to proceed to the Patuxent River in search of the privateer, to seize her if in his power, and to arrest and detain any vessels that were found transporting men to her, or aiding in giving her additional force or equipment. From some accidental intelligence derived from persons attending the office, the vessel appears to be a well-armed Brig, called the REGENT, and lying in the Patuxent River about 70 miles below.

Seizure of the INDIA LIBRE, suspected of piracy by the Revenue Cutter ACTIVE, Captain Alexander Beard, in the Chesapeake Bay.

1818 July 18 Baltimore. The Revenue Cutter ACTIVE, came up this morning having in charge the Venezuelan Brig INDIA LIBRE, found lurking in the Bay. It is reported that strong suspicion of piracy exists against her, as, when she was first boarded by the Pilots, in coming in the Bay, no officer of higher rank than the Boatswain was in command. She was seized in the Patuxent. The mystery of the vessel is fully developed in a letter from an officer on board the U. S. Ship HORNET, dated at Margarita, 17th ultimo, which says, "A fine Brig mounting 10 guns called the INDIA LIBRE mutinied, cut her cables and put to sea, having first put her officers ashore". (New York Evening Post, July 20, 1818).

1818 Sept. 17 Took possession of a Portugese Ship.

Seizure of the Privateer HORNET by the Revenue Cutter ACTIVE, Captain Alexander Beard, and her escape in the Chesapeake Bay.

1818 Dec. 21 This vessel (the HORNET) came in and applied for permission to make repairs, take in water and provisions, etc. A survey of her situation was had and her armament, stores, landed and deposited under the care of an officer of inspection, except the powder, which by municipal regulations must go to the magazine. After receiving all the privileges of our neutrality and the last examination to ascertain that no addition of force was given to the vessel, she was cleared and dropped down to the mouth of the river. After the application above alluded to there appeared no ground for the Collector to go to a detention of the vessel; yet as the clamors of spite and idleness are continually sounding, and

to prevent foreign insinuations against the disposition of our Government and officers, the Cutter here was ordered to look for the vessel and a search directed through the harbor, in a consequence of a wrong name being given and the vessel reported as being present. The Cutter went down and put an officer on board with directions to return to the harbor, and stood for a pilot boat, which was boarded and found to be proceeding for the HORNET, with two guns, shot and baggage. She was arrested and brought up. Since writing the above we are informed that the crew of the HORNET have proceeded with the vessel down the Bay, instead of coming up here, leaving her clearance and papers which I had taken again, as well as the Captain and others behind; taking the pilot and the officer of our Cutter along with them, upon which no comments need to be made.

1819 Jan. 2 A vessel called the HORNET, fitted out at Baltimore being suspected as intended for a privateer, and having left the port without the usual formalities, the Revenue Cutter was sent after her, and took possession of her whilst yet in the Patapsco, and the Lieutenant of the Cutter was left in charge to bring her under the guns of Fort McHenry, as soon as the winds favored. The next morning after that, the 19th ultimo, says the account, a fine breeze blowing from the Northwest, the Buenos Ayrean Brig PUERRYDON came down the river and passing near the HORNET, the officers and crew of the latter gave three cheers, which being answered from the Brig, 1st Lieutenant of the HORNET, in defiance of the orders and remonstrances of Lieutenant Marshall (of the Cutter) got the schooner under way and proceeded down after the PUERRYDON, her crew manifesting their cheerful compliance with the orders of the Lieutenant by answering them with three cheers. As they proceeded to sea, Lieutenant Marshall attempted to speak a vessel, but was seized and carried below. Finally the pirates released him at the Capes. On information of this outrage reaching Norfolk, some bustle was made to arrest the HORNET, but before anything could be done she had effected her escape. The HORNET is called a Chilean Privateer, her Captain's name is Ozores Orne; Beaty, 1st Lieutenant; Lake, 2nd Lieutenant; Smith, 3rd Lieutenant. Mr. Marshall says she has not a commission of any kind. (Niles Weekly Register, January 2, 1819, page 362).

Seizure of the Piratical Brig IRRESISTIBLE in the Chesapeake by Revenue Cutter ACTIVE,  
Captain John Marshall.

1819 Apr. 16 Baltimore. On the 14th instant, a South American cruiser named VENEZUELA, Don Henriques Child, Commander, arrived here and reported herself as a Government Brig of War. It appears by the verbal accounts given me that this vessel was formerly a Spanish Brig of War, captured by the IRRESISTIBLE, a Patriot Brig, and that at the moment when both were prepared to join in an expedition under Brion at Margarita, the crew of the latter vessel being on shore with but a small guard on board, the crew of another vessel there took the opportunity to migrate from their own vessel, substituted themselves for the crew of the IRRESISTIBLE and went off to sea in her. (Collector of Customs in Baltimore to the Secretary of the Treasury).

ACTIVE 1816 - 1825

1819 Apr. 25 It will be recollected that the crew of this vessel, the IRRESISTIBLE, while she was lying in Margarita, rose upon their officers and made their escape, to do business on their own account. Glutted with plunder, or weary of piracy, they brought the privateer into Chesapeake Bay about a week since and anchored off New Point Comfort. They all landed except one or two persons, to make their escape. The Revenue Cutter was dispatched down the Bay and has returned with the IRRESISTIBLE and 22 men of the mutineers in irons, who were seized on the neighboring shore. It is expected that many more will be arrested at Norfolk. Since their departure from Margarita, these unfortunate men seem to have acted the part of complete pirates. Among the vessels robbed by them, we learn, was the SUPERIOR of Baltimore, hence to New Orleans with passengers, several of them ladies, who were treated most rudely. It is also said that they plundered a French and English ship. (Niles Weekly Register, May 15, 1819).  
NOTE: The New York Evening Post publishes substantially the same account, with the additional information that the crew of the IRRESISTIBLE, when she left Margarita numbered 118.

1819 May 14 Baltimore. It is most likely the representations you have received of Captain Child's language respecting the Brig IRRESISTIBLE, seized in the Patuxent by the SURVEYOR of that district have been the loose sayings, and reports of sayings, between him and others, with no correct understanding on either side. Childs, who commanded the vessel reported to you on the 16th ultimo, the VENEZUELA was employed by Daniels (who had, in expectation of finding the stolen vessel formerly under his, Daniels, command, in some port of the United States, directed her, the VENEZUELA, to cruise in the Chesapeake) to go down and assist in getting possession of the IRRESISTIBLE. I neither knew this nor gave any authority to Childs on the subject, but what had been written to Daniels may have given some occasion for the reports you mention. The latter person applied to me on Saturday morning with the information of the vessel having arrived somewhere below, and begged to know what should be done in the case. He was informed that the Cutter would be dispatched to effect every purpose necessary for the objects of our law and Government. The Cutter was ordered to proceed to execute the business. Mr. Marshall, 1st officer who commanded her, was ordered to take in everything and proceed as fast as possible. He departed on Sunday morning. In the meantime, Daniels, having hired a vessel, sent a number of men, who, finding the Brig abandoned, though with notice to the SURVEYOR of having boarded her, took possession and came out with a deputed Inspector from that office. Our Cutter arriving seized the seamen on board, or in other vessels or on shore, agreeably to my orders, put them in irons, and came up the Bay with the Brig, without dispossessing the person employed by the office at Nottingham, or doing anything more than securing the vessel and prisoners, noticing Childs and his men in no other way, than to let them assist in bringing the Brig into port. As he (Marshall) had but six men and about 20 prisoners, he could do no more. (Collector at Baltimore to the Secretary of the Treasury).

Unsuccessful pursuit of a Privateer down the Chesapeake by the Revenue Cutter ACTIVE,  
Captain John A. Webster.

1823 Mar. 26 It is proper to inform you that the Columbian cruiser GENERAL PAIZ, Commander Chase, (who had been in

ACTIVE 1816 - 1825

port repairing), has been suddenly carried off from this port, without declaration or clearance. The vessel remained dismantled until last week. Preparations were made so secretly and expeditiously that the officers of the Cutter had hardly started to bring up the information, before the privateer was under way with full sail running down the river. He reached the Capes and went to sea, being followed in vain by the Cutter, I am informed by the United States Brig SPARK, which at my request had been dispatched in pursuit. The Captain and first officer of the Cutter were both confined to their beds by sickness, at that time. The second officer, Mr. Philip Marshall, with great zeal and activity, got under way and pursued the fugitives to the Capes agreeably to his orders, notwithstanding the boisterous season. (Collector of Customs at Baltimore to Secretary of the Treasury).

OFFICERS

ACTIVE 1866 - 1875

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Repts.	Date of Order	Date of Ack.	
Captain	Hall, H. D.	1869 May 7		1871 Apr. 15		Dismissed.
Captain	Amazeen, Joseph	1871 Apr. 21		1873 Mar. 31	Apr. 19	
1st Lieut.	Irish, Joseph	1870 Dec. 3		1872 Jan. 15		
2nd Lieut.	Williams, Geo. S.	1870 Jan. 5		1872 Jan. 5		
3rd Lieut.	Simms, J. M.	1870 Apr. 30		1872 Jan. 15		
1st Lieut.	Pease, C. W.	1870 - -		1871 Apr. 15		
1st Lieut.	Rosse, J. M.	1872 Jan. 1		Order not carried out.		
2nd Lieut.	Melchert, A. T.	1872 Jan. 5		Order revoked January 9, 1872		
1st Lieut.	Healy, M. A.	1872 Jan. 8		1874 July 13		
3rd Lieut.	Orcutt, W. K.	1872 Jan. 9		1872 Nov. 9		
2nd Lieut.	Shoemaker, C. F.	1872 Mar. 13		1875 May 15		
Captain	Selden, Jas. M.	1873 Mar. 31	Apr. 19	1874 Dec. 8	Dec. 12	
2nd Lieut.	Howison, John W.	1873 Apr. 4	May 20	1875 Apr. 13	To take effect Apr. 15.	
1st Lieut.	Simmons, W. S.	1874 July 31	Aug. 6	1874 Dec. 19	Dec. 24	
1st Lieut.	Pease, C. W.	1874 Dec. 19	Dec. 24	1875 Apr. 14	Apr. 15	

ACTIVE 1866 - 1875

1866	Oct.	24	Proposal of J. W. Lynn at Philadelphia for building two cutters ACTIVE and RESOLUTE for \$18,500 each accepted. May 10, 1867, name referred to as ACTIVE. June 19, 1867, her arrival at New Bedford reported.
1875	Apr.	2	Ordered to take everything on board and proceed to New York. April 7th, sailed; arrived April 10th.
1875	Apr.	13	Crew to be discharged; to take effect the 15th instant. Two ship-keepers retained; carried into effect 4
1875	Apr.	14	Board appointed to appraise vessel, etc. Vessel \$5,000; equipment \$1,459.90.
1875	May	13	Advertised to be sold at Staten Island, New York. Sold vessel for \$5,250; equipment \$268.50. Sale confirmed May 14, 1875.



POLK 1844 - 1854

- 1844 Dec. 4 Contract entered into with J. R. Anderson at Richmond, Virginia, for the construction of an iron side wheel steamer of a tonnage of about 400. Superintended by Captain H. D. Hunter. Reported ready for sea early in 1847.
- 1846 Dec. 3 The President of the United States has given his sanction to the temporary use of the Revenue Steamer POLK to cooperate with the Navy in the Gulf of Mexico, and especially in such movements as you may deem advisable upon the Coast of the Mexican Isthmus and elsewhere. This important measure having received your approval, the Steamer POLK will be placed under your orders as Secretary of the Navy. (Secretary of the Treasury to Secretary of the Navy).
- 1847 Jan. 7 The Revenue Steamer POLK will not be in readiness for sea for sometime to come. I request that the GEORGE M. BIBB, now at New Orleans may be substituted for the former vessel. (Secretary of the Navy to Secretary of the Treasury).
- 1847 Jan. 11 At Norfolk, Virginia, officers placed waiting orders.
- 1847 Jan. 13 The POLK placed at the disposal of the Navy Department.  
NOTE: For further data on the Mexican War see FORWARD 1841-1865, pages 98-104.
- 1847 Mar. 12 Norfolk. I report the arrival of the Revenue Steamer POLK at this place. (Captain Hunter to Secretary of the Treasury).
- 1847 Mar. 14 Captain Hunter reports having transferred the POLK to Lieutenant W. S. Ogden of the Navy. (Transfer was evidently made on March 12).
- 1847 Apr. 5 On the 31st ultimo I stood out to sea - leaked badly - anchored at Ocracoke Inlet in the p. m. of the 1st instant. Got under way on the morning of the 4th. I arrived Norfolk safely this day at 12:30. (Lieutenant W. S. Ogden to Secretary of the Navy).
- 1847 Apr. 22 After an ineffectual effort to reach the Gulf of Mexico, Lieutenant Commander Ogden, in the Revenue Steamer POLK, found it necessary to return to Norfolk. This Department having no further use for the Steamer POLK, will turn her over to such officer as you may direct to receive her. (Secretary of the Navy to Secretary of the Treasury ).
- 1847 May 3 To be returned to the Treasury Department. Arrived at the Brooklyn Navy Yard about May 15th. From the fall of 1847 to fall of 1848, she was in the vicinity of New York in charge of a Mr. McCartney who was experimenting with a new gun. She was taken to Cold Springs, New York, in the fall of 1848, and was there transformed into a Bark under the superintendence of Captain Howard, who was superseded by Captain C. Jones about June 13, 1849.
- 1850 Feb. 27 Ordered to San Francisco.
- 1850 Apr. 5 Sailed from New York for San Francisco.
- 1850 Sept. 17 Her arrival at San Francisco reported.
- 1854 Dec. 29 Sold at San Francisco for \$3,350.

WASHINGTON 1833 - 1837

1833 Jan. 19 Ordered to Mobile. Recently built at New York. May 14th, at Mobile.  
1834 Oct. 13 To be stationed at Key West, Florida.  
1835 Mar. 21 Ordered to Charleston for repairs.  
1835 Apr. 13 Will leave Key West for Charleston tomorrow.  
1835 May 26 Returned to Key West on the 20th instant.  
1836 Jan. 6 Placed under control of Naval authorities in connection with Seminole War.

NOTE: For further data see JACKSON 1832-1865, page 83.

The WASHINGTON, Commanded by Captain E. Jones and Captain Robert Day. Key West.

Commanding Officer, Revenue Cutter WASHINGTON,  
Key West, Florida.

Treasury Department,  
January 6, 1836.

Sir: By direction of the President, the Revenue Cutter WASHINGTON, under your command, is placed under the orders of the Secretary of the Navy; accordingly until otherwise directed, you will obey such orders as you may receive from the Navy Department.

Levi Woodbury,  
Secretary of the Treasury.

Commanding Officer, Revenue Cutter WASHINGTON,  
Key West, Florida.

Navy Department,  
January 9, 1836.

Sir: Enclosed is a letter from the Secretary of the Treasury placing you under the orders of this Department. The object of this arrangement is that you may cooperate with Brig. General Clinch in the removal of the Seminole Indians. You will repair immediately to Tampa Bay and report yourself to General Clinch for such duty as he may assign you. Should you meet with the Commander of the West India Squadron you will report yourself to him and show him this order and obey his instructions.

M. Dickerson,  
Secretary of the Navy.

NOTE: The following information was secured from the Journal of the WASHINGTON.

1836 Jan. 20 At St. Marks. Will sail immediately for Charlotte Harbor via Tampa Bay.  
1836 Jan. 25 In Tampa Bay. Landed at 5 p. m. at Fort Brook, 2 twelve pounder guns with powder and shot sufficient for 35 rounds, at the particular instance of Major Belton, Commander of the post, and Lieutenants Childs and Clark, with 10 seamen, with the object of cooperating with the troops in the event of an attack from the Indians, which has been hourly expected for some weeks past.  
1836 Jan. 26 The citizens having been ordered from the barracks and vicinity of Tampa in anticipation of an expected attack, took refuge on the Shipping in the harbor. At their request for protection from the Cutter, the fleet was requested to anchor in close order around the Cutter.  
1836 Jan. 27 The Cutter lying with springs to her anchors and fully prepared for action.

WASHINGTON 1833 - 1837

1836 Feb. 1 Guns, men and officers, returned on board.

Captain E. Jones,  
Commanding Revenue Cutter WASHINGTON.

Fort Brook, Florida,  
February 4, 1836.

Sir: Ordered to make reconnoissance of Charlotte Harbor. I take this occasion to express the sense of obligation your liberal and prompt conduct has excited. Your early supply of part of your command, and other effective cooperation, I am well pleased to acknowledge.

T. S. Belton,  
Captain Artillery, Commanding.

NOTE: The U. S. Sloop VANDALIA was in port but seems to have been inactive.

1836 Feb. 5 Got underway.

1836 Feb. 8 Anchored in Charlotte Harbor. Sent out an expedition consisting of 13 men and 2 boats to examine the Island of Sanibel, where it is supposed the Indians had placed their women and children. The expedition was in command of Lieutenant C. B. Childs.

1836 Feb. 8 Landed at 8 a. m. and took possession of Sanibel, finding all the houses deserted. At 3 p. m., saw 3 canoes close to opposite shore with 10 men, whether Indians or not could not discover. Sent Martin Lopez to Estero Bay for a six pound gun. Lopez returned with the gun and reported that appearances indicated that 30 Indians had been encamped at Estero Bay, though not recently.

1836 Feb. 10 Landed at 8 a. m. Ascertained that the canoes seen yesterday were fisherman in the employ of a friendly Spaniard.

1836 Feb. 11 Returned to the Cutter at Meridian.

1836 Feb. 13 Reached Tampa Bay in the morning. At 12:30 p. m., we heard several great guns on the land apparently abreast of us, we being about 3 miles from the beach of the southeast side of the Bay, say 28 miles from Fort Brook. Shortly after saw two canoes full of Indians, who appeared to be retreating from the scene of action. We gave chase to them and fired a 12 pounder at them loaded with round shot, at the same time our gig, crew and Lieutenant Martin in pursuit of them. At 1:30, came to anchor and dispatched all our boats and officers, except Lieutenant Clarke, who was left in charge of the Cutter. The canoes hove to, after having been fired on several times. They proved to be friendly Indians belonging to Captain Bunces Rancho. Let them pass and returned to Cutter.

1836 Feb. 19 Arrived at Key West from Tampa Bay.

Secretary of the Treasury.

U. S. R. Cutter WASHINGTON,  
Key West, Florida,  
February 20, 1836.

Sir: Your letter of 6th ultimo was handed me last evening immediately on my return from cantonment -

WASHINGTON 1833 - 1837

Brook. I have been cooperating since January 11th, having half of my battery and crew on shore at Fort Brook a part of the time and have rendered such other service as the emergency of the case required. I shall sail again for Tampa Bay as soon as I can effect some necessary repairs.

Ezekiel Jones,  
Captain, U. S. R. M.

Thos. T. Webb, Esq.,  
Commanding U.S.S. VANDALIA.

U.S.R. Cutter WASHINGTON  
Tampa Bay, March 18, 1836.

Sir: In compliance with your orders of the 16th instant directing me to reconnoitre an Indian encampment, in the neighborhood of the Manatee River, I have the honor to inform you that I landed the same evening within one and one-half miles of the spot where the Indians were supposed to be encamped. Our force numbered 25 men, including Lieutenant Smith from your ship; Dr. N---, and the seamen from the VANDALIA. It was nearly dark before we arrived on the spot where Mr. Johnson saw the camp the day before. We strictly examined the ground and the adjacent wood, but could not discover either Indians or cattle, but we saw indications of a recent encampment. We examined the woods until 7 in the evening; at 8 we arrived on board. Yesterday morning we again landed our whole force and commenced into the woods taking a southerly direction. After passing the pound that we visited the day before, we fell in with Indian and cattle trails of a recent date, all of which evidently tending in the direction of Sarasota. Having an Indian guide with us we concluded to march on and did so until we found ourselves ten miles in the interior of the woods; men and officers being completely jaded down, we deemed it prudent to commence our retreat to the Cutter. We arrived on board at 5 p. m. In both these excursions we had competent Indian guides from Captain Bunces' Rancho.

Captain E. Jones, Commanding.

Captain Thos T. Webb,  
Commanding U.S. Ship VANDALIA.

Headquarters, Fort Brook,  
March 21, 1836.

Sir: In a communication received from Major General Scott, dated March 13, 1836, he instructs me in case the hostiles should attempt to pass my flank by going down Pease River in boats, to request you to dispatch the Revenue Cutters on the station, together with such boats as they can afford, to Charlotte Harbor with orders to take such position on those waters and so blockade the rivers of that country as to cut off most effectually all retreat to or communication with the glades of the South.

Wm. Lindsay, Col. Second Art. Commanding.

1836 Mar. 21 There is necessity of one of the Cutters (WASHINGTON or DALLAS) being dispatched to St. Josephs Bay,

WASHINGTON 1833 - 1837

Costa Island or Mullett Key, for the purpose of cutting off the Indians retreat at either of those places and request that you will give immediate instructions to carry this object into effect. (Colonel Lindsay to Captain Webb of the U.S.S. VANDALIA).

Captain Thos. T. Webb,  
Commanding U.S.S. VANDALIA.

U.S. Cutter WASHINGTON,  
Tampa Bay, Florida,  
April 1, 1836.

Sir: Agreeably to your orders dated the 13th, 14th and 16th ultimo, I have to inform you (in addition to my report of the 18th ultimo) that I have strictly examined St. Josephs Bay, Costa Islands, Mullett Key and sundry other places in and about Tampa Bay. I have also examined Charlotte Harbor and Bay together with the Islands, Keys and Inlets in that vicinity. On the 28th and 29th ultimo, Lieutenant Smith, while in charge of a boat expedition, fell in with an Indian encampment at the mouth of the Miakka River, situated about 30 miles from the mouth of said Bay. Mr. Smith reports having counted 22 Indians in one body and at the same time saw Indian fires in various directions. He had two friendly Indians with him acting as guides whom he prevailed upon to land and invite a parley. On their landing they were met by three of the hostile band, who presented their rifles at the guides. The guides could not obtain any information respecting the other fires or the number of Indians in the vicinity.

Captain E. Jones, U.S.R.M.

- 1836 Apr. 2 I had embraced in the instructions to the commander of the Revenue Cutter WASHINGTON, the Bay of St. Josephs, Costas and Mullett Key. Captain Jones having but ten men and no small arms that could be relied on, I had ordered Lieutenant Smith, U.S.N., with 15 men and 20 muskets on board the WASHINGTON to assist on that service. I deem it necessary to dispatch the WASHINGTON to Pensacola, Florida, for the purpose of receiving your instructions relative to obtaining for her a supply of men and small arms. (Captain Webb, Commanding the VANDALIA, to Commodore Dallas, Commanding West India Squadron).
- 1836 Apr. 12 Their cutters (WASHINGTON, DALLAS and DEXTER) prompt and ready cooperation 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. (Report of Captain Webb of the VANDALIA to Commodore Dallas).
- 1836 Apr. 29 I did not receive your written instructions dated January 9th last, in relation to the employment of the Revenue Cutters until yesterday. (Commodore Dallas to the Secretary of the Navy).
- 1836 May 11 In pursuance of your orders of the 8th instant, I proceeded to Sarasota. On my arrival I found two Spaniards, a few Indian women and children, perhaps twenty in all, they being a part of Coldie's people in advance of the rest, as they stated, about 20 miles. (Report of Lieutenant C. B. Childs of the WASHINGTON to Captain Jones of the same vessel).  
These people were fleeing from the hostile Indians and Lieutenant Childs took them to the Cutter.

WASHINGTON 1833 - 1837

- 1836 May 12 Agreeably to your instructions of the 7th instant, I sailed on the morning of the 8th for Sarasota, but was compelled to anchor at the mouth of the Bay, from which anchorage I dispatched a boat expedition, the result of which will be found in Lieutenant Childs' report, herewith enclosed. (Captain Jones of the Cutter WASHINGTON to Captain Mix of the CONCORD, Naval, which vessel relieved the VANDALIA in Tampa Bay).
- 1836 May 18 The WASHINGTON had arrived at Pensacola prior to this date.
- 1836 May 20 There has been no time since the Cutters have been under my direction that they have been more wanted than at this moment. The WASHINGTON sails today for Tampa Bay to join the CONCORD. (Commodore Dallas to the Secretary of the Navy).
- 1836 June 10 The Cutters WASHINGTON and DALLAS are cruising on the Coast of Florida. (Commodore Dallas to Secretary of the Navy).
- 1836 June 14 The Cutter WASHINGTON had been ordered by Captain Mix from Tampa Bay to the entrance of the Apalachicola with a detachment of sixty men under charge of Lieutenants Adams and Howard for the purpose of preventing a junction between the Creeks and Seminoles which appears to be apprehended by Governor Call. (Commodore Dallas to Secretary of the Navy).

Captain E. Jones,  
Commanding U. S. Cutter WASHINGTON.

U. S. Frigate CONSTELLATION,  
Pensacola Bay, July 8, 1836.

Sir: The company of volunteers from this place, will be ready to embark tomorrow by 8 a. m. You will receive them on board with their provisions. Transfer them to St. Marks, where you will land them. Thence proceed to Tampa Bay, deliver the communications herewith enclosed to Master Commandant Mix of the CONCORD from whom you will receive further instructions for your Government.

Commodore A. J. Dallas.

Captain E. Jones,  
Commanding U. S. Cutter WASHINGTON.

U. S. Frigate CONSTELLATION,  
July 9, 1836.

Sir: After having performed the duty required by my order of the 8th instant, if Master Commandant Mix should not deem the WASHINGTON necessary for immediate service, you will return with the WASHINGTON to her former station, Key West, and report to the Secretary of the Treasury for further instructions.

Commodore A. J. Dallas.

- 1836 July 10 Captain Jones left the vessel this morning, having relinquished the command to Lieutenant C. B. Childs. Got under way with 1 Captain, 3 Lieutenants and 57 men, volunteers on board.
- 1836 July 14 Anchored in St. Marks Harbor. Directed to await dispatches from Governor Call for Master Commandant Mix of the CONCORD.



WASHINGTON 1833 - 1837

1836 July 15 Got under way for Tampa Bay with dispatches.  
 1836 July 19 Came to anchor in Tampa Bay at 7:30 p. m.  
 1836 July 21 Ordered by Master Commandant Mix to aid Midshipman Bartlett in completing a survey.  
 1836 July 23 Sailed on above duty. July 28th, returned from duty.  
 1836 July 29 Captain Robert Day assumed command in obedience to Department orders of the 3rd ultimo.

U. S. Ship CONCORD,  
 Tampa Bay, August 1, 1836.

Captain Robert Day,  
 Commanding Revenue Cutter WASHINGTON.

Sir: When Lieutenant Lieb arrives here you will receive him and his command on board the WASHINGTON, and as soon as the BOSTON or any other ship arrives to relieve the CONCORD, you will proceed with them to Pensacola. In the meantime, you will afford all the protection in your power to Captain Bunce, the inhabitants at the Rancho, and to the fisheries on the Bay.

M. P. Mix.  
 U. S. Ship CONCORD,  
 Pensacola Bay, August 5, 1836.

Sir: In pursuance of your orders the CONCORD got to sea from the Navy Yard at Pensacola on the 15th April last, the Revenue Cutter WASHINGTON in company, and on the 23rd, both vessels arrived at Tampa Bay and reached the anchorage on the 3rd of May. On the 10th of May, a report having reached me that the Indians had shown themselves in some force near the Island of Sarasota, I sent Lieutenant Howard and a strong detachment in the Cutter WASHINGTON and the boats of this Ship to intercept them. He fell in with them but they proved to be friendly Indians. On the 29th of May, I sent Lieutenants Adams and Howard with a strong detachment from this Ship in the Cutter WASHINGTON to St. Marks to aid in the defense of that place against an apprehended attack by the Creek Indians. To comply more fully with your instructions of July 2nd, directing a survey of the coast from Tampa Bay to the Withlacoochee, I sent Midshipman Bartlett in the Cutter WASHINGTON on the 23rd and sailing Master McKinstry in the CONCORD'S boat to examine minutely the coast, river, inlets, bars and keys. Mr. Bartlett returned on the 28th of July. Captain Day of the Cutter WASHINGTON - I have directed to remain at Tampa Bay until the arrival of the CONCORD'S relief. (Report of Lieutenant Commandant Mix to Commodore Dallas).

1836 Aug. 19 The Cutter WASHINGTON arrived last evening at Pensacola bringing a detachment of seamen and marines under Lieutenant Lieb. (Commodore Dallas to Secretary of the Navy).  
 1836 Aug. 20 The WASHINGTON sailed from Tampa Bay on the 17th instant. Lieutenant Clarke rendered efficient aid and cooperation with me in my expedition to Indian Key. (Report of Lieutenant Lieb to Commodore Dallas).  
 1836 Oct. 2 The VANDALIA, accompanied by the Cutter WASHINGTON sailed this morning from Pensacola for Key West, Cape Florida and New River, at which points it is understood the Seminole Indians are collected to the number



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WASHINGTON 1833 - 1837  
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- of two hundred with their wives and children; the intention is to land at night, surprise and capture them. (Commodore Dallas to the Secretary of the Navy).
- 1836 Oct. 13 Key West. In obedience to your instructions of the 28th ultimo, all our force was applied in fitting out the expedition against the hostile Indians of Florida. Yesterday early in the afternoon the boats of the ship, accompanied by the U. S. Cutter WASHINGTON, left the harbor in fine style. Our force consisting of 152, including officers. (Lieut. Cmdt. Crabb, Commanding Naval force at Key West to Commodore Dallas).
- 1836 Dec. 8 At noon of the 12th October, 1836, having completed our outfit we sailed from Key West with a detachment of fifty seamen under Lieutenant William Smith, navy, Midshipmen Woodhull, Brown, Alexander and Hunter and 95 marines, under Lieutenant Waldron and Second Lieutenant McNeill of the Marine Corps, in six boats and two schooner boats, and the Revenue Cutter WASHINGTON, commanded by Captain Day. During the progress of the expedition, the WASHINGTON was sent to Tampa Bay arriving there November 4, for provisions, and returning rejoined the party at Cape Sable, November 15. On the 2nd of December, we made sail for the South and after a cruise of more than a thousand miles upon the Coast of Florida, arrived safely at Key West on the 8th of December. To Captain Day and Lieutenants Childs and Clarke and Mr. Johnson of the Revenue Cutter WASHINGTON I would tender my thanks for their zealous cooperation in the expedition. (L. M. Powell, Lt., to Thos. Crabb, Commanding U. S. S. VANDALIA).
- 1836 Dec. 23 Fell in with the Cutter WASHINGTON in the harbor, Tampa Bay. Her commander reported that the party under Lieutenant Powell, after examining the coast from New River around Cape Sable to Charlotte Harbor, and penetrating 15 miles into the Everglades, found no Indians. Lieutenant Powell and those under his command are entitled to much credit for their perseverance and exertions under circumstances of privation and exposure for such a length of time in open boats. (Commodore Dallas to Secretary of Navy).
- 1837 Apr. 8 Having no further service of importance for the Revenue Cutter WASHINGTON, and she requiring many articles to fit her for cruising, I have directed her commanding officer, Captain Day, to proceed to his former station, Key West, and report to the Secretary of the Treasury. (Commodore Dallas to Secretary of the Navy).
- Collectors Office, Key West,  
 April 27, 1837.
- The WASHINGTON is released by Commodore Dallas for the purpose of having extensive repairs made on her. She was ordered to Norfolk for that purpose.
- 1837 May 22 Ordered to Baltimore for repairs.
- 1837 June 7 Her sale by Collector at Mobile authorized.
- 1837 June 26 Net proceeds of sale \$1,935.75.

MORRILL 1889 - 1928

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 Built by the Pusey and Jones Company of Wilmington, Delaware, under contract dated December 26, 1888.  
 Cost \$72,600.

1889 Oct. 10 Ordered to be placed in commission.

1889 Oct. 19 Ordered to Charleston, S. C., for duty. November 4th, sailed; arrived November 6th. Cruising grounds from Georgetown to Beaufort.

1892 Nov. 19 Ordered to Norfolk for Duty. December 10th, arrived.

1893 July 15 Ordered back to Charleston. July 22nd, sailed; arrived the 24th.

1895 Apr. 15 Ordered to Key West, Florida, for temporary duty, during absence of Steamer McLANE. April 17th, sailed for Charleston; arrived June 20th.

1895 July 13 Cruising grounds from Southport, N. C., to Beaufort, S. C.

1895 July 19 Assigned to temporary duty on Coast of Florida, with headquarters at Cedar Keys. Cruising grounds from Cedar Keys to Tampa. August 5th, arrived at Tampa. August 6th, arrived at Cedar Keys.

1895 Aug. 13 Headquarters changed temporarily to Tampa, Florida.

1896 Aug. 29 Ordered to Wilmington, N. C. September 19th, arrived at Wilmington.

1896 Oct. 22 Exchange Station with Steamer COLFAX upon arrival at Charleston. October 27th, exchange made.

1896 Nov. 23 Winter cruising orders - cruising grounds from Cape Lookout, N. C., to Charleston, S. C.

1896 Dec. 5 Arrived at Charleston, S. C., for the purpose of docking.

1896 Dec. 24 Arrived at Wilmington, N. C. December 26th, sailed for Southport, N. C.

1897 May 10 To tow CHASE to Southport; arrived at Charleston. May 12th, arrived at Southport with CHASE at 8 p. m.

1897 May 12 Proceeded to Wilmington, arriving at that place May 12th.

1897 Nov. 20 Winter cruising orders sent. Cruising grounds same as last year.

1898 Mar. 26 Ordered to Norfolk April 1st; March 29th, sailed; March 31st, arrived.

1898 Mar. 24 Ordered to cooperate with the Navy. August 17th, returned to Treasury Department by Executive Order.

1898 Sept. 21 Ordered to Cramps Ship Yard, Philadelphia, Pa. September 28th, arrived.

1898 Oct. 22 Ordered to Milwaukee, Wisconsin. October 27th, sailed; arrived December 3rd.

1898 Dec. 13 To be laid up at Milwaukee, Wisconsin.

1898 Dec. 21 Two launches of vessel stored at Sault Ste. Marie, Michigan.

1899 June 7 Ordered to Milwaukee during Carnival from June 27th to 30th.

1899 Dec. 6 Sailed for Milwaukee. Ordered to be placed out of commission upon receipt of letter.

1900 Apr. 13 Ordered to be at Chicago on May 1, 1900.

1900 Apr. 20 Ordered to be placed in commission. April 25th, placed in commission.

1900 June 1 Ordered to Two Rivers, Wisconsin, on June 9, 1900.

1900 July 26 Ordered to Chicago. August 25th, arrived. November 22nd, stowed Patrol Launch No. #1, in Knap's Ware House, Sault Ste. Marie, Michigan.

MORRILL 1889 - 1928

1900	Dec.	12	Laid up at Milwaukee, Wisconsin.
1901	Nov.	27	Ordered to be laid up at Milwaukee on December 11th.
1901	Dec.	11	Placed out of commission at Milwaukee. Ordered to be at Muskegon, Michigan, on May 30, 1902.
1902	July	18	Ordered to be at Superior on 27th instant.
1902	Dec.	11	Ordered to be placed out of commission. December 20th, placed out of commission at Milwaukee.
1903	Mar.	30	Ordered to be at Chicago on May 30, 1903.
1903	Apr.	13	Ordered to be placed in commission at Milwaukee on April 15th.
1903	June	7	Ordered to return to regular station and resume duty.
1903	Nov.	6	Ordered to Cleveland, Ohio, for 3 or 4 days duty.
1903	Dec.	7	Ordered to be placed out of commission. December 22nd, placed out of commission.
1904	May	4	Ordered to be placed in commission at receipt of letter.
1904	May	9	Sailed for Sault Ste. Marie, Michigan. Entered upon season's work.
1904	Aug.	5	Ordered to Chicago on 13th instant, to take charge of and superintend race course of regatta.
1904	Aug.	22	Received thanks for efficient services at regatta at Chicago for Sir T. J. Lipton Cup.
1904	Nov.	28	Commanding officer directed to place vessel out of commission and lay her up for the winter on November 30, 1904, at Detroit, Michigan.
1904	Nov.	29	Go to encampment tomorrow, lay up launches, next day leave river and arrive Detroit December 2nd.
1905	June	24	Captain T. D. Walker directed to place vessel in commission on July 1, 1905.
1905	July	1	Placed in commission by Captain T. D. Walker.
1905	July	21	Ordered to proceed to Sault Ste. Marie, so as to arrive 31st instant, to participate in celebration of 50th anniversary of opening of Sault Ste. Marie Canal on August 2nd and 3rd.
1905	July	30	Arrived at Sault Ste. Marie. August 6th, returned to Detroit, Michigan.
1905	Aug.	15	Arrived at Toledo, Ohio. August 16th, arrived at Cleveland, Ohio. August 19th, arrived at Buffalo.
1905	Aug.	23	Arrived at Sandusky, Ohio.
1905	Sept.	5	Ordered to enforce rules at regatta, Detroit, 5th to 9th instants.
1905	Nov.	28	C.O. directed on 30th instant to place MORRILL out of commission and lay her up.
1905	Dec.	1	Placed out of commission.
1906	June	22	Captain T. D. Walker directed to fill up complement on July 1, and place vessel in commission. Cruising grounds from Niagara Falls through Lakes Erie, St. Clair and Huron, to Straits of Mackinac.
1906	July	10	Ready for cruise, will start up Lake Huron, Thursday, 12th.
1906	Oct.	3	Arrived at Erie, Pa. (Special service).
1906	Nov.	28	Place MORRILL out of commission. November 30th, placed out of commission.
1907	May	1	Cruising grounds - Niagara Falls through Lakes Erie, St. Clair and Huron, to the Straits of Mackinac.
1907	June	25	Placed in commission at noon. Left for Port Huron one o'clock.

MORRILL 1889 - 1928

1907	Nov.	16	Lay vessel up at Detroit at close of season. December 17th, placed out of commission.
1908	June	3	Placed in commission at 12:00 meridian.
1908	Nov.	25	Place vessel out of commission when services can be spared. December 10th, placed out of commission.
1909	June	1	Placed in commission. June 3rd, proceed to Cleveland, Ohio.
1909	June	9	Have command at Detroit on July 5, for regatta and then proceed to Toledo for U.S. Military Tournament.
1909	June	19	Have command at Erie, Pa., on 24th instant. December 10th, placed out of commission.
1910	Apr.	7	To be placed in commission as soon as practicable. May 16th, placed in commission.
1910	Nov.	26	To be placed out of commission when services can be spared. December 8th, placed out of commission.
1911	July	3	In commission. December 9th, out of commission. May 1, 1912, in commission.
1912	June		To patrol course of Naval parades and water fetes at Detroit on July 22, 1912.
1912	June	4	To Water Carnival and Naval Review at Chicago, August 10 - 17, 1912.
1912	June	25	To patrol course at Oswegatchie Yacht Club, Ogdensburg, New York, July 4, 1912.
1912	June	25	To patrol course Inter-Lake Yachting Association at Put-In-Bay on July 15 - 19, 1912.
1912	July	3	Permission to stop at Toronto, Canada, on return from Ogdensburg granted.
1912	Aug.	15	Remain at Chicago until August 20, 1912.
1912	Sept.	10	Patrol Buffalo Motor Boat Club, Niagara River, September 12, 13 and 14, 1912.
1912	Oct.	12	Be in Detroit, October 14 - 23 for bids on repairs.
1912	Oct.	14	Participate in ceremonies at Livingston Channel Opening, October 19, 1912.
1912	Oct.	25	Proceed to South Baltimore, Maryland, for repairs.
1912	Nov.	4	Sails for South Baltimore. November 10th, arrived at Montreal. December 2nd, arrived at Depot.
1912	Dec.	6	Placed out of commission. Department order of December 5, 1912.
1913	Apr.	2	Place MORRILL in commission on April 20, 1913. April 20th, placed in commission at Depot, South Baltimore.
1913	Apr.	24	Proceed to Detroit, Michigan, when in readiness. April 26th, left Depot.
1913	Apr.	28	On Marine Railway, Booze Brothers, Baltimore, Maryland, until 29th.
1913	May	1	To convey Dr. McLaughlin U.S.P.H.S., to waters of lower Detroit River and Lake Erie, after June 1st, for purpose of investigation of water.
1913	May	2	Returned to Depot. May 7th, left Depot. May 12th, arrived at Tompkinsville. May 20th, left Portland.
1913	May	23	Arrived at Halifax. May 29th, arrived at Quebec. May 31st, arrived at Montreal.
1913	June	5	Arrived at Detroit, Michigan.
1913	June	5	To be at Put-In-Bay during periods July 30 - August 2 and August 17 - 24.
1913	June	18	Perry Victory Centennial. June 21st, letter fixing complement after July 1, 1913.
1913	July	4	At Put-In-Bay for Centennial celebration. July 6th, Erie, Pa.
1913	July	28	Toledo, Ohio, regatta. August 3rd, Detroit, Michigan. September 4-5, Motor Island. September 3, Buffalo.
1913	Sept.	8	Sandusky, Ohio. September 10th, Put-In-Bay. September 12th, Detroit.
1913	Nov.	11	To continue cruising actively until further advised by Department. Do not install heaters.

MORRILL 1889 - 1928

1913 Dec. 26 Ordered to be placed out of commission.

1914 Jan. 2 Placed out of commission at Detroit, Michigan.

1914 Mar. 17 Cruising complement authorized April 10, 1914, directed to place in commission as soon as practicable.

1914 Apr. 15 Placed in commission at noon.

1914 July 1 To patrol course of Inter-Lake Yachting Association, Put-In-Bay, July 12 - 18, 1914.

1914 Aug. 5 To observe neutrality laws.

1914 Aug. 10 To patrol regatta at Buffalo, Motor Boat Club, Niagara River near Buffalo on September 3 - 4 - 5, and to detail officer to take charge of course. Old Club regatta at St. Clair Flats, Michigan, on Sept. 5.

1914 Aug. 25 August 31 - September 1, G.A.R. Encampment, Detroit; fire salute.

1914 Dec. 14 Ordered to be placed out of commission. December 20th, placed out of commission.

1915 Mar. 24 Complement authorized - fill by April 10th, place in commission as soon as practicable.

1915 Apr. 24 Placed in commission.

1915 June 29 To Put-In-Bay, Ohio. July 18th, to patrol Inter-Lake Yachting Association regatta.

1915 Aug. 21 To patrol Old Club regatta, St. Clair Flats on September 4, 1915.

1915 Aug. 28 Lewis Cass Celebration, participated.

1916 Apr. 24 Placed in commission.

1916 May 10 To patrol regatta of Inter-Lake Yachting Association, off Put-In-Bay, Ohio, July 16 - 21, 1916.

1916 June 10 To patrol regatta of Detroit Power Boat Association, Detroit, on September 2, 4, 5 and 6, 1916.

1916 June 17 To assist in Preparedness Parade at Bay City, Michigan, June 21, 1916.

1916 July 25 To patrol regatta of Thousand Island Yacht Club, Alexandria Bay, New York, August 15 and 17, 1916.

1916 Dec. 14 Placed out of commission.

1917 Apr. 6 Temporarily transferred to the Navy. April 12, 1917, placed in commission.

1917 Nov. 10 Sailed for Ogdensburg. November 16th, sailed for Montreal. November 18th, left Montreal.

1917 Nov. 18 Arrived at Quebec. November 20th, left Quebec for Charlottetown. November 22, arrived Gaspe Bay.

1917 Nov. 25 Left for Charlottetown; arrived November 28, 1917.

1917 Nov. 30 Left for Portland, Maine. December 18th, left for Boston.

1917 Dec. 19 Arrived at Tunnenburg, Nova Scotia. December 26th, left Shelburne.

1918 Jan. 2 Arrived at Westport, Nova Scotia. January 7th, arrived at Winter Harbor, Maine.

1918 Jan. 10 Arrived at Portland, Maine. January 18th, left Portland for Boston. January 19th, arrived Gloucester.

1918 Jan. 20 Arrived at Boston. January 26th, arrived at Provincetown. January 30th, left Provincetown.

1918 Jan. 30 Arrived at New London. February 2nd, left New London. February 7th, arrived at Baltimore.

1918 Feb. 14 Arrived at Depot. April 14th, arrived at Depot for repairs.

1918 Apr. 14 Left Depot at 12:50 p. m., repairs completed.

1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.

1920 Oct. 11 Assigned to Lakes Division. May 9, 1921, placed in full commission.



MORRILL 1889 - 1928

1921	Dec.	21	Placed in winter quarters in reduced commission at the City Dock, foot of Bates Street, Detroit.
1922	Apr.	21	Shifted from Bates Street mooring to drydock. May 8th, left drydock.
1922	July	15	Put-In-Bay, Ohio, patrolling regatta until 22nd. July 22nd, at Detroit.
1922	Aug.	6	East Tawas, patrolling regatta until 12th, then returned to Detroit.
1922	Sept.	16	Patrolling regatta at St. Clair.
1922	Oct.	12	At Detroit patrolling regatta until October 18th. December 15th, placed out of commission.
1923	Jan.	1	Permanent station at Detroit, Michigan. (Reduced commission).
1923	May	3	Moved to River Rouge Drydock - returned ship's dock on May 11, 1923.
1923	June	4	Placed in full commission at 9 a. m.
1923	July	14	Put-In-Bay, patrol regatta until 21st. July 21st, arrived at Detroit.
1923	Aug.	29	Detroit Yacht Club, patrol regatta, completed September 4, 1923. September 15, Lake St. Clair, regatta.
1923	Dec.	15	Placed in reduced commission at Detroit. April 25, 1924, placed in full commission at noon.
1924	June	21	Patrolled Detroit Boat Club regatta at Detroit.
1924	July	3	Patrolled regatta at Port Huron Yacht Club, Port Huron, until July 6th.
1924	July	15	Patrolled regatta Inter-Lake Yachting Association, Put-In-Bay, until July 18th.
1924	Aug.	9	Patrolled regatta 5th Annual Water Carnival, Detroit.
1924	Dec.	20	Placed in reduced commission at Detroit. April 3, 1925, placed in full commission at Detroit.
1925	Sept.	2	Detached Lakes Division. Assigned Eastern Division. December 8th, arrived at Boston, Mass.
1928	Aug.	29	Ordered to Depot. September 14th, left Boston for Depot for repairs.
1928	Oct.	19	Placed out of commission at Depot at 2 p. m.
1928	Dec.	12	Sold for \$7100 to Antonio Di Domenico, 11 Stone Street, New York City.

OFFICERS

MORRILL 1889 - 1928

		ASSIGNED		DETACHED		
RANK	: NAME	: Date of Order	: Date of Reptg.	: Date of Order	: Date of Ack.	: R E M A R K S
2nd A. Engr.	: O'Donovan, J. M.	: 1889 Oct. 4	:	: 1890 June 19	:	:
Chf. Engr.	: Dalley, J. R.	: 1889 Oct.	:	:	:	:
2nd Lieut.	: Emery, Howard	: 1889 Oct. 7	:	:	:	:
2nd Lieut.	: Rhodes, J. U.	: 1889 Oct. 19	:	:	:	:
Captain	: Lay, T. W.	: 1889 Oct.	:	: 1889 Nov. 18	:	:
2nd Lieut.	: Little, J. H.	: 1889 Nov. 18	:	: 1890 May 20	:	:
1st Lieut.	: Baldwin, W. S.	: 1889 Aug. 2	:	:	:	:

DALLAS 1816 - 1821

- 1816 ----- Built in New York. Stationed at Savannah.
- 1817 Nov. 19 Convoyed into Savannah, a slaver with 137 slaves on board and captured by the U. S. Brig SARANAC.
- 1818 June 17 Captured privateer YOUNG SPARTAN and her prize la PASTORA.  
Seizure of Pirate with her Prize off Port Royal by the Revenue Cutter DALLAS,  
Captain John Jackson.
- 1818 June 22 Savannah. On Wednesday last (June 17) information reached this place that a ship and schooner were hovering off the harbor of Port Royal for several days. Suspicion was awakened, and Captain Jackson of the Revenue Cutter, immediately dispatched two boats in command of Lieutenant Hubbard to ascertain what vessels they were. They proved to be the Patroit privateer YOUNG SPARTAN, with her prize the PASTORA from Caronne for Havana. The ship was captured about 18 days ago, has in a full cargo of boxes and bale goods. The Captain and crew of the PASTORA were put in an open boat at sea and sent adrift. Part of the cargo of the prize had been smuggled on shore before Lieutenant Hubbard boarded her. He took possession of the ship and privateer, together with a small sloop called the FIREFLY of Beaufort that had aided in carrying the goods ashore. The Captain and the crew of the privateer, at their own request, were placed in the privateers boats and permitted to depart. The ship, privateer and sloop were brought up to town Saturday morning. (Charleston Courier, June 24, 1818).
- 1818 June 23 Through the vigilance of the officers of the Revenue Cutter DALLAS, many of the goods that were smuggled from the PASTORA, now in our harbor, have been found and taken possession of. The Captain of the YOUNG SPARTAN and many of his crew have also been taken and lodged in jail. They have committed offences that can only be expiated by making their exits on the gallows. (New York Evening Post, July 3, 1818).
- 1818 June 30 Savannah Republican. In addition to what we mentioned in our last relative to the privateer YOUNG SPARTAN, we now state that the real name of her commander is Clintock and not Barnes as was supposed. He confesses having boarded the Schooner COLONEL GEORGE ARMISTEAD, Captain Gatechair, belonging to Baltimore, but denies that he ever sanctioned the outrages committed upon the vessel by the crew of the privateer, neither does he justify the killing of the Spanish Captain. (New York Evening Post, July 10, 1818).
- 1818 July 2 Savannah. It is stated by one of the crew of the YOUNG SPARTAN, who is now confined in Beaufort jail, that a quantity of the very goods taken and landed from the PASTORA, together with a number of cases of Holland gin, that had been plundered from a Dutch ship from Amsterdam, bound to Havana, by the YOUNG SPARTAN, have been sent to Charleston. (New York Evening Post, July 11, 1818).
- 1818 July 11 Seized and libelled privateer CERONY.  
Seizure of a Privateer CERONY by the Revenue Cutter DALLAS, Captain John Jackson, Savannah.
- 1818 July 11 Savannah. The Venezuelan Privateer CERONY alias FELIX, which arrived at this port a few days ago has been seized and libelled for having violated the neutrality laws passed by Congress at its last



DALLAS 1816 - 1821

- session. (New York Evening Post, July 24, 1818).
- 1819 Dec. 22 Savannah. Ralph Clintock, Captain of the YOUNG SPARTAN, was yesterday convicted of piracy. The testimony developed a scene of infamy calculated to excite the horror and indignation of every individual present. (New York Semi-Weekly Post, January 4, 1820).  
NOTE: It appears from the above and other sources that instead of sending the Captain and crew of the PASTORA to sea in an open boat, the Captain at least was murdered by those on board of the YOUNG SPARTAN.
- 1819 - - - Seized a vessel laden with lumber unlawfully cut from the public lands in east Florida.
- 1820 July 8 Captured Patroit Brig of war GENERAL RAMIREZ.  
Capture of the Brig GENERAL RAMIREZ, loaded with slaves off St. Augustine, by the Revenue Cutter DALLAS, Captain John Jackson.
- 1820 July 8 Savannah Republican. On the 28th ultimo, while the Cutter DALLAS was lying in the St. Mary's River, Captain Jackson, received information that the Frig of war GENERAL RAMIREZ, supposed to be a piratical vessel was hovering off St. Augustine. The Cutter forthwith got under way in pursuit of the Brig having first obtained 12 United States soldiers from Fernandina to strengthen the Cutter's force. At half past three the next day, she hailed the Brig and received for answer, "This is the Patroit Brig GENERAL RAMIREZ----." Captain Jackson finding a number of blacks on board took possession of the vessel and brought her into St. Mary's, arriving on the 1st instant. Captain Jackson found on the Brig about 280 African slaves. The Captain and crew, 28 in number, acknowledged themselves Americans. Captain John Smith of Baltimore, 1st officer, calls himself Floyd. (N. Y. Semi-Weekly Post, July 19, 1820).
- 1820 July 24 The Patroit Brig GENERAL RAMIREZ has been captured off the coast of Savannah by the Cutter DALLAS. This vessel is a prize to a privateer, and had on board 280 slaves, mounted 10 guns and was manned by 28 men. She did not have any papers, the purpose of her commander, was no doubt, to smuggle the slaves ashore. Her crew have been deposited in jail. This is the vessel by which young Coppinger, son of the Governor of St. Augustine, was taken from an American vessel. (Niles Weekly Register, July 24, 1820).
- 1820 Aug. 12 John Smith, Captain of the privateer GENERAL RAMIREZ, recently captured by the Revenue Cutter DALLAS, having been brought before Judge Davis on a writ of habeas corpus, was remanded to prison. (New York Semi-Weekly Post, August 26, 1820).
- 1821 Dec. - Sold at Savannah, Georgia.

MAGOTHY 1916 - 1920

- Built in 1895 at West Bay City, Michigan. Overall length 100'2"; depth 5'9"; draft 7'7"; diameter of cylinders 9 1/8", 14" and 23"; gross tonnage 83.
- 1916 May - Transferred from Public Health Service.
- 1916 July 1 Unassigned as of this date.
- 1920 June 22 Sold to Charles A. Jording, 419 East Cross Street, Baltimore, Maryland, for \$485.

DALLAS 1824 - 1836 (Formerly VIGILANT)

1824 July 14 Contract entered into at Baltimore with Andrew Flannigan for a new cutter.  
1824 Nov. 8 Ready for ballast. November 13th, named VIGILANT.  
1826 July 21 VIGILANT returned from conveying lighthouse keeper to his station at Dry Tortugas.  
1830 Jan. 28 The New Bern Collector was informed that the DALLAS was placed under his superintendence. This was the VIGILANT whose name was changed to DALLAS about this time.  
1830 Sept. 10 Ordered to be sold at New Bern. Had lost all her rigging in a gale. This order seems to have been revoked, as she was not sold, but was repaired at New Bern.  
1834 June 27 Ordered to Baltimore from New Bern for repairs.  
1834 July 20 Her arrival at Baltimore from New Bern reported.  
1834 Aug. 13 To be repaired under superintendence of Captain Green. Cost of repairs at Baltimore \$5,400.  
1835 Aug. 29 To New Orleans to take place of the INGHAM. To sail for New Orleans October 1st.  
1835 Oct. 6 To remain at Baltimore.  
1835 Nov. 9 To New Orleans. This order was so modified as to leave it discretionary with the officers of the two vessels, whether the CAMPBELL or DALLAS should go to New Orleans.  
1836 Jan. 1 Her arrival at New Orleans reported.  
1836 Jan. 11 Ordered by the Collector to St. Marks, Florida, to aid in protecting whites against Indian depredations.

NOTE: For further data see ANDREW JACKSON 1832-1865, page 83, May 8, 1836.

The DALLAS, Commanded by Captain F. Green, New Orleans.

The Hon. Levi Woodbury,  
Secretary of the Treasury.

Collectors Office,  
January 11, 1836.

Sir: In consequence of information received last night from Florida of the attacks now being made by the Seminole Indians upon the defenceless inhabitants of the Sea Coast in that territory as well as the defeat and destruction of a detachment of the United States Army, said to be about 120 men under command of Captain Dade, the whole of which detachment is said to have been cruelly butchered, with a strong appeal made to me by the Collector at St. Marks in two letters dated 28th and 29th ultimo, I have ordered the Cutter DALLAS, now in this port, to proceed forthwith to the port of St. Marks, and there report himself to the Collector for any services that may be required.

Jas. W. Breedlove.

Captain F. Green, Esq.,  
Commanding Revenue Cutter DALLAS.

Collectors Office, New Orleans,  
January 11, 1836.

Sir: You will proceed with the Cutter DALLAS, under your command, with all possible dispatch to the port of St. Marks, Florida, and there report yourself to the Collector of Customs and render such

DALLAS 1824 - 1836 (Formerly VIGILANT)

services as he may require in defence of that part, or any other part of the coast of Florida, now threatened with attack by the Seminole Indians. When the Collector can dispense with the services of your vessel, you will return to the mouth of the river and report yourself to this office for further instructions.

Jas. W. Breedlove,  
Collector.

NOTE: The following information was secured from the Journal of the DALLAS.

- 1836 Jan. 15 Sailed from Belize. January 24th, arrived at Tampa, Florida.
- 1836 Jan. 31 Received on board Mrs. Farley, widow of one of the troopers killed by the Indians during their attack on the troops of Major Dade's command, for passage to St. Marks. Also Lieutenant Casey of the United States Army and 3 Indian Chiefs with their interpreters.
- 1836 Feb. 11 Anchored at St. Marks.
- 1836 Feb. 24 At St. Marks. At half past nine discharge of musketry and an alarm on shore of Indians attacking the village. Went to quarters and dispatched Lieutenant Beaufort with a boat and six men to assist. They found the guard Brig deserted, having no ammunition on board. Lieutenant Beaufort supplied her, took charge of her and remained on board all night, by order of Captain Green.
- 1836 Mar. 6 Made a trip to Tampa Bay and returned to St. Marks the 15th of March.
- 1836 Mar. 18 Lieutenant Beaufort and six men in the whale boat, sailed for Tampa Bay with dispatches for General Scott.
- NOTE: For further data see WASHINGTON 1833-1837, pages 131 and 132, March 21, 1836.
- 1836 Mar. 23 Left St. Marks for Tampa Bay with Majors McCall and Armstrong on board.
- 1836 Mar. 24 Arrived at Tampa Bay. Dispatches had not yet arrived.
- 1836 Mar. 31 Received orders to proceed to Charlotte Harbor and put to sea.
- 1836 Apr. 3 Came to in Charlotte Harbor at 7 p. m. At 10 p. m. sent Lieutenant Beaufort and 8 men out to ascertain the position of Lieutenant Powell (of the Army) and his men.
- 1836 Apr. 4 At 8:30 a. m. Lieutenant Beaufort returned and reported that on the preceding night, a party of Indians, 15 in number, had burned the house of the Collector, was speedily compelled to fly with Indians in pursuit of him. At 6:30 p. m. sent a boat ashore with Lieutenant Beaufort and 9 men equipped with small arms to assist in defending the place of rendezvous. At midnight several discharges of musketry being heard toward the shore, a boat and 13 men, armed, were sent to assist Lieutenant Powell and his men. The party returned with the information that the alarm was occasioned by the attempted landing of an Indian fisherman.
- 1836 Apr. 5 At 5 p. m. joined by Lieutenant Powell (U. S. Army) with his boats and their crews, we proceeded up the bay for the purpose of surprising an Indian town on the River Miakka. Having run up 12 miles, came to anchor at midnight.
- 1836 Apr. 6 At 1 a. m. left the Cutter with all the boats and 74 men, and reached their forces at 7 a. m. Sent

DALLAS 1824 - 1836 (Formerly VIGILANT)

- an advance party with orders to proceed toward the Rancho. Found it deserted, but the fire still burning, with other circumstances rendering evident that their departure had been late and sudden. After having examined all the neighboring swamps and other places of concealment, returned to the boats, and at 12 noon made sail for the Cutter.
- 1836 Apr. 9 Returned to Tampa Bay.
- 1836 Apr. 12 The prompt and ready cooperation of the WASHINGTON, DALLAS and DEXTER 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. (Report of Captain Webb of the VANDALIA to Commodore Dallas).
- 1836 Apr. 13 Returned to Charlotte Harbor with General Smith on board, also Captain Ross of the Marine Corps and two transports with troops.
- 1836 Apr. 18 Troops marched up Miakka River. At 7 a. m. Captain Green and Lieutenant Gatewood proceeded up the river with all the boats and canoes, 17 men from the DALLAS and a number of men attached to the VANDALIA, Naval.
- 1836 Apr. 19 At daylight saw boats up the river and shortly afterwards several discharges of musketry from the hammack. A party of troops supposing the boats had been attacked by the Indians marched to their assistance. Lieutenant Beaufort and six men proceeded to the spot, but saw no Indians nor boats.
- 1836 Apr. 24 At 6 p. m. the boats with the troops returned to the Cutter.
- 1836 Apr. 27 Arrived at Tampa Bay.
- 1836 Apr. 29 I did not receive your written instructions dated January 9th, in relation to the employment of the Revenue Cutters until yesterday. (Commodore Dallas to Secretary of the Navy).
- 1836 May 1 Sailed from Tampa Bay for New Orleans.

Collectors Office, New Orleans, La.,  
May 17, 1836.

Honorable Levi Woodbury,  
Secretary of the Treasury.

Sir: The Revenue Cutter DALLAS, having returned from Tampa and St. Marks, will now resume her regular station and be kept actively employed.

Jas. W. Breedlove,  
Collector.

- 1836 June 27 Placed under orders of the Navy Department in connection with the difficulties between Mexico and Texas.
- 1836 Sept. 21 Lost in attempting to cross the bar at Tampico.

EWING 1841 - 1852

- 1841 Feb. 19 Her construction at Baltimore authorized. To be superintended by Captain J. A. Webster.
- 1841 June 19 Named EWING by Captain Webster. Commanded by Captain Gay Moore.
- 1841 Oct. 1 To New York there to exchange officers and crew with the WOLCOTT.
- 1845 Jan. 7 From New York to New London. Officers and crew previously transferred to the SPENCER.
- 1846 May 16 Ordered South to cooperate in war with Mexico.  
NOTE: For further data see FORWARD 1841 - 1865, pages 98-104.
- 1846 May 16 Take on board a full supply of ammunition and stores and proceed immediately to sea and by the most direct route reach the parallel of Cape Hatteras. Open the enclosed sealed letter and be governed by its instructions. (Secretary of the Treasury to Captain Moore).
- 1846 May 16 Shape the course of the EWING so as to reach the mouth of the Mississippi River by the most direct route. Report to the Collector of Customs at New Orleans your readiness to receive on board supplies or men for the Army in Texas. If your services are not immediately required, proceed to Corpus Christi Inlet, or as near the Army as possible, report to the officer in charge and place yourself under his instructions until further orders from this Department.
- 1846 May 23 Should you have failed in procuring additional force, you will depart notwithstanding, as plenty of men can be obtained at your place of destination. (Secretary of the Treasury to Captain Moore).
- 1846 May 25 The U. S. Schooner EWING sailed for the parallel of Hatteras at 3 p. m. (Collector at New London to Secretary of the Treasury).
- 1846 June 18 Southwest Pass. I have to report my arrival at this place after a passage of 22 days. (Captain Moore to Secretary of the Treasury).
- 1846 Aug. 9 I have a full expectation of leaving tomorrow morning for the Brazos. We have in company the EWING, FORWARD, VAN BUREN and LEGARE, all ready for sea. I have hoisted my flag on the EWING. (Captain Webster to Secretary of the Treasury).
- 1846 Aug. 16 Anchored off Brazos.
- 1846 Sept. 2 Captain Webster went on board the VAN BUREN, having ordered this vessel to Belize for provisions, etc. Got under way. (Journal of the EWING).
- 1846 Sept. 9 I report the arrival of this vessel at this place (Southwest Pass) for sails, provisions, etc., having carried Captain Webster as far as Soto de la Marino. (Captain Moore to Secretary of the Treasury).
- 1846 Dec. 1 You will repair with the EWING to New Orleans and hold the vessel in readiness to render prompt obedience to orders which may be given by this Department. (She was at New Orleans at this date). (Secretary of the Treasury to Captain Moore).
- 1846 Dec. 10 Lieutenant Hunter, with important dispatches from Washington for the Gulf Squadron, arrived here this morning. I immediately issued an order for the EWING to sail, and at 11 a. m. she had crossed the bar. (Captain Winslow Foster, Commanding Squadron to Secretary of the Treasury).
- 1846 Dec. 15 Made the shipping off Tampico at 10 a. m.

EWING 1841 - 1852

- 1846 Dec. 16 Received from General Gates, Commanding at Tampico, an order to take position one mile below the town, to protect the lower road, as the Mexicans were about to attack the place.
- 1846 Dec. 18 Relieved from the above duty.
- 1846 Dec. 18 You will repair with the EWING to New Orleans where you will remain, holding the vessel in readiness to obey special instructions which you will receive from this Department. (Secretary of the Treasury to Commanding Officer of the EWING).
- 1846 Dec. 20 Sailed for the Mississippi River.
- 1846 Dec. 28 Arrived at Northeast Pass and ran aground. (Journal of the EWING).
- 1847 Jan. 4 The Revenue Schooner EWING arrived at New Orleans. (Captain Foster to Secretary of the Treasury).
- 1847 Jan. 30 The EWING is nearly ready and will be dispatched in a few days on a cruise in the Gulf as far as Vera Cruz.
- 1847 Mar. 25 Agreeable to instructions issued to me by Captain Foster, February 8th, I sailed from Northeast Pass on the 13th ultimo for Tampico - was compelled to bear up to Southwest Pass to repair damages sustained in a gale on the 15th; sailed thence on the 22nd, arrived off Tampico on the 28th, reported my arrival to General Patterson, commanding at that place. On being notified that my services were not required at that place, I proceeded to Anton Lizardo. I reported my arrival to General Scott in person, and respectfully awaited his instructions. At the same time I made known to Commodore Conner my readiness to execute any requisition for the good of the service. We were notified that the services of the vessel would be required, and up to the time of leaving the anchorage we were actively engaged in executing the orders of General Scott. On the 15th instant I received an order from General Scott to proceed to New Orleans to deliver dispatches and letters, and then to return with all mail to New Orleans for the Army. I arrived at Southwest Pass this day.  
(Captain Moore to Secretary of the Treasury).
- 1847 Mar. 25 Southwest Pass. In consequence of special instructions having been received by Captain Foster, commanding the Revenue vessels in the Gulf of Mexico to detain them at this place, I shall be unable to comply with that portion of your letter requiring my return to Vera Cruz. (Captain Moore to Gen. Scott).  
NOTE: The same to Commodore Conner.
- 1847 Apr. 1 I shall proceed up the river with the EWING for the purpose of complying with your orders to retain all the vessels at the City of New Orleans, subject to the special orders of the Department. (Captain Foster to Secretary of the Treasury).
- 1847 Apr. 15 You will proceed to New York with the Revenue Schooner EWING. (Secretary of Treasury to Capt. Moore).
- 1847 Apr. 28 Sailed from Southwest Pass. (Journal of the EWING).
- 1847 June 14 Reports arrival of the EWING at New York. (Captain Moore to Secretary of the Treasury).
- 1848 Oct. 26 To be transferred to Coast Survey in lieu of the GALLATIN; to exchange officers and crew with GALLATIN.
- 1848 Oct. 31 Previously repaired at a cost of \$1048.37.
- 1852 Apr. 30 Temporarily in Revenue Cutter Service at San Francisco. No further record.



CALUMET 1894 - In commission 1 January, 1934.

Built at Buffalo by David Bell and his Sureties, under contract dated October 27, 1892, for \$38,500.

1894 Oct. 17 Ordered to Chicago and assigned to duty in harbor of Chicago.

1894 Oct. 18 Completed and accepted. October 24th, left Buffalo. November 15th, arrived at Chicago.

1894 Nov. 23 To be placed out of commission. Carried into effect November 30th.

1895 Apr. 10 To be placed in commission on April 16, 1895.

1895 Nov. 26 To be placed out of commission at such time subsequent to November 30th, as may be advisable.

1896 Apr. 29 To be placed in commission on receipt of Departmental letter.

1896 Nov. 24 To be placed in winter quarters. December 23rd, vessel laid up.

1897 Apr. 27 To be placed in commission upon receipt of letter. April 29th, placed in commission.

1897 June 25 To be at Chicago on July 22, 1897, to take part in unveiling of Logan Monument.

1897 July 13 Permission granted to visit Harbor of St. Joseph, Michigan, when necessary.

1897 Dec. 8 To be placed in winter quarters when C.O. thinks advisable.

1897 Dec. 21 Placed out of commission and laid up at Rush St. Bridge.

1898 Mar. 24 Ordered to cooperate with the Navy.

1898 Mar. 28 Ordered to Cleveland, Ohio. April 6th, sailed. April 16th, arrived.

1898 Apr. 18 Ordered to Ogdensburg, New York, and on April 27, orders amended; to proceed to New York City upon departure from Ogdensburg. April 30th, arrived at Ogdensburg.

1898 Apr. 30 Ordered to Eastport, Maine, direct. Above order modified.

1898 May 4 Ordered to Eastport, Maine, and Boston, Mass. Sailed May 4th. May 5th, arrived at Montreal.

1898 May 6 Sailed from Montreal; arrived Quebec. May 8th, sailed. May 12th, arrived Halifax, Nova Scotia.

1898 May 16 Arrived at Eastport, Maine. May 20th, arrived at Boston and reported at Navy Yard.

1898 Aug. 26 Ordered to New York. August 30th, arrived.

Returned to Treasury Department by Executive Order of August 17, 1898.

1906 Dec. 29 Be in readiness to proceed to Tompkins Cove on morning of 5th, and tow hull of #14 to Tompkinsville.

1907 June 18 Proceed to New London, Conn., for regatta on June 27th, and North Beach on June 29th.

1908 June 17 Detailed for duty at Harvard - Yale regatta, New London, Conn.

1916 Oct. 5 Left New York. October 9th, arrived at Depot.

1917 Apr. 6 Temporarily transferred to the Navy.

1917 Sept. 3 Left Depot. September 6th, arrived at New York.

1919 Aug. 28 Coast Guard returned to the jurisdiction of Treasury Department by Executive Order.

1921 Nov. 21 CALUMET ordered from New York to Philadelphia to tow CHATTAHOOCHEE, from Philadelphia to South Baltimore, Maryland. Upon reaching that port to be put out of commission.

1921 Dec. 12 Arrived at Coast Guard Depot. December 17th, placed out of commission at 10 a. m.

1922 July 17 Placed in commission at Depot. July 18th, left Depot.

1923 Jan. 1 Permanent station at New York, New York.

1930 May 8 Ordered to Depot for repairs; arrived June 11th; left Depot for New York on September 25, 1930.



WILKES 1926 - In commission 1 January, 1934.

1926	Mar.	25	Taken over at Philadelphia Navy Yard. (Formerly Navy Destroyer).
1926	May	22	Ordered to Boston, Mass.
1926	June	5	Order of May 22nd, amended. Assigned to Division Four, New London, Conn.
1926	Aug.	23	Placed in commission at 12 noon.
1927	Oct.	24	Authorized to be transferred to Division 1, Destroyer Force.
1928	Mar.	31	Ordered to return to New London.
1929	Feb.	4	Left New London for Charleston for target practice. February 6th, arrived at Charleston.
1929	Mar.	6	Left Charleston for New London. March 8th, arrived at New London.
1930	Feb.	6	Left New London for St. Petersburg for target practice. February 12th, arrived at St. Petersburg.
1930	Mar.	16	Returned to New London.
1931	Jan.	31	Left New London for St. Petersburg, Florida, for target practice.
1931	Feb.	6	Arrived at St. Petersburg. February 15th, left St. Petersburg. March 19th, arrived at New London.
1931	Apr.	16	Left New London for Boston. New permanent station. April 17th, arrived at Boston, Mass.
1932	Mar.	21	Left Boston for St. Petersburg for target practice. March 26th, arrived at St. Petersburg.
1932	Apr.	26	Left St. Petersburg for Boston. April 30th, arrived at Boston.
1933	May	22	(P-601) Headquarters' letter to Eastern Area authorized permanent change of station to New York.
1933	June	6	Arrived and reported for duty in accordance with the foregoing.
1933	Sept.	7	<u>Discontinued target practice at Hampton Roads, Virginia, and left for Key West, Florida, arriving September 9, 1933, for duty with Navy.</u>
1933	Sept.	24	Left Key West for Matanzas, Cuba, arriving on September 25, 1933.
1933	Oct.	2	Left Matanzas, Cuba, for Key West, Florida, arriving October 2, 1933.
1933	Oct.	10	Left Key West for Havana, Cuba, arriving same date.
1933	Oct.	18	Left Havana, Cuba, for Key West arriving same date.
1933	Nov.	6	<u>Released from duty with Navy.</u> Headquarters dispatch to Commander, Destroyer Squadron, directs return to Eastern Area for duty with that Area.
1933	Nov.	6	Left Key West. November 9th, arrived at Stapleton, New York.

WILLIAM AIKEN 1855 - 1858 (Formerly ECLIPSE)

1855	May	23	Pilot boat ECLIPSE bought of Hugh Vincent at Charleston, S. C., for \$4,500.
1855	June	1	To be known as the Cutter WILLIAM AIKEN.
1855	June	13	Estimated cost of repairs necessary \$1,250.
1858	July	3	Estimated cost of repairs necessary \$4,055. Surrendered to authorities of South Carolina by Captain N. L. Coste, her commander.

OFFICERS		GEO. S. BOUTWELL		1873 - 1907		
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Captain	: Chase, Chas. F.	: 1873 Oct. 21	: )To take effect	: 1874 July 1	: July 9	:
1st.Lieut.	: Randolph, Wm. B.	: 1873 Oct. 21	: )upon acceptance	: 1873 Nov. 24	: Dec. 8	:
3rd.Lieut.	: Rhodes, Jno. W.	: 1873 Oct. 21	: )of vessel.	: 1873 Nov. 24	: Dec. 2	:
2nd.Lieut.	: Hall, David A.	: 1873 Oct. 29	:	: 1873 Nov. 24	: Dec. 2	:
Chf.Engr.	: Rielly, Jos. L.	: 1873 Oct. 29	: Nov. 1	: Died at Quitman September 21, 1877.		
2nd.A.Engr.	: Schwartz, Ed. G.	: 1873 Oct. 29	: Oct. 31	: 1873 Nov. 24	: Dec. 2	:
2nd.A.Engr.	: Warren, W. H.	: 1873 Oct. 6	: Nov. 8	: 1873 Nov. 24	: Nov. 28	:
1st.Lieut.	: Randolph, Wm. B.	: 1874 Apr. 17	: Apr. 28	: 1875 Oct. 9	: Order revoked Oct. 21, 1875.	
2nd.A.Engr.	: Schwartz, Ed. G.	: 1874 Apr. 18	: Apr. 23	: 1877 Jan. 25	:	:
2nd.Lieut.	: Hall, David A.	: 1874 Apr. 21	: By May 1, 1874	: 1874 Aug. 4	: Aug. 6	:
3rd.Lieut.	: Rhodes, Jno. W.	: 1874 May 7	: By May 18, 1874	: 1874 July 28	:	:
Captain	: Treadway, T.	: 1874 July 1	: July 8	: 1877 Oct. 23	:	:
2nd.Lieut.	: McConnell, Geo. E.	: 1874 July 11	: July 17	: 1876 Dec. 27	:	:
1st.A.Engr.	: Tupper, J. T.	: 1874 July 22	: Aug. 1	: 1880 Apr. 26	: May 1	:
2nd.Lieut.	: Brian, C. T.	: 1874 July 28	: July 31	: 1877 Dec. 1	: Dec. 3	:
1st.Lieut.	: Phillips, M. I.	: 1875 Oct. 9	: Revoked Oct. 11, 1875			:
1st.Lieut.	: Macintire, B. F.	: 1875 Oct. 11	: Revoked Oct. 21, 1875			:
1st.Lieut.	: Randolph, W. B.	: 1874 Apr. 17	:	: 1877 July 31	:	:
3rd.Lieut.	: Howard, Sam'l.	: 1877 Feb. 14	: Feb. 22	: 1880 May 17	: May 21	:
2nd.Lieut.	: Bateman, A. E.	: 1876 Dec. 11	: Dismissed the Service.			:
2nd.Lieut.	: McConnell, Geo. E.	: 1877 July 31	: Dec. 27	: 1877 Dec. 21	: Dec. 27	:
Captain	: Simmons, W. S.	: 1877 Oct. 17	: Nov. 4	: 1880 May 1	:	:
2nd.Lieut.	: Bateman, A. E.	: 1877 Nov. 3	: Nov. 12	: 1880 Mar. 9	:	:
2nd.A.Engr.	: Angell, C. F.	: 1877 Nov. 12	: Nov. 19	: 1878 Apr. 2	:	:
1st.Lieut.	: Moore, Jas. B.	: 1877 Dec. 17	: Dec. 28	: 1880 May 10	: May 17	:
Chf.Engr.	: Satterlee, C. A.	: 1876 Mar. 11	: Order revoked March 15, 1878.			:
Chf.Engr.	: Kelly, Dan'l. F.	: 1878 Mar. 15	: Mar. 28	: 1880 Nov. 18	:	:
2nd.A.Engr.	: Foote, C. H.	: 1878 July 27	: Aug. 1	: 1880 Feb. 20	: Feb. 23	:
2nd.A.Engr.	: Goodwin, C. M.	: 1880 Apr. 15	: Apr. 23	: 1882 Aug. 12	:	:
1st.A.Engr.	: Hoyt, Alfred	: 1880 Apr. 20	: Apr. 26	: 1882 July 6	: July 11	:
3rd.Lieut.	: Lockwood, J. A.	: 1880 Apr. 26	: May 4	: 1880 Sept. 18	: To take effect Oct. 1st.	
Captain	: Randolph, W. B.	: 1880 May 3	: May 17	: 1883 May 14	: May 23	:

OFFICERS		GEO. S. BOUTWELL 1873 - 1907				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
2nd.Lieut.	Wadsworth, F. G. F.	1880 Apr. 17	May 8	1880 Nov. 30	Dec. 13	
2nd.Lieut.	Brian, Chas. T.	1880 Nov. 1	Nov. 22	1882 July 29		
1st.Lieut.	Clark, Robt. M.	1880 Nov. 5	Nov. 21	1882 May 12	May 18	
2nd.Lieut.	Little, John H.	1880 Dec. 1	Jan. 11	1882 Mar. 28		
Chf.Engr.	Wheeler, W. C.	1881 Mar. 28	Apr. 13	1882 Mar. 28	Apr. 3	
3rd.Lieut.	Emery, Howard	1882 Mar. 28	Apr. 4	1882 July 6	July 8	
3rd.Lieut.	Emery, Howard	1883 May 19	May 23	1885 May 28		
2nd.A.Engr.	Nash, Chas. F.	1883 May 19	May 22	1886 Apr. 15		
2nd.A.Engr.	Jack, E. A.	1883 May 26	May 30	1886 Apr. 24		
Captain	Stodder, L. N.	1883 May 24	May 25	1883 Jun. 16	Jun. 20	
3rd.Lieut.	Cantwell, J. C.	1883 May 26	Jun. 7	1883 July 10	July 14	(Temporary)
Captain	Baker, J. G.	1883 Jun. 16	Jun. 21	1885 Oct. 10	Oct. 12	
1st.Lieut.	Roberts, W. H.	1883 July 3	July 13	1884 Jun. 5	Jun. 9	
2nd.Lieut.	Brian, C. T.	1883 May		1883 Nov. 15	Nov. 21	
2nd.Lieut.	Crosley, S. M.	1883 Nov. 28	Dec. 10	1884 May 27	May 29	
2nd.Lieut.	Howard, Sam'l.	1884 Apr. 1		1887 Apr. 5		
1st.Lieut.	Brann, John	1884 Jun. 5	Jun. 24	1885 Jun. 29	Jun. 30	
Chf.Engr.	Tupper, Jas. T.	1885 Mar. 5	Mar. 28			
2nd.Lieut.	Morrissey, John Jr.	1885 Apr. 23	May 1	1887 Sept. 10		
1st.Lieut.	Gording, Geo. H.	1885 Jun. 15	July 2	1888 Apr. 16		
Captain	Simmons, W. S.	1885 Oct. 28	Nov. 11	1889 Apr. 19		
2nd.A.Engr.	Higgins, R. B.	1886 Apr. 10	Resigned July 10, 1886.			
1st.A.Engr.	Rockefeller, A. F.	1886 Apr. 20		1888 Sept. 6		
2nd.A.Engr.	Myers, W. C.	1886 Aug. 21		1890 Apr. 1		
3rd.Lieut.	Quinan, J. H.	1887 Apr. 2		1890 Apr. 1		
2nd.Lieut.	Hanks, A. F. R.	1887 Sept. 10		1887 Dec. 8		
1st.Lieut.	Howison, J. W.	1888 Apr. 16		1889 Apr. 15		
2nd.Lieut.	Reynolds, W. E.	1888 Apr. 21				
1st.A.Engr.	Beckwith, C. W.	1888 Sept. 6		1889 Jun. 18		
2nd.Lieut.	Howard, Sam'l.	1889 Apr. 15		1890 July 7		
Captain	Coulson, W. C.	1889 Apr. 19		1890 Apr. 25		
2nd.A.Engr.	Slayton, H. O.	1889 Jun. 22				

OFFICERS		GEO. S. BOUTWELL 1873 - 1907				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Lck.	REMARKS
3rd.Lieut.	Hull, J. B.	1890 Apr. 8				
2nd.A.Engr.	Maher, G. B.	1890 Apr. 30				
Captain	Mitchell, J. C.	1890 May 29				
2nd.Lieut.	Davis, J. L.	1890 July 7				

		GEO. S. BOUTWELL 1873 - 1907			
Built 1873 by David Bell, Buffalo, N. Y., Iron, Cost \$70,000.					
1873	Oct.	29	Ordered to be put in commission and proceed to New York City. Sailed Nov. 13, 1873.		
1873	Nov.	19	Arrived at Quebec. Canal frozen.		
1873	Nov.	19	Ordered back to Ogdensburg. Arrived Nov. 22.		
1874	Apr.	23	Ordered to Montreal, thence to New York. Sailed May 16. Arrived June 15.		
1874	Sept.	11	Ordered to Savannah for duty. Sailed Sept. 20. Arrived Oct. 5, 1874.		
1879	Feb.	18	Directed to make monthly cruise to Jacksonville, Florida.		
1881	Aug.	27	Driven on McQueens Island, Savannah River, by hurricane.		
1881	Sept.	19	Contract awarded to Mr. Dexter to float vessel for \$57,500. Vessel floated Oct. 20, 1881.		
1881	Sept.	17	Directed to discharge crew. Directed to ship crew, Oct. 11.		
1882	Jun.	13	Ordered to Baltimore for new boiler and general repairs. Sailed June 17. Arrived June 21, 1882.		
1882	Jun.	29	To discharge pilot and part of crew. To discharge balance of crew excepting three men, July 29.		
1882	Oct.	20	Contract entered into with Malster and Reavey of Baltimore to build new boiler and repair machinery and hull for \$17,575. Vessel turned over to contractor Oct. 30, 1882.		
1883	Jun.	4	Ordered to Savannah, Georgia, for duty. Cruising grounds from St. Helena Sound to Brunswick, Georgia, with occasional visits to Jacksonville. Sailed June 7. Arrived June 13.		
1895	July	13	Cruising grounds from Charleston, South Carolina, to Jacksonville, Fla. Vessel arrived at Jacksonville, Florida Jan. 28, 1897.		
1897	Mar.	31	Ordered to Savannah for pay and supplies and return to Jacksonville by April 5, 1897.		
1897	Apr.	8	Vessel ordered to cooperate and confer with commanding officer of the U.S.S. VESUVIUS.		
1897	May	20	Vessel ordered to cooperate with Navy, Executive Order dated April 27, 1897.		
1897	Jun.	1	Vessel ordered to return to custody of this department.		
1897	Jun.	3	Vessel ordered to return to Savannah, Georgia, and resume duty. Vessel sailed July 1, 1897, for Jacksonville, Florida for repairs.		
1897	Dec.	24	Vessel ordered to Jacksonville immediately and maintain surveillance over the DAUNTLESS.		
1898	Jan.	25	Vessel ordered to Fernandina and receive River and Harbor Commission to inspect work.		

GEO. S. BOUTWELL 1873 - 1907

1898 Feb. 9 Vessel ordered to keep steamer DAUNTLESS under surveillance.  
 1898 Feb. 24 Vessel ordered to return to Savannah.  
 1898 Mar. 24 Vessel ordered to Jacksonville, Fla.  
 1898 Apr. 16 Vessel ordered to return to Savannah. Arrived at Savannah April 17.  
 1898 Sept. 24 Vessel ordered to New Bern, North Carolina, for duty. Arrived at New Bern, North Carolina, Oct. 25.  
 1898 Oct. 6 Vessel ordered to Sapito Quarantine Station and render aid. Revoked Oct. 7.  
 1898 Nov. 8 Vessel ordered to assist in protecting U. S. property at New Bern, North Carolina.  
 1898 Nov. 23 Vessel ordered to Tybee to await arrival of MANNING with Captain Shoemaker. Vessel returned to New Bern, North Carolina, December 8.  
 1899 Feb. 18 Vessel ordered to proceed immediately, if possible, to Pea Island and communicate with L.S.S. Obtain information concerning gunning party. Cruise along shore and endeavor to rescue them. Vessel returned to New Bern, June 25, painting, etc.  
 1900 Apr. 18 Vessel ordered to Elizabeth City, North Carolina, to be docked.  
 1900 Jun. 8 Vessel ordered to Baltimore, Maryland. Sailed June 9. Arrived June 12, 1900.  
 1900 Sept. 22 Vessel ordered to Curtis Bay to overhaul.  
 1900 Oct. 9 Vessel ordered to New Bern, North Carolina, for duty. Arrived Oct. 17, 1900.  
 1906 Jun. 28 To proceed to Morehead City, North Carolina to reach there by 20th. proximo, and receive on board Governor Glenn and party for trips to such points as they may desire to visit.  
 1907 Jul. 3 Proceed to Arundel Cove, Maryland. Sails for Arundel Cove 9:00 A.M. July 7. Arrived July 11.  
 1907 Jul. 11 Transfer officers and crew over to PAKLICO and put BOUTWELL out of commission.  
 1907 Jul. 26 BOUTWELL placed out of commission.  
 1907 Oct. 23 BOUTWELL sold to Mr. Leo Kimball of Mobile, Alabama, for \$2,010.

OFFICERS

ALERT 1876 - 1896

RANK	NAME	ASSIGNED		DETACHED	
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.
2nd Lieut.	De Hart, W. C.	1877 Mar. 20	Mar. 21	1882 Aug. 30	Sept. 1
2nd Lieut.	McLellan, C. H.	1882 Aug. 30	Sept. 7	1884 Oct. 6	
2nd Lieut.	Chaytor, E. C.	1884 Oct. 6		1889 Sept. 20	
1st Lieut.	Failing, W. A.	1889 Sept. 20			

ALERT 1876 - 1896

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 Built by David Blackburn and Company of New York in 1876 and 1877. Price \$2,095.  
 1877 Mar. 20 Assigned to duty in connection with Life Saving Service Station, Toms River, New Jersey.  
 1883 Mar. 29 To be laid up on April 1, and crew discharged, excepting pilot, during absence of Lieutenant McClellan in London.  
 1884 Oct. 6 Ordered to Elizabeth City, North Carolina, for duty. Oct. 13th, sailed; arrived Oct. 30th.  
 Sold to Mr. Eber Richards, Sandy Hill, New York, for \$650. July 8, 1896, sale confirmed.

OFFICERS		GEORGE M. BIBB 1835 - 1891 (Formerly MOCASSIN)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Captain	Baker, John G.	1869 Nov. 11		1871 Sept. 15			
1st Lieut.	Woodward, M. G.	1870 Sept. 17		1871 Apr. 15			
2nd Lieut.	Tozier, D. F.	1869 May 21		1871 June 21			
3rd Lieut.	Graham, J. E.	1870 Feb. 9		1871 - -			
3rd Lieut.	Littlefield, A. D.	1871 Mar. 25		1873 May 3	May 21		
Chf. Engr.	Whitaker, F. W. H.	1871 Jan. 9		1873 May 29	June 9		
2nd A. Engr.	Churchill, A. L.	1867 June 6		1871 May 25			
2nd A. Engr.	Hedden, Ed. F.	1870 Aug. 23		1872 Nov. 16			
1st Lieut.	Healey, M. A.	1871 Sept. 19		1871 Sept. 27			
1st Lieut.	Walden, George	1871 Apr. 15		1871 Sept. 19			
Captain	Baker, J. G.	1871 Oct. 23		1872 Jan. 3			
1st Lieut.	Healey, M. A.	1871 Oct. 23		1871 Dec. 2			
2nd Lieut.	Buhner, Albert	1871 Oct. 23		1873 Apr. 22			
1st Lieut.	Irish, Joseph	1872 Jan. 15		1873 May 28	May 30		
Captain	Ritchie, David	1872 Mar. 2		1873 Dec. 4	Dec. -		
2nd A. Engr.	Jack, E. A.	1872 Nov. 16		Resignation accepted. To take effect Mar. 1, 1875. On leave at time.			
1st Lieut.	Sturges, A. L.	1873 May 3	May 21	1874 May 21	May 25		
2nd Lieut.	Clark, Robert M.	1873 Apr. 4	Aug. 5	1874 May 21	May 25		
Chf. Engr.	Leviness, Jas. F.	1873 May 29	June 19	1873 June 9			
1st Lieut.	Irish, Joseph	1873 Dec. 20	1874 Jan. 12	1874 May 28	June 7		Modified June 2.
Captain	Davis, A. B.	1874 May 28	June 7	1875 Nov. 30	Dec. 5		Telegram Dec. 1, 1875.

OFFICERS		GEORGE M. BIBB 1865 - 1891 (Formerly MOCCASIN)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
2nd Lieut.	Roath, W. D.	1874 Jun. 9	Jun. 12	1876 Jul. 15	Jul. 23		
Chf. Engr.	MacDougall, Jas. M.	1874 Jun. 18	Jun. 26	1878 Mar. 12	Mar. 17	To take effect on arrival of DEXTER.	
1st Lieut.	Smith, H. D.	1874 Jul. 8	Jul. 20	1876 Aug. 21	Promoted June 30.		
2nd A. Engr.	Loveaire, H. F.	1875 May 13	May 28	1878 Oct. 19	1879 Jan. 5		
Captain	Moore, Geo. W.	1875 Nov. 30	Dec. 6	1877 Jun. 16			
3rd Lieut.	Wild, John F.	1876 Apr. 29	May 4	1879 Apr. 2	Apr. 4		
2nd A. Engr.	Brown, Thos. B.	1876 Jun. 15	Jun. 26	1878 Apr. 6	Apr. 11		
2nd Lieut.	Euhner, A.	1876 Jul. 15	Jul. 23	1877 Nov. 23			
1st Lieut.	Blake, E. T.	1876 Aug. 21	Sept. 11	1878 May 8	1878 May		
Captain	Freeman, E. A.	1877 Jun. 16	Jun. 25	Out of Service. Suspended November 3, 1879.			
2nd Lieut.	Biondi, Eugene	1877 Dec. 12	Dec. 14	1880 May 11	May 19		
Asst. Engr.	Broadbent, A. L.	1878 Mar. 9	Mar. 25	1881 Mar. 31	Apr. 2		
1st Lieut.	Keene, L. M.	1878 May 9	May 15	1881 Mar. 31	Apr. 1		
Chf. Engr.	Collins, J. W.	1878 Oct. 14		1880 Jun. 20			
2nd A. Engr.	Pedrick, Willits	1878 Dec. 21	1879 Jan. 3	1879 Mar. 28	Mar. 29		
Chf. Engr.	Severns, Jos. A.	1879 Jan. 7	Jan. 23	1881 Mar. 31	Transferred.		
3rd Lieut.	Willetts, S. S.	1879 Mar. 29	Apr. 10	1879 Jun. 29	Resigned.		
3rd Lieut.	Wade, Ed. L.	1879 Nov. 8		1881 Mar. 31	Transferred.		
Captain	Mitchell, J. C.	1879 Nov. 29	Dec. 15	1881 Mar. 31	Transferred.		
1st A. Engr.	Hoyt, Alfred	1880 Apr. 8		1880 Apr. 20			
2nd Lieut.	Howland, W. S.	1880 Apr. 19	May 19	1881 Mar. 31	Transferred.		
2nd A. Engr.	Plumer, Geo. B.	1880 May 26		1881 May 31			
Chf. Engr.	Koogh, Stephen	1881 Mar. 31	Transfer	1881 May 24	On Reporting of Kelley.		
Chf. Engr.	Kelley, D. F.	1881 May 24	Transfer BIBB				
Captain	Shepard, L. G.	1882 Aug. 8	Aug. 9	1883 Jun. 16	Jun. 30		
1st Lieut.	Littlefield, A. D.	1882 Aug. 8	Aug. 9	1882 Oct. 27			
3rd Lieut.	Benham, Thos. W.	1882 Aug. 8	Aug. 12	1882 Dec. 2	Dec. 2		
3rd Lieut.	Centwell, J. C.	1882 Aug. 9	Aug. 12	1882 Dec. 5			
Chf. Engr.	Kelley, D. F.	1882 Aug. 8	Aug. 9	1882 Dec. 5	Dec. 14		
2nd A. Engr.	Randall, F. B.	1882 Aug. 8	Order Revoked.				
2nd A. Engr.	Kelcher, Jas. T.	1882 Aug. 19	Aug. 20	1882 Dec. 5			



----- OFFICERS ----- GEORGE M. BIBB 1865 - 1891 (Formerly MOCCASIN) -----

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
2nd A.Engr.	Owen, F. E.	1883 Apr. 16	May 21	1883 Dec. 5	Dec. 10	
1st Lieut.	Kilgore, W. F.	1883 May 10	May 16	1883 Dec. 5	Dec. 14	
2nd Lieut.	Wade, E. L.	1883 May 14		1883 Dec. 5		
3rd Lieut.	Rockwood, F. L.	1883 May 14	Never Reported. Resigned.			
3rd Lieut.	Hall, W. E. W.	1883 Jun. 30	July 7	1883 Dec. 5	Dec. 11	
Captain	Constable, D. C.	1883 Dec. 4	Dec. 8			
Chf.Engr.	Kelley, D. F.	1882 Aug. 8)	Apr. 15	1884 Dec. 1	Dec. 6	
		1884 Apr. 7)				
1st Lieut.	Barstow, Robt.	1884 May 10	May 20	1884 Dec. 1	Dec. 3	
2nd Lieut.	Wade, E. L.	1884 May 10	May 17	1884 May 29	As of that date.	
2nd Lieut.	Rhodes, J. U.	1884 Jun. 4	Jun. 10	1884 Dec. 1	Dec. 3	
3rd Lieut.	Kimball, E. F.	1884 May 13	May 16	1884 Dec. 1	Dec. 5	
2nd A.Engr.	Owen, F. E.	1884 May 10	May 17	1884 Dec. 2	Dec. 4	
Chf.Engr.	Taylor, S. T.	1885 Jan. 28	Never Reported.			
Chf.Engr.	Wheeler, W. H.	1885 Mar. 6	Jun. 12	1885 Nov. 30	Dec. 2	
1st Lieut.	Barstow, Robt.	1885 May 28	Jun. 3	1885 Nov. 30	Dec. 2	
2nd Lieut.	Ross, W. G.	1885 May 28	Jun. 2	1885 Nov. 30	Dec. 4	
3rd Lieut.	Kimball, E. F.	1885 May 28	Jun. 2	Resigned September 2, 1885.		
2nd A.Engr.	Munroe, Chas. W.	1885 Apr. 25	May 2	1885 Nov. 30	Dec. 2	
Chf.Engr.	Wheeler, W. C.	1886 Apr. 3		1888 Nov. 28	W.O.Winters.	
2nd A.Engr.	Nash, C. F.	1886 Apr. 15		1888 Nov. 28	W.O.Winters.	
1st Lieut.	Barstow, Robt.	1886 May 13		1887 Nov. 26	W.C.Winters.	
2nd Lieut.	Ross, W. G.	1886 May 15		1886 July 31		
2nd Lieut.	Davis, J. L.	1886 July 31)		1886 Nov. 27)		
		1887 May 16)		1887 Nov. 26)		
		1888 June 1)		1888 Nov. 28)		
3rd Lieut.	Ainsworth, D. J.	1887 June 10				
1st Lieut.	Littlefield, A. D.	1888 May 14		1888 Nov. 28		
1st Lieut.	Rogers, H. B.	1888 May 25				
3rd Lieut.	Carden, G. L.	1888 Aug. 18		1888 Nov. 28		
Captain	Barr, Frank	1888 Oct. 22				
Chf.Engr.	Dinsmore, M. D. L.	1889 Apr. 26		1890 Dec. 17	W.O.Winters.	
2nd Lieut.	Fengar, C. C.	1889 Apr. 26		1890 Nov. 14	On DEXTER Winter of 1889/90.	

OFFICERS ----- GEORGE M. BIBB 1865 - 1891 (Formerly MOCCASIN) -----

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
1st Lieut.	McConnell, G. E.	1869 May 16	:	1890 Nov. 14	:	
2nd A. Engr.	Boyd, H. L.	1889 May 18	:	1890 Nov. 13	W.O. Winters.	
3rd Lieut.	Landrey, S. M.	1890 May 10	:	1890 Nov. 13	:	

----- GEORGE M. BIBB 1865 - 1891 (Formerly MOCCASIN) -----

Purchased from Navy Department the summer of 1865 for \$14,000.

1865	Oct.	2	Fitting out at Baltimore.
1865	Dec.	11	Ordered to Norfolk.
1866	May	29	Ordered to Wilmington, North Carolina, for duty.
1869	Sept.	6	Ordered to Philadelphia for repairs.
1869	Sept.	22	Her arrival at Philadelphia reported.
1869	Nov.	17	Ordered to Newport. Sailed from Philadelphia on the 18th instant.
1869	Nov.	22	Her arrival at Newport on the 21st reported.
1871	Oct.	13	Sent to Providence for repairs to boiler.
1872	Jan.	21	Arrived at New York for new boiler and repairs.
1872	Mar.	19	Ordered back to Newport. Sailed 13th. Arrived on the 14th.
1874	Jun.	18	Ordered to Charleston, South Carolina, for duty. Sailed July 1. Arrived July 7, 1874.
1875	Aug.	17	Ordered to Georgetown, South Carolina, for temporary duty. Started August 23. Arrived August 24.
1875	Dec.	1	Ordered back to Charleston for duty. Sailed December 5. Arrived that evening.
1881	Mar.	18	Ordered to Baltimore, Maryland.
1881	Apr.	30	Captain Merryman directed to prepare specifications for general repairs, including lengthening of vessel, and raising of deck.
1881	June	27	EWING ordered to tow vessel to New York. Sailed July 5. Arrived July 8.
1881	June	28	Contract for repairing vessel entered into with Slater and Reid, New York.
1881	July	6	Captain Merryman directed to turn vessel over to contractors. Delivered July 9, 1881.
1881	Dec.	16	Name changed to the GEORGE M. BIBB.
1882	Apr.	10	Vessel completed and Captain Merryman directed to receive her on behalf of the Government.
1882	July	12	Captain Moore directed to ship crew.
1882	Aug.	22	Vessel ordered to Detroit, Michigan, via the St. Lawrence River. Sailed August 24. Arrived at Picton, August 30. At Oswego September 9.
1882	Sept.	12	To cruise to Duluth. Returned to Detroit, November 1.
1882	Nov.	12	Vessel ordered to Ogdensburg and into winter quarters.

GEORGE M. BIBB 1865 - 1891 (Formerly MOCCASIN)

1883	May	14	Crew authorized. May 17, ordered to Oswego and there to be placed in commission. In commission May 25. Cruising grounds from mouth of Niagara River into St. Lawrence River as far as Odgensburg.
1883	Dec.	5	Vessel laid up at Ogdensburg. Put out of commission December 11, 1883.
1884	May	29	Ordered to Oswego, and there to be placed in commission. Put in commission June 2.
1884	Dec.	1	Crew discharged and vessel put out of commission at Ogdensburg.
1885	June	3	Ordered to Oswego and there to be placed in commission. Cruising grounds as before. Sailed for Oswego on June 11. In commission June 12.
1885	Nov.	28	Vessel ordered to be placed out of commission at Ogdensburg. Placed out of commission November 30.
1886	May	24	Vessel ordered to Oswego and there to be placed in commission. Vessel arrived June 2, and placed in commission.
1886	Nov.	27	Ordered into winter quarters at Ogdensburg. Out of commission November 30.
1887	May	28	Ordered to Oswego and there to be placed in commission. Arrived at Oswego June 1. Placed in commission on June 2.
1887	Nov.	22	Ordered to be placed out of commission. Put out of commission November 30.
1888	June	7	To be placed in commission and ordered to Oswego. Arrived at Oswego June 15.
1888	Nov.	-	To be placed out of commission. Put out of commission November 30, 1888.
1889	May	-	Ordered to be placed in commission and proceed to Oswego. Sailed for Oswego June 1. Arrived June 2.
1889	Nov.	-	To be placed out of commission. Put out of commission November 30, 1889.
1890	May	14	To be placed in commission.
1890	Nov.	14	To be placed out of commission immediately. Placed out of commission November 22, 1890.
1891	Sept.	19	Vessel arrived at Buffalo.
1891	Oct.	24	Sold at Buffalo, New York, for \$2,500.00 to G. H. Kimball, Cleveland, Ohio.

WINONA 1890 - 1915

		<u>ASSIGNED</u>		<u>DETACHED</u>		
<u>RANK</u>	<u>: NAME</u>	<u>: Date of Order</u>	<u>: Date of Reptg.</u>	<u>: Date of Order</u>	<u>: Date of Ack.</u>	<u>: R E M A R K S</u>
Captain	: Simmons, W. S.	: 1890 Sept.	:	:	:	:
1st Lieut.	: Morrissey, Jchn	: 1890 Sept. 12	:	:	:	:
2nd A.Engr.	: Jack, E. A.	: 1890 Sept. 9	:	:	:	:

WINONA 1890 - 1915

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 Built by The Pusey and Jones Company, at Wilmington, Delaware.  
 Contract dated April 11, 1890, for \$60,740.00.

1890 Dec. 30 Vessel ordered to New Bern, North Carolina, for duty. Arrived Jan. 13, 1891. Cruising grounds, Pamlico and Albemarle Sounds.

1892 Aug. 27 Ordered to Delaware Breakwater, for temporary duty. Left Aug. 30. Arrived Sept. 1.

1892 Nov. 12 Ordered back to New Bern. Arrived Nov. 28, 1892.

1895 July 19 Assigned to temporary duty Coast of Florida with Headquarters at Key West. Cruising grounds, Key West to Cape Florida. Sailed July 20. Arrived at Key West, Aug. 1, 1895.

1896 Nov. 24 Convey Board of Investigation to Miami, then proceed to Port Tampa. Sailed for Port Tampa, Dec. 6, 1896. Arrived at Port Tampa, Dec. 8. Vessel resumed cruising, leaving Port Tampa, for Key West, Jan. 4. Vessel arrived at Key West, Florida, Jan. 8, 1897.

1897 May 7 Vessel ordered to Tampa on being relieved by McCLANE. Arrived at Tampa, May 31, 1897. Arrived at Key West, Florida, July 1, 1897. Vessel to keep sharp lookout for filibustering expedition.

1898 Feb. 23 Vessel to proceed to Tampa and haul out on being relieved by McLANE. Vessel sailed Feb. 24. Arrived Feb. 26, at Tampa. Sailed for Key West, March 21. Arrived at Key West, March 24.

1898 Mar. 25 Ordered to Mobile. Sailed Mar. 31. Arrived at Mobile April 4, 1898.

1898 Apr. 15 Vessel ordered to act in concert with Military authorities for the defense of Mobile, Alabama.

1898 Oct. 4 Vessel relieved from above duty, and ordered to resume regular duties. Cruising Grounds from Mobile to West end of Lake Pontchartrain.

1898 Oct. 6 Vessel ordered to patrol coast from Bay of St. Louis, to Scranton, Miss., with a view to protection from yellow fever.

1899 Jan. 16 Vessel to search for the yacht PAUL JONES.

1899 Apr. 19 Vessel ordered to Ship Island, and Commanding officer to confer with Surgeon of the Marine Hospital Service.

1900 Sept. 12 Ordered to Galveston, Texas, on arrival of Lieutenant Van Boskerck. Sailed Sept. 13.

1900 Sept. 24 Ordered to Mobile, Alabama. Sailed Sept. 26. Arrived Oct. 1, 1900.

1900 Nov. 6 Cruising Grounds extended from Pensacola, Florida, to Port Eads, Louisiana.

1901 June 6 Vessel ordered to convoy Launch from Port Eads, to Mobile.

1901 July 13 Ordered to be at Pass Christian Regatta, July 19 and 20, 1901. To be at Pass Christian Regatta July 26, 1901.

1902 July 29 Vessel ordered to Baltimore. Sailed for Key West, August 7, 1902. Arrived August 11. At Charleston August 19. Sailed from Charleston, August 19, 1902. Vessel arrived at Baltimore August 23.

1902 Aug. 23 Vessel ordered to Arundel Cove, Maryland. Arrived Arundel Cove, August 25, 1902, and was placed out of commission. Vessel in tow of ONONDAGA April 13, 1903. Left South Baltimore for Philadelphia, at 10:00 A.M.

1903 Apr. 16 Arrived at Philadelphia, Pennsylvania. At Kensington Ship Yard, April 18.

1903 Aug. 22 WINONA placed in commission. Sailed for Baltimore this morning. August 26, vessel arrived at Arundel Cove.

1903 Nov. 19 Vessel ordered to Shieldsboro, Miss. Nov. 21, vessel sailed from Baltimore, Maryland.

WINONA 1890 - 1915

1903	Nov.	30	Sailed from Ocracoke Inlet, North Carolina. Vessel arrived at Key West, Florida, December 5.
1903	Dec.	10	Arrived at Mobile, Alabama. December 13, vessel arrived at Bay of St. Louis, Mississippi.
1904	Feb.	3	To be at Mobile, February 15, for Mardi Gras ceremonies.
1904	Nov.	15	Authorized to have crew of vessel participate in parade at Mobile on November 16.
1905	Feb.	24	To be at Mobile for Mardi Gras ceremonies, March 6.
1905	Apr.	12	Vessel ordered to Galveston. Presentation of a silver service to U. S. cruiser GALVESTON.
1905	Apr.	18	Vessel arrived at Galveston.
1905	Apr.	27	Ordered to be at Mobile, Alabama May 11th, and to convey numbers of United Daughters of Confederacy to points of interest in Mobile Bay and Harbor.
1905	Apr.	28	Returned to Mobile, Alabama, from Galveston, Texas.
1905	May	20	Ordered to be at Mobile, Alabama, on the 27th instant and convey party of Alabama Bankers' Association to points of interest in Mobile Bay.
1905	May	31	Ordered to West End, New Orleans, to enforce rules governing regatta June 3.
1905	June	10	Commanding officer directed to remain at Pass Christian with the WINONA until further advised.
1905	June	12	Commanding officer directed to proceed at once to Mobile, Alabama. Arrived at Mobile June 13, 9 A.M.
1905	June	23	Commanding officer directed to proceed with command to Pass Christian, Mississippi.
1905	June	26	Headquarters made at Gulfport, Mississippi.
1905	June	30	Commanding officer directed to enforce regulations governing regatta at Gulfport, Mississippi, July 4.
1905	July	27	To Collector of Customs, Mobile, Alabama. If vessel can be reached, direct Captain Chaytor to proceed immediately to Gulfport, Mississippi, and confer with Dr. Hasden, Marine Hospital Service and follow his instructions regarding quarantine.
1905	Aug.	7	Captain Chaytor directed to report with command to Captain G. Ross, upon his arrival at Gulfport, Miss.
1905	Oct.	23	Relieved from further duty in connection with quarantine. Convoy or tow ALERT to Mobile.
1905	Nov.	1	Arrived at Mobile, Alabama.
1905	Nov.	27	Directed to be at Mobile, December 4, when sub-board meets for examination of Lieutenant Alexander, and remain until board completes its labors. Arrived at Mobile, Alabama at 4:30 P.M. December 4.
1905	Dec.	8	Proceed to Moss Point, Mississippi, or as near thereto as practicable, and await inspection board, on steamer WILLIAM H. FELCH, Public Health and Marine Hospital Service.
1905	Dec.	10	Left Mobile for cruise to westward, resuming regular duties.
1906	Jan.	3	Have command at Mobile last of this week. February 10, remain at Mobile, pending session of Board of Inquiry.
1906	Feb.	24	Commanding Officer, Captain Hanks, directed to have command at Mobile 13th proximo and receive on board committee on Rivers and Harbors, for tour of inspection of certain rivers and harbors in the South.
1906	Feb.	25	In Mobile, Alabama, for Mardi Gras ceremonies. February 28, proceed to Gulfport for pay.
1906	Mar.	5	Have command at Gulfport forenoon Saturday 10th, receive Mississippi legislature on board and convey the party to Ship Island and return.

WINONA 1890 - 1915

1906 Mar. 28 Directed convey an officer Public Health and Marine Hospital Service, from New Orleans, to Mississippi River, quarantine.

1906 Mar. 29 Proceed immediately to New Orleans and take Surgeon Edward Francis to Mississippi River, quarantine, and remain there until his inspection is completed.

1906 Apr. 17 Remain at Mobile, await arrival of officer to inspect machinery.

1906 Apr. 28 Remain at Mobile until further advised.

1906 Oct. 22 Revoked, Department order, October 27th. Proceeded to Florida Keys, to assist sufferers.(hurricane)

1906 Oct. 27 Resumed duties on regular station.

1906 Nov. 12 Arrived at Key West, Florida.

1906 Nov. 16 Have WINONA at Mobile, Thursday, 22nd instant, if your duties will permit.

1906 Nov. 23 Arrived at Key West, Florida. November 29, arrived at Mobile, Alabama.

1906 Dec. 29 Proceed to Giants Pass and Pass Heron and take soundings.

1907 Jan. 3 Repairs for boat completed, resumed active cruising.

1907 Feb. 2 Have WINONA at Mobile on the 12th instant in connection with Mardi Gras Carnival.

1907 Feb. 24 Will proceed in search of derelict between Pensacola and Cape San Blas.

1907 Apr. 17 Arrived from cruise. Will proceed at once to Ship Island with Medical Association .

1907 May 23 Take Board Inland Waterway, Commission and Committee, Lake Ponchartrain.

1907 Aug. 3 Proceed to Key West, Florida, and arrive not later than August 12th.

1907 Aug. 5 Touch at Pensacola for 1st Assistant Engineer Bryan.

1907 Aug. 9 Arrived at Key West, Florida. August 31st, arrived at Mobile, Alabama.

1908 Feb. 24 Have WINONA at Mobile on 2nd proximo for Mardi Gras Carnival.

1908 Aug. 4 Arrived at Cedar Keys, Florida.

1908 Aug. 31 Arrived at Mobile, Alabama.

1908 Oct. 26 Convey members of Mobile Basin and Tennessee River Association down the Mobile Bay to outer bar.

1909 Feb. 3 Have command at Mobile for Mardi Gras Carnival on February 22, 1909.

1909 Apr. 27 Have command at Pascagoula, Mississippi, in connection with presentation of silver service to Battle Ship MISSISSIPPI.

1909 May 7 Have command at Pascagoula not later than 31st instant.

1909 Jun. 3 Proceed to St. Andrews Bay, Florida.

1909 Oct. 16 Proceed to New Orleans, arrive not later than 29th instant to take part in reception to the President. Arrived at New Orleans, Louisiana October 26.

1909 Nov. 5 Arrived at Mobile, Alabama.

1910 Jan. 6 To Mobile for carnival on February 5, 6, and 7.

1910 Jan. 10 Repairs completed.

1910 May 5 Receive members of publishers association on 10th and 11th.



WINONA 1890 - 1915

1911	Feb.	13	Case of small pox found on board. Proceeded to Quarantine station at Mobile for disinfection.
1912	May	1	To search Schooner GRANADA for violation of neutrality laws.
1912	May	8	To New Orleans to assist flood sufferers.
1912	May	21	To resume duties on station after Southern Yacht Club regatta at New Orleans.
1912	May	22	To receive visiting bankers on board for inspection of harbors at Gulfport and Biloxi, Mississippi, during the Mississippi Bankers Convention.
1912	Jun.	29	To patrol course of Mobile Yacht Club, Mobile Bay, July 4, 1912.
1912	Aug.	20	To Gulfport, Mississippi, September 4,5,6, 1912. To convey Mississippi State Association and League of Postmasters on trip to Steif Island for inspection of harbor.
1912	Sept.	14	To keep lookout for filibustering expedition between New Orleans and Mobile, Ala. Vessel relieved from watch of DANTAZIA.
1912	Dec.	5	To convey Alabama Hotel Association around harbor of Mobile, December 13,14, 1912.
1913	Jan.	20	To participate in Mardi Gras, Mobile, February 3, 1913.
1913	Feb.	15	Hard aground, Beacon #5, Mobile.
1913	Apr.	11	Complement reduced until July 1, 1913, cruising restricted.
1913	May	15	Southern Yacht Club, New Orleans, Louisiana, May 31 - June 7, 1913.
1913	May	19	National Guard Encampment, Biloxi, July 21-30, 1913.
1913	Jun.	23	Order of April 11, 1913 revoked; Resume cruising.
1913	Jul.	26	To cover cruising Ground, August, September and October for purpose of enforcing navigation laws.
1913	Aug.	28	Searched for filibuster BUENA VENTURA. Not successful.
1913	Nov.	1	The President (Wilson) on board at Mobile, Alabama.
1913	Nov.	23	To pass Christian after drydocking and await on President. Arrived on Dec. 26, 1913.
1914	Jan.	23	Leaves for West Eads, Louisiana.
1914	Jan.	30	To take Southern Division Associated Press on tour of inspection, harbor, Mobile, Feb. 17,18,1914.
1914	Feb.	6	To participate, in Mardi Gras ceremonies at Mobile, Alabama, February 22-24th.
1914	Feb.	21	To Biloxi on February 23rd to carry out instructions of January 30th.
1914	Apr.	23	To participate in Bar Association of Louisiana, and Mississippi, convention at Gulfport, April 30th.
1914	Apr.	23	To convey party, Business Mens Association at Mobile, May 7, 1914.
1914	Apr.	29	Date of Business Mens Association changed to May 9th.
1914	May	25	To patrol course of Southern Yacht Club, New Orleans, May 30th to June 6th.
1914	Jul.	10	Patrol course of Pass Christian Yacht Club July 11 and 12th.
1914	Jul.	14	Patrol course Biloxi Yacht Club, July 15 and 16th.
1914	Jul.	16	Patrol course to Waveland, Mississippi, July 18th.
1914	Aug.	5	Observe neutrality laws.
1914	Aug.	13	Take station at Fort Morgan; Board all outgoing foreign vessels; Confer with Collector.



WINONA 1890 - 1915

1914	Oct.	13	To convey Chamber of Commerce of United States to investigate harbor conditions October 19th.
1915	Jan.	11	WINONA to participate Mardi Gras, Mobile, Alabama, February 14-16.
1915	Jan.	30	WINONA to proceed to Piloxi, Mississippi, on February 15th to participate in the Mardi Gras at that place on February 16th.
1915	Mar.	20	To patrol course of Southern Yacht Club, New Orleans, May 1-8, 1915.
1915	Mar.	26	To convey Alabama joint recess committee of Legislature and Finance. Investigate oyster bearing bottoms in Bay.
1915	Jun.	28	Not to cruise after July 1, 1915.
1915	Jul.	12	Placed out of commission at Mobile, Alabama.
1915	Jul.	13	Officers and crew leave WINONA for Depot via Jacksonville, Florida, and arrived July 18, 1915. Transferred to the TALLAPOOSA.
1915	Aug.	18	Sold to W. M. Evans, P. O. Box 421, Mobile, Alabama for \$12,697.00

OFFICERS

BEAR 1885 - 1929

OFFICERS		BEAR 1885 - 1929				REMARKS	
		ASSIGNED		DETACHED			
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Captain	Fengar, A. A.			1885 Aug. 6			
Chf. Engr.	Churchill, N. L.	1885 Apr. 21	1885 Apr. 27				
		1885 Nov. 3	1885 Nov. 5	1888 Feb. 19			
1st A. Engr.	Warren, W. H.	1885 Jul. 17	<u>Resigned, Never Reported.</u>				
2nd A. Engr.	Owen, F. E.	1885 Jul. 31	Sept. 1	1886 Apr. 20			
1st Lieut.	Hamlet, O. C.	1885 Sept. 5	Sept. 25	1887 Oct. 11			
Captain	Davis, A. B.	1885 Oct. 10	Oct. 21	1886 Apr. 9			
3rd Lieut.	Dunwoody, F. M.	1885 Oct. 21	Oct. 28	1886 Oct. 27			
3rd Lieut.	West, H. B.	1885 Oct. 21	Oct. 31	<u>Temporary - RUSH</u>			
1st A. Engr.	Hedden, E. F.	1885 Oct. 23	Nov. 1	1886 Apr. 17			
2nd A. Engr.	Barnes, Paul	1885 Nov. 3	1885 Nov. 4	1886 Nov. 4			
		1887 Apr. 29		1887 Oct. 5			
2nd Lieut.	Howland, W. S.	1885 Oct. 16	Oct. 22	1886 Apr. 14			
Captain	Healy, M. A.	1886 Apr. 9					
1st A. Engr.	Hassell, Horace	1886 Apr. 17		1886 Oct. 27			
		1888 Feb. 19					
3rd Lieut.	Kennedy, C. D.	1886 Apr. 19		1886 Oct. 27			
		1887 Mar. 23		<u>Resigned May 31, 1888.</u>			
2nd Lieut.	Benham, Thos.	1886 Apr. 20		1886 Oct. 27			

OFFICERS		BEAR 1885 - 1929				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
2nd A.Engr.	Cutchin, N. E.	1887 Mar. 15	:	1888 Dec. 6	:	On CORWIN Winter of 1887-1888.
2nd Lieut.	Buhner, A.	1887 Apr. 13	:	1890 Dec. 16	:	W.O.during winter.
3rd Lieut.	Moore, J. C.	1887 May 6	:	1887 Oct. 5	:	:
2nd Lieut.	Dunwoody, F. M.	1888 Apr. 11	:	1889 Mar. 13	:	:
2nd A.Engr.	Cutchin, N. E.	1888 Apr. 11)	:	1889 Nov. 25	:	:
		1889 Mar. 14)	:	:	:	:
3rd Lieut.	Jarvis, D. H.	1888 Mar. 16)	:	1888 Oct. 18)	:	:
		1889 Mar. 14)	:	1889 Nov. 25)	:	:
2nd A.Engr.	Munroe, C. W.	1888 Apr. 25)	:	1888 Dec. 6)	:	On RUSH winters of 1888/89.
		1889 Apr. 13)	:	1890 Dec. 4)	:	W.O.winters 1889/90.
2nd Lieut.	West, H. B.	1888 Apr. 28	:	1888 Oct. 18	:	:
3rd Lieut.	Henderson, A. J.	1889 Apr. 10	:	1889 Nov. 25	:	:
1st A.Engr.	Blakemore, W. F.	1889 Apr. 13	:	:	:	:
2nd Lieut.	Cantwell, J. C.	1889 Apr. 16	:	1889 June 30	:	:
3rd Lieut.	Quinan, J. H.	1890 Apr. 1	:	1890 Dec. 16	:	:
2nd A.Engr.	Myers, W. C.	1890 Apr. 1	:	1890 Dec. 16	:	:
3rd Lieut.	Ainsworth, D. J.	1890 Apr. 11	:	1890 Dec. 16	:	:
3rd Lieut.	Dimmock, F. H.	1890 Apr. 17	:	:	:	:
1st A.Engr.	Munroe, C. W.	1890 Apr. 17	:	:	:	:

		BEAR 1885 - 1929	
		Built in 1874 at Greenock, Scotland, of wood.	
1885	April	- Transferred to Revenue Marine from the Navy Department at New York. (Act of March 3, 1885). Certain repairs and alterations made under contract with Fundy and Murphy, dated June 30, 1885.	
1885	Nov. 3	Ordered to San Francisco, California. Sailed from Staten Island, November 8. Left Sandy Hook November 9. Arrived at Rio Janeiro, South America, December 8. Sailed December 14, 1885. Arrived at Valparaiso, January 10, 1886, and at San Francisco February 23, 1886, at 10:00 A.M. - 106 days from Sandy Hook - less (six) 6 days at Rio, and 13 at Valparaiso - 87 days.	
1886	Apr. 21	Vessel ordered to Seal Islands and the Arctic to search for crew of Bark AMETHYST - six months cruise. Sailed from San Francisco May 5. Arrived at Unalaska, May 12. Left St. Paul, May 31. St. Michaels June 20. Arrived at Pt. Clarence July 10. Returned San Francisco October 21, 1886, - 11 days from Unalaska.	
1886	Oct. 27	To discharge greater portion of crew and vessel to be placed out of commission. Captain, 1st Lieutenant, and Chief Engineer retained; also 4 seamen, 1 steward, 1st class boy and 2 firemen. Carried into effect November 5, 1886.	

BEAR 1885 - 1929

1887	May	10	Ordered to cruise to Seal Islands and await arrival of Steamer RUSH, then to cruise to Arctic. Return to Seal Islands about September 15, and remain until October.
1887	May	19	Left San Francisco. October 1st, returned to San Francisco.
1888	Mar.	30	To ship crew.
1888	May	16	Ordered on cruise to Seal Islands. To remain until September, unless relieved by the RUSH.
1888	May	26	Left San Francisco.
1888	June	26	Ordered to leave Seal Islands when relieved by RUSH and cruise further North. To return to Islands about September 15. June 6th, arrived at Unalaska. September 6th, returned to San Francisco.
1889	May	31	Ordered to Seal Islands and Arctic Ocean. October 31st, returned to San Francisco.
1890	Apr.	23	Ordered to Seattle to await further instructions. May 3rd, left San Francisco. May 8, arrived at Seattle.
1890	May	21	Ordered to Arctic Ocean. Return to Unalaska by September 1, and then cruise in Bering Sea.
1890	June	13	Sailed from Seattle; November 30th, returned.
1890	Dec.	16	To be laid up in Oakland Creek, San Francisco.
1891	Mar.	17	Ordered to Unalaska, thence to Sitka on business for Department of Justice. Mar. 31, left Oakland Creek.
1891	Apr.	5	Arrived at Seattle. April 6th, orders changed, to proceed direct to Sitka. April 9th, sailed.
1891	May	18	Bering Sea orders sent to vessel at Seattle. May 30th, sailed from Seattle for Bering Sea.
1892	Apr.	13	Ordered to Seattle to await orders. April 28th, sailed from San Francisco. April 29th, ordered to Bering Sea and Arctic Ocean. To return to Seal Islands by September 15, and remain until December 1.
1892	May	2	Arrived at Seattle. May 14th, left Port Townsend. December 13th, returned to San Francisco.
1893	Apr.	15	To tow Steamer IROQUOIS to Port Townsend. April 21st, to cruise to Bering Sea and Arctic. To remain at Seal Islands until November 1. May 2nd, left Seattle. May 10th, arrived at Port Townsend.
1893	May	25	Sailed for Unalaska, Alaska. July 29th, arrived at Point Barrow.
1893	Aug.	2	To leave for the South. November 1st, left St. Paul.
1893	Nov.	12	Arrived at San Francisco, California.
1894	Apr.	18	Ordered to Seattle, to await further instructions at Port Townsend. April 21st, left San Francisco.
1894	Apr.	25	Arrived at Port Townsend. May 5th, sailed Port Townsend. May 11th, arrived at Sitka; May 19th, left.
1894	June	10	Arrived at Unalaska. June 19th, left for the North. August 5th, arrived at Point Barrow.
1894	Sept.	21	Returned to Unalaska. November 14th, arrived at San Francisco.
1895	Apr.	8	Ordered to report to Commander, Bering Sea Fleet, for duty.
1895	Apr.	27	Sailed from San Francisco.
1895	May	5	Arrived at New Whatcom, Washington. May 9th, sailed from New Whatcom. Being unable to reach Point Barrow, owing to heavy ice experienced in the Arctic, after making several attempts, was obliged to turn back.
1895	Sept.	11	Arrived at Unalaska. November 1st, sailed from Unalaska. November 14th, arrived at San Francisco.
1896	Apr.	3	Ordered to Port Townsend for duty with Bering Sea Fleet, not later than April 20th. Sailed from San Francisco April 15th. April 22nd, arrived at Port Townsend. April 28th, sailed from Port Townsend.

BEAR 1885 - 1929

1896	June	30	Sailed from Dutch Harbor for Point Barrow and places enroute.
1896	Aug.	8	Ordered to Port Townsend not later than October 25th. August 13th, arrived at Point Barrow.
1896	Sept.	16	Arrived at Unalaska. October 25th, sailed from Unalaska. November 3rd, arrived at Port Townsend.
1896	Nov.	4	Headquarters of vessel to be at Seattle, Washington.
1896	Nov.	7	To attend, when requested, upon Bering Sea Commission.
1897	Apr.	22	Vessel to sail not later than May 5, 1897. May 5th, sailed from Port Townsend. May 10th, sailed from Port Angeles, Washington, for Unga and Unalaska, at 4 p. m. May 20th, arrived at Dutch Harbor.
1897	May	25	Landed Coast Survey party at Seal Islands. May 27th, returned to Dutch Harbor.
1897	June	1	Directed to accompany a schooner in charge of John W. Kelly, Agent for the Government, to Mechigme Bay, Bering Sea, and give him assistance. June 5th, sailed from Dutch Harbor on Northern cruise.
1897	Nov.	6	Returned to Seattle, Washington.
1897	Nov.	9	To be repaired and to return to St. Michaels, Alaska, to aid whaling crews.
1897	Nov.	11	To be ready at earliest date. To sail when ready, if log book and medical stores do not arrive, Nov. 20.
1897	Nov.	26	To keep lookout for Steamer PELICAN, while on Northern cruise.
1897	Nov.	27	<u>SAILED ON RELIEF EXPEDITION FROM SEATTLE, WASHINGTON, AT 5 P. M.</u>
1897	Nov.	29	Sailed from Port Townsend at 11:45 a. m.
1897	Dec.	22	Arrived at Unalaska, having landed relief party at Cape Vancouver.
1898	Aug.	9	Ordered to return to Seattle; returned September 13, 1898.
1899	Jan.	18	Ordered to Mare Island Navy Yard for repairs. January 24th, sailed. January 30th, arrived.
1899	Apr.	21	Ordered to convoy RUSH and NUNIVAK to Seattle.
1899	May	2	Ordered to cruise to Arctic Ocean. May 5th, sailed.
1899	May	11	Arrived at Seattle.
1899	May	12	Ordered to await important letters to be mailed tomorrow. (Telegram to the Captain of the BEAR).
1899	May	27	Sailed from Port Townsend. June 7th, arrived at Dutch Harbor.
1899	Nov.	4	Sailed for San Francisco; November 11th, arrived.
1900	Jan.	7	Sailed for San Diego; January 10th, arrived. March 10th, sailed for San Francisco; March 14th, arrived.
1900	Apr.	13	Designated to cruise in North Pacific Ocean and Bering Sea. April 25th, sailed for Seattle.
1900	May	2	Ordered to Port Townsend. May 7th, sailed from Port Townsend. May 10th, from Comox for Sitka.
1900	May	14	Arrived at Sitka, Alaska. November 8th, left Unalaska.
1900	Nov.	16	Ordered to Puget Sound for duty. Cruising grounds: from Port Townsend to Cape Flattery.
1900	Nov.	21	Arrived at Seattle, Washington.
1901	May	3	Ordered to cruise in Bering Sea. Ordered to Baroness, Karp Bay, Siberia.
1901	June	9	Arrived at Bremerton Naval Station, Washington.
1901	July	2	Ordered to Union Bay, return to Seattle, and proceed on cruise.
1901	July	15	Sailed from Port Townsend for Comox, British, Columbia. July 17th, left Comox.

BEAR 1885 - 1929

1901	Oct.	24	Ordered to Comox for coal and after being paid at Port Townsend, to proceed to San Francisco.
1901	Oct.	25	Arrived at Port Townsend from Unalaska.
1901	Nov.	10	Sailed for San Francisco; November 17th, arrived. December 28th, ordered to San Diego, California.
1902	Jan.	11	Sailed for San Diego; January 15th, arrived.
1902	Feb.	11	Ordered to San Francisco. February 15th, arrived at Sausalito. April 22nd, arrived at Seattle.
1902	May	1	Left Port Townsend for Comox. May 5th, left Comox. May 7th, arrived at Seattle.
1902	Aug.	6	Ordered to sail Bering Sea. November 10th, left Nome. November 29th, arrived at Seattle.
1903	Jan.	16	Left Union Bay, B. C., for Victoria. January 17th, left Victoria for San Francisco.
1903	Jan.	19	On account of weather, put in at Neah Bay.
1903	Jan.	25	Arrived at San Francisco, 10:25 a. m. - - rough passage. February 6th, arrived at San Diego, 10:30 a. m.
1903	Mar.	24	Sailed for San Francisco, 3:30 p. m. March 27th, arrived at San Francisco, 11:45 a. m.
1903	May	2	To cruise in Bering Sea for protection of seal fisheries.
1903	June	2	Sailed from Sausalito for Seattle. June 9th, arrived at Seattle. June 16th, sailed via Comox, and arrived at Dutch Harbor July 7th.
1903	Nov.	15	Arrived at Port Townsend, to be at Seattle tomorrow.
1903	Nov.	17	When paid, coal vessel and proceed to San Francisco.
1903	Nov.	27	Confer with President, Chamber of Commerce, Seattle, and if necessary, proceed immediately in search of survivors of wrecked Steamer DISCOVERY.
1903	Nov.	27	Orders to search for survivors of Steamer DISCOVERY revoked.
1903	Nov.	30	Ordered to San Francisco, thence to San Diego.
1903	Dec.	1	Sailed from Seattle, Washington.
1903	Dec.	2	Directed to proceed to San Diego, after receiving November pay at San Francisco.
1903	Dec.	6	Arrived at Sausalito, California. December 10th, sailed for San Diego; December 15th, arrived.
1904	Feb.	3	Ordered to return to San Francisco when work now being done shall be completed.
1904	Feb.	17	Will leave San Diego on the 18th instant. February 27th, arrived at Sausalito.
1904	May	20	Ordered to cruise in Bering Sea and adjacent waters for protection of Fur Seals.
1904	June	2	Sailed from Sausalito at six o'clock this afternoon.
1904	June	4	Collided with Schooner SPOKANE and returned to Sausalito. BEAR did not make a cruise North in the year 1904.
1904	Dec.	8	Directed to sail for Honolulu, T. H., upon reporting of Chief Engineer Dorry.
1904	Dec.	17	Left for Honolulu. (Captain Hamlet). December 29th, arrived at Honolulu - all well. (Captain Hamlet).
1905	May	20	Directed to sail for Dutch Harbor, Alaska, not later than June 5, 1905.
1905	June	6	Sailed for Dutch Harbor. (Captain Hamlet). June 16th, arrived at Dutch Harbor.
1905	July	6	Arrived at Nome. Will leave tomorrow for St. Lawrence Island and Siberia.
1905	Nov.	3	Arrived at San Francisco from Arctic cruise - - 16 days from Dutch Harbor.

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1913 Dec. 4 Arrived at Sausalito. December 13th, assigned to Southern Division. C.O.S.D. informed.

1914 Jan. 8 BEAR to go to Mare Island docks; arrived the 12th.

1914 Mar. 2 Left San Francisco. March 11th, arrived at San Diego.

1914 Mar. 28 To patrol course of San Diego Yacht Club regatta.

1914 Apr. 7 Left San Diego for San Francisco; April 10th, arrived.

1914 May 3 Left San Francisco. May 8th, arrived at Ladysmith and coaled.

1914 May 12 Left Seattle at midnight. May 16th, arrived at Ketchikan; left the next day.

1914 May 23 Arrived at Unalaska. May 27th, sailed for Nome via Pribilof. June 2nd, arrived at St. Michaels.

1914 June 8 Proceed to Wrangell Island as soon as ice permits to rescue crew of KARLUK.

1914 July 24 Sailed from Nome for Arctic.

1914 Aug. 5 Observe neutrality laws - - President's Proclamation.

1914 Aug. 18 To take last mail to Seal Islands. August 20th, arrived at Point Barrow.

1914 Aug. 24 Arrived off Wrangell. Unable to reach Island. Returned to Nome for coal, arriving August 25th.

1914 Sept. 4 Sailed from Nome for Wrangell Island.

1914 Sept. 14 Arrived at Nome with survivors of KARLUK (Canadian Arctic Expedition) rescued by Schooners KING and WINGE on September 7, 1914.

1914 Sept. 25 Sailed from Nome via St. Lawrence for Unalaska.

1914 Sept. 27 Landed sufferers at St. Lawrence. Steamed for Unalaska.

1914 Oct. 5 MANNING to execute remainder of orders. BEAR to proceed to Seattle, inside passage.

1914 Oct. 7 Commander, Bering Sea Fleet. Use BEAR and MANNING to transport crew of TAHOMA to States.

1914 Oct. 14 Sailed Unalaska for Seattle.

1914 Oct. 19 Commander, Northern Division, to hold BEAR at Seattle until return of MANNING.

1914 Oct. 26 Arrived at Seattle, Washington. November 4th, sailed Seattle for San Francisco; November 12, arrived.

1915 Feb. 9 Executive Order - - To cruise Arctic Ocean this summer.

1915 Feb. 20 Commander, Southern Division, to prepare requisitions in order that BEAR may leave San Francisco on May 1.

1915 Apr. 21 Arrived at San Francisco from Mare Island - repairing since December 18, 1914.

1915 May 2 Left San Francisco.

1915 May 11 Sailed for Unalaska; May 19th, arrived; May 23rd, left; May 29th, arrived Nome.

1915 July 27 Sailed from Nome for Point Barrow. September 6th, left Nome for Unalaska; September 11th, arrived.

1915 Oct. 6 Arrived at Nome.

1915 Nov. 1 Left Unalaska for Pribilof. November 9th, arrived at Unalaska. November 10th, left Unalaska.

1915 Nov. 10 Radio - proceed via British Columbia for coal; thence to Seattle.

1915 Nov. 21 Arrived at Seattle. November 22nd, left Seattle for San Francisco; November 29th, arrived.

1916 May 3 Left San Francisco. May 10th, arrived at Bremerton. May 13th, sailed on Bering Sea Patrol.

1916 May 25 Arrived at Unalaska; left on May 29th.



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1916 May 31 Left St. Paul. June 4th, arrived at St. Michaels; left on same day.

1916 June 4 Arrived at Nome. June 5th, arrived at St. Michaels.

1916 Aug. 6 Steamed Arctic via Teller and Wales. September 1st, arrived Nome from Arctic.

1916 Sept. 18 Steamed for Unalaska via Kings and St. Lawrence Islands.

1916 Sept. 20 Arrived at St. Lawrence - - steamed South. September 25th, arrived at Unalaska.

1916 Oct. 10 Steamed 4 p. m. for Nome via Island. October 18th, arrived at Nome. October 28th, steamed for Unalaska.

1916 Nov. 3 Arrived Unalaska. November 14th, steamed through Akutan Pass.

1916 Nov. 26 Arrived at Seattle; November 28th, left for San Francisco; December 3rd, arrived.

1917 Apr. 6 Temporarily transferred to the Navy.

1917 Apr. 23 Temporarily detached from Navy to Southern Division, Coast Guard. May 28th, sailed for Alaska.

1917 July 13 Arrived at St. Michaels. August 2nd, sailed on Arctic cruise. August 9th, arrived at Point Barrow.

1917 Oct. 17 Left Nome. October 23rd, arrived at Unalaska. November 3rd, sailed for Seattle; November 24th, arrived.

1917 Nov. 26 Assigned to Twelfth Naval District, San Francisco, California.

1918 May 5 Sailed from San Francisco for Seattle. May 17th, arrived.

1918 May 21 Sailed from Navy Yard, Puget Sound, Washington, for Unalaska, Alaska.

1918 June 6 Sailed from St. Michael, Alaska, cruising in Bering Sea. October 24th, sailed from Bering Sea to Seattle.

1918 Nov. 5 Arrived at Seattle, Washington. December 1st, arrived at San Pedro, California.

1919 May 15 Sailed from Seattle on Alaskan cruise.

1919 Aug. 28 Coast Guard returned to jurisdiction of Treasury Department by Executive Order.

1919 Nov. 10 Arrived at Seattle, Washington.

1920 Apr. 13 Detached from Northern Division as of April 24, 1920.

1920 May 13 BEAR sailed from Ladysmith, B. C., for Unalaska. August 6th, sailed from Dutch Harbor for Nome.

1920 Aug. 11 Arrived at Nome. August 20th, sailed for Arctic cruise at 5:25 p. m.

1920 Oct. 23 Arrived at Bremerton Navy Yard, Washington.

1921 Mar. 13 At Moore's Ship Yard, Oakland, California, until April 7th.

1921 May 7 Left San Francisco at 10:30 a. m. May 15th, arrived at Seattle. May 30th, arrived at Unalaska, Alaska.

1922 June 7 Nome - General Northern cruise. September 27th, left Unalaska.

1922 Oct. 16 Arrived Port Townsend, Washington. October 17th, at Seattle, Washington.

1922 Oct. 30 Arrived at Oakland. Inactive after December 1, 1922.

1923 Jan. 1 Permanent station at Oakland, California. May 2nd, left Oakland. May 7th, arrived at Port Angeles.

1923 May 10 Left Port Townsend. May 11th, left Seattle.

1923 May 28 Arrived Unalaska, Alaska, on General Northern cruise. August 1st, arrived at Nome.

1923 Sept. 20 At Unalaska. October 1st, sailed for Seattle, Washington.

1923 Oct. 10 Arrived Port Townsend. October 11th, at Seattle. October 23rd, arrived at Oakland.

1924 May 4 Sailed from San Francisco for Seattle; May 11th, arrived; May 15th, left Seattle.

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1924	May	26	Arrived at Unalaska.
1924	Aug.	3	Sailed for San Francisco via St. Lawrence Island. August 16th, sailed from Unalaska.
1924	Aug.	27	Arrived at San Francisco.
1925	May	5	Sailed for Seattle. June 12th, arrived at Nome. September 12th, sailed for Seattle; arrived October 8.
1925	Oct.	11	Left Seattle; October 15th, arrived at San Francisco.
1925	Nov.	24	Sailed from Oakland for Point Conception. November 25th, arrived at San Pedro.
1926	Apr.	5	Arrived at San Francisco. May 5th, left for Seattle. May 10th, arrived at Seattle.
1926	Aug.	19	Sailed for San Francisco; September 1st, arrived.
1927	Apr.	5	Ordered placed out of commission effective May 1, 1927.
1929	May	3	Placed out of commission at noon, Oakland, and officially taken over by the City of Oakland.

WAYANDA 1863 - 1873

1863	Sept.	4	Built by Messrs. Fardy and Brother at Baltimore. September 1st, launched with the name of WAYANDA. Draft 5 ft. 4 in. and 4 ft. 5 in.
1863	May	12	Accepted from contractor, cost of vessel \$103,000.
1864	May	27	Ordered to New York. June 3rd, arrival at New York reported.
1865	Feb.	1	Ordered to Savannah. February 24th, sailed from New York for Savannah.
1865	June	14	At New Orleans - having landed at the place, Chief Justice Chase and party. The above order to Savannah was for the purpose of having the WAYANDA form part of the convoy of the "cotton fleet" from that place to New York. The order was obeyed. The order to New Orleans was a subsequent one of which there is no record.
1865	Nov.	28	From New Orleans to Philadelphia. January 5, 1866, ordered to Baltimore instead of Philadelphia.
1866	Jan.	7	Her arrival at Philadelphia reported.
1866	Feb.	18	Reported at Baltimore. Detained by ice at Philadelphia.
1866	June	11	To San Francisco. December 21st, reported at San Francisco.
1868	Mar.	20	To receive the officers and crew of the LINCOLN at San Francisco and proceed to Alaska.
1868	May	8	Her arrival at Victoria reported.
1868	Sept.	8	At Sitka, Alaska.
1868	Nov.	9	At San Francisco. Arrived on the 6th. Dates between which she was absent from home ports on cruising to Alaska as shown by her Journal. April 28 to November 5, 1868. December 12, 1869, to February 6, 1870.
1873	Nov.	18	Sold.

OFFICERS		ARUNDEL 1873 - 1927 (Formerly MANHATTAN)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
1st Lieut.	Irish, Joseph	1873 May 28		1873 Dec. 20	Jan. 10	Dec. order mod. Jun. 2.	
1st A. Engr.	Collins, J. W.	1873 June 19		1873 Dec. 20			
2nd A. Engr.	Hoyt, Alfred	1873 July 30		1875 Apr. 2	Apr. 6	Temporary.	
Chf. Engr.	Ball, Chas. H.	1873 Dec. 20		1876 Jan. 18	Promoted.		
1st Lieut.	Walden, George	1874 Jan. 2	Jan. 10	1874 Mar. 14	Apr. 2	On reptg. of Gabrielson.	
1st Lieut.	Gabrielson, Eric	1874 Mar. 14	Apr. 2	1875 Dec. 6	Dec. 6	As of that date.	
2nd Lieut.	Edmunds, Eli D.	1874 Apr. 20	Apr. 24	1874 Nov. 27	Nov. 1	On leave when detached.	
2nd Lieut.	Biondi, Eugene	1874 Nov. 27	Nov. 29	1875 Apr. 2	Apr. 5		
Captain	Hodgson, D. B.	1875 July 15	July 31	1875 Nov. 17	Nov. 20		
2nd Lieut.	Charlton, Wm. Jr.	1875 July 15	July 22	1875 Dec. 6		As of that date.	
3rd Lieut.	Hawes, Wm. H.	1875 July 15	Revoked July 19, 1875.				
1st A. Engr.	Ogden, James	1875 July 15	July 19	1875 Dec. 6		As of that date.	
3rd Lieut.	Cushing, Wm. H.	1875 July 20	July 27	1875 Dec. 6	Dec. 8	Temporary.	
Captain	Abbey, Chas. A.	1875 Nov. 18	Dec. 2	1878 Apr. 5	Apr. 8		
Chf. Engr.	Pulsifer, F. H.	1876 Jan. 18	Feb. 1	1880 Nov. 13	Nov. 15		
1st Lieut.	Parker, J. H.	1876 May 2	May 17	1876 Dec. 1		As of that date.	
3rd Lieut.	Orcutt, W. K.	1876 May 2	Never Reported. Order Revoked May 10, 1876.				
1st A. Engr.	Ogden, James	1876 May 2	May 12	1876 Dec. 1		As of that date.	
2nd Lieut.	Weston, Alfred	1876 May 10	May 24	1876 Dec. 1		As of that date.	
3rd Lieut.	Delap, George	1876 June 3	June 7	1876 Dec. 1		As of that date.	
1st Lieut.	Parker, J. H.	1877 May 12	May 21	1877 Nov. 30		As of that date.	
2nd Lieut.	Weston, Alfred	1877 May 12	May 18	1877 Nov. 30		As of that date.	
3rd Lieut.	Delap, George	1877 May 12	May 17	1877 Nov. 30		As of that date.	
1st A. Engr.	Severns, Jas. A.	1877 May 15		1877 Nov. 30		As of that date.	
1st Lieut.	Parker, J. H.	1878 Apr. 5	Apr. 12	1878 Nov. 30		As of that date.	
Captain	Carson, John	1878 Apr. 26	May 9	Died January 26, 1880.			
2nd Lieut.	Weston, Alfred	1878 May 9	May 15	1878 Nov. 30		As of that date.	
1st A. Engr.	Severns, J. A.	1878 May 9	May 14	1878 Aug. 8	Aug. 14		
2nd A. Engr.	Pedrick, W.	1878 July 25	Aug. 1	1878 Nov. 30		As of that date.	
1st Lieut.	Thurston, G. E.	1879 May 17	May 22	1879 Nov. 28	To take effect Nov. 30, 1879.		
2nd Lieut.	Charlton, Wm. Jr.	1879 May 17	May 22	1879 Nov. 28	To take effect Nov. 30, 1879.		
2nd Lieut.	Chaytor, E. C.	1879 May 27	June 6	1879 Nov. 28	To take effect Nov. 30, 1879.		
2nd A. Engr.	Owen, F. E.	1879 May 17	May 20	1879 Nov. 28	To take effect Nov. 30, 1879.		

OFFICERS		ARUNDEL 1873 - 1927 (Formerly MANHATTAN)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
1st Lieut.	Thurston, G. E.	1880 Mar. 23		1880 Nov. 13	Nov. 15		
Captain	Baker, J. G.	1880 May 6	May 15	1881 Nov. 28			
2nd Lieut.	Charlton, Wm.	1880 July 24	July 30	1880 Oct. 2			
		1880 May 22					
2nd A.Engr.	Howison, A. J.	1880 May 25	June 2	1880 Nov. 13	Nov. 15		
Chf.Engr.	Kelley, Daniel F.	1881 Mar. 29	Apr. 6	1881 May 24	May 28		
1st Lieut.	Thurston, Geo. E.	1881 Apr. 30	May 4	1882 Mar. 24			
3rd Lieut.	Wild, Jno. F.	1881 Apr. 30	May 7	1881 Nov. 28	Dec. 1		
2nd A.Engr.	Phillips, W. J.	1881 Apr. 30	May 7	1881 Nov. 28	Dec. 1		
2nd Lieut.	Chaytor, E. C.	1881 May 12	May 21	1881 Nov. 28	Dec. 1		
Chf.Engr.	Keogh, Stephen	1881 May 24	June 6	1881 Nov. 26	Nov. 29	Temporary.	
2nd A.Engr.	Howison, A. J.	1882 Mar. 16	Mar. 25	1882 Dec. 4			
2nd Lieut.	Kilgore, W. F.	1882 Mar. 21	Apr. 8	1882 Dec. 4	Dec. 4		
Captain	Baker, J. G.	1882 May 6	May 10	1882 Nov. 16			
2nd Lieut.	Chaytor, E. C.	1882 May 8	May 13	1882 Dec. 4	Dec. 4		
3rd Lieut.	Rockwood, F. L.	1882 May 23	June 21	1882 Dec. 4			
2nd Lieut.	Wadsworth, F. G. F.	1883 May 16	May 23	1883 June 13	June 15	Temporary.	
1st Lieut.	Dennett, John	1883 June 14	June 20	1883 Dec. 7		Temporary.	
2nd Lieut.	Buhner, A.	1883 July 31		1883 Nov. 24		Temporary.	
3rd Lieut.	Davis, John L.	1883 July 31		1883 Nov. 15	Nov. 19	Temporary.	
1st A.Engr.	Ogdin, James	1883 July 31	Aug. 3	1885 Apr. 21		Temporary.	
2nd A.Engr.	Hall, T. T.	1883 July 31		1883 Sept. 12		Temporary.	
Captain	Moore, Geo. W.	1883 Aug. 8	Aug. 13			Temporary.	
2nd A.Engr.	Beckwith, C. W.	1883 Sept. 12		1883 Dec. 31			
2nd Lieut.	Wild, John F.	1883 Nov. 7	Nov. 10	1883 Dec. 27			
3rd Lieut.	Lowe, A. Y.	1883 Nov. 14	Nov. 24	1883 Dec. 27			
1st Lieut.	Tozier, D. F.	1886 Apr. 10		1890 Apr. 1			
2nd Lieut.	Howland, W. S.	1886 Apr. 14		1887 Dec. 9			
1st A.Engr.	Ogdin, James	1886 Apr. 14		1887 May 17			
2nd A.Engr.	Pedrick, Willits	1886 Apr. 16		1887 Dec. 9			
Cadet	Harris, J. C.	1886 July 8		1887 Dec. 9			
1st Lieut.	Herring, W. J.	1886 Dec. 1		1887 Mar. 30			
1st A.Engr.	Beckwith, C. W.	1887 May 14		1888 Aug. 6			

OFFICERS		ARUNDEL 1873 - 1927 (Formerly MANHATTAN)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Chf. Engr.	Keogh, Stephen	1888 Aug. 6	:	1888 Sept. 13	:		
1st A. Engr.	Rockefeller, A. F.	1888 Sept. 6	:	1888 Dec. 27	:		
2nd Lieut.	Hanks, A. P. R.	1888 Dec. 27	:	1888	:		
3rd Lieut.	Jacobs, W. V. E.	1888 Dec. 27	:	1890 June 9	:		
1st A. Engr.	Whitworth, H. C.	1888 Dec. 27	:	1889 May 8	:		
2nd A. Engr.	Chalker, J. H.	1889 Jan. 19	:	:	:		
3rd Lieut.	Carden, G. L.	1889 Feb. 19	:	1890 Apr. 4	:		
2nd A. Engr.	Nash, C. F.	1889 Apr. 17	:	:	:		
2nd A. Engr.	Jack, E. A.	1889 May 8	:	1889 Oct. 26	:		
3rd Lieut.	Brereton, P. H.	1889 July 12	:	1890 Mar. 14	:		
1st A. Engr.	Whitworth, H. C.	1889 Sept. 28	:	1890 Apr. 30	:		
Captain	Congdon, J. W.	1890 Mar. 20	:	:	:		
1st A. Engr.	Schwartz, E. G.	1890 May 20	:	:	:		
2nd Lieut.	Dunwoody, F. M.	1890 June 9	:	:	:		

		ARUNDEL 1873 - 1927 (Formerly MANHATTAN)					
		Built by Charles A. Weidner at Chester, Pennsylvania, 1872 to 1873. Contract price, \$49,757.					
1873	May	17	Ordered to New York City to be placed in commission. Sailed May 21. Arrived 25th.				
1874	Feb.	7	Taken from superintendence of New York Collector.				
1874	Apr.	7	Authority given to discharge crew.				
1874	Apr.	30	Assigned to duty in waters of Long Island Sound.				
1874	Aug.	22	Ordered to Boston for temporary duty. Sailed August 25. Arrived August 29.				
1875	Apr.	2	Crew to be discharged. Carried into effect April 5, 1875.				
1875	July	7	To ship crew as services are required.				
1875	July	28	Ordered to Ogdensburg for duty on that station.				
1875	Aug.	2	Ordered to Oswego for duty. Sailed August 4. Arrived at Oswego August 20.				
1875	Nov.	18	Ordered to Ogdensburg at close of navigation.				
1875	Nov.	19	To be laid up at Ogdensburg. Carried into effect November 30, 1875.				
1876	May	3	Ordered to Oswego to be placed in commission. Arrived at Oswego May 14.				
1876	Nov.	25	To be placed in winter quarters at Oswego. Carried into effect November 30.				
1877	May	12	To chip crew and place vessel in commission. Carried into effect May 17, 1877.				
1877	Nov.	27	Vessel to be laid up at Oswego. Carried into effect November 30, 1877.				

ARUNDEL 1873 - 1927 (Formerly MANHATTAN)

1878	May	8	To ship crew. May 13, put vessel in commission. Carried into effect May 15, 1878.
1878	Nov.	12	Vessel to be laid up at close of navigation.
1879	May	12	To ship crew, May 19. Put vessel in commission. Carried into effect May 22.
1879	Nov.	14	Vessel to be laid up at close of navigation.
1880	May	18	To ship crew as services are required. May 22, to be put in commission.
1880	Nov.	13	To lay up vessel immediately. Carried into effect November 15, 1880.
1881	May	2	To ship crew. May 4, to put vessel in commission. <u>Cruising Grounds from mouth of Niagara River into St. Lawrence as far as Ogdensburg, New York.</u> Vessel placed in commission May 6, 1881.
1881	Nov.	23	To put out of commission at close of navigation. November 30, 1881, carried into effect.
1882	May	8	To ship crew and employ pilot. Carried into effect May 15, 1882.
1882	May	12	Orders sent to put vessel in commission. <u>Cruising Grounds from mouth of Niagara River into St. Lawrence as far as Ogdensburg, New York.</u>
1882	Nov.	24	Vessel to be placed out of commission November 30. Carried into effect, November 30.
1883	July	30	Lieutenant Dennett authorized to ship crew.
1883	Aug.	15	Vessel ordered to Philadelphia. Sailed August 21. Arrived New York September 11.
1883	Sept.	12	Ordered to Fort Monroe for duty. Sailed September 16. Arrived Fort Monroe September 17.
1883	Dec.	22	Ordered to Baltimore. Arrived December 25.
1883	Dec.	27	To be placed out of commission. Put out of commission December 31, 1883.
1885	Mar.	3	Advertised to be sold at Baltimore, March 23, 1885.
1885	Mar.	17	Board appraised vessel at \$20,000. Should not be sold for less than \$15,000.
1885	Mar.	21	Captain George W. Moore, directed to take charge of vessel and prepare her for sale. Highest bid, \$7,500. Vessel withdrawn from sale.
1885	July	23	Turned over temporarily to Marine Hospital Service for duty as quarantine boat at the Capes of Virginia. Order carried into effect July 24, 1885.
1885	Nov.	12	To be returned to Revenue Marine. Captain Moore to receive vessel at Baltimore, Maryland.
1886	Apr.	10	Captain Moore directed to turn vessel over to Lieutenant Tozier.
1886	Apr.	29	Vessel placed in commission at Baltimore and ordered to Whitestone, New York. Arrived May 4.
1886	May	5	Vessel stationed at Whitestone, New York, with cruising grounds from New York to Port Jefferson, Long Island, with occasional visits to East end of Sound.
1886	Dec.	1	To cruise during the winter, greater part of time, the Eastern end of head of Sound.
1887	Dec.	9	Placed on harbor duty under Surveyor. (Temporary)
1888	Dec.	29	Assigned to patrol duty in New York Harbor, in connection with anchorage of vessels.
1889	Nov.	4	Assigned to boarding duty under Surveyor.
1889	Dec.	6	To do boarding duty at West End, Long Island Sound, in addition to present duties.
1890	Mar.	14	Re-assigned to patrol duty in harbor of New York in connection with anchorage of vessels.



ARUNDEL 1873 - 1927 (Formerly MANHATTAN)

1897	July	28	Vessel to be laid up for repairs July 30, 1897.
1898	Apr.	2	To relieve CHANDLER two days.
1898	Apr.	16	Vessel to perform boarding duty alternate weeks with CHANDLER, and while on this duty, CHANDLER will perform anchorage duty.
1898	May	25	Above order modified - Vessel to relieve CHANDLER only from Saturday until Tuesday of each week. Vessel undergoing repairs at Jersey City, New Jersey. ( <u>No date given.</u> )
1904	Oct.	26	Vessel resumed duty in connection with anchorage vessels in New York Harbor, New York.
1905	June	1	In addition to present duties, to perform anchorage work heretofore done by anchorage launch.
1906	June	26	Commanding Officer directed to report to Captain Sill for duty at Harvard-Yale races on 29th instant.
1906	Aug.	31	Captain F. H. Newcomb directed detail MANHATTAN and one other harbor tug to patrol course of the National Boat Carnival, Hudson River, September 10, 1906.
1907	June	12	Proceed to Poughkeepsie for regatta on June 18, 1907.
1908	Jan.	24	Convey Honorable J. A. Goulden, Member of Congress, and party on 28th instant around New York Harbor.
1908	June	18	Detailed for duty at Poughkeepsie regatta on June 27.
1908	Sept.	26	Detailed for duty at Water Carnival and regatta at Hartford, September 6,7, and 8.
1909	Dec.	20	Convey Congressman J. A. Goulden, Mr. Charles Reid and others to inspect waterways around Spuyten Duvil and adjacent waters.
1911	Nov.	15	Assigned to New York Division.
1912	June	5	To patrol course of Intercollegiate Regatta Association at Poughkeepsie, New York, June 29.
1912	Aug.	29	To patrol Mobilization, Navy, New York City, New York, October 12th to 15th, 1912.
1912	Sept.	2	Patrolled British International Trophy races, Huntington, Long Island.
1913	June	28	New Rochelle Regatta.
1914	May	30	Assisted patrol course of Harlem River Rowing Association.
1914	June	26	Assisted patrol Intercollegiate Regatta, Poughkeepsie, New York.
1914	Aug.	6	Conveyed Secretary Hamlin and gold shipment to U.S.S. TENNESSEE at Tompkinsville.
1914	Aug.	26	Patrol course of National M. B. Carnival, Manhasset Bay, New York until August 29.
1916	Mar.	22	Collided with Naval tug NARKEETA in Basin of New York Navy Yard.
1916	May	30	Assisted in patrolling race of New York Rowing Association. New York, Harlem River.
1917	Dec.	4	Arrived at Coast Guard Depot. Left New York same date.
1918	Apr.	1	<u>Name changed to ARUNDEL.</u>
1923	Jan.	1	Permanent station, Coast Guard Depot, (Station Ship) South Baltimore, Maryland.
1927	Apr.	28	SCLD for \$2,500.00 to George Johnson, 1033 Riverside Avenue, Baltimore, Maryland.

OFFICERS		SALMON P. CHASE 1865 - 1875					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Captain	Treadway, Timothy	1869 Dec. 28		1872 Apr. 1			
1st Lieut.	Ritchio, David	1870 July 22		1871 Nov. 29			Promoted Captain.
3rd Lieut.	Roath, W. D.	1871 Mar. 26	Promoted to 2nd Lieut.	1871 May 26	Dec. 6		In winter quarters.
Chf. Engr.	Chester, D. C.	1865 June		1874 Feb. 11			
1st A. Engr.	Keogh, Stephen	1871 May 15		1871 Dec. 6			In winter quarters.
2nd A. Engr.	Broadbent, A. L.	1871 Oct. 12		1872 Nov. 30			
3rd Lieut.	Bateman, A. E.	1871 Oct. 23		1871 Dec. 6			In winter quarters.
Captain	Henriques, J. A.	1872 Apr. 1		1873 June 30			
2nd Lieut.	Roath, W. D.	1872 May 6		1872 Nov. 30			
3rd Lieut.	Bateman, A. E.	1872 May 6		1873 Jan. 21			
1st Lieut.	King, G. W.	1872 May 13		1872 Nov. 30			
1st A. Engr.	Keogh, Stephen	1872 June 26		1872 Aug. 17			
2nd A. Engr.	Laws, Chas. A.	1872 Aug. 17		1872 Nov. 30			Temporarily.
1st Lieut.	Smith, Chas. W.	1873 May 3	June 5	1873 Dec. 4	Dec. 6		
3rd Lieut.	Bateman, A. E.	1873 May 8	May 15	1873 Dec. 4	Dec. 7		
2nd Lieut.	Charlton, Wm. Jr.	1873 May 13	May 23	1873 Dec. 4	Dec. 7		
2nd A. Engr.	Laws, Chas. A.	1873 May 13	May 22	1873 Dec. 4	Dec. 6		
Captain	Webster, Jno. A. Jr.	1873 June 30	July 10				Died April 6, 1875.
1st A. Engr.	Dereamer, Geo. C.	1874 Feb. 11	Feb. 18	1874 May 21	Temporary. Detached while in Wash.		
2nd A. Engr.	Laws, Chas. A.	1874 May 19	May 25	1874 Dec. 1	Dec. 1		
1st Lieut.	Smith, Chas. W.	1874 June 3	June 10	1874 Dec. 1	Dec. 1		
2nd Lieut.	Charlton, Wm. Jr.	1874 June 3	June 10	1874 Dec. 1	Dec. 1		
Chf. Engr.	Pulsifer, Frank H.	1874 June 15	June 27	1875 June 16			
1st Lieut.	Pease, C. W.	1875 Apr. 14	Apr. 19	1875 June 16			

		SALMON P. CHASE 1865 - 1875					
1865	July	28	Built at New York by James Murphy and Company, for Mr. Slack, who was the contractor, for \$135,000.				
1865	Oct.	10	Ordered to Ogdensburg via the St. Lawrence. Her arrival at Quebec reported October 17.				
1865	Nov.	8	At Ogdensburg. November 20, to go into winter quarters at Ogdensburg.				
1870	Aug.	27	To be subsequently stationed at Oswego.				
1872	Nov.	16	Ordered to be placed in winter quarters. Carried into effect November 30, 1872.				
1873	May	17	Ordered to Oswego, New York, and on arrival to be put in commission.				

SALMON P. CHASE 1865 - 1875

1873	Nov.	18	To be laid up in winter quarters on close of navigation.
1873	Dec.	4	Officers excepting C. O. and Chief Engineer detached and placed on Waiting Orders.
1874	May	27	To proceed to Oswego and be put into commission. Arrived June 12.
1874	Nov.	24	Ordered to Ogdensburg and there placed in winter quarters on close of navigation. Laid up December 1.
1875	Apr.	19	Captain Faunce ordered to Ogdensburg to appraise vessel in conjunction with Captain Pease and Chief Engineer Pulsifer.
1875	May	5	Advertised to be sold at Ogdensburg, May 26, 1875. Appraised at \$12,000.
1875	June	15	Sale of vessel, furniture, equipment etc. for \$11,000, and outfits for \$527.00 confirmed.
1875	June	16	Carpenter, fireman, retained on board as ship-keepers. Directed to be discharged on receipt.

OFFICERS

SALMON P. CHASE 1878 - 1912

		<u>ASSIGNED</u>		<u>DETACHED</u>		
<u>RANK</u>	<u>NAME</u>	<u>Date of Order</u>	<u>Date of Reptg.</u>	<u>Date of Order</u>	<u>Date of Ack.</u>	<u>R E M A R K S</u>
Captain	: Henriques, J. A.	: 1878 Aug. 20):		: 1883 June 16 :	June 16 :	
1st Lieut.	: Hamlet, O. C.	: 1878 Aug. 6):		: 1881 Mar. 14 :		
2nd Lieut.	: Hall, D. A.	: 1878 Aug. 20):		: 1880 Oct. 7 :		
Cadet	: Myrick, O. D.	: 1878 Aug. 22):		:		
Cadet	: Ross, W. G.	: 1878 Aug. 22):	Transferred	: 1882 May 29 :	May 31 :	
Cadet	: York, G. A.	: 1878 Aug. 22):	from the DOBBIN:	:		
Cadet	: Holmes, M. M.	: 1878 Aug. 22):		: Died December 17, 1878.		
Cadet	: Cook, G. A.	: 1878 Aug. 22):		:		
Cadet	: Davis, J. L.	: 1878 Aug. 22):		:		
Cadet	: Lockwood, J. A.	: 1878 Aug. 22):		: 1879 Sept. 17 :	Sept. 19 :	
Cadet	: Doty, G. H.	: 1878 Aug. 12 :		: 1880 June 9 :		
Cadet	: Reynolds, W. E.	: 1878 Aug. 12 :		: 1880 June 9 :		
Cadet	: Dunwoody, F. M.	: 1878 Aug. 12 :		: 1880 June 9 :		
Cadet	: Drew, C. D.	: 1878 Aug. 12 :		: Resigned.		
Cadet	: Emery, Howard	: 1878 Nov. 1 :		: 1880 Oct. 15 :		: As of that date.
Cadet	: Foley, D. P.	: 1879 June 10 :	June 12 :	: Detached		
Cadet	: Thompson, P. W.	: 1879 June 10 :	June 12 :	: Detached		
Cadet	: Lutz, Jno. E.	: 1879 June 10 :	June 12 :	: Detached		
Cadet	: Broadbent, H. M.	: 1879 Sept. 13 :		: 1881 Oct. 4 :		
2nd Lieut.	: Howison, J. W.	: 1880 June 1 :	June 4 :	: 1884 Mar. 25 :	Mar. 27 :	

OFFICERS		SALMON P. CHASE 1878 - 1912					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Cadet	: Moore, John C.	: 1880 June 11	: 1880 June 14	: 1882 May 24	:	:	:
Cadet	: Starkweather, G. A.	: 1880 June 11	: 1880 June 14	: 1882 May 24	:	:	:
Cadet	: Hall, W. E. W.	: 1880 June 11	: 1880 June 14	: 1882 May 24	:	:	:
Cadet	: Kimball, Ed. F.	: 1880 June 11	: 1880 June 14	: 1882 May 24	:	:	:
Cadet	: West, H. B.	: 1880 June 11	: 1880 June 15	: 1882 May 24	:	:	:
Cadet	: Cantwell, J. C.	: 1880 June 11	: 1880 June 14	: 1882 May 24	:	:	:
Cadet	: Lowe, A. Y.	: 1880 June 11	: 1880 June 14	: 1882 May 24	:	:	:
Cadet	: Kennedy, E. P.	: 1880 June 11	: 1880 June 14	: 1882 May 24	:	:	:
1st Lieut.	: Congdon, J. W.	: 1881 Feb. 5	: 1881 Mar. 25	: 1885 Mar. 25	:	Mar. 27:	:
Cadet	: Jarvis, D. H.	: 1881 Jan. 7	:	:	:	:	:
Cadet	: Sill, Jas. L.	: 1881 Jan. 7	:	:	:	:	:
Cadet	: Oakie, John B.	: 1881 Jan. 7	Resigned May 6, 1882.		:	:	:
Cadet	: Ewing, A. H.	: 1881 Jan. 7	:	:	:	:	:
3rd Lieut.	: Foley, D. P. (Temp.)	: 1882 June 9	: 1882 June 13	: 1884 Oct. 9	:	Sept. 15:	Left vessel.
Cadet	: Barnes, C. A.	: 1882 June 9	: 1882 June 5	:	:	:	:
Cadet	: Perry, K. W.	: 1882 June 9	: 1882 June 12	:	:	:	:
Cadet	: Reed, B. L.	: 1882 June 9	: 1882 June 12	:	:	:	:
Cadet	: McCreary, H. R.	: 1882 June 9	: 1882 June 12	:	:	:	:
Cadet	: Quinan, J. H.	: 1882 June 9	: 1882 June 12	:	:	:	:
3rd Lieut.	: West, H. B.	: 1882 June 10	: 1882 June 13	: 1882 Aug. 30	:	Sept. 8:	:
2nd Lieut.	: Wadsworth, F. G. F.	: 1883 June 13	: 1883 June 18	: 1883 Sept. 19	:	Sept. 21:	:
Cadet	: Harris, J. C.	: 1883 June 14	:	: 1885 Sept. 16	:	Sept. 18:	:
Cadet	: Hoover, W. D.	: 1883 June 14	:	: 1883 Oct. 10	:	<u>Resigned.</u>	:
Cadet	: Shields, W. C.	: 1883 June 14	:	: 1883 Sept. 25	:	<u>Resigned.</u>	:
Cadet	: Ainsworth, D. J.	: 1883 June 14	:	: 1885 Sept. 16	:	<u>On Leave.</u>	:
Cadet	: Mower, C. E.	: 1883 June 14	:	: 1885 June 5	:	<u>Dismissed.</u>	:
Captain	: Shephard, L. G.	: 1883 June 16	: 1883 Apr. 3	: 1887 Apr. 9	:	:	:
2nd Lieut.	: Cushing, W. H.	: 1884 Mar. 24	:	: 1888 May 23	:	:	:
Cadet	: Brown, J. H.	: 1884 June 7	: 1884 June 11	: 1886 Sept. 3	:	:	:
Cadet	: Culver, W. W.	: 1884 June 7	: 1884 June 11	: 1886 Sept. 3	:	:	:
Cadet	: Fengar, C. B.	: 1884 June 7	: 1884 June 11	: 1886 Sept. 3	:	:	:
3rd Lieut.	: Reynolds, W. E.	: 1884 Dec. 11	: 1884 Dec. 24	: 1888 Apr. 21	:	:	:
1st Lieut.	: Littlefield, A. D.	: 1885 Apr. 23	: 1885 May 7	: 1887 May 4	:	:	:

## OFFICERS

## SALMON P. CHASE 1878 - 1912

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Cadet	: Reinburg, Jno. E.	: 1885 June 6	:	: 1887 May 26	:	
Cadet	: Moore, Jas. M.	: 1885 June 6	:	: 1887 May 26	:	
Cadet	: Dimock, F. H.	: 1885 June 6	:	: 1887 May 26	:	
Cadet	: Hull, J. B.	: 1885 Sept. 9	:	: 1887 Sept. 5	:	
Cadet	: Landrey, S. M.	: 1885 Sept. 9	:	: 1887 Sept. 5	:	
Cadet	: Uberroth, P. H.	: 1885 Sept. 9	:	: 1887 Sept. 5	:	
Cadet	: Bertholf, E. P.	: 1885 Sept. 9	:	: 1887 Sept. 5	:	
Cadet	: Wilcox, G. H.	: 1885 Sept. 9	:	: 1887 Sept. 5	:	
Cadet	: Crisp, R. O.	: 1885 Sept. 9	:	: 1887 Sept. 5	:	
Cadet	: Henderson, A. J.	: 1885 Sept. 9	:	: 1887 Sept. 5	:	
Cadet	: Jacobs, Wm. V. E.	: 1885 Sept. 9	:	: 1887 Sept. 5	:	
Cadet	: Carden, G. L.	: 1886 June 7	:	:	:	
Cadet	: Smith, F. L.	: 1886 June 7	:	:	:	
Cadet	: Grace, J. P.	: 1886 June 7	:	:	:	
3rd Lieut.	: Cantwell, J. C.	: 1887 Apr. 6	:	: 1889 Apr. 3	:	
Captain	: Hodgsdon, D. B.	: 1887 Apr. 9	:	:	:	
Cadet	: Robinson, L. L.	: 1887 May 26	:	:	:	
Cadet	: Brereton, P. H.	: 1887 May 26	:	:	:	
Cadet	: Smith, S. K.	: 1887 May 26	:	:	:	
Cadet	: Dodge, F. G.	: 1887 May 26	:	:	:	
1st Lieut.	: Simms, J. M.	: 1888 Apr. 16	:	: 1890 June 3	:	
2nd Lieut.	: Foley, D. P.	: 1888 May 23	:	: 1888 Aug. 31	:	
2nd Lieut.	: Little, J. H.	: 1888 Sept. 1	:	: 1889 Apr. 15	:	
2nd Lieut.	: Reynolds, W. E.	: 1889 Apr. 15	:	: 1890 May 19	:	
3rd Lieut.	: Reed, B. L.	: 1889 Apr. 25	:	:	:	
Cadet	: Thompson, H. L.	: 1888 May 26	:	:	:	
Cadet	: Culver, C.	: 1888 May 26	:	:	:	
Cadet	: Hay, W. H. O.	: 1888 May 26	:	:	:	
Cadet	: Scott, J. H.	: 1888 May 26	:	:	:	
Cadet	: Carmine, G. C.	: 1888 May 26	:	:	:	
Cadet	: Silvia, G. F.	: 1888 May 26	:	:	:	
Cadet	: White, C. M.	: 1888 May 26	:	:	:	
Cadet	: Van Boskerck, F. S.	: 1889 May 24	:	: 1890 May 19	:	

## OFFICERS

## SALMON P. CHASE 1878 - 1912

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Cadet	De Otto, D. F. A.	1889 May 24	:	1890 May 19	:	
Cadet	Haake, F. J.	1889 May 24	:	1890 May 19	:	
Cadet	Daniels, G. M.	1889 May 24	:	1890 May 19	:	
Cadet	Van Cott, W. S.	1889 May 24	:	Dismissed January 8, 1890.		

## SALMON P. CHASE 1878 - 1912

			Vessel built at Philadelphia 1877 and 1878. Contract price \$20,300. Commenced by Thomas Brown and Sons. Finished by Government. Completed August 6, 1878.			
1878	Aug.	12	Vessel ordered to New Bedford, Massachusetts.			
1878	Aug.	22	Vessel ordered on practice cruise. Sailed August 26. Returned October 28.			
1879	May	26	Ordered to ship crew.			
1879	June	11	Ordered on practice cruise. Sailed June 19. Returned September 8.			
1880	June	14	Ordered on practice cruise. Sailed June 1. Returned September 3, 1880.			
1881	May	24	To ship crew for cruise.			
1881	June	8	Ordered on practice cruise. Sailed June 14. Returned August 26.			
1881	Sept.	1	Authorized to discharge crew.			
1882	May	31	Ordered to ship crew.			
1882	June	6	Ordered on practice cruise. Sailed June 14. Arrived at Foothbay, Maine, July 4. At Provincetown, July 16. Hampton Roads, August 17. At Gardiniers Bay, September 2, and returned to New Bedford, Massachusetts, September 8, 1882.			
1883	May	25	To ship crew for summers' cruise.			
1883	June	13	Vessel ordered on practice cruise. To return by September 10, 1883. Sailed June 21. Arrived at Portland July 2. At Hampton Roads July 30. Returned to Gardiniers Bay August 25, 1883.			
1884	May	27	To ship crew for summer cruise by June 1.			
1884	June	9	Ordered on practice cruise. To return by September 10, 1884. Sailed June 12, from New Bedford. Arrived at Brest, France, July 1. Sailed for United States, July 9. Arrived at Gardiniers Bay, August 13. At New Bedford, September 7.			
1884	Sept.	16	Vessel to be laid up at New Bedford and main portion of crew discharged.			
1885	June	3	To ship crew for summers' cruise.			
1885	June	9	Ordered on practice cruise. To return by September 10. Left New Bedford, June 11. Arrived at Plymouth, England, July 8 - to return July 13. At St. Michaels, Azores, July 27. Gardiniers Bay September 1. New Bedford, September 10.			



SALMON P. CHASE 1878 - 1912

1886	June	7	Vessel ordered on Practice Cruise; to return by September 10th. June 12, left New Bedford.
1886	July	8	Arrived at Coruna, Spain. July 26, at St. Michaels. August 23, at Gardiner's Bay.
1887	May	28	Ordered to sea on Practice Cruise; to sail June 1 and return September 10th. June 3, sailed for Brest, France. July 4, arrived at Lisbon, Portugal. July 19, arrived at Fayal, Azores; sailed July 21.
1887	Aug.	14	Arrived at Gardiner's Bay. September 2, arrived at New Bedford, Massachusetts.
1888	May	26	Ordered on Practice Cruise. To sail about June 1 and return by September 10th. Sailed June 2nd, for Lisbon, Portugal. June 28, arrived at Lisbon. To sail July 5 for Funchal, Madeira.
1888	July	10	Arrived at Funchal. To sail July 12 for Gardiner's Bay. August 27, arrived at Gardiner's Bay.
1888	Sept.	3	Arrived at New Bedford, Massachusetts.
1889	May	24	Ordered on Practice Cruise; to sail about June 1 and return by September 7th. Sailed June 1st.
1889	June	22	Arrived at Lisbon, Portugal. July 2, arrived at Funchal. July 15, arrived at Fayal, Azores.
1889	Aug.	10	Arrived at Greenport. August 31, arrived at New Bedford, Massachusetts.
1890	May	23	To be placed out of commission; effective as of May 31st.
1894	May	22	Ordered on Practice Cruise. Sailed May 24th. Arrived at Coruna, Spain, June 20th.
1894	July	11	Arrived at San Miguel, Azores. August 19, arrived at Gardiner's Bay.
1894	Aug.	30	Arrived at New Bedford, Massachusetts.
1894	Sept.	5	Part of crew discharged. Vessel to be anchored. Terms designated, etc.
1895	July	3	Sailed for Baltimore, to be placed under repairs by the Brusstan Shipbuilding Company of that City.
1895	July	7	Arrived at Baltimore, Maryland. Placed in commission at 12:00 o'clock noon February 8, 1896.
1896	Mar.	9	Ordered on Practice Cruise. March 12, sailed for Bermuda; arrived March 25th.
1896	Apr.	23	Arrived at Baltimore, Maryland. June 24, sailed from Baltimore.
1896	July	1	Ordered on Practice Cruise during July, August, September and October, 1896.
1896	July	2	Arrived at Boston, Massachusetts.
1896	July	24	Ordered to touch at Gibraltar and Funchal and reach Tampa, Florida, November 30th.
1896	Aug.	17	Sailed from Boston on annual Practice Cruise. Arrived at Gibraltar on September 12.
1896	Sept.	21	Sailed for Madeira. October 3, arrived at Funchal, Madeira.
1896	Nov.	1	Arrived at Porto Grande, St. Vincent, Portugal. November 25, arrived at St. Thomas, West Indies.
1896	Dec.	14	Arrived at Port Tampa, Florida. December 20, sailed for St. Petersburg, Florida; arrived same date.
1897	Mar.	24	Ordered to Baltimore by May 15. April 10, vessel sailed. April 13, arrived at Pensacola, Florida.
1897	Apr.	17	Left Pensacola. April 29, arrived at Charleston, South Carolina, at 9:30 P. M.
1897	May	5	Sailed for Hampton Roads, Virginia, and Baltimore, Maryland.
1897	May	6	Collision between CHASE and Schooner RICHARD F. C. HARTLEY of Boston, Massachusetts, about 50 miles east of Charleston Bar at 1:40 A. M. CHASE had the right-of-way under Rules of the Road and the Schooner was clearly liable.
1897	May	8	CHASE arrived at Charleston, South Carolina, disabled.

SALMON P. CHASE      1878 - 1912

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1907	May	27	Left Arundel Cove on practice cruise. Will anchor off Wagners Point, until the 31st.
1907	May	29	Proceed on practice cruise, Friday, May 31.
1907	May	31	CHASE sails probably today. Arrived at Pine Beach, Virginia, June 8. At Arundel Cove, Maryland, July 1.
1907	July	1	Transfer officers and crew to ITASCA and place CHASE out of commission.
1907	July	17	CHASE placed out of commission.
1912	June	10	To be towed by APACHE to Hampton Roads.
1912	June	15	Delivered to Surgeon Cummings, United States Public Health Service, and Marine Hospital Service, at Fortress Monroe 1:00 P.M. to be used as hospital ship.

JOHN B. HAWLEY      1883 - 1889

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			Built by the Union Dry Dock Company, of Buffalo, New York, under contract dated June 8, 1883, for \$7,300.
1883	Oct.	6	Captain Slicer directed to accept vessel in behalf of the Government, if trial trip is satisfactory, and to ship four men for trip to Mobile.
1883	Oct.	18	Ordered to Chicago, via Lakes Erie, Huron, and Michigan. Sailed November 4. Returned November 6.
1883	Nov.	6	Ordered back to Buffalo, from Dunnville, Ontario. Returned November 7.
1883	Nov.	9	Ordered to proceed to New York, via Erie Canal. Arrived at New York, November 23.
1883	Nov.	24	Ordered to Mobile, for duty. Arrived at Mobile, January 17, 1884.
1889	Apr.	3	Sold for \$1,080.00.

OFFICERS

JOHN B. HAWLEY      1883 - 1889

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		<u>ASSIGNED</u>			<u>DETACHED</u>		
<u>RANK</u>	<u>NAME</u>	<u>Date of Order</u>	<u>Date of Reptg.</u>	<u>Date of Order</u>	<u>Date of Ack.</u>	<u>REMARKS</u>	
1st Lieut.	: Littlefield, A. D.	: 1883 Oct. 18	: Oct. 20	: 1883 Nov. 24	: Nov. 26	: Temporary.	
2nd A. Engr.	: Angell, C. F.	: 1883 Oct. 18	: Oct. 20	: 1883 Nov. 2	: Resigned.	:	
2nd Lieut.	: Rogers, H. B.	: 1883 Oct. 23	: Oct. 27	: 1883 Nov. 23	: Nov. 24	:	
2nd A. Engr.	: Munroe, C. W.	: 1883 Nov. 24		: 1883 Nov. 28		:	
2nd Lieut.	: Brian, Chas. T.	: 1883 Nov. 15	: Nov. 24	: 1887 Apr. 1		:	
2nd Lieut.	: Failing, W. A.	: 1887 Mar. 26		: 1886 Apr. 23		:	
2nd Lieut.	: Myrick, O. D.	: 1888 Apr. 21		: 1889 Mar. 11		:	

## OFFICERS

COLFAX 1871 - 1924

		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Chf. Engr.	Chevers, M. T.	1871 Aug. 30		1884 Apr. 1	Apr. 3	
1st A.Engr.	Case, J. Madison	1871 Sept. 21		1872 May 14		
1st Lieut.	Randolph, W. B.	1871 Sept. 28		1872 Jan. 24		
Captain	Davis, A. B.	1871 Nov. 17		1872 Aug. 24		Transferred to HAMILTON.
2nd Lieut.	Slamm, J. A.	1871 Oct. 30		1872 May 6		
3rd Lieut.	Failing, W. A.	1871 Oct. 30		1872 Aug. 24		Transferred to HAMILTON.
1st Lieut.	Loring, B. W.	1872 Jan. 16		1872 Aug. 23		
2nd A.Engr.	Loveaire, H. F.	1872 Feb. 1		1872 Aug. 24		Transferred to HAMILTON.
2nd Lieut.	Brooks, S. A.	1872 May 6		1872 Aug. 24		Transferred to HAMILTON.
2nd A.Engr.	Henshaw, H. C.	1872 Aug. 6		1872 Aug. 24		Transferred to HAMILTON.
Captain	Chase, Chas. T.	1872 Aug. 24		1872 Aug. 30		Transferred to NORTHERNER.
3rd Lieut.	Hawes, W. H.	1872 Aug. 24		1872 Aug. 30		Transferred to NORTHERNER.
2nd A.Engr.	Laws, Chas. A.	1872 Aug. 24		1872 Aug. 30		Transferred to NORTHERNER.
Captain	Moore, Geo. W.	1872 Aug. 30		1873 Mar. 31	Apr. 23	
2nd Lieut.	Howard, Samuel	1872 Aug. 30		1873 Apr. 3	Apr. 8	
2nd Lieut.	Simms, J. M.	1872 Aug. 30		1874 June 26		To take effect July 1.
3rd Lieut.	Howison, J. W.	1872 Aug. 30		1873 Apr. 4	1873 May -	
2nd A.Engr.	Lucas, James B.	1872 Aug. 30		1872 Nov. 7		
2nd A.Engr.	Barrows, H. C.	1872 Aug. 30		1874 Oct. 21	Oct. 23	
2nd A.Engr.	Falconer, Chas.	1872 Nov. 16		1875 Oct. 21		Left vessel without leave. Dismissed Service Nov. 19.
Captain	Hamlin, H. P.	1873 Mar. 31	Apr. 23	1874 May 28		
2nd Lieut.	Willey, C. S.	1873 Apr. 3	May 7	1875 May 15	May 28	On reptg. of Brooks.
1st Lieut.	(Parker, J. H.	(1873 May 28	July 9	1876 May 2	May 6	
	(	(		1876 July 18		
Captain	Warner, Samuel S.	1874 May 28	June 1	1876 May 23		
3rd Lieut.	Rhodes, John W.	1874 July 28	Aug. 1	1877 July 16		
2nd A.Engr.	Henshaw, H. C.	1875 Jan. 5		1875 Apr. 27		
1st Lieut.	Brooks, Samuel A.	1875 May 15	May 28	1878 Jan. 7	Jan. 19	
2nd A.Engr.	French, D. M. C.	1875 Nov. 24	Nov. 27	1878 July 16	July 25	To report by Nov.27.
1st Lieut.	Harwood, H. W.	1876 Apr. 27	July 14	1877 Oct. 15	Oct. 18	
Captain	Chase, Chas. T.	1876 May 23	Orders revoked May 29,	1876.		
Captain	(Irish, Joseph	(1876 June 14		1877 Feb. 19	Feb. -	
	(	(1876 Aug. 3				

## OFFICERS

COLFAX 1871 - 1924

RANK	NAME	ASSIGNED			DETACHED			REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.			
A.2nd A.Engr.	Owen, Frederick E.	: 1876 June 19	: June 28	: 1877 Apr. 19	: Apr. 21			
Captain	Barr, Frank	: 1877 Feb. 19	: Mar. 2	: 1880 Feb. 17	: Feb. 21			
2nd A.Engr.	Coffin, Chas. F.	: 1877 Aug. 2		: 1878 July 16	: July 25			
2nd Lieut.	Simmonds, F. J.	: 1877 Sept. 21	: Sept. 27	: 1878 July 16	: July 25			
1st Lieut.	(Munger, F. M.	:(1878 Jan. 7	: Jan. 19	:(1878 July 16	: July 25			
	:(	:(1878 Dec. 2	: Dec. 8	:(1881 Oct. 10				
3rd Lieut.	Rhodes, John W.	: 1879 Feb. 5	: Feb. 9	: 1880 Apr. 15				
2nd A.Engr.	Webber, E. P.	: 1879 Feb. 5	: Feb. 11	: 1881 Nov. 10	: Nov. 12			
2nd A.Engr.	Angell, C. F.	: 1879 Mar. 10	: Mar. 19	: 1880 June 15				
2nd Lieut.	Tuttle, Francis	: 1879 Apr. 12	: May 1	: 1881 Apr. 29				
3rd Lieut.	Davis, John L.	: 1880 Apr. 15	: Apr. 19	: 1882 June 2				
Captain	Gabrielson, E.	: 1880 May 6	: May 17	: 1883 June 16				
2nd A.Engr.	Hall, Thos. T.	: 1880 June 5	: June 10	: 1883 May 1				
Chf. Engr.	Pulsifer, F. H.	: 1881 Mar. 19	: Revoked on April 1, 1881.					
2nd Lieut.	Rhodes, John W.	: 1881 Apr. 29		: 1883 Nov. 20	: Nov. 26		On exp. of leave.	
1st Lieut.	Smith, H. D.	: 1881 Oct. 10	: Nov. 13	: 1882 Apr. 18				
3rd Lieut.	Wade, E. L.	: 1882 May 11	: May 17	: 1882 July 28	: Aug. 3			
3rd Lieut.	Ross, Werth G.	: 1882 May 29	: June 24	: 1885 Feb. 28	: Mar. 3		On exp. of leave.	
1st Lieut.	Simmonds, F. J.	: 1882 Aug. 1	: Revoked Aug. 12, 1882.					
1st Lieut.	Hand, W. H.	: 1882 Aug. 12	: Sept. 17	: 1885 Nov. 28	: Dec. 5			
2nd A.Engr.	Loveaire, H. F.	: 1882 Nov. 17	: Dec. 16	: 1883 Oct. 11			Dismissed.	
1st A.Engr.	Laws, Chas. A.	: 1883 May 3	: June 1	: 1885 Mar. 5	: Mar. 9			
Captain	Stodder, L. N.	: 1883 June 16	: June 22	: 1886 May 5				
2nd A.Engr.	Webber, Eugene P.	: 1883 Oct. 22	: Oct. 23	: 1883 Nov. 3	: Nov. 5			
2nd A.Engr.	Robinson, Wm.	: 1883 Nov. 3	: Nov. 8	: 1885 Apr. 15	: Apr. 16			
1st Lieut.	Newcomb, F. H.	: 1883 Nov. 24	: Dec. 19	: 1885 Apr. 10				
Chf. Engr.	Harrison, A. L.	: 1883 Apr. 1	: Apr. 19					
3rd Lieut.	Foley, D. P.	: 1883 Jan. 22	: Jan. 31	: 1885 Apr. 15	: Apr. 16			
1st Lieut.	Newcomb, F. H.	: 1885 July 1	: July 3	: 1886 Dec. 7				
2nd A.Engr.	Robinson, Wm.	: 1885 June 22	: June 25	: 1886 Nov. 17				
1st A.Engr.	Keleher, J. T.	: 1885 June 15	: June 22	: 1886 Apr. 9				
2nd Lieut.	Foley, D. P.	: 1885 June 12	: June 15	: 1888 Apr. 21				
1st Lieut.	Herring, W. J.	: 1885 Nov. 28	: Dec. 5	: 1886 Dec. 1				

OFFICERS		COLFAX 1871 - 1924				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
2nd A. Engr.	Littig, Philip	1886 Apr. 10		1889 Apr. 17		
3rd Lieut.	Reed, B. L.	1886 Nov. 27		1889 Apr. 25		
Captain	Mitchell, J. C.	1886 May 13		1883 Sept. 30		
1st Lieut.	Munger, F. M.	1886 Sept. 30		1887 Aug. 9		
Captain	Moore, J. B.	1886 Nov. 19		1890 Apr. 21		
1st Lieut.	Walker, T. D.	1887 Sept. 10		1890 Nov. 17		On MORRILL August, 1890.
1st A. Engr.	Randall, F. B.	1886 Nov. 27		1888 Apr. 16		
2nd Lieut.	Emery, Howard	1888 Apr. 21		1888 Sept. 22		
2nd A. Engr.	Owen, F. E.	1888 May 10				
2nd Lieut.	Foley, D. P.	1888 Sept. 22				
3rd Lieut.	Reinburg, J. E.	1889 May 10				
2nd A. Engr.	Turner, E. N.	1889 Aug. 13				
Captain	Deane, E. L.	1890 Apr. 21				
1st Lieut.	Willey, O. S.	1890 Nov. 11				

		COLFAX 1871 - 1924			
		Built in 1870 - 1871 at Camden, New Jersey, by Dialogue and Wood.			
1872	Aug. 12	Ordered to Baltimore, Maryland, to take place of NORTHERNER. August 29th, arrived. Cruising grounds extended to Cape Henlopen.			
1873	June 23	Cruising grounds extended to Savannah, Georgia.			
1873	Dec. 5	Ordered to Savannah, Georgia. January 2, 1874, ordered back to Baltimore, Maryland.			
1874	Dec. 3	Assigned to winter cruising. Headquarters at Norfolk, Virginia.			
1875	Apr. 28	Ordered to Baltimore, Maryland, for slight repairs.			
1875	Nov. 18	Ordered to Wilmington, North Carolina, for duty. December 17th, arrived.			
1876	Oct. 10	Ordered to Philadelphia, Pa., for repairs. Order revoked.			
1878	May 27	Ordered to New York for repairs. June 5th, sailed; arrived June 10th.			
1878	July -	Ordered to Philadelphia, Pa., for repairs.			
1878	July 15	Ordered to Wilmington, Delaware, The Pusey and Jones Corporation, contractors, directed to dismantle vessel on July 16th. January 10, 1879, repairs completed.			
1879	Feb. 15	Placed in commission and ordered to Wilmington, North Carolina, for duty.			
1879	Mar. 7	Sailed for Wilmington; arrived March 9th.			

COLFAX 1871 - 1924

1882	Nov.	24	Ordered to Baltimore, Maryland, for repairs. December 2nd, arrived.
1882	Dec.	21	Repairs completed and vessel sailed for Wilmington. Cruising grounds from Body's Island, North Carolina, to Georgetown, South Carolina.
1883	Oct.	23	To convoy Steamer DIX from Wilmington to New York.
1885	Mar.	25	Ordered to Baltimore to have bottom examined. April 2nd, sailed; arrived April 4th, at 3 p. m.
1885	June	20	Ordered back to Wilmington. Cruising grounds extended temporarily to Beaufort, South Carolina.
1891	May	19	Ordered to Baltimore, Maryland, for repairs and new boiler. May 23rd, sailed; arrived May 28th.
1892	Jan.	14	Ordered back to Wilmington for duty. January 16th, sailed; arrived January 22nd.
1893	Aug.	8	Ordered to Fort Monroe for quarantine duty. August 17th, arrived.
1893	Oct.	18	Ordered back to Wilmington. October 23rd, left; arrived October 25th.
1895	July	13	Cruising grounds from Cape Lookout, North Carolina, to Georgetown, South Carolina.
1895	July	29	Headquarters changed temporarily to Charleston, South Carolina, with cruising grounds from Southport, North Carolina, to Beaufort, South Carolina.
1896	Oct.	22	Exchange stations with Steamer MORRILL at Charleston, South Carolina. Exchange of officers and crew made on October 27, 1896.
1896	Nov.	3	Ordered to Mayport, Florida, to hold THREE FRIENDS. Nov. 19th, arrived at Brunswick, Georgia.
1896	Nov.	28	Ordered to Charleston if Brunswick Collector can take charge of DAUNTLESS.
1896	Nov.	29	Sailed for Charleston at 6 a. m. December 11th, to resume active cruising.
1896	Dec.	29	Ordered to Jacksonville, Florida, about January 10, 1897, to relieve the BOUTWELL temporarily.
1897	Jan.	11	Arrived at Jacksonville, Florida, at 2 p. m. January 29th, arrived at Charleston, South Carolina.
1897	Jan.	30	To remain at Jacksonville until BOUTWELL repairs are fully completed.
1897	Feb.	25	Ordered to Fernandina, Florida, to confer with Collector on matter of BERMUDA and DAUNTLESS.
1897	Mar.	24	Ordered to Charleston to await instructions. March 24th, sailed.
1897	Apr.	5	Ordered to sail immediately to Fernandina, Florida, and report to Collector.
1897	Apr.	8	Ordered to cooperate and confer with Commanding Officer of U. S. S. VESUVIUS.
1897	Apr.	11	Arrived at Fernandina and reported to Collector of Customs.
1897	Apr.	27	<u>Ordered to cooperate with the Navy by Executive Order.</u>
1897	June	1	<u>Ordered to return to custody of this Department.</u>
1897	June	3	Ordered to return to Charleston, South Carolina, and resume duty. June 6th, sailed.
1897	July	23	Withdraws from duty to make repairs.
1898	Jan.	20	Ordered to go to assistance of MORRILL, disabled 20 miles west of Cape Fear bar.
1898	July	6	Ordered to Savannah, Georgia, and turn over to BOUTWELL volunteers from COLFAX.
1898	Aug.	10	Ordered to Baltimore, Maryland, and transfer Pilot to BOUTWELL.
1898	Aug.	15	Sailed. August 20th, arrived at Baltimore, Maryland.



COLFAX 1871 - 1924

1898	Dec.	9	Ordered to Savannah, Georgia, for temporary duty. December 16th, sailed; arrived December 28th.
1898	Dec.	9	Winter cruising orders sent. Cruising grounds from Charleston, S. C., to Jacksonville, Florida.
1899	Mar.	15	Ordered to remain at Savannah and Commanding Officer directed to hold his command in readiness to obey any instructions of the President of the United States.
1899	Mar.	18	Ordered to Brunswick, Georgia, and to report to President on Monday, next.
1899	Mar.	22	Ordered to Charleston, S. C., for temporary duty. Cruising grounds from Southport, N. C., to Beaufort, S. C. April 3rd, sailed for Charleston, S. C.
1899	May	22	Ordered to Baltimore, Maryland. To sail for Baltimore on June 8th.
1923	Jan.	1	Station Ship Coast Guard Depot, South Baltimore, Maryland. This vessel is out of commission at present writing.
1924	Sept.	16	Sold for \$1,440. to Charles A. Jording, Baltimore, Maryland.

OFFICERS

THOMAS CORVIN 1876 - 1900

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Captain	White, J. W.	1877 Jan. -	-	1878 July -	-	1st order dated 7/75.
1st Lieut.	Mullett, T. B.	1877 Feb. 7	Feb. 23	1877 Dec. 3		
2nd Lieut.	Bramm, John	1877 Jan. -	-	1880 May 10		
3rd Lieut.	Little, John H.	1877 Feb. 14	Never reported.	Order revoked March 7, 1877.		
Chf. Engr.	Wayson, Jas. T.	1877 Feb. -	-	1882 Mar. 15	Mar. 22	1st order dated 7/75.
1st A. Engr.	Marsilliott, M. G.	1877 Feb. 7	Feb. 24	1877 Apr. 20	Apr. 29	
3rd Lieut.	Rockwood, F. L.	1877 June 1	July 6	1879 Dec. 9		
2nd A. Engr.	Balls, John G.	1877 July 12	July 25	1880 Feb. 21		
2nd Lieut.	Gooding, G. H.	1878 Jan. 3	Jan. 20			
2nd A. Engr.	Wolff, A. R.	1878 Oct. 19	Nov. 9	1879 Mar. 28	Apr. 15	
2nd Lieut.	Burke, Edmund	1879 Dec. 9	Dec. 31	1882 Mar. 24	Apr. 4	
2nd A. Engr.	Owen, F. E.	1880 Feb. 20	Mar. 10	1883 Apr. 16	Apr. 26	
1st A. Engr.	Broadbent, A. L.	1880 Apr. 8		Order revoked April 20.		
2nd Lieut.	Hand, W. H.	1880 Apr. 13	Apr. 22	1880 Aug. 21		
Captain	Hooper, C. L.	1880 Apr. 13	Apr. 21	1881 Dec. 24		
3rd Lieut.	Myrick, O. D.	1880 Apr. 10	May 6	1881 Dec. 7		
1st A. Engr.	(Laws, Chas. A.	(1880 Apr. 16	May 8	(1881 Nov. 18	Nov. 20	
	(	(1882 Feb. 28		(1883 Mar. 27		

## OFFICERS

THOMAS CORWIN 1876 - 1900

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
3rd Lieut.	Wyckoff, Jno.	1880 Apr. 27	May 5	1880 Oct. 11		
1st Lieut.	Healy, M. A.	1880 May 10	May 20	1880 Oct. 23		
1st Lieut.	Herring, W. J.	1881 Apr. 8	Apr. 28	1882 Feb. 17	Feb. 26	
3rd Lieut.	Reynolds, W. E.	1881 Apr. 13	Apr. 23	1883 Dec. 3		
3rd Lieut.	Doty, Geo. H.	1881 Apr. 13	Apr. 23	1884 Dec. 11		
Captain	Healy, M. A.	1882 Feb. 15	Feb. 24	1886 Apr. 9		
Chf. Engr.	Taylor, Sidney T.	1882 Mar. 15	Apr. 14	1885 Jan. 28	Feb. 7	
2nd Lieut.	Willey, O. S.	1882 Mar. 23	Apr. 2	1883 Mar. 3		Left Vessel February 1, 1883.
3rd Lieut.	Iutz, John E.	1882 Mar. 28	Apr. 9	1885 Mar. 13		
1st A. Engr.	Broadbent, A. L.	1883 Mar. 18	Apr. 19	1885 Dec. 29		
2nd Lieut.	Benham, T. W.	1883 Apr. 2	Apr. 13	1884 Apr. 22	Apr. 24	
2nd A. Engr.	Brown, T. B.	1883 Apr. 12		Order Revoked		
2nd A. Engr.	McLenegan, S. B.	1883 May 7	May 17	1883 Oct. 23		
1st Lieut.	Hall, D. A.	1884 Mar. 21	Apr. 11	1885 Dec. 21	Dec. 29	
2nd Lieut.	Howison, J. W.	1884 Mar. 25	Apr. 24	1886 Feb. 10		
2nd Lieut.	Cook, Geo. A.	1884 Mar. 26	Apr. 15	1885 June 5		
3rd Lieut.	Cantwell, J. C.	1884 Mar. 26	Apr. 16	1887 Apr. 6		
2nd A. Engr.	McLenegan, S. B.	1884 Apr. 8		1885 Oct. 29		
Chf. Engr.	Kelley, D. F.	1884 Dec. 31	Feb. 11	1888 Apr. 14		
3rd Lieut.	Dunwoody, T. M.	1885 Jan. 31	Suspended.		1885 May 5	Never Reported.
3rd Lieut.	Kennedy, C. D.	1885 Mar. 13	Apr. 4	1885 Dec. 21		
2nd Lieut.	Benham, T. W.	1885 Apr. 14	Apr. 22			
1st Lieut.	Tuttle, Francis	1886 Feb. 6		1886 May 14		Temporary.
3rd Lieut.	Kennedy, C. D.	1886 Feb. 24	Mar. 7	1886 Apr. 19		
1st A. Engr.	Broadbent, A. L.	1886 Feb. 24		1886 Mar. 31		Temporary.
1st A. Engr.	Marsilliot, M. G.	1886 Mar. 31		1887 May 14		
Captain	Davis, A. B.	1886 Apr. 9		1886 May 14		
2nd A. Engr.	Owen, F. E.	1886 Apr. 20		1888 Feb. 20		
Captain	Abbey, C. A.	1886 May 6		1886 Nov. 30		
1st Lieut.	Howison, J. W.	1886 May 14		1887 Apr. 13		
2nd Lieut.	Rhodes, J. W.	1886 May 14		1887 Sept. 10		
3rd Lieut.	Dunwoody, F. M.	1886 Dec. 9		1887 May 14		
		1887 Oct. 26		1888 Apr. 11		

OFFICERS		THOMAS CORWIN 1876 - 1900				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Captain	Hooper, C. L.	1887 Apr. 13				
3rd Lieut.	West, H. B.	1887 May 14		1888 Apr. 28		
		1888 Oct. 18		1889 Feb. 9		
1st Lieut.	Willey, O. S.	1887 Sept. 13		Order Revoked. Never Reported.		
2nd A.Engr.	Cutchin, N. E.	1887 Oct. 5		1888 Apr. 11		
1st Lieut.	Hamlet, O. C.	1887 Oct. 11		1888 May 18		
Chf.Engr.	Wayson, J. T.	1888 Feb. 9		1888 Apr. 28		
2nd A.Engr.	Falkenstein, F. R.	1888 Apr. 5				
2nd Lieut.	Broadbent, H. M.	1888 Apr. 11		1888 Oct. 18		
Chf.Engr.	Jefferis, J. E.	1888 Apr. 28				
1st Lieut.	Dennet, John	1888 May 1				
1st A.Engr.	Blakemore, W. F.	1888 May 5		1889 Apr. 11		
3rd Lieut.	Jarvis, D. H.	1888 Oct. 18		1889 Mar. 14		
3rd Lieut.	Ainsworth, D. J.	1889 Apr. 10		1890 Apr. 11		
2nd A.Engr.	McLenegan, S. B.	1889 Apr. 10		1890 Apr. 22		
2nd Lieut.	Cantwell, J. C.	1889 Aug. 5				
3rd Lieut.	Dodge, F. G.	1890 Apr. 12				
1st A.Engr.	Broadbent, A. L.	1890 Apr. 22				
3rd Lieut.	Robinson, L. L.	1890 June 10				

		THOMAS CORWIN 1876 - 1900			
		Built at Portland, Oregon by Oregon Iron Works in 1876.			
1877	Jan.	18	Sailed to San Francisco, California, under orders from Department.		
1877	Jan.	19	Named the THOMAS CORWIN. Arrived at San Francisco, January 23. Authorized to ship crew, Feb. 12.		
1877	July	9	San Francisco Collector directed to put vessel in commission. Placed in commission July 17.		
1877	July	26	Ordered to cruise to Sitka. Sailed, July 30. Arrived, August 10. Returned August 28.		
1877	Oct.	9	Ordered to Astoria, Oregon, for duty. Sailed, February 2. Arrived, February 6, 1878.		
1880	Apr.	3	Ordered to San Francisco, California.		
1880	May	15	Ordered to cruise to Alaska, and into Arctic Ocean. Sailed, May 22. Left Arctic Ocean, September 13. Returned to San Francisco, October 14.		
1881	Apr.	21	Ordered to Alaska. Sailed, May 5. Returned to San Francisco, October 21.		
1882	Apr.	12	Ordered to Alaska, and Seal Islands. Sailed, April 20.		
1882	Apr.	21	Directed to proceed to Cape Serdze, and bring away crew of Steamer RODGERS. Returned to San Francisco, with crew of RODGERS, June 23, and for repairs.		

THOMAS CORWIN 1876 - 1900

1882	July	15	Sailed for Alaska. Returned to San Francisco, November 15.
1883	Feb.	10	Ordered to cruise to northward as far as Astoria. To stop at Oocs Bay and investigate wreck of steam-collier TOCOMO. To sail, February 20. Returned March 7.
1883	May	11	Ordered to cruise to Alaska, and Seal Islands. To return about October 20. Sailed, May 24. Arrived at Unalaska, June 25. Arrived at Departure Bay, June 2. At Unalaska, August 27. At San Francisco, October 8.
1884	Apr.	18	To cruise to Alaska and Seal Islands. To return about October 20. Sailed, May 8. Arrived at Unalaska, May 20. Returned to San Francisco, October 5.
1885	Apr.	18	Ordered to Alaska and Seal Islands. To return about October 20. Sailed, April 29. Arrived at Unalaska, May 9.
1885	May	28	Vessel returned to San Francisco, to have crank pin repaired. Sailed, June 4, for Unalaska. Returned to San Francisco, October 12.
1886	Apr.	13	Vessel ordered to duty at Astoria. Arrived, May 3.
1886	May	28	Ordered on cruise to Seal Islands, returning by way of Sitka. To remain at Seal Islands until last of September, unless sooner relieved by the Steamer BEAR. Sailed, June 10. Arrived at Unalaska, June 20. Returned to Astoria, September 22.
1886	Oct.	4	Assigned to duty at Astoria. Cruising Grounds, Neah Bay, Washington Territory, to Coos Bay, Oregon.
1887	Feb.	7	Ordered to San Francisco for repairs. Left in tow of RUSH, March 12. Arrived, March 17.
1887	Nov.	25	Ordered back to Astoria for duty. Left, December 30. Arrived, January 2.
1888	Apr.	25	Ordered to San Francisco for repairs. Left, May 2. Arrived, May 5.
1888	June	18	Vessel assigned to temporary duty at Port of San Francisco.
1889	Mar.	5	Turned over to contractor for repairs.
1889	June	6	Assigned to duty at San Francisco. Reported, June 5.
1889	Nov.	6	Ordered to Astoria for duty. Cruising Grounds as before. Sailed, November 20. Arrived, November 23.
1890	Apr.	10	Ordered to San Francisco. Arrived, April 15.
1890	June	4	Ordered to Seattle, thence to Unalaska. Sailed, June 12. Returned to Port Townsend, for repairs, June 19. Sailed, August 19, for Sitka, Alaska.
1890	Oct.	8	Assigned to Port Townsend, for temporary duty.
1890	Nov.	4	To cruise at least one half of time on straits.
1891	Jan.	21	Ordered to San Francisco for repairs. Sailed, January 31. Arrived, February 5.
1891	May	25	Assigned to temporary duty at San Francisco.
1891	June	10	To cruise to Seal Island on receipt of sealed instructions. To return by September 1. Sailed, June 16.
1892	Mar.	19	Ordered to S. E. Alaska, and to return in six weeks.
1892	Sept.	7	Ordered to duty about passes of Aleutian chain. November 1, then touch at Unalaska, and return Nov. 30.
1893	Apr.	22	To Bering Sea - Remain at Islands until September 15. Sailed, May 10. Returned, October 3, to San Francisco.

THOMAS CORWIN 1876 - 1900

1893 Dec. 4 Ordered to Honolulu, for State Department. Sailed December 5. Returned, January 5, 1894.

1894 Jan. 15 Ordered to duty at San Francisco Station. Commanding Officer, reported to Collector, January 22.

1894 Apr. 12 Commanding Officer ordered to report to Secretary of the Navy, for duty after April 30. Left San Francisco for Port Townsend, April 21.

1894 Apr. 13 Cruising orders sent (Bering Sea). Ordered by Navy to leave Port Townsend, May 15.

1894 Sept. Naval Officer in charge Bering Sea Fleet directs vessel to remain until October 1, in case Steamer RUSH does not return. Returned to San Francisco, October 7.

1895 Feb. 9 Vessel ordered to Sitka, Alaska, for temporary duty on that station. To sail by March 1. To return to Port Townsend, May 1. Sailed, February 28. Arrived at Port Townsend, March 6. Sailed same date. Vessel arrived at Sitka, Alaska, March 13.

1895 Apr. 13 Vessel ordered to report from duty to Commander of the Bering Sea Fleet. Returned to Port Townsend, April 30, from Sitka, Alaska. Sailed from Port Townsend, May 5. Returned to New Whatcom Oct. 7.

1895 Oct. 8 Ordered to Port Townsend, Washington, to await further instructions there. Arrived at Port Townsend, Washington, October 9. Remained at Port Townsend winter of 1895 and 1896.

1896 Apr. 3 Ordered to Port Townsend, for duty with Bering Sea Fleet not later than April 20. Sailed from Port Townsend, April 28.

1896 Aug. 8 Ordered to San Diego, California. Arrived at San Francisco, October 2.

1896 Dec. 17 Vessel ordered to San Diego, California, for duty. Sailed, January 10, 1897. Arrived at San Diego, January 15.

1897 Feb. 11 Cruising Grounds from Mexican boundary line, to Harford, California.

1897 Apr. 12 Ordered to San Francisco not later than April 25. Sailed for San Francisco, April 20.

1897 Apr. 22 Ordered to report to Captain Porter for duty with the Bering Sea Fleet.

1897 Apr. 24 Vessel arrived at San Francisco, April 24. Sailed from San Francisco at noon, May 5.

1897 May 13 Vessel ordered to search for Schooner GENERAL SIGLIN and crew enroute North.

1897 Sept. 14 Assigned to duty at San Diego, California. Arrived at San Francisco, October 13, from St. Michael via Unalaska. Sailed from San Francisco, October 24, for San Diego. Arrived at San Diego, October 27, at 3 o'clock P.M.

1898 Jan. 18 Vessel ordered to sea to protect Seal herd, thence to San Francisco for repairs.

1898 Jan. 28 To remain at San Francisco. Vessel at San Francisco.

1898 Apr. 9 Ordered to cooperate with Navy, Sec.2757 R.S. Executive Order.  
On duty at San Diego, California, June 28. Returned to Treasury Department August 15, by Executive Order.

1899 Apr. 4 Ordered to San Francisco for repairs. Arrived, April 16.

1899 May 3 Ordered to sail to Seattle upon arrival of Department mail of May 2.

1899 May 4 Ordered to take station at St. Michaels, Alaska. Arrived at Seattle, May 10.

THOMAS CORWIN 1876 - 1900

1899 June 5 Vessel ordered to search for Steamer PELICAN.  
 1899 June 6 Ordered to proceed North with tow, under favorable conditions. Arrived at Sitka with tow, June 17. At St. Michaels with tow, July 24.  
 1899 Oct. 16 To remain at Seattle until further instructed. Arrived at Seattle, October 15.  
 1899 Dec. 15 Vessel ordered to Tacoma, Washington.  
 1900 Jan. 15 Sealed proposals will be received at Port Townsend, Washington, by Captain Tozier until February 10, 1900, for the purchase of this vessel.  
 1900 Feb. 14 Sale confirmed. Vessel sold for \$16,500.00.

OFFICERS W. H. CRAWFORD 1865 - 1897 (Formerly NANSEMOND) (Formerly JOSEPH FREEBOM)

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Captain	Colesberry, S. C.	1870 Oct. 7		1872 Jan. 18		
1st Lieut.	Moore, Geo. W.	1869 Oct. 4		1871 Apr. 15		
2nd A.Engr.	Laws, Chas. A.	1869 Sept. 15		1871 Apr. 14		
1st A.Engr.	Dally, Jno. R.	1870 July 14		1871 Oct. 9		
Chf.Engr.	Leviness, Jas. F.	1870 May 11		1873 May 29	June 3	
1st Lieut.	Smith, C. W.	1871		1871		
2nd Lieut.	Howard, Samuel			1871 Apr. 3		
3rd Lieut.	Reed, C. H.	1871 Mar. 5		1871 July 29		
3rd Lieut.	Weston, Alfred	1871 May 6		1872 Nov. 19		
2nd Lieut.	Barstow, Robert	1871 Apr. 3		1873 May 3	May 15	
1st A.Engr.	Ball, Chas. H.	1871 July 31		1871 Nov. 6		
1st Lieut.	Macintire, B. F.	1871 Aug. 16		1873 June 27	June 30	
2nd A.Engr.	Price, C. J.	1871 Apr. 14		1871 July 31		
2nd A.Engr.	Warren, W. H.	1871 Oct. 9		1873 June 27	June 30	
Captain	Spencer, T. N.	1872 Feb. 3		1873 Nov. 3	Nov. 5	
1st A.Engr.	Aspald, Ed.	1872 Aug. 12		1873 June 3	June 8	
2nd Lieut.	Simmonds, F. J.	1873 May 3	May 15	1873 June 13	June 30	
3rd Lieut.	McConnell, Geo. E.	1873 Apr. 2	May 26	1873 June 27	June 30	
Chf.Engr.	Whitaker, F. W. H.	1873 May 29	June 11	1876 June 26	June 28	
Captain	Bailey, Geo. W.	1873 Nov. 1	Nov. 11	1875 Nov. 18	Nov. 25	Promoted June 20, 1874.
2nd Lieut.	Kilgore, W. F.	1873 Nov. 19		1874 June 9	June 19	



OFFICERS		W. H. CRAWFORD 1865 - 1897 (Formerly NANSEMOND) (Formerly JOSEPH FREEBOM)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
2nd Lieut.	Simmons, F. J.	1873 Nov. 19	Nov. 26	1876 June 26	June 28		
3rd Lieut.	Newcomb, F. H.	1873 Nov. 19	Nov. 25	1876 Apr. 22			
2nd A. Engr.	Warren, W. H.	1873 Nov. 24	Dec. 1	1875 Sept. 20	Oct. 1	On Reptg. of Hendee.	
2nd A. Engr.	Phillips, W. J.	1874 Jan. 12	Jan. 15	1874 July 9	July 11	Temporary.	
1st Lieut.	Stodder, L. N.	1874 June 8		1876 Sept. 1			
2nd A. Engr.	Hendee, Alonzo	1875 Sept. 20	Oct. 1	Dismissed. To take effect, March 31, 1876.			
Captain	Davis, A. B.	1875 Dec. 1	Dec. 9	1878 Mar. 19	Apr. 16	Also order dated Nov. 30.	
2nd A. Engr.	Phillips, W. J.	1875 Nov. 29	Dec. 6	1876 Aug. 21			
2nd Lieut.	Butt, Jas. B.	1876 Apr. 22	May 8	1876 July 14	July 15		
Act. 2nd A. E.	Mac Mahon, J. C.	1876 Apr. 24	Never Reported. Order Revoked, May 8, 1876.				
2nd A. Engr.	Remick, O. P.	1876 May 12	Never Reported. Order Revoked, May 15, 1876.				
2nd A. Engr.	Castano, D.	1876 May 15	Never Reported. Order Revoked, June 16, 1876.				
Chf. Engr.	Whitaker, F. M. H.	1876 Aug. 18	Aug. 24	1878 Mar. 11	Mar. 24		
1st Lieut.	Stodder, L. N.	1876 Dec. 8	Dec. 9	1877 May 23			
2nd A. Engr.	Phillips, W. J.	1876 Dec. 12	Dec. 20	1879 Mar. 26	Apr. 3		
2nd Lieut.	Butt, Jas. B.	1876 Dec. 19	Dec. 22	1878 Apr. 12			
3rd Lieut.	Munson, Chas. B.	1876 Dec. 19	Dec. 22	1878 Aug. 7			
Act. 2nd A. E.	Owen, F. E.	1877 Apr. 19	Apr. 30	1879 Mar. 26	Apr. 7		
Engr.	Kelly, D. F.	1878 Mar. 9	Orders Revoked, March 15.				
Chf. Engr.	Satterlee, Chas. A.	1878 Mar. 15	April 25, Resigned. To take effect, July 20, 1878.				
Captain	Glover, Russell	1878 Mar. 15	May 16	1880 May 13	May 17		
1st Lieut.	Slamm, J. A.	1878 Mar. 19	Apr. 11	1881 Apr. 16	Apr. 20		
3rd Lieut.	Woodward, M. G.	1878 Apr. 12					
2nd Lieut.	Simmonds, F. J.	1878 July 16	July 30	1879 Jan. 16			
Chf. Engr.	Severns, Jas. A.	1878 Aug. 8	Aug. 20	1879 Jan. 7	Jan. 22		
1st A. Engr.	Robinson, G. M.	1878 Dec. 31		1881 Apr. 27	As of expiration of leave.		
3rd Lieut.	Woodward, M. G.	1878 July 19		1879 July 12			
3rd Lieut.	Munson, Chas. B.	1879 Jan. 17	Jan. 22	Resigned. To take effect, Dec. 7, 1880.			
2nd A. Engr.	Pedrick, Willits	1879 Mar. 26	Apr. 3	1881 Nov. 9			
2nd A. Engr.	Hothersall, J. S.	1879 Mar. 26	Apr. 6	1879 Sept. 25			
2nd Lieut.	Baldwin, W. S.	1879 Dec. 5	Dec. 23	1880 Nov. 30			
2nd A. Engr.	Dennett, Alex	1879 Dec. 11	Dec. 26	1880 Apr. 7			
Chf. Engr.	Chester, D. C.	1880 Apr. 7	Apr. 20	1881 Mar. 10	Mar. 16		

OFFICERS		W. H. CRAWFORD 1865 - 1897 (Formerly NANSEMOND) (Formerly JOSEPH FREEBOM)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Captain	Selden, J. M.	1880 May 13	May 22	1882 May 20			
2nd Lieut.	Wadsworth, F. G. F.	1880 Nov. 30	Dec. 17	1883 Jan. 10	Jan. 15		
Chf. Engr.	Ball, Chas. H.	1881 Mar. 16	Apr. 7	1883 Jan. 9			
1st Lieut.	Brann, John	1881 Mar. 22	Apr. 12	1881 Nov. 25			
1st A. Engr.	Ogden, James	1881 Mar. 29	Apr. 11	1883 Jan. 9			
2nd Lieut.	Wyckoff, John	1881 Apr. 21	Apr. 29	1883 Jan. 10	Jan. 15		
3rd Lieut.	Delap, George	1881 Nov. 25	Dec. 8	1882 Mar. 24	Mar. 28		
1st Lieut.	Clark, R. M.	1882 May 12	May 22	1886 Sept. 6			Temporary.
3rd Lieut.	Emery, Howard	1882 July 6	July 13	1883 Jan. 9			Temporary.
Captain	Fengar, A. A.	1886 Oct. 6		1887 Nov. 28			
1st Lieut.	Smyth, T. S.	1886 Oct. 6		1887 Mar. 30			
2nd Lieut.	Crosley, S. M.	1886 Oct. 6		1886 Oct. 12			
3rd Lieut.	Thompson, P. W.	1886 Oct. 6		1887 Apr. 1			
Chf. Engr.	Dreamer, G. C.	1886 Oct. 6		1889 Mar. 9			
2nd A. Engr.	Cross, D. F.	1886 Oct. 6		1887 Apr. 29			
2nd A. Engr.	Boyd, H. L.	1886 Oct. 6		1889 May 18			
2nd Lieut.	Delap, George	1886 Oct. 16		1888 May 21			
2nd A. Engr.	Waterman, F. W.	1887 Mar. 24	Resigned.	1888 June 25			
1st Lieut.	Roath, W. D.	1887 Mar. 30		1889 May 1			
3rd Lieut.	Perry, K. W.	1887 Apr. 1		1889 May 1			
Captain	Keene, L. M.	1887 Nov. 28		1889 Apr. 19			
2nd Lieut.	Rhodes, J. U.	1888 May 14		1889 July 20			
2nd A. Engr.	Champlain, R. W.	1888 July 2		1889 May 18			
1st A. Engr.	Schwartz, E. G.	1889 Mar. 9					
2nd Lieut.	Myrick, O. D.	1889 Mar. 11		1889 May 1			
1st Lieut.	Baldwin, W. S.	1889 Apr. 25		1889 Aug. 2			
1st Lieut.	McConnell, G. E.	1889 Apr. 25		1889 May 16			
3rd Lieut.	Brown, J. H.	1889 Apr. 25		1889 Aug. 12			
2nd A. Engr.	O'Donovan, J. M.	1889 May 18		1889 Aug. 5			
2nd Lieut.	Doty, G. H.	1889 May 18		1889 July 10			
Captain	Gabrielson, Eric	1889 July 1		1889 July 19			

OFFICERS		W. H. CRAWFORD 1865 - 1897 (Formerly NANSEMOND)(Formerly JOSEPH FREEBOM)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Captain	Mitchell, J. C.	1889 Oct. 4	:	1890 Jan. 22	:		
Captain	Baker, J. G.	1890 Jan. 21	:	:	:		
1st Lieut.	DeHart, W. C.	1890 Jan. 21	:	1890 Apr. 22	:		
2nd Lieut.	Cushing, W. H.	1890 Jan. 21	:	:	:		
3rd Lieut.	Brown, J. H.	1890 Jan. 21	:	1890 June 3	:		
Chf. Engr.	Ball, C. H.	1890 Jan. 21	:	:	:		
2nd A. Engr.	Howison, A. J.	1890 Jan. 21	:	1890 Mar. 28	:		
2nd A. Engr.	Cross, D. T.	1890 Jan. 21	:	1890 Oct. 10	:		
1st Lieut.	Gooding, G. H.	1890 Apr. 22	:	:	:		
2nd A. Engr.	Dennett, Alex.	1890 Apr. 25	:	1890 June 3	:		
3rd Lieut.	Crisp, R. O.	1890 June 9	:	:	:		
3rd Lieut.	Landrey, S. M.	1890 Nov. 13	:	:	:		
2nd A. Engr.	Boyd, H. L.	1890 Nov. 13	:	:	:		

		W. H. CRAWFORD 1865 - 1897 (Formerly NANSEMOND)(Formerly JOSEPH FREEBOM)					
		Built in New York in 1862 and named JOSEPH FREEBOM. She was purchased by the Navy in 1862.					
1865	Aug.	15	Length 146 feet, breadth 26 feet, 325 tons, depth 9 feet.				
1865	Aug.	21	Purchased from the Navy Department for \$20,000, less 10%.				
1865	Oct.	16	Sailed from Baltimore, Maryland, for Savannah, Georgia, in compliance with orders of the 12th instant.				
1865	Oct.	22	Arrived at Savannah, Georgia.				
1869	May	11	Sailed from Savannah, Georgia.				
1869	May	14	Arrived at Baltimore, Maryland.				
1869	May	26	To be repaired at estimated cost of \$7,642.				
1869	Oct.	5	To return to Savannah, Georgia. October 6th, sailed; arrived October 9th.				
1870	Dec.	7	To Key West, Florida, for temporary duty.				
1873	June	3	Ordered to New York for repairs. June 4th, sailed; arrived June 8th.				
1873	June	27	To be placed out of commission and crew discharged.				
1873	Nov.	24	Authorized to ship crew.				
1874	Jan.	10	Ordered to Philadelphia for temporary duty. January 15th, arrived.				
1874	May	18	Ordered to Wilmington, North Carolina, for duty.				
1874	June	6	Sailed for Wilmington, North Carolina; arrived June 10th.				

W. H. CRAWFORD 1865 - 1897 (Formerly NANSEMOND) (Formerly JOSEPH FREEBOM)

1875	Nov.	18	Ordered to Key West for duty. December 1, to await arrival of Captain Davis.
1875	Dec.	11	Put into Charleston, South Carolina, to patch boiler. Arrived at Key West, December 16.
1876	June	5	Directed to remain at Savannah until further orders.
1876	June	15	Ordered to New York by telegraph. Started from Savannah, June 17. Arrived, June 21.
1876	June	30	To discharge pilot and crew. Officers to care for vessel. To ship crew, December 4. To employ 2 ship kprs.
1877	Jan.	6	Ordered to Key West for duty. Sailed, January 13. Arrived, February 2.
1878	June	7	Ordered to Charleston, South Carolina, for repairs. Sailed, June 12. Arrived, June 20.
1878	Aug.	8	Ordered to Wilmington, North Carolina, for duty. Arrived, August 12.
1879	Mar.	7	Ordered to Key West, for duty. Sailed, March 15. Arrived, March 19.
1880	Apr.	7	Ordered to Pensacola, Florida, for duty. Sailed, May 8. Arrived, May 11.
1882	Aug.	4	Cruising Grounds extended temporarily to St. Marks.
1882	Aug.	24	Headquarters changed to Mobile, Alabama.
1883	Jan.	9	Pilot and crew ordered to be discharged, excepting 3 ship keepers, and vessel put out of commission. Laid up, January 13.
1884	Mar.	26	Advertised to be sold at auction, April 15. Appraised for, \$11,000. Should not be sold for less than \$7,500. Highest bid, \$2,750. Articles, \$179. Rejected, April 16, 1884.
1885	Apr.	29	Ordered to be towed to Baltimore, by Steamers BOUTWELL and FORWARD. Sailed, May 10. Arrived at Baltimore, May 24. Undergoing repairs at Oclumbia Iron Works.
1886	Oct.	12	Ordered to Key West for duty. Sailed, October 16. At Charleston, South Carolina, October 22. Arrived at Key West, November 3. Cruising Grounds, from Cape Florida to Cedar Keys, Florida.
1889	May	11	Ordered to Charleston, South Carolina, for temporary duty. Sailed, May 14. Arrived May 17.
1889	July	10	Ordered to Baltimore, Maryland. Sailed, July 15. Arrived, July 18.
1889	July	31	Placed out of commission.
1890	Jan.	1	Crew of EWING to be transferred to the CRAWFORD and latter vessel assigned to duty at Baltimore, in place of EWING. Cruising Grounds, Chesapeake Bay and Potomac River.
1896	May.	15	The Board appraised her value at about \$4,500.00. Advertised the sale of the CRAWFORD, April 8, 1897, at Baltimore, at auction.
1897	Apr.	8	Highest bid rejected, viz: \$1,375.00.
1897	Apr.	8	Sale of boats confirmed as follows: 1 boat, \$47.50. 1 boat, \$32.50. 1 boat, \$25.00. 1 boat, \$42.00.
1897	Apr.	10	Advertised sale of the CRAWFORD.
1897	Apr.	24	Bids opened at Department.
1897	Apr.	24	Sold to Edward D. Booz, Baltimore, Maryland, for \$2,526.

## OFFICERS

JAMES C. DOBBIN 1853 - 1881

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Captain	: Warner, S. S.	: 1868 Apr. 2	:	: 1871 Apr. 29	:	:
1st Lieut.	: Mitchell, J. C.	: 1870 Dec. 8	:	: 1871 May 12	:	:
2nd Lieut.	: Parker, J. H.	: 1870 Mar. 1	:	: 1871 Apr. 15	:	:
3rd Lieut.	: McConnell, Geo. E.	: 1871 Mar. 25	:	: 1871 Apr. 7	:	:
Captain	: Band, J. G.	: 1871 Apr. 21	:	: 1872 Feb. 1	:	:
3rd Lieut.	: O'Connor, Fred A.	: 1871 Apr. 7	:	: 1873 Apr. 2	: Apr. 8	:
2nd Lieut.	: Smith, H. D.	: 1871 May 6	:	: 1873 May 3	: May 15	:
1st Lieut.	: Munger, F. M.	: 1871 Nov. 17	:	: 1874 Mar. 14	: Mar. 27	: On receipt.
Captain	: Baker, J. G.	: 1872 Jan. 3	: Revoked	:	:	:
Captain	: Deane, E. L.	: 1872 Mar. 6	:	: 1873 July 3	: July	:
3rd Lieut.	: Wyckoff, John	: 1873 Apr. 2	: Apr. 10	: 1876 Apr. 24	:	:
2nd Lieut.	: Tuttle, Francis	: 1873 June 3	: June 12	: 1876 May 6	: May 11	:
Captain	: Abbey, C. A.	: 1873 July 2	: July 12	: 1875 Nov. 18	:	:
1st Lieut.	: Rogers, J. H.	: 1874 June 29	: July 7	: 1877 Feb. 14	: Feb. 15	:
2nd Lieut.	: Howison, J. W.	: 1875 June 21	: June 26	: 1875 Aug. 11	: Aug. 16	: Temporary.
3rd Lieut.	: Graham, J. E.	: 1875 Nov. 23	: Dec. 3	: 1876 May 5	: May 10	: Temporary.
3rd Lieut.	: Little, John H.	: 1876 Apr. 24	: May 2	: 1877 Feb. 14	: Feb. 15	:
3rd Lieut.	: Wade, Edwin L.	: 1876 May 3	: May 10	: 1877 Feb. 23	: Feb.	:
2nd Lieut.	: Simms, Jos. M.	: 1876 May 5	: May 12	: 1877 Feb. 14	:	:
Captain	: Henriques, J. A.	: 1877 Feb. 8	: Feb. 15	: 1878 Aug. 20	:	:
1st Lieut.	: Hooper, C. L.	: 1877 Feb. 8	: Feb. 15	: 1878 Mar. 25	:	:
2nd Lieut.	: Hall, D. A.	: 1877 Feb. 14	: Feb. 21	: 1878 Aug. 20	:	:
Cadet	: Myrick, O. D.	: 1877 Feb. 27	: Mar. 6	: 1877 July 16	:	:
Cadet	: Rofo, W. G.	: 1877 Feb. 27	: Mar. 3	: 1878 June 5	:	:
Cadet	: Holmes, M. E.	: 1877 Apr. 27	: To rept. May 3	: 1878 June 5	: Transferred to CHASE,	:
Cadet	: Cook, G. A.	: 1877 Apr. 27	: To rept. May 3	: 1878 June 5	: August, 1878.	:
Cadet	: Davis, J. L.	: 1877 Apr. 27	: To rept. May 3	: 1878 June 5	:	:
Cadet	: Maynadier, T. G.	: 1877 Apr. 27	: To rept. May 3	: 1877 July 13	:	:
Cadet	: York, G. A.	: 1877 Apr. 27	:	: 1878 June 5	:	:
Cadet	: Lockwood, J. A.	: 1877 Sept. 25	:	: 1878 June 5	:	:
Cadet	: Myrick, O. D.	: 1877 Oct. 11	: Oct. 15	: 1878 June 5	:	:
2nd Lieut.	: Hamlet, O. C.	: 1878 Mar. 27	: Apr. 2	: 1878 Aug. 6	:	:
Captain	: Moore, G. W.	: 1878 Aug. 20	:	: 1879 June 19	: June 23	:
1st Lieut.	: Littlefield, A. D.	: 1879 July 19	: July 23	: 1879 Dec. 9	: Dec. 11	:

JAMES C. DOBBIN 1853 - 1881

1853 Feb. 18 Built at Somerset, Massachusetts, by J. M. Hood. Captain N. L. Coste, detailed to superintend her construction.

1853 Apr. 18 Named JAMES C DOBBIN.

1853 July 14 Launched on the 13th instant. To be fitted out at New York.

1853 Nov. 7 Ordered to Wilmington, North Carolina.

1853 Nov. 14 Sailed for her station.

1853 Nov. 20 Arrived at her station on the 19th instant.

1853 Dec. 15 To Norfolk for repairs. Arrived at Norfolk, January 4, 1854.

1854 Jan. 14 Sent Eastward in search of disabled Steamer SAN FRANCISCO. (See ROBERT McCLELLAN 1853-1861, page 85).

1854 Apr. 24 Arrived at Wilmington.

1856 Oct. 16 From Wilmington, North Carolina, to Norfolk for repairs.

1856 Oct. 24 Her arrival at Norfolk reported. Repaired by Page and Allen. Actual cost, \$17,273.80.

1857 Aug. 22 After receiving officers and crew of the TANEY, to proceed to Savannah.

1861 Jan. 4 Had been captured at Savannah, and held several days by the State authorities.

1861 Jan. 9 Sailed from Savannah for Baltimore, on the 5th instant in obedience to order of Collector, of December 27, 1860. Her arrival reported.

1861 Feb. 9 To Norfolk for temporary repairs. Arrived at Norfolk, February 21.

1861 Apr. 18 To proceed immediately to New York.

1861 Apr. 21 Her arrival at Wilmington, Delaware, reported. The above order had evidently not been received.

1861 Apr. 26 To Philadelphia for armament.

1861 Apr. 27 To be permanently stationed at Philadelphia.

1861 May 1 Her arrival at Philadelphia reported.

1861 May 10 Ordered to New York, by Captain Howard.

1863 July 13 Her arrival at Portland, Maine, reported, in obedience to telegram of the 29th ultimo.

1866 Sept. 10 At Edgartown, Ordered to Eastport.

1866 Sept. 15 Her arrival at Eastport reported.

1867 May 28 Ordered from Eastport to Castine.

1868 June 3 Sailed from Eastport on the first, and arrived at Castine on the second instant. Thoroughly repaired at Castine, summer of 1871.

1876 Dec. 26 Ordered to Baltimore. Sailed, January 11, 1877. Arrived, February 14.

1877 May 18 Ordered to proceed on practice cruise. Sailed, May 24. Arrived at Baltimore, Maryland, September 23. September 26, ordered to proceed to sea without delay and make best of way to New Bedford. Sailed, September 27. Put into Lewes, October 8. At New Bedford, October 11.

1881 Mar. 11 Advertised to be sold at auction April 6, 1881.

1881 Apr. 6 Vessel sold for \$4,200. Outfits, \$936. Total \$5,136.00. Sold to Henry Brothers of Baltimore, Md.



## OFFICERS

DALLAS 1874 - 1908

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Rept.	Date of Order	Date of Ack.	
Captain	: Chase, Chas. T.	: 1874 July 24	: 1874 July 28	: 1877 May 7	:	:
1st Lieut.	: Lay, Thos. W.	: 1874 July 21	: 1874 July 25	: 1875 Oct. 5	:	:
2nd Lieut.	: Hand, W. H.	: 1874 July 21	: 1874 July 28	: 1876 Apr. 17	: Apr. 23	:
3rd Lieut.	: Howland, W. S.	: 1874 July 21	: 1874 July 27	: 1877 May 10	: May 16	:
Chf. Engr.	: Chester, D. C.	: 1874 July 21	:	: 1875 Aug. 30	: Sept. 8	: Granted leave, never returned.
1st A. Engr.	: Marsilliot, M. G.	: 1874 July 21	: July 30	: 1876 May 26	: May 31	:
2nd A. Engr.	: Fitzpatrick, Jas.	: 1874 Dec. 22	: Dec. 29	: 1877 Dec. 20	: Dec. 25	:
Chf. Engr.	: Pulsifer, F. H.	: 1875 Sept. 10	: Never Reported. Order Revoked, September 24, 1875.			
1st Lieut.	: Sturges, H. L.	: 1875 Oct. 5	: Revoked October 11, 1875. Never Reported.			
1st Lieut.	: Randolph, W. B.	: 1875 Oct. 9	: Revoked October 21. Never Reported.			
1st Lieut.	: Mason, Thomas	: 1875 Oct. 21	: Oct. 24	: 1876 Apr. 27	: May 5	: Temporary.
Chf. Engr.	: Pulsifer, F. H.	: 1875 Nov. 13	: Nov. 27	: 1876 Jan. 18	:	:
Chf. Engr.	: Chester, D. C.	: 1876 Jan. 13	:	: 1876 Jan. 18	: (Revoked)	
Chf. Engr.	: Satterlee, Chas. A.	: 1876 Jan. 18	: Order Revoked. Never Reported.			
Chf. Engr.	: Chester, D. C.	: 1876 Jan. 13	: Jan. 18	: 1877 June 7	: July 5	:
2nd Lieut.	: Dennett, John	: 1876 Apr. 17	: May 8	: 1879 Apr. 12	: Apr. 16	:
1st Lieut.	: Gabrielson, Eric	: 1876 Apr. 26	:	: 1876 Sept. 28	: Sept. 30	:
Captain	: Warner, S. S.	: 1876 May 23	: Order Revoked May 31, 1876.			
1st Lieut.	: Glover, Russell	: 1876 Dec. 4	: Dec. 9	: 1878 Mar. 15	: Mar. 22	:
1st A. Engr.	: Ogdin, James	: 1876 Dec. 19	: 1877 Jan. 1	: 1877 Feb. 13	:	:
Captain	: Hodgson, D. E.	: 1877 May 7	: May 14	: 1880 June 11	: June 15	:
3rd Lieut.	: Wade, E. L.	: 1877 May 10	: May 15	: 1879 Nov. 8	:	:
Chf. Engr.	: Dinsmore, W. D. L.	: 1877 June 7	: July 3	: 1878 Apr. 16	:	:
2nd A. Engr.	: Randall, F. E.	: 1877 Dec. 7	: Dec. 25	: 1881 May 28	: June 6	:
1st Lieut.	: Smyth, Thos. S.	: 1878 Mar. 15	: Mar. 22	: 1880 June 24	: July 7	:
Chf. Engr.	: Wheeler, W. C.	: 1878 Apr. 16	: Revoked. Never Reported.			
Chf. Engr.	: Whitaker, F. W. H.	: 1878 Apr. 23	: May 3	: 1885 May 16	: May 19	:
2nd Lieut.	: Weston, Alfred	: 1879 Apr. 9	: Apr. 28	: Resigned, June 15, 1881		:
3rd Lieut.	: Myrick, O. D.	: 1879 June 28	: July 3	: 1880 Apr. 10	:	:
Captain	: Simmons, W. S.	: 1880 June 11	: June 15	: 1881 Apr. 27	:	:
2nd Lieut.	: Chaytor, E. C.	: 1880 June 21	: June 29	: 1881 May 12	: On Reporting of Captain Glover.	
3rd Lieut.	: Doty, George H.	: 1880 July 1	: July 14	: 1881 Apr. 13	:	:
1st Lieut.	: Smyth, Thos. S.	: 1881 Mar. 2	: Mar. 4	: 1881 Apr. 9	: Apr. 12	:

## OFFICERS

DALLAS 1874 - 1908

RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
3rd Lieut.	Dunwoody, F. M.	1881 Mar. 19	Apr. 2	1882 July 5		
1st A.Engr.	Magee, S. H.	1881 Apr. 25	May 3	1882 May 10	May 12	
2nd Lieut.	Butt, Jas. B.	1881 Apr. 27	May 2	1881 June 6		
Captain	Glover, Russell	1881 Apr. 27	May 16	1884 June 5	June 9	
2nd Lieut.	Baldwin, W. S.	1881 June 4	June 17	1884 Apr. 8	Apr. 11	
1st Lieut.	Slamm, J. A.	1881 Nov. 26	Dec. 9	1882 Mar. 24	Apr. 4	Temporary.
1st Lieut.	Smyth, T. S.	1882 Mar. 24	Apr. 4	1884 Mar. 22	Mar. 24	Temporary.
2nd A.Engr.	Phillips, W. J.	1882 May 9	May 17	1885 Aug. 11	Aug. 15	
3rd Lieut.	Moore, J. C.	1882 July 5	July 13	1883 July 10	July 17	
2nd A.Engr.	Keleher, J. T.	1882 Dec. 5	Dec. 8	1883 Apr. 11		Temporary.
2nd A.Engr.	Keleher, J. T.	1883 Apr. 21		1883 May 1		Temporary.
3rd Lieut.	Sill, Jas. L.	1883 June 28	July 7	1884 Aug. 19	Aug. 23	
2nd A.Engr.	Owen, F. E.	1883 Dec. 27	Jan. 1	1884 Apr. 11	Apr. 15	
1st Lieut.	Slamm, J. A.	1884 Mar. 27	Apr. 3	1885 Nov. 14	Dec. 4	On Reptg. of Rogers.
2nd Lieut.	Little, J. H.	1884 Apr. 7	Apr. 23	1888 Sept. 1		
Captain	Lay, Thos. W.	1884 May 28	June 19	1885 Oct. 28	Oct. 30	
3rd Lieut.	Davis, Jno. L.	1884 Aug. 18	Aug. 23	1886 July 31		
2nd A.Engr.	Munroe, Chas. W.	1884 Dec. 15	1885 Jan. 8	1885 Apr. 25	Apr. 29	Temporary.
1st A.Engr.	Magee, S. H.	1885 June 1	June 22	1886 Mar. 30		
Chf.Engr.	Taylor, S. T.	1885 May 29	Sept. 2	1890 Jan. 22		
Captain	Barr, Frank	1885 Oct. 28	Dec. 11	1888 Oct. 22		
1st Lieut.	Rogers, H. B.	1885 Nov. 14	Dec. 4	1888 May 25		
		1888 June 29		1889 Apr. 23		
2nd A.Engr.	Champlain, R. W.	1885 Nov. 26	Dec. 3	1886 Mar. 27		
2nd A.Engr.	Remick, O. P.	1885 Nov. 3	Nov. 25	1885 Nov. 28	Dec. 1	
1st A.Engr.	Barrows, H. C.	1886 Mar. 31		1887 Aug. 20		
		1887 Nov. 26		1889 Mar. 14		
2nd Lieut.	Davis, J. L.	1886 Nov. 27		1887 May 16		
2nd A.Engr.	Noonan, E. J.	1886 Nov. 6		1889 Sept. 4		
3rd Lieut.	Thompson, P. W.	1887 Apr. 2		1889 Sept. 4		
		1889 Sept. 30		1890 Apr. 19		
Cadet	Crisp, R. O.	1887 Dec. 15		1889 Apr. 4		
2nd Lieut.	Foley, D. F.	1888 Apr. 21		1888 May 23		
		1888 Sept. 1		1888 Sept. 22		

## OFFICERS

DALLAS 1874 - 1908

RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
2nd Lieut.	Emery, Howard	1888 Sept. 22	:	1889 Sept. 4	:	:
Captain	Parker, J. H.	1888 Oct. 22	:	:	:	:
1st Lieut.	Thurston, G. E.	1889 Apr. 25	:	1889 Oct. 2	:	:
2nd A. Engr.	Robinson, Wm.	1889 Oct. 28	:	:	:	:
3rd Lieut.	Crisp, R. O.	1889 Nov. 6	:	1890 June 9	:	:
2nd Lieut.	Newcomb, F. H.	1889 Nov. 7	:	:	:	:
2nd A. Engr.	Spear, H. W.	1889 Nov. 27	:	:	:	:
Chf. Engr.	Severns, J. A.	1890 Jan. 21	:	1890 Mar. 28	:	:
1st Lieut.	Hand, W. H.	1890 Apr. 16	:	:	:	:

DALLAS 1874 - 1908

						Contracted to be built by Wm. H. Fessenden at Portland, Maine, for the sum of \$71,000, and to be completed April 1, 1874.
1874	July	24				Ordered to be placed in commission. Carried into effect, July 28.
1874	July	25				Ordered to Portland, Maine, for duty. Reported, July 29.
1881	July	18				Cruising grounds extended to Boston, temporarily.
1882	Aug.	23				Ordered to Boston, to have new boiler put in and other repairs made by Atlantic Works. Arrived, September 1, 1882.
1882	Oct.	21				Repairs completed and vessel ordered back to Portland, Maine. Cruising Grounds from Rockland, Maine, to Portsmouth, New Hampshire.
1889	Aug.	28				Ordered to East Boston, to receive new boiler.
1889	Nov.	14				Repairs completed and vessel returned to duty at Portland.
1895	May	17				Ordered to Boston, for duty. Cruising grounds will extend from Portsmouth, New Hampshire, to Vineyard Haven, Massachusetts.
1895	Nov.	26				Designated for winter cruising, and cruising grounds same as above.
1896	Nov.	21				Winter cruising orders, Cruising Grounds from Portsmouth, New Hampshire, to Vineyard Haven, Mass.
1897	Mar.	31				To mark course off Cape Ann, on April 7, for speed trial of U. S. ICWA.
1897	Apr.	5				Ordered to New York for Grant Memorial Celebration, April 27. Returned to Boston, arriving, April 30
1897	Nov.	20				Winter cruising orders sent. Cruising Grounds same as last year.
1898	May	2				Ordered to act in concert with Military authorities for defense of Boston Harbor. Reported on patrol duty above channels for defense of Boston, May 6.

DALLAS 1874 - 1908

1898	Aug.	16	Relieved from duty in connection with Army, Boston Harbor.
1898	Dec.	12	Winter cruising orders sent. Cruising Grounds, from Portsmouth, New Hampshire, to Vineyard Haven, Massachusetts.
1899	Apr.	1	Ordered to New London for duty. Cruising Grounds, from Vineyard Sound, to New York.
1899	Apr.	11	Sailed for New London, April 11. Arrived, April 13.
1899	Apr.	28	Ordered to New York. Arrived, April 30. Repairs completed, and sailed May 29.
1899	Nov.	16	Winter cruising orders sent. Cruising Grounds, East - through Vineyard Haven Sound to Vineyard Haven. West - through Long Island Sound, to Whitestone.
1900	Feb.	21	Ordered to Jersey City, New Jersey, to be docked.
1900	Apr.	4	Ordered to station if repairs are completed.
1900	Nov.	24	Winter cruising orders sent.
1901	Nov.	26	Winter cruising orders sent.
1902	May	12	Ordered to Providence tomorrow. Ordered to tow DEXTER to New York immediately. Reported at New London, Connecticut, June 17.
1902	Nov.	25	Winter cruising orders sent.
1903	June	10	Ordered to be at New London, Connecticut, at Yale-Harvard boat races, June 25, and strictly enforce rules.
1903	June	23	Ordered, if vessel is not in condition, to execute order of June 10 to turn over orders to GRESHAM.
1903	July	27	Left New London, Sunday morning, July 26.
1903	July	27	Arrived at Jersey City wharf, make inspection tomorrow.
1903	Aug.	25	Ordered to Oswego, New York. September 22, order of August 25, amended, to read Ogdensburg.
1903	Sept.	23	Arrived here at Woods Hole, Massachusetts this afternoon. Weather permitting, will sail tomorrow morning for Charlottetown, Prince Edward Island.
1903	Sept.	27	Arrived Charlottetown, Prince Edward Island.
1903	Sept.	28	Will leave Charlottetown, Prince Edward Island, at 5 a.m. tomorrow.
1903	Oct.	2	Reports arrival of vessel at Quebec, Canada.
1903	Oct.	3	Reports arrival of vessel at Montreal, Canada.
1903	Oct.	7	Reports arrival of vessel at Ogdensburg, New York.
1903	Nov.	27	Ordered to be placed out of commission.
1903	Dec.	4	Placed out of commission.
1904	June	6	Directed to cruise on Lake Ontario, when placed in commission.
1904	June	9	Vessel placed in commission.
1904	Nov.	28	Commanding Officer, directed to place vessel out of commission, November 30, and to lay her up for the winter at City Wharf, Ogdensburg, New York.
1904	Nov.	30	Placed out of commission and laid up at City Wharf for winter.

DALLAS 1874 - 1908

1905	June	24	Captain J. B. Butt, directed to place vessel in commission July 1.
1905	Nov.	25	Commanding Officer, directed to place vessel out of commission on November 30.
1905	Nov.	30	Placed out of commission.
1906	June	22	Captain H. D. Smith, directed to fill up complement on July 1, and place vessel in commission. Cruising Grounds, Lake Ontario and St. Lawrence River to Ogdensburg.
1906	Nov.	27	Lay DALLAS up in winter quarters November 30.
1906	Nov.	30	Placed out of commission and laid up at City Wharf for winter.
1907	June	3	In commission.
1907	Nov.	16	Lay vessel up at Ogdensburg, New York, at close of season.
1907	Nov.	30	Placed out of commission at 1 p.m. today.
1908	July	2	DALLAS sold to Craig Ship Yard Company, Toledo, Ohio, for \$2,100.00.

OFFICERS

SAMUEL DEXTER 1874 - 1908

		<u>ASSIGNED</u>				<u>DETACHED</u>			
<u>RANK</u>	<u>: NAME</u>	<u>: Date of Order</u>	<u>: Date of Reptg.</u>	<u>: Date of Order</u>	<u>: Date of Ack.</u>	<u>: R E M A R K S</u>			
Captain	: Deane, E. L.	: 1874 May 21	: May 27	: 1875 May 14	: Mar. 19				
1st Lieut.	: Sturgis, H. L.	: 1874 May 21	: May 26	: 1875 May 28	: On expiration of leave.				
2nd Lieut.	: Clark, Robt. M.	: 1874 May 21	: May 26	: 1875 Mar. 11	: Mar. 23				
2nd A.Engr.	: Littig, Phillip	: 1874 June 17	: June 23	: 1874 Oct. 26	: Absent on leave when detached.				
Chf.Engr.	: McDougall, Jas. M.	: 1874 June 18	: June 26	: Detached June 26, 1874,	: to MOCCASIN on arrival at Newport.				
Chf.Engr.	: Leviness, Jas. F.	: 1874 June 18		: Detached July 22, 1874,	: to take effect on arrival at Newport.				
Chf.Engr.	: Harrison, A. L.	: 1874 July 22	: Aug. 25	: 1884 Apr. 1	: Apr. 3				
3rd Lieut.	: Wadsworth, F. G. F.	: 1874 July 22	: July 27	: 1877 May 10	: May 21				
2nd A.Engr.	: Coffin, Chas. F.	: 1874 Sept. 9	: Oct. 1	: 1875 Sept. 20	: 1875 Oct. 20	: On Reptg. of Warren.			
2nd Lieut.	: Clark, Robt. M.	: 1875 Apr. 30	: May 5	: 1876 May 3	: May 5				
Captain	: Carson, John	: 1875 May 6	: June 7	: 1878 Apr. 26	: May 7				
1st Lieut.	: Slamm, J. A.	: 1875 May 20	: May 28	: 1878 Mar. 19					
2nd A.Engr.	: Warren, W. H.	: 1875 Sept. 20	: Oct. 20	: 1879 May 17	: May 21				
2nd Lieut.	: Tuttle, Francis	: 1876 May 6	: May 15	: 1879 Apr. 12	: Apr. 23				
3rd Lieut.	: Howland, W. S.	: 1877 May 10	: May 19	: 1880 Apr. 19					
2nd A.Engr.	: Whitworth, H. C.	: 1878 Jan. 7		: 1878 Apr. 11					
1st Lieut.	: Barstow, Robt.	: 1878 Mar. 19	: Mar. 23	: 1881 Apr. 21	: Apr. 26	: On Reptg. of Keene.			
Captain	: Baker, John G.	: 1878 Apr. 26	: May 7	: 1880 May 6	: May 14	: By May 6.			

## OFFICERS

SAMUEL DEXTER 1874 - 1908

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
1st Lieut.	Dennett, Jno.	1879 Apr. 12	Apr. 19	1879 Dec. 2		
2nd A.Engr.	French, D. M. C.	1879 May 15	May 20	1879 Nov. 4	Nov. 11	
2nd A.Engr.	Remick, O. P.	1879 Nov. 4	Nov. 9	1882 Nov. 14	Nov. 17	On Reptg. of Rockefeller.
2nd Lieut.	Chaytor, E. C.	1879 Dec. 5	Dec. 13	1880 Apr. 19		
3rd Lieut.	Rhodes, Jno. U.	1880 Apr. 15	Apr. 29	1881 Apr. 29		
Captain	Irish, Joseph	1880 May 6	May 14	1882 Nov. 16		
3rd Lieut.	Dunwoody, F. M.	1880 July 1	July 16	1881 Mar. 19		
1st Lieut.	Keene, L. M.	1881 Apr. 21	Apr. 28	1881 Nov. 16		
2nd Lieut.	Tuttle, Francis	1881 Apr. 29	May 7	1883 Nov. 23	Nov. 27	
3rd Lieut.	Foley, Daniel P.	1881 Oct. 21	Oct. 25	1882 June 9	June 12	
1st Lieut.	Roath, W. D.	1881 Nov. 16	Dec. 5	1884 Apr. 30	May	
3rd Lieut.	Kennedy, C. D.	1882 July 5	July 11	1884 Aug. 14		
Captain	Baker, Jno. G.	1882 Nov. 16	Nov. 21	1883 June 16	June 18	
1st A.Engr.	Rockefeller, A. F.	1882 Nov. 16	Dec. 5	1884 Aug. 14	Aug. 15	
Captain	Gabrielson, Eric	1883 June 16	June 28	1884 Aug. 19	Aug. 23	
2nd A.Engr.	Beckwith, C. W.	1883 Dec. 31		1884 Apr. 16	Apr. 23	
2nd Lieut.	Rhodes, J. U.	1883 Nov. 23	Nov. 29	1884 June 4	June 6	
Chf.Engr.	Chevers, M. T.	1884 Apr. 1	Apr. 9			
1st Lieut.	Kilgore, W. F.	1884 Apr. 30	May 7	1886 Apr. 23		
2nd Lieut.	Baldwin, W. S.	1884 June 8	June 11	1884 Aug. 14	Aug. 16	
2nd Lieut.	Baldwin, W. S.	1884 Nov. 11	Nov. 14	1885 Nov. 11	Nov. 13	
1st A.Engr.	Rockefeller, A. F.	1882 Nov. 16				
		1884 Nov. 16	Nov. 18	1886 Mar. 31		
Captain	Gabrielson, Eric	1883 June 16				
		1884 Nov. 29	Dec. 1	1886 May 6		
2nd A.Engr.	Owen, F. E. (Temp.)	1884 Dec. 2		1885 May 11		
3rd Lieut.	Kennedy, C. D.	1882 July 5				On Reptg. relief.
		1884 Dec. 2	Dec. 6	1885 Jan. 30	Feb. 1	
3rd Lieut.	Sill, James L.	1885 Feb. 5	Feb. 14	1885 June 12	June 15	
3rd Lieut.	Emery, Howard	1885 June 13	June 21	1888 Apr. 21		
2nd A.Engr.	Dyce, Chas. F.	1885 Nov. 27	Dec. 1	1887 Mar. 25		
2nd Lieut.	Failing, W. A.	1885 Dec. 8	Dec. 18	1887 Mar. 26		
1st Lieut.	Roberts, W. H.	1886 Apr. 30		1889 Apr. 18		



OFFICERS		SAMUEL DEXTER 1874 - 1908						
		ASSIGNED		DETACHED				
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS		
Captain	Stodder, L. N.	1886 May 5		1888 Nov. 14				
2nd A. Engr.	Robinson, Wm.	1886 Nov. 17		1889 Oct. 28				
2nd A. Engr.	Bowen, D. F.	1887 Nov. 26		1888 Mar. 30				
2nd Lieut.	Wyckoff, John	1887 Apr. 9		1890 June 9				
Cadet	Uberroth, P. H.	1887 Dec. 15		1890 Nov. 13				
Captain	Phillips, M. L.	1888 Nov. 14						
2nd A. Engr.	O'Donovan, J. M.	1889 Mar. 1		1889 May 18				
1st Lieut.	Kilgore, W. F.	1889 Apr. 18						
2nd A. Engr.	Noonan, E. J.	1889 Oct. 25						
2nd A. Engr.	Maher, G. B.	1890 Mar.		1890 Apr. 30				
1st A. Engr.	Beckwith, C. W.	1889 Nov. 27	Died, December 19, 1889.					
2nd Lieut.	Fengar, C. C.	1889 Dec. 27		1890 Jan. 20				
2nd Lieut.	Morrissey, John	1890 June 9		1890 Aug. 12				
2nd Lieut.	Thompson, P. W.	1890 Aug. 12						
3rd Lieut.	Brereton, P. H.	1890 Nov. 18						

		SAMUEL DEXTER 1874 - 1908						
		Built by the Atlantic Works, East Boston, Massachusetts, for \$71,000, and completed, April 1, 1874.						
1874	June	6	Captain J. A. Henriques authorized to accept vessel.					
1874	June	15	Ordered to be put in commission. Placed in commission, June 18.					
1874	June	18	Ordered to Newport, Rhode Island, for duty. Arrived, June 26.					
1882	Oct.	7	Cruising Grounds westward, changed from Whitestone Point, to Port Jefferson, Long Island.					
1884	Aug.	4	Ordered to New York, to have new boiler put in and repairs made to steam machinery. Turned over to contractor, August 11, 1884.					
1884	Aug.	14	To discharge pilot and crew. Carried into effect, August 16.					
1884	Oct.	29	Crew to be shipped.					
1884	Nov.	22	Considered as in commission, as of the date of receipt hereof. Vessel sailed for Newport, November 30.					
1892	Oct.	31	Ordered to Boston for temporary duty. Sailed, November 14.					
1895	May	17	Ordered to New Bedford, Massachusetts for duty. Cruising Grounds will extend from Edgartown and Nantucket Shoals, Massachusetts, through Long Island Sound to Whitestone, New York.					
1895	June	26	Tow Bark CHASE to Fort Monroe.					
1895	Nov.	26	Vessel designated for winter cruising grounds, from Edgartown and Nantucket Shoals to Sandy Hook,					

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 SAMUEL DEXTER 1874 - 1908  
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both inside and outside of Long Island.

1896 Nov. 21 Winter cruising orders, Cruising Grounds from Nantucket Shoals and Edgartown, Massachusetts to Sandy Hook, New York.

1897 Apr. 5 Ordered to proceed to New York, Grant Memorial Celebration, April 27. Repairing at Brooklyn, New York, foot of Van Brunt Street.

1897 Aug. 5 Ordered to Woods Hole for coal.

1897 Nov. 20 Winter cruising orders sent. Cruising Grounds, Edgartown to Nantucket Shoals, and from Gay Head to Sandy Hook, outside of Long Island.

1898 Jan. 29 Ordered to New York, inside route.

1898 Apr. 13 Ordered to Norfolk, Virginia immediately. Sailed, April 14. Arrived at Norfolk, April 17.

1898 Apr. 15 Ordered to return to New Bedford. Sailed, April 19. Arrived at New Bedford, April 23.

1898 May 2 Ordered to act in concert with military authorities for defense of Narragansett Bay.

1898 May 5 Arrived at Newport, Rhode Island.

1898 Sept. 9 Ordered to New Bedford. Arrived, September 10.

1898 Dec. 13 Winter cruising orders sent. Cruising Grounds, from New Bedford to Nantucket Shoals and west to New London, Connecticut and Whitestone, New York.

1899 June 23 Ordered to New London, on the 28th instant for the Yale-Harvard Regatta.

1899 July 18 Vessel ordered to Boston, 28th and 29th, Charles River.

1899 Nov. 16 Winter cruising orders sent. Cruising Grounds, from New Bedford to Nantucket Shoals, and west to New London.

1900 Feb. 17 Ordered to New London, and tow DALLAS to New York. October 8, vessel ordered to New York.

1900 Nov. 24 Winter cruising orders sent.

1901 Apr. 16 Ordered to New York City immediately.

1901 Oct. 7 Arrived at New Bedford, Massachusetts.

1901 Nov. 26 Winter cruising orders sent.

1902 May 16 Arrived at New York. August 11, ordered to return to New Bedford. Sailed, August 12.

1902 Nov. 25 Winter cruising orders sent.

1903 Jan. 20 Arrived at New Bedford for repairs.

1903 June 23 Directed to act under orders of Captain Walker, of GRESHAM, Yale-Harvard boat races June 25, if DALLAS is not in condition to obey Department Orders.

1903 Aug. 25 Ordered to Depot, Revenue Cutter Service, at Arundel Cove, Maryland, after Yacht races are over.

1903 Sept. 9 Leaves Tompkinsville this afternoon at 4:00.

1903 Sept. 11 Ordered to Baltimore, before going to Depot, Revenue Cutter Service, Arundel Cove, Maryland.

1903 Sept. 12 Arrived at Baltimore, Maryland.

SAMUEL DEXTER 1874 - 1908

1904	Nov.	5	Leaves Arundel Cove and anchors off South Baltimore. Placed in commission.
1904	Nov.	28	Commanding Officer directed to proceed to San Juan, Puerto Rico, with command, via Charleston, Nassau, and Puerta Plata, and thereafter perform duties of a revenue cutter on regular station.
1904	Nov.	29	Sailing orders received. Sail at once for Norfolk. Arrived at Norfolk for coal December 1.
1904	Dec.	1	Sails at 12, for Charleston, South Carolina.
1904	Dec.	4	Arrived at Charleston, South Carolina.
1904	Dec.	7	Sails today for San Juan.
1904	Dec.	8	Reports arrival of vessel at Mayport, Florida.
1904	Dec.	12	Reports arrival of vessel at Nassau, West Indies.
1904	Dec.	18	Arrived at San Juan, today.
1905	Apr.	25	Ordered to convey Haitian Minister to St. Thomas.
1905	Sept.	20	Withdrawn from cruising three weeks, for necessary work on vessel.
1905	Oct.	23	Take ship's belongings on board, make best of way to New York.
1905	Nov.	2	Sails tonight for New York, via Charleston. Arrived at Norfolk, Virginia, for slight repairs and coal. Nov. 9.
1905	Nov.	11	Arrived at Tompkinsville, New York.
1905	Nov.	16	As soon as Captain Thompson relinquishes command, proceed to New London, Connecticut.
1905	Nov.	19	Sails from Tompkinsville for New London at 8:30 a.m. Arrived at New London, 9:00 p.m.
1905	Nov.	21	Sent winter cruising orders, December 1 to April 1. District from New London, eastward to Nantucket Shoals with occasional runs around Nantucket to Block Island in the discretion of the Commanding Officer, (particular attention being given to Vineyard and Nantucket Sounds), and to the eastward through Long Island Sound to Whitestone.
1906	Apr.	14	Ordered to convey surfboat to Greenport, Long Island, to Maddaket Life Saving Station, Nantucket, Massachusetts.
1906	Apr.	21	Sent instructions relative to enforcement of Immigration Laws, intercepting vessels from Cape Verde Islands, etc.
1906	June	19	Assigned to patrol course of Yale-Harvard Regatta at New London, Connecticut, June 28.
1906	Aug.	29	Assigned to patrol yacht races (Roosevelt Cup) off Marblehead, Massachusetts, September 3, etc.
1906	Sept.	1	Leaves this morning for Marblehead. Arrived at Marblehead September 2.
1906	Sept.	18	Ordered to Boston and to cooperate with GRESHAM in search for Schooner Yacht TROLIC, suspected of smuggling Chinese.
1906	Oct.	10	Return to New London and resume regular duties. Returned to New London, October 14.
1906	Nov.	27	Sent winter cruising orders to begin December 1. District; from New London eastward to Nantucket Shoals, with occasional runs around Nantucket to Block Island in the discretion of the Commanding Officer, (particular attention being given to Nantucket and Vineyard Sounds) and to the eastward through Long Island Sound, to Whitestone.

SAMUEL DEXTER 1874 - 1908

1907	Jan.	8	Directed to touch at Greenport, receive boat and deliver same to Sandy Point Life Saving Station.
1907	Jan.	15	Arrived at Greenport, Long Island, proceed eastward tomorrow.
1907	Jan.	16	Arrived at Woods Hole, cruising in vicinity.
1907	Mar.	1	Directed to proceed to vicinity of Nantucket and render aid to those in danger of having communications cut off by ice conditions.
1907	June	18	Be at New London, Connecticut, for regatta on the 27th instant.
1907	July	10	Departs for Woods Hole, Massachusetts, for painting, etc.
1907	July	31	Proceed to Menemsha Bight, Martha's Vineyard, for inspection and drill on August 6.
1907	Aug.	5	Remain at Woods Hole until further orders.
1907	Aug.	6	Proceed to Menemsha Bight after ceremonies on the 7th instant.
1907	Nov.	1	Proceed to Bass River, near Hyannis, and assist schooner.
1907	Nov.	25	Sent winter cruising orders to begin December 1. District from New London, eastward to Nantucket Shoals, with occasional runs around Nantucket to Block Island, in the discretion of the Commanding Officer, (particular attention being given to Nantucket and Vineyard Sounds) and eastward through Long Island Sound to Whitestone.
1908	May	9	Proceed to New Bedford, Massachusetts, and assist Collector regarding vessels from Cape de Verde Islands.
1908	June	25	Proceed to Arundel Cove, Maryland, to go out of commission.
1908	July	2	Sails this morning for Arundel Cove. Arrived at Arundel Cove, Maryland, July 5.
1908	July	18	DEXTER was sold to Mr. Lee Kimball, of Mobile, for the sum of \$2,775.00, and delivered to a representative of the purchaser on October 30, 1908.

OFFICERS

JOHN A. DIX 1865 - 1891 (Formerly WILDERNESS)

		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Captain	Davis, A. B.	1870 Apr. 28	:	1871 May 13	:	:
1st Lieut.	Walden, George	1868 June 9	:	1871 Apr. 15	:	:
2nd Lieut.	Longfellow, S.	1871 Feb. 27	:	1872 July 23	Suspended.	:
3rd Lieut.	Maguire, Samuel E.	1871 Mar. 28	:	1873 Jan. 11	Jan. 11	:
Chf. Engr.	Pulsifer, Frank H.	1870 June 20	:	1871 Aug. 9	:	:
Chf. Engr.	Plunkett, M. H.	1871 Mar. 3	:	1871 July 18	:	:
1st A. Engr.	Dereamer, Geo.	1865 Oct. 5	:	1872 June 1	:	:
2nd A. Engr.	Severns, Jos.	1870 May 11	:	1871 Apr. 14	:	:
Captain	Barr, Frank	1871 May 13	:	1873 May 28	June 7	:
1st Lieut.	Lay, Thos. W.	1871 Apr. 17	:	1873 Jan. 11	Jan. 11	:

OFFICERS		JOHN A. DIX 1865 - 1891 (Formerly WILDERNESS)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Chf. Engr.	Stone, Chas. H.	1871 July 18		1873 June 14	June 17		
2nd A. Engr.	Wallace, Robert	1871 Apr. 14		1872 Feb. 23			
2nd A. Engr.	Hoyt, Alfred	1872 Feb. 23		1873 Jan. 11	Jan. 11		
Act. A. Engr.	Falconer, Charles	1872 Aug. 10		1872 Nov. 16			
2nd Lieut.	Thurston, Geo. E.	1872 Aug. 10		1872 Nov. 8			
1st A. Engr.	Taylor, Sidney T.	1872 Nov. 16		1873 Jan. 11	Jan. 11		
1st Lieut.	Mason, Thomas	1873 May 6	May 9	1873 May 19	May 23		
1st A. Engr.	Taylor, Sidney T.	1873 May 9	May 12	1876 Apr. 29			
1st Lieut.	Gardner, E. C.	1873 May 19	Never reported. Order revoked June 3, 1873.				
Captain	Freeman, E. A.	1873 May 28	June 7	1876 June 23			
Chf. Engr.	Case, J. Madison	1873 June 19	June 21	1876 Apr. 20			
1st Lieut.	Mason, Thomas	1873 June 20	June 23	1873 June 24	June 26		
3rd Lieut.	Hanks, A. F. R.	1873 June 20	June 27	1877 Dec. 8	Dec. 13		
2nd A. Engr.	Blakemore, W. F.	1873 June 20	June 25	1876 May 1	May 5	On Reptg. of Beckwith.	
2nd Lieut.	Maguire, Samuel E.	1873 June 21		1877 Sept. 21	Sept. 30		
1st Lieut.	Randolph, Wm. B.	1873 June 24	June 26	1873 July 10	Aug. 10	Relieved by Lieut. Mason.	
1st Lieut.	Mason, Thomas	1873 July 26	Aug. 8	1875 May 3	May 8		
1st Lieut.	Tozier, D. F.	1875 Apr. 30	May 10	1878 May 10	May 23		
Chf. Engr.	Keogh, Stephen	1876 Apr. 20	May 8	1879 May 16	June 13		
2nd A. Engr.	Beckwith, Chas. W.	1876 Apr. 24	May 5	1878 Apr. 13			
Captain	Amazeen, Jos.	1876 June 23	July 3	1877 Mar. 15	Mar. 21		
2nd A. Engr.	Townsend, C. W.	1876 June 6	June 30	Resigned April 1878.			
Captain	Chase, C. T.	1877 May 7	June 7	1877 Nov. 5			
3rd Lieut.	Woodward, M. G.	1877 Nov. 10	Dec. 3	1878 Apr. 12	May 25		
2nd Lieut.	Baldwin, W. S.	1877 Dec. 6		1879 Dec. 5			
2nd Lieut.	McConnell, G. E.	1877 Dec. 21	Dec. 31	1881 Apr. 21	May 8		
3rd Lieut.	Burke, Edmund	1878 Apr. 12	Apr. 20	1879 Apr. 14	Apr. 21		
2nd A. Engr.	Littig, Philip	1878 Apr. 12	Apr. 20	1880 Apr. 8			
Captain	Davis, A. B.	1878 May 8	May 22	1880 Mar. 18	Mar. 24		
2nd A. Engr.	Coffin, Chas. F.	1878 July 16	Sept. 27	1879 Mar. 11	Mar. 19		
3rd Lieut.	Cushing, W. H.	1879 Apr. 12	May 10	1882 Mar. 31	Apr. 14		
Chf. Engr.	Dereamer, G. C.	1879 May 15	June 13	1886 Aug. 6			
1st A. Engr.	Blakemore, W. F.	1879 Aug. 12	Sept. 12	1882 Mar. 24	Mar. 1	On leave.	

OFFICERS		JOHN A DIX 1865 - 1891 (Formerly WILDERNESS)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Captain	Scammon, C. M.	1880 Feb. 27	Mar. 24	1881 June 9			
2nd A. Engr.	Dennett, Alex	1880 Apr. 7	May 27	1882 Nov. 14	Dec. 4		
3rd Lieut.	Howard, Samuel	1880 May 9	May 27	1883 Oct. 31	Nov. 1		
		1884 Jan. 31	Feb. 6	1884 Apr. 1	Apr. 17		
1st Lieut.	Barstow, Robert	1881 Apr. 21	May 19	1884 Apr. 8	Apr. 9		
Captain	Treadway, T.	1881 June 7	June 21	1882 Nov. 17	1883 Apr. 3		
2nd Lieut.	Little, John H.	1882 Mar. 28	Apr. 11	1883 May 28			
1st A. Engr.	Hoyt, Alfred.	1882 July 7	Aug. 1	1883 Oct. 31			Temporary.
1st A. Engr.	Hedden, E. F.	1882 Nov. 14	Dec. 1	1883 Apr. 21	Apr. 25		
Captain	Barr, Frank	1882 Nov. 17	May 21	1885 Oct. 28	On leave when detached.		
		1883 May 5	May 8				
2nd Lieut.	DeHart, W. C.	1883 Apr. 2	Apr. 12	1883 Oct. 31	Nov. 21		
		1884 Jan. 31	Feb. 2	1885 June 6	June 12		
2nd A. Engr.	Cross, D. T.	1883 May 24	May 29	1883 Oct. 31	Nov. 1		
		1884 Jan. 23	Jan. 26	1886 Aug. 6			
2nd A. Engr.	Munroe, C. W.	1884 Feb. 5	Feb. 6	1884 Dec. 15	Dec. 22	On leave Dec. 1, 1884.	
1st Lieut.	Smyth, T. S.	1884 Mar. 22	Apr. 23	1886 Aug. 6			
3rd Lieut.	Thompson, P. W.	1884 Mar. 28	Apr. 9	1886 Aug. 6			
2nd A. Engr.	Hedden, E. F.	1884 Apr. 3	Order revoked.				
2nd A. Engr.	Brown, T. B.	1884 Nov. 24	Dec. 7	1885 Nov. 2	Nov. 11		
2nd Lieut.	Delap, George	1885 May 21	June 30	1886 Oct. 16			
Captain	Fengar, A. A.	1885 Nov. 13	Nov. 26	1886 Aug. 6			
2nd A. Engr.	Munroe, C. W.	1885 Dec. 30	Jan. 6	1886 Mar. 30			Temporary.
2nd A. Engr.	Boyd, H. L.	1886 Apr. 10		1886 Aug. 6			
2nd A. Engr.	Champlain, R. W.	1886 Apr. 10		1886 Apr. 23			
Captain	Blake, H. T.	1886 July 28		1889 Apr. 19			
1st Lieut.	Keene, L. M.	1886 July 28		1889 Mar. 19			
3rd Lieut.	Barnes, C. A.	1886 July 28		1887 June 30	Resigned.		
Chf. Engr.	Whitaker, F. W. H.	1886 July 28		1890 Mar. 19			
2nd A. Engr.	Coffin, C. F.	1886 July 28		1890 May 20			
2nd A. Engr.	Brown, T. B.	1886 July 28		1887 Dec. 9			
2nd Lieut.	Crosley, S. M.	1886 Oct. 12		1887 Apr. 16			
2nd Lieut.	Brian, C. T.	1887 Apr. 1		1890 Apr. 16			



OFFICERS		JOHN A. DIX 1865 - 1891 (Formerly WILDERNESS)					
		ASSIGNED		DETACHED			
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.		REMARKS
1st Lieut.	Simmonds, F. J.	1887 Apr. 5	:	1890 Sept. 16	:	:	
3rd Lieut.	Harris, J. C.	1887 Dec. 9	:	:	:	:	
Captain	Congdon, J. W.	1889 May 1	:	1890 Mar. 20	:	:	
2nd A.Engr.	Bowen, D. F.	1888 Apr. 6	:	:	:	:	
3rd Lieut.	Smith, F. L.	1890 Apr. 16	:	:	:	:	
1st A.Engr.	Phillips, W. J.	1890 May 7	:	:	:	:	
Captain	Keene, L. M.	1890 Nov. 12	:	:	:	:	

		JOHN A. DIX 1865 - 1891 (Formerly WILDERNESS)					
		Purchased from Navy Department for \$30,000.00 less 10%, at Boston Navy Yard, summer of 1865.					
1865	Sept. 6	Built in 1863; 40 inch cylinder, 9 foot stroke.					
1865	Sept. 18	Sailed from Boston for Baltimore, September 17.					
1865	Nov. 28	Ordered to Key West, Florida. Her arrival at Key West reported, December 8.					
1866	Dec. 14	Changed commanders with the KEWANEE at Savannah.					
1866	Dec. 27	To New Orleans for duty, was repaired at Savannah.					
1866	Dec. 27	Sailed from New Orleans to Charleston, thence to Vera Cruz, conveying Senor Romero, from Charleston, to the latter place and returned to New Orleans, about November 1, 1867.					
1872	Sept. 2	Ordered to New York for repairs. Arrived, September 19, 1872.					
1873	Jan. 3	Ordered to be dismantled. Carried into effect, January 11.					
1873	July 3	Ordered to New Orleans for duty. Sailed, July 7. Arrived, July 19.					
1873	June 11	<u>Name changed from the WILDERNESS to DIX.</u>					
1879	Jan. 27	Ordered back to New Orleans, Louisiana. Arrived, February 24.					
1879	May 26	Ordered to Mobile for repairs.					
1879	Sept. 12	To be stationed temporarily at Mobile.					
1880	Apr. 7	Ordered to Key West for duty. Sailed, May 8. Arrived, May 12.					
1880	May 12	Ordered to Cedar Keys.					
1881	Mar. 11	Ordered to Key West. Arrived, March 31.					
1881	Nov. 7	Vessel grounded at Cape Florida. November 21, arrived at Key West.					
1882	Sept. 20	Directed to cruise occasionally to St. Marks, Florida. Cruising Grounds, from Cape Florida to Cedar Keys.					
1883	May 4	Not to cruise to Cedar Keys oftener than once a month, and not to remain for longer than three days.					

JOHN A. DIX 1865 - 1891 (Formerly WILDERNESS)

1883	May	29	Ordered to Mobile on completion of repairs to boiler. Arrived, June 8. Returned to Key West, June 14.
1883	Oct.	2	Ordered to New York for new boiler and repairs. Contract with Slater and Reid. Sailed, October 13.
1883	Oct.	22	Ordered to be turned over to contractors. Delivered to contractors, October 30.
1884	Feb.	1	Repairs having been completed, vessel ordered back to Key West for duty. Cruising Grounds as heretofore. Sailed, March 13. Arrived, March 22.
1886	Oct.	16	Ordered to New Orleans, Louisiana, for repairs. Sailed from Key West, November 6. Arrived at New Orleans, November 15.
1887	Mar.	5	Ordered to Galveston for duty. Cruising Grounds from Port Eads (South West Pass) to the Rio Grande. Sailed from New Orleans, March 31. Arrived at Galveston, April 3.
1891	Mar.	28	Ordered to New Orleans, and there to be placed out of commission. Arrived, April 7.
1891	May	1	Advertised to be sold at Algiers, Louisiana, May 16, 1891.
1891	May	18	Sold, and sale confirmed. Vessel \$5,550. Articles, \$546.40. Total, \$6,096.40.

OFFICERS

EWING 1864 - 1895 (Formerly NORTHERNER)

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Captain	McGowan, John	1866 May 14	:	1872 Apr. 26	:	:
1st Lieut.	Chase, Chas. T.	1867 Dec. 4	:	1871 Apr. 17	:	:
2nd Lieut.	Sturges, H. L.	1871 Jan. 9	:	1871 Apr. 3	:	:
3rd Lieut.	Howison, John W.	1871 Mar. 25	:	1871 June 6	:	:
Chf. Engr.	Roberts, John J.	1866 May 10	:	:	:	:
1st A. Engr.	Green, Horace	1870 Aug. 24	:	1871 June 6	:	:
2nd A. Engr.	Robinson, Geo. M.	1870 Dec. 15	:	1871 Apr. 14	:	:
2nd A. Engr.	Collins, J. M.	1871 June 6	:	1872 May 8	:	:
2nd Lieut.	Howard, Samuel	1871 Apr. 3	:	1871 June 6	:	:
1st Lieut.	King, G. W.	1871 June 6	:	1872 Apr. 26	:	:
2nd A. Engr.	Lucas, J. B.	1871 Apr. 14	:	1871 June 6	:	:
1st Lieut.	Moore, G. W.	1871 Apr. 15	:	1871 June 6	:	:
3rd Lieut.	Shoemaker, C. F.	1871 June 6	:	1872 Mar. 13	:	:
1st A. Engr.	Tupper, Jas. T.	1871 June 6	:	1871 Aug. 30	:	:
2nd Lieut.	Walton, Walter	1871 June 6	:	1872 Apr. 26	:	:
2nd A. Engr.	Barrows, H. C.	1872 Feb. 3	:	1872 Aug. 30	:	:
3rd Lieut.	Butt, Jas. B.	1872 Mar. 13	:	1872 Apr. 26	:	:

OFFICERS		EWING 1864 - 1895 (Formerly NORTHERNER)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Captain	Moore, Geo. W.	1872 Apr. 23		1872 Aug. 30			
2nd Lieut.	Howard, Samuel	1872 Apr. 26		1872 Aug. 30			
3rd Lieut.	Howison, John W.	1872 Apr. 26		1872 Aug. 30			
2nd Lieut.	Simms, J. M.	1872 May 6		1872 Aug. 30			
2nd A.Engr.	Lucas, Jas. B.	1872 May 8		1872 Aug. 30			
1st A.Engr.	Keogh, Stephen	1872 Aug. 17		1874 May 29	May 31		
1st Lieut.	Phillips, M. L.	1872 Aug. 27		1874 June 26		To take effect, July 1.	
Captain	Chase, Chas. T.	1872 Aug. 30		1873 June 27	July 11		
2nd Lieut.	Edmunds, Eli D.	1872 Aug. 30		1873 June 7			
3rd Lieut.	Hawes, W. H.	1872 Aug. 30		1874 Jan. 14		Dismissed, to take effect from date of receipt.	
2nd A.Engr.	Neale, Frank D.	1873 May 19	June 5	1873 Dec. 19		Left vessel December 1, 1873.	
Captain	Warner, Samuel S.	1873 June 27	July 11	1874 May 28			
3rd Lieut.	McConnell, Geo. E.	1873 July 31	Aug. 16	1874 May 29	May 31		
3rd Lieut.	Brian, Chas. T.	1874 Jan. 12		1874 May 29	May 31		
2nd A.Engr.	Keleher, Jas. T.	1874 Jan. 31	Feb. 19	1874 May 29	May 31		
Captain	Slicer, Geo. R.	1874 May 28		1877 May 3	May 14		
2nd Lieut.	Simms, Jos. M.	1874 June 26	July 1	1875 May 15	May 22	On Reptg. of Munger.	
3rd Lieut.	McLellan, Chas. H.	1874 Oct. 1	Oct. 7	1877 Nov. 30			
2nd Lieut.	Gooding, Geo. H.	1874 Oct. 26	Oct. 31	1877 Sept. 19		On expiration of leave.	
2nd A.Engr.	Littig, Philip	1874 Oct. 26	Nov. 1	1878 Apr. 12	Apr. 13		
1st Lieut.	Munger, F. M.	1875 May 15	May 22	1878 Jan. 7	Jan. 15		
Captain	Fengar, A. A.	1877 May 3	May 14	1879 June 19	June 24		
2nd Lieut.	Howison, Jno. W.	1877 Sept. 19	Sept. 23	1880 June 1	June 2		
2nd Lieut.	Brian, Chas. T.	1877 Dec. 1	Dec. 12	1880 Nov. 2	Nov. 18		
3rd Lieut.	Little, John H.	1878 Feb. 16	Feb. 20	1878 Dec. 24	Dec. 28		
1st A.Engr.	Hoyt, Alfred	1878 Apr. 12	Apr. 19	1879 July 17	1879 July		
1st Lieut.	Hooper, C. L.	1878 July 16	July 22	1879 Apr. 29	Apr. 30		
2nd A.Engr.	Loveaire, H. F.	1878 Oct. 19	Jan. 8	1882 Nov. 17	Nov. 28	On Reptg. of Dennett.	
Captain	Moore, Geo. W.	1879 June 19	June 25	1880 Apr. 2	Apr. 8		
1st Lieut.	Lay, Thos. W.	1879 July 15	Sept. 1	1880 May 21	May 22		
Captain	Warner, S. S.	1880 Apr. 2	Apr. 8	1883 June 16			
2nd Lieut.	Little, John J.	1880 June 15	June 18	1880 Dec. 1			

OFFICERS		EWING 1864 - 1895 (Formerly NORTHERNER)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
1st Lieut.	Williams, Geo.	1880 Oct. 23	Nov. 18	1882 Dec. 27	Dec. 31		
2nd Lieut.	Baldwin, W. S.	1880 Nov. 30	Dec. 31	1881 June 4	June 7		
3rd Lieut.	Wild, John F.	1880 Dec. 8	Dec. 12	1881 Apr. 30			
2nd A.Engr.	Tupper, Jas. T.	1880 Dec. 13	1881 Jan. 1	1881 Mar. 29			
2nd A.Engr.	Beckwith, C. W.	1881 June 3	June 18	1881 July 6	July 12		
3rd Lieut.	Emery, Howard	1881 June 4	June 7	1882 Mar. 28			
2nd Lieut.	Roberts, W. H.	1881 June 9	June 16	1883 July 3	July 7		
2nd A.Engr.	Littig, Philip	1881 July 6	July 11	1883 Sept. 18	Sept. 20	Temp. on FORWARD, November and December 1882.	
3rd Lieut.	Wild, John F.	1882 May 22	May 25	1883 Sept. 18	Sept. 20		
2nd A.Engr.	Dennett, Alec.	1882 Nov. 14	Dec. 15	1883 Oct. 13			
1st Lieut.	Mullett, F. B.	1882 Dec. 27	Jan. 6	1884 Jan. 3			
Captain	Moore, Geo. W.	(1883 June 18	Aug. 1	1885 Oct. 30		Temporary.	
		(1884 July 5	July 17				
3rd Lieut.	Lowe, A. Y.	1883 June 30		1883 Sept. 18	Sept. 20		
2nd A.Engr.	Keleher, Jas. S.	1884 Feb. 6	Feb. 10	1885 Apr. 23	Apr. 25	Temporary.	
2nd A.Engr.	Hall, T. T.	1883 Dec. 28	Jan. 5	1885 Apr. 23	Apr. 25		
2nd Lieut.	Dennett, John	1885 Dec. 7	Dec. 12	1884 Oct. 7			
2nd Lieut.	Wild, John F.	1883 Dec. 27	Dec. 31	1886 July 24			
2nd Lieut.	Wyckoff, John	1884 Apr. 8	May 6	1884 June 20	June 21	Temporary.	
3rd Lieut.	Moore, J. C.	1884 Apr. 9	Apr. 17	1884 May 12	May 13	Temporary.	
3rd Lieut.	Reynolds, W. E.	1884 June 20	July 3	1884 Dec. 11	Dec. 13	Temporary.	
3rd Lieut.	Kennedy, C. D.	1884 Aug. 14	Aug. 19	1884 Oct. 30	Nov. 4	Temporary.	
1st Lieut.	Littlefield, A. D.	1884 Oct. 7	Oct. 16	1885 Apr. 23	Apr. 25		
3rd Lieut.	Doty, G. H.	1884 Dec. 11	Feb. 16	1885 Apr. 23	Apr. 25	Temporary.	
3rd Lieut.	Lowe, A. Y.	1884 Dec. 11	Dec. 15	1885 Apr. 23		Temporary.	
2nd Lieut.	Morrissey, John	1885 Jan. 21	Feb. 7	1885 Apr. 23	Apr. 26		
1st A.Engr.	Phillips, W. J.	1885 Aug. 11	Aug. 24				
3rd Lieut.	Lowe, A. Y.	1885 Aug. 1	Aug. 8	1886 Apr. 23			
3rd Lieut.	Doty, G. H.	1885 Aug. 1	Aug. 6	1885 Nov. 28	Dec. 1		
2nd A.Engr.	Hall, T. T.	1885 Aug. 1	Aug. 14	Resigned November 24.			
1st Lieut.	Bram, John	1885 June 29	July 11	1888 Apr. 23			
Captain	Lay, T. W.	1885 Oct. 28	Nov. 4	1888 Nov. 22			

OFFICERS		EWING 1864 - 1895 (Formerly NORTHERNER)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
2nd Lieut.	Failing, W. A.	1885 Nov. 13	Nov. 30	1885 Dec. 8	Dec. 16		
2nd A.Engr.	Littig, Philip	1885 Nov. 28	Dec. 1	1886 Mar. 31			
2nd A.Engr.	Howison, A. J.	1886 Mar. 30		1890 Jan. 21			
3rd Lieut.	Starkweath, G. A.	1886 Apr. 27		1887 June 16			
1st Lieut.	DeHart, W. C.	1886 Sept. 8		1890 Jan. 21			
Chf.Engr.	Ball, C. H.	1886 Dec. 9		1890 Jan. 21			
Cadet	Moore, J. M.	1887 June 16		1889 June 22			
2nd A.Engr.	Cross, D. T.	(1887 Nov. 26		1888 Mar. 30			
		(1888 Nov. 27					
2nd Lieut.	Little, J. H.	1888 Apr. 23	Revoked.				
2nd Lieut.	Davis, J. L.	1888 May 3		1888 June 1			
2nd Lieut.	Cushing, W. H.	1888 May 23		1890 Jan. 21			
Captain	Baker, J. G.	1888 Nov. 22		1890 Jan. 21			
3rd Lieut.	Brown, J. H.	1889 Aug. 12		1890 Jan. 21			
2nd A.Engr.	Howison, A. J.	1890 Jan. 8		1890 Jan. 21			
Captain	Mitchell, J. C.	1890 Jan. 22		1890 May 29			

		EWING 1864 - 1895 (Formerly NORTHERNER)					
1864	Apr.	18	Purchased by Mr. Stillman from Messrs S. Crary and Brothers for \$60,000.				Fitted out at New York.
1864	Aug.	11	Sailed from New York.				
1864	Oct.	14	Sailed from Jersey City on the 12th. Arrived at Washington on this day.				
1865	Aug.	11	To Beaufort for duty.				
1865	Oct.	3	To Wilmington, North Carolina, from Washington.				
1865	Oct.	6	Her arrival at Wilmington reported.				
1866	Apr.	8	To Baltimore for duty.				
1866	May	1	Sailed from Wilmington, North Carolina.				
1871	June	6	Ordered to New York to relieve Steamer BRONX.				
1872	Apr.	26	Ordered to Baltimore for duty.				
1872	Aug.	12	Ordered to Key West for duty. Arrived at Key West, October 2.				
1874	Apr.	17	Ordered to Baltimore for repairs on arrival of SEWARD.				
1874	Apr.	21	Ordered to Baltimore immediately. Sailed, May 5. Arrived at Baltimore, May 11.				
1874	May	23	Crew ordered to be discharged.				

EWING 1864 - 1895 (Formerly NORTHERNER)

1874 Oct. 1 Authorized to ship crew.  
 1874 Nov. 19 Name changed from NORTHERNER to EWING, and Collector at Baltimore directed to put vessel in commission for duty in Cruising Grounds; Chesapeake Bay and Potomac River. November 20, in commission.  
 1883 May 12 Tendered the Executive Committee, Army of Potomac Association, by direction of the President.  
 1883 Sept. 17 Commanding Officer directed to turn vessel over to contractors for new boiler etc., to Messrs Reeder and Sons, Baltimore.  
 1883 Sept. 19 Vessel delivered.  
 1890 Jan. 21 Officers, pilot and crew to be transferred to CRAWFORD and vessel to be placed out of commission.  
 1892 Aug. 26 Turned over to Marine Hospital Service for quarantine duty.  
 1895 Apr. 8 Advertisement of sale, sealed proposals received at Department, April 29, 1895.  
 Highest bid, \$711.00, Edward D. Boaz, Baltimore, Maryland. Increased to \$1,000.00.  
 Sale confirmed by Department letter of June 5, 1895, and vessel turned over.

OFFICERS

VANDERBILT 1875 - 1891

OFFICERS		VANDERBILT 1875 - 1891		DETACHED		REMARKS
RANK	NAME	ASSIGNED				
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
2nd Lieut.	Bateman, A. E.	(1875 Nov. 19	:	1876 July 14	:	July 18
		(1875 Dec. 21	:		:	
2nd Lieut.	Shoemaker, C. F.	1876 July 14	:	1878 June 24	:	
3rd Lieut.	McLellan, Chas. H.	1878 June 26	:	July 1	:	1882 Aug. 30
2nd Lieut.	McConnell, Geo. E.	1882 Sept. 5	:	Sept. 15	:	1885 Aug. 11
1st Lieut.	Shoemaker, C. F.	1885 Aug. 12	:	Aug. 18	:	Aug. 18

VANDERBILT 1875 - 1891

1875 Nov. 19 Turned over from the Customs Service. Formerly on duty at New Orleans.  
 Assigned to duty in connection with the Life Saving Service, for duty on Long Island Coast.  
 Sailed for Babylon, Long Island, January 3. Arrived, January 4, 1876.  
 Stationed at Bay Shore, Long Island.  
 Sold, August 1, 1891, for \$155 (One hundred and fifty-five dollars).



OFFICERS		FESSENDEN 1865 - 1908					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
1st Lieut.	Blake, H. T.	1870 Apr. 30		1871 Nov. 24			
3rd Lieut.	Devereux, A. M.	1871 May 12		1871 Nov. 24			
Chf. Engr.	Plunkett, M. H.	1865		1871 Mar. 3			
Chf. Engr.	Auchinleck, Alex	1871 Mar. 3		1871 Aug. 9			
2nd Lieut.	Brooks, S. A.	1871 May 12		1871 Nov. 24			
Chf. Engr.	Jefferis, J. E.	1871 May 25		1875 Oct. 2			
Captain	Knapp, Gilbert	1871 May 2		1872 Apr. 1			
2nd A. Engr.	Laws, Chas. A.	1871 Apr. 14		1871 Nov. 24			
Captain	Martin, Francis	1872 Apr. 1		1877 May 3			
2nd Lieut.	Dennett, John	1872 May 6		1872 Nov. 30			
1st Lieut.	Phillips, M. L.	1872 May 6		1872 Aug. 9			
3rd Lieut.	Morrissey, Jno. Jr.	1872 May 31		1872 Nov. 30			
1st A. Engr.	Dally, Jno. R.	1872 May 31		1872 Nov. 30			
1st Lieut.	Hooper, C. L.	1872 Aug. 12		1872 Nov. 30			
2nd Lieut.	Dennett, Jno.	1873 Apr. 25	May 2	1873 Dec. 4	Dec. 8		
3rd Lieut.	Morrissey, Jno. Jr.	1873 Apr. 25	May 2	1873 Dec. 4	Dec. 6		
2nd A. Engr.	Henshaw, H. C.	1873 May 2	May 10	1873 Dec. 4	Dec. 6		
1st Lieut.	Hooper, C. L.	1874 Apr. 3		1874 Dec. 1	Dec. 1	Assigned July 9, 1874	
						Reported 15th to superintend work.	
2nd Lieut.	Dennett, John	1874 June 12	June 20	1874 Dec. 1	Dec. 1		
3rd Lieut.	Morrissey, Jno. Jr.	1874 June 12	June 20	1874 Dec. 1	Dec. 1		
2nd A. Engr.	Henshaw, H. C.	1874 July 2	July 7	1874 Dec. 1	Dec. 1		
1st Lieut.	Smyth, Thos.	1875 May 25	June 2	1875 Nov. 29		To take effect the 30th.	
2nd Lieut.	Baldwin, W. S.	1875 May 25	June 1	1875 Nov. 29		To take effect the 30th.	
3rd Lieut.	Burke, Edmund	1875 May 28	June 4	1875 Nov. 29		To take effect the 30th.	
Chf. Engr.	Keogh, Stephen	1875 Oct. 2	Oct. 16	1876 Apr. 20		On Reptg. of Case.	
Chf. Engr.	Case, J. Madison	1876 Apr. 20	May 2	1881 Nov. 25	Nov. 28		
2nd A. Engr.	Blakemore, W. F.	1876 May 1	May 11	1876 Dec. 1		To take effect that date.	
1st Lieut.	Smyth, Thos. S.	1876 May 2	May 12	1876 Dec. 1		To take effect that date.	
2nd Lieut.	Baldwin, W. S.	1876 May 2	May 6	1876 Dec. 1		To take effect that date.	
3rd Lieut.	Burke, Edmund	1876 May 2	May 10	1876 Dec. 1		To take effect that date.	
Captain	Slicer, G. R.	1877 May 3	May 31	1882 Sept. 2			
1st Lieut.	Smyth, Thos. S.	1877 May 25	May 28	1877 Nov. 30		To take effect that date.	

OFFICERS		FESSENDEN 1865 - 1908					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
2nd Lieut.	Baldwin, W. S.	1877 May 25	May 29	1877 Nov. 30		To take effect that date.	
3rd Lieut.	Burke, Edmund	1877 May 25	May 31	1877 Nov. 30		To take effect that date.	
1st A.Engr.	Laws, Chas. A.	1875 May 31	June 16	1875 Nov. 29		To take effect that date.	
2nd A.Engr.	Blakemore, W. F.	1877 May 25	May 31	1877 Nov. 30		To take effect that date.	
1st Lieut.	Tozier, D. F.	1878 May 11	May 27	1878 Nov. 30		As of that date.	
3rd Lieut.	Delap, Geo.	1878 May 13	May 20	1878 Nov. 30		As of that date.	
1st A.Engr.	Blakemore, W. F.	1878 May 13	May 17	1878 Nov. 30		As of that date.	
2nd Lieut.	Butt, James B.	1878 June 14	June 24	1878 Nov. 30		As of that date.	
1st Lieut.	Tozier, D. F.	1879 May 17	May 19	1879 Nov. 8		Nov. 11 :	
2nd Lieut.	Butt, James B.	1879 May 17	May 21	1879 Nov. 8		Nov. 11 :	
2nd A.Engr.	Brown, T. B.	1879 May 17	May 23	1879 Nov. 8		Nov. 11 :	
3rd Lieut.	Wild, Jno. F.	1879 June 28	July 5	1879 Nov. 8		Nov. 11 :	
1st Lieut.	Biondi, Eugene	1880 May 12	May 25	1880 Nov. 15		Nov. 30 :	
2nd Lieut.	Butt, James B.	1880 May 12	May 17	1880 Nov. 15		Nov. 30 :	
3rd Lieut.	Wild, Jno. F.	1880 May 12	May 17	1880 Nov. 15		Nov. 30 :	
2nd A.Engr.	Brown, Thos. B.	1880 May 12	May 17	1880 Nov. 15		Nov. 30 :	
Chf.Engr.	Chester, D. C.	1881 Nov. 25	Dec. 7	(1882 May 18		:	
				(1883 Dec. 1		:	
Captain	Warner, S. S.	1883 June 16		1887 Apr. 4		:	
3rd Lieut.	Moore, J. C.	1883 Aug. 11		1883 Dec. 1		:	
2nd A.Engr.	Munroe, C. W.	1883 Aug. 11		1883 Nov. 2		: To HAWLEY	
2nd Lieut.	Graham, J. E. N.	1883 Aug. 15		1883 Dec. 1		Dec. 15 : Temporary.	
1st A.Engr.	Hoyt, Alfred	1883 Nov. 3	Nov. 16	1883 Dec. 1		Dec. 15 :	
1st Lieut.	Coulson, W. C.	1883 Sept. 12	Oct. 5	1883 Dec. 1		Dec. 15 :	
Chf.Engr.	Vallat, Eugene	1884 Mar. 27	Apr. 5	1884 Dec. 2		Dec. 11 :	
1st Lieut.	Coulson, W. C.	1884 June 5	June 19	1884 Dec. 2		Dec. 11 :	
2nd Lieut.	Graham, J. E. N.	1884 May 12	May 23	1884 Dec. 2		Dec. 18 :	
3rd Lieut.	Moore, J. C.	1884 May 12	May 21	1884 Dec. 2		Dec. 12 :	
1st A.Engr.	Hoyt, Alfred	1884 May 1	May 16	1884 Dec. 2		Dec. 12 :	
3rd Lieut.	Moore, J. C.	1885 Apr. 23	Apr. 28	1885 Nov. 30		Dec. 12 :	
1st Lieut.	Coulson, W. C.	1885 May 28	June 2	1885 Nov. 30		Dec. 12 :	
2nd Lieut.	Graham, J. E. N.	1885 May 28	June 4	1885 Nov. 30		Dec. 17 :	
1st A.Engr.	Hoyt, Alfred	1885 May 28	June 5	1885 Nov. 30		Dec. 12 :	

OFFICERS		FESSENDEN 1865 - 1908				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Chf. Engr.	Vallat, Eugene	1885 May 5	May 7	1885 Nov. 30	Dec. 12	
Chf. Engr.	Vallat, Eugene	1886 Apr. 6				On HAMILTON winter of 1892/93.
2nd A. Engr.	Jack, E. A.	(1886 Apr. 24		(1886 Nov. 27		
		(1887 May 17		(1888 Nov. 27		On other vessels during interim.
3rd Lieut.	Moore, J. C.	1886 May 1		1886 Nov. 27		
2nd Lieut.	Graham, J. E. N.	1886 May 18		1886 Nov. 27		
1st Lieut.	Clark, R. M.	1886 Sept. 6		1888 Oct. 17		W.O. each winter.
Captain	Deane, E. L.	1887 Apr. 4		1890 Apr. 21		
2nd Lieut.	Doty, G. H.	1887 May 19		1888 Nov. 27		W.O. winters.
Cadet	Reinburg, J. E.	1887 June 16		1887 Nov. 26		
2nd Lieut.	Delap, Geo.	1888 June 14	Died December 8, 1889.			
1st Lieut.	Roberts, W. H.	1889 Apr. 29		1889 Nov. 27		
2nd A. Engr.	Keleher, J. T.	1889 May 11	Sick, order revoked.			
2nd A. Engr.	Vallat, Eugene Jr.	1889 May 22		1889 Nov. 27		
2nd Lieut.	Crosley, S. M.	1889 June 17		1889 July 9		
3rd Lieut.	Dodge, F. G.	1889 July 9		1889 Nov. 27		
Captain	Moore, J. B.	1890 Apr. 21				
1st Lieut.	DeHart, W. C.	1890 Apr. 22		1892 Nov. 25		
3rd Lieut.	Reed, B. L.	1890 May 10		1890 Nov. 25		
2nd Lieut.	Moore, J. C.	1890 May 22		1890 Nov. 24		
1st A. Engr.	Warren, W. H.	1890 May 20		1892 Nov. 25		

FESSENDEN 1865 - 1908

February 10, 1865, the Contract for two side-wheel steamers, with Jesse Hoyt of New York was signed at the Department. The vessel was built by Peck and Kirby at Cleveland, Ohio, under the immediate supervision of Captain Gilbert Knapp. Length of vessel, 180 feet; Beam, 29 feet; Depth of hold, 10 feet; Low-pressure engine; 48 inch cylinder; 9 foot stroke; Contract price, \$162,000. Cost of engine, \$75,000.

1865 Sept. 16 A short trial of the vessel reported.

1865 Nov. 6 Ordered to Detroit for the winter.

1865 Nov. 15 Revoked, to remain at Cleveland.

1866 May 23 Ordered to Detroit for duty.

1866 June 22 The above order revoked, and ordered to have name changed to SHERMAN.

FESSENDEN 1865 - 1908

1866	July	2	Ordered revoked and name not changed.
1866	Dec.	12	Laid up for the winter. This vessel probably was not in commission in 1867 and was not in commission in 1868.
1869	Apr.	19	To go into commission.
1871	Nov.	24	Ordered into winter quarters.
1872	May	29	Ordered to be placed in commission.
1872	Nov.	16	Ordered to be placed in winter quarters. Carried into effect, November 30.
1873	May	6	Ordered to be placed in commission.
1873	Nov.	18	Ordered to be placed in winter quarters.
1874	June	11	Ordered to ship crew and put vessel in commission.
1874	Nov.	24	Ordered to be placed in winter quarters. Laid up, November 30.
1875	May	26	Ordered to ship crew and put vessel in commission. Placed in commission, June 2, 1875.
1875	Nov.	16	Ordered to be laid up at Detroit. Carried into effect, November 30.
1876	May	2	Ordered to ship crew and put vessel in commission. Carried into effect, May 16.
1876	Nov.	23	Ordered to be put out of commission. Carried into effect, November 30.
1877	May	25	Ordered to be placed in commission. Carried into effect, June 2.
1877	Nov.	19	Vessel to be laid up at close of navigation. Carried into effect, November 30.
1878	May	13	Ordered to be put in commission. Carried into effect, May 20.
1878	Nov.	12	Vessel laid up at close of navigation.
1879	May	12	To ship crew May 19. To place vessel in commission. Put in commission, May 27.
1879	Oct.	29	Vessel to be put out of commission, November 15.
1879	Nov.	7	Vessel to be put out of commission immediately. Carried into effect, November 10.
1880	May	6	To ship crew, May 20. To put vessel in commission. Put in commission, May 19.
1880	Nov.	15	Vessel ordered into winter quarters. Carried into effect, November 29.
1882	Apr.	15	Contract entered into with Union Dry Dock Company of Buffalo, New York, for general repairs.
1882	May	15	Vessel turned over to contractors.
1883	Mar.	29	Hull of old vessel sold for \$2,975.00. Articles, \$75.24.
1883			<u>Rebuilt in 1883, by Union Dry Dock Company, Buffalo, New York. Hull of iron. Appropriation - \$100,000. Cost \$97,379.60.</u>
1883	Apr.	26	Vessel successfully launched at Buffalo.
1883	Aug.	11	Accepted by Captain Slicer on behalf of the Government.
1883	Nov.	30	Ordered into winter quarters. Out of commission, December 15.
1884	May		Placed in commission.
1884	Dec.	1	Crew to be discharged and vessel put out of commission at Detroit. Vessel put out of commission on December 11.

FESSENDEN 1865 - 1908

1885	June	2	Ordered to be placed in commission. Cruising Grounds, from mouth of Detroit River through Lakes St. Clair and Huron to Straits of Mackinac. Placed in commission, June 5.
1885	Nov.	28	Ordered placed out of commission. Out of commission, December 12.
1886	May	24	Ordered placed in commission. In commission, May 26.
1886	Nov.	27	Ordered into winter quarters. Placed out of commission, December 13.
1887	May	13	To ship crew for vessel as required.
1887	May	27	Ordered to be placed in commission. Placed in commission, June 4.
1887	Nov.	22	Ordered to be placed out of commission.
1888	June	27	Ordered to be placed in commission. Placed in commission, June 30.
1888	Nov.	21	Ordered to be placed out of commission. Placed out of commission, November 30.
1889	May	23	Ordered to be placed in commission.
1889	Nov.	23	Ordered to be placed out of commission.
1890	May	14	To be placed in commission, June 2.
1890	Nov.	22	To be placed out of commission, November 30.
1891	May	15	To be placed in commission, May 26.
1891	Nov.	23	To be placed out of commission, November 30.
1892	Apr.	28	To ship crew and place vessel in commission, May 15.
1892	Nov.	12	To be placed out of commission, November 30.
1893	May	1	To ship crew after the 15th and put vessel in commission, May 20th. Cruising Grounds extended (temporarily) to include Lake Superior.
1893	Sept.	30	Cruising Grounds further extended through Lake Erie to Niagara River.
1894	May	9	To be placed in commission. Cruising Grounds, Lakes Erie and Huron. Placed in commission, May 23.
1894	Nov.	16	To be placed out of commission, November 30. Carried into effect, November 30.
1895	May	25	To be placed in commission, June 1. Cruising Grounds, Lakes Huron, Erie and Superior.
1895	Nov.	25	Placed out of commission, November 30. Carried into effect, November 30.
1896	June	12	To be placed in commission, July 1. Cruising Grounds, Lakes Erie, Huron and Superior.
1896	Nov.	21	To be placed in winter quarters at Detroit.
1897	May	18	To be placed in commission when ready for duty. Cruising Grounds, from Niagara River through Lakes Erie, St. Clair and Huron to Straits of Mackinac. Placed in commission, June 1.
1897	June	25	Directed to be at Chicago, July 22, to take part in unveiling of Logan Monument.
1897	Aug.	19	Directed to be at Buffalo, August 23, to take part in G. A. R. National Encampment.
1897	Nov.	27	To be placed out of commission on 30th instant. Placed out of commission, November 30.
1898	May	2	To be placed in commission when ready for duty, with headquarters at Detroit, devoting most of the time to duty at Sault Ste. Marie, enforcing regulations.
1898	May	10	Cruising orders modified to permit vessel to visit Lakes Erie, Michigan and Superior when duties will permit.

FESSENDEN 1865 - 1908

1898	June	3	Ordered to Milwaukee to remain during Carnival week, June 27 to July 2, if vessel can be spared.
1898	Nov.	22	To be placed out of commission, November 30.
1899	May	16	To be placed in commission when repairs are completed. Cruising Grounds, from Niagara River, through Lakes Erie, St. Clair and Huron to Straits of Mackinac.
1899	June	3	To be at Buffalo, New York during week beginning, June 5.
1899	June	6	Placed in commission. June 7, ordered to Milwaukee during Carnival from June 27 to 30.
1899	Nov.	22	Ordered to be placed out of commission, November 30.
1900	May	18	To be placed in commission. Placed in commission, May 22. Cruising Grounds same as last year.
1900	May	22	To be at Kenosha, Wisconsin, on the 30th instant.
1900	May	28	To be at Detroit, Michigan, on the 8th, 9th and 10th of June.
1900	July	6	Ordered to be at Buffalo on the 6th proximo.
1900	July	26	Ordered to be at Chicago on August 25, to participate in Naval Parade of G. A. R.
1900	Nov.	26	Laid up on the 30th instant, and placed out of commission.
1901	May	14	Placed in commission, June 1. Cruising Grounds, same as last year. In commission, June 1.
1901	Aug.	22	Ordered to Cleveland, Ohio, by September 9, to participate in celebration of Perry's victory which is to take place at that port on September 10.
1901	Nov.	13	To be placed out of commission, November 30. Placed out of commission, November 30.
1902	May	6	Ordered placed in commission at once. Placed in commission, May 7.
1902	May	7	Ordered to be at Muskegon, Michigan, May 30.
1902	Nov.	18	Ordered to be withdrawn from cruising and laid up November 25. In winter quarters, November 30.
1903	May	22	Placed in commission at Port Huron, Michigan. Sailed for Chicago, Illinois.
1903	June	1	Ordered to return to regular station and resume duty.
1903	June	11	Arrived at Detroit, Michigan, at 2 p.m. today.
1903	Aug.	22	Left Detroit at 6:05 a.m. on the 13th instant. Arrived at Buffalo, 12:30 p.m. on the 15th instant.
1903	Aug.	27	Will leave for Montreal today.
1903	Sept.	3	Arrived at 9:15 a.m. at Montreal, Canada.
1903	Sept.	21	Ordered to stop at Tompkinsville, New York, enroute to Baltimore, Maryland.
1903	Oct.	1	Will leave Montreal early Saturday morning, October 3.
1903	Oct.	7	Arrived at Port Hawkesbury, on the night of the 6th. Will proceed soon as weather permits.
1903	Nov.	1	Arrived at New York, 11:40 a.m.
1903	Nov.	20	When repairs shall have been completed, proceed to Arundel Cove, South Baltimore, Maryland.
1903	Dec.	1	Sails this morning. Arrived at Arundel Cove, December 4.
1903	Dec.	8	Vessel placed out of commission.
1905	Nov.	14	Placed in commission by Captain Howard Emery at the Depot.
1905	Dec.	8	Proceed when FESSENDEN is ready, from the Depot, to Baltimore, Maryland, to take on coal, etc.



FESSENDEN 1865 - 1908

1905	Dec.	13	Proceed when ready to Key West, Florida, for duty on that station, touching at Southport, North Carolina. Cruising Grounds, Key West, to Cape Canaveral.
1905	Dec.	15	Directed to touch at Charleston, South Carolina, enroute to Key West, and receive Pilot Dennis on board.
1905	Dec.	23	Sails for Key West tomorrow morning. January 24, 1906, arrived at Key West.
1906	Mar.	1	Confer with State officers at Key West, and assist them in protection of sponge industry.
1906	Mar.	15	Detained at Mullet Key Quarantine Station - small pox on board.
1906	Apr.	3	Department letter of 29th instant, directs you to proceed to Egmont Key, Florida.
1906	May	9	Proceed to Pensacola, Florida, to have vessel docked, bottom cleaned, and painted. When work is completed, return with command to Key West.
1906	May	15	Leave here (Key West, Florida) today for Pensacola.
1906	June	18	Sails eastward today in search for schooners adrift from recent storm.
1906	July	11	Proceed to Anelote Key and Tarpon Springs to examine vessels engaged in gathering sponges.
1906	Sept.	4	Directed to tow, at first opportunity, disinfecting barge PROTECTOR from Key West, Florida, to Boca Grande Quarantine Station, Charlotte Harbor, Florida.
1906	Sept.	29	Proceed to sea and cruise in the Gulf in search of vessels in distress.
1907	Mar.	19	Weather permitting, sails tomorrow for Mobile.
1907	Mar.	30	Docked, sails for Key West tomorrow.
1907	Apr.	11	Sails for Key West, Florida, today.
1907	May	17	Proceed to Arundel Cove, Maryland, under convoy of ALGONQUIN.
1907	May	26	Sails tomorrow for South Baltimore, under convoy of ALGONQUIN.
1907	June	1	Arrived at Southport, North Carolina; awaiting suitable weather.
1907	June	6	Arrived at Curtis Bay, Maryland.
1907	Aug.	7	Transfer officers and crew of FESSENDEN to FORWARD. August 14, FESSENDEN placed out of commission.
1908	Mar.		Sold to Craig Shipbuilding Company, of Toledo, Ohio, for \$9,100.

OFFICERS

WALTER FORWARD 1882 - 1912

<u>RANK</u>	<u>: NAME</u>	<u>ASSIGNED</u>		<u>DETACHED</u>		<u>: R E M A R K S</u>
		<u>: Date of Order</u>	<u>: Date of Reptg.</u>	<u>: Date of Order</u>	<u>: Date of Ack.</u>	
Captain	: Moore, George W.	: 1882 Sept. 27	:	: 1883 June 18	:	:
1st Lieut.	: Brann, John	: 1882 Oct. 17	: Oct. 18	: 1884 June 5	: June 15	:
2nd Lieut.	: Brian, Chas. T.	: 1882 Oct. 21	: Oct. 26	: 1882 Dec. 27	: Jan. 8	: Temporary.

## OFFICERS

WALTER FORWARD 1882 - 1912

RANK	NAME	ASSIGNED			DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.		
3rd Lieut.	Starkweather, Geo. A.	1882 Oct. 27	Oct. 31	1885 Feb. 7		As of expiration of leave.	
Chf. Engr.	Case, J. Madison	1882 Oct. 17	Oct. 21	1888 Apr. 25			
2nd A. Engr.	Chalker, J. H.	1882 Oct. 27	Nov. 1	1889 Jan. 19			
2nd A. Engr.	Littig, Philip	1882 Oct. 27	Nov. 3	1882 Dec. 27	Jan. 8		
2nd Lieut.	Rogers, H. B.	1883 Jan. 9	Jan. 15	1883 Oct. 18	Oct. 19		
1st A. Engr.	Ogden, J. H.	1883 Jan. 9	Jan. 15	1883 July 13			
2nd Lieut.	Little, J. H.	1883 May 28	June 8	1884 Apr. 7	Apr. 13		
2nd A. Engr.	Remick, O. P.	1883 July 23	Aug. 1	1883 Sept. 27	Oct. 9		
2nd A. Engr.	Howison, A. J.	1883 Sept. 20	Oct. 5	1886 Mar. 30			
Captain	Mullett, T. B.	1884 Jan. 28	Feb. 4	1886 Apr. 29			
2nd Lieut.	Butt, James B.	1883 Nov. 24	Dec. 10				
1st Lieut.	Roberts, W. H.	1884 June 5	June 15	1886 Apr. 30			
3rd Lieut.	Broadbent, H. M.	1885 Jan. 31	Feb. 15	1887 Dec. 12			
2nd A. Engr.	Champlain, R. W.	1886 Apr. 23		1888 July 2			
1st Lieut.	Kilgore, W. F.	1886 Apr. 23		1888 July 2			
1st Lieut.	Phillips, M. L.	1886 Apr. 29		1888 Nov. 14			
2nd Lieut.	Howard, Samuel	(1887 Apr. 5		(1887 May 11		Never reported.	
		(1887 June 15		(1888 May 3			
Cadet	Landry, S. M.	1887 Dec. 15					
Chf. Engr.	Keogh, Stephen	(1888 Apr. 15		(1888 Aug. 6			
		(1888 Sept. 13		(1889 Mar. 11			
3rd Lieut.	Culver, W. W.	1888 Apr. 16		1888 May 1			
2nd Lieut.	York, G. A.	1888 Apr. 23		1888 May 12			
3rd Lieut.	Brown, J. H.	1888 May 1		1888 July 2			
2nd Lieut.	Delap, Geo.	1888 May 21		1888 June 14			
Captain	Lay, T. W.	1888 Nov. 22		1889 Jan. 12			
Captain	Mitchell, J. C.	1889 Jan. 12		1889 Apr. 23			
Chf. Engr.	Roberts, J. J.	1889 Mar. 21					
Captain	Simmons, W. S.	1889 July 1		1890 Apr. 15			
Chf. Engr.	Severns, J. A.	1890 Mar. 28					
Captain	Tozier, D. F.	1890 Apr. 1					
1st Lieut.	Brian, C. T.	1890 May 2					

OFFICERS		WALTER FORWARD 1882 - 1912					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
3rd Lieut.	Brown, J. H.	1890 June 4	:	:	:		
1st A. Engr.	Dennett, Alex	1890 June 4	:	:	:		
2nd A. Engr.	Vallat, Eugene Jr.	1890 June 4	:	:	:		
3rd Lieut.	Jacobs, W. V. E.	1890 June 9	:	:	:		

		WALTER FORWARD 1882 - 1912					
		Built in 1882, by the Pusey and Jones Company of Wilmington, Delaware, under contract dated November 17, 1881 for \$72,750.00. To be completed May 20, 1882.					
1882	July	17	Named the WALTER FORWARD.				
1882	Sept.	23	Completed, and Captain Moore directed to take charge of her and accept her on behalf of the Government.				
1882	Nov.	22	Ordered to New York City, thence to Mobile for duty. Sailed, December 18. Arrived at Mobile, January 7, 1883. Cruising Grounds, from Cedar Keys to Mobile, Alabama.				
1888	May	25	Ordered to Baltimore, Maryland, for repairs. Sailed, June 1. Arrived at Baltimore, June 11.				
1888	July	2	Crew to be discharged except three shipkeepers.				
1890	June	19	Ordered back to Mobile for duty. Sailed, June 21.				
1891	May	22	Cruising Grounds extended to Port Eads.				
1895	July	24	Assigned to cruise temporarily from Pensacola to Cedar Keys.				
1895	Aug.	1	Proceed to Key West for launch, returning forthwith to Mobile. Sailed for Key West, August 2. Arrived at Key West, August 6. Returned to Mobile, August 18.				
1895	Oct.	30	Ordered to Key West, Florida, for temporary duty. Arrived at Key West, November 5.				
1895	Dec.	14	Ordered to Mobile, Alabama, to resume regular duties. Arrived at Mobile, January 10, 1896.				
1896	Oct.	27	Ordered to Key West, Florida, for temporary duty. Sailed, November 3. Arrived at Key West, December 10.				
1896	Nov.	23	Ordered to Port Tampa.				
1897	Mar.	15	Ordered immediately to Key West to confer with Collector.				
1897	Apr.	8	Ordered to Key West after hauling out, etc.				
1897	May	13	Ordered to resume cruising immediately.				
1897	July	21	Ordered to cover Coast from Anelote Key to Boca Grande frequently, reaching Key West once each month only.				
1898	Feb.	9	Ordered to Charlotte Harbor. Keep lookout for filibustering expedition.				
1898	Feb.	23	Ordered to relieve McLANE until further orders.				
1898	Mar.	28	Ordered to Baltimore, Maryland. Arrived, April 14.				
1898	Mar.	29	Ordered to stop at Key West, Florida, enroute. A stop was made April 2.				

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 WALTER FORWARD 1882 - 1912  
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1898	Mar.	31	Sailed from Port Tampa.
1898	Apr.	15	Ordered to Norfolk, Virginia. Sailed, April 17.
1898	Apr.	15	Ordered to Baltimore, Maryland. Arrived at Chase's Wharf, Baltimore, April 23.
1900	Jan.	10	Ordered to Charleston, South Carolina, for duty. Cruising Grounds, from Southport, North Carolina, to Beaufort, South Carolina.
1900	Jan.	23	Arrived at Charleston, South Carolina.
1900	Apr.	5	Vessel ordered to Savannah to convoy HAMILTON to Jacksonville, Florida.
1900	May	8	Ordered to Jacksonville to convoy HAMILTON to Charleston. Vessel arrived at Charleston with HAMILTON in tow, May 24.
1901	May	6	Ordered immediately to Jacksonville to render assistance. Sailed for Jacksonville, May 6.
1901	May	28	Sailed for Charleston.
1902	July	29	Ordered to convoy WINONA to Charleston.
1904	Mar.	4	Ordered to Key West, Florida, to cruise as far north as Cape Canaveral. Take instructions from Collector of Customs at Key West.
1904	Mar.	18	Will leave tomorrow with my command for Key West.
1904	Mar.	22	Arrived at Key West today with FORWARD.
1904	Aug.	15	Make a cruise to westward in search of American Schooner MARTHA.
1904	Sept.	3	FORWARD leaves Key West for Mobile today at 4:30 p.m.
1904	Sept.	7	Arrived at Mobile, 10:35 a.m. today.
1904	Oct.	28	Ordered to Key West, Florida, and resume duties.
1904	Nov.	5	Leaves Mobile today (Saturday) for Key West.
1904	Nov.	9	Arrived at Key West, Florida, 8:35 a.m.
1905	June	2	Ordered to proceed to Havana, Cuba, to convoy Barge SENATOR of the United States Public Health Service and Marine Hospital Service to Key West, Florida.
1905	June	7	Leaves here about 5:00 p.m. for Havana.
1905	June	14	Arrived at Key West this noon. Barge SENATOR anchored, Man-of-War Harbor.
1905	Aug.	7	Ordered immediately to Gulfport, Mississippi, to report to Captain Ross on arrival.
1905	Aug.	8	Leaves Key West for Gulfport today at 4:00 p.m.
1905	Aug.	12	Arrived at Gulfport, Mississippi, and reported to Captain Ross.
1905	Sept.	2	Ordered to Port Tampa, Florida. Arrived, September 19.
1905	Oct.	11	Proceed without delay to Miami, and there await GRESHAM, which will convoy FORWARD to Capes of Chesapeake, whence she will proceed to depot, Curtis Bay.
1905	Oct.	14	Await at Key West for arrival of GRESHAM.
1905	Oct.	18	Leaves for Key West.
1905	Oct.	21	Leaves Key West with GRESHAM via Charleston.

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 WALTER FORWARD 1882 - 1912  
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1905	Nov.	3	Arrived at Arundel Cove, 4:00 p.m.
1905	Nov.	14	Placed out of commission at the Depot, Revenue Cutter Service, by Captain H. Emery.
1907	Aug.	7	Transfer officers and crew of FESSENDEN to FORWARD.
1907	Aug.	17	Vessel placed in commission.
1907	Oct.	12	Have command ready to leave Baltimore on 16th instant, for Fisherman's Island for joint drills and inspection. Prepare to land all available men for military parade on 15th at Baltimore.
1907	Oct.	14	Report to senior officer commanding fleet on 16th instant, for joint drills and inspection.
1907	Nov.	1	Arrived at Arundel Cove, Maryland.
1907	Nov.	11	Proceed to Key West as soon as work on FORWARD is completed.
1907	Nov.	14	Sails for Key West, Florida, 11:00 a.m.
1907	Nov.	19	Sails for Key West from Charleston at 8:30 a.m. November 22, arrived at Key West.
1908	Sept.	19	Proceed to Tampa, October 1, and confer with Collector relative to sponge smuggling.
1909	Jan.	26	Tow Steamer McADAM, Marine Hospital Service, from Knights Key to Key West, and convoy barge SENATOR from Key West to Knights Key.
1909	May	5	Proceed to assistance of Schooner ALBERT B. MILLS, reported in distress in latitude 28° 12' North, longitude 86° 40' West; then proceed to Mobile for docking.
1909	May	5	Sails at 7:00 p.m. today to assistance of Schooner, then to Mobile.
1909	May	10	Arrived at Mobile, 2:00 p.m. today.
1909	May	20	Resume duties on Key West station.
1910	June	20	To Tampa, Florida to enforce law among sponge fishermen.
1910	Oct.	19	Proceed in search of Tug JONES off Coast of Florida.
1912	July	27	To proceed to Depot, South Baltimore, Maryland, arriving August 15, for the purpose of transferring officers and crew to MIAMI. Arrived, August 15.
1912	Aug.	19	Placed out of commission at noon. Officers and crew transferred to MIAMI.
1912	Nov.	9	Bill of sale (Signed - Franklyn MacVeagh).
1912	Oct.	24	FORWARD sold to Boston Iron and Metal Company, Baltimore, Maryland, 505 North Holliday Street, for \$4,151.00.

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 OFFICERS  
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ALBERT GALLATIN 1870 - 1892  
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		ASSIGNED		DETACHED		
RANK	: NAME	: Date of Order	: Date of Reptg.	: Date of Order	: Date of Ack.	: R E M A R K S
Captain	: Baker, J. G.	: 1871 Sept. 15	:	: 1871 Oct. 23	:	:
Chf. Engr.	: Brennan, Patrick	: 1871 Aug. 30	:	: 1872 Feb. 19	:	:
2nd A. Engr.	: Schwartz, Ed. G.	: 1871 Oct. 5	:	: 1873 Oct. 29	: Oct. 30	:

OFFICERS		ALBERT GALLATIN 1870 - 1892							
		ASSIGNED		DETACHED					
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS			
1st Lieut.	Healey, M. A.	1871 Sept. 27	:	1871 Oct. 23	Dec. 7				
2nd Lieut.	Brann, John	1871 Oct. 30	:	1874 Dec. 4	:	1874 Oct. 15. Attached on completion of repairs.			
3rd Lieut.	Buhner, Albert	1871 Oct. 17	:	1871 Oct. 23	:				
Chf. Engr.	Satterlee, Chas. A.	1873 June 21	:	1876 Jan. 18	:	1874 Oct. 15. Attached on completion of repairs.			
Captain	Chase, Charles T.	1874 Oct. 13	:	Oct. 18	1874 Nov. 20				
2nd A. Engr.	Barrows, H. C.	1874 Oct. 21	:	Oct. 26	1878 Mar. 9	Mar. 15			
1st Lieut.	Pease, C. W.	1874 Oct. 22	:	Oct. 28	1874 Dec. 19	Dec. 22			
2nd Lieut.	Cushing, Wm. H.	1874 Oct. 22	:	Oct. 25	1874 Dec. 4	Dec. 7			
1st A. Engr.	Ogdin, James)	(1874 Oct. 26	:	Oct. 27	1875 July 15)	July 19			
	)	( Nov. 27	:		)				
1st Lieut.	Smyth, Thos. S.	1874 Dec. 4	:	Dec. 8	1875 Jan. 5	:	Transferred from WOODBURY.		
2nd Lieut.	Weston, Alfred	1874 Dec. 4	:	Dec. 10	1876 May 1	:	Transferred from WOODBURY.		
3rd Lieut.	Ohaytor, E. C.	1874 Dec. 4	:	Dec. 8	1875 July 16	:	Transferred from WOODBURY.		
Captain	Selden, Jas. M.	1874 Dec. 8	:	Dec. 15	1875 Nov. 18	Nov. 30	On Reptg. of Bailey.		
1st Lieut.	Hooper, C. L.	1875 Jan. 5	:	Jan. 15	Assigned to PERRY.		Temporary.		
3rd Lieut.	Graham, J. E. N.	1875 May 12	:	June 16	1875 Nov. 23	:			
3rd Lieut.	Crozet, Jos. R.	1875 July 16	:	Aug. 2	1878 Mar. 16	:			
A. 2nd A. Engr.	Shaw, Benj. F.	1875 Sept. 14	:	Sept. 17	:	:			
Captain	Bailey, George W.	1875 Nov. 18	:	Nov. 30	1877 Feb. 23	Mar. 2			
3rd Lieut.	Delap, George	1875 Nov. 23	:	Nov. 30	1876 June 3	June 6	Temporary.		
Chf. Engr.	Ball, Charles H.	1876 Jan. 18	:	Jan. 28	1881 Mar. 16	Mar. 28			
2nd Lieut.	O'Connor, F. A.	1876 Apr. 22	:	May 2	Resignation accepted, to take effect March 31, 1877.				
1st Lieut.	Lay, Thos. M.	1876 Apr. 29	:	May 3	1877 Aug. 23	:			
3rd Lieut.	Fengar, Charles C.	1876 June 3	:	June 6	1886 Apr. 19	:			
2nd Lieut.	Failing, W. A.	1876 Dec. 13	:	Dec. 16	1880 Apr. 17	Apr. 20	Temporary.		
Captain	Gabrielson, Eric	1877 Feb. 24	:	Mar. 1	1880 May 6	May 11			
1st Lieut.	Clark, R. M.	1877 Aug. 23	:	Sept. 17	1880 Nov. 5	Nov. 16			
1st A. Engr.	Hedden, E. F.	1877 Nov. 9	:	Nov. 13	1881 Mar. 29	Apr. 4			
3rd Lieut.	Willett, S. S.	1878 Mar. 16	:	Mar. 24	1878 Apr. 12	Apr. 18			
3rd Lieut.	York, George A.	1879 June 28	:		1882 May 23	May 31			
Captain	Hodgson, D. B.	1880 June 11	:	June 22	1883 May 5	May 8			
2nd Lieut.	Graham, J. E. N.	1880 Nov. 1	:	Nov. 16	1883 Aug. 15	:			



OFFICERS		ALBERT GALLATIN 1870 - 1892					
		ASSIGNED		DETACHED			
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Chf. Engr.	Chester, D. C.	1881 Mar. 11	Mar. 28	1881 Nov. 25		On Reptg. of Severns.	
2nd Lieut.	Hamlet, O. C.	1881 Mar. 14	May 2	1881 Oct. 12			
1st Lieut.	Coulson, W. C.	1874 Oct. 22	Oct. 28	1874 Dec. 4	Dec. 7		
1st A. Engr.	Broadbent, A. L.	1881 Mar. 31	Apr. 5	1883 Mar. 16			
Chf. Engr.	Severns, Jos. A.	1881 Nov. 16	Nov. 30	1888 Apr. 15			
2nd Lieut.	Kilgore, W. F.	1881 Nov. 28	Dec. 7	1882 Mar. 21			
1st Lieut.	Hamlet, O. C.	1882 May 26	June 8	1884 Oct. 7			
3rd Lieut.	Kimball, Ed. F.	1882 July 5	July 18	1884 Apr. 9			
Asst. Engr.	Howison, A. J.	1882 Dec. 26	1883 Jan. 2	1883 May 12	May 14		
2nd A. Engr.	Hall, Thos. T.	1883 May 1	May 9	1883 Dec. 28			
Captain	Mitchell, J. C.	1883 May 5	May 14	1886 May 13			
1st Lieut.	Wadsworth, F. G. F.	1883 Sept. 19	Sept. 22	1886 Dec. 4			
2nd A. Engr.	Hedden, E. F.	1884 Feb. 2	Feb. 11	1884 Apr. 3			
2nd Lieut.	Graham, J. E. N.	1884 Mar. 4	Mar. 6	1884 May 12			
2nd A. Engr.	Dennett, Alex	1883 Dec. 28	Jan. 2				
3rd Lieut.	West, H. B.	1884 June 19	June 28	1885 Oct. 12	On leave.		
3rd Lieut.	Reed, B. L.	1884 July 2	July 9	1886 May 26			
		1885 June 24					
1st Lieut.	Dennett, John	1884 Oct. 7	Oct. 13			Temporary.	
1st A. Engr.	Hoyt, Alfred	1884 Dec. 2	Dec. 17	1885 May 28	June 1		
Cadet	Linsworth, Dan'l J.	1885 Oct. 12	Oct. 19	1887 Apr. 3			
2nd A. Engr.	Spear, H. W.	1885 Nov. 30	Dec. 31	1886 Mar. 27		Temporary.	
Captain	Glover, Russell	1886 May 13		1886 Nov. 30			
Captain	Abbey, Chas. A.	1886 Nov. 30		1889 June 22			
2nd Lieut.	Newcomb, F. H.	1886 Dec. 7		1889 Nov. 7			
2nd A. Engr.	Nash, C. F.	1887 Jan. 13		1887 Apr. 1			
		1887 Nov. 26		1888 Mar. 30			
2nd A. Engr.	Webber, E. P.	1887 Mar. 30		1890 May 7			
1st A. Engr.	Dennett, Alex	1887 May 17		1888 May 1			
Cadet	Henderson, A. J.	1887 Dec. 15		1889 Apr. 10			
Chf. Engr.	Dinsmore, M. D. L.	1888 Apr. 14		1889 Jan. 28			
1st A. Engr.	Barrows, H. C.	1888 Apr. 14					
1st Lieut.	Maguire, S. E.	1888 May 1					

OFFICERS		ALBERT GALLATIN 1870 - 1892				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
1st A. Engr.	Remick, O. P.	1889 Jan. 11	:	:	:	:
3rd Lieut.	Landrey, S. M.	1889 Apr. 10	:	1890 Feb. 7	:	:
Chf. Engr.	Churchill, A. L.	1889 May 8	:	:	:	:
Captain	Keene, L. M.	1889 Aug. 5	:	1890 Sept. 1	:	:
2nd Lieut.	Doty, G. H.	1889 Aug. 5	:	Resigned, November 12, 1889.		:
2nd Lieut.	Wadsworth, F. G. F.	1889 Nov. 27	:	1890 June 27	:	:
3rd Lieut.	Dodge, F. G.	1890 Feb. 1	:	1890 Apr. 12	:	:
Cadet	White, C. M.	1890 May 15	:	:	:	:
Cadet	Haake, F. J.	1890 May 19	:	:	:	:
2nd Lieut.	Wild, J. F.	1890 May 21	:	:	:	:
Captain	Gabrielson, Eric.	1890 Sept. 1	:	:	:	:
2nd A. Engr.	Spear, H. W.	1890 Nov. 25	:	:	:	:

		ALBERT GALLATIN 1870 - 1892	
		Built at Buffalo, New York, by David Bell, 1870 and 1871.	
1871 Oct.		Patent propeller (Fowler's) proved a failure and reconstruction necessitated.	
1873 Oct.	4	Crew shipped for trial trip. Trial trip unsatisfactory.	
1874 Mar.		Contract entered into with David Bell to make alterations to vessel.	
1874 Oct.	23	Ordered to proceed to Boston for duty on that station.	
1874 Oct.	29	Sailed for Boston, Massachusetts.	
1874 Nov.	19	Arrived at Boston, Massachusetts.	
1874 Nov.	20	Assigned to duty at Boston to take place of WOODBURY.	
		Cruising Grounds, from Portsmouth, New Hampshire, to Holmes Hole, Massachusetts.	
1887 May	26	Ordered to New York to receive new boiler.	
1887 June	5	Arrived at New York.	
1887 Oct.	4	Returned to Boston, Massachusetts.	
1888 July	6	Cruising Grounds extended temporarily to Rockland, Maine.	
1892 Jan.	6	Sunk off Cape Ann, Massachusetts.	

OFFICERS		WM. E. CHANDLER 1866 - 1903 (Formerly JASMINE)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
1st Lieut.	Stodder, Louis N.	1871 Feb. 9		1871 Apr. 17			
1st A.Engr.	Polliamus, Thomas	1866 Dec. 21		1872 Aug. 26			
1st Lieut.	Parker, J. H.	1871 Apr. 15		1873 May 28	June 25		
1st A.Engr.	Reilly, Jas. L.	1872 Aug. 26		1872 Dec. 9			
1st A.Engr.	Dally, Jno. R.	1872 Dec. 9		1876 Jan. 24			On Reptg. of Ogdin.
1st Lieut.	Mitchell, J. C.	1873 May 28	June 25	1874 Dec. 19	Dec. 26		
1st Lieut.	Moore, J. B.	1874 Dec. 19	Dec. 26	1877 Dec. 17	Dec. 21		
3rd Lieut.	Munger, E. W.	1874 Dec. 21	Dec. 26	1876 Jan. 28			
1st A.Engr.	Ogdin, James	1876 Jan. 24	Feb. 1	1876 May 2			
2nd Lieut.	Crosley, S. M.	1876 Feb. 2	Feb. 7	1878 June 29			
1st A.Engr.	Rockefeller, A. F.	1876 May 2	May 10	1882 Nov. 16	Nov. 17		On Reptg. of Blakemore.
1st Lieut.	Healy, M. A.	1877 Dec. 17	Dec. 21	1880 May 10	May 11		
1st Lieut.	Moore, J. B.	1880 May 10	May 22	1883 June 18	June 21		
1st A.Engr.	Blakemore, W. F.	1882 Nov. 14	Nov. 24	1883 May 12	May 15		
1st A.Engr.	Barrows, H. C.	1883 May 12	May 25	1886 Mar. 31			
1st Lieut.	Smith, H. D.	1883 June 19	June 26	1883 Sept. 11	Sept. 13		On Reptg. of Lieut Tozier
1st Lieut.	Tozier, D. F.	1883 Sept. 11	Sept. 15	1886 Apr. 10			
1st A.Engr.	Magee, S. H.	1886 Mar. 30		1889 May 4			
1st Lieut.	Smith, H. D.	1886 Apr. 10					
1st A.Engr.	Hedden, E. F.	1889 May 4					

		WM. E. CHANDLER 1866 - 1903 (Formerly JASMINE)					
1866	June	2	To be turned over to Treasury by Navy Department at New York. Purchased from Navy Department for \$6,500.00 less 10 %.				
1866	July	1	Came near sinking. Used as a Harbor Boat, at New York.				
1870	June	14	To be repaired - new boiler, etc. - at an estimated cost of \$5,384.00.				
1873	July	3	Ordered to be laid up for repairs and crew discharged.				
1873	Dec.	18	Name changed from JASMINE to WILLIAM E. CHANDLER.				
1873	Dec.	20	Vessel resumed duty. On Harbor duty at New York.				
1898	Sept.	23	Ordered to Boston to perform duties heretofore performed by HAMLIN. Sailed, October 15. Returned to New York.				
1899	July	6	Ordered to be at Regatta on Charles River, 28th and 29th instant.				
1903	Sept.	28	Sold for \$561.87 to George B. Doane and Son, Boston, Massachusetts.				

OFFICERS		GRANT 1871 - 1905				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Chf. Engr.	Vallat, Eugene	1871 Sept. 16	:	1884 Mar. 27	Apr. 1	:
Captain	Slicer, George R.	1871 Sept. 16	:	1874 Jan. 8	:	:
1st A. Engr.	Green, Horace	1871 Oct. 3	:	1872 Nov. 16	:	:
2nd A. Engr.	Magee, S. H.	1871 Nov. 6	:	1874 July 22	:	:
1st Lieut.	Blake, H. T.	1872 Jan. 10	:	1874 Aug. 4	Aug. 8	:
3rd Lieut.	Morrissey, John Jr.	1872 Jan. 5	:	1872 May 31	:	:
3rd Lieut.	Burke, Edward	1872 Jan. 5	:	1875 May 22	May 25	:
2nd Lieut.	Williams, George	1872 Jan. 5	:	1873 Apr. 2	Apr. 12	:
2nd A. Engr.	Castano, D. A.	1872 Nov. 16	:	1876 May 13	:	:
3rd Lieut.	Little, John H.	1873 Apr. 2	Apr. 9	1876 Apr. 24	Apr. 27	:
2nd Lieut.	Gooding, Geo. H.	1873 Apr. 4	Apr. 25	1874 Aug. 5	:	:
Captain	Treadway, T.	1874 Jan. 8	Jan. 14	1874 July 1	:	:
Captain	Fengar, A. A.	1874 July 9	July 14	1877 May 3	May 11	:
1st Lieut.	Shepard, L. G.	1874 Aug. 4	Aug. 8	1877 Feb. 6	Feb. 14	:
2nd Lieut.	Hall, David A.	1874 Aug. 4	Aug. 6	1877 Feb. 14	Feb. 16	:
2nd A. Engr.	Phillips, W. J.	1874 Dec. 4	Dec. 16	1875 June 14	June 16	Temporary.
2nd Lieut.	Morrissey, John Jr.	1875 June 12	June 17	1878 Oct. 18	:	:
1st A. Engr.	Hoyt, Alfred	1875 Nov. 29	Dec. 4	1878 Apr. 12	Apr. 15	:
3rd Lieut.	Wyckoff, John	1876 Apr. 24	May 4	1878 Apr. 1	:	:
2nd A. Engr.	Broadbent, A. L.	1876 May 13	June 29	1878 Mar. 9	Mar. 19	:
2nd Lieut.	McConnell, G. E.	1877 Jan. 17	Order revoked Feb. 7, 1877:			:
1st Lieut.	Rogers, J. H.	1877 Feb. 14	Feb. 19	1879 Nov. 4	Nov. 7	:
1st Lieut.	Simms, J. M.	1877 Feb. 14	Feb. 19	1879 Dec. 1	:	:
Captain	Hamlin, H. F.	1877 May 3	May 11	1877 Sept. 20	Sept. 25	:
Captain	Faunce, John	1877 Sept. 20	Sept. 27	1879 June 9	June 20	:
Asst. Engr.	Magee, S. H.	1878 Mar. 9	Mar. 18	1881 Apr. 25	:	:
2nd A. Engr.	Beckwith, C. W.	1878 Apr. 13	:	1881 Feb. 21	:	:
3rd Lieut.	Wyckoff, John	1878 May 24	:	1879 Mar. 29	:	:
2nd Lieut.	Brian, Chas. T.	1878 Dec. 19	Revoked.	:	:	:
3rd Lieut.	Little, John H.	1878 Dec. 24	Dec. 30	1880 June 15	:	:
Captain	Fengar, A. A.	1879 June 19	June 25	1880 Dec. 7	Dec. 14	:
3rd Lieut.	Cook, George A.	1879 June 26	July 1	1880 Apr. 17	Apr. 20	:
1st Lieut.	Tozier, D. F.	1879 Nov. 8	Nov. 15	1882 Nov. 7	Nov. 11	:

## OFFICERS

GRANT 1871 - 1906

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
3rd Lieut.	: Lockwood, J. A.	: 1880 Jan. 19	: Jan. 21	:	:	: Resigned.
2nd Lieut.	: Failing, W. A.	: 1880 Apr. 17	: Apr. 23	: 1882 Sept. 4	: Sep. 6	:
3rd Lieut.	: Reynolds, Wm. E.	: 1880 June 20	: July 1	: 1881 Apr. 13	:	:
3rd Lieut.	: Emery, Howard	: 1880 Nov. 30	:	: June 4	: June 7	:
Captain	: Davis, A. B.	: 1880 Dec. 7	: Dec. 11	: 1881 May 21	: May 24	: On reptg. of Fengar.
2nd A.Engr.	: Henshaw, H. C.	: 1881 Feb. 21	: Mar. 14	: 1881 Apr. 25	:	:
2nd A.Engr.	: Brown, Thos. B.	: 1881 Mar. 2	: Mar. 7	: 1881 Mar. 22	: Mar. 24	:
2nd A.Engr.	: Whitworth, H. C.	: 1881 Apr. 13	: Apr. 26	: 1881 July 15	: July 18	:
2nd A.Engr.	: Littig, Philip	: 1881 Apr. 25	: Apr. 29	: 1881 July 6	:	:
Captain	: Fengar, A. A.	: 1881 May 21	: May 24	: 1882 Nov. 9	: Nov. 12	: On reptg. of Lt. Parker.
Asst. Engr.	: Beckwith, C. W.	: 1881 July 6	: July 15	:	:	:
3rd Lieut.	: Lutz, John E.	: 1881 July 22	: July 30	: 1882 Mar. 28	: Mar. 30	:
3rd Lieut.	: Broadbent, H. M.	: 1881 Nov. 3	: Nov. 15	: 1882 July 10	: July 16	: On reptg. of Lt. Starkweather.
2nd A.Engr.	: Howison, A. J.	: 1881 Nov. 28	: Dec. 3	: 1882 Mar. 16	: Mar. 24	:
2nd Lieut.	: Cushing, W. H.	: 1882 Apr. 17	: Apr. 21	: 1883 Sept. 13	:	:
3rd Lieut.	: Starkweather, Geo. C.	: 1882 July 10	: July 16	: 1882 Oct. 27	: Oct. 31	:
1st Lieut.	: Parker, J. H.	: 1882 Nov. 7	: Nov. 12	: 1884 Apr. 30	:	:
Captain	: Irish, Joseph	: 1882 Nov. 13	: Nov. 23	: 1884 June 5	: June 7	:
2nd A.Engr.	: Whitworth, H. C.	: 1882 Dec. 2	: Dec. 8	: 1883 Apr. 21	: Apr. 25	: Temporary.
3rd Lieut.	: Thompson, P. W.	: 1882 Dec. 27	: 1883 Jan. 2	: 1883 May 10	: May 13	: Temporary.
3rd Lieut.	: West, H. B.	: 1882 Oct. 25	: Oct. 29	: 1883 Sept. 13	: Sep. 15	:
2nd A.Engr.	: Angell, C. F.	: 1883 July 23	: July 28	: 1883 Sept. 13	: Sep. 15	:
3rd Lieut.	: (Davis, John L.	: (1883 June 13	: June 16	: (1883 July 31	:	:
	: (	: (1883 Nov. 13	: Nov. 30	: (1884 Aug. 18	: Aug. 20	:
2nd A.Engr.	: Pedrick, Willits	: 1883 Oct. 15	: Oct. 22	: 1886 Apr. 16	:	:
3rd Lieut.	: West, H. B.	: 1883 Oct. 15	: Oct. 21	: 1884 June 19	: June 20	:
2nd Lieut.	: Cushing, W. H.	: 1883 Oct. 16	: Oct. 18	: 1884 Mar. 24	: Mar. 26	:
1st A.Engr.	: Blakemore, W. F.	: 1884 Feb. 6	: Feb. 10	: 1885 July 17	: July 21	:
Chf. Engr.	: Chester, D. C.	: 1884 Mar. 27	: Apr. 1	:	:	:
2nd Lieut.	: Baldwin, W. S.	: 1884 Apr. 8	: Apr. 17	: 1884 June 4	: June 5	:
Captain	: Abbey, C. A.	: 1884 June 6	: June 21	: 1886 May 6	:	:
1st Lieut.	: Roath, W. D.	: 1884 Apr. 30	: May 8	: 1887 Mar. 30	:	:

## OFFICERS

GRANT 1871 - 1906

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Repta.	Date of Order	Date of Ack.	
2nd Lieut.	: Wyckoff, John	: 1884 June 20	: July 2	: 1887 May 9	:	:
3rd Lieut.	: Myrick, O. D.	: 1884 June 19	: June 21	: 1885 June 24	:	:
3rd Lieut.	:(Barnes, C. A.	:(1884 July 2	: July 8	: 1886 June 12	:	:
	:(	:(1885 June 24	:	:	:	:
2nd Lieut.	: McConnell, G. E.	: 1885 Nov. 28	: Dec. 2	: 1886 Mar. 27	:	:
2nd A.Engr.	: Boyd, H. L.	: 1885 Nov. 28	:	: 1886 Mar. 24	:	: Temporary.
1st A.Engr.	: Whitworth, H. C.	: 1886 Apr. 5	:	: 1887 Dec. 16	:	:
Captain	: Davis, A. B.	: 1886 May 14	:	: 1888 Nov. 9	:	:
3rd Lieut.	: Hall, W. E. W.	: 1886 June 12	: <u>July 15th, resigned.</u>	:	:	:
2nd A.Engr.	: Foote, C. H.	: 1886 July 9	:	: 1888 Oct. 18	:	:
3rd Lieut.	: Brown, J. H.	: 1886 Oct. 16	:	:	:	:
1st Lieut.	: Herring, W. J.	: 1887 Mar. 30	:	: 1890 Apr. 5	:	:
2nd Lieut.	:(Crosley, S. M.	:(1887 Apr. 16	:	:(1888 Oct. 18	:	:
	:(	:(1889 Jan. 30	:	: 1889 May 13	:	:
Cadet	: Jacobs, W. V. E.	: 1887 Dec. 15	:	:	:	:
2nd A.Engr.	: Pedrick, Willits	: 1887 Dec. 16	:	: 1888 Apr. 13	:	:
2nd Lieut.	: Howland, W. S.	: 1888 Jan. 9	:	: 1888 Apr. 11	:	:
2nd A.Engr.	: Brown, T. B.	: 1888 Jan. 11	:	: 1888 Oct. 18	:	:
3rd Lieut.	:(Hull, J. B.	:(1888 Apr. 13	:	:(1888 Oct. 18	:	:
	:(	:(1889 Jan. 30	:	:(1890 Mar. 24	:	:
Captain	: Stodder, L. M.	: 1888 Nov. 14	:	:	:	:
2nd A.Engr.	: Foote, C. H.	: 1889 Jan. 30	:	: 1889 June 22	:	:
1st A.Engr.	: Hedden, E. F.	: 1889 Feb. 7	:	: 1889 May 4	:	:
2nd Lieut.	: Wadsworth, F. G. F.	: 1889 Apr. 23	:	: 1889 May 11	:	:
1st A.Engr.	: Magee, S. H.	: 1889 May 4	:	: On FERRY from July to September, 1889.	:	:
2nd Lieut.	: Dunwoody, F. M.	: 1889 May 17	:	: 1890 - -	:	:
2nd A.Engr.	: Jack, E. A.	: 1889 Nov. 1	:	: 1890 Nov. 30	:	:
2nd A.Engr.	: Vallat, Eugene, Jr.	: 1889 Nov. 27	:	: 1890 June 4	:	:
1st Lieut.	: Roberts, W. H.	: 1890 Apr. 5	:	:	:	:
Cadet	: Carmine, G. C.	: 1890 May 16	:	:	:	:
Cadet	: Daniels, G. M.	: 1890 May 19	:	:	:	:
2nd Lieut.	: Little, J. H.	: 1890 May 21	:	: 1890 Dec. 9	:	:
2nd A.Engr.	: Cutchin, N. E.	: 1890 July 21	:	:	:	:
2nd Lieut.	: Crosley, S. M.	: 1890 Dec. 9	:	:	:	:



GRANT 1871 - 1906

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 Built by Pusey and Jones Corporation at Wilmington, Delaware, in 1870 - 1871.

1872	Jan.	19	Ordered to New York for duty on that station.
1872	Dec.	18	Cruising grounds extended southward to Cape Henlopen.
1881	July	15	Cruising grounds extended temporarily to Portsmouth, N. H. Cruising grounds from Block Island, outside Long Island, to Cape Henlopen, and occasionally through Long Island Sound.
1883	Aug.	21	To be turned over to Theo. Smith and Brother, Jersey City, for new boilers, etc.
1884	Aug.	12	Cruising grounds extended temporarily to Edgartown, Massachusetts.
1893	Sept.	29	Withdrawn from cruising duty and to fit out for cruise to Pacific.
1893	Nov.	23	Ordered to proceed to Fort Townsend, Washington, for duty. December 8th, left New York.
1893	Dec.	14	Arrived Barbadoes; to leave 18th or 19th. Jan. 3, 1894, arrived Bahia, Brazil; to leave the 11th.
1894	Jan.	18	Arrived Montevideo; left Feb. 5th. Feb. 28th, at Valparaiso. March 9th, arrived at Callao, Peru.
1894	Mar.	14	To leave. April 1st, at San Diego, California. April 8th, at San Francisco; to sail 14th (detained).
1894	Apr.	23	Arrived at Port Townsend at 11 a. m. (Running time 73 days, 20 hours).
1895	May	18	Added to Bering Sea Fleet. May 29, sailed from New Whatcom, Wash. June 1, arrived Sitka, Alaska.
1895	Oct.	6	Returned to New Whatcom, Washington. October 9th, returned to Fort Townsend, Washington.
1896	Apr.	3	Ordered to Port Townsend for duty with Bering Sea Fleet, not later than April 20th.
1896	May	20	Sailed from Port Townsend. Aug. 8th, ordered to Seattle, Washington; arrived Sept. 29th.
1896	Nov.	7	To attend, when requested, upon Bering Sea Commission.
1897	Feb.	17	Ordered to sea to search for American Schooner AIDA. Feb. 19th, sailed about 10 p. m.
1897	Mar.	23	Headquarters of vessel at Fort Townsend, Washington.
1897	Apr.	22	Ordered to report to Captain Hooper for duty in Bering Sea Fleet.
1897	Sept.	14	Assigned to duty at Port Townsend. Sept. 20th, returned to Port Townsend, Washington.
1898	Jan.	28	Ordered to San Francisco, California, for repairs. Feb. 3rd, ordered to Port Townsend for pay.
1898	Feb.	8	Sailed. Feb. 14th, arrived at San Francisco. April 7th, ordered to Seattle as soon as ready for sea.
1898	Apr.	11	Ordered to remain at San Francisco for further orders.
1898	Apr.	11	<u>Ordered to cooperate with the Navy by Executive Order of April 9, 1898.</u>
1898	Aug.	15	<u>Returned to the Treasury Department by Executive Order of that date.</u>
1898	Aug.	16	Ordered to Port Townsend, orders of Navy Department.
1898	Sept.	16	Arrived at Port Townsend, Washington.
1898	Sept.	21	Ordered to cruise in Puget Sound, headquarters at Port Townsend.
1899	Apr.	29	Ordered to cruise in North Pacific Ocean and Bering Sea.
1899	May	20	Ordered to sail as soon after June 1, 1899, as practicable. May 17th, sailed.
1899	June	5	Ordered to search for Steamer PELICAN.

GRANT 1871 - 1906

1900	June	1	Sailed for the North. June 21, sent Launch No. 2 to Port Hadlock to lay up.
1900	July	22	Sailed from Port Townsend, Wash., for Alaska. Headquarters of Launch No. 2 changed to New Whatcom.
1900	Aug.	7	Returned to Seattle, Wash. Sept. 26, at Port Townsend. Jan. 1, 1901, Launch No. 2 laid up.
1901	Apr.	6	To be relieved on Sound. April 12, relieved by PERRY. April 30, ordered to cruise to Alaska.
1901	May	19	Sailed. June 1, ordered to return to Port Townsend, Wash., when repairs are completed.
1901	June	5	Ordered to sail as soon as possible. June 8, ordered to return to Pt. Townsend before sailing for Alaska.
1901	June	11	Returned to Port Townsend and sailed for Alaska. Sept. 12, arrived at Port Townsend, Washington.
1902	Jan.	23	Directed to cruise in search of British man-of-war CONDOR.
1902	Mar.	28	Directed to receive Morris McMicken and party on board and convey them to Texada Island and Barclay Sound.
1902	June	6	Ordered to sail immediately to Seattle and confer with District Attorney and transport jury to Slip Point.
1903	May	18	Returned to duty, having completed repairs. (Port Townsend).
1904	Oct.	4	Commanded to convey Commissioner General of Immigration to Vancouver and intermediate points.
1905	June	10	Directed to have command at Tacoma on 23rd and 24th, to take part in Naval Parade during Rose Carnival.
1905	June	27	Directed to have command at Port Townsend, July 4th, to participate in celebration at that place.
1906	Jan.	25	Proceed immediately to scene of disaster of VALENCIA near Cape Beale. Will proceed at once to Cape Beale.
1906	Feb.	3	Assist in recovering bodies from VALENCIA. Confer with Pacific Coast Steamship Company regarding same.
1906	Feb.	5	(Bamfield, B.C.) Pacific Coast Steamship Company notified GRANT, services are no longer required here. Will return to station tomorrow. Feb. 7, arrived Port Townsend last night at midnight, left Bamfield B.C., yesterday morning. Lost one blade of propeller. To be at Seattle on the 12th instant.
1906	May	19	Directed to transport bodies from VALENCIA wreck from Vancouver coast to Seattle, Washington.
1906	Aug.	2	Directed to cruise in vicinity of Point Roberts during remainder of salmon fishing season.
1906	Nov.	28	Sell GRANT to A. A. Cragin of Seattle for \$16,300. Sold and out of service.

TEAZER (1830)

The following represents all the available data:

John Chandler, Esquire,  
Collector of Customs, Portland, Maine.

Treasury Department,  
March 10th, 1830.

Sir: Your letter of the 26th ultimo enclosing the appraisement of the boat called the TEAZER, belonging to Captain Sturdivant, has been received and you are authorized to purchase the same for the use of the Revenue Service for the sum of seven hundred forty one dollars and charge the same in your account as an expense incident to the collection of the Revenue.

I am very respectfully, Sir,  
Your obedient servant,

(From Page 292, Vol. O, "Letters to Collectors").  
Located at Coast Guard Headquarters.

S. D. Ingham, Secretary of Treasury.

## OFFICERS

JAMES GUTHRIE 1882 - In commission 1 January, 1934.

RANK	NAME	ASSIGNED				DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.			
1st Lieut.	Rogers, J. H.	1882 May 26		1883 Dec 8				
1st A. Engr.	Schwartz, E. G.	1882 May 26	1882 May 28	1883 May 5	1883 May 7			
1st A. Engr.	Randall, F. B.	1883 May 3		1883 July 14	1883 July 16			
1st A. Engr.	Ogdin, James	1883 July 13	1883 July 17	Temporarily on MANHATTAN.				
2nd A. Engr.	Howison, A. J.	1883 July 28	1883 Aug. 3	1883 Sept. 20	1884 Sept. 21		Temporary.	
2nd A. Engr.	Churchill, A. L.	1883 Sept. 17	1883 Oct. 1	1885 Apr. 21	1885 Apr. 22			
1st Lieut.	Blake, H. T.	1883 Dec. 11	1883 Dec. 13	1885 Nov. 13	1885 Nov. 14			
1st Asst. Engr.	Ogdin, James	1885 Apr. 21	1885 Apr. 23	1885 Oct. 30				
1st A. Engr.	Schwartz, E. G.	1885 Oct. 30	1885 Nov. 4	1887 Apr. 23				
1st Lieut.	Williams, George	1885 Nov. 14	1885 Dec. 9	1887 Nov. 2				
1st A. Engr.	Phillips, W. J.	1887 Apr. 23		1890 May 9				
1st Lieut.	Barstow, Robert	1887 Nov. 26						
2nd A. Engr.	Webber, E. P.	1890 May 7						

JAMES GUTHRIE 1882 - In commission 1 January, 1934.

Built by H. A. Ramsey Company, Baltimore, Maryland, under contract dated August 18, 1881, for \$15,812. Extra cost \$2,088, total \$17,900.

1882	May	13	Completed.
1882	May	26	Collector at Baltimore directed to put vessel in commission for harbor duty at Baltimore. On harbor duty at Baltimore.
1893	Aug.	25	Ordered to be turned over to the contractors to be re-built. To have new steel hull, machinery, etc.
1893	Aug.	30	Delivered by contractors, Spedden Company.
1895	July	8	Placed in commission.
1898	Mar.	24	<u>Ordered to cooperate with the Navy by Executive Order.</u> <u>This vessel was not called upon by the Navy Department to cooperate.</u>
1898	May	9	Ordered to act in concert with military authorities in defense of Baltimore Harbor.
1898	July	20	Relieved from above duty and resumed usual duties.
1898	Aug.	17	<u>Returned to the Treasury Department by Executive Order.</u>
1904	June	6	Will be withdrawn from duty to proceed to Revenue Cutter Depot, Arundel Cove, Maryland, on the 9th instant.
1905	May	29	Directed to tow CHASE clear of dredged channels, June 1, 1905.
1905	July	27	Detailed for duty in connection with regatta on Patapsco River, August 11 and 12.
1906	Sept.	4	Directed to transport the cadets from U.S.F.S. CHASE to Chase's Wharf on September 11.

JAMES GUTHRIE 1882 - In commission 1 January, 1934.

1907 May 6 Proceed to New Point to assist vessel in distress. May 9th, returned to Baltimore.  
1911 June 20 Went to Depot, Arundel Cove, for repairs. July 10th, left Depot.  
1913 June 28 Maryland Motor Boat Club, Baltimore, Maryland, July 3 and 4, 1913.  
1913 July 12 Patrolled Patapsco regatta. July 30th, arrived at Depot for overhauling; left September 13th.  
1914 Aug. 5 To 7th, in drydock.  
1914 Aug. 18 To patrol course of Chesapeake Canoe Association regatta on August 22nd at Spring Gardens.  
1914 Aug. 31 To patrol Middle States regatta, Baltimore, Maryland. C.O. Depot to assign sufficient line officers for duty.  
1914 Sept. 9 To maintain order during fireworks display, Baltimore, September 12, Star Spangled Banner Centennial.  
1915 May 18 Collided with GLORIA de LARRMAGA.  
1915 May 19 To Depot for repairs. May 31st, left Depot for Baltimore.  
1916 Feb. 28 To Depot to interchange officers and crews of GUTHRIE and WISSAHICKON.  
1916 Mar. 10 Left Baltimore at 6:30 a. m. Arrived at Philadelphia at 6 p. m.  
1917 Apr. 6 Temporarily transferred to the Navy.  
1917 Aug. 31 Left Depot for Philadelphia.  
1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.  
1921 Nov. 21 Directed to proceed to Philadelphia from New York, and take station at Philadelphia as a relief of CHATTAHOOCHE. To receive personnel of CHATTAHOOCHE by transfer.  
1921 Dec. 12 Placed in commission at Philadelphia.  
1923 Jan. 1 Permanent station at Philadelphia, Pa.  
1928 Nov. 7 Ordered to Depot for overhaul. December 2nd, arrived at Depot.  
1929 Jan. 5 Left Depot for Philadelphia. Arrived at Philadelphia at 6 p. m.  
1930 Mar. 22 Ordered detached from Port of Philadelphia, effective March 31st, and assigned Depot, pending assignment to Port of Baltimore.  
1930 Mar. 29 Assigned to New York upon completion of repairs at Depot - permanent station.  
1930 Apr. 2 Left Philadelphia. April 3rd, arrived at Depot. May 28th, left Depot for New York.

PETREL 1866 - 1873

1866 Oct. 24 Proposal by Mr. W. H. Hathorn of Williamsburg, New York, to build two schooners, the other being the RACER, for \$18,500. each, accepted.  
1867 May 10 Name referred to as PETREL.  
1867 June 4 Ordered to Apalachicola for duty.  
1873 Oct. 21 Sold.

## OFFICERS

HAMILTON 1871 - 1906

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Chf. Engr.	: Wheeler, W. C.	: 1871 Aug. 30	:	: 1872 Feb. 20	:	:
2nd A. Engr.	: Littig, Philip	: 1871 Sept. 29	:	: 1872 Jan. 8	:	:
Captain	: Chase, Charles T.	: 1871 Oct. 12	:	: 1872 Aug. 24	:	:
1st Lieut.	: Loving, B. W.	: 1871 Oct. 12	:	: 1872 Jan. 8	:	:
2nd Lieut.	: Kilgore, W. F.	: 1871 Oct. 12	:	: 1872 Jan. 8	:	:
2nd Lieut.	: Edmunds, Eli D.	: 1871 Oct. 12	:	: 1872 Aug. 30	:	:
2nd A. Engr.	: Loveaire, H. F.	: 1871 Oct. 12	:	: 1872 Jan. 8	:	:
Chf. Engr.	: Brennan, Patrick	: 1872 Feb. 19	:	: 1873 May 31	:	: Resigned.
3rd Lieut.	: Hawes, W. H.	: 1872 Apr. 10	:	: 1872 Aug. 24	:	:
2nd A. Engr.	: Laws, C. A.	: 1872 Apr. 10	:	: 1872 Aug. 24	:	:
Captain	: Davis, A. B.	: 1872 Aug. 24	:	: 1873 Mar. 31	: Apr. 7	:
2nd Lieut.	: Brooks, S. A.	: 1872 Aug. 24	:	: 1875 May 15	: May 26	: On reptg. of Simms.
3rd Lieut.	: Failing, W. A.	: 1872 Aug. 24	:	: 1873 Apr. 2	:	:
2nd A. Engr.	: Loveaire, H. F.	: 1872 Aug. 24	:	: 1875 May 3	: May 15	:
2nd A. Engr.	: Henshaw, H. C.	: 1872 Aug. 24	:	: 1873 May 2	: May 6	:
1st Lieut.	: Hooper, C. L.	: 1872 Dec. 9	:	: 1873 May 23	: June 4	: Temporary.
3rd Lieut.	: Greenway, C. H.	: 1873 Apr. 2	: Apr. 5	: 1874 July 13	: July 15	:
Captain	: Fengar, A. A.	: 1873 June 3	: June 4	: 1873 Dec. 20	: Dec. 23	:
1st A. Engr.	: Severns, Joseph A.	: 1873 May 9	: May 28	: 1877 May 15	: May 18	: Promoted.
1st Lieut.	: Shepard, L. G.	: 1873 May 23	: May 29	: 1874 Aug. 4	: Aug. 7	:
Chf. Engr.	: Stone, Charles H.	: 1873 June 14	: June 19	: 1879 May 2	: May 6	:
3rd Lieut.	: Rockwood, F. L.	: 1873 Sept. 17	: Sept. 23	: 1877 May 10	:	: Temporary.
Captain	: Barr, Frank	: 1873 Dec. 20	: 1874 Jan. 5	: 1874 May 28	:	:
Captain	: Hamlin, H. P.	: 1874 May 28	: June 5	: 1877 May 3	: May 10	:
1st Lieut.	: Williams, George	: 1874 Oct. 18 & 23	: Nov. 7	: 1874 Dec. 19	:	:
1st Lieut.	: Simmons, W. S.	: 1874 Dec. 19	: Dec. 26	: 1877 Jan. 9	:	:
2nd Lieut.	: Simms, J. M.	: 1875 May 15	: May 25	: 1876 May 5	: May 8	:
2nd Lieut.	: Howison, John W.	: 1876 Jan. 7	: Jan. 11 & 14	: 1877 Sept. 19	: Sep. 21	: Temporary.
2nd A. Engr.	: Munroe, Charles W.	: 1876 Feb. 17	: Feb. 29	: 1877 Nov. 9	: Nov. 12	:
2nd Lieut.	: Charlton, Wm. J.	: 1876 May 10	: May 11	: 1876 Mar. 21	:	:
1st Lieut.	: Clark, Robert M.	: 1877 Jan. 9	: Jan. 15	: 1877 Aug. 23	:	:
Captain	: Irish, Joseph	: 1877 May 3	: May 8	: 1880 May 6	: May 12	:
3rd Lieut.	: Wadsworth, F. G. F.	: 1877 May 10	: May 23	: 1880 Apr. 17	:	:

OFFICERS		HAMILTON 1871 - 1906					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
2nd A. Engr.	: Keleher, James T.	: 1877 May 15	: May 17	: 1880 May 12	: May 12		
1st Lieut.	: Mason, Thos.	: 1877 Aug. 23	: Aug. 27	: 1880 Apr. 23	:		
2nd Lieut.	: Kilgore, W. F.	: 1877 Nov. 21	: Nov. 28	: 1881 Mar. 31	: Apr. 1		
2nd A. Engr.	: Hothersall, J. S.	: 1878 July 25	: July 26	: 1878 Oct. 14	: Oct. 23		
2nd A. Engr.	: Howison, A. J.	: 1878 Oct. 18	: Oct. 19	: 1880 May 25	:		
Chf. Engr.	: Wheeler, W. C.	: 1879 May 2	: May 13	: 1881 Mar. 28	: To take effect	April 10th.	
2nd Lieut.	: Butt, James B.	: 1879 Dec. 9	: Dec. 16	: 1881 Mar. 29	: Apr. 1	Temporary.	
2nd A. Engr.	: Brown, T. B.	: 1880 Jan. 20	: Feb. 1	: 1880 Feb. 26	:	Temporary.	
1st Lieut.	: Blake, H. T.	: 1880 Apr. 17	: Apr. 24	: 1882 Apr. 27	: Apr. 29		
3rd Lieut.	: Cook, George A.	: 1880 Apr. 17	: Apr. 22	: 1882 July 5	: July 12		
Captain	: Davis, A. B.	: 1880 May 6	: May 11	: 1880 Dec. 7	:		
2nd A. Engr.	: Munroe, C. W.	: 1880 May 12	: May 13	: 1881 Mar. 31	: Apr. 1		
2nd A. Engr.	: Howison, A. J.	: 1880 Dec. 16	: Dec. 18	: 1881 May 28	: June 1	Temporary.	
Captain	: Lay, Thos. W.	: 1880 Dec. 7	: Dec. 8	: 1881 Apr. 27	: Apr. 30		
2nd A. Engr.	: Dyce, C. F.	: 1881 Mar. 26	: Apr. 11	: 1883 Sept. 18	: Sep. 24		
2nd Lieut.	: Buhner, A.	: 1881 Mar. 29	: Apr. 4	: 1883 July 31	:		
Chf. Engr.	: MacDougall, J. M.	: 1881 Apr. 29	:	: 1881 Nov. 26	:		
Captain	: Deane, E. L.	: 1881 May 4	: June 9	: 1884 May 28	: May 30		
Chf. Engr.	: Keogh, Stephen	: 1881 Nov. 26	: Dec. 3	: 1888 Apr. 14	:		
1st Lieut.	: Thurston, George E.	: 1882 Apr. 28	: May 3	: 1885 May 28	:		
3rd Lieut.	: Hall, W. E. W.	: 1882 July 5	: July 12	: 1883 June 30	: July 3		
2nd A. Engr.	: Pedrick, Willits	: 1882 Dec. 5	: Dec. 26	: 1883 May 7	: May 14	Temporary.	
3rd Lieut.	: Jarvis, D. H.	: 1883 June 30	: July 5	: 1883 Sept. 11	: Sept. 21		
1st A. Engr.	: Randall, F. B.	: 1883 July 14	: July 23	: 1883 Sept. 13	: Sept. 14		
2nd A. Engr.	: Dyce, C. F.)	:(1883 Nov. 24	:	:	:		
	)	:(1883 Dec. 26	: Nov. 27	: 1884 Apr. 3	: Apr. 5		
3rd Lieut.	: Jarvis, D. H.	: 1883 Nov. 24	: Nov. 27	: 1885 June 13	: June 16		
2nd Lieut.	: Buhner, Albert	: 1883 Nov. 24	: Jan. 1	: 1884 Mar. 28	: Jan. 1		
1st A. Engr.	: Randall, F. B.	: 1883 Nov. 23	: Nov. 29	: 1884 May 12	: May 21		
2nd Lieut.	: Maguire, S. E.	: 1884 Apr. 7	: Apr. 28	: 1888 May 1	:		
Captain	: Simmons, W. S.	: 1884 June 5	: June 18	: 1885 Oct. 28	: Nov. 6		
3rd Lieut.	: Perry, K. W.)	:(1884 July 2	:	:	:		
	)	:(1885 June 24	: July 12	: 1887 Apr. 1	:		



## OFFICERS

HAMILTON 1871 - 1906

		HAMILTON			1871 - 1906				
		ASSIGNED			DETACHED				
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS			
2nd A. Engr.	Fitzpatrick, James	1884 Apr. 11		1888 Nov. 27					
1st A. Engr.	Randall, F. B.	1884 Dec. 9	Dec. 15	1885 May 11					
3rd Lieut.	Dunwoody, F. M.	1885 May 5	May 16	1885 July 18					
2nd Lieut.	DeHart, W. C.	1885 June 3	July 8	1886 Sept. 8					
3rd Lieut.	Doty, G. H.	1885 Nov. 28	Dec. 3	1886 Mar. 27					Temporary.
2nd A. Engr.	Higgins, R. B.	1885 Dec. 24	Jan. 1	1886 Mar. 27					Temporary.
Captain	Blake, H. T.	1885 Nov. 13	Nov. 19	1886 Apr. 1					
Captain	Gabrielson, Eric	1886 May 6		1888 Nov. 27					
3rd Lieut.	Culver, W. W.	1886 Oct. 16		1887 Nov. 3					
2nd Lieut.	Wadsworth, F. G. F.	1886 Dec. 4		1887 Apr. 16					
2nd Lieut.	Butt, James B.	1887 Apr. 29		1890 June 5					
2nd A. Engr.	Jack, E. A.)	(1886 Nov. 27		(1887 Apr. 28					
	)	(1887 Nov. 26		(1888 May 10					
1st A. Engr.	Barrows, H. C.	1887 Aug. 20		1888 Nov. 26					
2nd Lieut.	York, G. A.	1887 Aug. 29		1888 Dec. 10					
2nd Lieut.	Broadbent, H. M.	1887 Dec. 12							
3rd Lieut.	Reinburg, J. E.	1888 Apr. 6		1889 May 10					
Chf. Engr.	Kelley, D. F.	1888 Apr. 14							
1st Lieut.	Brann, John	1888 Apr. 23		1888 Dec. 14					
2nd A. Engr.	Brown, T. B.	1888 Oct. 18							
2nd A. Engr.	Jack, E. A.)	(1888 Nov. 27		(1889 May 8					
	)	(1889 Nov. 30		(1890 Sept. 19					
Captain	Coulson, W. C.	1888 Dec. 14		1889 Apr. 19					
2nd Lieut.	Wadsworth, F. G. F.	1888 Dec. 14		1889 Mar. 29					
2nd Lieut.	Lowe, A. Y.	1889 Mar. 29							
Captain	Blake, H. T.	1889 Apr. 19							
3rd Lieut.	Smith, F. L.	1889 Aug. 1		1890 Apr. 16					
Cadet	DeOtte, D. F. A.	1890 May 19							
Cadet	Hay, W. H. O.	1890 May 16							
1st Lieut.	Simms, J. M.	1890 June 3							
1st Lieut.	McConnell, G. E.	1890 Dec. 4							

HAMILTON 1871 - 1906

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 Built at Buffalo, New York, by David Bell, 1870 - 1871.

1871	Oct.	12	Received officers and crew of Cutter RESOLUTE from Key West. Arrived at New York and put under repairs. Engine to be compounded.
1872	Aug.	12	Ordered to Philadelphia to take place of COLFAX. August 21st, left New York. August 24th, officers exchanged.
1872	Dec.	16	Ordered to Boston for temporary duty in place of MAHONING. January 16, 1873, sailed.
1873	May	16	Ordered to Wilmington, Delaware, for duty. May 20th, sailed; arrived on May 22nd.
1873	July	1	Ordered to Philadelphia for duty. July 15th, arrived.
1874	Jan.	9	Ordered to Boston, Mass., for duty. January 18th, arrived.
1874	May	18	Ordered back to Philadelphia for duty. May 20th, sailed; arrived on May 28th.
			Cruising grounds from Great Egg Harbor to Body's Island, N. C., and Delaware River and Bay.
1883	Aug.	16	Ordered to Newburgh, New York, to receive new boiler and have repairs made by William Wright.
1883	Aug.	20	Sailed. December 18th, detached temporarily from Philadelphia station and assigned to Norfolk.
1884	Mar.	21	Assigned to duty at Philadelphia after April 1, 1884.
1884	Dec.	8	Assigned to duty at Norfolk station temporarily.
1885	Mar.	18	Assigned to duty on Philadelphia station after April 1, 1885.
1885	Dec.	7	Assigned to duty on Norfolk station temporarily.
1886	Mar.	17	Assigned to duty at Philadelphia after April 1, 1886.
1886	Dec.	1	Headquarters to be at Norfolk, Virginia, during winter months.
1887	Mar.	28	Ordered back to Philadelphia. (Same for 1888, 1889, 1890 and 1891).
1892	July	2	Ordered to Baltimore for repairs. Contractors, Reeder and Sons. July 7th, arrived.
1893	June	30	To be placed in commission on July 1st.
1893	July	14	Repairs completed and vessel ordered back to Philadelphia. July 15th, sailed; arrived on July 17th.
1896	Nov.	20	Designated for winter cruising with headquarters at Norfolk, Virginia.
1897	Apr.	5	Ordered to New York for Grant Memorial Celebration on April 27, 1897.
1897	Nov.	22	Designated for winter cruising with headquarters at Norfolk, Virginia.
1897	Dec.	9	To proceed on cruise, etc.
1898	Mar.	21	To proceed to Baltimore at end of winter cruising for overhauling.
1898	Mar.	24	<u>Vessel to cooperate with the Navy by Executive Order.</u>
1898	Mar.	26	To proceed to Norfolk. March 28th, arrived.
1898	Sept.	23	Ordered to Savannah, Ga., for duty. October 15th, sailed; arrived on October 20th.
1898	Dec.	10	Ordered to Charleston, S. C., for duty. December 23rd, sailed. December 29th, arrived.
1898	Dec.	10	Winter cruising orders sent. Grounds from Charleston to fifty miles north of Frying Pan Lightship. <u>Returned to Treasury Department by Executive Order of August 17, 1898.</u>
1899	Mar.	22	Ordered to Savannah, Ga., for duty. Cruising grounds from Charleston to Jacksonville.

HAMILTON    1871 - 1906

1899	Apr.	1	Ordered to Jacksonville, Florida, examination to be made of Steam Yacht LILLIAN.
1899	May	22	Ordered to Charleston, S. C., for overhaul and paint. June 5th, sailed.
1900	May	8	Ordered to Charleston, S. C., to take propeller. May 24th, arrived.
1900	July	23	Ordered to resume regular duties at Savannah, Ga. August 29th, sailed.
1901	Dec.	6	Ordered to La Costa Island, Florida.
1901	Dec.	10	Ordered to Jacksonville to await arrival of Lieutenant Van Boskerck.
1902	Feb.	1	Ordered to Charleston, S. C., to participate in reception to President on the 12th instant.
1902	Mar.	28	Ordered to Charleston, S. C., to reach there not later than 3rd proximo.
1902	Aug.	18	Ordered to Charleston, S. C., upon return of Chief Engineer Howison.
1903	May	27	Ordered, as soon as practicable after end of present month, to proceed to Tampa, Florida.
1903	June	1	Sailed for Port Tampa. June 5th, arrived at Port Tampa.
1904	Feb.	29	If HAMILTON is ready for sea, proceed to Key West and confer with Collector of Customs in relation to Steamer on reef between Miami and Key West.
1904	Mar.	4	Directed to cruise from Cedar Keys to Key West, upon being relieved by the FORWARD at Key West.
1904	June	3	Cruising grounds extended to Mobile, Ala.
1904	Aug.	15	Make a cruise to southwest in search of American Schooner MARTHA.
1904	Nov.	15	Authorized to have crew of vessel participate in parade at Mobile, November 16th.
1905	July	28	Return at once with vessel to Tampa and rush repairs.
1905	July	29	Ordered to Port Tampa when ready for duty.
1905	Aug.	8	Ordered, upon completion of repairs, to proceed immediately to Gulfport, Mississippi, and report to Captain Ross on arrival.
1905	Aug.	9	Notify Captain Hanks not to leave for Gulfport until further advised. (Telegram to Collector of Customs, Tampa, Florida).
1905	Aug.	10	Obey instructions sent by Captain Ross. Patrol between Pensacola and Perdido Bay.
1905	Aug.	10	Arrived at Port Tampa. August 11th, sailed for Pensacola. November 11th, relieved from quarantine duty.
1905	Nov.	11	Proceed to Mobile as soon as possible for docking, etc.
1905	Nov.	13	To remain at Pensacola until 19th instant.
1905	Nov.	27	Remain at Mobile until professional examination of Lieutenant Alexander is completed.
1905	Dec.	30	Remain at Mobile until further advised by the Department.
1906	Jan.	31	Placed out of commission at Mobile, Ala.
1906	Mar.	6	Sold to Lee Kimball, Mobile, Ala., for \$2100.
1906	Mar.	23	Captain Thompson directed, in case Mr. Lee Kimball has deposited with the Collector of Customs the purchase money for the HAMILTON, to turn the vessel over to him and then discharge the ship-keepers.
1906	Mar.	26	Delivered to Kimball. Ship-keepers discharged.

TAKANA 1917 - 1919

Date of acquisition unknown. Loaned to Coast Guard by Navy during the World War, and used around New York Harbor as a tug.

"Ship's Data, U. S. Naval Vessel," of October 1, 1919, does not include the TAKANA, which was stricken from this List June 13, 1919, and returned to owner.  
Navy identification number is 3039.

NORTHLAND 1927 - In commission 1 January, 1934.

Built at Newport News, Virginia, by Newport News Shipbuilding and Drydock Company.

1927	Feb.	5	Launched at Newport News. May 7th, placed in commission at Newport News.
1927	May	26	Arrived at Washington, D. C. June 7th, ordered to San Francisco, thence on Northern cruise.
1927	June	14	Left Norfolk at noon for San Francisco. August 5th, sailed from San Francisco for Seattle.
1927	Aug.	9	Arrived at Seattle. November 17th, left for San Francisco.
1928	May	11	Arrived at Seattle. May 17th, left Seattle. June 8th, arrived at Nome, Alaska.
1928	Oct.	5	Arrived at Oakland, California. May 6, 1929, left Oakland for Seattle on Northern cruise.
1929	Nov.	25	Returned to Oakland. May 5, 1930, left San Francisco on Northern cruise.
1930	May	13	Left Seattle on Northern cruise. May 23rd, arrived at Unalaska. June 7th, arrived at Nome.
1930	July	28	Arrived at Barrow. November 7th, left Bering Sea for States.
1930	Nov.	17	Arrived at Port Townsend, Washington. November 18th, arrived at Seattle.
1931	Jan.	1	Left Oakland for Mare Island for repairs. May 5th, left Oakland for Seattle on Northern cruise.
1931	May	14	Left Seattle for Unalaska. June 5th, arrived at Nome.
1931	July	18	Left Nome on cruise to Barrow. August 31st, arrived at Point Barrow.
1931	Oct.	31	Left Unalaska for Seattle via inside route. November 11th, arrived at Seattle.
1931	Nov.	12	Left Seattle for Oakland. November 15th, arrived at Oakland.
1932	May	5	Left Oakland for Seattle. May 9th, arrived at Seattle.
1932	May	14	Left Seattle for Unalaska. May 24th, arrived at Unalaska, Alaska.
1932	Nov.	1	Left Unalaska for San Francisco via Seattle. November 12th, arrived at Seattle.
1932	Nov.	13	Left Seattle for Oakland.
1933	May	6	Left San Francisco for Seattle and arrived on May 10th.
1933	May	14	Left Seattle and arrived at Unalaska on May 23rd.
1933	Aug.	12	Arrived at Point Barrow, Alaska. August 23rd, left.
1933	Nov.	2	Left Unalaska and arrived at Port Townsend on November 17th.
1933	Nov.	17	Left Port Townsend and arrived at Oakland on November 20th.

## OFFICERS

OLIVER WOLCOTT 1873 - 1897

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Captain	: Scammon, C. M.	: 1873 July 30	) Transferred	: 1875 Sept. 29	:	:
1st Lieut.	: Harwood, H. W.	: 1873 July 30	) from the	: 1876 Apr. 27	: May 12	:
2nd Lieut.	: Coulson, W. C.	: 1873 July 30	) WAYANDA	: 1874 May 16	: To take effect date left vessel.	:
3rd Lieut.	: Baldwin, W. S.	: 1873 July 30	)	: 1874 Jan. 20	: Feb. 10	:
Chf. Engr.	: Doyle, James A.	: 1873 July 30	)	: 1874 Mar. 31	:	:
1st A. Engr.	: Hassell, Horace	: 1873 July 30	)	: 1878 Jan. 4	:	:
2nd A. Engr.	: Broadbent, A. L.	: 1873 July 30	)	: 1876 May 13	: June 5	:
Chf. Engr.	: Wayson, James T.	: 1874 Mar. 31	: Apr. 10	: 1874 June 11	: July 7	:
2nd Lieut.	: Kilgore, W. F.	: 1874 July 29	: Aug. 26	: 1877 Sept. 19	: Oct. 4	:
3rd Lieut.	: Orcutt, W. K.	: 1874 July 30	: Aug. 17	: 1876 Jan. 14	:	:
Chf. Engr.	: Wayson, James T.	: 1875 Feb. 6	:	: 1876 Jan. 18	:	:
Captain	: Selden, James M.	: 1875 Nov. 18	: Dec. 22	: 1879 Apr. 29	: May 16	:
3rd Lieut.	: Chaytor, E. C.	: 1876 Apr. 20	: June 16	: 1879 Apr. 14	: May 2	:
1st Lieut.	: Mitchell, J. C.	: 1876 May 10	: July 8	: 1879 Apr. 29	: May 22	:
2nd A. Engr.	: Remick, O. P.	: 1876 May 15	: June 5	: 1879 May 17	:	:
2nd Lieut.	: Maguire, S. E.	: 1877 Sept. 21	: Dec. 6	: 1880 June 10	: June 24	:
1st A. Engr.	: Marsilliott, M. G.	: 1878 Jan. 4	: Jan. 23	: 1878 June 28	:	:
Chf. Engr.	: MacDugall, J. M.	: 1878 Mar. 12	: May 13	: 1880 Nov. 26	: To take effect October 18th.	:
1st A. Engr.	: Marsilliott, M. G.	: 1879 Mar. 28	: Apr. 21	: 1883 Apr. 10	: Apr. 24	:
2nd Lieut.	: Burke, Edward	: 1879 Apr. 14	: May 17	: 1879 Dec. 9	: Dec. 27	:
Captain	: Hooper, C. L.	: 1879 Apr. 29	: May 22	: 1880 Feb. 25	: Mar. 19	:
3rd Lieut.	: Rockwood, F. L.	: 1879 Dec. 9	: Dec. 26	: 1882 May 23	: May 30	:
Captain	: Stodder, L. N.	: 1880 Feb. 24	:	: 1883 May 5	:	:
1st Lieut.	: Brann, John	: 1880 May 11	: June 3	: 1881 Feb. 1	: Feb. 28	:
2nd A. Engr.	: Balls, John G.	: 1880 June 10	: June 23	: 1881 June 24	: June 28	: Telegram.
2nd Lieut.	: Willey, O. S.	: 1880 June 10	: July 15	: 1882 Mar. 23	:	:
1st Lieut.	: Biondi, Eugene	: 1881 Feb. 1	: Feb. 24	: 1883 Sept. 12	: Sept. 24	:
Chf. Engr.	: Taylor, S. F.	: 1881 July 15	: Aug. 15	: 1882 Mar. 15	: Apr. 3	:
Chf. Engr.	: Wayson, James T.	: 1882 Mar. 15	: Apr. 3	: 1885 Apr. 20	: May 2	:
2nd Lieut.	: Morrissey, John Jr.	: 1882 Mar. 24	: May 18	: 1885 Jan. 21	: Jan. 28	:
3rd Lieut.	: Cook, George A.	: 1882 July 6	: Aug. 17	: 1884 Mar. 26	: Apr. 7	:
1st A. Engr.	: Hassell, Horace	: 1883 Apr. 7	: Apr. 25	: 1886 Apr. 17	:	:
Lieut.	: Moore, J. B.	: 1883 June 18	: July 22	:	:	:

## OFFICERS

OLIVER WOLCOTT 1873 - 1897

RANK	NAME	ASSIGNED			DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.		
1st Lieut.	Tuttle, Francis	1883 Nov. 23	Dec. 26	1886 Feb. 6			
2nd Lieut.	Benham, T. W.	1884 Apr. 22	May 3	1884 June 3			
3rd Lieut.	Kennedy, C. D.)	(1885 Jan. 30	Mar. 5	1885 Mar. 13	Mar. 30		
	)	(1886 Oct. 27		1887 Mar. 23			
2nd Lieut.	Rhodes, J. U.	1886 Feb. 19	Mar. 3	1886 May 14			
Chf. Engr.	Doyle, James A.	1886 Apr. 22	May 15	1888 Apr. 28			
3rd Lieut.	Lutz, John E.	1886 Sept. 18	Oct. 5	1888 Oct. 18			
1st Lieut.	Howison, J. W.	1886 Feb. 10	Feb. 26	1886 May 14			
1st A. Engr.	Hedden, E. F.	1886 Apr. 17		1887 May 14			
1st Lieut.	Tuttle, Francis	1886 May 14		1887 Oct. 21			
Captain	Glover, Russell	1886 Nov. 30					
1st A. Engr.	Marsilliott, M. G.	1887 May 14					
2nd A. Engr.	Barnes, Paul	1887 Oct. 5		1888 Feb. 29	Resigned.		
1st Lieut.	Willey, O. S.	1887 Oct. 20		1890 Nov. 11			
Chf. Engr.	Wayson, J. T.	1888 Apr. 28					
2nd Lieut.	Broadbent, H. M.	1888 Oct. 18		1890 Sept.			
3rd Lieut.	Ainsworth, D. J.	1888 Oct. 18		1889 Apr. 10			
2nd A. Engr.	Cutchin, N. E.)	(1888 Dec. 6		(1889 Mar. 14			
	)	(1889 Nov. 25		(1890 July 21			
3rd Lieut.	Henderson, A. J.	1889 Nov. 25		1890 Apr. 12			
3rd Lieut.	Robinson, L. L.)	(1890 Apr. 14		1890 June 10			
	)	(1890 Sept.					
2nd Lieut.	Broadbent, H. M.	1890 Nov. 11					
1st Lieut.	Buhner, Albert	1890 Dec. 16					

OLIVER WOLCOTT 1873 - 1897

Built at San Francisco in 1872 - 1873, by the Riden Iron Works.							
1873	July	3	Accepted by Captain White on behalf of the Government.				
1873	July	28	Ordered to be placed in commission when ready. Officers and crew of the WAYANDA to be transferred.				
1873	July	30	Placed in commission. Officers transferred excepting Lieutenant Coulson.				
1875	Jan.	14	Ordered to Port Townsend for duty. January 31st, sailed. February 3rd, arrived.				
1875	May	5	Ordered to cruise to Sitka and report to Collector for duty, returning to Port Townsend by September 1.				



OLIVER WOLCOTT 1873 - 1897

1876	June	28	To discharge pilot and entire crew June 30. Discharged July 1, 1876.
1876	July	11	To ship pilot and crew and put vessel in commission.
1877	Oct.	1	Ordered to cruise to Sitka and remain until after Indian Festival. Arrived on October 16th.
1878	Apr.	10	Ordered to cruise to Sitka and Wrangell. April 17th, sailed.
1879	Feb.	18	Ordered to cruise to Sitka. February 22nd, sailed; returned on April 14th.
1881	July	23	Ordered to assist U.S. Signal Service in connection with line from Port Townsend to Cape Flattery.
1881	Dec.	24	To cruise to Sitka and remain until March 1, 1882. January 24th, sailed; arrived on February 8th.
1882	Mar.	6	Returned to Port Townsend, Washington.
1882	May	3	Crew having deserted, C.O., directed to ship crew at port wages not exceeding \$40 per month.
1883	Jan.	10	At request of British Columbia authorities, directed to be present at Fort Simpson, to prevent Indian outbreak. Cruising grounds - Puget Sound and Coast of Washington Ty. and Oregon.
1884	May	22	Ordered to San Francisco for repairs. June 6th, arrived.
1884	Aug.	14	Portion of crew to be discharged. January 15, 1885, to ship remainder of crew.
1885	Feb.	27	Ordered to Port Townsend for duty. March 7th, sailed; arrived on March 11th.
1885	June	19	Ordered to cruise to San Francisco and San Diego, California.
1890	Nov.	4	To cruise at least half of time in Straits.
1892	May	23	Ordered to Columbia River for temporary duty. May 27th, sailed; arrived on May 30th.
1892	June	10	Ordered back to Port Townsend. June 21st, arrived.
1894	Apr.	26	Ordered to San Diego for duty on that station. Cruising grounds from Mexican boundary line to Port Harford. May 10th, sailed at 4 p. m.; arrived on May 18th at 6:20 a. m.
1895	May	3	Added to Bering Sea Fleet.
1895	May	10	Ordered to report to Captain Hooper, Commanding Bering Sea Fleet. May 25th, sailed from San Diego.
1895	May	28	Arrived at San Francisco. June 24th, arrived at Port Townsend.
1895	July	2	Ordered to Sitka for duty. July 6th, sailed from Port Townsend.
1895	July	11	Arrived at Sitka, Alaska.
1896	Jan.	10	Headquarters at Juneau, Alaska, until otherwise directed.
1896	Feb.	6	Withdrawn from duty temporarily and ordered to Port Townsend for repairs. March 11th, arrived.
1896	Apr.	3	Ordered to Port Townsend for duty with Bering Sea Fleet, not later than April 20th.
1896	Apr.	28	Sailed from Port Townsend.
1896	Aug.	8	Ordered to Sitka. Ordered to New Whatcom about October 25th.
1896	Sept.	28	Arrived at Sitka. November 5th, arrived at New Whatcom.
1897	Jan.	20	Ordered to Seattle. Board to assemble to examine vessel.
1897	Jan.	27	Ordered to be sold on February 18, 1897, at Seattle, Washington.
1897	Jan.	29	Arrived at Seattle, Washington.
1897	Feb.	19	Sold to Joshua Green of Seattle, Washington, for \$3,050.

OFFICERS		COMMODORE PERRY 1864 - 1883				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Captain	Ottinger, Douglass	1865 to 1871		1881 May 7	May 14	
Chf. Engr.	Brennan, Patk.	1866 June 20		1871 Aug. 30		
1st Lieut.	Mullett, T. B.	1871 Apr. 21		1871 June 6		
1st A. Engr.	Tupper, James T.	1871 Aug. 30		1872 Dec. 18		
Chf. Engr.	Wheeler, W. C.	1872 Feb. 20		1879 May 2	May 5	
1st Lieut.	Glover, Russell	1872 May 6		1873 Jan. 7		
3rd Lieut.	Tuttle, Francis	1872 May 6		1872 Dec. 18		
2nd Lieut.	Melchert, A. J.	1872 Aug. 14		1872 Sept. 30		
2nd Lieut.	Bakeman, G. R.	1872 Sept. 21		1872 Dec. 18		
2nd Lieut.	Barstow, Robert	1873 May 3	May 24	1873 Dec. 18	Dec. 20	
3rd Lieut.	Crozet, Jos. R.	1873 May 12	May 17	1873 Dec. 16		
1st A. Engr.	Tupper, James T.	1873 May 12	May 20	1873 Dec. 3	Dec. 7	
1st Lieut.	Pease C. W.	1873 May 21	July 5	1873 Dec. 18	Dec. 20	
2nd A. Engr.	Hoyt, Alfred (Temp)	1875 Apr. 28	May 5	1875 Nov. 12	Nov. 16	Vessel laid up.
1st Lieut.	Keene, L. M.	1875 June 11	June 16	1875 Nov. 12	Nov. 16	Vessel laid up.
2nd Lieut.	Biondi, Eugene	1875 June 11	June 13	1875 Nov. 12	Nov. 16	Vessel laid up.
3rd Lieut.	Willett, S. S.	1875 June 11	June 16	1875 Nov. 12	Nov. 16	Vessel laid up.
1st Lieut.	Hooper, C. L.	1875		1876 Dec. 8	Dec. 14	On reptg of Ottinger.
1st Lieut.	Keene, L. M.	1876 Apr. 29	May 3	1876 Dec. 7		Telegram to Collector.
3rd Lieut.	Willett, S. S.	1876 Apr. 29	May 5	1876 Dec. 7		Telegram to Collector.
1st A. Engr.	Taylor, S. T.	1876 Apr. 29	May 9	1876 Dec. 7		Telegram to Collector.
A.2nd A. Engr.	Plumer, George B.	1876 June 17	June 22	1876 Dec. 7		Telegram to Collector.
2nd Lieut.	Biondi, Eugene	1876 June 19	June 23	1876 July 13		
2nd Lieut.	Orcutt, W. K.	1876 July 13	July 17	1876 Dec. 7		Telegram to Collector.
Captain	Ottinger, Douglass	1876 Dec. 8	Dec. 11 & 14			
1st Lieut.	Keene, L. M.	1877 May 17	May 23	1877 Dec. 11		Telegram to Collector.
2nd Lieut.	Orcutt, W. K.	1877 May 17	May 19	1877 Dec. 11		Telegram to Collector.
3rd Lieut.	Willett, S. S.	1877 May 17	May 25	1877 Dec. 1		
1st A. Engr.	Taylor, S. F.	1877 May 17	May 25	1877 Dec. 11		Telegram to Collector.
A.2nd A. Engr.	Plumer, G. B.	1877 May 17	May 19	1877 Dec. 11		Telegram to Collector.
2nd Lieut.	Gooding, G. E.	1877 Oct. 9	Oct. 15	1877 Dec. 11		Telegram to Collector.
1st Lieut.	Blake, H. T.	1878 May 8	May 20	1878 Dec. 21		
2nd Lieut.	Buhner, A.	1878 May 8	May 13	1878 Dec. 21		

## OFFICERS

COMMODORE PERRY 1864 - 1883

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
1st A. Engr.	Taylor, S. T.	1878 May 8	May 13	1878 Oct. 14	Oct. 28	
2nd Lieut.	Orcutt, W. K.	1878 May 10	May 13	1878 Dec. 21		
2nd A. Engr.	Hothersall, J. S.	1878 Oct. 14	Oct. 25	1878 Dec. 21		
Chf. Engr.	Stone, Charles H.	1879 May 2	May 8	1880 Apr. 9	May 1	
1st Lieut.	Blake, H. T.	1879 May 17	May 20	1879 Dec. 15		
2nd Lieut.	Buhner, A.	1879 May 14	May 20	1879 Dec. 15		
3rd Lieut.	Benham, T. W.	1879 May 12	May 21	1879 Dec. 15		
1st A. Engr.	Warren, W. H.	1879 May 17	May 24	1879 Dec. 15		
2nd A. Engr.	Henshaw, H. C.	1879 May 17	May 23	1879 June 10	June 16	
2nd A. Engr.	Phillips, W. J.	1879 July 17	July 23	1879 Dec. 15		
Chf. Engr.	Dinsmore, M. D. L.	1880 Apr. 9	May 1	1880 June 22		
1st A. Engr.	Tupper, James T.	1880 May 12	May 18	1880 Dec. 13	Dec. 16	
2nd Lieut.	Buhner, Albert	1880 May 28		1880 Dec. 16	Dec. 18	
3rd Lieut.	Benham, Thos. W.	1880 May 28	June 2	1880 Nov. 22	Nov. 27	
2nd A. Engr.	Phillips, W. J.	1880 May 28	June 4	1880 Dec. 13	Dec. 16	
Chf. Engr.	Collins, John W.	1880 June 22	Never reported	1880 Sept. 20	Oct. 1	
1st Lieut.	Smyth, Thos. S.)	(1880 June 24	July 9	(1880 Nov. 22	Nov. 27	
	)	(1881 Apr. 27	May 4	(1881 Nov. 28	Dec. 1	
2nd Lieut.	Hand, W. H.	1881 Apr. 27	May 17	1881 Nov. 28	Dec. 1	
Chf. Engr.	Stone, Charles H.	1881 Apr. 30	May 18	Died June 12, 1881.		
Captain	Evans, David	1881 May 21	June 1	Feb. 1		
3rd Lieut.	Benham, Thos. W.	1881 May 28	June 2	1881 Nov. 28	Dec. 1	
2nd A. Engr.	Randell, F. B.	1881 May 28		1881 Dec. 6	Dec. 8	
2nd A. Engr.	Howison, A. J.	1881 May 28	June 17	1881 Nov. 28	Dec. 2	
Captain	Constable, D. C.	1882 Feb.	Feb. 7	1883 Oct. 3		
Chf. Engr.	Jefferis, J. E.	1882 Mar. 24	Apr. 8	1883 Oct. 3		
1st Lieut.	Blake, H. T.	1882 Apr. 27	May 2	1882 Dec. 5	Dec. 15	
2nd Lieut.	Hand, W. H.	1882 June 28	June 30	1882 Aug. 12	Aug. 17	
2nd A. Engr.	Pedrick, Willits	1882 June 28	July 5	1882 Dec. 5	Dec. 12	
3rd Lieut.	Thompson, P. W.	1882 July 11	Aug. 7	1882 Dec. 5	Dec. 12	
2nd Lieut.	Crosley, S. M.	1882 Aug. 12	Aug. 23	1882 Dec. 5	Dec. 12	
1st Lieut.	Blake, H. T.	1883 May 10	May 12	1883 Oct. 3	Oct. 5	
2nd Lieut.	Crosley, S. M.	1883 May 10	May 18	1883 Oct. 3	Oct. 4	
3rd Lieut.	Thompson, P. W.	1883 May 10	May 16	1883 Oct. 3	Oct. 4	
2nd A. Engr.	Pedrick, Willits	1883 May 14	May 19	1883 Oct. 3		

COMMODORE PERRY 1864 - 1883

1864	Apr.	13	To be built at Buffalo, New York, by Wright and Whitaker, the work to be superintended by Capt. Ottinger.
1864	Sept.	6	To be launched on the 10th and named COMMODORE PERRY. She was not launched on the above date. She was launched prior to October 28, 1864.
1865	May	7	Report of trial trip. Draft of 7 feet.
1865	Mar.	20	Received from the contractors for the United States by the Collector.
1865	Nov.	13	Ordered to Erie for the winter. This was subsequently her station.
1872	Nov.	16	Ordered into winter quarters at close of navigation. Carried into effect December 18.
1873	May	24	Ordered to be placed in commission. May 27th, carried into effect.
1873	Nov.	18	Ordered into winter quarters. December 18th, carried into effect.
1875	June	11	Ordered to be placed in commission. June 15th, placed in commission.
1875	Nov.	12	Ordered to be laid up for repairs. November 16th, carried into effect.
1876	May	1	To ship crew and put vessel in commission. May 4th, placed in commission.
1876	Nov.	23	To be laid up at close of navigation. December 7th, carried into effect.
1877	May	19	To be placed in commission. May 22nd, placed in commission.
1877	Nov.	19	To be laid up at close of navigation. December 11th, carried into effect.
1878	May	7	To ship crew and put vessel in commission. May 9th, placed in commission.
1878	Nov.	12	To be laid up at close of navigation. December 23rd, carried into effect.
1879	May	12	To ship crew. May 19th, to be placed in commission. May 23rd, placed in commission.
1879	Nov.	14	To be laid up at close of navigation. December 15th, carried into effect.
1880	May	10	To ship crew. May 28th, to be placed in commission. June 5th, placed in commission.
1880	Nov.	22	To be placed out of commission immediately. November 27th, carried into effect.
1881	May	21	To ship crew. June 4th, to be placed in commission. June 7th, placed in commission.
1881	Nov.	26	To be placed out of commission on November 30th. Carried into effect on November 30th.
1882	June	30	To ship crew. July 20th, to be placed in commission. Carried into effect July 24th.
1882	Dec.	1	To be placed out of commission. December 12th, placed out of commission. Cruising grounds from Niagara River to Detroit River.
1883	Apr.	14	Offer of Union Dry Dock Company of \$8,000 for vessel as she now is, accepted. To be delivered on October 1, 1883.
1883	May	9	To ship crew.
1883	May	11	To be placed in commission. Cruising grounds as before.
1883	May	19	Placed in commission.
1883	Oct.	3	Turned over to the Union Dry Dock Company.

HUGH McCULLOCH 1866 - 1889 (Formerly MOSSWOOD)

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Captain	Hodgsdon, D. B.	1871 Feb. 6		1873 Mar. 31	Apr. 29	
2nd Lieut.	Glover, Russell	1870 May 26		1872 May 6		
3rd Lieut.	Snow, H. C.	1867 May 20		Cut.		
3rd Lieut.	Herring, Wm. J.	1871 Mar. 24		1873 Apr. 4	Apr. 8	
1st A. Engr.	Keogh, Stephen	1866 Dec. 19		1871 May 15		
2nd A. Engr.	Wallace, Robert	1867 Oct. 21		1871 Apr. 14		
2nd Lieut.	Keene, L. M.	1871 Apr. 17		1871 Oct. 18		
Chf. Engr.	Plunkett, M. H.	1871 July 16		Resigned. Accepted, effective July 20, 1874.		
Chf. Engr.	Stone, C. H.	1871 Apr. 14		1871 July 18		
2nd A. Engr.	Severns, Joseph	1871 Apr. 14		1873 May 9	May 20	
1st Lieut.	Slamm, J. A.	1872 May 6		1875 Mar. 22	Apr. 1	To take effect Apr. 1
3rd Lieut.	Delap, George	1873 Apr. 2	Apr. 10	1875 Nov. 23	Nov. 26	
2nd Lieut.	Hamlet, O. C.	1873 Apr. 4	Apr. 18	1876 June 7		
Captain	Amazeen, Joseph	1873 Mar. 31	Apr. 29	1875 Nov. 11		
2nd A. Engr.	Lucas, James B.	1873 May 9	May 20	1876 Jan. 27		
2nd A. Engr.	Laws, Charles A.	1874 Jan. 12	June 27	1874 May 19		Temporary.
2nd A. Engr.	Coffin, Charles F.	1874 July 21	Aug. 4	1874 Sept. 9		Temporary.
Chf. Engr.	Keogh, Stephen	1874 July 22		1875 Oct. 2	Oct. 15	
1st Lieut.	Smith, Charles W.	1875 May 6	May 10	1876 May 13	Dismissed.	
Chf. Engr.	Bremont, F. A. D.	1875 Oct. 2	Oct. 14	1876 Jan. 22	Jan. 25	
Captain	Hodgsdon, D. B.	1875 Nov. 17	Nov. 24	1877 May 7	May 11	
1st A. Engr.	Laws, C. A. (Temp.)	1876 Jan. 7	Jan. 10	1877 Mar. 29	To take effect March 31st.	
Chf. Engr.	Satterlee, Chas. A.	1876 Jan. 24	Feb. 2	1876 Sept. 22		
1st Lieut.	Mason, Thos.	1876 Apr. 27	May 6	1877 Mar. 29	To take effect March 31st.	
2nd Lieut.	Roberts, W. H.	1876 June 7	June 13	1877 Mar. 29	To take effect March 31st.	
2nd A. Engr.	Angell, Charles F.	1876 Oct. 11	Oct. 23	1877 Feb. 14	Feb. 16	Temporary.
Chf. Engr.	Satterlee, Chas. A.	1877 Feb. 20	Feb. 22	1878 Mar. 11	Apr. 10	
Captain	Hamlin, H. P.	1877 Sept. 20	Sept. 27	1879 Sept. 24	Sept. 30	
1st Lieut.	Littfield, A. D.	1877 Oct. 30	Nov. 1	1877 Dec. 12	Dec. 18	
2nd Lieut.	Roberts, W. H.	1877 Oct. 30	Nov. 5	1881 Mar. 18	Mar. 19	
A.2nd A. Engr.	Shaw, B. F.	1877 Oct. 30	Nov. 5	Resigned	1878 Mar.	
3rd Lieut.	Hanks, A. R. R.	1877 Dec. 26	Dec. 29	1878 June 15	June 22	
2nd A. Engr.	Plumer, G. B.	1878 Jan. 10	Jan. 15	1880 May 26	June 11	Temporary.
1st Lieut.	Mullett, T. B.	1878 Jan. 15	Feb. 2	1880 May 1		

HUGH McCULLOCH 1866 - 1889 (Formerly MOSSWOOD)

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Chf. Engr.	Whitaker, F. W. H.	1878 Mar. 11	Apr. 3	1878 Apr. 23	May 2	
Chf. Engr.	Dinsmore, M. D. L.	1878 Apr. 23	Apr. 30	1880 Apr. 9	Apr. 20	
2nd Lieut.	Crosley, S. M.	1878 July 8	July 13	1879 Nov. 12		
Captain	Deane, E. L.	1879 Sept. 24	Oct. 1	1881 Mar. 18		Transferred to WOODBURY.
2nd Lieut.	Orcutt, W. K.	1879 Dec. 2	Dec. 16	1881 Mar. 18		Transferred to WOODBURY.
Chf. Engr.	Keogh, Stephen	1880 Apr. 9	Apr. 19	1881 Mar. 31		Transferred to MOCCASIN.
1st Lieut.	Phillips, M. L.	1880 May 3	May 14	1881 Mar. 16	Mar. 18	
2nd A. Engr.	Keleher, J. T.	1880 May 26	June 11	1881 Mar. 18		Transferred to WOODBURY.
1st Lieut.	Littlefield, A. D.	1881 Mar. 18	Mar. 21	1881 Mar. 31		
1st Lieut.	Coulson, W. C.	1881 Mar. 17		1883 Sept. 12	Sept. 19	
Captain	Mitchell, John C.	1881 Mar. 31	Transferred	1883 May 5	May 7	
2nd Lieut.	Howland, W. S.	1881 Mar. 31	from MOCCASIN.	1883 May 5	May 8	
3rd Lieut.	Wade, E. L.	1881 Mar. 31		1882 May 1	May 15	
Chf. Engr.	Severns, Joseph A.	1881 Mar. 31		1881 Nov. 16	Nov. 23	
2nd A. Engr.	Munroe, Charles W.	1881 Mar. 31	Apr. 2	1883 Aug. 11		
2nd A. Engr.	Plumer, George B.	1881 Mar. 31	Transfer.	Resigned March 31, 1882.		
Chf. Engr.	Robinson, George M.	1881 Nov. 10	Nov. 23	1883 Mar. 5		
3rd Lieut.	York, George A.	1882 May 23	June 6	1885 June 26	June 29	
Chf. Engr.	Dally, John R.	1883 Feb. 16	Mar. 5	1887 Apr. 23		
Captain	Hodgson, D. B.	1883 May 5	May 28	1884 June 5	June 9	
2nd Lieut.	Burke, Edmund	1883 May 5	May 17	1885 Aug. 13	Aug. 17	
2nd A. Engr.	Barnes, Paul	1883 May 25	May 29	1885 Aug. 6	Aug. 8	
1st Lieut.	Smith, H. D.	1883 Sept. 11	Oct. 1	1885 Aug. 6	Aug. 9	
2nd A. Engr.	Noonan, E. J.	1883 Dec. 12	Dec. 21	1885 Oct. 3	Oct. 5	
1st Lieut.	Phillips, M. L.	1884 7/10 & 6/6	Aug. 19	1886 Apr. 29		
2nd Lieut.	Burke, Edmund	1886 Feb. 19	Feb. 28	1886 Apr. 13		
3rd Lieut.	Sill, James L.	1886 Feb. 19	Feb. 24			
2nd A. Engr.	Church, Wilmer	1886 Feb. 19	Feb. 26	1887 July 15		Resigned.
1st A. Engr.	Keleher, J. T.	1886 Apr. 9		1888 Nov. 10		
2nd Lieut.	McConnell, G. E.	1886 Apr. 19		1889 Feb. 21		
1st Lieut.	Munger, F. M.	1886 Apr. 29		1886 Sept. 30		
Captain	Mitchell, J. C.	1886 Sept. 30		1889 June 12		
1st A. Engr.	Schwartz, E. G.	1887 Apr. 23		1889 Feb. 21		
3rd Lieut.	Brown, J. H.	1888 July 2		1889 Feb. 21		



HUGH McCULLOCH    1866 - 1889    (Formerly MOSSWOOD)

1866	Dec.	14	Received from the War Department for \$12,000, at Baltimore. Formerly the MOSSWOOD.
1866	Dec.	19	To be repaired. Cost not to exceed \$5,000.
1867	Apr.	12	Ordered to Eastport. April 13th, will sail at 5 a. m., on the 14th instant.
1870	Aug.	8	Ordered to Philadelphia for new boiler.
1870	Aug.	28	Arrival at Philadelphia reported.
1870	Nov.	2	Ordered to Baltimore.
1870	Nov.	8	Her arrival at Baltimore reported.
1871	Jan.	9	Ordered to New York for temporary duty.
1871	Jan.	19	Arrived at New York.
1871	Apr.	5	Ordered to Eastport.
1874	Nov.	19	Ordered to take everything on board and proceed to New York City. Sailed last of November.
1874	Dec.	2	Arrived at Rockland, Maine, in a disabled condition.
1875	Jan.	26	Arrived at New York.
1875	Feb.	9	Placed under New York Collector for duty in waters of Long Island Sound.
1875	Nov.	24	Ordered to New London for duty. Arrived on January 14, 1876.
1877	Feb.	19	Ordered to New York for repairs. March 1st, sailed; arrived on March 2nd.
1877	Mar.	29	Ordered to be dismantled and crew discharged March 31st.
1877	Oct.	15	<u>Name changed to HUGH McCULLOCH.</u>
1877	Nov.	14	Ordered to Castine for duty. November 13th, sailed. November 21st, arrived.
1880	Mar.	2	Ordered to Eastport for duty. March 6th, sailed. March 8th, arrived.
1881	Mar.	2	Ordered to Baltimore. March 7th, sailed. March 15th, arrived.
1881	Apr.	20	Ordered to Charleston for duty. April 24th, sailed. April 30th, arrived.
			Cruising grounds from Beaufort to Georgetown, S. C.
1882	July	26	Cruising grounds extended temporarily to Fernandina while the BOUTWELL is repairing.
			Cruising grounds from Beaufort to Georgetown, S. C.
1883	Oct.	23	To convoy DIX from Charleston, S. C., to Wilmington, N. C.
1885	Aug.	10	Vessel requiring extensive repairs. Officers detached, crew discharged and vessel laid up at wharf. Carried into effect August 15, 1885.
1886	Feb.	17	Repairs having been completed, C. O. authorized to ship crew.
1886	Feb.	24	Ordered to be placed in commission. February 26th, in commission.
1888	Oct.	16	Ordered to Baltimore. October 31st, sailed. November 4th, arrived.
1888	Nov.	9	To be placed out of commission. November 19th, placed out of commission.
1889	Feb.	20	Sold at Baltimore, Maryland, to John G. Bolander of New York for \$4,200.00
			Outfits sold for - - - - - 503.50
1889	Feb.	26	Delivered. <span style="float: right;">\$4,703.50 Total</span>

OFFICERS		COMMODORE PERRY 1884 - 1910					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Captain	Hodgson, D. B.	1884 June 5	1884 June 24	1887 Apr. 9			
1st Lieut.	Littlefield, A. D.	1884 Aug. 28	Aug. 31	1884 Oct. 7	Oct. 13		
2nd Lieut.	Hanks, A. P. R.	1884 Aug. 20	Aug. 27	1884 Dec. 3	Dec. 6		
3rd Lieut.	Sill, James L.	1884 Aug. 19	Aug. 27	1884 Dec. 5	Dec. 11		
Chf. Engr.	Jefferis, J. E.	1884 Aug. 19	Aug. 23	1885 Nov. 30	Dec. 17		
1st A. Engr.	Schwartz, E. G.	1884 Aug. 19	Aug. 21	1884 Nov. 24	Nov. 25		
1st Lieut.	Hamlet, O. C.	1884 Oct. 7	Oct. 14	1884 Dec. 5	Dec. 16		Temporary.
3rd Lieut.	Foley, D. P.	1884 Oct. 9	Oct. 17	1884 Dec. 5	Dec. 11		
1st A. Engr.	Schwartz, E. G.	1885 Apr. 2	Apr. 13	1885 Oct. 30	Nov. 2		Temporary.
1st Lieut.	Thurston, G. E.	1885 June 29	July 9	1885 Nov. 30	Dec. 17		
2nd Lieut.	Hanks, A. P. R.	1885 May 7	May 11	1885 Nov. 3	Nov. 6		Sick in hospital.
3rd Lieut.	Sill, James L.	1885 June 12	June 28	1885 Nov. 20	Dec. 19		
2nd A. Engr.	Spear, H. W.	1885 June 12	June 18	1885 Nov. 30	Dec. 18		
Chf. Engr.	Jefferis, J. E.	1886 Apr. 6		1887 Nov. 26			W.O. Winters.
2nd A. Engr.	French, D. McC.	1886 Apr. 14		1888 Oct. 20			W.O. Winters.
1st Lieut.	Simms, J. M.	1886 Apr. 17 &	1887 April 9.	1887 Nov. 26			W.O. during Winters.
3rd Lieut.	Reed, B. L.	1886 May 26		1886 Nov. 27			
3rd Lieut.	Doty, G. H.	1886 July 8		1886 Nov. 27			
Captain	Henriques, J. A.	1887 May 4					
1st A. Engr.	French, D. McC.	1887 May 17					
2nd A. Engr.	Wadsworth, F. G. F.)	(1887 May 19		1888 Nov. 27			W.O. Winters.
	)	(1889 May 11					
Cadet	Dimmock, F. H.	1887 June 16		1887 Nov. 26			
1st Lieut.	Gooding, G. H.	1888 Apr. 16		1889 Nov. 27			W.O. Winters.
Chf. Engr.	Case, J. M.	1888 Apr. 25	Sent to JOHNSON	- never reported.			
Chf. Engr.	Dally, J. R.	1888 May 21		1888 Nov. 28			
Cadet	Jacobs, W. V. E.	1888 May 29		1888 Nov. 28			
2nd A. Engr.	Vallat, E. Jr.	1888 Aug. 25		1888 Nov. 28			
Chf. Engr.	Dereamer, G. C.	1889 Apr. 27		1902 Mar. 19			W.O. Winters.
2nd A. Engr.	Howison, A. J.	1889 May 10		1890 Nov. 25			Other vessels in winter.
1st A. Engr.	Magee, S. H.	1889 July 3		1889 Sept. 12			
3rd Lieut.	Robinson, L. L.	1889 July 9		1889 Nov. 27			
1st Lieut.	Herring, W. J.	1890 Apr. 5		1891 Nov. 25			
3rd Lieut.	Perry, K. W.	1890 May 1		1892 Nov. 26			On DALLAS winter 1890-1891.

COMMODORE PERRY 1884 - 1910

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 Built by Union Dry Dock Company for \$83,000 under contract dated April 20, 1883. June 29, 1884, complete.  
 1884 July 24 Crew authorized to be shipped.  
 1884 Aug. 25 Ordered to Erie for duty. Cruising grounds - whole of Lake Erie.  
 1884 Aug. 30 Arrived at Erie.  
 1884 Sept. 2 To be placed in commission. Cruising grounds as above.  
 1884 Dec. 5 Crew to be discharged and vessel placed out of commission at Erie. December 11th, placed out of commission.  
 1885 June 12 Ordered to be placed in commission. Cruising grounds from mouth of Detroit River, through Lake Erie to  
 Niagara River. June 15th, placed in commission.  
 1885 Nov. 28 Ordered to be placed out of commission. December 17th, placed out of commission.  
 1886 May Ordered to be placed in commission. June 1st, placed in commission.  
 1886 Nov. 27 Ordered into winter quarters. December 10th, placed out of commission.  
 1887 May 11 To ship crew as required. May 26th, ordered to be placed in commission. June 1st, in commission.  
 1887 Nov. 22 To be placed out of commission. November 30th, placed out of commission.  
 1888 June 7 To be placed in commission. June 11th, placed in commission.  
 1888 Nov. To be placed out of commission. November 30th, placed out of commission.  
 1889 May To be placed in commission. June 1st, placed in commission.  
 1889 Nov. To be placed out of commission. November 30th, placed out of commission.  
 1890 May 14 To be placed in commission. June 4th, placed in commission.  
 1890 Nov. 22 To be placed out of commission. November 30th, placed out of commission.  
 1891 May 15 Place in commission. May 25th, placed in commission.  
 1891 Nov. 23 To be placed out of commission on November 30. Placed out of commission, November 24.  
 1892 Apr. 28 To ship crew and place vessel in commission, May 15; May 16, 1892, carried into effect.  
 1892 Nov. 12 To be placed out of commission. November 30th, placed out of commission.  
 1893 June 1 To be placed in commission. June 26th, placed in commission.  
 1893 Sept. 23 Ordered to New York, there to fit out for cruise to Pacific.  
 1893 Oct. 3 Left Erie. October 20th, arrived at New York.  
 1893 Nov. 1 Ordered to Wilmington, Delaware, to have repairs made.  
 1894 Jan. 27 Ordered to New York for temporary duty on that station. February 20th, left; arrived February 22nd, at N.Y.  
 1894 Dec. 7 Ordered to San Francisco. December 20th, left New York. December 28th, arrived at Barbadoes.  
 1895 Jan. 3 Sailed. January 15th, at Bahia. January 19th, to sail. January 27th, at Montevideo.  
 1895 Feb. 21 Arrived at Sandy Point, Straits of Magellan. March 10th, Valparaiso, Chile.  
 1895 Mar. 24 Arrived at Callao, Peru. April 11th, Acapulco, Mexico.  
 1895 Apr. 13 Ordered to report for duty to Commander, Bering Sea Fleet. April 21st, arrived at San Diego.  
 1895 Apr. 25 Arrived at San Francisco. May 14th, left San Francisco. May 21st, arrived at Port Townsend.  
 1895 May 26 Arrived at Sitka, Alaska. October 7th, returned to New Whatcom, Washington.

COMMODORE PERRY 1884 - 1910

1905 June 8 Sailed on Alaskan cruise. September 3rd, returned to Seattle, Washington.

1905 Sept. 16 Coal immediately for week's cruise. Proceed to Port Townsend and await telegraphic instructions.

1905 Sept. 20 Not required for services contemplated by Department's telegram of the 16th instant.

1905 Sept. 21 Arrived at Seattle.

1905 Nov. 16 After arrival of RUSH at Seattle, and transfer to that vessel of P. A. Surgeon W. C. Billings, proceed to Astoria for station. November 27th, will leave for Astoria at 10 a. m.

1905 Nov. 30 Arrived at Astoria at 3 p. m. - rough trip.

1905 Dec. 2 Sent general instructions relative to duties on Astoria station.

1906 Jan. 3 Left at 10 a. m., in search of Steamer CITY OF PUEBLA, reported in distress off the Oregon Coast.

1906 Jan. 6 To touch at various places at Puget Sound.

1906 Jan. 25 Proceed immediately to scene of disaster of VALENCIA, near Cape Beale.

1906 Jan. 29 Have just received notice that a ship and schooner are ashore near where the VALENCIA was wrecked. Left at 2 p. m. for the wreck.

1906 Jan. 30 Am requested by friends of people who were lost on VALENCIA to proceed to Barclay Sound to endeavor to recover remains of those lost. Will leave in the p. m.

1906 Feb. 3 To assist in recovering bodies from VALENCIA. To confer with Pacific Coast Steamship Company regarding same.

1906 Feb. 3 Returned to Bamfield, B. C.; recovered ten bodies; will continue to search as long as Pacific Coast Steamship Company, desires. They have arranged to furnish us rations.

1906 Feb. 6 Arrived at Victoria, B. C., in the p. m. All the vessels have given up this search in regard to the VALENCIA. Will coal ship and leave for Astoria tomorrow.

1906 Feb. 9 Arrived at Astoria this a. m. Was at wreck of VALENCIA yesterday morning - nothing in sight - too rough to lower boats.

1906 Apr. 19 Proceed at once to Vancouver Barracks. Report to Commanding General to transport at once supplies to San Francisco, California, if required. Carry out instructions of Commanding General and keep this Department advised.

1906 Apr. 19 Will leave for Vancouver as soon as a pilot can be found.

1906 Apr. 19 At Portland, Commanding General at Vancouver Barracks wired me to go there and report to him. Have done so.

1906 Apr. 21 Sailed from Portland, Oregon, for San Francisco at 6 p. m. with 35 tons of supplies for sufferers.

1906 Apr. 22 Left Astoria for San Francisco.

1906 Apr. 25 Arrived at San Francisco at 5:30 a. m. - rough passage. Will be discharged this a. m. Await orders, address care of Barge Office, San Francisco.

1906 Apr. 25 Telegram to Captain Tuttle: Report for duty Captain Hamlet - assume charge of BEAR when relieved by Dunwoody.

COMMODORE PERRY 1884 - 1910

1906	May	28	Letter to Captain Dunwoody: Directed, everything being in readiness, to proceed to Unalaska and thence into Bering Sea. Sent general instructions for summer's work.
1906	June	4	Arrived at Seattle via Port Townsend at 7 p. m., weather conditions unfavorable when off Columbia River, to call at Astoria.
1906	June	15	Sails from Port Townsend for Unalaska tomorrow at 5 a. m.
1906	June	16	If practicable, go to relief of gasoline schooner ARGUES QUELL AYUNE, 30 miles South of Cape Flattery.
1906	June	19	Sailed for Seattle at 4 a. m. June 27th, arrived at Unalaska.
1906	Sept.	24	Arrived at Port Townsend.
1906	Sept.	25	Take station on Sound. Report to Captain Munger for instructions.
1906	Nov.	17	Have PERRY at Tacoma, Washington, on December 7, 1906.
1906	Dec.	16	Arrived at Seattle.
1907	May	11	Directed to proceed to Unalaska on 18th instant, and sent general instructions relative to Bering Sea cruise. May 18th, sailed for Bering Sea via Port Townsend at three p. m.
1907	May	20	Crew list filled from men on ARCATA; will sail at 10 a. m.
1907	Oct.	10	Arrived at Port Townsend at 12 p. m.
1907	Nov.	8	Captain Munger to direct movements of vessel when necessary.
1908	May	5	Proceed to Dutch Harbor, Alaska, on 15th instant. May 16th, left Port Townsend at noon.
1908	May	25	Arrived at Seward. Will leave Tuesday.
1908	Aug.	21	Proceed to Juneau, Alaska, for temporary station. October 1st, left Unalaska.
1908	Oct.	10	Arrived at Juneau. February 23, 1909, proceed to Port Townsend.
1909	Mar.	7	Arrived at Port Townsend, will proceed to Seattle on Monday.
1909	May	10	Sail for Dutch Harbor, Alaska, when command is in readiness.
1909	May	21	Sailed from Port Townsend for Sitka at 4 p. m. May 25th, arrived at Sitka, will coal and proceed.
1909	May	31	Arrived at Seward - will proceed westward this forenoon.
1909	Oct.	12	Sailed at 4 p. m. for Seattle from Valdez.
1909	Oct.	19	Arrived at Port Townsend, will proceed to Seattle for coal.
1909	Oct.	23	Ordered to take station at San Pedro, with cruising grounds from Point Ruchon to San Diego.
1909	Nov.	1	Sailed for San Pedro at 6 p. m., direct. November 6th, arrived at San Pedro.
1910	Apr.	9	Sent cruising orders. May 5th, left San Francisco for Bering Sea.
1910	May	21	Arrived at Seward. May 22nd, sailed westward.
1910	July	27	Lost on Tonki Point, St. Paul Island. All hands saved and distributed among fleet.

ANDREW JOHNSON 1865 - 1897

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Captain	: Evans, David	: 1870 Aug. 8	:	: 1872 Apr. 1	:	:
1st Lieut.	: Cary, A. G.	: 1870 July 23	:	: 1871 Apr. 4	:	:
Chf. Engr.	: Vallat, Eugene	: 1866	:	: 1871 Sept. 6	:	:
2nd Lieut.	: Ashmead, T. E.	: 1871 May 13	:	: 1871 Nov. 27	:	:
3rd Lieut.	: Graham, J. E. N.	: 1871 Sept. 19	:	: 1871 Nov. 27	:	:
1st Lieut.	: Phillips, M. L.	: 1871 May 2	:	: 1871 Nov. 27	:	:
Chf. Engr.	: Pulsifer, F. H.	: 1871 Sept. 15	:	: 1872 Dec. 2	:	:
1st A. Engr.	: Dally, John R.	: 1871 Oct. 9	:	: 1871 Nov. 27	:	:
2nd Lieut.	: Neale, F. D.	: 1871 May 15	:	: 1871 Nov. 27	:	:
Captain	: Evans, David	: 1872 Apr. 24	:	: 1873 Dec. 6	: Dec. 9	:
1st Lieut.	: Moore, J. B.	: 1872 Apr. 24	:	: 1872 Nov. 30	:	:
2nd Lieut.	: Ashmead, T. E.	: 1872 May 6	:	: 1872 Nov. 30	:	:
3rd Lieut.	: Graham, J. E. N.	: 1872 May 6	:	: 1872 Nov. 30	:	:
1st A. Engr.	: Dereamer, Geo. C.	: 1872 June 1	:	: 1873 Dec. 6	: Dec. 9	:
2nd A. Engr.	: Neale, F. D.	: 1872 June 1	:	: 1872 Nov. 20	:	:
1st Lieut.	: Moore, J. B.	: 1873 June 28	: July 5	: 1874 Dec. 1	: Dec. 1	:
3rd Lieut.	: Graham, J. E. N.	: 1873 July 5	: July 15	: 1873 Dec. 6	: Dec. 9	:
Chf. Engr.	: Bremon, F. A. D.	: 1873 July 11	: July 23	: 1873 Dec. 20	:	:
2nd A. Engr.	: Phillips, W. J.	: 1873 Aug. 18	: Aug. 25	: 1873 Dec. 6	: Dec. 9	:
2nd Lieut.	: Roberts, Wm. H.	: 1873 Aug. 22	: Aug. 30	: 1873 Dec. 6	: Dec. 9	:
Chf. Engr.	: Dale, Charles G.	: 1873 Dec. 20	: 1874 Jan. 2	: 1874 July 9	:	:
1st A. Engr.	: Dereamer, Geo. C.	: 1874 May 21	: May 26	: 1879 May 15	: June 9	:
Captain	: Barr, Frank	: 1874 May 28	: June 10	: 1877 Feb. 19	: Feb.	:
2nd Lieut.	: Roberts, Wm. H.	: 1874 June 9	: June 17	: 1874 Dec. 1	: Dec. 1	:
3rd Lieut.	: Graham, J. E. N.	: 1874 June 9	: June 12	: 1874 Dec. 1	: Dec. 1	:
2nd A. Engr.	: Phillips, W. J.	: 1874 July 9	: July 21	: 1874 Dec. 1	: Dec. 1	:
2nd A. Engr.	: Phillips, W. J.	: 1875 June 14	: 1875 June 26	: 1875 Nov. 29	: Nov. 30	:
2nd Lieut.	: Roberts, Wm. H.	: 1875 June 14	: June 19	: 1875 Dec. 1	: Dec. 1	:
3rd Lieut.	: Devereux, A. M. (T)	: 1875 June 25	: July 6	: 1875 Dec. 1	: Dec. 1	:
1st Lieut.	: Barstow, Robert )	: (1875 July 13	: July 27	: (1875 Dec. 1	: Dec. 1	:
	)	: (1876 June 7	: June 14	: (1876 Dec. 1	:	: Telegram to Collector.
2nd Lieut.	: Hamlet, O. C.	: 1876 June 7	: June 19	: 1876 Nov. 25	:	:
3rd Lieut.	: Newcomb, F. H.	: 1876 June 7	: June 15	: 1876 Dec. 1	:	: Telegram to Collector.

ANDREW JOHNSON 1865 - 1897

ASSIGNED

DETACHED

RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
2nd A. Engr.	Whitworth, H. C.	1876 June 15	June 23	1876 Dec. 1		Telegram to Collector.
Captain	Evans, David	1877 Mar. 25	Apr. 6	1881 May 21		On reptg. of Capt. Davi
2nd A. Engr.	Whitworth, H. C.	1877 Apr. 24	May 3	1877 Nov. 30		
1st Lieut.	Barstow, Robert	1877 May 17	May 25	1877 Nov. 20		
2nd Lieut.	Hamlet, O. C.	1877 May 17	May 24	1877 Nov. 30		
3rd Lieut.	Newcomb, F. H.	1877 May 17	May 26	1877 Nov. 30		
1st Lieut.	Stodder, L. N.	1878 May 11	May 18	1878 Nov. 30		
2nd Lieut.	Newcomb, F. H.	1878 May 11	May 24	1878 Nov. 30		
2nd A. Engr.	Whitworth, H. C.	1878 May 13		1878 Nov. 30		
3rd Lieut.	Danforth, C. D.	1878 May 17	July 23	1878 Nov. 30		
1st A. Engr.	Schwartz, Ed. G.	1879 Nov. 4		1881 Aug. 16	Aug. 26	
1st Lieut.	Slamm, J. A.	1881 Apr. 13	May 12	1881 Nov. 26	Nov. 29	
Chf. Engr.	Collins, John W.	1881 May 5	May 16	1881 Dec. 5		As of the 10th.
2nd Lieut.	Kilgore, W. F.	1881 May 20	May 27	1881 Nov. 28	Nov. 30	
2nd Lieut.	Crosley, S. M.	1881 May 20	May 28	1881 Dec. 5		As of that date.
2nd A. Engr.	Brown, Thos. B.	1881 May 20	June 4	1881 Dec. 5		As of that date.
Captain	Davis, A. B.	1881 May 21	May 27	1885 Oct. 10		
Chf. Engr.	Collins, John W.	1882 Mar. 3	July 19	1883 Dec. 1	Dec. 18	
2nd Lieut.	Burke, Edmund	1882 Mar. 24	Apr. 17	1882 Dec. 2		
2nd A. Engr.	Whitworth, H. C.	1882 Apr. 1		1882 Dec. 2		
1st Lieut.	Slamm, J. A.	1882 Apr. 28	May 6	1882 Dec. 2		
2nd A. Engr.	Randall, F. B.	1882 June 2	June 10	1882 Nov. 27	Nov. 30	Temporary.
3rd Lieut.	Dunwoody, F. M.	1882 July 6	July 17	1882 Dec. 2		
1st Lieut.	Slamm, J. A.	1883 Apr. 28	May 5	1883 Dec. 1		As of date of laying up vessel.
3rd Lieut.	Dunwoody, F. M.	1883 Apr. 28	May 4	1883 Dec. 1		
2nd A. Engr.	Keleher, James T.	1883 May 1	May 14	1883 Dec. 1		
2nd Lieut.	Howland, W. S.	1883 May 5	May 11	1883 Dec. 1		
Chf. Engr.	Collins, John W. )	(1881 May 15				
	)	(1884 Mar 8	Mar. 17	1885 Nov. 30	Dec. 11	
2nd Lieut.	Howland, W. S.	1884 May 12	May 18	1884 Dec. 10		As of expiration of leave.
3rd Lieut.	Lowe, A. Y.	1884 May 12	May 22	1884 Dec. 9	Dec. 12	
1st A. Engr.	Randall, F. B.	1884 May 12	May 26	1884 Dec. 9	Dec. 12	
2nd A. Engr.	Waterman, F. W.	1884 June 20		1884 Dec. 6	Dec. 9	



ANDREW JOHNSON 1865 - 1897

RANK	NAME	ASSIGNED			DETACHED			REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Order	Date of Ack.		
1st Lieut.	Rogers, H. B.	1885 June 24	July 8	1885 Nov. 14		Dec. 2		
2nd Lieut.	Howland, W. S.	1885 June 26	July 3	1885 Oct. 16		Oct. 20		
2nd Lieut.	York, George A.	1885 June 26	July 16	1885 Nov. 30		Dec. 11		
1st A. Engr.	Randall, F. B.	1885 June 26	July 7	1885 Nov. 30		Dec. 10		
2nd A. Engr.	Boyd, H. L.	1885 June 26	July 2	1885 Nov. 28				
Captain	Baker, John G.	1885 Oct. 10	Nov. 5	1888 Nov. 9				
2nd Lieut.	Burke, Edmund	1885 Oct. 10	Oct. 19	1888 Nov. 30		Dec. 10		
Chf. Engr.	Collins, John W.	1886 Apr. 6		1886 Nov. 27				
2nd Lieut.	Burke, Edmund	1886 May 13		1889 July 15	Resigned.		W.O. each winter.	
1st A. Engr.	Randall, F. B.	1886 May 13		1886 Nov. 27				
2nd Lieut.	York, G. A.	1886 May 26		1886 Nov. 27				
1st Lieut.	Baldwin, W. S.	1886 July 24		1889 Mar. 11			W.O. each winter.	
Chf. Engr.	Dally, J. R.	1887 Apr. 23		1887 Nov. 26				
2nd A. Engr.	Cross, D. T.	1887 Apr. 29		1888 Nov. 27			Other vessels winter.	
1st A. Engr.	Warren, W. H.	1887 June 6						
3rd Lieut.	Starkweather, G. A.	1887 June 16		1890 Nov. 14			W.O. winters.	
2nd A. Engr.	Bowen, D. F.	1887 June 16		1887 Nov. 26				
Chf. Engr.	Case, J. M.	1888 Apr. 30		1893 Mar. 11			W.O. winters.	
Captain	Davis, A. B.	1888 Nov. 9						
2nd A. Engr.	Spear, H. W.	1889 Apr. 20		1891 Nov. 24			Other vessels winters.	
1st Lieut.	Rogers, H. B.	1889 Apr. 24		1889 Nov. 27				
1st A. Engr.	Beckwith, C. W.	1889 June 18		1889 Nov. 27				
2nd Lieut.	Crosley, S. M.	1889 July 9		1890 Dec. 13			W.O. winters.	
1st Lieut.	Butt, J. H.	1890 June 5		1892 Nov. 25			W.O. winters.	

ANDREW JOHNSON 1865 - 1897

1865	July	28	Built at Buffalo, New York in 1865, under superintendence of Captain Martin.
1865	Nov.	10	To Detroit for the winter.
1866	June	11	Arrived at Milwaukee for duty, order of June 2nd.
1866	Dec.	1	Put in winter quarters at Detroit. She was not in commission in 1868.
1871	Nov.	27	Ordered into winter quarters at Milwaukee.
1872	May	31	Placed in commission.

ANDREW JOHNSON 1865 - 1897

1872 Nov. 16 Ordered into winter quarters at Milwaukee. July 26, 1873, placed in commission.

1873 Nov. 18 Ordered into winter quarters. May 27, 1874, placed in commission.

1874 July 11 Ordered to Chicago for duty. July 20th, sailed; arrived July 21st.

1874 Nov. 24 Ordered to Milwaukee, there to be placed in winter quarters, at close of navigation. Dec. 1, laid up.

1875 May 27 To ship part of crew. June 14th, to place vessel in commission.

1875 Nov. 16 To be laid up at Milwaukee at close of navigation. November 30th, carried into effect.

1876 June 6 Ship crew and place vessel in commission.

1876 Nov. 19 To be laid up at close of navigation. November 30th, carried into effect.

1877 May 8 Ship crew as services may be required. May 19th, to be placed in commission. May 25th, carried into effect.

1877 Nov. 19 Ordered placed out of commission. November 30th, carried into effect.

1878 May 2 To ship crew. May 13th, to place in commission. May 18th, carried into effect.

1878 Nov. 12 To be laid up at close of navigation. November 30th, carried into effect.

1879 Dec. Taken to Manitowoc for repairs. December 25th, arrived. Dec. 3, 1880, repairs completed and accepted.

1881 May 6 Captain Evans directed to ship sufficient men to take vessel to Milwaukee. May 19th, arrived.

1881 June 2 Ordered to be placed in commission. June 7th, placed in commission. Nov. 23, to be put out of commission.

1882 Mar. 30 Authority granted to ship 4 seamen, mate boatswain and a carpenter. April 24, to ship crew as required.

1882 May 3 Ordered to be placed in commission. Cruising grounds temporarily, Lakes Michigan and Superior and Huron, St. Clair and Detroit River. May 6th, placed in commission.

1882 Dec. 2 To be placed out of commission. December 11th, carried into effect.

1883 May 4 To be placed in commission, cruising grounds as above.

1883 Nov. 30 Ordered into winter quarters. December 11th, carried into effect.

1884 May 20 To be placed in commission. May 20th, placed in commission.

1884 Dec. 9 To be placed out of commission and crew discharged excepting four men. December 12, carried into effect.

1885 July 1 Ordered to be placed in commission. July 6th, put in commission.

1885 Nov. 28 Ordered to be placed out of commission. December 10th, out of commission.

1886 May 26 Ordered to be placed in commission. May 29th, in commission.

1886 Nov. 27 Ordered to be placed out of commission. December 4th, out of commission.

1887 May 25 Ordered to be placed in commission. May 30th, in commission.

1887 Nov. 23 Ordered to be placed out of commission. November 30th, out of commission.

1888 June 11 To be placed in commission. June 13th, in commission.

1888 Nov. Ordered to be placed out of commission. December 6th, out of commission.

1889 Apr. Ordered to be placed in commission. May 1st, in commission.

1889 Nov. 23 Ordered to be placed out of commission. December 10th, out of commission.

1890 May 14 To be placed in commission on May 17, 1890.

1890 Nov. 22 To be placed out of commission on November 30th.

ANDREW JOHNSON 1865 - 1897

1891	May	15	To be placed in commission on May 18th. November 4th, to be placed out of commission on November 30th.
1892	Apr.	28	To ship crew and place vessel in commission on May 15th.
1892	Nov.	12	To be placed out of commission on November 30th.
1893	Mar.	29	To be placed in commission on April 20th.
1894	Apr.	24	To be placed in commission; cruising grounds - Lakes Michigan and Superior.
1894	Nov.	16	To be placed out of commission on November 30th. November 30th, carried into effect.
1895	May	25	Ordered to be placed in commission. May 27th, placed in commission. Cruising grounds - Lake Michigan.
1895	June	19	Cruising grounds extended to Sault Ste. Marie, Michigan.
1895	Nov.	23	To be placed out of commission. November 30th, carried into effect.
1896	-	-	Placed in commission. November 30th, placed in winter quarters at Milwaukee.
1897	Apr.	12	Ordered to Cleveland, Ohio. April 17th, sailed via Sault Ste. Marie. April 29th, arrived at Cleveland.
1897	May	14	Advertisement (Sale of May 31, 1897, Public Auction, Shipyard of Globe Iron Works, Cleveland, Ohio).
1897	May	20	Date of sale changed to June 1, 1897, same hour and place.
1897	June	2	Bid of Charles E. Benham for \$2,250 accepted.

GUIDE 1908 - 1926

			Built by the Electric Launch Company, Bayonne City, New Jersey. Hull of wood; contract price \$19,616.
1908	Mar.	14	Launched. March 19th, trial trip. Station at New York Bay and Harbor.
1908	May	4	Placed in commission. June 17th, detailed for duty at Harvard - Yale regatta at New London, Conn.
1912	June	5	Detailed for duty at Poughkeepsie, I. R. A., June 29th.
1913	June	20	Sailed for Poughkeepsie. June 28th, New Rochelle regatta.
1914	May	30	Patrolled course Harlem River Rowing Association.
1914	June	26	Assisted in patrol of Intercollegiate regatta, Poughkeepsie, New York.
1914	July	20	Patrolled course of Hudson River Rowing Association, Hudson River.
1915	July	3	Patrolled Hudson River regatta.
1916	May	30	Assisted in patrol of races New York Rowing Association, Harlem River, New York.
1919	Aug.	28	<u>Coast Guard returned to jurisdiction of Treasury Department by Executive Order.</u>
1923	Jan.	1	Permanent station at New York, New York.
1924	May	16	Patrolled Columbia Boat regatta on Harlem River.
1924	May	17	Patrolled regatta of Columbia University Rowing Committee.
1925	Dec.	14	Arrived at Depot, 2:05 p. m.
1926	Feb.	1	Placed out of commission at 10:30 a. m., at Curtis Bay, Maryland.
1926	Aug.	5	(21-209) Headquarters' letter to Commandant, Depot, authorizes transfer to U. S. Shipping Board, Emergency Fleet Corporation.

TAMPA 1920 - In commission 1 January, 1934.

Built by the Union Construction Company, Oakland, California.

1920 Sept. 27 Keel laid. April 19, 1921, launched. Sponsor, Mrs. Joseph P. Connors of Oakland, California.

1921 Sept. 15 Accepted from builders and placed in commission at 5 p. m. Lieutenant Commander, W. J. Wheeler, Commdg.

1921 Oct. 28 Sailed for New York. November 7th, arrived at New York, New York.

1921 Nov. 23 Arrived at Boston, Mass. March 27, 1922, sailed from Boston for ice patrol.

1922 July 17 Returned to Boston from ice patrol. July 20-24, at Greenes Shipyard, Chelsea, Mass.

1922 Aug. 12 At Cape May, New Jersey, for maneuvers. August 23rd, returned to Boston.

1922 Aug. 25 At Bath, Maine, Bath Iron Works, for installation of steering apparatus.

1922 Sept. 28 At Bethlehem Shipbuilding Company for repairs, Quincy, Mass.

1923 Jan. 1 Permanent station at Boston, Mass.

1923 Jan. 4 Left yard of Bethlehem Shipbuilding Company at 3:40 p. m.

1923 Feb. 9 Detached from Eastern Division. Assigned to International ice patrol - to alternate with MODOC.

1923 Mar. 15 Sailed from Boston, Mass.

1923 July 9 Relieved from ice patrol. July 11, resumed station at Boston, Mass.

1923 July 14 At Hull, Mass., for patrol of regatta.

1923 Aug. 25 At Gloucester, Mass., for celebration of International Fishermens Race.

1923 Sept. 1 At Cape May, New Jersey, for maneuvers. September 13th, returned to Boston.

1923 Sept. 22 At Boston for overhauling at dock.

1924 Mar. 18 Sailed for ice patrol. June 30th, ice patrol discontinued.

1924 July 5 Arrived at Boston at 5 p. m. July 25th, started overhaul.

1924 Oct. 20 Arrived at New London, Conn. October 24th, arrived at Gloucester.

1925 Mar. 6 Undocked at Boston Navy Yard.

1925 Mar. 23 Sailed for ice patrol. July 12th, left ice patrol. July 15th, arrived at Boston from ice patrol.

1926 Mar. 25 Left Boston on ice patrol duty. July 6th, arrived at Boston, Mass.

1927 Mar. 22 Left Boston for ice patrol. July 28th, arrived at Boston from ice patrol.

1929 Apr. 1 Left Boston for ice patrol. July 20th, returned to Boston from ice patrol.

1929 Aug. 3 Discontinued ice patrol. February 11, 1930, left Boston on ice patrol.

1930 Feb. 27 Relieved from ice patrol by MOJAVE. July 1, 1932, arrived at Halifax, after completion of first ice patrol.

1932 Aug. 1 Sailed to inaugurate first ice patrol. July 2nd, arrived at Boston.

1932 Aug. 15 Detached from Eastern Division and assigned to New York Division with headquarters at Stapleton, Staten Island, New York, by letter of Commander, Eastern Division to Commanding Officer, TAMPA, August 8, 1932, (601). Permanent change of station.

1932 Aug. 27 Reported for duty with New York Division.

1932 Aug. 27 Arrived at Stapleton, New York, after completion of target practice at Hampton Roads, Virginia.

1933 Dec. 9 Left Stapleton for repairs at Curtis Bay, Maryland, arriving December 11th.

WILLIAM H. SEWARD 1864 - 1901

		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Captain	: Usher, J. D.	: 1869 Nov. 11	:	: 1871 Apr. 21	:	:
1st Lieut.	: Sparrelle, F. W.	: 1870 Sept. 17	:	: 1871 May 6	:	:
2nd Lieut.	: Moore, J. B.	: 1870 Jan. 3	:	: 1872 Mar. 8	:	:
3rd Lieut.	: Shoemaker, C. F.	: 1870 Feb. 9	:	: 1871 Mar. 25	:	:
3rd Lieut.	: Biondi, Eugene	: 1871 Mar. 25	:	: 1873 July 1	: July 2	:
3rd Lieut.	: Crosley, S. M.	: 1871 May 6	:	: 1873 July 1	: July 2	:
Chf. Engr.	: Jefferis, J. E.	: 1868 June 8	:	: 1871 May 25	:	:
1st A. Engr.	: Kane, Patk.	: Died Nov. 30, 1870.	:	:	:	:
2nd A. Engr.	: Greenleaf, Abner	: 1868 June 8	:	: 1871 Mar. 15	: Resigned.	:
Captain	: Carson, John	: 1871 Apr. 21	:	: 1875 May 6	:	:
2nd A. Engr.	: Robinson, G. M.	: 1871 Apr. 14	:	: 1872 Aug. 26	:	:
Chf. Engr.	: Scott, Walter	: 1871 May 25	:	: 1873 Apr. 21	: To take effect April 30th.	:
1st Lieut.	: Sparrelle, F. W.	: 1872 Mar. 9	:	: 1873 July 1	: July 2	:
1st A. Engr.	: Polhamus, Thos.	: 1872 Aug. 26	:	: 1873 July 1	: July 2	:
Chf. Engr.	: Auchinleck, Alex	: 1873 Apr. 21	: May 1	: 1875 July 8	: Died of yellow fever at Key West.	:
1st Lieut.	: Sparrelle, F. W.	: 1874 Mar. 17	: Mar. 24	: 1875 July 11	: Died of yellow fever at Key West.	:
3rd Lieut.	: Butt, J. B.	: 1874 Mar. 17	: Mar. 19	: 1876 Apr. 22	: Apr. 30	:
1st A. Engr.	: Polhamus, Thos.	: 1874 Mar. 17	: Mar. 20	: 1875 June 23	: Died of yellow fever at Key West.	:
2nd Lieut.	: Henshaw, H. C.	: 1874 Apr. 7	: Apr. 15	: 1874 May 26	:	:
2nd A. Engr.	: Herring, W. J.	: 1874 Apr. 13	: May 6	: 1875 Nov. 18	: Dec. 11	: To join ship on arriv.
2nd A. Engr.	: Randall, F. B.	: 1874 July 22	:	: 1875 Sept. 20	:	:
Captain	: Pease, C. W. )	: 1875 June 16	: Nov. 30	: Resig. accepted 1877 July 12	: To delay departure	:
	)	: 1875 July 10	:	:	: until further orders.	:
A.2nd A. Engr.	: MacMahon, John C.	: 1875 Aug. 28	: Dismissed, to take effect June 15, 1876.	:	:	:
1st Lieut.	: Macintire, B. F.	: 1875 Oct. 21	: Nov. 9	: 1877 Sept. 10	: Effective Oct. 18th. Ordered to proceed to Galveston and hold himself in readiness for inquiry. Recommended for dismissal by Board.	:
2nd A. Engr.	: Randall, F. B.	: 1875 Nov. 6	:	: 1877 Dec. 7	: Dec. 16	:
2nd Lieut.	: Willey, O. S.	: 1875 Dec. 31	:	: 1877 Dec. 20	:	:
Chf. Engr.	: Dally, J. R.	: 1876 Jan. 24	: Feb. 3	: 1879 May 1	: May 5	:
3rd Lieut.	: Benham, T. W.	: 1876 Apr. 20	: May 2	: 1879 Mar. 22	: Mar. 31	:
A.2nd A. Engr.	: Pennington, C. H.	: 1876 July 13	: July 22	: 1878 Mar. 29	:	:

WILLIAM H. SEWARD 1864 - 1901

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Captain	: Shepard, L. G.	: 1877 July 31	: Sept. 3	: 1877 Dec. 8	:	:
Captain	: Deane, E. L.	: 1877 Dec. 8	: Jan. 12	: 1879 Aug. 7	:	:
2nd Lieut.	: Graham, J. E. N.	: 1877 Dec. 20	: Dec. 29	: 1880 Nov. 2	: Nov. 11	:
2nd Lieut.	: Brooks, S. A.	: 1878 Jan. 7	: Jan. 30	: Resigned March 31, 1879.		:
2nd A. Engr.	: Brown, Thos. B.	: 1878 Apr. 8	: Apr. 17	: 1879 Mar. 22	:	:
2nd A. Engr.	: French, D. McC.	: 1878 July 16	: Aug. 23	: 1879 Mar. 11	:	:
2nd A. Engr.	: Coffin, Charles F.	: 1879 Mar. 11	: Mar. 19	: 1880 Nov. 30	:	:
2nd A. Engr.	: Chalker, J. H.	: 1879 Mar. 22	:	: 1882 Feb. 25	:	: To take effect March 22nd.
3rd Lieut.	: Delap, George	: 1879 Mar. 22	: Apr. 1	: 1881 Nov. 25	: Dec. 1	:
1st Lieut.	: Parker, J. H.	: 1879 Apr. 25	: May 7	: 1879 Nov. 29	:	:
Captain	: Selden, J. M.	: 1879 Apr. 29	: Aug. 1	: 1880 May 13	:	:
Chf. Engr.	: Jefferis, J. E.	: 1879 May 1	: June 2	: 1882 Mar. 24	: Mar. 30	:
1st Lieut.	: Dennett, John	: 1879 Dec. 2	: Dec. 16	: 1882 Sept. 5	:	:
Captain	: Glover, Russell	: 1880 May 13	: May 20	: 1881 Apr. 27	:	: On reporting of Lay.
2nd Lieut.	: Rogers, H. B.	: 1880 Nov. 1	: 1880 Nov. 8	: 1883 Jan. 9	:	:
2nd A. Engr.	: Fitzpatrick, James	: 1880 Nov. 23	: Dec. 15	: 1883 Nov. 13	: Nov. 18	:
Captain	: Lay, T. W.	: 1881 Apr. 27	: May 9	: 1884 May 28	: June 1	:
1st A. Engr.	: Blakemore, W. F.	: 1882 Mar. 24	: Mar. 31	: 1882 Nov. 14	: Nov. 19	:
2nd A. Engr.	: French, D. McC.	: 1882 May 8	: May 12	: 1886 Apr. 14	:	:
3rd Lieut.	: Davis, John L.	: 1882 June 2	: June 17	: 1883 Mar. 2	:	: Absent, sick in Hospital.
2nd Lieut.	: DeHart, Wm. C.	: 1882 Aug. 30	: Sept. 21	: 1883 Apr. 2	:	:
1st Lieut.	: Shoemaker, C. F.	: 1882 Nov. 24	: Dec. 6	: 1885 Aug. 5	:	:
Chf. Engr.	: Ball, Charles H.	: 1883 Jan. 9	: Jan. 16	: 1886 Dec. 9	:	:
2nd Lieut.	: Wyckoff, John	: 1883 Feb. 16	: Feb. 24	: 1884 Apr. 8	: Apr. 14	:
2nd Lieut.	: Willey, O. S.	: 1883 Mar. 3	: Mar. 21	: 1886 Apr. 16	:	:
2nd A. Engr.	: Cutchin, N. E.	: 1883 Nov. 13	: Nov. 19	: 1887 Mar. 15	:	:
3rd Lieut.	: Dunwoody, F. M.	: 1884 Mar. 26	: Apr. 25	: 1885 Jan. 31	: Feb. 9	:
2nd Lieut.	: Hanks, A. P. R.	: 1884 July 24	: Aug. 6	: 1884 Aug. 20	: Aug. 24	: Temporary.
Captain	: Evans, David	: 1884 May 28	: June 10	: 1885 Apr. 1	: Apr. 6	:
3rd Lieut.	: Starkweather, G. A.	: 1885 Feb. 7	: Feb. 11	: 1886 Apr. 27	:	:
Captain	: Parker, J. H.	: 1885 Mar. 25	: Apr. 4	: 1888 Apr. 16	:	:
1st Lieut.	: Smith, H. D. )	: 1885 Aug. 6	: Aug. 17	: 1886 Apr. 10	:	: Temporary.
	)	:	: Aug. 13	:	:	:

WILLIAM H. SEWARD 1864 - 1901

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
1st Lieut.	Thurston, G. E.	1886 Apr. 10	:	1887 Nov. 28	:	
2nd A. Engr.	Spear, H. W.	1886 Apr. 10	:	1889 Apr. 20	:	
2nd Lieut.	Fengar, C. C.	1886 Apr. 19	:	1889 Apr. 26	:	
3rd Lieut.	Lowe, A. Y.	1886 Apr. 23	:	1889 Mar. 29	:	
2nd A. Engr.	Brereton, J. J.	1887 Mar. 15	:	1890 June 5	:	
2nd Lieut.	York, G. A.	1887 Jan. 14	:	1888 Apr. 23	:	
Captain	Slamm, J. A.	1888 Apr. 14	:		:	
1st Lieut.	Failing, W. A.	1888 Apr. 23	:	1889 Sept. 7	:	
1st A. Engr.	French, D. McC.	1889 Mar. 9	:		:	Resigned 5/31/1889.
2nd Lieut.	York, G. A.	1889 Apr. 9	:		:	
2nd Lieut.	Fengar, C. E.	1889 Apr. 17	:		:	
2nd A. Engr.	Chalker, J. H.	1889 Apr. 17	:		:	On PENROSE from Feb. to May, 1890.
2nd Lieut.	Davis, J. L.	1889 Apr. 22	:	1890 Mar. 28	:	
1st Lieut.	Rhodes, J. W.	1889 Nov. 18	:	1890 July 16	:	Died.
3rd Lieut.	Bertholf, E. P.	1890 Apr. 16	:		:	
2nd A. Engr.	O'Donovan, J. M.	1890 June 19	:		:	
2nd Lieut.	Wyckoff, John	1890 Nov. 14	:		:	
1st A. Engr.	Hassell, H.	1886 Nov. 30	:	1889 Feb. 19	:	

WILLIAM H. SEWARD 1864 - 1901

			Built at Wilmington, Delaware, 1864. Purchased as a new vessel with name of WILLIAM H. SEWARD.			
1864	Apr.	1	Her purchase by Mr. Stillman at Philadelphia, approved.			
1864	July	12	Ordered to Washington. Revoked, did not go.			
1869	July	6	To temporary duty at New York. July 16th, sailed from New York for Wilmington, N. C.			
1869	July	20	Her arrival at Wilmington, 60 hours from New York, reported.			
1871	Aug.	31	Ordered to Philadelphia for repairs. November 4th, repairs completed and vessel ordered back.			
1873	June	14	Ordered to Philadelphia for repairs. June 17th, sailed; arrived on June 23rd.			
1873	July	3	Ordered to Chester, Pa., there to be dismantled and crew discharged. July 10th, dismantled.			
1874	Mar.	16	Ordered to Philadelphia to receive outfits. Arrived same date.			
1874	Mar.	17	Ordered to Staten Island, New York. April 4th, sailed; arrived on April 7th.			
1874	Apr.	13	Ordered to Galveston, Texas, for duty. April 17th, ordered to remain at Key West, Florida.			
1874	Apr.	18	Sailed. May 5th, arrived.			
1875	July		Ordered to Cedar Keys. July 13th, sailed; arrived on July 17th.			



WILLIAM H. SEWARD      1864 - 1901

1875	Sept.	22	Sailed for Key West.
1875	Nov.	18	Ordered to Galveston for duty. February 11, 1876, sailed; arrived on February 21st.
1877	Sept.	21	Ordered to New Orleans for repairs; arrived on October 11th. Returned to Galveston on November 13th.
1877	Dec.	8	Ordered to Pensacola, Florida, for duty. January 11, 1878, arrived.
1878	June	10	Ordered to New Orleans for repairs. June 18th, sailed.
1879	Apr.	2	Ordered back to Pensacola for duty. April 7th, sailed.
1880	Apr.	7	Ordered to Shieldsborough, Mississippi, for duty. April 19th, arrived. Cruising grounds from Mobile to Port Eads, Southwest Pass. Ordered to Mobile for repairs, Mar. 22, 1881.
1882	Feb.	4	To cruise to New Orleans occasionally.
1885	Sept.	30	Cruising grounds extended into Mississippi River as far as the Jump, above Port Eads and the Passes.
1895	July	13	Cruising grounds from Mobile, Ala., to West End, Lake Pontchartrain, with occasional visits into the Mississippi River to the Head of the Passes.
1897	June	12	Ordered to Ship Island to confer with M. H. Surgeon, aid quarantine.
1897	Sept.	19	Ordered to vicinity of Fort Morgan. September 22nd, ordered to Pensacola for repairs.
1897	Sept.	28	Arrived at Pensacola, Florida.
1897	Sept.	30	Vessel to be fumigated - authority given.
1897	Nov.	20	Returned to Fort Morgan. Fever appearing at Pensacola.
1898	Feb.	12	To be at Mobile during Mardi Gras Carnival. April 2nd, to be laid up at Mobile, Ala.
1898	Apr.	13	Laid up at McPhillip's Wharf, Mobile.
1898	June	23	Ordered to be placed in commission. July 1st, placed in commission.
1901	May	20	Ordered to be sold. Proposals for sale of SEWARD received by Lieutenant Hanks, Mobile, Alabama, until June 8, 1901.
1901	June	7	Bid of Lee Kimball for \$1,015, accepted. Turn amount over to Collector and deliver vessel to purchaser.

NAUTILUS      1843 - 1848

1843	May	5	To be received from the Coast Survey by Lieutenant Breshwood at Philadelphia. Ordered to Key West to replace the JEFFERSON.
1843	May	24	To be repaired. June 14th, ordered to Key West.
1844	Apr.	17	From Key West to Baltimore. June 9th, her arrival at Baltimore reported.
1844	June	10	To be returned to the Coast Survey.
1844	June	13	Delivered to Lieutenant Blake, U. S. N., for the Coast Survey.
1847	Oct.	30	To be exchanged for the FORWARD, and ordered to Wilmington.
1848	Mar.	5	To be delivered to the Coast Survey at Philadelphia.

MOJAVE 1921 - In commission 1 January, 1934.

Built at Oakland, California, by the Union Construction Company.

1921 Apr. 20 Keel laid. September 7th, launched at 4:40 p. m. Sponsor, Miss Elizabeth Haake, 1525 Hope St., Oakland.

1921 Dec. 12 Placed in commission at 4 p. m. at Oakland. To proceed to Hawaiian Islands when ready with permanent headquarters at Honolulu, Territory of Hawaii. To assume duties formerly performed by EARP.

1922 Mar. 1 Sailed from San Francisco for Honolulu, T. H., at 10 a. m.

1922 Mar. 8 Arrived at Honolulu, to assume station.

1922 May 27 Arrived at San Francisco for Alaskan and foreign cruise with Secretary and official party.

1922 June 12 Arrived at Seattle. In drydock until the 20th.

1922 June 25 Arrived at Juneau. July 15th, arrived at Dutch Harbor. July 21st, arrived at Nome.

1922 Aug. 15 Robben Island, Japan. August 20th, Hakodate. August 26th, Yokohama.

1922 Sept. 6 Vladivostok, Siberia. September 14th, at Shanghai. September 26th, Manila, Philippine Islands.

1922 Oct. 30 Arrived at Honolulu. Repaired during months December and January.

1923 Jan. 1 Permanent station at Honolulu. January 23rd, sailed for Pearl Harbor, for repairs.

1923 Feb. 14 Returned from Pearl Harbor to Honolulu, after repairs.

1923 May 27 Departed Honolulu for Bering Sea patrol force, seal patrol. May 30th, arrived at Dutch Harbor.

1923 Oct. 1 Detached from Bering Sea patrol. October 9th, arrived at San Francisco with seal pups for Bureau of Fisheries. October 15th, sailed for Oakland, Union Construction Company.

1923 Nov. 23 Sailed for Honolulu; arrived on December 1st.

1924 June 19 Left Honolulu enroute to Unalaska, Alaska. June 27th, arrived at Unalaska.

1924 Nov. 4 Left Unalaska via Seattle, San Francisco, Panama Canal to Atlantic Coast to New York City.

1924 Nov. 10 Arrived at Seattle. November 13th, left Seattle.

1924 Dec. 10 Left San Francisco enroute to New York. January 9, 1925, arrived at Stapleton, New York.

1925 Feb. 21 Repairs completed and ready for winter cruising duty. September 14, joined Destroyer Force - Flagship.

1926 May 5 Detached from Destroyer Force and assigned to Eastern Division, Boston, effective June 7, 1926.

1926 Sept. 12 Arrived at Boston. August 25, 1927, arrived at New London from practice cruise.

1927 Aug. 29 Hinckley relinquished command of MOJAVE.

1928 Mar. 1 Arrived at Washington Navy Yard to take part in Inaugural Ceremonies.

1928 Mar. 20 Began ice patrol. June 26th, returned to Boston from ice patrol.

1929 Feb. 8 Assigned as standby vessel, ice patrol. January 10, 1930, ordered for ice patrol duty.

1930 Feb. 23 Left Boston for ice patrol. February 27th, relieved TAMPA on ice patrol duty.

1930 June 12 Sailed for Boston. June 13th, arrived at Boston, Mass.

1931 June 16 Ice patrol ordered discontinued. August 26, 1932, arrived at Depot for overhaul.

1932 Nov. 12 Left Depot for Boston. November 14th, arrived at Boston.

1933 July 16 Left Boston for Hampton Roads, Virginia, arriving July 18th.

1933 July 24 Left Norfolk and arrived at Boston July 30th.

TAHOMA 1908 - 1914

1908 Oct. 10 Launched. Christened by Mrs. Grace Clark Kahler of Tacoma, Washington. Cruising grounds - Puget Sound, Washington Sound, Strait of Juan de Fuca and along coast as far south as Destruction Island.

1908 Dec. 28 Accepted and completed. Built by New York Shipbuilding Co., Camden, N. J., cost \$225000; hull of steel.

1909 Jan. 29 Delay placing TAHOMA in commission until after arrival at Baltimore. Proceed to Baltimore when ready.

1909 Feb. 2 Sails for Baltimore at 6:30 a. m. on February 3rd. February 3rd, detained by thick weather - sail tomorrow. February 4th, sailed at 1 p. m. February 8th, arrived at Arundel Cove, Maryland.

1909 Mar. 12 Place TAHOMA in commission as soon as possible.

1909 Mar. 24 Proceed to Baltimore, and when everything is in readiness to Pacific Coast via Suez.

1909 Mar. 25 Placed in commission at noon. March 27th, left Depot for Baltimore.

1909 Apr. 17 Sailed Saturday for the Pacific Coast.

1909 Apr. 22 Important TAHOMA reach Gibraltar at very earliest date. Make all speed. Touch at St. Michaels; coal if necessary. April 26th, sail immediately after coaling. Confer with consul at Gibraltar on arrival.

1909 Apr. 28 Arrived at St. Michaels, Azores. Sail in one day for next port.

1909 Apr. 30 Proceed direct with all speed to Alexandrette and Mersina. Will be guided further movements by requests from American Ambassador at Constantinople.

1909 May 3 Arrived at Gibraltar. Sail in one day for next port.

1909 May 8 Arrived at Malta. Sail immediately for next port.

1909 May 12 Arrived safely at Alexandrette. May 24th, resume cruise to Pacific Coast.

1909 May 27 Arrived at Port Said. Sail in 7 days for next port.

1909 June 9 Arrived at Aden. Sail in one day for next port.

1909 June 19 Arrived at Colombo. Sail in four days for next port.

1909 June 30 Arrived at Singapore. Sail in three days for next port. July 8th, arrived at Manila.

1909 July 21 Arrived at Yokohama. Sail in seven days for next port. August 23rd, arrived at Port Townsend.

1909 Sept. 2 Sent orders relative to headquarters and cruising grounds.

1910 Feb. 9 Sailed for Cooke Inlet on cruise. February 16th, arrived at Seward, Alaska.

1910 Mar. 15 Arrived at Sitka.

1910 Mar. 18 Arrived at Ketchikan. Coming down inside.

1910 Mar. 24 Arrived at Port Townsend. April 8th, to sail for Bering Sea not later than April 24, 1910.

1910 Apr. 21 Sails on April 27, 1910.

1910 June 15 Arrived at Seward, Alaska. Sail for Unalaska on June 17.

1910 Oct. 24 Arrived at Port Townsend from Bering Sea cruise.

1911 May 13 Sent orders for Bering Sea cruise. May 19th, sailed on Bering Sea cruise.

1911 July 27 Proceed to Cordova, Alaska, to receive Secretary of Interior Fisher, and party.

1911 Sept. 7 Arrived at Seattle with Secretary of Interior.

TAHOMA 1908 - 1914

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1911 Sept. 11 Sailed for Unalaska to rejoin Bering Sea Fleet.

1911 Oct. 11 Returned to Port Townsend from Bering Sea cruise.

1911 Nov. 8 Assigned to Northern Division, Pacific Coast. To take station at Astoria, relieving the MANNING.

1912 May 7 Sailed for Alaska. May 18th, arrived at Alaska.

1912 July 29 Commanding officer, Bering Sea Fleet, directed to assign TAHOMA to Seattle, Washington.

1912 Aug. 28 C.O.B.S. Fleet, directed to assign TAHOMA to Northern Division, Pacific Coast.

1912 Oct. 4 Sailed for Port Townsend from Unalaska. October 8th, to Northern Division upon arrival.

1912 Oct. 18 Arrived at Port Townsend. October 26th, sailed for Neah Bay.

1913 Feb. 14 Notified of intention to assign TAHOMA to Bering Sea Fleet about April 20, 1913.

1913 Mar. 14 Arrived at Bremerton for repairs. April 1-2, in drydock.

1913 Mar. 27 Assigned to Bering Sea Fleet, detached Northern Division, Pacific Coast on April 15, 1913.

1913 Apr. 19 Officers and crew to be vaccinated. April 20th, sailed for Unimak Pass on Alaskan cruise.

1913 Apr. 30 Arrived at Unalaska, Alaska.

1913 June 12 Took 51 people off YUKON, stranded on Sannak Island.

1913 June 13 Arrived at Dutch Harbor with shipwrecked crew of YUKON.

1913 July 7 Messrs. Gallager and Elliott taken from VICTORIA in Unimak Pass for passage to Seal Islands.

1913 Aug. 20 Commander, Bering Sea Fleet, to direct her report to Commander of Northern Division as soon as practicable after arrival at San Francisco, California.

1913 Sept. 5 Detached Bering Sea Fleet on date of arrival at Seattle, report to Commander of Northern Division.

1913 Sept. 15 Arrived at Seattle from Alaska. September 18th, reported to Commander of Northern Division.

1913 Oct. 4 Assigned to Juneau station when necessary, in addition to other duties.

1913 Nov. 11 Proceed to Kodiak as soon as possible, relief of epidemic of measles on Island.

1913 Nov. 13 Left Seattle for Kodiak; arrived on November 20th; left on November 24th; arrived on November 28th.

1913 Dec. 17 Arrived at Seattle.

1914 Feb. 24 Arrived for repairs.

1914 Mar. 3 In drydock at Bremerton Navy Yard. March 26th, left Bremerton.

1914 Mar. 25 Detached Northern Division April 25th, report to commanding officer Bering Sea Fleet. May 1, to sail.

1914 May 1 Sailed from Seattle for Unalaska via Union Bay. May 18th, arrived.

1914 Aug. 5 To observe neutrality laws.

1914 Sept. 20 Struck uncharted rock  $51^{\circ} 53' N$ ,  $175^{\circ} 53' East$ , Buldir Isle North  $9^{\circ} East$  31 miles.

1914 Sept. 24 C.O. Bering Sea Fleet. Use every effort in relief of TAHOMA; have crew brought to Unalaska.

1914 Sept. 29 Reynolds, Dodge, Boyd and Harrison appointed board to inquire into loss of TAHOMA.

1914 Sept. 29 PATTERSON, C. & G. S. Steamer, picked up last three boats; all saved.

1914 Sept. 30 Order of September 29, amended; Cochran, vice Reynolds, relieved.

1914 Oct. 14 Orders issued transferring crew to BEAR, MANNING, UNALGA, McCULLOCH and SNOHOMISH.

TUSCARORA 1902 - In commission 1 January, 1934.

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 Built at Richmond, Virginia, during 1901 - 1902, by William R. Trigg Company, Cost \$173,814.  
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1902 Aug. 26 Trial trip at Richmond, Virginia.  
 1902 Sept. 29 Accepted. Deliver to Captain Gooding upon arrival of WINDOM.  
 1902 Oct. 2 Telegram to Captain Wild. Meet TUSCARORA with GUTHRIE at Quarantine and tow her to Curtis Bay.  
 1902 Dec. 27 Placed in commission at Baltimore. January 3, 1903, sailed for Wilmington; arrived on January 10th.  
 1903 Apr. 17 Ordered to Baltimore to have new deck house fitted.  
 1903 Apr. 20 Left Wilmington. April 24th, arrived at Baltimore.  
 1903 July 28 Ordered to Jersey City, New Jersey. July 29th, sailed this morning.  
 1903 July 31 Arrived at Staten Island last night.  
 1903 Aug. 28 Captain D. A. Hall ordered, when in readiness for sea, to proceed with TUSCARORA to Milwaukee, Wis.  
 1903 Sept. 10 Sailed for Milwaukee at 3 p. m., from Tompkinsville, New York.  
 1903 Sept. 16 Arrived at Quebec at 7 a. m. Arrived at Montreal at 11 p. m.  
 1903 Sept. 19 Left at 10 a. m. September 26th, proceeded to Ogdensburg, New York, at 9 a. m.  
 1903 Sept. 29 Arrived at Detroit, Michigan, 2 p. m. Will coal and proceed.  
 1903 Oct. 2 Left Detroit. October 5th, arrived at Milwaukee at 3:30 a. m.  
 1903 Oct. 15 Ordered to proceed to Cleveland and report to Collector of Customs for temporary duty, and upon completion to return to Milwaukee.  
 1903 Oct. 17 Directed to report to Collector of Customs, Erie, Pa., with command, for special temporary duty.  
 1903 Dec. 3 Directed to discharge certain of crew and place vessel out of commission upon the closing of navigation on Great Lakes.  
 1903 Dec. 12 Placed out of commission. June 11, 1904, ordered to be placed in commission and begin cruising.  
 1904 June 12 Placed in commission.  
 1904 June 17 Letter, confirmatory of telegram of 11th instant; cruising grounds will cover Lakes Michigan and Superior.  
 1904 Aug. 5 Ordered to Chicago on 13th instant, for duty in connection with regatta.  
 1904 Aug. 22 Received thanks for efficient services at Yacht Races, Chicago, for Sir. T. J. Lipton Cup.  
 1904 Nov. 28 Ordered to place vessel out of commission and lay up for the winter at Milwaukee, upon the closing of navigation on Great Lakes.  
 1904 Dec. 10 Placed out of commission for winter at Milwaukee, Wisconsin.  
 1905 June 3 C.O. directed to place vessel in commission at earliest possible date.  
 1905 June 9 C.O. directed to have command at Chicago on 16th instant, to convey the New England Society to Fort Sheridan, Ill., on June 17th.  
 1905 June 15 Left Milwaukee at 9:30 a. m. Arrived at Chicago at 4:30 p. m.  
 1905 July 21 Directed to proceed to Sault Ste. Marie, so as to arrive 31st to take part in celebration of 50th anniversary of opening of Sault Ste. Marie Canal.  
 1905 July 28 Designated to enforce rules and regulations at regatta, Chicago, Ill., August 12, 14 and 15.

TUSCARORA 1902 - In commission 1 January, 1934.

1905	Nov.	25	To be laid up, when in judgment of C.O., vessel can no longer be of service.
1905	Nov.	29	C.O. directed to place vessel out of commission on the 30th. November 30, placed out of commission.
1906	June	6	Captain J. Dennett, directed, when all is in readiness, to place vessel in commission. Cruising grounds same as last season, Lakes Michigan and Superior.
1906	June	18	Placed in commission by Captain Dennett at Milwaukee.
1906	July	4	Will leave for Chicago tomorrow morning.
1906	Aug.	10	Designated enforce rules, etc., at regatta at Chicago, August 18, 20 and 21.
1906	Aug.	15	Arrived at Chicago. August 30th, arrived at Milwaukee.
1906	Sept.	24	Directed to patrol course, Columbia Yacht Club regatta, Lake Michigan, October 6.
1906	Oct.	30	Directed to make Harbor Springs, Michigan, base of operations of vessel at close of navigation.
1906	Nov.	13	Arrived at Harbor Springs. November 27th, place out of commission at close of navigation.
1906	Dec.	9	Returned to Milwaukee.
1906	Dec.	13	Placed out of commission for winter at Milwaukee.
1907	May	11	C.O. directed to place vessel in commission when everything is in readiness. Cruising grounds - Lakes Michigan and Superior. May 14th, placed in commission at noon.
1907	Aug.	5	Patrol course for regatta at Chicago on August 17, 18 and 19.
1907	Aug.	21	Proceed with Collector of Customs at Milwaukee to such points as he may desire.
1907	Nov.	16	Lay vessel up at Milwaukee at close of season. December 10th, placed out of commission at noon.
1908	May	6	Placed in commission at noon.
1908	July	11	Have TUSCARORA at Gary, Ind., on 23rd instant.
1908	July	18	Grounded slightly in fog in the Straits of Mackinac -- no damage.
1908	Oct.	3	Have command at Chicago on 10th instant for ceremonies in connection with Columbus Fountain.
1908	Nov.	25	Place vessel out of commission when services can be spared. December 5th, placed out of commission.
1909	May	1	Placed in commission.
1909	June	7	Have command at Chicago on June 12th, for Yacht regatta. (Columbia Yacht Club.)
1909	June	18	Have command at Milwaukee on July 5th, for regatta.
1909	June	25	Have command at Chicago on July 24th, for guarding long distance races of Chicago Yacht Club to Mackinac Island. December 11th, placed out of commission.
1910	Apr.	7	To be placed in commission as soon as practicable.
1910	Apr.	11	To participate in celebration of Memorial Day at Milwaukee. May 1st, placed in commission.
1910	May	18	To be at Chicago, June 18 and August 18, 19 and 20, to patrol course for regattas on those dates.
1910	June	21	To be at Sheboygan, Wisconsin, July 4, 5, 6 and 7.
1910	Aug.	24	Patrol course at Cup Races, Chicago, 25th to 27 instant.
1910	Nov.	22	To be placed out of commission at close of navigation. December 10th, placed out of commission.
1911	Apr.	24	C.O. directed to prepare vessel to be placed in commission as soon as practicable.



TUSCARORA 1902 - In commission 1 January, 1934.

1911	May	9	Placed in commission.
1911	June	1	To patrol race from Chicago to Michigan City, Ind., of the Columbia Yacht Club.
1911	Dec.	10	Placed out of commission. May 1, 1912, in commission.
1912	May	17	To patrol course of cruising race from Chicago to Michigan City, Columbia Y. C. June 15th, and Sir Thomas Lipton competitive Cup Races August 15, 16 and 17.
1912	July	4	Patrolled Milwaukee Yacht Club regatta - Water Carnival and Naval review, Chicago, August 10-17, and Sir Thomas Lipton competitive Cup Races August 10-17.
1912	June		To patrol course of Naval Parade and water fetes, Detroit, July 22nd.
1912	July	12	To patrol course Chicago Yacht Club, Chicago, July 13th.
1912	Sept.	12	Proceed to Chicago. Hydro-aeroplane aviation meet on 21st instant.
1912	Nov.	19	To be placed out of commission when in C.O. judgment services are no longer required.
1912	Dec.	10	Placed out of commission at Milwaukee.
1913	Apr.	4	Complement specified to place in commission at opening of navigation.
1913	Apr.	13	To patrol Michigan City regatta, June 14th.
1913	Apr.	19	To patrol course Michigan Yachting Association, August 3rd.
1913	Apr.	21	Placed in commission at Milwaukee. April 28th, to participate May 25th, in strewing flowers on Lake Michigan. May 7th, cruising Lake Superior at Kewanee, Wisconsin.
1913	May	15	To patrol Naval Pageant, Chicago, August 16-23.
1913	May	20	To participate in National Holiday, Milwaukee, July 4th. June 5th, at Duluth.
1913	June	9	To participate in Perry's Victory celebration, August 7-9, at Chicago. Lipton Cup Races, changed from August 7-9 to August 14-16.
1913	June	20	Struck on ledge off St. Vital Point, Michigan, 11:30 a. m. MORRELL arrived. Wrecking tug FAVORITE towed TUSCARORA to Manitowoc for repairs.
1913	June	27	In dock for repairs due to grounding. July 8th, left Manitowoc and arrived at Milwaukee.
1913	July	21	Board of Inquiry met on board to inquire into grounding.
1913	Aug.	5	Governor of Wisconsin on board at Milwaukee. August 16th, Governor of Ill., on board at Chicago.
1913	Nov.	15	Take station at Harbor Springs, Michigan, until close of navigation.
1913	Dec.	14	Arrived at Harbor Springs. December 23rd, remained at Milwaukee.
1913	Dec.	23	Ordered to be placed out of commission. December 27th, placed out of commission.
1914	Mar.	17	Cruising complement authorized, April 10th, directed to place in commission as soon as practicable thereafter.
1914	Apr.	7	To participate in ceremonies on Memorial Day, May 30th, at Milwaukee. April 16th, in commission.
1914	June	14	To participate Ludington Million Dollar Harbor Club.
1914	June	16	Accompany Columbia Yacht Club cruise, June 20, from Chicago to Michigan City.
1914	Aug.	5	Telegram - - observe neutrality laws - - copy of Proclamation sent.



TUSCARORA 1902 - In commission 1 January, 1934

1914 Aug. 8 To participate in Star Spangled Banner celebration, Sheboygan, Wisconsin, September 13-14.

1914 Aug. 14 Returned to Milwaukee after cruise on Lake Superior.

1914 Aug. 26 Left Sheboygan, Wisconsin, for Duluth, Minnesota; arrived the 30th, to await Secretary Newton.

1914 Sept. 5 Secretary Newton left at Chicago. October 17, to patrol hydroplane races at Chicago, October 20-27.

1914 Nov. 10 To take station at Harbor Springs. December 9th, ordered out of commission.

1914 Dec. 13 Placed out of commission.

1915 Mar. 24 Complement authorized filled on April 10th, and placed in commission as soon as practicable.

1915 Apr. 19 Placed in commission.

1915 Apr. 20 To participate in Memorial Day at Milwaukee, May 30th, strewing flowers.

1915 July 7 Grounded at North Point, Milwaukee.

1915 July 30 To patrol American Championship Speed Boat Races, August 28 to September 4.

1915 Dec. 15 Placed out of commission.

1916 Jan. 15 To patrol course of Associated Yacht and Power Boat Clubs of America, Chicago, June 6-14.

1916 Feb. 29 To patrol races of Milwaukee Yacht Club, Milwaukee, July 1-4 and September 11-13.

1916 Apr. 20 Placed in commission.

1916 Apr. 25 To assist in Memorial Day Exercises, General Memorial Day Committee, Milwaukee, May 28th.

1916 June 12 To patrol annual race of Columbia Yacht Club, from Chicago to Michigan City, June 17th.

1916 June 20 To patrol regatta of Chicago Motor Boat Club, between Chicago and Waukegan, June 24th.

1916 July 31 To patrol regatta of Duluth Boat Club (National regatta), Duluth, Minnesota, August 11 and 12th.

1916 Aug. 15 To patrol regatta of South Shore Yacht Club of Milwaukee, on September 4th.

1916 Dec. 16 Placed out of commission.

1917 Apr. 6 Temporarily transferred to the Navy.

1917 Apr. 7 Placed in commission.

1917 Sept. 18 Detached from Ninth Naval District, to report to Commandant, Second Naval District.

1918 Dec. 29 Ordered to Seventh Naval District.

1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.

1919 Oct. 1 Stationed at Key West, Florida.

1919 Dec. 19 At Naval Station, Key West, Florida, for repairs and drydocking. March 3, 1920, completed.

1920 Apr. 24 Departed Key West towing COMANCHE to Depot, Curtis Bay, Maryland; arrived with COMANCHE May 10th.

1920 June 23 June 25th, patrolling race course at New London, Connecticut.

1920 July 7 At St. George, New York, for International Yacht Races.

1920 Aug. 16 Sailed from St. George, Staten Island, New York, for Milwaukee, Wisconsin, to take station.

1920 Oct. 6 Arrived at Milwaukee and assumed station. October 11th, assigned to Lakes Division.

1921 June 20 At Manitowoc, Wisconsin, for repairs and drydocking. August 6th, completed.

1921 Aug. 19 At Chicago, Illinois - met Assistant Secretary and party - aboard until 28th.

TUSCARORA 1902 - In commission 1 January, 1934.

1921 Dec. 19 Placed in winter quarters, in reduced commission at Milwaukee.

1922 June 16 At Chicago, patrolling race course. August 1, Chicago, patrolling race course until August 14th.

1922 Dec. 5 In reduced commission at Milwaukee.

1923 Jan. 1 Permanent station at Milwaukee. At present date is in reduced commission at Milwaukee.

1923 June 9 Placed in full commission at Milwaukee. Begin cruising again after winter season, May 3rd.

1923 July 3 McKinley Beach, Mackinac Island, patrolling race of Chicago Yacht Club until July 26th.

1923 Dec. 15 Placed in reduced commission at Milwaukee. May 5, 1924, placed in full commission at Milwaukee, 1 p.m.

1924 June 16 Patrol Yacht Club annual race at Michigan City.

1924 June 19 Patrolled Chicago Yacht Club Race at Chicago, July 19th.

1924 June 21 Patrolled Yacht Club annual race at Michigan City, Indiana.

1924 July 11 Damaged when hit bulkhead in docking at Chicago. July 28th, repairs completed, returned to Milwaukee.

1924 Dec. 20 Placed in reduced commission at Milwaukee.

1925 Apr. 4 Placed in full commission at Milwaukee. April 25th, left Milwaukee enroute Depot for repairs.

1925 Apr. 30 Arrived at Detroit at 11:20 a. m.

1925 May 8 Arrived at Montreal, Canada, 2:38 p. m. Eastern Standard Time.

1925 May 17 Arrived at Halifax, Nova Scotia, 7:30 a. m. May 27th, arrived at Depot for repairs at 12:30 p. m.

1925 Dec. 12 Left Depot 4:30 p. m., enroute Boston.

1926 Oct. 8 Arrived at Depot for repairs. December 12th, left Depot enroute to Boston.

1926 Dec. 17 Arrived at Boston.

1930 Jan. 2 Ordered to be detached from Eastern Division. January 15th, ordered to Depot.

1930 Jan. 17 Left Boston for Depot. January 23rd, arrived at Depot.

1930 Mar. 22 Ordered to St. Petersburg, Florida. New permanent station in Gulf Division.

1930 May 23 Left Depot for St. Petersburg.

1931 Feb. 18 Arrived at Mobile, Alabama. (Temporary).

1931 May 25 Assigned to Section Base 21, effective June 10, 1931.

1932 Aug. 10 (C.O.-601) Headquarters' letter places vessel directly under Division Commander, reported on August 16, 1932. Home port remains as at present, St. Petersburg.

1933 Sept. 6 Departed for Key West; arriving September 7, for duty with the Navy.

1933 Sept. 14 Departed Key West for Matanzas, Cuba, arriving September 15th.

1933 Sept. 22 Left Matanzas and arrived Havana, Cuba, September 23rd.

1933 Sept. 25 Left Havana, Cuba, for Key West, arriving same date.

1933 Oct. 17 Left Havana, Cuba, for Key West.

1933 Oct. 21 Arrived at St. Petersburg from Key West, Florida.

1933 Nov. 1 Relieved from duty with Navy. Headquarters dispatch of November 2nd, to vessel, directs her to report to Commander, Southern Area, for further orders.

## OFFICERS

RICHARD RUSH 1874 - 1913

RANK	NAME	ASSIGNED			DETACHED			REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.			
Captain	Henriques, J. A.	1874 July 18	1874 July 21	1875 Feb. 10				
1st Lieut.	Healy, M. A.	1874 July 13	July 18	1875 Mar. 12		To take effect on expr. of leave.		
2nd Lieut.	Rogers, H. B.	1874 July 13		1878 Dec. 21	1879 Jan. 10			
3rd Lieut.	Greenway, C. H.	1874 July 13	July 20	1875 Sept. 30	Sept. 1	Granted leave from 9/1/75. (Resigned).		
1st A. Engr.	Keogh, Stephen	1874 July 13	July 18	1874 July 22	July 27	Trans. to MOSSWOOD.		
Chf. Engr.	Doyle, James A.	1874 July 15	July 17	1885 Apr. 22	Apr. 29			
2nd A. Engr.	Whitworth, H. C.	1874 July 22	July 28	1876 May 26	June 3			
2nd A. Engr.	Magee, S. H.	1874 July 22	July 28	1875 Jan. 18	Jan. 27			
1st A. Engr.	Dally, A. J.	1874 Aug. 4	Aug. 6	1883 Oct. 11	Nov. 1	Dismissed. Effective on November 1st.		
1st Lieut.	Mullett, T. B.	1874 Aug. 29	Sept. 4	1875 July 2	July 10			
Captain	Baker, J. G.	1875 Mar. 31	Apr. 14	1877 Feb. 6	Feb. 23			
1st Lieut.	Healy, M. A.	1875 May 6	June 10	1877 Nov. 8		On return of ves. & reptg. of Williams.		
2nd Lieut.	Dennett, John	1875 Sept. 6	Sept. 23	1876 Apr. 17				
2nd Lieut.	Hand, W. H.	1876 Apr. 17	June 1	1880 Apr. 13	Apr. 22			
1st A. Engr.	Marsilliott, M. G.	1876 May 26		1877 Feb. 7	Feb. 24			
1st Lieut.	Williams, George	1877 Oct. 30	Nov. 19	1880 Oct. 23	Nov. 1	On return of vessel.		
Captain	Bailey, George W.	1877 Feb. 23	Mar. 25			Drowned Oct. 16, 1879.		
1st A. Engr.	Marsilliott, M. G.	1877 Apr. 20	Apr. 29	1878 Jan. 4	Jan. 15			
2nd Lieut.	Crozet, Jos. R.	1878 Mar. 16				Resigned Mar. 31, 1879.		
2nd A. Engr.	Marsilliott, M. G.	1878 June 28		1879 Mar. 28				
2nd A. Engr.	Wolff, A. R.	1879 Mar. 28	Apr. 18	1879 Nov. 12		Resignation accepted.		
2nd Lieut.	Willey, O. S.	1879 Mar. 29	May 5	1880 June 10				
3rd Lieut.	Wyckoff, John	1879 Mar. 29	Apr. 29	1880 Apr. 27	May 5			
Captain	Hooper, C. L.	1880 Feb. 25	Mar. 23	1880 Apr. 13	Apr. 21			
2nd Lieut.	Gooding, George H.	1880 Apr. 13	Apr. 22	1882 Feb. 18	Feb. 27			
2nd Lieut.	Maguire, S. E.	1880 June 10	July 3	1882 Jan. 4	Jan. 20			
1st Lieut.	Healy, M. A.	1880 Oct. 23	Nov. 1	1882 Feb. 15				
3rd Lieut.	Myrick, O. D.	1881 Dec. 7	Dec. 24	1884 June 19	June 21			
1st A. Engr.	Laws, C. A.	1881 Nov. 18	Nov. 20	1882 Feb. 1				
2nd Lieut.	Morrissey, John Jr.	1882 Jan. 4	Jan. 20	1882 Mar. 24	May 6	On reptg. of Delap.		
1st Lieut.	Herring, W. J.	1882 Feb. 17	Feb. 26	1882 Nov. 7	Nov. 9			

## OFFICERS

RICHARD RUSH 1874 - 1913

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
2nd Lieut.	Delap, George	1882 Mar. 24	May 6	1885 May 21	May 28	
Captain	Hooper, C. L.	1882 July 6	July 14	1885 Sept. 1		
1st Lieut.	Keene, L. M.	1882 Nov. 7	Dec. 18	1883 Sept. 13		
1st A. Engr.	Laws, C. A.	1883 Mar. 27		1883 May 3	May 17	
1st Lieut.	Biondi, Eugene	1883 Sept. 12	Oct. 2	Resigned Oct. 24.	Effective November 1, 1883.	
2nd A. Engr.	McLenegan, S. B.	1883 Oct. 23	Nov. 1	1884 Apr. 8	Apr. 26	
2nd A. Engr.	Morrison, S. W.	1884 Mar. 5	Never reported	Resigned April 30, 1884.		
2nd A. Engr.	Dyce, C. F.	1884 Apr. 3	Apr. 29	1885 May 20		
2nd Lieut.	Benham, T. W.	1884 June 3		1885 Apr. 14	Apr. 22	
1st Lieut.	Hamlet, O. C.	1885 Jan. 29	Feb. 23	1885 June 25	July 3	
Captain	Hooper, C. L.	1885 -	Dec. 21	1887 Apr. 13		Temporary.
1st Lieut.	Hall, D. A.	1885 Dec. 21	Dec. 29	1887 Oct. 25		
3rd Lieut.	Kennedy, C. D.	1885 Dec. 21	Dec. 29	1888 Feb. 24		
2nd A. Engr.	McLenegan, S. B.	1885 Dec. 4	Dec. 15	1889 Mar. 1		
Chf. Engr.	Wayson, J. T.	1885 Dec. 4	Dec. 15	1887 Jan.		
2nd Lieut.	Benham, T. W.)	(1885 Dec. 29		(1886 Apr. 20		
	)	(1886 Oct. 27		(1887 Nov. 17		
1st A. Engr.	Broadbent, A. L.	1885 Dec. 29		1886 Feb. 24		
3rd Lieut.	West, H. B.	1885 Mar. 5	Mar. 6	1887 May 14		
2nd A. Engr.	Barnes, Paul	1886 Nov. 4		1887 Apr. 29		
Captain	Shepard, L. G.	1887 Apr. 9		1889 Dec. 28		
2nd Lieut.	Dunwoody, F. M.)	1887 May 14		(1887 Oct. 26		
	)			(1887 Nov. 17		
1st A. Engr.	Hedden, E. F.	1887 May 14		1888 Nov. 20		
1st Lieut.	Tuttle, Francis	1887 Oct. 21		1890 Nov. 11		
2nd Lieut.	Buhner, Albert	1887 Nov. 17		1888 Mar. 30		
3rd Lieut.	Moore, J. C.	1887 Nov. 17		1890 May 22		
3rd Lieut.	Ainsworth, D. J.	1888 Apr. 16		1888 Oct. 18		
3rd Lieut.	Dimmock, F. H.	1888 Apr. 25		1890 Apr. 17		
Chf. Engr.	Doyle, J. A.	1888 Apr. 28				
1st A. Engr.	Munroe, C. W.	1888 Dec. 6		1889 Apr. 10		
2nd A. Engr.	Coyle, J. B.	1889 Apr. 10				
1st A. Engr.	Blakemore, W. F.	1889 Apr. 10		1890 Nov. 12		

OFFICERS		RICHARD RUSH 1874 - 1913				
		ASSIGNED		DETACHED		
RANK	: NAME	: Date of Order	: Date of Reptg.	: Date of Order	: Date of Ack.	: R E M A R K S
2nd Lieut.	: West, H. B.)	:(1889 May 13	:	: 1889 Nov. 18	:	:
	)	:(1890 Jan. 27	:	:	:	:
3rd Lieut.	: Jarvis, D. H.)	:(1890 Jan. 2	:	: 1890 Feb. 18	:	:
	)	:(1890 May 15	:	:	:	:
3rd Lieut.	: Henderson, A. J.	: 1890 Apr. 12	:	:	:	:
Captain	: Coulson, W. C.	: 1890 Apr. 25	:	:	:	:

		RICHARD RUSH 1874 - 1913			
To be built by the Atlantic Works at East Boston for \$79,800. March 14, 1874, launched.					
1874	July	7	Completed and accepted.		
1874	July	14	Captain Henriques authorized to ship crew. July 21st, placed in commission.		
1874	July	27	Ordered to sail to New York to fit out for California. August 11th, sailed; arrived on August 12th.		
1874	Sept.	1	Ordered to San Francisco for duty on that station. September 15th, sailed from New York.		
1874	Oct.	28	Arrived at Rio Janerio. November 3rd, to sail. January 8, 1875, arrived at San Francisco.		
1877	Apr.	20	Ordered to cruise to Sitka. May 2nd, sailed. May 16th, arrived at Wrangell. May 19th, at Sitka.		
1877	Nov.	7	Returned to San Francisco.		
1878	June	28	To proceed to Alaska and cruise until last of October. July 10th, sailed.		
1878	July	25	Arrived at Sitka. August 5th, at Unalaska. October 27th, returned to San Francisco.		
1879	Apr.	21	Ordered to proceed on a cruise to Alaska by May 5th, and to remain until October 20th.		
1879	May	8	Sailed. October 20th, returned to San Francisco.		
1881	Aug.	9	Ordered to make a cruise to Alaska and Seal Islands. August 18th, sailed.		
1881	Nov.	1	Returned to San Francisco, California.		
1884	June	3	Ordered to Port Townsend, Washington, for temporary duty while the Steamer WOLCOTT was repairing.		
1884	June	16	Arrived at Port Townsend.		
1885	Feb.	24	Ordered back to San Francisco to be rebuilt. February 26th, sailed and arrived March 3rd.		
1885	May	23	Crew to be discharged and vessel placed out of commission.		
1885	Aug.	13	Old hull of vessel and articles to be sold on August 31st.		
			Hull and articles pertaining thereto sold for \$4,000.		
			Miscellaneous articles 511.25		
			Total \$4,511.25		
New hull, boiler and engine of old RUSH thoroughly repaired under contract with Hall Brothers of San Francisco, dated April 1, 1885, for \$74,000. November 10, 1885, completed.					

RICHARD RUSH 1874 - 1913

1885 Dec. 29 Ordered to cruise to Bering Sea in search of the crew of whaling bark AMETHYST.

1886 Jan. 2 Sailed. January 5th, arrived at Port Townsend. January 7th, sailed.

1886 Feb. 19 Returned to San Francisco. (Unsuccessful).

1886 Mar. 9 Assigned to duty on the San Francisco station. Cruising grounds - coast of California.

1887 May 28 Ordered on cruise to Seal Islands and to remain until the latter part of September, unless relieved earlier by Steamer BEAR. June 4th, left San Francisco; returned on October 8, 1887.

1888 June 26 Ordered to cruise to Seal Islands and remain until September 15th, or until return of Steamer BEAR.

1888 July 3 Sailed. July 16th, arrived at Unalaska. October 2nd, arrived at San Francisco.

1889 May 23 Ordered to cruise to Seal Islands. June 1st, sailed. June 11th, at Unga. June 16th, at Unalaska.

1889 Oct. 3 Port Townsend. October 14th, arrived at San Francisco.

1890 May 22 Ordered to Seal Islands. June 5th, sailed. October 15th, returned to Port Townsend.

1891 May 9 Ordered to Seal Islands. To remain until September 20th, or until return of BEAR.

1891 July 2 Sailed from Port Townsend; returned on October 2nd.

1891 Oct. 5 Ordered back to Seal Islands to remain until December 1. November 2nd, Unalaska. Returned on Dec. 15th.

1892 Apr. 26 Ordered to Bering Sea. April 27th, sailed from Port Townsend. May 13th, arrived.

1893 Mar. 17 Ordered to Honolulu. March 21st, sailed. Ordered to Bering Sea. Arrived on March 27th, at Honolulu.

1893 Apr. 18 Arrived at San Diego. To remain at Islands until October 1st. May 8th, sailed for Seattle.

1893 May 14 Arrived at Seattle. May 26th, sailed from Port Townsend. September 28th, returned to San Francisco.

1894 June 13 Ordered to duty in Bering Sea. July 10th, sailed for Port Townsend. July 23rd, left Port Townsend.

1894 Sept. 6 Returned to Port Townsend with Assistant Secretary Hamlin.

1894 Sept. 6 Captain Hooper reported repairs necessary and vessel ordered to San Francisco.

1894 Sept. 9 Sailed. Arrived on September 13th.

1895 Apr. 9 Captain Hooper as Commander of Bering Sea Fleet, to cruise in North Pacific Ocean and Bering Sea, including waters of Alaska.

1895 Apr. 12 (Telegram) Hold your fleet until twentieth.

1895 Apr. 16 Ordered to sail for Port Townsend on April 23rd.

1895 Apr. 22 Directed to await arrival of Steamer PERRY at San Francisco.

1895 Apr. 27 Left San Francisco for Port Townsend. May 1st, arrived.

1895 May 4 Ordered to proceed immediately to sea. May 5th, sailed from Port Townsend.

1895 Oct. 6 Returned to San Francisco.

1896 Apr. 3 Ordered to Port Townsend for duty with Bering Sea Fleet, not later than April 28th.

1896 Apr. 15 Sailed from San Francisco. April 21st, arrived at Port Townsend. April 28th, sailed from Port Townsend.

1896 Aug. 8 Ordered to San Francisco via Sitka. October 6th, arrived at San Francisco.



RICHARD RUSH 1874 - 1913

1897 Feb. 26 To prevent the landing of any expedition upon Farallon Islands for the purpose of killing sea lions.

1897 Apr. 27 Ordered to report to Captain Hooper for duty with Bering Sea fleet.

1897 May 5 Sailed from San Francisco at noon.

1897 June 3 Placed at the disposal of Professor Jordan, for return from St. Paul Island, August 15, 1897.

1897 Sept. 14 Assigned to duty at San Francisco. September 30th, returned to San Francisco.

1898 Apr. 9 Ordered to cooperate with the Navy by Executive Order of that date.

1898 Aug. 15 Returned to the Treasury Department by Executive Order of that date.

1899 Apr. 18 Ordered to tow NUNIVAK to Seattle, when NUNIVAK is ready to leave San Francisco.

1899 Apr. 29 Ordered to cruise in North Pacific Ocean and Bering Sea.

1899 May 2 Sailed.

1899 May 24 Arrived at Seattle.

1899 June 5 Ordered to proceed with NUNIVAK to destination. Ordered to search for PELICAN. June 13th, sailed.

1899 June 20 Arrived at Mary's Island, Alaska. June 22nd, arrived at Sitka with NUNIVAK.

1899 July 6 Arrived at Dutch Harbor, Unalaska, with NUNIVAK. July 14th, arrived at St. Michaels with NUNIVAK.

1899 Sept. 28 Arrived at San Francisco.

1900 Apr. 16 Ordered to cruise to North Pacific Ocean and Bering Sea.

1900 May 8 Sailed for Seattle. May 18th, sailed from Seattle.

1900 June 4 Arrived at Dutch Harbor. October 15th, arrived at Port Townsend.

1901 Jan. 24 Ordered to Seattle, Naval Station, for repairs.

1901 Apr. 30 Ordered to Sitka for duty. May 6th, ordered to Port Townsend for April pay.

1901 May 23 Ordered to go to assistance of GRANT and take pilot if necessary.

1901 May 27 Sailed for Sitka. June 4th, arrived. June 4, 1902, ordered to convey Mr. Coyle to various points in Alaska. September 27th, ordered to Port Townsend.

1902 Oct. 3 Orders mailed September 27th. Proceed immediately to Seattle. October 29th, arrived at Seattle.

1902 Nov. 3 Ordered to Port Townsend to report to Captain Tozier.

1902 Nov. 20 Ordered to Navy Yard, Puget Sound, Washington, to be docked and have bottom of vessel painted.

1903 July 9 Ordered, when ready, to proceed to St. Michaels, Alaska, to arrive before August 15th. Receive on board Judge Wickersham and officers of his court, and convey to such points as he may wish to visit in discharge of his duties. Afterwards, return to Sitka where instructions will await you.

1903 July 21 Sailed from Seattle via Vancouver and Sitka.

1903 Nov. 27 Proceed to search for survivors of the DISCOVERY, wrecked near Yakutat.

1903 Dec. 6 Returned from Yakutat and westward. No news from DISCOVERY.

1904 May 26 Ordered to extend one of Southern cruises of RUSH as far as Seattle, in order to recruit crew.

1904 June 25 Directed to have vessel on July 5th at Vancouver, B. C., to convey Judge William A. Day and party to Sitka and other places.

1904 June 30 Arrived at Seattle. July 4th, sailed from Port Townsend for Alaskan waters.



RICHARD RUSH 1874 - 1913

1904	July	24	Arrived at Seattle via Port Townsend. July 26th, headquarters changed from Sitka to Juneau, Alaska.
1904	July	27	Directed to sail from Seattle to Nome not later than August 10th. August 2nd, to proceed to Nome.
1904	Aug.	6	Left Seattle. Will leave for Nome August 7th.
1904	Aug.	25	Arrived at anchorage, Nome, Alaska, August 24th. August 30th, arrived at Dutch Harbor, Alaska.
1904	Aug.	31	Sailed from Dutch Harbor for Sitka and Juneau. September 11th, arrived at Sitka.
1904	Sept.	13	Arrived at Juneau. October 15th, directed to proceed to Seattle, to arrive about October 22nd.
1904	Oct.	17	Left for Seattle. October 23rd, arrived at Seattle.
1904	Oct.	29	Directed to have repairs made on RUSH at Seattle.
1904	Dec.	10	Directed to return to station when ready for sea and resume duties. December 23rd, arrived at Sitka.
1905	Mar.	27	Ordered to Seattle. April 14th, sailed for Seattle. April 26th, arrived.
1905	May	15	Ordered to take station at San Francisco.
1905	May	26	Assume command of RUSH and proceed to San Francisco. (Telegram to Captain Tuttle).
1905	May	30	Left Port Townsend at 5 p. m. for Portland, authority Assistant Secretary Taylor.
1905	June	5	Arrived at Sausalito, California, at 6:10 p. m. Post office address - Sausalito.
1905	June	27	C.O. directed to have command at Santa Cruz, July 3 and 4, to participate in celebration there.
1905	July	8	Arrived at San Diego. Will leave for Northern ports tomorrow.
1905	Nov.	6	Proceed earliest practicable date to Sitka, calling at Seattle enroute. Cruising grounds - inland and coast waters of Southeastern Alaska, touching at Juneau when necessary.
1905	Nov.	13	Left Sausalito for Seattle. November 17th, arrived at Seattle.
1905	Dec.	8	Sailed for Sitka from Seattle.
1905	Dec.	27	Arrived at Juneau. Detained here on account of thick snow storm. Will wire arrival at Sitka.
1906	Jan.	4	Arrived at Sitka.
1906	Feb.	10	Left Sitka. February 12th, arrived at Seward in search for DORA. No news of DORA. Leave here today.
1906	Mar.	6	Directed to convey Deputy Collector of Internal Revenue, with Deputy U. S. Marshals, to Valdez, Alaska.
1906	Apr.	5	Proceed immediately to Port Townsend for repairs to keel. April 13th, left Sitka for Port Townsend.
1906	Apr.	21	Arrived at Port Townsend at 10:20 a. m. May 16th, proceed immediately to Juneau.
1906	May	17	Sailed for Juneau from Seattle at 6:30 p. m.
1906	May	22	Be prepared to leave Sitka on cannery cruise not later than June 15. (Telegram to Captain Broadbent).
1906	May	24	Left Juneau for Valdez at 4 a. m.
1906	May	29	Directed to be at Juneau, if practicable, not later than June 15. Sent general instructions relative to cannery cruise. June 19th, sailed for Yakutat cannery cruise at 11 a. m.
1906	June	28	Arrived at Unalaska. August 23rd, arrived at Sitka at 7:40 p. m.
1906	Aug.	29	Proceed to Valdez to arrive not later than September 14th. Convey Mr. Hanihara, 2nd Secretary Japanese Embassy to Fribilof Islands, and such other points as he may desire to visit, and return with him to Sitka or Juneau.

RICHARD RUSH    1874 - 1913

1906	Sept.	4	Telegram to transport records and Government property, Surveyor Generals office, clerical force and families from Sitka to Juneau.
1906	Sept.	10	Will sail tomorrow from Sitka for Valdez. September 13th, arrived at Valdez.
1906	Sept.	21	Transport from Valdez to Juneau engineers, not exceeding four, of American Smelting and Refining Company, who were wrecked on OREGON. September 26th, arrived at Juneau.
1906	Dec.	28	Proceed to Seattle after settlement of December pay roll.
1907	Jan.	11	Proceed to relief of people at Yakataga unless other arrangements can be made.
1907	Jan.	22	Sailed for Seattle. January 29th, arrived at Seattle.
1907	Apr.	23	Return with command to Sitka as soon after May 1st, next, as possible and resume duties on that station.
1907	Apr.	29	Arrived at Port Townsend to adjust compasses.
1907	May	1	Arrived at Seattle from Port Townsend.
1907	May	7	Be at Juneau on June 1st, to take Agent Cobb on cannery cruise.
1907	May	9	Sent general instructions relative to Alaskan cruise.
1907	May	11	Delay sailing, to fill complement crew, but must reach Juneau, June 1st.
1907	May	15	Will sail tomorrow at 9 a.m. Proceed via inside passage to Sitka to arrive Juneau on May 31st. Will stop two hours at Port Townsend, coal Union, British Columbia, Saturday.
1907	May	23	After departure of Cobb at St. Michaels, proceed to Nome and receive Governor of Alaska and take him on inspection trip - Southern and Southeastern Alaska.
1907	May	24	Arrived at Sitka. Telegram regarding Governor received.
1907	May	27	Cruise Fairweather Ground, for sealers, until needed for cannery cruise.
1907	May	27	Having coaled, adjusted machinery, will proceed in search for sealers, preceded by PERRY, Saturday 25th.
1907	June	12	Proceed at once to Seattle and have new crank pin fitted by Moran Company.
1907	June	13	Important you reach Seattle earliest practicable date - touch at Port Townsend for May pay.
1907	June	18	Arrived at Moran Shipyard, Seattle.
1907	July	30	Will sail at 4 a. m. tomorrow for Dutch Harbor.
1907	Aug.	14	Arrived at Unalaska. Retained on Seal Island Patrol, in place of MANNING.
1907	Oct.	23	Arrived at Juneau. October 26th, arrived at Sitka.
1907	Dec.	11	Proceed to Victoria, B. C.
1907	Dec.	28	Proceed to Port Townsend and report to Captain S. M. Munger.
1907	Dec.	29	Arrived at Port Townsend.
1908	Feb.	1	Arrived at Victoria, B. C. February 6th, arrived at Seattle.
1908	May	7	Proceed to Unalaska on 20th instant.
1908	May	16	Directed to follow coast line to Unalaska. May 21st, sailed for Alaska.
1908	May	21	Returned to Port Townsend from Ladysmith, and sailed for Alaska same date.
1908	Aug.	21	Proceed to Seattle when through with Bering Sea patrol, and await further orders.

RICHARD RUSH      1874 - 1913

1908	Aug.	29	Will leave Unalaska on October 1st.
1908	Oct.	11	Arrived at Seattle from Alaska. December 20th, arrived at Seattle from Port Townsend.
1909	Apr.	30	Have command in readiness for Northern waters upon receipt of orders.
1909	May	1	Proceed to Dutch Harbor upon receipt of these orders.
1909	May	8	Sailed at 4 a. m. for Alaska. May 17th, arrived at Juneau. Will leave at daylight for Kodiak.
1909	Oct.	7	Arrived at Valdez. Will leave tomorrow for Juneau. Sailed from Unalaska October 7th.
1909	Oct.	14	Sent general instructions relative to duties on station.
1909	Oct.	14	Arrived at Juneau. January 25, 1910, proceed to Seattle.
1910	Jan.	28	Left Juneau for Seattle via Sitka. February 9th, arrived at Seattle, Washington.
1910	Apr.	4	To sail for Bering Sea not later than April 15th.
1910	Apr.	19	To be at Juneau on September 1st, to convey Governor of Alaska on tour of inspection.
1910	July	19	To be at Unalaska latter part of August to convey the Governor of Alaska from that port to Juneau, touching at various ports enroute. Previous orders amended.
1911	Mar.	1	Sailed for Port Townsend. March 9th, arrived at Port Townsend.
1911	Mar.	11	Sailed for San Francisco. March 15th, arrived at San Francisco.
1911	May	13	Directed to sail for Port Townsend.
1911	May	14	Sailed for Port Townsend.
1911	May	18	Arrived at Port Townsend.
1911	May	22	Arrived at Seattle.
1911	June	5	Sailed for Unalaska.
1911	Oct.	13	Directed to proceed to Port Townsend.
1911	Nov.	3	Arrived at Port Townsend.
1912	Jan.	1	Sailed for Alaska, Juneau station.
1912	Mar.	14	To maintain patrol on Alaskan coast for sealing. April 1st, left Juneau.
1912	May	25	Returned to Port Townsend.
1912	June	12	To prepare for cruise to Kodiak (volcano sufferers).
1912	June	20	Detached from Northern Division, and ordered to San Francisco with cruising orders as of June 14, 1912.
1912	June	21	Sent to relieve SNOCHOMISH for battery installation. June 29th, arrived at Sausalito.
1912	Aug.	27	To patrol Lipton Cup Races, San Diego, August 29 - 30.
1912	Sept.	14	Proceed to San Francisco.
1912	Sept.	14	Proceed to Port Townsend for purpose of placing vessel out of commission.
1912	Sept.	16	Letter to Commander, Northern Division, relative to placing RUSH out of commission.
1912	Sept.	30	Placed out of commission at Port Townsend.
1913	Jan.	22	Sold to Alaska Junk Company for \$8,500.

OFFICERS		LEVI WOODBURY 1833 - 1915 (Formerly MAHONING)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
Captain	Fengar, A. A.	1870 Dec. 1		1871 Apr. 21			
1st Lieut.	Pease, C. W.	1870 Dec. 3		Never attached.			Order miscarried.
2nd Lieut.	Congdon, J. W.	1870 Dec. 3		1873 Jan. 1			
3rd Lieut.	McKendry, W.	1870 Dec. 17		1872 Jan. 10			
3rd Lieut.	Charlton, W. Jr.	1870 Nov. 4		1870 Dec. 3			
Chf. Engr.	Bremon, F. A. D.	1866 Mar. 28		1872 Nov. 6			
1st A. Engr.	Reilly, Joseph L.	1870 Apr. 30		1872 Aug. 26			
2nd A. Engr.	Kelley, Daniel F.	1869 Sept. 15		1871 May 25			
1st A. Engr.	Churchill, A. L.	1871 May 25		1875 Mar. 16	Mar. 29		
Captain	Freeman, E. A.	1871 May 13		1873 May 28	June 5		
1st Lieut.	Irish, Joseph	1870 - -		1871 Apr. 15			
Captain	Ottinger, Douglass	1871 Apr. 21		1871 May 13			
1st Lieut.	Sparrelle, F. W.	1871 May 6		1871 Dec. 7			
3rd Lieut.	Brian, C. T.	1871 Nov. 29		1872 July 29			
1st Lieut.	Cary, A. G.	1872 Jan. 10		1872 Aug. 3			
3rd Lieut.	Woodward, M. G.	1872 Jan. 10		1873 Jan. 1			
1st A. Engr.	Ogdin, James	1872 Aug. 26		1873 Jan. 1			Promoted Sept. 18th.
1st Lieut.	Gabrielson, Eric	1872 Oct. 28		1873 Jan. 1			
Chf. Engr.	Dale, Charles G.	1872 Nov. 6		1873 Dec. 20	Dec. 23		
2nd Lieut.	Weston, Alfred )	(1872 Nov. 19		(1873 Jan. 1	Dec. 23		
	)	(1873 Jan. 23		(1874 Dec. 4			
1st Lieut.	Smyth, Thos. S.	1873 May 7	May 10	1874 Dec. 4	Dec. 7		
Captain	Barr, Frank	1873 May 28	June 10	1873 Dec. 20			
3rd Lieut.	Woodward, M. G.	1873 May 28	June 3	1877 Dec. 20	Nov. 17		
3rd Lieut.	Chaytor, E. C.	1873 June 4	June 13	1874 Dec. 4	Dec. 7		
2nd A. Engr.	Ogdin, James	1873 July 14	July 19	1874 Nov. 27			Temporarily on GALLATIN when detached.
Captain	Evans, David	1873 Dec. 20	Dec. 31	1877 Mar. 23	Apr. 1		
Chf. Engr.	Bremon, F. A. D.	1873 Dec. 20	Jan. 12	1875 Oct. 2	Oct. 11		
Captain	Fengar, A. A.	1874 May 26	May 28	1874 July 2			Temporary.
2nd A. Engr.	Henshaw, H. C.	1874 Dec. 2	Dec. 14	1875 Jan. 5			
1st Lieut.	Coulson, W. C.	1874 Dec. 4	Dec. 7	1877 Sept. 21	Sept. 30		
2nd Lieut.	Bram, John	1874 Dec. 4	Dec. 7	1875 July 16	July 23		

OFFICERS		LEVI WOODBURY		1863 - 1915		(Formerly MAHONING)							
		ASSIGNED		DETACHED								REMARKS	
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.								
3rd Lieut.	Cushing, W. H.	1874 Dec. 4		1875 July 20	July 24								
1st A. Engr.	Laws, C. A.	1875 Jan. 5	Jan. 19	1875 May 31	June 5								Temporary.
1st A. Engr.	Kelley, D. F.	1875 Mar. 16	Mar. 24	1876 Mar. 30	Apr. 5								
2nd Lieut.	Thurston, Geo. E.	1875 July 16	July 24	1878 Dec. 18									
2nd A. Engr.	Coffin, Charles F.	1875 Apr. 20	Oct. 26	1877 Aug. 2									
Chf. Engr.	Jefferis, J. E.	1875 Oct. 2	Oct. 22	1879 May 1									
3rd Lieut.	Cushing, W. H.	1875 Dec. 6	Dec. 10	1879 Jan. 19	Apr. 8								
2nd A. Engr.	Dyce, Charles F.	1876 June 26	July 4	1877 Nov. 9	Nov. 16								
Captain	Warner, S. S.	1877 May 3	May 11	1880 Apr. 2									
1st Lieut.	Phillips, M. L.	1877 Sept. 21	Oct. 11	1880 Mar. 23									
2nd A. Engr.	Munroe, C. W.	1877 Nov. 9	Nov. 16	- Feb. 17	Feb. 25								
2nd A. Engr.	Blakemore, W. F.	1877 Dec. 5	Dec. 14	1878 Apr. 11									
2nd Lieut.	Rogers, H. B.	1878 Dec. 21	Feb. 4	1880 Feb. 17	Feb. 25								
2nd Lieut.	Orcutt, W. K.	1879 Jan. 19	Apr. 5	1879 Dec. 2	Dec. 11								
Chf. Engr.	Dally, John R.	1879 May 1	May 16	1883 Feb. 16	Feb. 28								
3rd Lieut.	Davis, John L.	1879 June 28	July 8	1880 Feb. 17	Feb. 25								
1st Lieut.	Smith, H. D.	1881 Mar. 16	Mar. 23	1881 Oct. 10	Oct. 24								
Captain	Deane, E. L.	1881 Mar. 18	Transferred from McCULLOCH 5/4/1881. On reptg. of Captain Abbey.										
2nd Lieut.	Orcutt, W. K.	1881 Mar. 18	Transferred from McCULLOCH. Resigned on May 31, 1881.										
2nd A. Engr.	Keleher, James T.	1881 Mar. 18	Transferred from McCULLOCH 12/5/81. Dec. 17										
2nd A. Engr.	Brown, Thos. B.	1881 Apr. 1		1881 May 2	May 25								
Captain	Abbey, C. A.	1881 Apr. 29	June 4	1884 June 6									
2nd Lieut.	Butt, James B.	1881 June 6	June 21	1883 Nov. 24									
3rd Lieut.	Thompson, P. W.	1881 June 20	June 25	1882 July 11	July 31								
2nd A. Engr.	Whitworth, H. C.	1881 July 15	July 26	1882 Apr. 1	Apr. 6								
1st Lieut.	Munger, F. M.	1881 Oct. 10	Nov. 1	1883 Mar. 31									
2nd A. Engr.	Brown, Thos. B.	1881 Dec. 5	Dec. 19	1884 Nov. 24	On expiration of leave.								
3rd Lieut.	Lowe, A. Y.	1882 July 10	July 31	1883 June 30	July 5								
2nd A. Engr.	Randall, F. B.	1882 Nov. 27	Dec. 15	1883 May 3									Temporary.
3rd Lieut.	Cantwell, J. C.	1882 Dec. 5	Dec. 8	1883 May 26									
Chf. Engr.	Robinson, G. M.)	(1883 Mar. 5		1886 Dec. 1									
	)	(1887 Mar. 30											

## OFFICERS

LEVI WOODBURY 1863 - 1915 (Formerly MAHONING)

RANK	NAME	ASSIGNED			DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.		
1st Lieut.	Dennett, John	1883 Apr. 11		1883 June 14			
2nd A. Engr.	Keleher, J. T.	1883 Apr. 11		1883 Dec. 1			
1st Lieut.	Simmonds, F. J.	1883 June 13	June 25	1887 Apr. 5			
3rd Lieut.	Ewing, A. H.	1883 June 29	July 10	Resigned.	Effective March 1.		
3rd Lieut.	Dunwoody, F. M.	1884 Jan. 8	Jan. 22	1884 Mar. 26			
2nd Lieut.	Rogers, H. B.	1883 Nov. 23	Dec. 3	1885 June 24	July 2		
1st A. Engr.	Hoyt, Alfred	1883 Dec. 27	Jan. 13	1884 May 1	May 5		
Captain	Deane, E. L.	1884 May 28	June 5	1887 Apr. 4			
3rd Lieut.	Quinan, J. H.)	(1884 July 2	July 8	1887 Apr. 2			
	)	(1885 June 24					
1st A. Engr.	Schwartz, E. G.	1884 Nov. 24	Dec. 2	1885 Apr. 2	Apr. 9		Temporary.
2nd A. Engr.	Waterman, F. B.	1884 Dec. 6	Dec. 17	1887 Mar. 24			Temporary.
2nd A. Engr.	Champlain, R. W.)	1885 June 24	June 20	1885 Nov. 28			
	)		July 3				
2nd Lieut.	Myrick, O. D.	1885 June 24	July 4	1888 Apr. 21			
Cadet	Harris, Charles J.	1885 Sept. 16	Sept. 22				
1st A. Engr.	Remick, O. P.	1885 Nov. 28	Dec. 13	1888 July 26			
3rd Lieut.	Fengar, C. B.	1886 Dec. 15		1889 Apr. 17			
Chf. Engr.	Jefferis, J. E.	1886 Dec. 28		1887 Apr. 1			
1st Lieut.	Smyth, T. S.	1887 Apr. 1		1888 Apr. 16			
Captain	Warner, S. S.	1887 Apr. 4		Died at Toledo November 3, 1887.			
1st Lieut.	Dennett, A.	1887 May 17		1890 Mar. 15			
Captain	Fengar, A. A.	1887 Nov. 28					
Cadet	Bertholf, E. P.	1887 Dec. 15		1890 Apr. 16			
2nd Lieut.	Howland, W. S.	1888 Apr. 16					
1st Lieut.	Hall, D. A.	1888 May 14					
2nd A. Engr.	Coyle, J. B.	1888 July 30		1889 Mar. 31			
2nd A. Engr.	Champlain, R. W.	1889 May 18					
Cadet	Scott, J. H.	1890 May 15					
Cadet	VanCott, W. S.	1890 May 19					
2nd A. Engr.	Brereton, J. I.	1890 June 5					



LEVI WOODBURY 1863 - 1915 (Formerly MAHONING)

1863	Jan.	22	Bid of J. W. Lynn and Son of Philadelphia to build and complete a Steam Revenue Cutter, No. 5, for \$92,000, accepted.
1863	July	29	Launched. 130 ft. long; 27 ft. beam; 11-1/2 ft. depth of hold; draft 5 ft.; forward 5 ft.; 5' 4" aft.
1864	July	18	To Portland, Maine, for duty. July 19th, sailed for Portland.
1868	May	23	To be repaired at an estimated cost of \$9,000.
1868	May	27	Her arrival at New York from Portland (order of the 21st instant) reported.
1869	Sept.	30	Sailed for temporary duty at Newport. December 3, 1870, ordered to Boston; December 10th, reported.
1872	Dec.	16	To be dismantled for repairs on arrival of HAMILTON. January 1, 1873, carried into effect.
1873	May	28	Ordered to be placed in commission. Cruising grounds from Portsmouth to Holmes Hole.
1873	June	5	<u>Name changed from MAHONING to LEVI WOODBURY.</u>
1874	Jan.	9	Ordered to Portland, Maine, for temporary duty.
1874	June	29	Ordered to Boston for duty. July 2nd, sailed; arrived on July 3rd.
1874	Dec.	2	Ordered to Eastport, Maine, for duty. December 8th, sailed; arrived on December 10th.
1875	Dec.	14	Ordered to Portland for repairs to boiler. December 18th, sailed; arrived on December 22nd.
1877	May	14	Ordered to Portland for repairs to steam machinery. Aug. 20, sailed for Eastport; arrived on Aug. 24th.
1878	May	23	Ordered to Boston for repairs. June 26, ordered to Eastport for duty; sailed July 5; arrived July 8th.
1880	Feb.	6	Ordered to New York for repairs. February 16th, arrived. February 17th, part of crew to be discharged.
1880	Mar.	18	Ordered to Baltimore for repairs. March 23rd, arrived. Ordered to be turned over to the contractor.
1881	Feb.	3	Completed and accepted by the Government.
1881	Mar.	20	Ordered to Eastport for duty. April 4th, sailed; arrived April 12th. Cruising grounds from St. Croix River to the mouth of the Kennebec River.
1881	July	19	Ordered to Portland for repairs. July 22, cruising grounds extended temporarily to Portsmouth, N. H.
1883	June	9	Ordered to Portland to be docked.
1895	May	17	Ordered to Portland for duty. Cruising grounds will extend from St. Croix River to Cape Ann, Mass.
1895	May	10	Arrived at Portland.(?). November 26, cruising grounds same as above, and designated for winter cruising.
1896	Nov.	21	Winter cruising orders - cruising grounds from St. Croix River, Maine, to Cape Ann.
1897	Mar.	31	To mark a course off Cape Ann on April 7th, for speed trial of Steamer IOWA.
1897	Apr.	5	Ordered to New York for Grant Memorial Celebration, April 27th. April 19th, sailed.
1897	May	1	Returned to Portland at 12:30 p. m. November 20th, winter cruising grounds same as last year.
1898	Mar.	24	<u>Ordered to cooperate with the Navy by Executive Order.</u>
1898	Mar.	26	Ordered to Norfolk, Virginia, April 5. March 29th, sailed; arrived April 2nd.
1898	Aug.	17	<u>Returned to Treasury Department by Executive Order.</u>
1898	Sept.	29	Ordered to Portland for duty. November 16th, arrived. Winter cruising orders sent December 5th. Cruising grounds from St. Croix River to Castine and occasional visits to Portland.



LEVI WOODBURY 1865 - 1915 (Formerly MAHONING)

1898	Dec.	14	Cruising grounds from Portland, Maine, to St. Croix River and to Cape Ann, Mass.
1899	Feb.	18	Ordered to proceed immediately to Mt. Desert Ferry, Maine, and endeavor to break into Sullivan Harbor. Render all assistance possible. February 23rd, ordered to Fox Islands instead of Mount Desert.
1899	Nov.	15	Cruising grounds were the same in the years 1900, 1901, 1902, 1903 and 1904.
1905	June	26	Be prepared to participate in celebration at Thomaston on July 5th.
1905	Oct.	4	Extend cruising as far as Boston. November 10th, sent orders for winter cruising to begin December 1. District from Portland to the St. Croix River and to Cape Ann. Nov. 11, proceed to Portland from Boston.
1905	Nov.	11	Discontinue cruising to Boston as ALGONQUIN has returned to duty on that station.
1905	Dec.	1	Began winter cruising. Left Portland, cruising east to Port Clyde.
1905	Dec.	5	C.O. sent copy of a letter to the Honorable Secretary of State from the British Ambassador conveying the thanks of the Canadian Government to the officers and seamen of the WOODBURY for assistance rendered the British Schooner EFFIE MAY on 27 September last. Aug. 4, proceed to New York as soon as possible.
1905	Aug.	7	Leaves for New York Thursday. Aug. 9, repairing air pump. August 15th, arrived at New York.
1906	Nov.	27	Sent orders for winter cruising to begin December 1. District from Portland to St. Croix River and to Cape Ann. December 18, granted permission to proceed as far as Boston at such times as may be necessary.
1907	Nov.	23	Sent winter cruising orders to begin December 1. Same as last year.
1908	July	9	Captain Commandant W. G. Ross to direct WOODBURY to take station at Eastport. To have vessel at Portland on or about 21st instant. July 22, headquarters at Eastport. Cruising grounds along coast of Maine from Eastport to Portland. Aug. 3, sailed for Eastport; arrived Aug. 8.
1908	Aug.	10	Arrived at Portland to have decks re-calced. Oct. 23, proceed and search for Schooner FREDDIE W. ALTON.
1908	Nov.	24	Sent winter cruising orders to begin December 1. District from Eastport to Portland.
1912	June	8	To patrol course of Portland Power Boat Association July 3rd.
1912	Aug.	12	To give exhibition drill, Country Fair, Diamond Island, Maine, August 17th.
1912	Sept.	13	Assigned to Eastern Division. Reported to Captain Broadbent September 17th.
1912	Nov.	11	Sent winter cruising orders, December 1 to April, 1913.
1913	Apr.	11	Complement reduced, cruising restricted until July 1. June 23rd, order revoked, to resume cruising.
1913	June	26	To cover station August, September and October, to enforce navigation laws.
1913	Nov.	12	Sent winter cruising orders, December 1 to April 1, 1914.
1914	May	14	To convoy Portland Power Boat Association July 8-12, from Portland to Boston and return.
1914	Aug.	5	To observe neutrality laws. August 14th, relieved from specific duties, relative to neutrality laws, to resume regular duties and moor at Brown's Wharf.
1914	Nov.	18	Winter cruising orders, Eastport to Portland. May 7, 1915, to be placed out of commission at Portland.
1915	June	28	Not to cruise after July 1. July 16, crew left for Depot. July 19, arrived and transferred to OSSIPPEE. Placed out of commission and moored to Brown's Wharf.
1915	Aug.	10	Sold to Thomas Butler and Company, 15-23 Medford Street, Boston, for \$4,286.

OFFICERS		LOUIS McLANE		1865 - 1903 (Formerly DELAWARE)		
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
1st Lieut.	Barr, Frank	1870 Oct. 3		1871 Apr. -		
1st Lieut.	Shepard, L. G.	1869 Apr. 13		1871 Apr. 15		
1st Lieut.	Harwood, H. W.	1871 Mar. 2		1873 Apr. 1	Apr. 7	
2nd Lieut.	Smyth, G. S.	1870 Oct. 29		1872 Dec. 7		
3rd Lieut.	Wells, F. S.	1871 May 6		1872 Oct. -		Resigned.
Chf. Engr.	Harrison, A. L.	1868 June 22		1874 July 22		To DEXTER.
1st A. Engr.	Dettmar, David			1871 Apr. 15		
2nd A. Engr.	Cloyd, John P.			1871 May 9		
2nd A. Engr.	Marsilliott, M. G.	1869 May 7		1871 Apr. 14		
2nd A. Engr.	Lucas, James B.	1870 Jan. 26		1871 Apr. 14		
Captain	Fengar, A. A.	1871 Apr. 21		1873 May 3	May 28	
2nd A. Engr.	Hoyt, Alfred	1871 Apr. 14		1872 Feb. 23		
2nd A. Engr.	Wallace, Robert	1872 Feb. 23		1874 Apr. 8		Resigned. Effective April 20, 1874.
2nd Lieut.	Thurston, George E.	1872 Nov. 8		1874 Dec. 9	Dec. 14	
1st A. Engr.	Green, Horace A.	1872 Nov. 16		1874 June 13		Left vessel May 26, 1874.
3rd Lieut.	Maguire, Samuel A.	1873 Jan. 11		1873 June 21	July 5	
1st Lieut.	Williams, George	1873 Apr. 2	Apr. 17	1874 Oct. 16 & 23	1874 Nov. 3	
Captain	Hodgson, D. B.	1873 Mar. 31	May 10	1875 May 6	May 10	Took comm. May 28, '73.
3rd Lieut.	Brady, Joseph M.	1873 June 20	July 5	1873 Dec. -		Resignation accepted. Effective 12/31/73.
3rd Lieut.	Failing, W. A.	1874 Jan. 21		1875 July 22	July 28	
2nd A. Engr.	Keleher, James T.	1874 May 29	June 12	1877 May 15	May 17	
Chf. Engr.	Dinsmore, M. D. L.	1874 July 22	Aug. 12	1877 May 22	May 23	Promoted.
2nd A. Engr.	Balls, John G.	1874 July 22	July 30	1877 July 12	July 14	
1st Lieut.	Macintire, B. F.	1874 Oct. 16				Order revoked 10/20/74.
1st Lieut.	Blake, H. T.	1874 Oct. 23	Nov. 3	1876 June 10		
1st Lieut.	Littlefield, A. D.	1874 Dec. 29	Jan. 11	1877 May 7-9		
Captain	Deane, E. L.	1875 May 14	June 1	1877 Dec. 8		
3rd Lieut.	Hawes, W. H.	1875 Oct. 13	Never reported.	Suspended from Service by Dept. letter 11/9/75.		
2nd Lieut.	Failing, W. A.	1876 Jan. 7	Jan. 21	1876 Oct. 28	Nov. 10	
2nd Lieut.	Graham, J. E. N.	1876 May 3	Order cancelled:			
3rd Lieut.	Flood, Thos. S.	1876 June 10	June 18	Dismissed from Service December 29, 1876.		
2nd Lieut.	Graham, J. E. N.	1876 Oct. 28	Nov. 9	1877 May 19		
Chf. Engr.	Chester, D. C.	1877 June 7	July 11	1880 Apr. 7	Apr. 12	

OFFICERS		LOUIS McLANE		1865 - 1903		(Formerly DELAWARE)						
		ASSIGNED		DETACHED						REMARKS		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.							
1st Lieut.	Congdon, J. W.	1877 Aug. 23	Oct. 2	1881 Feb. 5	Mar. 17							
2nd Lieut.	Graham, J. E. N.	1877 Nov. 10	Nov. 16	1877 Dec. 20	Dec. 29							
1st A. Engr.	Churchill, A. L.	1877 Nov. 10	Order revoked November 24th.									
2nd A. Engr.	Dyce, C. F.	1877 Nov. 10	Nov. 22	1881 Mar. 26	Apr. 3							
3rd Lieut.	Danforth, C. D.	1877 Nov. 13	Nov. 28	1878 June 15	July 1							
1st A. Engr.	Severns, James A.	1877 Dec. 4		1878 Feb. 14								
Captain	Shepard, L. G.	1877 Dec. 8	Dec. 31	1882 June 30								
2nd Lieut.	Willey, O. S.	1877 Dec. 20	Dec. 26	1879 Mar. 19	Apr. 10							
1st A. Engr.	Robinson, G. M.	1878 Feb. 15	Feb. 21	1878 Dec. 31	Jan. 6							
2nd Lieut.	Hanks, A. P. R.	1878 June 15	July 27	1884 July 25								
2nd A. Engr.	Whitworth, H. C.	1878 Dec. 31		1881 Apr. 13	On reporting of Hedden.							
2nd Lieut.	Morrissey, John	1879 Mar. 28	Apr. 12	1881 Dec. 13								
Chf. Engr.	Bremon, F. A. D.	1880 Apr. 7	Apr. 27	1881 Mar. 29	Apr. 11	Resigned.						
1st Lieut.	Simms, Joseph M.	1881 Feb. 5	Mar. 21	1883 Sept. 29	Oct. 4							
1st A. Engr.	Hedden, E. F.	1881 Mar. 29	Apr. 19	1881 Oct. 31								
Chf. Engr.	Pulsifer, F. H.	1881 Apr. 1	Apr. 15	1882 May 9								
2nd A. Engr.	Coffin, Charles F.	1881 Apr. 1	Apr. 11	1886 July 28								
2nd A. Engr.	Foote, Charles H.	1881 Nov. 28	Dec. 11	1882 July 29								
2nd Lieut.	Maguire, S. E.	1882 Jan. 4	Feb. 3	1884 Apr. 7	Apr. 21							
1st A. Engr.	Magee, S. H.	1882 May 10	May 29	1885 June 1	June 6							
Captain	Scammon, C. M.	1882 May 13	June 2	1883 May 5								
2nd A. Engr.	Goodwin, C. M.	1882 Aug. 12	Aug. 17	1882 Dec. 16								
2nd A. Engr.	Remick, O. P.	1882 Nov. 14	Dec. 17	1883 July 28	July 31							
Captain	Evans, David	1883 May 5	Aug. 21	1884 May 28	June 3							
3rd Lieut.	Cantwell, J. C.	1883 July 10	July 18	1884 Mar. 26	Apr. 1							
2nd A. Engr.	Remick, O. P.	1883 Sept. 27	Oct. 11	1885 Nov. 3	Nov. 7							
1st Lieut.	Keene, L. M.	1884 Mar. 25	Apr. 4	1886 July 28								
3rd Lieut.	Hall, W. E. W.	1884 Mar. 28	Apr. 4	1886 June 12								
Captain	Henriques, J. A.	1884 May 28	June 28	1885 Oct. 24	On leave when detached.							
2nd Lieut.	Crosley, S. M.	1884 May 27	June 4	1886 Sept. -								
Chf. Engr.	Whitaker, F. W. H.	1885 May 16	June 8	1886 July 28								
2nd A. Engr.	Brown, Thos. B.	1885 Nov. 2	Nov. 24	1886 July 28								
Captain	Blake, H. T.	1886 Apr. 1		1886 July 28								

OFFICERS		LOUIS McLANE 1865 - 1903 (Formerly DELAWARE)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
3rd Lieut.	Barnes, C. A.	1886 June 12	:	1886 July 28	:		
Captain	Munger, F. M.	1889 Mar. 9	:	1890 Mar. 19	:		
1st Lieut.	Baldwin, W. S.	1889 Mar. 11	:	1889 Apr. 25	:		
3rd Lieut.	Brown, J. H.	1889 Mar. 11	:	1889 Apr. 25	:		
Chf. Engr.	Keogh, Stephen	1889 Mar. 11	:	:	:		
1st A. Engr.	Barrows, H. C.	1889 Mar. 14	:	:	:		
2nd A. Engr.	Butler, H. U.	1889 Mar. 15	:	:	:		
Lieutenant	McConnell, G. E.	1889 Apr. 4	:	1889 Apr. 25	:		
1st Lieut.	Roath, W. D.	1889 May 1	:	1890 Apr. 3	:		
2nd Lieut.	Myrick, O. D.	1889 May 1	:	:	:		
3rd Lieut.	Perry, E. W.	1889 May 1	:	1890 Apr. 16	:		
Captain	Smyth, T. S.	1890 Mar. 15	:	:	:		
3rd Lieut.	Carden, G. L.	1890 Apr. 4	:	1890 Oct. 20	:		
2nd Lieut.	Chaytor, E. C.)	(1890 Apr. 5	:	1890 June 9	:		
	)	(1890 Nov. 13	:	:	:		
2nd Lieut.	Wyckoff, John	1890 June 9	:	1890 Nov. 14	:		
3rd Lieut.	Uberroth, P. H.	1890 Nov. 13	:	:	:		

		LOUIS McLANE 1865 - 1903 (Formerly DELAWARE)					
1865	Aug.	30	Fitted out at Baltimore. August 31st, purchased from Navy Department for \$40,000, less 10%.				
1865	Nov.	10	To Galveston, Texas. November 14th, sailed; arrived December 11th.				
1867	Nov.	23	Ordered North for repairs. Cost about \$14,100. Her arrival at Baltimore reported on March 9, 1867.				
1868	Sept.	30	To Mobile. October 23rd, arrived at Mobile.				
1872	Sept.	2	Ordered to New Orleans to take place of WILDERNESS. To cruise occasionally to Mobile.				
1873	Mar.	-	Repairs to the amount of \$11,500 made in vessel.				
1873	June	-	<u>Name changed from DELAWARE to LOUIS McLANE.</u>				
1876	Jan.	5	Ordered to Pensacola for duty. January 15th, sailed; arrived on January 21st. Cruising grounds from Cedar Keys to Biloxi.				
1877	Jan.	15	Ordered to New York for repairs.				
1877	Jan.	30	Ordered to Philadelphia instead of New York. February 4th, sailed; arrived on March 4th.				
1877	Mar.	5	Ordered to Wilmington, Delaware, for repairs. May 19th, to be dismantled and crew discharged. Turned over to Contractor and crew discharged on May 23rd.				

LOUIS McLANE 1865 - 1903 (Formerly DELAWARE)

1877	Nov.	20	Repairs completed and vessel ordered to Philadelphia. November 22nd, arrived.
1877	Dec.	3	Ordered to Galveston for duty. December 6th, sailed; arrived on December 27th. Cruising grounds from Port Eads (Southwest Pass) to the Rio Grande.
1886	July	28	Ordered to Key West, Florida. August 5th, sailed for Key West.
1886	Aug.	6	Ordered from Key West to Baltimore. August 20th, arrived at Key West. August 22nd, left.
1886	Aug.	26	Arrived at Charleston. August 31st, at Baltimore.
1887	Sept.	7	Repaired and replated by Reeder and Sons under contract.
1889	Apr.	25	Ordered to Key West for duty. Cruising grounds from Cape Florida to Cedar Keys.
1889	May	4	Sailed. May 7th, at Charleston. May 11th, at Key West.
1890	July	9	Ordered to Baltimore for condenser. July 26th, arrived.
1890	Nov.	20	Ordered back to Key West for duty. November 25th, sailed; arrived on December 6th.
1895	Apr.	15	Ordered to Mobile. April 25th, sailed for Mobile. June 11th, ordered back to Key West.
1895	June	15	Sailed for Key West.
1895	July	17	Ordered to Mobile. Investigation of Lieutenant W. H. O. Hay.
1895	July	24	Upon completion of duties at Mobile to return to Key West. July 29th, arrived at Mobile.
1895	Aug.	13	Proceed immediately by easy stages to Key West. August 14th, sailed; arrived on August 23rd.
1895	Nov.	12	Headquarters temporarily changed to Tampa, Florida. November 15th, arrived at Tampa.
1895	Dec.	14	Ordered to resume regular cruising at Key West upon completion of repairs. January 8, 1896, sailed.
1896	Oct.	26	Ordered to Port Tampa, Florida.
1896	Oct.	29	Ordered back to Key West.
1896	Nov.	24	Take WINONA'S cruising grounds - Biscayne to Key West.
1897	Jan.	5	Ordered to Tampa to be repaired. January 24th, arrived. April 23rd, completed.
1897	Apr.	21	Ordered to confer with Deputy Collector regarding breaking up traffic between smacks and spongers, at Anelote Key. May 7th, relieve WINONA'S present duties.
1897	May	28	Ordered to Miami to intercept filibustering expedition.
1897	June	8	Ordered to Tampa to obtain bids for repairs, upon being relieved by the FORWARD.
1897	July	3	Arrived at Key West. February 23rd, 1898, to relieve WINONA until further orders.
1898	Apr.	8	Ordered to Baltimore with all possible dispatch.
1898	Apr.	9	Above order countermanded.
1898	Apr.	9	Ordered to report to Commodore Sampson for duty with his fleet. April 12th reported.
1898	Apr.	12	<u>Ordered to cooperate with the Navy by Executive Order of that date.</u>
1898	July	8	Arrived at Port Tampa for crew.
1898	Sept.	28	Cruising grounds from Cape Florida to Cedar Keys.
1898	Oct.	13	Ordered to visit Anelote Key as often as possible to prevent smuggling.
1898	Oct.	14	Ordered to be at Port Tampa on the 24th instant, trial of Lieutenant Hasson.

LOUIS McLANE 1865 - 1903 (Formerly DELAWARE)

1898 Aug. 25 Returned to the Treasury Department by Executive Order, of that date.  
 1899 May 13 Ordered to resume regular duties at Key West upon completion of repairs.  
 1899 May 18 Sailed; arrived at Key West on May 22nd.  
 1899 Nov. 11 Ordered to Cedar Keys or elsewhere; yellow fever reported at Port Tampa.  
 1900 Apr. 24 Ordered to Charlotte Harbor and Anelote Key to prevent smuggling.  
 1902 May 18 To proceed to St. Petersburg, Florida, for fresh water, thence to Port Tampa for coal.  
 After coaling, to remain in Bay for several days to paint and then to cruise to Key West.  
 1903 Aug. 29 Captain A. P. R. Hanks, 2nd Lieutenant J. G. Berry, Chief Engr. W. E. Maccoun, 2nd Assistant Engr. C. S. Root, constituted board to examine the McLANE and fix a fair price at which she should be sold.  
 1903 Sept. 12 McLANE advertised for sale.  
 1903 Oct. 23 Captain A. P. R. Hanks informed that bid of J. A. Carney of \$4,185. for the McLANE is accepted. Requested to receipt for the money and turn it over to the Collector of Customs at Tampa. Deliver ship to the purchaser.

OFFICERS

REPORT 1874 - 1887

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
2nd Lieut.	Travers, T. K.	1874 Dec. 23	Dec. 26	1875 Nov. 3		
2nd Lieut.	Edmunds, Eli D. (T)	1875 Nov. 3		1876 Apr. 17		Dismissed from Service.
1st Lieut.	Herring, W. J.	1876 Apr. 17		1881 Apr. 9	Apr. 11	
2nd Lieut.	McConnell, G. E.	1881 Apr. 21	May 23	1882 Sept. 5	Sept. 8	
2nd Lieut.	Failing, W. A.	1882 Sept. 4	Sept. 8	1885 Nov. 13	Nov. 25	
2nd Lieut.	Baldwin, W. S.	1885 Nov. 11	Nov. 25	1886 July 24		
2nd Lieut.	Wild, J. F.	1886 July 24				

REPORT 1874 - 1887

1874 Dec. 23 Transferred from Customs Service.  
 1875 Jan. 15 Sailed from New York in tow Steamer GRANT. Stationed at Chincoteague, Virginia. On Life-Saving Duty.  
 1887 Jan. 26 Ordered to be placed out of commission for present and crew discharged excepting one seaman.  
 1887 Jan. 31 Carried into effect.  
 No further record.



VAN BUREN 1839 - 1847

1839 June 26 Her construction at Baltimore authorized.  
 1839 June 26 Lieutenant J. C. Jones ordered to superintend her construction.  
 1839 Nov. 29 Reported ready for sea.  
 1841 Aug. 2 Temporarily transferred to the Navy in connection with Florida war. Captain waiting orders.  
 NOTE: For further data see ANDREW JACKSON 1832 - 1865, page 83.  
 1841 July 30 I transmit the authority of the President for the transfer of the Revenue Cutters JEFFERSON, MADISON and VAN BUREN to the jurisdiction of this Department, for the purpose of being employed in connection with the Naval force on the coast of Florida, in the suppression of Indian hostilities in cooperation with the Army. (Secretary of the Navy to the Secretary of the Treasury).

John McGowan, Esquire,  
 1st Lieutenant, Commanding Revenue Cutter VAN BUREN.

Treasury Department,  
 August 2, 1841.

Sir: The President by an order dated the 30th ultimo, having directed that the Revenue Cutter VAN BUREN be transferred to the Navy Department, you will be relieved from the usual duties arising under the revenue laws, and until otherwise ordered, be subject to the orders of the Secretary of the Navy.

Thomas Ewing,  
 Secretary of the Treasury.

1841 Aug. 31 Baltimore. I have this day been detached from the Revenue Cutter VAN BUREN by the Navy Department and ordered to report to the Secretary of the Treasury. (Lieutenant McGowan to the Secretary of the Treasury).  
 1842 July 23 The Revenue Cutters JEFFERSON, MADISON and VAN BUREN, which vessels have been for some time past engaged in connection with the Navy on the coast of Florida, have arrived at Norfolk. Orders will be issued for their return to the Revenue Service. (Secretary of the Navy to Secretary of Treasury).  
 1842 July 29 This Department has been notified of the arrival of the Cutters JEFFERSON, MADISON and VAN BUREN at Norfolk, and the desire of the Navy Department to return them to the Revenue Service. Instructions as to the manner of receiving these vessels are also contained in this letter. (Secretary of the Treasury to the Collector at Norfolk).  
 1842 Aug. 18 Received from the Navy Department at Norfolk, Virginia, on the 17th instant.  
 1842 Aug. 22 To Charleston for duty.  
 1844 Apr. 29 To Norfolk for repairs. May 10th, to Baltimore, Maryland, instead of Norfolk, Virginia.  
 1844 June 10 To return to Charleston on completion of repairs. June 25th, arrived at Charleston.  
 1846 May 20 To cooperate with the Army and Navy in the war with Mexico.  
 NOTE: For further record see FORWARD 1841 - 1865, pages 98 - 104.



VAN BUREN 1839 - 1847

- The VAN BUREN, Commanded by Captain Thomas C. Rudolph. Charleston.  
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- 1846 May 20 You will forthwith proceed to take on board a full supply of ammunition and stores for three months, and proceed immediately to sea, and by the most direct route reach the vicinity of Sand Key Light, where, in the presence of your officers you will open the enclosed sealed letter and be governed in your future course by its instructions. (Secretary of the Treasury to Captain Rudolph).
- 1846 May 20 Shape the course of the VAN BUREN so as to reach the mouth of the Mississippi River by the most direct route, report to the Collector of Customs at New Orleans your readiness to receive on board supplies or men for the Army in Texas. If your services are not immediately required, proceed to Corpus Christi Inlet, or as near the Army as possible, report to the officer in command and place yourself under his instructions until further orders from this Department.
- 1846 May 28 The VAN BUREN sailed today. (Collector at Charleston to Secretary of the Treasury).
- 1846 May 28 When near Charleston Lighthouse, the fore-royal mast was struck by lightning. I regret that I am thus compelled to return to port to refit. (Captain Rudolph to Secretary of the Treasury).
- 1846 June 2 Having repaired damages, and being ready for sea, I shall proceed with the least possible delay. (Captain Rudolph to Secretary of the Treasury).
- 1846 July 31 The VAN BUREN and the FORWARD arrived yesterday at the Belize. (Captain Webster to Secretary Treasury).
- 1846 Aug. 9 Expect to leave the Belize tomorrow morning. We have in company the EWING, FORWARD, VAN BUREN and LEGARE. I have hoisted my flag on the EWING. (Captain Webster to Secretary of the Treasury).
- 1846 Aug. 10 Sailed from Southwest Pass.
- 1846 Aug. 17 Came to anchor at Brazos Santiago.
- 1846 Aug. 23 Anchored at Soto la Marino.
- 1846 Sept. 2 Commodore Webster came on board and hoisted his broad pennant. Got under way for Vera Cruz.
- 1846 Sept. 10 Made the shipping off Vera Cruz.
- 1846 Sept. 15 Sailed from vicinity of Vera Cruz.
- 1846 Sept. 30 Anchored in Southwest Pass.
- 1846 Oct. 1 I have supplied the VAN BUREN sufficiently to make a short cruise to Soto la Marino. (Captain Webster to the Secretary of the Treasury).
- 1846 Oct. 4 The VAN BUREN reported unfit for sea by the Captain and carpenter of the Louisiana pilots.
- 1846 Oct. 7 Officers of the VAN BUREN remonstrated against the proposed cruise to Soto la Marino on account of unseaworthiness.
- 1846 Oct. 31 You will without any unnecessary delay proceed to New York. (Secretary of Treasury to Capt. Rudolph).
- 1846 Oct. 31 To New York.
- 1846 Nov. 11 Sailed from Southwest Pass for New York.
- 1847 June 1 Sold at New York for \$200.

CAMPBELL 1830 - 1834

1830 Aug. 20 Ordered to Norfolk from New York. Apparently new.  
1830 Sept. 10 From Norfolk to New Bern to replace the DALLAS.  
1830 Sept. 24 The above revoked.  
1832 Oct. 30 At Baltimore. To Norfolk, temporarily.  
1834 June 30 Her sale by Collector authorized.

CAMPBELL 1834 - 1839

1834 May 20 Lieutenant John C. Jones authorized to purchase a vessel from Mr. Leonard for \$1,400. Estimated cost of purchase and fitting her for service \$2,800.  
1835 July 7 Ordered to Blackinton Island to recover, if possible, the body of Samuel C. Potter, a clerk of the Department.  
1835 Oct. 6 Ordered to New Orleans with the officers and crew of the DALLAS, which vessel is to relieve her and receive her officers and crew at Baltimore.  
1835 Nov. 9 The above modified so as to leave it discretionary with the officers of the two vessels, which one should go to New Orleans.  
1835 Nov. 25 To New Bern to ascertain the necessity for a Cutter at that place, in charge of Lieutenant Jones.  
1836 Nov. 7 To New Orleans to replace the DALLAS. November 17th, sailed for New Orleans.  
1837 Mar. 17 To return to Baltimore, on being relieved by the WOODBURY. To stop at intermediate points to inspect, etc.  
1837 June 22 Sailed from New Orleans.  
1837 Oct. 24 To Baltimore for supplies, thence to Florida to report to Naval authorities there, for duty in connection with Seminole War.

NOTE: For further data see ANDREW JACKSON 1832-1865, page 83.

The CAMPBELL, Commanded by First Lieutenant N. L. Coste, at Baltimore.

N. L. Coste, Esq.,  
Commanding Cutter CAMPBELL.

Sir: The President having directed the Cutter CAMPBELL, under your command, to be placed under the direction of the Navy Department, you will immediately, on receipt of this order, report to the Collector at Baltimore, what supplies and repairs if any, will be necessary for the vessel to fit her for services on the coast of Florida, and as soon as they are completed, you will report to the Secretary of the Navy for orders. The officers now on board the vessel will remain attached to her.

Levi Woodbury,  
Secretary.

CAMPBELL 1834 - 1839

- 1838 Jan. 1 The CAMPBELL sailed from Baltimore about January 1st.  
NOTE: The following information was secured from the Journal of the CAMPBELL.
- 1838 Mar. 4 The CAMPBELL at Key Biscayno.
- 1838 Mar. 29 Convoyed Steamboat JAMES BOATWRIGHT with three hundred Indian prisoners on board from Fort Dallas on Bay Biscayno to Key West until April 5, 1838.
- 1838 July 25 As soon as the Cutter CAMPBELL arrives she will be ordered to cruise off the Eastern Coast of Florida conformably to the wishes of the Secretary of War. (Commodore Dallas to the Secretary of the Navy).
- 1838 Aug. 13 At 4 p. m. came to off Key Biscayno, lowered the boats and went on shore with 15 armed men and examined the post. Found the house which had been occupied by the officers and part of the long house occupied by the troops, hauled down and burnt. No appearance of Indians or fresh trails could be found.
- 1838 Aug. 14 At 1:30 p. m. came to. Manned the boats with 16 armed men and proceeded to Fort Dallas; on landing found all the improvements destroyed by fire. At 3:30 p. m. proceeded to Fort Bankhead and found it in the same condition. At 4:30 p. m. returned on board and arrived at Key Biscayno at 6 p. m.
- 1838 Sept. 15 At Key Tabana. Received information that there were four vessels ashore to the north and that the crews of them were supposed to be murdered by the Indians.
- 1838 Sept. 18 At midnight grounded on the bank near the Miami River (Bay Biscayno). Manned and armed our boats and dispatched them up the bay under the command of Lieutenant Faunce, with Mr. Eagan as guide for the purpose of cutting off the Indians at the wreck of a brig lying ashore near BakersHaul-over.
- 1838 Sept. 19 At 5 p. m. the barges returned from their expedition, having met the Indians at the wreck and killed and wounded several and captured 3 canoes.

Honorable Levi Woodbury,  
Secretary of the Treasury.

U.S.R. Cutter CAMPBELL,  
September 19, 1838.

Sir: I have the honor to report that yesterday I dispatched a party of men in boats, under the command of Lieutenant Faunce to visit the wreck of the Brig ALNEY, lying on the beach. She was found in possession of the Indians. Three of them were killed and some wounded. All the letters that could be found were collected, and I have forwarded them to their respective owners as they were directed. The Brig and cargo was then burned. Three cargoes were captured, also some arrows, axes and spears. Both men and officers suffered much from mosquitoes and exposure in boats, but I am happy to state that all are now in good health.

N. L. Coste,  
Lieutenant Commanding.

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CAMPBELL    1834 - 1839  
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NOTE: The following information was secured from the Journal of the CAMPBELL.

Report of Lieutenant Faunce on the expedition.

In pursuance of orders at 12 midnight (18-19 September) I started from the Schooner with 24 men in company with the barges of the U. S. Schooner WAVE and proceeded up the Bay. At 5 a. m. entered the mouth of Indian Creek and landed about 4 miles above. Saw a very heavy Indian trail, which had the appearance of being trod the day previous, also a vessel that had been burnt by them. Discovered a Brig ashore 8 or 9 miles north of us, the boats were immediately manned and proceeded towards her. At meridian captured 3 canoes made fast to the Mangora bushes. The ridge being narrow, we landed and made our way through the swamp. Discovered the Indians about 15 in number on board the Brig. I received orders from Captain McLaughlin to advance upon them. Accordingly, with my boat's crew, consisting of 10 persons, I advanced upon them. The beach being wide and not having men sufficient to cut off their retreat or flank them, I attacked them. Three were killed and from the information I received from my officers and men, as many more were wounded.

My men were so fatigued from want of sleep the proceeding night and almost devoured by mosquitoes, and traveling through sand and swamps, that they were unable to pursue the enemy. After all the letters, papers, etc., belonging to the Brig were collected, she was set on fire. One of her seaman was found on the shore who had been murdered. I ordered my men to proceed to their boats and took one of the canoes, the other two having been destroyed. At 4:30 p. m. the men being somewhat refreshed, proceeded down the Bay. Examined Little River and at 7:30 p. m. arrived at the Schooner, all well. The men of my command were the only persons present at the time the enemy were discovered and routed, and they could not have made greater exertions in endeavoring to cut off their retreat.

- |      |       |    |   |
|------|-------|----|---|
| 1838 | Sept. | 28 | Anchored in Key West Harbor from the above expedition.  |
| 1838 | Oct.  | 22 | At 3 p. m. made Cape Florida Lighthouse. At 7:30 p. m. discovered a fire on Bear Cut on the north point of Bear Cut Inlet. Sent a boat with muffled oars to examine the cause of the fire, boat returned found that it was made by a party of Indians. Manned the barges and landed with 25 men (two divisions) flank and rear of the fire. At daylight, having discovered and fired upon us, they attempted a retreat, returned the fire, three were killed and one wounded. Captured their two canoes and all their camp equipment. |
| 1838 | Oct.  | 23 | At 9 p. m. dispatched two barges up the Bay. Landed at Bakers Haul-over at daylight. Destroyed several unfinished canoes, all the cedar logs and burnt the remains of the Brig ALNEY. At meridian arrived on board and got under way for Key Biscayno.  |

Honorable Levi Woodbury,  
 Secretary of the Treasury.

Sea Tables Key, Florida,  
 October 27, 1838.

Sir: I have the honor to report that 21st instant I fell in with a party of Indians, encamped between

CAMPBELL 1834 - 1839

Bears and Narrow Cut, who having discovered us before they could be effectually surrounded, discharged their rifles at my men without effect, and finding they were so closely pursued, ran for the woods, my two divisions fired upon them and killed three on the spot. In their retreat they threw their rifles in the creek, one of which we succeeded in finding. We took also from them about 200 rifle balls, 2 pouches and horns filled with fine powder and all their camp, equipage and provisions consisting of pots, spoons, knives, grains, harpoons, jugs, 2 bags of prepared crempite and two canoes. Attached to the pouches we have taken are seven scalps, taken from persons who were cast away on the coast in the late storm.

N. L. Coste, First Lieutenant,  
Commanding U.S.C. CAMPBELL.

- 1838 Nov. 9 Dispatched a boat up Bay Biscayno to reconnoitre at midnight. Returned, having seen no signs of Indians.
- 1838 Nov. 15 Expedition of 3 barges and 27 men sent up the Bay, but found no traces of the recent presence of Indians.
- 1838 Dec. 4 Sent out an expedition of 1 barge and 13 men toward the main land from Tea Table Key, returned, saw no signs of an enemy.
- NOTE: Expeditions similar to the above were made every few days until the CAMPBELL was ordered north.
- 1839 Mar. 9 Lieutenant Coste reports the CAMPBELL as requiring extensive repairs. She was therefore ordered north April 18, 1839.
- 1839 Apr. 18 To Baltimore for repairs.
- 1839 June 26 Her sale by Collector at Baltimore authorized.

JOSEPH LANE 1848 - 1869 (Formerly CAMPBELL)

- 1848 Oct. 16 Proposal of Graves and Fenbie to built a new vessel at Portsmouth, Virginia, accepted.
- 1848 Oct. 26 Lieutenant Austin detailed to superintend her construction.
- 1849 July 30 Received from the contractors. February 28, 1851, estimated cost of required repairs \$1,270.40.
- 1851 Aug. 27 Seriously damaged by colliding with a schooner in a gale.
- 1854 July 16 Arrived at Norfolk for extensive repairs. Cost of repairs \$12,269.52.
- 1855 Mar. 11 Name changed to JOSEPH LANE. May 4th, ordered to Astoria, Oregon. May 10th, sailed for her station.
- 1856 Mar. 20 Her arrival at Astoria reported. December 8, her arrival at San Francisco reported.
- 1857 Oct. 1 Overhauled and repaired during the summer.
- 1859 Sept. 15 Placed under orders of General Scott at Astoria. November 23rd, returned to her duty by General Scott.
- 1861 Feb. 23 From Astoria to New York under command of Captain Chaddock. June 3rd, revoked. To San Diego.
- 1861 Oct. 25 Her sale at San Francisco ordered. January 7, 1862, her sale suspended.
- 1862 Jan. 23 From San Francisco to Port Townsend. March 18th, reported as being at Port Townsend.

JOSEPH LANE 1848 - 1869 (Formerly CAMPBELL)

1862	June	12	From Port Townsend to San Francisco.
1862	June	23	Collector at Port Townsend authorized to sell her if San Francisco Collector thinks her not needed in his district for revenue purposes.
1862	Nov.	8	Authority for her sale suspended. To remain at Port Townsend.
1864	Feb.	25	From Port Angeles to San Francisco. May 11th, arrived at San Francisco.
1865	July	22	Repairs at Mare Island Navy Yard.
1867	Jan.	30	To be repaired at a cost of \$2,500.
1867	June	18	Reported at Astoria, order of April 10th.
1868	June	19	Her arrival at Port Townsend reported.
1869	July	20	Disposed of at Port Townsend. Officers waiting orders.

MARION 1825 - 1833

1825	Aug.	27	Built at Baltimore under superintendence of Captain Doane.
1825	Nov.	16	Ordered to Charleston.
1826	June	24	Seized wrecker Sloop BRILLIANT. <u>Capture of a Wrecker off the Bahamas by the Revenue Cutter MARION, Captain Josiah Doane.</u>
1826	June	24	The Sloop BRILLIANT, Captain Johnson, has been carried into St. Mary's by the U. S. Cutter MARION, for wrecking on the Bahama shore without a license. She has been ordered to St. Augustine for adjudication. (New York Evening Post, June 24, 1826).
1829	Apr.	7	Returned from a cruise in search of Pirates. <u>Cruising in search of Pirates by the MARION, Captain Jackson.</u> The Revenue Cutter MARION, Captain John Jackson, from a cruise on the coast of Cuba and last from Havana, arrived at Savannah on the 30th ultimo, March. The MARION had been cruising in quest of a piratical Schooner having on board 40 men and 2 six pounders, which vessel had taken four American vessels and murdered their crews. (New York Semi-Weekly Post, April 7, 1829).
1831	Feb.	5	Placed under exclusive control of Charleston Collector. Previously under him and Key West Collector.
1832	Apr.	27	Ordered to Mobile. Officers to return to the CRAWFORD at Savannah.
1832	Dec.	14	To be repaired at Washington Navy Yard.
1833	Apr.	23	At Charleston, S. C., under orders for Mobile.
1833	May	17	At Mobile. No further record.

MADISON 1833 - 1850

- No record of acquisition.
- 1833 Mar. 5 On her way to Norfolk - from New York probably.
- 1833 Apr. 3 To Portsmouth, N. H. Order addressed to Captain Jones at Washington.
- 1833 Apr. 18 Her arrival at Portsmouth on the 15th reported.
- 1836 Feb. 1 Captain Shaw reports accident to the vessel on the 30th ultimo.
- 1836 Feb. 17 Repairing - estimated cost \$505.
- 1836 Mar. 3 Reported ready for sea.
- 1837 Sept. 7 To be prepared for duty with the Navy on coast of Florida.
- NOTE: For further data see ANDREW JACKSON 1832-1865, page 83.
- The MADISON, Commanded by Captain William A. Howard, Portsmouth, N. H.
- 1837 Sept. 25 Intending to employ the Revenue Cutter MADISON on temporary service on the coast of Florida - - . You will cause her to be thoroughly repaired with all practicable dispatch. (Levi Woodbury, Secretary of the Treasury to D. P. Drown, Collector at Portsmouth, N. H. ).
- 1837 Nov. 2 Captain W. A. Howard ordered to Portsmouth to assume command of the MADISON.
- 1838 Feb. 5 The Secretary suggests to Captain Howard the propriety of sailing without his full complement of officers.
- 1838 Mar. 3 The MADISON arrived at Key West enroute to Pensacola. (Journal of the CAMPBELL).
- 1838 Mar. 26 The Cutter MADISON, Captain Howard, has just arrived and reported for duty in the Squadron. (Commodore Dallas, Commanding West India Squadron at Pensacola to Secretary of the Navy).
- 1838 Apr. 26 Key West. Agreeably to instructions I visited Tampa Bay, Sanibel, etc. Sailed on the 21st from Key West for Havana and arrived here this morning, and shall sail tomorrow morning for New River. (Captain Howard to Commodore Dallas).
- 1838 Aug. 5 I cruised with the MADISON on both sides of Florida as far north as Brunswick, Florida. At St. Mary's a body of hostile Indians appeared when I was on the point of sailing and I was detained at the solicitation of the Collector and other prominent citizens to give protection to the place. I was detained there on this duty two weeks. I then communicated with General Taylor. He discharged me from any further cooperation with the Army. (Captain Howard to Commodore Dallas).
- 1838 Aug. 7 The Cutter MADISON arrived on the 5th instant. On her return from Mobile I shall in conformity with the order of the Department, direct her commanding officer to repair with her to his station. (Commodore Dallas to the Secretary of the Navy).
- 1838 Aug. 20 Ordered to return to Portsmouth.
- 1838 Sept. 7 Pensacola. Captain Howard acknowledges receipt of orders of August 20, to return to his station.
- 1838 Oct. 25 Arrived at Portsmouth on the 24th.
- 1840 July 29 To Wilmington, Delaware, to replace the McLANE. Officers waiting orders when relieved by officers of the McLANE.



MADISON 1833 - 1850

- 1841 July 30 I transmit the authority of the President for the transfer of the Revenue Cutters JEFFERSON, VAN BUREN and MADISON to the jurisdiction of this Department for the purpose of being employed in connection with the Naval force on the coast of Florida in the suppression of Indian hostilities, in cooperation with the Army. (Secretary of the Navy to Secretary of the Treasury).
- 1841 Aug. 2 Transferred to the Navy, temporarily, for duty in Florida war.
- Treasury Department,  
August 2, 1841.
- First Lieutenant J.J. Nimmo,  
Commanding, the MADISON.
- Sir: The President by an order dated the 30th ultimo, having directed that the Revenue Cutter MADISON be transferred to the Navy Department, you will be relieved from the usual duties arising under the Revenue laws, and until otherwise ordered, be subject to the orders of the Secretary of the Navy.
- Thomas Ewing,  
Secretary of the Treasury.
- 1841 Sept. 17 Lieutenant Nimmo reports from Norfolk that he had transferred the Revenue Cutter MADISON to the Navy at the Brooklyn Navy Yard.
- 1842 July 23 The Revenue Cutters JEFFERSON, VAN BUREN and MADISON, which vessels have been for some time past engaged in connection with the Navy on the coast of Florida, have arrived at Norfolk. Orders will be issued for their return to the Revenue Service. (Secretary of the Navy to Secretary of the Treasury).
- 1842 July 29 This Department has been notified of the arrival of the Cutters JEFFERSON, VAN BUREN and MADISON, at Norfolk, and the desire of the Navy Department to return them to the Revenue Service. Instructions as to the manner of receiving these vessels are also contained in this letter.
- 1842 July 29 Her return to the Treasury Department at Norfolk referred to.
- 1842 Aug. 26 To New London for duty.
- 1842 Sept. 29 Undergoing extensive repairs at New London.
- 1844 Nov. 9 To Baltimore to transfer officers and crew to the WOLCOTT.
- 1844 Dec. 2 Her arrival at Baltimore on this date reported.
- 1845 Dec. Being extensively repaired at Baltimore.
- 1846 May 6 From Baltimore to Norfolk.
- 1846 June 8 Her arrival at Norfolk reported.
- 1849 June 12 To Baltimore to be laid up.
- 1850 Dec. 6 Transferred to the Coast Survey.

MONROE 1817 - 1825

1817 June 23 A new cutter to be built at Norfolk by Mr. Servant.

1818 Oct. 22 Seized the Brig, armed, COLUMBIA.

1818 Oct. 23 Seizure of the Armed Brig COLUMBIA in the Chesapeake by the Cutter MONROE, Captain Wm. Ham.  
The Brig COLUMBIA arrived yesterday from Grenada, one of Brion's fleet. She was cut out by her master, Thomas and eleven others, on the 30th ultimo from alongside Brion's ship and near the forts in the Bay of Grenada. Upon getting to sea they made for the United States. On entering the Capes with a view of proceeding to Baltimore, they were taken possession of by the Revenue Cutter MONROE and sent to this place. The Brig has five guns mounted (one long 18 pounder on a pivot) and fourteen in her hold, is a very fast sailer, and has on board 17 persons. (New York Evening Post, October 28, 1818).

1818 Nov. 17 An armed Brig, called the COLUMBIA, was seized by the Revenue Cutter and brought into port. She has no papers. It appears she belonged to Admiral Brion's squadron and was cut out of the port of Grenada by the persons on board of her. She was claimed by an agent of the Government of Venezuela and was turned over to him. (Collector of Customs at Norfolk to 2nd Comptroller of the Treasury).

1819 Mar. 16 Seized privateer GENERAL ARTIGAS.  
Seizure of the Privateer GENERAL ARTIGAS in the Severn River by the Revenue Cutter MONROE, Captain William Ham.

1819 Mar. 16 Norfolk. The Cutter MONROE, Captain Ham, has taken possession of the Privateer GENERAL ARTIGAS, which he found in the Severn River in the act of smuggling; a sloop was alongside taking the goods on board. (New York Evening Post, March 22, 1819).

1819 Mar. 17 Norfolk. The Artegan Privateer GENERAL ARTIGAS was yesterday brought into this port. The ARTIGAS sailed from Baltimore about 5 months ago, commanded by Captain Ford, with a complement of 60 men and 10 guns. They took no prizes, though they boarded a number of Portugese vessels but permitted them to proceed unmolested. She touched at St. Domingo, there parted her cable in a gale, then proceeded on her cruise. She sprung a leak and then put into the Chesapeake, the crew then mutinied and nearly the whole of them left the vessel and went on shore. She was taken possession of by the Cutter MONROE, March 14, 1819. (New York Evening Post, March 23, 1819).

1819 Mar. 19 Norfolk Herald. The above is contradicted by four of the crew of the ARTIGAS. They say they brought in between two and three hundred thousand dollars in cash and merchandise, they captured several prizes, the Captain shipped all the specie and merchandise to Baltimore and smuggled them in. The crew left the vessel when informed by the Captain that he had no further need for them, and proceeded to Norfolk by way of York. There was no mutiny on board. (New York Evening Post, March 26, 1819).

1825 June 30 Ordered to be sold at Norfolk. Replaced by the WASP.

JEFFERSON      1838 - 1843

- 1838 Sept. 1 Collector at Baltimore authorized to enter into contract for a new vessel in every respect like the WOODBURY, built at that port recently. Captain H. D. Hunter to superintend her construction.
- 1838 Oct. 12 Built by McCulley.
- 1839 Jan. 1 Reported as having been launched as JEFFERSON.
- 1839 Jan. 8 Ordered to Mobile to replace the old JEFFERSON.
- 1839 Feb. 20 Reports her arrival at Mobile.
- 1841 July 30 Secretary of the Navy to the Secretary of the Treasury: I transmit the authority of the President for the transfer of the Revenue Cutters JEFFERSON, MADISON and VAN BUREN to the jurisdiction of this Department, for the purpose of being employed in connection with the Naval force on the coast of Florida in the suppression of Indian hostilities, in cooperation with the Army.

First Lieutenant Richard Evans,  
Commanding the JEFFERSON.

Treasury Department,  
August 2, 1841.

Sir: The President, by an order dated the 30th ultimo, having directed that the Revenue Cutter JEFFERSON, be transferred to the Navy Department, you will be relieved from the usual duties arising under the Revenue laws and until otherwise ordered, be subject to the orders of the Secretary of the Navy.

Thomas Ewing,  
Secretary of the Treasury.

- 1841 Aug. 31 The JEFFERSON was transferred to the Navy and her officers and crew relieved at Pensacola Navy Yard about August 31, 1841.  
NOTE: For further data see MADISON 1833 - 1850, page 308, July 23 and July 29.  
NOTE: For further data see ANDREW JACKSON 1832 - 1865, page 83.
- 1842 July 29 Her return to the Treasury Department referred to at Norfolk.
- 1842 Oct. 18 Ordered to Key West, Florida.
- 1843 Apr. 19 To New York from Key West. May 2nd, her arrival at New York reported.
- 1843 May 13 To be sold by the Collector at New York.
- 1843 May 22 Sold at New York to Bartholomew Blanco for \$3500.

NEW HAMPSHIRE      1802 - 1816

- 1802 Sept. 27 Contract entered into for a new cutter at Portsmouth, N. H.
- 1803 Apr. 15 The Cutter referred to as the NEW HAMPSHIRE.
- 1816 May Sold at Portsmouth, N. H.

TAMPA 1912 - 1918 (Formerly MIAMI)

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 Contract entered into with Newport News Shipbuilding and Drydock Company. Vessel to be built of steel.  
 1912 Feb. 10 Launched at Newport News. Miss Bernes Richardson, sponsor. Contract price \$250,000.  
 1912 Apr. 27 Trial trip off Hampton Roads. May 8th, accepted by the Government.  
 1912 May 9 Left Newport News Shipbuilding Company. May 10th, arrived at Depot, Arundel Cove, Maryland.  
 1912 Aug. 19 Placed in commission at Depot.  
 1912 Oct. 16 Upon completion of installation of wireless, proceed to Washington Navy Yard, Newport News and then to Norfolk. October 19th, left Depot.  
 1912 Oct. 21 Order of 16th amended, upon coaling, proceed to Key West and take station.  
 1912 Oct. 21 Arrived at Washington; left October 22nd. October 24th, docked at Newport News.  
 1912 Oct. 28 Arrived at Norfolk; left October 30th. November 23rd, cruising district extended to Fernandina.  
 1913 Jan. 20 To participate in Mardi Gras, Tampa, Florida, February 4, 1913.  
 1913 Mar. 28 Proceed immediately to New York and report to Commander, New York Division; to be off station 3 months.  
 1913 Mar. 29 Assigned to patrol ice fields, vicinity of Grand Banks, Newfoundland, April 1st.  
 1913 Mar. 31 Left Key West. April 2nd, to sail April 13th, to relieve SENECA on ice patrol.  
 1913 Apr. 5 Arrived at New York City. Prepare MIAMI to leave on April 10, 1913.  
 1913 May 5 Arrived at Halifax. May 13th, left Halifax. May 31st, relieved by SENECA.  
 1913 June 3 Arrived at Halifax; patrol discontinued.  
 1913 June 27 Received telegram to search Square Meridian, 41-42 parallels; 42-43-30 and discontinue patrol if no ice is found, and return to New York. July 5th, left Halifax.  
 1913 July 8 Arrived at New York. July 9th, ordered to Key West, after being docked at New York.  
 1913 July 22 Sailed for Depot.  
 1913 July 25 To cover station August, September and October for purpose of enforcing navigation laws.  
 1913 July 25 Sailed from Arundel Cove. July 30th, arrived at Key West.  
 1914 Feb. 14 To participate in Gasparilla Carnival at Tampa, Florida, February 21-24, 1914.  
 1914 Feb. 19 Arrived at Tampa, Florida.  
 1914 Mar. 7 Fill bunkers. Proceed to New York and report to Commander, New York Division, for necessary repairs, then join SENECA on ice patrol.  
 1914 Mar. 10 Sailed from Key West for New York. March 15th, arrived at New York. March 16th, docked.  
 1914 Mar. 17 Have MIAMI ready to sail on April 1, 1914.  
 1914 Apr. 4 Left New York. April 7th, arrived at Halifax. April 12th, sailed from Halifax. May 4th, arrived at Halifax. May 12th, sailed from Halifax. June 3rd, arrived at Halifax. June 11, sailed from Halifax.  
 1914 June 19 Recommends discontinuance of ice patrol.  
 1914 June 20 Notified that after repairs at Depot, station will be Azores Island, in connection with International derelict patrol.  
 1914 July 2 Patrol discontinued. July 7th, left Halifax. July 11th, arrived at Depot, South Baltimore, Maryland.

TAMPA 1912 - 1918 (Formerly MIAMI)

1914	Aug.	6	Orders relative to international derelict destruction suspended. Will be ordered to resume station at Key West, upon completion of repairs.
1914	Aug.	6	Commandant, Depot, directed to get MIAMI ready for sea.
1914	Aug.	11	Proceed to Key West to relieve WINDOM and assume duties on regular station. Special attention to be given to fishing law. August 15th, left Depot.
1914	Aug.	17	Sailed for Key West from Baltimore.
1914	Aug.	18	Relieved ONONDAGA. Patrol duty, entrance Hampton Roads, Virginia.
1914	Aug.	20	Resumed trip to Key West, Florida. August 25th, arrived at Key West.
1915	Jan.	23	To Tampa to participate in Gasparilla Carnival on February 12 - 16. February 10th, arrived.
1915	Jan.	24	Informed that MIAMI will be designated for ice patrol duty.
1915	Feb.	10	To Port Tampa after Gasparilla for purposes of overhauling chains, steering gear, etc.
1915	Mar.	3	Assigned to ice patrol. Proceed to New York on March 10th and report to Commander, New York Division.
1915	Mar.	10	Left Key West. March 14th, arrived at New York, New York.
1915	Mar.	22	To proceed as soon after April 1 as practicable to Halifax, to relieve SENECA on ice patrol April 16th.
1915	Apr.	5	Sailed from Brooklyn Navy Yard on ice patrol. April 8th, arrived at Halifax.
1915	Apr.	14	Left Halifax. May 5th, arrived Halifax. May 16th, left Halifax. June 13th, left Halifax.
1915	June	11	Relieved from ice patrol by C.O. SENECA, on Headquarters' instructions.
1915	June	19	Arrived at Boston, Mass. June 21st, arrived at New York.
1915	June	28	Commander, New York Division, directed MIAMI to proceed to Key West and resume regular station.
1915	July	14	Left New York for Key West. July 15th, at Norfolk for mines. July 19th, arrived at Jacksonville.
1915	July	24	Arrived at Key West. October 23rd, sailed for Havana.
1916	Jan.	13	To participate in celebration of South Florida Fair and Gasparilla Carnival at Tampa, February 4 - 12.
1916	Feb.	1	<u>Name of MIAMI changed to TAMPA.</u>
1916	Mar.	9	Left Fernandina for New York on ice patrol duty. March 12th, arrived at New York.
1916	Apr.	12	Left New York for Grand Banks on ice patrol. July 8th, left Halifax. July 11th, arrived at New York.
1916	July	28	Arrived at Norfolk. August 28th, arrived at Newport News.
1916	Sept.	10	Arrived at Charleston, S. C. November 24th, arrived at Key West, Florida.
1916	Dec.	21	To participate in celebration of South Florida Fair and Gasparilla Carnival at Tampa, Florida, February 2 to 10th inclusive.
1917	Jan.	29	To patrol Third Annual Motor Boat regatta at Miami, Florida, February 15, 16 and 17th.
1917	Mar.	13	To patrol races of St. Petersburg Yacht Club on March 27 and 28th, St. Petersburg, Florida.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u> September 15th, vessel left United States for duty in European waters.
1918	Sept.	26	Lost in Bristol Channel, England, about 8:45 p. m., with all hands, while convoying vessels, supposedly as a result of torpedo from German submarine. (Officially announced).

LOUISIANA 1804 - 1812

- 1804 June 18 The Collector at Baltimore authorized to build a cutter of about 60 tons and 6 ft. draft for New Orleans.
- 1804 Dec. 16 The LOUISIANA has sailed for New Orleans.
- 1805 Apr. 16 The LOUISIANA recaptured the Schooner FELICITY from privateers.  
Recapture of the American Schooner FELICITY from two Privateers by the Revenue Cutter LOUISIANA off the mouth of the Mississippi, Commanded by Captain Jos. Newcomb.
- 1805 Apr. 18 From a letter by an officer on board the LOUISIANA. Shortly after we sailed down to the Belize and lay there for some time\*\*\*. The 16th instant news came to us by the pilots that there were two Providence privateers off the mouth of the river, boarding and plundering all vessels that went out or came in, and had taken possession of the Schooner FELICITY from Campeachy for New Orleans, American property, within two miles of the landing. At 2 p. m. the Captain went ashore at the block house and got 11 volunteers, which made our complement of 29. The privateers were full of men and 8 twelve pounders. At 2:30 p. m. got under way, every man to his quarters, and cleared the deck for action. At 3 p. m. got within shot and fired a signal gun at the FELICITY, which she paid no attention to. At 3:30 fired two more guns which she did not mind. The privateer being close alongside of her, and not willing to give her up; we rounded to and gave her a broadside which she returned. The other coming up they both kept up a heavy fire, which we also did for one hour, when they sheered and abandoned the FELICITY, which we immediately took possession of and brought her close under the land where the action had commenced, and came to anchor. We were obliged to lay by our quarters all night. We had no damage done to the Cutter not one shot struck us, but I believe one of the privateers sustained a good deal of damage. The FELICITY was close by the scene of action all the time and observed our shots fall on board of them. The supercargo of the FELICITY brought on board the Cutter \$12,000. to be secure, and there was about \$17,000. in the hold which he could not get at. The vessel and cargo are worth \$35,000. on which I expect we will have a salvage for recapturing her. (New York Evening Post, May 27, 1805).  
 NOTE: The above account is also published in the National Intelligencer of June 3, 1805.
- 1805 May 28 From a letter by the Secretary of the Treasury to the Collector at New Orleans. The newspapers give us an account of an engagement with two English privateers and the recapture of a Spanish vessel, which, considering our international relations, requires serious investigation. For the account positively states that the Cutter commenced the engagement by firing the first shot, If possible, report the facts.  
Engagement with two Pirates by the Revenue Cutter LOUISIANA, and their escape in Plaquemine River, Mississippi.
- 1812 Apr. 17 Captain A. O. Frazer of the LOUISIANA writing April 17, 1812, from Plaquemine River to Honorable Willis Alston, M.C., speaks of an engagement with two pirates that fit out in our port (New Orleans) in which 20 shots were exchanged, but by their superior sailing and night coming on, they made their escape. Two or three days after, one of them landed \$8,000 or \$10,000 in plate. About six hours after, they



LOUISIANA 1804 - 1812

landed the silver, they went to an anchor in a small harbor called Cat Island, about 100 miles to the West of Belize. We compelled them to cut their cables, but as usual by their superior sailing they got clear of us again. (Collector of Customs at New Orleans to Secretary of the Treasury). This vessel was not in commission after 1812.

PATROL 1905 - 1915

1905	June	2	Launch formerly used for anchorage duty. Named PATROL.
1905	July	28	Designated to assist TUSCARORA in enforcing rules and regulations at regatta, Chicago, Aug. 12,14,15th.
1905	Nov.	21	Commanding officer directed to place vessel out of commission November 30th.
1905	Nov.	29	Hauled out and stored for the winter.
1906	Aug.	10	Designated to assist TUSCARORA in enforcing rules, etc. at regatta, Chicago, August 18, 20 and 21st.
1906	Nov.	27	Place PATROL out of commission. June 1, 1907, launched and placed in commission.
1907	Aug.	5	Patrol course for regatta at Chicago on August 17, 18 and 19th.
1907	Nov.	26	Place PATROL out of commission on 27th instant.
1908	Dec.	5	Hauled out and stored for the winter. June 14, 1909, placed in commission.
1909	Nov.	19	Place PATROL out of commission on 30th instant. December 3rd, reported out of commission.
1910	May	18	PATROL went into commission. December 12th, placed out of commission. May 9, 1911, in commission.
1911	Nov.	30	Out of commission.
1912	May	1	In commission. To make cruise to Peoria, Ill., for purpose of inspecting motor boats.
1912	Nov.	27	Place out of commission on November 30th. Store at Weckler Boat Company.
1912	Nov.	30	Placed out of commission. May 13, 1913, placed in commission.
1913	Nov.	24	Place out of commission December 1st. Store at Weckler Boat Company.
1913	Dec.	1	Placed out of commission. Stored at Weckler Boat Company.
1914	May	1	In commission.
1914	May	28	To enforce navigation laws at Mississippi River June 1st to July 5th. Headquarters at Rock Island, Ill.
1914	May	30	Patrolled Chicago Yacht Club regatta. June 4th, left Chicago for Rock Island.
1914	June	21	Patrolled regatta North and South Side Rowing Club, Quincy, Ill.
1914	July	2	Patrolled course Mississippi Valley Power Boat Association, Peoria, Ill. July 6, arrived at Chicago.
1914	Nov.	21	Place PATROL out of commission on 1st proximo (Warren Boat Company). December 1, placed out of commission.
1915	May	5	To make trip to Mississippi River, June 8th to July 10th, and enforce motor boat laws.
1915	May	5	To patrol course of Mississippi Power Boat Association regatta July 5 - 7 at Hannibal, Missouri.
1915	July	16	To Calumet River and Lake Calumet to enforce navigation laws.
1915	July	24	To patrol Chicago Speed Boat Races.
1915	Aug.	31	Turned over to Naval Militia at Chicago.



LOUISIANA 1825 - 1830

- 1825 Apr. 26 The Collector at New Orleans informed that a new cutter had been built at New York for New Orleans and Captain John Jackson had been assigned to her.
- 1827 May 11 The Columbian Privateer BOLIVIA, which lately left your port, captured the Schooner ANTOINETTE, bound from Tampico, and chased the ISABELLA, bound for this place; has since been captured by the Revenue Cutter LOUISIANA, and the crew consisting of 34 men are now confined in the jail in this City to answer their trial at the ensuing term of the United States Court. It appears that the Captain of the BOLIVIA, Raiband, was in this City at the time of her capture and has departed your place. It is reported here that the Captain of the BOLIVIA is now fitting out the prize Brig XERES, carried by him into your port. I confidently hope that you will prevent any such violation of our laws, By the base conduct of this vessel they have forfeited every claim to further hospitality in our ports. (Collector of Customs at New Orleans to the Collector at Mobile.)
- From a letter of the Collector at New Orleans to the Secretary of the Treasury dated May 16, 1827, it appears that the ANTOINETTE had a valuable cargo, that she left Mobile for Tampico, the BOLIVIA sailing at the same time. When out of Mobile, the BOLIVIA seized the ANTOINETTE, took her to Tampico, and there attempted to get her ransomed. Failing in this, the Captain took her back to our waters, and was doubtless trying to introduce the cargo illegally into the District when captured.
- 1827 May 22 New Orleans. I have the honor herewith to transmit a copy of the report of Captain Jackson, commanding the Revenue Cutter on this station, of the occurrences which took place in this river, eventuating in the capture of the Columbian Privateer BOLIVIA of 3 guns and 37 men, mentioned in my letter of the 16th instant. Captain Jackson returned to port two days ago, after an unsuccessful cruise for the Schooner ANTOINETTE, prize to the BOLIVIA. I am happy, however, to add that she has since arrived. She came to anchor in the Southwest Pass, when she was recaptured by Captain Bateman, with the assistance of some pilots, with the cargo on board. The capture of the BOLIVIA is regarded by our merchants and underwriters as a most fortunate event. They entertain little doubt that it was her intention to seize and capture every vessel that she fell in with having specie on board. The ISABELLA, Captain Byrne, which vessel she chased and fired into, had on board thirty thousand dollars in specie. The Schooner HOUND arrived from Tampico the day after with sixty thousand dollars, and the Schooners ANNETTE and ECLIPSE have this day entered with about \$35,000. and several other traders are now hourly expected with still larger sums.
- 1827 June 2 The Revenue Cutter stationed at the port of New Orleans, under the command of Captain John Jackson, recently brought to the City a pirate captured at the Southwest Pass. She had been inshore and fired on the American Schooner ISABELLA, from Vera Cruz, with specie and passengers on board. The pirate was lying at Southwest Pass and had sent his boat with 13 men around to intercept the ISABELLA at the upper end of the Pass. The Cutter captured the boat likewise, making altogether 30 men and officers. (Niles Weekly Register, June 2, 1827).

LOUISIANA 1825 - 1830

1827 June 9 The piratical vessel lately captured and carried into New Orleans by the Revenue Cutter, proves to be the BOLIVIA with a national commission from the Republic of Colombia, and then under command of the 1st Lieutenat, the Captain being in Mobile, where he and his crew had been hospitably treated and supplied. The rascals attempted the seizure of a vessel within the Mississippi (ISABELLA) and it seems that previously they had captured the American Schooner ANTOINETTE, against which our Consul at Tampico, had protested. The fellows are in custody and the law will take its course. The Captain disowns any participation in these matters, but it seems as if he remained on shore to collect intelligence as to vessels worth privateering. (Niles Weekly Register).

1827 July 7 New Orleans. The Colombian armed Schooner BOLIVIA was yesterday condemned in the Court of Admiralty, for violation of the laws of the United States, in firing on an American vessel with intent to plunder. (Niles Weekly Register).

1830 June 5 The LOUISIANA ordered to be sold at New Orleans.

SAUKEE 1921 - In commission 1 January, 1934. (Formerly VALLONIA)

1921 Oct. 31 Under Executive Order #3564, Shipping Board Tug VALLONIA transferred to Coast Guard.

1921 Nov. 9 By direction of the Assistant Secretary of Treasury renamed SAUKEE.

1922 Jan. 9 Arrived at Depot. November 7th, placed in commission at 5:20 p. m.

1922 Nov. 21 Departed from Depot at 10:05 a. m.

1922 Nov. 25 Cape May, New Jersey, relieved KICKAPOO. December 1st, departed.

1922 Dec. 8 At Key West, Florida. Assumed permanent station.

1923 Jan. 1 Permanent station at Key West, Florida.

1923 July 27 At Key West, Florida, on Marine railway.

1923 Aug. 1 In reduced status, due to defective condenser, during August, September and October.

1929 Feb. 28 Ordered to Depot for overhaul. March 29th, arrived at Depot. June 18th, left Depot for Key West.

1930 June 26 Repairing at Tampa, Florida. December 12th, at Key West, Florida.

1931 June 9 Left for Mobile, Ala., for overhaul. August 15th, left Mobile for St. Petersburg, Florida.

1931 Aug. 20 Left St. Petersburg for Key West. August 21st, arrived at Key West.

1932 Oct. 4 Left Mobile for Charleston (temporary duty), to stop at New Orleans.

1932 Oct. 9 Arrived at Charleston for temporary duty. October 25th, left Charleston.

1932 Oct. 27 Arrived at Mobile. October 29th, left Mobile for St. Petersburg.

1932 Oct. 31 Arrived at St. Petersburg. November 19th, arrived at Key West.

1933 July 16 Left St. Petersburg and arrived Hampton Roads, Virginia, July 23, 1933.

1933 July 26 Left Norfolk, Virginia. August 3rd, arrived at Key West, Florida.

ALGONQUIN (1934 - Now Building)

Cutter #56. Contract entered into October 26, 1933, with Pusey and Jones Corporation, Wilmington, Delaware, for construction thereof, at contract price of \$499,800.  
ESCANABA type - 165-foot cutter. Estimated speed about 13 knots.

ARIADNE (1934 - Now Building)

Patrol boat No. P-11. Contract entered into November 15, 1933, with Lake Union Dry Dock and Machine Works, Seattle, Washington, at contract price of \$236,253.  
Steel Twin Screw Diesel - 165-foot patrol boat. Estimated speed about 16 knots.

ATALANTA (1934 - Now Building)

Patrol boat No. P-10. Constructed by Lake Union Dry Dock and Machine Works, Seattle, Washington. Contract price \$236,253. Steel Twin Screw Diesel - 165-foot patrol boat. Estimated speed about 16 knots. Contract dated November 15, 1933.

GEORGE M. BIBB (1934 - Now Building)

Cutter #71. Order given to Charleston, South Carolina, Navy Yard, on January 26, 1934, for construction at estimated cost of \$1,700,000.  
Gunboat type - 327-foot cruising cutter. Estimated speed about 20 knots.

CALUMET (1934 - Now Building)

Cutter #61. Order given to Navy Yard, Charleston, South Carolina, on December 8, 1933, for construction, at estimated price of \$235,953.  
Single screw - 110-foot Harbor Cutter. Estimated speed 12 knots.

GEORGE W. CAMPBELL (1934 - Now Building)

Cutter #65. Order given Philadelphia, Pa., Navy Yard, on January 26, 1934, for construction, at estimated price of \$1,700,000.

Gunboat type - 327-foot cruising cutter. Estimated speed about 20 knots.

COMANCHE (1934 - Now Building)

Cutter #57. Contract entered into October 26, 1933, with Pusey and Jones Corporation, Wilmington, Delaware, for construction, contract price \$499,800.

ESCANABA type - 165-foot cutter. Estimated speed 13 knots.

DIONE (1934 - Now Building)

Patrol boat P-13. Contract entered into November 10, 1933, with Manitowoc Shipbuilding Corporation, Manitowoc, Wisconsin - contract price \$242,800.

Steel Twin Screw Diesel - 165-foot patrol boat. Estimated speed about 16 knots.

WILLIAM J. DUANE (1934 - Now Building)

Cutter #67. Order given Philadelphia, Pa., Navy Yard on January 26, 1934, for construction at estimated price of \$1,700,000.

Gunboat type - 327-foot cruising cutter. Estimated speed about 20 knots.

ELECTRA (1934 - Now Building)

Patrol boat P-14. Constructed by Manitowoc Shipbuilding Corporation, Manitowoc, Wisconsin. Contract price \$242,800, dated November 10, 1933.

Steel Twin Screw Diesel - 165-foot patrol boat. Estimated speed about 16 knots.

ALEXANDER HAMILTON (1934 - Now Building)

Cutter #69. Order given January 26, 1934, to New York, New York, Navy Yard for construction at estimated price of \$1,700,000.  
Gunboat type - 327-foot cruising cutter. Estimated speed about 20 knots.

HUDSON (1934 - Now Building)

Cutter #62. Order given Portsmouth, New Hampshire, Navy Yard, December 8, 1933, for construction at estimated price of \$235,953.  
Single Screw - 110-foot Harbor Cutter. Estimated speed about 12 knots.

SAMUEL D. INGHAM (1934 - Now Building)

Cutter #66. Order given Philadelphia, Pa., Navy Yard on January 26, 1934, for construction at estimated price of \$1,700,000.  
Gunboat type - 327-foot cruising cutter. Estimated speed 20 knots.

MOHAWK (1934 - Now Building)

Cutter #58. Contract entered into October 26, 1933, with Pusey and Jones Corporation, Wilmington, Delaware, contract price \$499,800.  
ESCANABA type - 165-foot cutter. Estimated speed 13 knots.

NAVESINK (1934 - Now Building)

Cutter #63. Order given December 8, 1933, to Charleston, South Carolina, Navy Yard, for construction, at estimated cost of \$235,953.  
Single Screw - 110-foot Harbor Cutter. Estimated speed about 12 knots.

NEMESIS (1934 - Now Building)

Patrol boat P-18. Contract entered into November 17, 1933, with Marietta Manufacturing Company, Point Pleasant, West Virginia. Contract price \$248,210.  
Steel Twin Screw Diesel - 165-foot patrol boat. Estimated speed about 16 knots.

NIKE (1934 - Now Building)

Patrol boat P-17. Constructed by Marietta Manufacturing Company, Point Pleasant, West Virginia, under contract dated November 17, 1933. Contract price \$248,210.  
Steel Twin Screw Diesel - 165-foot patrol boat. Estimated speed about 16 knots.

ONONDAGA (1934 - Now Building)

Cutter #59. Contract entered into with DeFoe Boat and Motor Works, Bay City, Michigan, for construction - price \$563,800. Contract dated October 27, 1933.  
ESCANABA type - 165-foot cutter. Estimated speed about 13 knots.

PANDORA (1934 - Now Building)

Patrol boat P-15. Contract entered into November 10, 1933, with Manitowoc Shipbuilding Corporation, Manitowoc, Wisconsin - contract price \$242,800.  
Steel Twin Screw Diesel - 165-foot patrol boat. Estimated speed about 16 knots.

JOHN C. SPENCER (1934 - Now Building)

Cutter #70. Order given January 26, 1934, to New York Navy Yard, for construction, at estimated cost of \$1,700,000.  
Gunboat type - 327-foot cruising cutter. Estimated speed about 20 knots.

CYANE (1934 - Now Building)

Patrol boat P-12. Contract entered into November 15, 1933, with Lake Union Dry Dock And Machine Works Company, Seattle, Washington, for construction - contract price \$236,253.  
Steel Twin Screw Diesel - 165-foot patrol boat. Estimated speed about 16 knots.

TAHOMA (1934 - Now Building)

Cutter #60. Contract entered into with DeFoe Boat and Motor Works, Bay City, Michigan, October 27, 1933, for construction - price \$563,800.  
ESCANABA type - 165-foot cutter. Estimated speed about 13 knots.

ROGER B. TANEY (1934 - Now Building)

Cutter #68. Order given Philadelphia, Pa., Navy Yard, for construction at estimated price of \$1,700,000 January 26, 1934.  
Gunboat type - 327-foot cruising cutter. Estimated speed about 20 knots.

TRITON (1934 - Now Building)

Patrol boat P-16. Contract entered into November 17, 1933, with Marietta Manufacturing Company, Point Pleasant, West Virginia, for contract price of \$248,210.  
Steel Twin Screw Diesel - 165-foot patrol boat. Estimated speed about 16 knots.

TUCKAHOE (1934 - Now Building)

Cutter #64. Order given December 8, 1933, to Charleston, South Carolina, Navy Yard, for construction at estimated cost of \$235,953.  
Single Screw - 110-foot Harbor Cutter. Estimated speed about 12 knots.



SEMINOLE 1900 - In commission 1 January, 1934.

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Built by Columbian Iron Works, Baltimore, Maryland, under contract dated October 28, 1897, for \$141,000.  
1899 Mar. 10 To be known as SEMINOLE.  
1899 Mar. 18 Launched. January 13, 1900, accepted by Captain Russell Glover.  
1900 Aug. 10 Vessel no longer under supervision of Superintendent of Construction.  
1900 Aug. 31 Ordered to be placed in commission 3rd proximo. Ordered to Boston, Mass., for duty.  
1900 Sept. 3 Placed in commission. September 5th, sailed. September 17th, arrived at Boston.  
1900 Nov. 24 Winter cruising orders sent.  
1901 Oct. 14 Arrived at Boston. November 26th, winter cruising orders sent.  
1902 June 2 Ordered to Arundel Cove Depot, Maryland, for overhauling and painting.  
1902 June 10 Sailed for Arundel Cove Depot, Maryland, from Boston. Arrived on June 18.  
1902 July 26 Arrived at Baltimore.  
1902 Oct. 24 To remain at Curtis Bay or Baltimore until further orders by Department.  
1902 Nov. 3 Arrived at Boston. November 25th, winter cruising orders sent.  
1903 Jan. 28 Ordered to Bay of Islands, Newfoundland, to assist American fishing vessels in ice.  
1903 Mar. 12 Proceed to Depot, R. C. S., Arundel Cove, April 1, to clean, paint and repair.  
1903 Apr. 14 Sailed for Baltimore via New York. April 23rd, arrived at Arundel Cove.  
1903 May 26 Sailed for Boston, Mass., from Baltimore. June 2nd, arrived at Boston.  
1903 Nov. 25 Winter cruising orders sent.  
1904 Feb. 13 Ordered to remove wreck of sunken Schooner off Cape Cod, Mass.  
1904 May 18 Ordered to Tompkinsville, Staten Island, New York. May 21st, left for New York.  
1904 May 22 Arrived at Tompkinsville at 10:00 a. m.  
1904 June 20 Ordered when ready for sea to Wilmington, N. C., for duty on that station. Cruising grounds from Cape Hatteras to mouth of St. John's River - occasionally to Jacksonville, Florida.  
1904 June 21 Sailed 9:30 a. m. June 23rd, arrived at Wilmington.  
1904 Nov. 4 Ordered to Baltimore, Maryland, to be placed in dry dock.  
1904 Nov. 8 Will sail for Baltimore today. November 10th, arrived at Baltimore.  
1904 Dec. 1 Winter cruising orders sent. December 13th, sailed for Wilmington, N. C.  
1904 Dec. 14 Arrived at Southport, N. C. Will proceed to Wilmington tomorrow.  
1905 June 27 Ordered to proceed to sea to search for Schooner CLARA E. BERGEN abandoned at sea.  
1905 July 5 Arrived at Wilmington, N. C.  
1905 July 11 Cruising grounds extended to include Jacksonville, Florida, during the summer months.  
1905 July 21 Sailed for Charleston, S. C.  
1905 July 23 Intention to leave Charleston for Jacksonville, July 24th. July 27th, to leave for Charleston.  
1905 July 29 To leave Charleston for Southport, N. C.  
1905 Aug. 7 Ordered immediately to Gulfport, Mississippi, to report to Captain Ross on arrival.

SEMINOLE 1900 - In commission 1 January, 1934.

1905	Aug.	8	Left for Key West. August 14th, arrived at Gulfport and reported to Captain Ross.
1905	Sept.	12	Assigned to patrol duty between Perdido Bay and Fort Morgan.
1905	Sept.	14	Arrived at Fort Morgan, Alabama.
1905	Oct.	23	Relieved from further duty with quarantine. To return to Wilmington and resume regular duties on that station.
1905	Oct.	28	Sailed for Wilmington at 11 a. m. November 2nd, arrived at Wilmington at noon.
1905	Nov.	10	Sent orders for winter cruising to begin December 1. District - from Wilmington, N. C., North to Cape Hatteras and South to Charleston, with occasional visits to Savannah, in the discretion of the commanding officer.
1905	Nov.	29	Will proceed to Southport on December 1; go to Lookout Bight on December 2; return to Southport about 6th instant.
1906	Apr.	20	Authorized withdraw SEMINOLE from cruising for such time as may be necessary to clean boilers, etc.
1906	May	5	Will leave Wilmington on or about 13th instant for Bald Head. Balance of month to be spent in drills and target practice.
1906	June	7	Proceed to Depot, R. C. S., at Arundel Cove, Maryland; arrived on June 19th at 2:30 p. m.
1906	Aug.	23	Have command in readiness to take part in military parade at Baltimore on September 11, 1906.
1906	Oct.	18	Left South Baltimore for Wilmington, N. C.; arrived at Wilmington on October 26th.
1906	Nov.	27	Sent orders for winter cruising to begin December 1. District - from Wilmington, N. C., North to Cape Hatteras and South to Charleston, with occasional visits to Savannah in the discretion of the commanding officer.
1906	Dec.	1	Left for Southport at 11 a. m.
1907	Jan.	15	Directed to proceed to Charleston, S. C., so as to reach there by evening of 18th instant, and convey Secretary Taft and party to points of interest in the harbor.
1907	Mar.	30	Have command in readiness to be present at opening of Jamestown Exposition, should Department decide to have SEMINOLE present.
1907	Apr.	7	Left at 8 a. m. to assist Schooner at Cove Bank.
1907	Apr.	18	Proceed to Norfolk and be present at opening of Jamestown Exposition; anchorage 400 yards east (true) U.S.S. MIANTONOMAH.
1907	Apr.	23	Left at 8:30 a. m. for Norfolk.
1907	Apr.	24	Arrived at designated anchorage, Norfolk at 4 p. m.
1907	May	23	Return to Wilmington, N. C., and then proceed to Beaufort on June 8 for beginning of opening of Inland Waterway. May 27th, left for Wilmington at 5 a. m. May 28th, arrived at Wilmington.
1907	June	14	Arrived at Southport. June 5th, arrived at Beaufort.
1907	June	12	Proceed to Tompkinsville, arrive not later than June 22nd. June 18th, left for Tompkinsville at 9 a. m.
1907	June	20	Arrived at Tompkinsville.

SEMINOLE 1900 - In commission 1 January, 1934.

1907 July 5 Proceed to Delaware Breakwater, convoy ONONDAGA and PAMLICO to Capes of Chesapeake, and then proceed to Station at Wilmington, N. C. July 12th, arrived at Southport, N. C.

1907 Sept. 3 Left this morning for Lookout Shoals.

1907 Oct. 12 Proceed to Fishermans Island, Chesapeake Bay, for drills and inspection, timing departure so as to arrive on 16th instant. Stop at Old Point Comfort for Lieutenant Satterlee.

1907 Oct. 14 Report to senior officer commanding fleet on 17th instant, for joint drills and inspection. Proceed to New Point Comfort. October 30th, proceed to Newport News.

1907 Nov. 23 Sent orders for winter cruising to begin December 1. District - from Wilmington, N. C., North to Cape Hatteras and South to Charleston, with occasional visits to Savannah in the discretion of the commanding officer.

1908 June 17 Proceed to New London for Yale - Harvard regatta, reaching there not later than 23rd instant.

1908 June 25 Report to C.O. MOHAWK when that vessel returns to Tompkinsville.

1908 June 26 Left New London for Tompkinsville. June 27th, arrived at Tompkinsville.

1908 June 29 Proceed to Morehead City, N. C., reach there not later than July 3rd, to participate in ceremonies attending presentation of silver service to cruiser NORTH CAROLINA.

1908 July 8 Arrived at Newport News, Virginia.

1908 July 27 Proceed to assistance of Schooner JOSE WAVERIL, near Bulls Bay Lighthouse, S. C.

1908 July 30 Schooner broken in two. Crew landed, SEMINOLE sailed for Wilmington.

1908 Oct. 5 Proceed to Norfolk in connection with repairs. October 8th, arrived at Norfolk.

1908 Nov. 24 Sent orders for winter cruising to begin December 1. District - from Wilmington, N. C., to Cape Hatteras on the North and Southward to Charleston, S. C., with occasional runs to Savannah, in the discretion of the commanding officer.

1909 June 16 Proceed to Poughkeepsie, New York, for regatta, arrive by 26th instant.

1909 June 25 Arrived at Tompkinsville.

1909 Aug. 23 Proceed to Marblehead, Mass., on duty in connection with International Yacht Races.

1909 Sept. 12 Arrived at Lewes, Delaware.

1909 Sept. 13 Have command at New York on September 21, for Fulton-Hudson celebration.

1909 Oct. 15 Proceed to regular station at Wilmington, N. C. October 16th, left Tompkinsville for Wilmington.

1909 Oct. 18 Arrived at Wilmington, N. C.

1910 Jan. 11 To search off cruising district for steam lighter COLOMBIA.

1910 Jan. 25 To be at Wilmington on 31st to take Congressional Committee to Southport and return.

1910 May 12 Ordered to Newport News for inspection. May 19th, left Wilmington for Newport News.

1910 Aug. 20 Arrived at Wilmington from Newport News.

1910 Nov. 5 Returned to Wilmington from Newport News.

1911 May 11 To Norfolk for repairs. May 13th, arrived at Norfolk.

SEMINOLE 1900 - In commission 1 January, 1934.

1911	June	12	To remain at Norfolk until completion of repairs to ONONDAGA.
1911	Nov.	27	Withdrawn from station; to Arundel Cove.
1911	Dec.	4	Arrived at South Baltimore and placed out of commission. Relieved by ITASCA.
1912	Apr.	17	Placed in commission at South Baltimore. Relieved the ITASCA.
1912	Apr.	27	Resumed duties at Wilmington station.
1912	May	4	To extend cruising grounds to Cape Canaveral during absence of YAMACRAW.
1912	June	25	To convey North Carolina Bar Association from Morehead City - Cape Lookout and return on July 4, 1912.
1912	Nov.	11	Sent winter cruising orders to begin December 1 - April 1, 1913.
1913	Jan.	17	To remain in port, January 20, 1913, to receive Silver Service presented by Merchant's and Miners Transportation Company, for services rendered S. S. BERKSHIRE.
1913	Mar.	31	Cruising grounds extended after April 1st, until further orders, to Tybee Roads.
1913	Apr.	11	Complement reduced, cruising restricted until July 1st.
1913	June	23	Order of April 11, 1913, revoked. To resume cruising. In drydock at Wilmington; out on June 25th.
1913	July	9	To resume duties on regular station on July 20, 1913.
1913	July	25	To cover station in August, September and October to enforce navigation laws.
1913	Nov.	11	Sent winter cruising orders to begin December 1 until April 1, 1914.
1914	Mar.	7	Cruising grounds extended from Cape Hatteras, N. C., to Savannah, during absence of MIAMI on ice patrol.
1914	May	16	Proceed to Depot, South Baltimore, report May 23rd, for repairs and general overhauling.
1914	May	19	Left Wilmington. May 28th, placed out of commission at Depot.
1914	July	14	At Skinner's Yard, Baltimore. July 15th, returned to Depot.
1914	Nov.	2	Commandant, Depot, directed to place SEMINOLE in commission on November 3, 1914.
1914	Nov.	8	Left Depot. November 9th, docked at Skinner's Yard. November 11th, undocked.
1914	Nov.	14	Sailed from Baltimore for Norfolk. (Coaled at Norfolk).
1914	Nov.	16	Sent winter cruising orders - station from Cape Hatteras to Charleston, S. C.
1914	Nov.	20	Arrived at Wilmington, N. C.
1915	Aug.	16	Ordered to San Juan, Puerto Rico.
1915	Aug.	19	Sailed from Wilmington for San Juan. August 24th, arrived at San Juan. Neutrality duty; to relieve U.S.S. PADUCAH, in absence of ALGONQUIN from station.
1915	Oct.	26	Upon relief by ITASCA, return to station at Wilmington, N. C.
1915	Nov.	10	Winter cruising ordered - district from Cape Hatteras to Charleston, S. C.
1915	Nov.	22	Sailed from San Juan for Wilmington. November 27th, arrived at Wilmington.
1916	June	12	To assist in showing members of North Carolina Cotton Manufacturing Association facilities of Cape Fear River, July 21st and 22nd.
1916	June	27	To participate in Fourth of July celebration at Morehead City, N. C.
1916	Aug.	11	To show works on Cape Fear River to members of North Carolina Association of afternoon newspapers.

SEMINOLE 1900 - In commission 1 January, 1934.

1916	Nov.	23	Winter cruising ordered - district extending from Cape Hatteras to Charleston, S. C.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u>
1918	May	13	Arrived at Depot, 12 noon, for repairs. June 11th, left Depot at 11:45 a. m.
1918	July	3	Arrived at Depot at noon.
1919	Aug.	28	<u>Coast Guard returned to Treasury Department by Executive Order.</u>
1919	Sept.	1	Wilmington - Carolina Shipyard, for launching of steam ship CRAWFORD.
1920	Mar.	21	Under orders of March 13th, arrived at New York, New York, and reported to Division Commander for duty; permanent headquarters at New York, New York.
1920	June	23	At New London to patrol regatta. August 3rd, arrived at Wilmington, N. C.
1920	Sept.	17	Being overhauled at Wilmington, N. C. October 11th, assigned to Norfolk Division.
1921	Apr.	15	Proceeded to Cape Hatteras and assisted JAMES E. NEWSON.
1921	Apr.	17	Arrived at Lookout Cove with barge FERRY.
1921	Aug.	7	Arrived at Depot at 12:45 p. m. with the following sub-chasers in tow: U.S.S. SMITH; U.S.S. VAUGHAN; U.S.S. CYGAN; U.S.S. TAYLOR; U.S.S. LARSEN; U.S.S. NEWBERRY; U.S.S. HANSEN.
1921	Aug.	9	Departed Depot at 8:45 a. m. October 2nd, arrived at Charleston, S. C., 7:45 a. m.
1921	Oct.	4	Hauled out on drydock at Charleston Dry Dock and Machine Company at 10 a. m.
1921	Oct.	5	Floated at 4:45 p. m. and immediately sailed for Wilmington. October 6th, arrived at Wilmington.
1921	Oct.	6	Sailed from Wilmington at 12:45 p. m.
1922	Feb.	1	Drydock at Norfolk. February 9th, in Wilmington.
1922	Aug.	12	Cape May, New Jersey, for maneuvers. Left the 21st. September 10th, at Depot for overhaul.
1923	Jan.	1	Permanent station at Wilmington. At present repairing at the Coast Guard Depot, South Baltimore.
1923	Jan.	6	Ordered to proceed to San Juan for temporary station. To act as independent unit at this station, under supervision of Headquarters.
1923	Jan.	9	Acknowledged receipt of orders and sailed for Norfolk on 19th; arriving there on the 20th.
1923	Jan.	15	Cruising limits in Puerto Rico established by Headquarters as follows: waters of Puerto Rico and the Virgin Islands. January 25th, sailed from Norfolk.
1923	Feb.	15	Arrived at San Juan, Puerto Rico. April 15th, left Puerto Rico. April 20th, arrived at Wilmington.
1923	May	3	Left Wilmington for New York. (Continuous station). May 6th, arrived at New York.
1923	June	18	Arrived at Depot 3:20 a. m. for authorized repairs. October 15th, repairs completed.
1924	Oct.	24	Left Depot having completed repairs. August 5, 1926, arrived at Depot for repairs.
1926	Aug.	13	Left Depot. August 16th, arrived at New York.
1927	May	16	Arrived at Depot for overhaul. June 23rd, left Depot for New York - overhaul completed.
1929	Mar.	7	Ordered to take permanent station at Sault Ste. Marie, Michigan. (Lakos Division).
1929	June	3	Sailed for Sault Ste. Marie; arrived on June 26th.
1929	Oct.	22	Ordered to be laid up for the winter.

OFFICERS		E. A. STEVENS 1861 - 1890 (Formerly NAUGATUCK)									
		ASSIGNED				DETACHED					
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS					
Captain	Carson, John	1869 Jan. 28		1871 Apr. 21							
2nd Lieut.	Brooks, S. A.	1870 Dec. 8		1871 May 12							
3rd Lieut.	Hall, David A.	1871 Mar. 25		1871 June 21							
1st A. Engr.	Ball, Charles H.	1871 Mar. 28		1871 June 21							
2nd A. Engr.	Collins, John W.	1871 Mar. 28		1871 Apr. 8							
2nd A. Engr.	Clark, John W.			1871 Apr. 15							
1st Lieut.	Abbey, C. A.	1871 Sept. 21		1873 July 2	July 3						
2nd Lieut.	Charlton, Wm. Jr.	1871 May 6		1873 Mar. 13							
3rd Lieut.	Hall, David A.	1871 July 31		1873 Apr. 4	May 16						
1st Lieut.	Mitchell, J. C.	1871 May 12		1871 Sept. 21							
Chf. Engr.	MacDougall, James M.	1871 May 25		1871 Aug. 30							
2nd A. Engr.	Magee, S. H.	1871 May 21		1871 Nov. 6							
2nd A. Engr.	Rockefeller, A. F.	1871 Apr. 8		1876 May 2	May 4						
Captain	Usher, J. D.	1871 Apr. 21		1871 July 30						Died.	
1st A. Engr.	Ball, Charles H.	1871 Nov. 6		1873 July 1							
1st Lieut.	Cary, A. G.	1873 Feb. 11		1873 Apr. 3	Apr. 26						
3rd Lieut.	O'Connor, F. A.	1873 Apr. 2	Apr. 26	1873 June 24	June 27						
2nd Lieut.	Howard, Samuel	1873 Apr. 3	May 16	1873 July 14	July 16						
Captain	Deane, E. L.	1873 July 3	July 9	1874 May 21	May 24						
2nd Lieut.	Howard, Samuel	1873 Dec. 3	Dec. 6	1876 Mar. 28	Dismissed from Service.						
2nd Lieut.	O'Connor, F. A.	1873 Dec. 3	Dec. 9	1876 Apr. 22							
1st A. Engr.	Tupper, James T.	1873 Dec. 3	Dec. 12	1874 July 22	July 30					To BOUTWELL.	
Captain	Irish, Joseph )	(1874 May 28	June 10	(1876 June 14						Promoted 6/30/74.	
	)	(		(1876 Aug. 3							
Chf. Engr.	Dale, Charles G.	1874 July 9	July 21	Resignation accepted. Effective 8/22/74.							
3rd Lieut.	Crosley, S. M.	1874 July 18	July 24	1876 Jan. 26							
Chf. Engr.	Levinness, James F.	1874 Sept. 10	Sept. 19	1876 Sept. 22	Sept. 30						
3rd Lieut.	Munger, E. W.	1876 Jan. 28	Feb. 5	1876 May 27	May 31						
2nd Lieut.	Buhner, Albert	1876 Apr. 22	Apr. 29	1876 May 27	May 31						
2nd A. Engr.	Angell, Charles F.	1876 Apr. 24	May 2	1876 Oct. 11							
Chf. Engr.	Satterlee, Chas. A.	1876 Sept. 22		1877 Feb. 20	Feb. 21						
Captain	Gabrielson, Eric	1877 Jan. 9	Jan. 16	1877 Feb. 24	Feb. 26						



OFFICERS		E. A. STEVENS 1861 - 1890 (Formerly NAUGATUCK)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
2nd Lieut.	Biondi, Eugene	1877 Feb. 7	Feb. 10	1877 Nov. 9	Nov. 10		
1st Lieut.	Sturges, H. L.	1877 Feb. 14	Feb. 17	1877 Apr. 13			
3rd Lieut.	Munger, E. W.	1877 Feb. 14	Feb. 24	1877 Oct. 31			
2nd A. Engr.	Angell, Charles F.	1877 Feb. 14	Feb. 19				
1st A. Engr.	Hedden, E. F.	1877 Feb. 23	Feb. 24	1877 Nov. 9	Nov. 10		
Captain	Baker, John G.	1877 Mar. 6	Mar. 8	1878 Apr. 19	Apr. 20		
1st A. Engr.	Taylor, S. T.	1877 Mar. 16	Mar. 18	1877 Apr. 7	Apr. 10		
2nd Lieut.	Roath, W. D.)	(1877 Mar. 16	Mar. 24	(1877 Nov. 9	Nov. 10		
1st Lieut.	Roath, W. D.)	(1878 Apr. 1	Apr. 5	(1881 Nov. 16	Nov. 18		
1st A. Engr.	Churchill, A. L.	1878 Apr. 1		1881 Nov. 10	Nov. 12		
2nd A. Engr.	Angell, C. F.	1878 Apr. 2	Apr. 9	1879 Mar. 10			
Captain	Abbey, C. A.	1878 Apr. 5	Apr. 19	1881 Apr. 29		On reptg. of Simmonds.	
3rd Lieut.	Willett, S. S.	1878 Apr. 12	Apr. 22	1879 Mar. 29			
Chf. Engr.	Collins, John W.	1879 Jan. 7	Jan. 16	1880 June 22	June 26		
2nd Lieut.	Simmonds, F. J.	1879 Jan. 16	Feb. 27	1882 Apr. 4	Apr. 6		
1st A. Engr.	Hoyt, Alfred	1879 July 17	July 23	1880 Apr. 8	Apr. 13		
Chf. Engr.	Stone, Charles H.	1880 June 22	June 26	1881 Apr. 30		On reptg. of Dinsmore.	
Captain	Simmons, W. S.	1881 Apr. 29	May 17	1884 June 5	June -		
Chf. Engr.	Dinsmore, M. D. L.	1881 Apr. 29	May 7	1888 Apr. 14			
2nd A. Engr.	Webber, Eugene P.	1881 Nov. 10	Nov. 15	1883 Nov. 3	Nov. 5		
1st Lieut.	Keene, L. M.	1881 Nov. 16	Nov. 22	1882 Nov. 7	Nov. 14		
2nd Lieut.	Gooding, George H.	1882 Feb. 18	Mar. 29	1885 June 15	June 18		
3rd Lieut.	Broadbent, H. M.	1882 July 10	Aug. 19	1885 Jan. 31	Feb. 3		
1st Lieut.	Herring, W. J.	1882 Nov. 7	Dec. 1	1885 Nov. 28	Dec. 2	On reptg. of Hand.	
2nd A. Engr.	Fitzpatrick, James	1883 Nov. 13	Nov. 24	1884 Apr. 11	Apr. 13		
Captain	Glover, Russell	1884 June 5	June 16	1886 May 13			
2nd A. Engr.	Beckwith, C. W.	1884 Apr. 16	May 5	1887 May 14			
3rd Lieut.	Dunwoody, F. M.	1885 July 18	July 28	1885 Oct. 21	Oct. 23		
3rd Lieut.	Jarvis, D. H.	1885 June 13	June 30	1888 Apr. 3			
1st Lieut.	Hand, W. H.	1885 Nov. 28	Dec. 8	1889 Sept. 19		On BOUTWELL from Sept. to Dec., 1887.	
2nd Lieut.	Hanks, A. P. R.	1886 Mar. 30		1888 Dec. 27		On BOUTWELL from Sept. to Dec., 1887.	
2nd A. Engr.	Turner, O. N.	1887 June 6		1889 Aug. 13			
Chf. Engr.	Severns, J. A.	1888 Apr. 14		1890 Jan. 17			
3rd Lieut.	Smith, F. L.	1888 Aug. 10		1889 June 22			
3rd Lieut.	Hull, J. B.	1889 June 27		1889 Aug. 13			

E. A. STEVENS 1861 - 1890 (Formerly NAUGATUCK)

1861	July	16	Mr. E. A. Stevens reports that the work on the new iron steamer is progressing favorably.
1862	Mar.	12	Built and presented to the Department by Mr. Stevens.
1862	Mar.	13	Ordered to Fortress Monroe under command of Captain Shippen.
1862	Apr.	9	Her arrival at Fortress Monroe reported.
1862	May	9	Her engagement with a battery on Sewells Point in connection with a squadron of Naval vessels, May 8th, reported. She was also engaged in the attack on Drury's Bluff, James River, by the U. S. Naval Forces, May 15th, 1862. Her gun was exploded at the first fire. She is referred to in the reports as the NAUGATUCK.
1862	July	9	Ordered to New York for repairs. July 13th, her arrival at New York reported.
1862	Oct.	13	Reported as being about ready for service. November 16th, to guard the approaches to New York.
1865	Aug.	6	To be repaired at New York.
1865	Nov.	10	To New Bern for duty. November 28th, arrived at New Bern.
1868	Apr.	8	Ordered to New York for repairs.
1868	Apr.	10	Sailed from New Bern. April 24th, arrived at New York.
1868	Dec.	10	To return to New Bern. December 22nd, at New Bern.
1871	Aug.	-	Ordered to Wilmington for repairs. September, ordered to Philadelphia for repairs.
1873	June	14	Ordered to Baltimore for repairs. June 17th, sailed; arrived on the 19th.
1873	July	1	To be dismantled and crew discharged. July 11th, carried into effect.
1873	Dec.	15	Ordered to New Bern, N. C., for duty. December 17th, sailed; arrived on the 21st.
1876	May	27	Laid up for repairs. May 31st, carried into effect.
1876	June	6	Ordered to be towed to Norfolk, Virginia. June 11th, arrived.
1876	June	22	Ordered to be towed to Baltimore by the EWING. June 30th, arrived at Baltimore.
1877	Mar.	16	Ordered to New Bern for duty. March 19th, sailed; arrived on the 24th.
1877	Oct.	30	Ordered to Baltimore. November 4th, arrived.
1877	Nov.	8	To be placed out of commission.
1878	Apr.	8	Ordered to be placed in commission. April 10th, sailed; arrived on the 13th, and proceeded to New Bern. Cruising grounds - Pamlico and Albermarle Sounds.
1884	Sept.	20	Ordered to Baltimore for repairs to boiler. September 30th, arrived.
1885	Jan.	5	Sailed for New Bern. January 9th, arrived.
1889	July	27	Ordered to Norfolk, Virginia.
1889	Aug.	9	Ordered to Baltimore. August 10th, arrived.
1889	Aug.	13	Ordered to be placed out of commission.
1890	Jan.	9	Loaned to Marine Hospital Service as floating hospital.
1890	Apr.	24	Sold at Baltimore to Mr. Henry Brown for \$3,025.
1890	Apr.	25	Sale confirmed.

OFFICERS		PETER G. WASHINGTON		1865 - 1906		(Formerly UNO)(Formerly JUNIPER)	
		ASSIGNED		DETACHED			
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
1st Lieut.	Lay, Thos. W.	1866 Aug. 31		1871 Apr. 17			
1st A. Engr.	Dinsmore, M. D. L.	1870 Aug. 24		1872 Nov. 13			
1st Lieut.	Shepard, L. G.	1871 Apr. 15		1873 Apr. 1	Apr. 5		
1st A. Engr.	Collins, J. W.	1872 Nov. 16		1873 June 19			
1st Lieut.	Gabrielson, Eric	1873 Apr. 1	Apr. 5	1874 Mar. 14	Apr. 2		On reptg. of Munger.
1st A. Engr.	Ball, Charles H.	1873 Oct. 11		1873 Dec. 20			
1st A. Engr.	Collins, J. W.	1873 Dec. 20		1878 Oct. 14			
1st Lieut.	Munger, F. M.	1874 Mar. 14	Apr. 2	1874 Dec. 19	Dec. 30		
1st Lieut.	Williams, George	1874 Dec. 19	Dec. 30	1877 Oct. 30	Nov. 2		
3rd Lieut.	Danforth, C. D.	1874 Dec. 21	Dec. 29	1877 Nov. 13	Nov. 15		
1st Lieut.	Coulson, W. C.	1877 Oct. 23	Nov. 2	1881 Mar. 17	Mar. 21		
3rd Lieut.	McLellan, Charles H.	1877 Nov. 30	Dec. 4	1878 June 26			
1st A. Engr.	Taylor, S. F.	1878 Oct. 14	Oct. 30	1879 Mar. 4	Mar. 5		
1st A. Engr.	Ogdin, James	1879 Mar. 7	Mar. 11	1881 Mar. 29			
1st Lieut.	Phillips, M. L.	1881 Mar. 16	Mar. 21	1884 June 5	June 10		
1st A. Engr.	Tupper, James F.	1881 Mar. 29	Apr. 2	1885 Mar. 5	Mar. 7		
1st Lieut.	Parker, J. H.	1884 Apr. 30		1885 Mar. 25	Mar. 30		
1st A. Engr.	Laws, C. A.	1885 Mar. 5	Mar. 9	1887 Jan. 12			Died.
1st Lieut.	Congdon, J. W.	1885 Mar. 25	Mar. 31	1888 Apr. 14			
1st A. Engr.	French, D. McC.	1887 Jan. 12		1887 May 17			
1st A. Engr.	Ogdin, James	1887 May 17		1887 Dec. 16			
1st A. Engr.	Whitworth, H. C.	1887 Dec. 16		1888 Dec. 27			
1st Lieut.	Smyth, T. S.	1888 Apr. 16		1890 Mar. 15			
1st A. Engr.	Hoyt, Alfred	1889 May 4					
1st A. Engr.	Rockefeller, A. F.	1888 Dec. 27		1889 May 4			
1st Lieut.	Littlefield, A. D.	1890 Mar. 15					

PETER G. WASHINGTON 1865 - 1906 (Formerly UNO)(Formerly JUNIPER)

		Purchased from the Navy in June, 1865, for \$7,000. Vessel then known as the JUNIPER.	
1865	June 23	Purchased at Washington Navy Yard from Navy Department for HARRIET LANE.	
1865	July 5	Ordered to New York. July 25th, to be repaired.	
1865	July 27	<u>Name changed to UNO.</u>	

PETER G. WASHINGTON 1865 - 1906 (Formerly UNO)(Formerly JUNIPER)

1870	Nov.	22	To be extensively repaired. Estimated cost \$3,715.
1873	July	3	To be dismantled for repairs.
1873	Nov.	25	<u>Name changed from the UNO to PETER G. WASHINGTON, and instructions given to put vessel in commission.</u>
1876	July	14	Ordered to temporary duty at Philadelphia. July 15th, arrived.
1876	Aug.	31	Ordered back to New York for duty. September 2nd, left; arrived on September 3rd. On harbor duty at New York.
1893	Aug.	22	Ordered to Philadelphia to take place of COXE. Crew of latter vessel to be transferred.
1893	Aug.	30	Sailed; arrived on September 1.
1904	Nov.	23	Commanding Officer directed to proceed with command to South Baltimore, Maryland, and upon arrival to transfer officers, crew and ships' outfits to the WISSAHICKON.
1904	Nov.	30	Left for Baltimore at eight-thirty in the morning. December 1, arrived at Arundel Cove, 1 p. m.
1904	Dec.	3	Placed out of commission at Depot, R. C. S., Arundel Cove, Maryland.
1906	Feb.	16	Bidder failed to deposit money. All bids rejected. Re-advertised.
1906	Mar.	2	Proposal of John H. Gregory, Perth Amboy, New Jersey, for \$405, accepted.

NUNIVAK 1898 - 1902

1898	Feb.	16	Built by William H. Birch and Company, San Francisco, under contract, for \$32,620.
1898	June	23	Launched.
1899	Apr.	18	To be towed to Seattle, Washington, by RUSH.
1899	May	1	Placed in commission at San Francisco, California.
1899	May	2	Sailed. May 6th, anchored in Humbolt Harbor, in tow of RUSH. Leaking badly, hog chains and towline parted. Oakum spewed out of seams.
1899	May	20	Sailed; arrived at Seattle on May 24th. June 10th, sailed in tow of RUSH from Seattle.
1899	June	13	Sailed in tow of RUSH from Port Townsend.
1899	June	20	Arrived at Mary's Island, Alaska. June 22nd, arrived at Sitka.
1899	July	6	Arrived at Dutch Harbor. July 14th, arrived at St. Michael, Alaska.
1901	May	3	Lieutenant Jarvis directed to invite proposals for sale of vessel.
1902	Apr.	30	Lieutenant Jarvis written by Department regarding sale.
1902	Sept.	15	Telegram to E. B. Leddy, Seattle. "Your offer \$5,000. for NUNIVAK accepted. Deposit amount Washington National Bank, Seattle, Washington, to credit Treasury U. S., on account purchase Revenue Steamer NUNIVAK. Request bank wire Department as to receipt, when instructions will be sent Deputy Collector of St. Michael".
1902	Sept.	18	Sold to W. D. Hofius and Company, Seattle, for \$5,000.

OFFICERS		JAMES GUTHRIE 1868 - 1882 (Formerly GEORGE W. LOANE)					
		ASSIGNED			DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS	
1st A. Engr.	Taylor, Sidney T.	1868 Sept. 19		1872 Nov. 12			
1st Lieut.	Smith, C. W.	1871 Apr. 15		1873 May 3	May 8		
1st A. Engr.	Hedden, E. F.	1872 Nov. 16		1877 Feb. 23	Feb. 24		Promoted 7/13/1875.
1st Lieut.	Glover, Russell	1873 May 3	May 8	1875 Oct. 11	Oct. 15		
1st Lieut.	Phillips, M. L.	1875 Oct. 11	Oct. 15	1877 Feb. 16	Feb. 21		
1st Lieut.	Shepard, L. G.	1877 Feb. 16	Feb. 17	1877 July 31	Aug. 1		
3rd Lieut.	Wade, E. L.	1877 Feb. 23	Feb. 26	1877 Mar. 21			Temporary.
1st A. Engr.	Ogdin, James	1877 Feb. 23	Feb. 24				
3rd Lieut.	Little, John H.	1877 Mar. 21	Mar. 23	1878 Feb. 16	Feb. 20		
Captain	Randolph, W. B.	1877 July 31		1880 May 3			
1st A. Engr.	Taylor, S. T.	1879 Mar. 4	Mar. 7	1880 Mar. 2	Mar. 4		
2nd A. Engr.	French, D. McC.	1880 Mar. 2	Mar. 9	1882 Apr. 1			
1st Lieut.	Mullett, T. B.	1880 May 1		1882 Apr. 1			

		JAMES GUTHRIE 1868 - 1882 (Formerly GEORGE W. LOANE)					
1868	Aug. 29	Captain John McGowan authorized to purchase the GEORGE W. LOANE for \$16,500, after her owners agree to make certain repairs.					
1868	Sept. 11	The LOANE to be repaired by Captain McGowan and to be designated the JAMES GUTHRIE.					
1868	Oct. 14	Captain McGowan asks authority to ship crew for GUTHRIE.					
1868	Oct. 26	Captain McGowan directed to deliver her to the Collector at Baltimore.					
1868	Oct. 28	Captain McGowan reports having turned her over to the Collector.					
1881	-	Reported unfit for service by Board of Revenue Marine officers.					
1881	Mar. 23	Captain Baker directed to take charge of vessel and prepare her for sale.					
1881	Mar. 27	Soper and Company employed as auctioneers, \$10 for selling vessel if less than \$2000. 1 per cent added for sum above that amount. Miscellaneous articles 5 per cent.					
1882	Mar. 30	Captain Baker directed to cause vessel to be laid up in place of safety and crew discharged.					
1882	Apr. 3	Sold to M. J. Ash for - - - - - \$3050.00					
		Miscellaneous articles - - - - - 980.95					
		Total \$4030.95					

OFFICERS		HUGH McCULLOCH		1865 - 1876		
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Captain	Henriques, J. A.	1869 Dec. 28		1872 Apr. 1		
1st Lieut.	Gardner, E. C.	1870 Aug. 5		1873 Apr. 1	Apr. 17	
2nd Lieut.	Mullett, T. B.	1870 Jan. 3		1871 Apr. 21		
2nd Lieut.	Thurston, George E.	1871 Jan. 23		1872 Aug. 10		
3rd Lieut.	Pease, W. C.	1869 Dec. 7				Out of Service.
Chf. Engr.	Chevers, M. T.	1865 Aug. -		1871 Aug. 30		
1st A. Engr.	Satterlee, Chas. A.	1868 Oct. 24		1872 Nov. 6		
2nd A. Engr.	Hoyt, Alfred	1870 Dec. 8				
2nd A. Engr.	Price, Charles J.	1870 Apr. 30		1871 Apr. 14		
2nd Lieut.	Mason, Thomas	1871 May 6		1873 Apr. 2	Apr. 5	
Chf. Engr.	MacDougall, J. M.	1871 Aug. 30		1874 Mar. 25		
2nd A. Engr.	Marsilliot, M. G.	1871 Apr. 14		1874 Jan. 10		
3rd Lieut.	Rogers, H. B.	1871 Nov. 29		1874 Mar. 26		
Captain	Treadway, T.	1872 Apr. 1		1874 Jan. 8		Left Port Jan. 12.
1st A. Engr.	Dinsmore, M. D. L.	1872 Nov. 16		1874 Mar. 26	Mar. 27	
2nd Lieut.	Dennett, John	1873 Jan. 3		1873 Feb. 26		
1st Lieut.	Lay, Thos. W.	1873 Apr. 1	Apr. 7	1874 Mar. 20	Mar. 23	
2nd Lieut.	Otis, James F.	1873 Apr. 4	May 8	1874 Oct. 17		
2nd Lieut.	Hand, W. H.	1873 Apr. 4	July 11	1874 Mar. 26	Mar. 27	
2nd Lieut.	Travers, Thos. K.	1874 Oct. 17	Oct. 22	1874 Dec. 23	Dec. 26	
1st Lieut.	Mitchell, J. C.	1874 Dec. 23	Dec. 26	1876 Jan. 8	Jan. 11	
2nd Lieut.	Herring, W. J.	1876 Jan. 8	Jan. 11	1876 Jan. 20	Jan. 21	
1st Lieut.	Mitchell, J. C.	1876 Jan. 20	Jan. 21	1876 Mar. 21		Effective on delivery of vessel.

		HUGH McCULLOCH		1865 - 1876	
1865	July	28	Built at Baltimore by Fardy and Brother. Side wheel steamer. November 28, to New Orleans for duty.		
1865	Dec.	10	Her arrival at Havana with Governor Curtin and party on board. Dec. 16, her arrival at New Orleans reported.		
1866	July	17	Placed at the disposal of General Sheridan for six days.		
1867	Jan.	10	To Havana to convoy the PELICAN and HARRIET LANE to New York. Jan. 19, her arrival at Havana reported.		
1867	Mar.	29	Her arrival at New York with the above vessels reported. April 1, to duty at New York.		
1869	July	6	Ordered to temporary duty at Savannah. July 9, sailed from New York; arrived on July 13th.		
1869	Oct.	6	From Savannah to New York.		
1869	Oct.	9	Sailed from Savannah, having stopped at Wilmington. November 6th, arrived at New York.		



HUGH McCULLOCH      1865 - 1876

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1870 Dec. 21 To Portland for duty, from New York.  
1875 May 6 Captains Faunce, Amazeen and Engineer Emery directed to appraise vessel.  
1875 May 6 Advertised to be sold May 28th. Appraised at \$12,000.  
1875 June 15 Highest bid of \$5,000. for vessel and outfit rejected.  
1876 Feb. 11 Advertised to be sold on March 8th. Highest bid received \$6,050, for vessel and \$130 inventory.  
1876 Mar. 9 Sale not confirmed.  
1876 Mar. 10 Advertised to be sold on March 17th. Brought \$8,400 with furniture, etc.  
1876 Mar. 20 Sale confirmed. March 25th, vessel delivered at 4:30 p. m.

SERAGO      1930 - In commission 1 January, 1934.

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Built at General Engineering and Dry Dock 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. 23 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.

DOLLY 1805 - 1807

1805 Dec. 30 At Norfolk in command of Captain Bright. Recently purchased at New York for \$17,817.48.  
1806 Sept. 5 Repairs authorized. June 2, 1807, to be sold by the Collector at Norfolk.

Collector of Customs,  
Norfolk, Virginia.

Treasury Department,  
June 2nd, 1807.

Sir:

It has been determined by the President that the Cutter establishment at Norfolk should be modified, in conformity with your former suggestions, that is to say, the smallest Cutter now commanded by Captain Ham, to be continued in service. The largest called the DOLLY to be disposed of, as her size is not convenient for the Baltimore service hereafter mentioned; and two whale boats, if you shall think two necessary, to be allowed to the District for the Bay service, under the name of Revenue Boats and in addition to the small cutter. At the request of the Collector of Baltimore, a small cutter (to be put on the establishment in lieu of the one suppressed at Norfolk) will be allowed for that district and placed under the direction of that Collector.

You have already been authorized to purchase and employ a whale boat and you may in conformity with the above, purchase and employ another, this, however, is not to be done unless you shall think it necessary, as you must be aware that the annual expense is considerable.

You will be pleased to cause the DOLLY to be sold on such terms of credit, taking unexceptionable endorsed notes as will secure the highest price. The cannons not wanted for other service, to be sold with the cutter or separately and as opportunity will offer. Of those sales you will state a distinct account.

The officers now attached to the DOLLY will be discharged, but Captain Bright may, if he thinks proper, take the command of the new small Baltimore Cutter. This will, however, require that he should not reside as heretofore, on his farm and he will be pleased to give immediate information of his determination, in order that the Collector of Baltimore may be made acquainted therewith.

I have the honor to be,  
Respectfully, Sir,  
Your obedient servant,  
Albert Gallatin,  
Secretary of the Treasury.

(From Page 51, Volume 0, "Letters to Collectors".)

The following vessels were in Service during an unknown period. There is no available data as to their acquisition or stations:

DISCOVER  
ELIA  
VIRGIN

The following represents all available data on the vessels designated. (From Page 34 "Early History of the U. S. Revenue Marine", by Captain H. D. Smith, United States Revenue Cutter Service).

<u>Name of Vessel</u>	<u>Period of Service</u>
ACTIVE	1792 - 1800
ARGUS	1804 - 1809
ARGUS	(1809)
BEE or BON PERE	1799 - 1801
COLLECTOR	1803 - 1806
GEORGE	(1812)
HAZARD	(1808)
HORNET	1818 - 1826
INDEPENDENCE	(1810)
LOOKOUT	1819 - 1825
MARIA	1798 - 1800
MARY	(1808)
MARY ANN	(1809)
NORTH CAROLINA	1792 - 1798
PATRIOT	1800 - 1805
POLLY	(1809)
POTOMACK	(1809)
SALLY	(1819)
SOUTH CAROLINA	1815 - 1816
UNANIMITY	1798 - 1799
UNION	(1808)

SURPRISE      1815 - 1817

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1817 Mar. 12 Built at New York in 1815 for the Charleston Station. Ordered from Charleston to Norfolk. Draft too  
great for Charleston. Built in less than 90 days.  
1817 June 23 Ordered to be sold at Norfolk. Not suited for revenue cutter.

Treasury Department,  
July 19th, 1817.

Chas. K. Mallory, Esquire,  
Collector of Customs,  
Norfolk, Virginia.

Sir:

I have to acknowledge the receipt of your letter of the 13th instant, covering all the documents therein mentioned with the exception, however, of the account of sale of the Cutter SURPRISE.

Although the price demanded for the hull of the new vessel is higher than could have been wished, yet as you adopted the best mode of exciting competition, I feel no difficulty in yielding my assent to the contract with Mr. Servant in all its parts. It is to be regretted, however, that he should have required so much time to complete the vessel for delivery, as it will deprive the United States of her services at a season when they will be most wanted. The SURPRISE was built and completely equipped for sea in less than ninety days.

I am very respectfully, Sir,  
Your most obedient servant,  
William H. Crawford,  
Secretary of Treasury.

(From Pages 127-128, Volume 0, "Letters to Collectors".)

CRAWFORD      1830 - 1835

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1830 Jan. 22 Fitting out at New York under supervision of Captain Payne.  
1830 Jan. 28 To Norfolk to take place of the VIGILANT. March 8th, vessel built by Webb and Allen.  
1830 Mar. 15 Sailed. September 20, 1831, from Norfolk to New York for repairs.  
1831 Dec. 16 Again at Norfolk. April 28, 1832, to be fitted for duty at Savannah. July 1, arrived at Savannah.  
1835 June 30 Ordered to Charleston, to be sold by the Collector. July 27, sold at Charleston for \$2,300.

## OFFICERS

JOHN F. HARTLEY 1875 - 1919

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
1st Lieut.	Mullett, T. B.	1875 July 2	July 11	1877 Feb. 7	Feb. 23	
2nd A. Engr.	Magee, Samuel H.	1875 Jan. 18		1878 Jan. 4		
1st Lieut.	Smith, H. D.	1877 Feb. 7	Feb. 23	1880 Nov. 15	Nov. 24	
1st A. Engr.	Hassell, Horace	1878 Mar. 18	Apr. 1	1883 Apr. 7		
2nd Lieut.	Hall, D. A.	1880 Nov. 15		1884 Mar. 21	Mar. 29	
1st A. Engr.	Marsilliot, M. G.	1883 Apr. 10	May -	1884 Sept. 16		
2nd Lieut.	Buhner, A.	1884 Mar. 28	Apr. 18	1887 Apr. 13		
1st A. Engr.	Marsilliot, M. G.	1884 Nov. 14	Dec. 2	1886 Mar. 31		
1st A. Engr.	Broadbent, A. L.	1886 Mar. 31		1890 Apr. 22		
1st Lieut.	Howison, J. W.	1887 Apr. 13		1887 Nov. 17		
2nd Lieut.	Benham, T. W.	1887 Nov. 17		1890 Nov. 11		
2nd A. Engr.	McLenegan, S. B.	1890 Apr. 22				
2nd Lieut.	Broadbent, A. M.	1890 Sept. 26		1890 Nov. 11		
1st Lieut.	Tuttle, Francis	1890 Nov. 11				

JOHN F. HARTLEY 1875 - 1919

Built at San Francisco by the Risdon Iron Works under contract dated - 1874 for \$15,800.						
1875	May	17	Completed and successful trial trip made.			
1875	June	11	Named the <u>JOHN F. HARTLEY</u> .			
1875	Aug.	5	Lieutenant Mullett directed to ship crew.			
1875	Aug.	5	To be placed in commission. August 9th, placed in commission. On harbor duty at San Francisco, California.			
1914	Apr.	2	Sunk while lying alongside wharf and beached in Fisherman's Cove to prevent sinking in deep water.			
1914	Apr.	4	Raised and delivered to Moore and Scott for repairs. Hole put in side by submerged pile, apparently.			
1914	Apr.	24	(C.O.S.D.) Make no further repairs; place in safe position; transfer crew to GOLDEN GATE.			
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u>			
1919	Aug.	1	Sold to W. T. Cleverdon, 805 Fife Building, San Francisco, for \$1,035.			

PORTSMOUTH 1829 - 1833 (Formerly HIRAM)

1829	July	8	Schooner HIRAM, built in Connecticut in 1825, bought at Portsmouth, N.H., for \$1,635, for a Revenue Cutter. May 1, 1833, sold at Portsmouth.			
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OFFICERS		WILLIAM E. SMITH 1887 - 1899		DETACHED		REMARKS
RANK	NAME	ASSIGNED	DATE OF REPTG.	DATE OF ORDER	DATE OF ACK.	
1st A. Engr.	Warren, W. H.	1887 Oct. 20		1890 May 20		
1st Lieut.	Thurston, G. E.	1887 Nov. 28		1888 Dec. 1		
Captain	Keene, L. M.	1887 Oct. 20		1887 Nov. 28		
2nd Lieut.	Chaytor, E. C.	1889 Sept. 20		1890 Apr. 3		
1st Lieut.	Roath, W. D.	1890 Apr. 3				
1st A. Engr.	Coffin, C. F.	1890 May 20				

		WILLIAM E. SMITH 1887 - 1899				REMARKS
DATE	MONTH	DAY	DESCRIPTION	DATE	MONTH	
			No record of acquisition.			
1887	Oct.	20	Named the WILLIAM E. SMITH and assigned to Boarding duty in Mississippi River between New Orleans and passes. November 30, 1888, Commanding Officer reported to Collector.			
1890	July	15	To be stationed at Port Eads.			
1897	Sept.	28	Arrived at Port Eads, having undergone fumigation and disinfection.			
1897	Nov.	25	Returned to New Orleans.			
1898	Apr.	11	To assist Major of Engineers, U.S.A., at Forts Jackson and St. Philip.			
1898	July	30	Relieved from duty with War Department. To resume regular duties.			
1898	Sept.	21	Ordered to Port Eads, Ia. October 1st, arrived.			
1898	Oct.	31	Ordered to return to New Orleans and resume regular duties.			
1899	Jan.	24	Ordered to convey Lloyd G. Hains to look for bodies of persons lost on yacht PAUL JONES. No further record.			

		SHUBRICK 1861 - 1866				REMARKS
DATE	MONTH	DAY	DESCRIPTION	DATE	MONTH	
1861	Aug.	23	Lighthouse Steamer SHUBRICK to be transferred to the Department temporarily for revenue purposes at San Francisco.			
1861	Oct.	15	To be placed in commission at once.			
1862	June	12	To be stationed in the Puget Sound District.			
1864	Feb.	25	From San Francisco to Port Townsend. Had been at Port Townsend under above order.			
1864	Sept.	17	From Port Townsend to San Francisco.			
1865	Feb.	15	Transferred to the Navy Department for ninety days.			
1866	Dec.	24	To be returned to the Light-house Bureau.			



## OFFICERS

DISCOVER 1871 - 1896

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
2nd A. Engr.	Cloyd, John P.	1871 May 9		1873 June 3	June 26	
1st A. Engr.	Aspald, Edward	1873 June 3	June 26	1876 June 22		Died at Savannah, Georgia.
2nd A. Engr.	Castano, D.)	(1876 Aug. 3		(1876 Sept. 13		
	)	(1876 Dec. 8	Dec. 23	(1878 Feb. 26		Sick.
2nd A. Engr.	Barrows, H. C.	1878 Mar. 9	Mar. 23	1883 May 12	May 15	
2nd A. Engr.	Howison, A. J.	1883 May 12	May 18	1883 July 31		Assigned to GUTHRIE.
2nd A. Engr.	Webber, E. P.	1883 Nov. 3	Nov. 12	1887 Mar. 30		
2nd A. Engr.	Dyce, C. F.	1887 Mar. 25		1889 Apr. 18		
2nd A. Engr.	Littig, Philip	1889 Apr. 17				

DISCOVER 1871 - 1896

The dates of purchase, commissioning of vessel and place where built are unknown. The available data is given below.

On harbor duty at Savannah, Ga.

1885	Feb.	19	Ordered to Baltimore to have new boiler put in.
1885	Feb.	26	Sailed. March 9th, arrived at Norfolk. March 11th, at Baltimore.
1885	Apr.	10	Repairs completed and vessel ordered back to Savannah.
1885	Apr.	18	Left Baltimore and arrived at Savannah on April 25th, in tow of BOUTWELL.
1896	Mar.	19	Sold to Messrs. Bond, Harrison and Company, Savannah, Ga., for \$151.

TERRY 1924 - 1930

1924	June	7	Taken over from Navy at Philadelphia at 5:45 a. m. Eastern Standard Time.
1925	June	30	Placed in commission at Philadelphia Navy Yard at 4:30 p. m. Left there July 31st at 2:10 p. m.
1925	Aug.	4	Arrived at New London at 5 p. m. September 6, 1926, at New York Navy Yard.
1929	Mar.	9	Left New York for Charleston. March 11th, arrived at Charleston.
1929	Apr.	7	Left Charleston for New York. April 8th, arrived at New York.
1930	Jan.	30	Ordered laid up in New London. February 24th, not available.
1930	Mar.	16	Arrived at New London. April 1st, laid up at New London.
1930	Aug.	12	Ordered towed to Philadelphia Navy Yard and turned back to Navy.
1930	Oct.	18	Returned to Navy, Custody of Commandant, Fourth Naval District.

## OFFICERS

JAMES CAMPBELL 1853 - 1875

RANK	NAME	ASSIGNED		DETACHED		REMARKS
		Date of Order	Date of Reptg.	Date of Order	Date of Ack.	
Captain	Wilson, J. Wall	1869 Jan. 28		1871 Apr. 21		
1st Lieut.	Deane, E. L.	1870 Dec. 8		1872 Mar. 6		
2nd Lieut.	Harwood, H. W.	1868 Nov. 19		1871 Mar. 2		
2nd Lieut.	Keene, L. M.	1871 Mar. 2		1871 Apr. 17		
2nd Lieut.	Kilgore, W. T.	1868 Apr. 13		1871 Apr. 3		
3rd Lieut.	Dennett, John	1871 Apr. 17		1872 May 6		Promoted 2nd Lieut. 8/1/1871.
2nd Lieut.	Sturges, H. L.	1871 Apr. 3		1873 May 3	May -	
Captain	Warner, S. S.	1871 Apr. 29		1873 Mar. 31	Apr. 3	
1st Lieut.	Tozier, D. F.	1872 Mar. 9		1874 Dec. 10	Dec. 11	
3rd Lieut.	Devereux, A. M.	1872 May 6		1874 Dec. 10	Dec. 11	
Captain	Moore, George W.	1873 Mar. 31	Apr. 26	1874 Dec. 2	Dec. 5	Dismissed from Service 12/2/74. Effective 12/5/74.
2nd Lieut.	Walker, Thos. D.	1873 May 3	May 15	1874 Apr. 22		
2nd Lieut.	Littlefield, A. D.	1874 July 30	Aug. 4	1874 Dec. 10	Dec. 11	
2nd Lieut.	Barstow, Robert	1874 Dec. 3	Dec. 8	1875 July 13		To take charge of ves.

JAMES CAMPBELL 1853 - 1875

		Built at Somerset, Mass., by J. M. Hood, under superintendence of Captain N. L. Coste. Captain Coste detailed for this duty February 18, 1853.				
1853	Apr.	18	Referred to as the JAMES CAMPBELL. July 9th, launched. To be fitted out at New York.			
1853	Nov.	7	Ordered to New London under command of Captain N. L. Coste. November 15, sailed from New York for station.			
1853	Nov.	23	Arrived at New London last night.			
			NOTE: For further data see ROBERT McCLELLAND 1853-1861, page 85, January 18, 1854.			
1854	Jan.	23	To New York for repairs. January 28th, her arrival at New York reported.			
1856	Dec.	27	Reported as having been extensively repaired at New London.			
1861	Apr.	26	To New York for armament. May 4th, her arrival at New York reported.			
1861	June	10	To take her station as a guard boat at Kill von Kull, New York, by order Captain Howard.			
1863	July	1	Returned to New London. November 28, 1874, ordered to be laid up at New London and crew discharged.			
1875	May	14	To be taken to New York for sale. May 26, Board appointed to appraise vessel. Appraised at \$1,500.			
1875	May	26	Captain Merryman directed to take charge of vessel and prepare her for sale.			
1875	July	8	Sold for \$3,855.			
1875	July	12	Sale confirmed. July 13th, ship-keepers discharged.			

OFFICERS							CHARLES B. PENROSE 1883 - 1924 (Formerly JOSIE R.)						
			ASSIGNED				DETACHED						
RANK	:	NAME	:	Date of Order	:	Date of Reptg.	:	Date of Order	:	Date of Ack.	:	R E M A R K S	
1st Lieut.	:	Simms, J. M.	:	1883 Sept. 29	:	Oct. 4	:	1886 Apr. 17	:		:		
2nd Lieut.	:	Willey, O. S.	:	1886 Apr. 16	:		:	1887 Sept. 13	:		:		
2nd Lieut.	:	Morrissey, John	:	1887 Sept. 10	:		:	1890 Jan. 21	:		:		
2nd A. Engr.	:	Chalker, J. H.	:	1890 Feb. 10	:		:	1890 May 5	:		:		

CHARLES B. PENROSE 1883 - 1924 (Formerly JOSIE R.)												
1883	Mar.	24	Purchased by the Department of Mrs. Louise D. Rathbun of Perth Amboy, New Jersey, for \$7,250.									
1883	Apr.	21	<u>Name changed from JOSIE R. to CHARLES B. PENROSE.</u>									
1883	July	2	Ordered to Galveston, Texas, Captain David Evans to navigate vessel to that port. Engineer French to have charge of engine. July 7th, sailed; July 19th, at Morehead City; July 21st, Charleston.									
1883	July	23	At Savannah. July 28th, Key West; August 1st, at Cedar Keys; August 11th, Mobile; Aug. 14, Galveston.									
1890	Feb.	8	Ordered to Pensacola, Florida; arrived on March 10.									
1897	Mar.	13	Department letter defining status and duties of the vessel.									
1898	May	3	Directed to act in concert with Military Authorities for defense of Pensacola Harbor.									
1898	May	5	Reported for above duty.									
1898	Aug.	26	Relieved from duty in connection with harbor defenses and directed to resume regular duties.									
1905	Aug.	21	C.O. directed to report immediately to Captain Hanks, commanding FORWARD, for patrol duty with command.									
1905	Nov.	11	Relieved from quarantine duty.									
1905	Nov.	13	Orders of November 11th amended, to take effect November 19th.									
1905	Nov.	19	Resumed regular duties at Pensacola. September 14, 1912, sunk during storm.									
1912	Sept.	18	Afloat. Placed out of commission. November 11th, placed in commission.									
1913	Feb.	5	Participated in carnival at Pensacola. May 22, 1914, in drydock.									
1914	July	4	Patrolled races of Pensacola Yacht Club. August 5th, observe neutrality laws.									
1915	Aug.	6	To observe neutrality laws.									
1915	Aug.	11	Order specifying hours of duty of PENROSE.									
1916	Feb.	18	To participate in Mardi Gras Celebration at Pensacola on March 6th.									
1916	June	8	To patrol regatta of Pensacola Yacht and Motor Boat Club at Pensacola Bay on July 4th.									
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u>									
1919	Aug.	28	<u>Coast Guard returned to the Treasury Department by Executive Order of that date.</u>									
1923	Jan.	1	Permanent headquarters at Pensacola, Florida.									
1924	May	22	Placed out of commission at 8:45 p. m., Pensacola, and crew transferred to SAUKEE. Relieved by AB-19.									
1924	July	15	Sold for \$610 to B. J. Rocheblave and Theo. Jones, Pensacola, Florida.									

OFFICERS		RELIANCE 1866 - 1875				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
Captain	Selden, J. M.	1869 Feb. -		1871 Feb. 23		
1st Lieut.	Gabrielson, Eric	1870 Dec. 9		1872 May 6		
3rd Lieut.	Edmunds, E. D.	1871 Mar. 25		1871 Mar. 31		
2nd Lieut.	Clark, Robert M.	1871 Apr. 17		1873 Apr. 4		
3rd Lieut.	Hand, W. H.	1871 Mar. 27		1873 Apr. 4		
Captain	Webster, J. A. Jr.	1871 Apr. 27		1873 Apr. 1		
1st Lieut.	Keene, L. M.	1872 May 15		1875 Jan. 5		
2nd Lieut.	Ashmead, T. E.	1873 Apr. 4	May 9	Dismissed from service by letter 1/21/1874.		
3rd Lieut.	Willett, S. S.	1873 Apr. 5	May 5	1875 Jan. 5		
Captain	Baker, John G.	1873 May 21	June 11	1874 Nov. 23	Dec. 2	

		RELIANCE 1866 - 1875			
1866	Oct. 16	Proposal of Fardy and Brothers of Baltimore to build two top-sail schooners, the other being the VIGILANT at \$29,000, each, accepted.			
1867	June 3	Accepted by Captain McGowan from contractors.			
1867	Aug. 10	To San Francisco. January 29, 1868, her arrival at San Francisco reported.			
1868	Aug. 29	To Sitka for duty. October 30th, sailed from San Francisco. November 24th, arrived at Sitka.			
1869	May 28	Arrived at San Francisco from Sitka by order of Collector at the latter port.			
1869	Sept. 13	Tonnage 227 8/90; length overall 110 ft.; beam 24 ft. 8½ inches; draft with stores for six months on board 11 ft.; speed 9 to 10 knots.			
		Dates between which she was absent from home ports, on duty in Alaska, as shown by her Journal.			
		October 30, 1868 to May 25, 1869.	August 20, 1869 to May 17, 1870.		
		June 4, 1870 to January 31, 1871.	July 8, 1871 to May 18, 1873.		
		July 16, 1873 to September 28, 1873.	May 31, 1874 to September 28, 1874.		
1875	Jan. 5	Sold for \$16,000.			

		KNUDSEN 1919 - 1921	
1919	Oct. 29	Taken over from Navy at Chicago, Ill.	
1921	Aug. 31	Returned to the Navy. (Subchaser).	

OFFICERS		SEARCH 1869 - 1896				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
2nd A. Engr.	Ogdin, James	1870 May 11		1872 Aug. 26		
2nd A. Engr.	Robinson, George M.	1872 Aug. 26		1876 Dec. 19		
1st A. Engr.	Robinson, George M.	1877 June 11	June 13	1878 Jan. 7	Jan. 12	
2nd A. Engr.	Fitzpatrick, James	1878 Jan. 9	Jan. 12	1880 Nov. 23		
2nd A. Engr.	Angell, Charles F.	1880 Nov. 23		1883 July 23		
2nd A. Engr.	Henshaw, H. C.	1883 July 23	July 27	1886 Mar. 31		
2nd A. Engr.	Munroe, C. W.	1886 Mar. 30		1888 Apr. 25		
2nd A. Engr.	Pedrick, Willits	1888 Apr. 25				

		SEARCH 1869 - 1896			
1870	Jan.	5	Built at New York in 1869, under superintendence of Captain W. A. Howard. Cost about \$5,524.		
1870	Apr.	4	From New York to Philadelphia. April 9th, arrived at Philadelphia.		
1876	Aug.	24	To be laid up at Philadelphia. Effective August 31, 1876.		
1876	Sept.	1	Collector directed to put vessel in commission. October 26th, to be laid up at Philadelphia on Oct. 31.		
1876	Dec.	13	To be laid up at Philadelphia Navy Yard. 1876, December 15th, carried into effect.		
1877	June	11	Ordered to Baltimore for temporary duty. June 14th, arrived. On harbor duty at Baltimore.		
1896	May	15	The board appraises her value at about \$250.		
1896	July	11	Sold for \$87.50.		

		SEARCH 1815 - 1816			
1815	Aug.	21	Contract entered into at Newport with Clarke Cooke and Charles Gyles for building two cutters, SEARCH and DETECTOR. February 14, 1816, contractors give receipt in full \$12,500 for building the two ships.		
1816	Feb.	29	One of the cutters built at Newport to replace the old cutter at Boston. No further record.		

		SEARCH 1820 - 1830			
1830	Nov.	29	Evidently a new vessel named SEARCH built at Boston in 1820 which replaced the old SEARCH. From Boston to New York to be replaced by the HAMILTON. Sailed for New York in December. No further record.		

OFFICERS		SAVILLE 1872 - 1884				
		ASSIGNED		DETACHED		
RANK	NAME	Date of Order	Date of Reptg.	Date of Order	Date of Ack.	REMARKS
1st Lieut.	Walton, Walter	1872 Dec. 3		1879 Apr. 29	May 9	
2nd Lieut.	Newcomb, F. H.	1879 Apr. 29	May 9	1882 July 28	Aug. 5	
2nd Lieut.	Wade, E. L.	1882 July 28	Aug. 5	1883 Apr. 21	May 15	
2nd Lieut.	Chaytor, E. C.	1883 Apr. 21	May 1	1884 Oct. 16		

		SAVILLE 1872 - 1884			
Built in 1872 at Mystic, Conn., by D. O. Richmond, for \$2,200.					
1873	Oct.	10	Ordered to New Bern, N. C., for duty in connection with the Life Saving Service. Stationed at Chincoteague, Virginia. Oct. 16, 1884, placed out of commission. No further record.		

		WAINWRIGHT 1926 - In commission 1 January, 1934			
1926	Apr.	2	Taken over at Philadelphia, Pa. Formerly Navy Destroyer. May 22nd, ordered to Boston, Mass.		
1926	July	27	Sailed for New London, Conn.; arrived July 29th. July 30th, commissioned at New London, Conn.		
1929	Jan.	4	Enroute to Charleston, S. C., for target practice. Feb. 4th, left Charleston, S. C., for Boston.		
1930	Jan.	9	Arrived at St. Petersburg, Florida, for target practice; left for New London, Conn., April 9th.		
1931	Jan.	2	Left Boston, Mass., for St. Petersburg, Florida, for target practice; arrived Jan. 10th.		
1931	Feb.	9	Left St. Petersburg for Boston. Feb. 18th, returned to Boston, Mass.		
1932	Mar.	21	Left Boston, Mass., for St. Petersburg, Florida, for target practice; arrived March 26th.		
1932	Apr.	26	Left St. Petersburg for Boston; arrived on April 30th.		
1933	May	22	(P-601) Headquarters' letter to Eastern Area authorizes permanent change of station to New York.		
1933	June	7	Arrived and reported for duty in accordance with the foregoing.		
1933	Sept.	7	Discontinued target practice at Hampton Roads, Virginia, and left for Key West, Florida, arriving <u>September 9th, for duty with the Navy.</u>		
1933	Oct.	2	Arrived at Matanzas, Cuba; left for Key West, Florida, Oct. 9th; arrived same date.		
1933	Oct.	18	Left Key West, Florida, for Havana, Cuba; arrived same date.		
1933	Oct.	27	Left Havana, Cuba, for Key West, Florida; arrived same date.		
1933	Nov.	6	<u>Released from duty with Navy.</u> Headquarters' dispatch directs return to Eastern Area for duty with that area. Nov. 6th, left Key West, Florida. Nov. 9th, arrived at Stapleton, New York.		
1934	Mar.	14	Left Stapleton, New York. March 15th, arrived at Philadelphia, Pa.		
1934	Mar.	29	Decommissioned and returned to custody, Commandant, Philadelphia Navy Yard on April 27th.		



ALCONQUIN 1898 - 1931

1897	Mar.	30	Built by Globe Iron Works, Cleveland, Ohio, under contract, for \$193,800., of that date.
1898	Mar.	24	<u>Ordered to cooperate with the Navy by Executive Order.</u>
1898	June	22	Ordered to Boston when accepted by Department. June 22nd, sailed for Ogdensburg.
1898	July	7	Ordered to Portsmouth, N. H. Navy Yard and order of 22nd ultimo amended.
1898	Aug.	17	<u>Returned to the Treasury Department by Executive Order.</u>
1898	Sept.	9	Returned to Philadelphia, making ports of Boston and New York enroute.
1898	Sept.	18	Placed in commission at 10 a. m. September 28th, sailed. October 12th, arrived at Philadelphia.
1898	Oct.	24	Directed to participate in Naval parade on 25th instant.
1898	Nov.	1	Ordered to Delaware Breakwater to receive gun from WOODBURY.
1898	Nov.	16	Ordered to Hillman Company's Yard, Camden, New Jersey.
1898	Dec.	16	Winter cruising orders sent. Cruising grounds from Norfolk to New York and from Norfolk to Cape Hatteras and occasional visits to Norfolk.
1899	Jan.	6	Ordered to remain at Philadelphia until otherwise directed.
1899	Jan.	19	Ordered to Havana, taking barge in tow, and upon arrival to turn over boat to Marine Hospital Service.
1899	Jan.	24	Ordered to visit Norfolk enroute to Havana. January 28th, sailed for Norfolk.
1899	Jan.	29	Arrived at Fort Monroe. February 13th, ordered to proceed to sea, when it is safe to do so.
1899	Feb.	16	Arrived at Charleston. February 21st, sailed. February 25th, arrived at Key West, Florida.
1899	Mar.	1	Arrived at Havana, Cuba. March 3rd, sailed. March 4th, arrived at Key West.
1899	Mar.	12	Arrived at Charleston, S. C. March 14th, sailed. March 15th, arrived at Wilmington, N. C.
1899	Mar.	21	Sailed. March 23rd, arrived at Norfolk. March 27th, arrived at Philadelphia.
1899	Apr.	24	Ordered to Baltimore. April 30th, sailed. May 2nd, arrived at Baltimore.
1899	Dec.	8	Ordered to Wilmington, N. C., for duty. Cruising grounds from that place to Cape Hatteras and Charleston.
1900	Jan.	8	Sailed. January 12th, arrived at Wilmington, N. C. Winter cruising orders sent.
1900	May	5	Ordered to search for boat's crew of wrecked British Steamer VIRGINIA.
1900	June	26	Ordered to Baltimore. July 5th, sailed. July 7th, arrived at Baltimore.
1900	Sept.	10	Ordered to Galveston, Texas. September 11th, sailed. September 17th, arrived at Mobile.
1900	Sept.	18	Sailed. September 20th, arrived at Galveston. September 24th, ordered to Wilmington.
1900	Sept.	26	Sailed from Galveston. September 28th, arrived at Mobile.
1901	Nov.	24	Winter cruising orders sent. November 25th, ordered to Charleston.
1902	Feb.	1	Ordered to Charleston, S. C., to participate in reception to President on 12th instant.
1902	Mar.	28	Ordered to Charleston, S. C., to reach there not later than the 3rd proximo.
1902	May	12	Ordered to Baltimore to be docked. May 21st, sailed. May 25th, arrived.
1902	May	29	Ordered to Curtis Bay, Maryland. June 4th, ordered to Washington, D. C.
1902	June	23	Ordered to Wilmington, N. C., and resume regular cruising. June 24th, sailed.
1902	June	27	Arrived at Norfolk. June 29th, arrived at Southport, N. C.



AIGONQUIN 1898 - 1931

1902	July	12	Ordered to Baltimore to arrive not later than 22nd instant to fit out for duty at Puerto Rico.
1902	July	19	Sailed. July 21st, arrived at Curtis Bay. November 15th, ordered to San Juan, Puerto Rico.
1902	Nov.	28	Sailed. December 1st, arrived at San Juan.
1903	Mar.	12	To proceed to New Orleans, La., for the purpose of docking.
1903	Mar.	19	Above order revoked. To proceed to Pensacola instead of New Orleans.
1903	Apr.	17	Ordered to return to station, San Juan, after docking.
1903	Apr.	20	Arrived at Pensacola, Florida. To dock as soon as arrangements can be made.
1903	May	13	Sailed from Pensacola for San Juan, Puerto Rico. May 20th, arrived at San Juan.
1903	July	15	Ordered as soon as practicable after August 1st to New York.
1903	Aug.	3	Will sail for New York at 10 a. m. August 9th, arrived at Tompkinsville, S.I., New York, last night.
1903	Aug.	29	Ordered for temporary duty at New London, Conn. September 11th, sailed for New London at noon.
1903	Sept.	12	Arrived at New London at 7 p. m. November 2nd, left New London for New York.
1903	Nov.	3	Arrived at New York. December 6th, arrived at New London at 4 p. m.
1903	Nov.	25	Winter cruising orders sent. April 30, 1904, ordered to New York for certain repairs.
1904	May	4	Arrived at Tompkinsville, New York. May 12th, ordered to Boston for duty on that station.
1904	May	24	Sailed for Boston via Greenport, New London and Woods Hole.
1904	Nov.	30	Winter cruising orders sent. December 1st, will sail at 8 a. m. December 5th, arrived last night.
1905	Jan.	9	Ordered to return to Boston and resume regular duties. Received winter cruising orders from GRESHAM.
1905	Jan.	17	Sailed this morning from Tompkinsville. January 18th, arrived at Boston this morning.
1905	May	5	Arrived at Woods Hole, Mass.
1905	May	19	Will sail for Boston in the evening; expect to reach port tomorrow. May 20th, arrived at Boston, 2 p.m.
1905	May	25	Detail two boats with one officer for each to patrol course Harvard-Cornell regatta, Charles River on May 27th.
1905	June	22	Ordered to sail from Boston to Portland, Maine, so as to arrive not later than 27th instant.
1905	June	29	Arrived at Boston.
1905	July	6	C.O. directed to proceed with command to Port Richmond, New York, to have vessel docked.
1905	July	19	Finished repairs. Sailed for New York. July 21st, arrived at Tompkinsville, New York.
1905	July	28	Upon completion of work under way, to return to Boston, and resume regular duties on that station.
1905	Aug.	2	Sailed for Boston this afternoon. August 3rd, arrived at Boston.
1905	Oct.	4	Proceed to Port Richmond, New York, for certain repairs. October 9th, sailed from Woods Hole for New York.
1905	Oct.	10	At Port Richmond, ready for work. November 8th, sailed for Boston.
1905	Nov.	10	Arrived at Boston this evening. November 16, upon reporting of Lieutenant Ulke, proceed to New London.
1905	Nov.	17	Upon completion of transfer with DEXTER at New London, proceed via Norfolk to San Juan for station.

ALGONQUIN 1898 - 1931

1905 Nov. 21 Will sail from Boston for New London via Provincetown and Woods Hole at 8 a. m.

1905 Nov. 22 Department order 17th instant amended so as to permit vessel to sail for San Juan direct instead of via Norfolk, Virginia. November 23rd, arrived at New London this forenoon.

1905 Dec. 4 Sailed from New London for San Juan.

1905 Dec. 8 Directed to take station at San Juan and cover a district comprising the waters of the various islands in that locality under the national jurisdiction. Authorized to visit island of St. Thomas or any of the neighboring islands, when in the opinion of C.O., interests of public service require it.

1905 Dec. 11 Arrived at San Juan after rough passage.

1906 Jan. 8 Officers and crew commended for assistance rendered in subduing a fire in Puerto de Tierra, a suburb of San Juan on the night of December 25, 1905.

1906 May 11 Sent instructions relative to breaking of smuggling on island of Culebra.

1906 May 12 To patrol Mona Passage and prevent violation of neutrality laws; request of Governor of Puerto Rico.

1906 May 19 To cooperate and assist in every way possible Collector of Customs and Acting Governor of Puerto Rico in enforcing provisions of President's Proclamation October 14, 1905. Utmost vigilance required.

1907 May 15 As soon as practicable proceed to Key West.

1907 May 17 Upon arrival at Key West, convoy FESSENDEN to Capes of Chesapeake and if her condition is such that she can proceed to Arundel Cove alone, proceed to Newport News, Virginia. Sail via St. Thomas for coal.

1907 May 22 Arrived at Key West. June 1st, arrived at Southport. Awaiting suitable weather.

1907 June 6 Arrived at Curtis Bay, Maryland. June 7th, proceed to Norfolk for pay and rations, then to Newport News.

1907 June 9 Arrived at Norfolk. June 11th, arrived at Newport News.

1907 Sept. 24 Upon completion of repairs proceed to Baltimore for drydocking.

1907 Sept. 27 Will sail for Baltimore tomorrow morning. September 29th, arrived at Baltimore.

1907 Oct. 12 Have command ready to leave Baltimore on 16th instant for Fisherman's Island for joint drills and inspection. Prepare to land all available men for military parade on the 15th at Baltimore.

1907 Oct. 14 Report to Senior Officer, commanding fleet on 16th instant for joint drills and inspection.

1907 Oct. 28 Proceed to San Juan on November 6th.

1907 Oct. 29 Fleet disbanded. Inspection Board returning to Baltimore on ALGONQUIN.

1907 Oct. 30 Arrived at Baltimore. November 6th, will sail as soon as fog lifts.

1907 Nov. 7 Passed out of Capes. November 12th, arrived at St. Thomas. November 14th, arrived at San Juan.

1908 July 15 Arrived at Puerta Plata.

1908 July 23 Have vessel at Santo Domingo on August 4, for Mr. McIntire, Assistant Chief, Insular Commission, then return to San Juan. August 5th, arrived at San Juan.

1909 Aug. 10 Proceed to Santo Domingo City, arrive by 13th instant.

1909 Oct. 20 Proceed to Santo Domingo City and convey to Mayaguez, Puerto Rico, Jose Antonio Gaudier, fugitive from justice.

ALGONQUIN 1898 - 1931

1909	Nov.	17	Make search for and locate if possible Yacht NOURMAHAL.
1910	Jan.	11	Proceed in search of steam lighter COLOMBIA as far north as L. 27° N. Procure additional supplies if necessary. March 14th, ordered to Arundel Cove, to arrive about April 20.
1910	Apr.	12	Sailed for Arundel Cove; arrived 5/19. 5/18, out of commission. Jan. 24, 1911, left Brooklyn, New York.
1911	Jan.	27	Arrived at Arundel Cove from the Works of James Shewan and Sons, where she had been under repairs since July, 1910. March 21st, placed in commission.
1911	Mar.	25	Sailed for Puerto Rico. March 31st, arrived at San Juan.
1912	Jan.	2	To be at Kingston on January 27, to transport Assistant Secretary Curtis to San Juan.
1912	Mar.	26	To convey American Consul General C. C. Eberhardt on inspection of consular office in West Indies.
1912	Apr.	11	Left. May 25th, returned from trip.
1912	Oct.	4	Proceed to vicinity of Mayaguez, get in touch by wireless with PRAIRIE; relay messages until further notice. October 9th, keep in touch with WHEELING.
1913	Mar.	23	Get in touch with WHEELING, Santo Domingo, relay messages. March 24th, got underway.
1913	Apr.	7	To furnish transportation to C. C. Walcutt, from San Juan to Santo Domingo.
1913	Apr.	14	Arrived at San Juan, C. C. Walcutt landed.
1913	June	12	Sailed for Culebra for target practice and overhauling. June 26, arrived; to return July 6th.
1913	July	16	Returned to San Juan.
1913	Sept.	9	Left San Juan on duty in connection with State Department relaying wireless messages to Santo Domingo.
1913	Sept.	13	Returned.
1913	Dec.	9	Cable: Transport thirty United States citizens to Santo Domingo to observe elections.
1913	Dec.	10	Left San Juan. December 21st, returned.
1914	Jan.	24	New radio set installation completed. April 4, arrived at Bermuda, searching for Schooner H. G. HASKELL.
1914	Apr.	13	Found Schooner. April 14, to convoy Governor Yager to Santo Domingo and St. Thomas during summer.
1914	Apr.	17	Arrived at Bermuda for coal. April 29th, in drydock at Bermuda.
1914	May	5	Sailed from Bermuda for San Juan. May 9th, arrived at San Juan, having been absent on cruise since March 25th, on which date she sailed from St. Thomas.
1914	May	22-25	Governor Yager on ALGONQUIN.
1914	June	23	To Puerta Plata and rescue 25 destitute Puerto Ricans. June 24th, sailed.
1914	June	24-27	Governor Rhodes Yager, Puerto Rico, on board. July 16th, to Puerta Plata to transport 100 destitutes.
1914	July	21	Arrived at San Juan with 184 refugees from Puerta Plata, Santo Domingo.
1914	Aug.	5	To observe neutrality laws - President's Proclamation.
1914	Aug.	21	Sails for Santo Domingo transferring Mrs. Collette and others in accordance with Department cablegram 21st.
1914	Aug.	26	Returned to San Juan.
1915	Feb.	8	To proceed to Santiago de Cuba middle of February, convey Consul General Eberhardt on tour inspection of consulates Haiti, Santo Domingo and Turks Island.

ALGONQUIN 1898 - 1931

1915	Feb.	10	Sailed from San Juan. February 13th, arrived at Santiago de Cuba. February 19th, at Turks Island.
1915	Feb.	25	Arrived at Port of Lola. March 2nd, at Monte Cristi. March 3rd, arrived at Samana.
1915	Mar.	4	Leaves for Romana. March 6th, arrived at Romana. Arrived at Macoris de S. Pedro.
1915	Mar.	7	Arrived at Santo Domingo. March 9th, arrived at San Juan; leaves the 12th. Arrived Santo Domingo 14th.
1915	Mar.	17	Arrived at Aux Cayes. March 15th, arrived at Azua. March 19th, arrived at Jeremic.
1915	Mar.	20	Arrived at Petit Goave.
1915	Mar.	22	Cable: Return to San Juan and enforce neutrality laws. Consul General Eberhardt left at Port au Prince.
1915	Mar.	25	Arrived at San Juan, Puerto Rico.
1915	May	19	To proceed to South Baltimore for repairs soon as practicable after June 1, 1915.
1915	May	28	To delay departure until further orders. June 3rd, proceed to Baltimore when relieved by Naval vessel.
1915	June	10	Relieved by U.S.S. NASHVILLE, proceeded to sea. June 16th, arrived at South Baltimore.
1915	June	28	Placed out of commission at South Baltimore. Headquarters order of 26th.
1917	Apr.	5	Placed in commission.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u>
1917	Apr.	7	<u>Assigned to the Fifth Naval District.</u> September 20th, sailed from United States for European waters.
1919	Feb.	7	Arrived in United States from European waters.
1919	Feb.	21	Arrived at Depot at 8:45 p. m. April 30th, left Depot at 11:45 a. m.
1919	June	26	Sailed from New York enroute 13th Naval District.
1919	Aug.	28	<u>Coast Guard returned to jurisdiction of the Treasury Department by Executive Order.</u>
1920	Feb.	19	<u>Sailed for Alaskan waters on fishing cruise.</u> February 26th, on Yakutat.
1920	Mar.	29	Arrived at Seattle, Washington.
1920	Apr.	3	Detached from Northern Division as of April 15, 1920, and assigned to Bering Sea Patrol.
1920	Apr.	30	Sailed from Port Townsend for Hyder, Alaska. May 4th, arrived at Hyder.
1920	Oct.	20	Arrived at Seattle at 3 p. m. October 28, sailed for Alaska. December 2, returned to Seattle.
1921	Apr.	27	Sailed for Alaska. October 2nd, arrived at Seattle at 7 p. m.
1921	Dec.	4	Repairing at P. C. Engineering Company and Todd Dry Dock.
1922	Jan.	19	Returning to station. January 29th, arrived at Seattle.
1922	Apr.	28	At Sitka, Alaska, cruising to protect seals.
1922	June	11	Vqashik Bay, Alaska, transporting witnesses Department of Justice. June 30th, Ikatan, Alaska.
1922	July	4	Unalaska, Alaska. July 11th, St. George, Alaska, with Secretary of Commerce, Staff and Bureau of Fisheries men. August 6th, at Unalaska.
1922	Oct.	12	At Seattle. October 14th, to Astoria, Oregon, to take station.
1923	Jan.	1	Permanent station at Astoria, Oregon.
1923	Jan.	5	Portland, Ore., for physical examination of officers. January 7th, Astoria.
1923	Mar.	16	Seattle, preparing for Alaskan cruise.

ALGONQUIN 1898 - 1931

1923 Mar. 26 At Bremerton Navy Yard receiving guns.

1923 Apr. 20 To Ketchikan, Alaska, for seal patrol - repairs. April 27, arrived at Sitka for seal patrol.

1923 Apr. 29 Arrived at Yakutat, Alaska. May 30th, to Harris Cannery, Alaska, to receive insane person.

1923 Oct. 17 Arrived at Nome, Alaska. November 11th, sailed from Evans Bay, Alaska, for Seattle.

1923 Nov. 19 Arrived at Seattle from cruise to Bering Sea at 10:30 p. m.

1923 Dec. 1 Sailed for San Francisco. December 10th, ordered to San Diego, California, for repairs.

1924 Feb. 29 At Moore's Shipyard, San Francisco, for repairs.

1924 Mar. 30 Repairs completed, sailed for Astoria, Oregon. April 6th, sailed for Unalaska; arrived April 16th. Month of April in cooperation with United States Army Fliers in round-the-world flight. Month of May in search of missing Army plane.

1924 May 22-29 Rendered assistance to native villages.

1924 Aug. 27 Left Unalaska via Valdez for Astoria, Oregon.

1924 Sept. 11 Arrived at Seattle, Washington.

1924 Sept. 23 Left Seattle, Washington, for Astoria, Oregon. September 24th, arrived at Astoria.

1925 Mar. 2 Arrived at Portland, Oregon, for overhaul.

1925 Apr. 30 Returned to Astoria from overhaul.

1925 May 29 Arrived at Seattle. June 5th, sailed for Bering Sea.

1925 Nov. 2 Arrived at Seattle at 8:45 p. m.

1926 Feb. 19 Assigned to Bering Sea Patrol Force.

1926 Mar. 7 Began overhaul at Seattle.

1926 June 5 Sailed for Unalaska, Alaska.

1926 Oct. 19 Sailed for Seattle, Washington.

1926 Oct. 27 Arrived at Seattle.

1926 Nov. 15 Ordered to Astoria.

1926 Nov. 29 Arrived at Portland. December 8th, arrived at Astoria.

1927 Sept. 21 Arrived at Seattle, Washington.

1927 Nov. 16 Ordered to San Francisco.

1927 Nov. 17 Left Astoria for San Francisco.

1928 Jan. 5 Detached from California Division and assigned to Northwestern Division, Astoria. Effective Jan. 20th.

1928 Apr. 6 Left for Astoria.

1929 Feb. 14 Left Astoria for San Pedro, California. Permanent station.

1930 Oct. 29 Ordered to proceed to San Francisco for decommissioning - permanent change of station.

1930 Dec. 11 Placed out of commission at San Francisco.

1931 Sept. 23 Sold to Foss Launch and Tug Company, Incorporated, Tacoma, Washington, for \$3,755.



GRESHAM 1897 - In commission 1 January, 1934

1895	June	27	Built by the Globe Iron Works Company, Cleveland, Ohio, under contract, for \$147,800., of that date.
1897	Feb.	10	Accepted by Government. May 30th, placed in commission.
1897	June	24	Cruising grounds to include Lake Michigan and adjacent waters. Headquarters at Milwaukee, Wisconsin.
1897	June	25	Directed to be at Chicago on July 22nd, to take part in unveiling of Logan Monument.
1897	Dec.	2	To be laid up. Placed in winter quarters at Milwaukee.
1898	Mar.	24	<u>Ordered to cooperate with the Navy by Executive Order.</u>
1898	Mar.	28	Ordered to Cleveland, Ohio. April 5th, left Milwaukee; ice in river. April 8th, arrived.
1898	Apr.	15	Ordered to Ogdensburg, New York, to undergo necessary alterations. April 26th, arrived.
1898	Apr.	30	Arrived at Boston. June 29th, arrived at Montreal, Quebec.
1898	July	7	Arrived at Portsmouth, N. H., Navy Yard. August 8th, arrived at Boston.
1898	Aug.	17	<u>Returned to the Treasury Department by Executive Order.</u>
1898	Sept.	7	Arrived at New York.
1898	Nov.	14	Ordered to Puerto Rico and Cuba, to visit points designated by Assistant Secretary Vanderlip.
1898	Nov.	21	Sailed from Norfolk. November 26th, arrived at San Juan, Puerto Rico.
1898	Dec.	3	Arrived at Ponce. December 24th, arrived at New York, New York.
1898	Dec.	21	Winter cruising orders sent. Cruising grounds from New York to Vineyard Haven and Newport, and to the Delaware Breakwater, all outside, with occasional visits to New York.
1899	Nov.	16	Winter cruising orders sent. Cruising grounds from New York to Vineyard Haven, outside Long Island, Nantucket Shoals and Delaware Breakwater.
1899	Dec.	13	Ordered to search for derelict schooner.
1900	June	21	Ordered to New London for Yale-Harvard race on the 28th instant.
1900	Nov.	24	Winter cruising orders sent. November 26, 1901, winter cruising orders sent.
1902	June	18	Ordered to Poughkeepsie, New York, on the 21st instant, for races.
1902	June	18	Ordered to New London on the 25th instant, for Yale-Harvard races.
1902	Nov.	26	Winter cruising orders sent.
1903	May	22	Ordered, as soon as practicable after June 1, to Arundel Cove, Maryland, for painting, etc.
1903	June	10	Assigned to duty in connection with Yale-Harvard boat races, New London, on June 25th.
1903	June	23	Directed, if DALLAS is not in condition to do the work, to assume charge of Yale-Harvard course.
1903	June	30	Ordered to cruise on coast of Maine. To arrive at Boston on the 7th of July.
1903	Sept.	10	Ordered to Woods Hole, Mass., for purpose of overhauling and painting.
1903	Sept.	26	Left for Woods Hole.
1904	Feb.	9	Left Jersey City, New Jersey, for Tompkinsville, New York.
1904	June	18	Ordered to New London on June 30th, to supervise Harvard-Yale regatta.
1904	June	22	Ordered, after participating in Harvard-Yale boat race, to make a cruise on the New England coast.
1904	July	12	Ordered to Norfolk, Virginia, and Arundel Cove.

GRESHAM 1897 - In commission 1 January, 1934

1904 July 25 Arrived at Norfolk. July 27th, arrived at Arundel Cove.

1904 Aug. 27 Ordered to take station at New London. September 3rd, left Curtis Bay for New York, New York.

1904 Sept. 5 Arrived at Sandy Hook Sunday night. Leave for Tompkinsville this a. m.

1904 Sept. 13 Sailed for New London station. September 14th, arrived at New London.

1904 Nov. 1 Ordered to New York, New York. November 22nd, ordered to return to New London. To wire arrival.

1904 Nov. 25 Arrival at New London reported.

1904 Dec. 1 Ordered to Boston for temporary duty on that station during absence of ALGONQUIN at New York, then to resume duty on regular station.

1904 Dec. 13 Sails tomorrow for Boston. December 17th, arrived at Boston at 8 p. m.

1905 Jan. 9 Upon arrival of ALGONQUIN at Boston, deliver winter cruising orders, then return to New London and resume duties on that station. January 10th, winter cruising orders sent.

1905 Apr. 12 Officers and crew of vessel ordered to participate in Winthrop Monument Celebration on the 6th proximo, New London. June 13th, C.O. directed to proceed at once with command to New York, New York.

1905 June 18 Arrived at Tompkinsville, New York. June 21st, to remain at Tompkinsville until further advised.

1905 June 24 C.O. directed to proceed to New London, when Board convened to investigate collision between GRESHAM and British Steamer LOTUS shall have finished its labors.

1905 June 24 Directed to enforce rules governing Harvard-Yale races at New London on June 29th.

1905 June 27 Left for New London. July 20th, arrived at Port Richmond, New York.

1905 Aug. 7 Arrived at works of James Reilly Repair and Supply Company, Jersey City.

1905 Aug. 15 Returned to New London.

1905 Aug. 22 Steamer reported ashore two and one half miles east of Amagansett Station, Long Island. To proceed immediately to scene of disaster.

1905 Sept. 2 Ordered to Charleston, S. C., for temporary duty.

1905 Sept. 8 Assigned cruising grounds from Cape Hatteras to Jacksonville. September 9th, sailed for Charleston.

1905 Sept. 12 Arrived at Charleston.

1905 Oct. 4 Proceed at once to assistance of steamer stranded on Diamond Shoals off Cape Hatteras.

1905 Oct. 14 Proceed to Key West and carry out instructions. Department letter 12th instant relative, convoying FORWARD to Capes of Chesapeake. October 16th, left Charleston.

1905 Oct. 19 Arrived at Key West, Florida. October 21st, left Key West via Charleston with FORWARD.

1905 Oct. 25 On leaving FORWARD at Capes of Chesapeake, proceed to New London and await orders.

1905 Oct. 30 Left Charleston, S. C., with FORWARD in tow. November 3rd, arrived at New London.

1905 Nov. 16 As soon as Captain Sill relinquishes command, proceed to Boston for station.

1905 Nov. 17 Sent winter cruising orders December 1 to April 1, 1906. District from Boston along the coast to West Quoddy Head outside, and southward sighting Nantucket Shoals Lightship, particular attention being given to District of Cape Cod and Nantucket Shoals.



CRESHAM 1897 - In commission 1 January, 1934

1905 Nov. 18 Will leave New London for Boston at 2 p. m. November 20th, arrived at Boston at 10:45 a. m.

1905 Dec. 1 Began winter cruising. Left Boston for Provincetown.

1906 May 2 Proceed immediately and remove derelict reported 29th ultimo, 45 miles east of Thatcher's Island Light, lat. 42° 40', long. 69° 34'.

1906 May 8 Returned to Boston; derelict not found.

1906 May 9 In course of regular cruising, convey surf boat from North Scituate, L.S.S. to Woods Hole and deliver to MOHAWK.

1906 May 28 Receive on board at Boston, on June 7th, members of American Medical Association.

1906 June 21 Proceed to New London, to arrive the 26th, to assist patrol course Yale-Harvard regatta on June 28th.

1906 June 23 Will proceed to New London on June 24th. June 29th, returned to Boston.

1906 Aug. 24 Hold command in readiness for patrol duty in connection with yacht races off Marblehead on Sept. 3rd.

1906 Aug. 29 Designated to assist DEXTER to patrol yacht races off Marblehead for Roosevelt Cup, September 3rd.

1906 Sept. 2 Arrived at Marblehead, Mass.

1906 Sept. 18 Ordered to search for Schooner Yacht FROLIC, suspected of smuggling Chinese.

1906 Nov. 13 Proceed immediately to remove derelict 80 miles eastward Nantucket Lightship.

1906 Nov. 27 Sent winter cruising orders to begin December 1. District from Boston along the coast to West Quoddy Head outside, and southward sighting Nantucket Shoals Lightship, particular attention being given to Cape Cod and Nantucket Shoals.

1906 Dec. 1 To begin winter cruising at 11 a. m. Next port Provincetown.

1906 Dec. 1 Proceed to lat. 40° 39' North, Long. 69° 24' West and destroy derelict.

1907 Jan. 15 Arrived at Provincetown, Mass. May 2nd, proceed and destroy derelict lat. 41° 14' North, Long. 57° 10' W.

1907 May 23 Proceed immediately to Portsmouth Navy Yard for repairs; May 25th, orders acknowledged.

1907 July 29 Proceed to Woods Hole for participation in the celebration of Gosnold Tercentenary on 5th proximo.

1907 July 31 Proceed to Menemsha Bight, Martha's Vineyard on August 6th, for inspection and drill.

1907 Aug. 5 Remain at Woods Hole until further orders.

1907 Aug. 6 Proceed to Menemsha Bight after ceremonies on 7th instant. August 12th, proceed to Boston.

1907 Aug. 21 Directed to prepare for cruise to coast of Newfoundland, in interest of Bureau of Fisheries.

1907 Aug. 31 Left Boston for Gloucester. September 6th, left for Newfoundland.

1907 Sept. 7 Returned to Boston; measles on board. September 8th, left for St. Pierre.

1907 Sept. 14 Arrived at St. Johns, Newfoundland. September 24th, arrived at Birchy Cove, Bay of Islands, N. F.

1907 Nov. 22 Returned to Boston; order of November 13th.

1907 Nov. 23 Proceed to Boston Navy Yard on 25th instant and dock CRESHAM.

1907 Nov. 25 Sent winter cruising orders to begin December 1. District from Boston to West Quoddy Head along coast outside and southward sighting Nantucket Shoals Lightship, particular attention being given to Cape Cod and Nantucket Shoals.

GRESHAM 1897 - In commission 1 January, 1934

1908 May 25 Patrol Cornell-Harvard races at Charlestown, Mass.

1908 June 17 Proceed to New London for Harvard-Yale regatta, reaching there not later than 23rd instant.

1908 July 9 Have vessel at Boston on or about the 19th instant.

1908 Oct. 3 Prepare for cruise to Newfoundland. Proceed to Gloucester when ready and take on board Mr. Alexander, then proceed to Newfoundland. Leave Newfoundland and return to station not later than November 15th.

1908 Oct. 12 Left Boston for Gloucester enroute to Newfoundland.

1908 Oct. 18 Arrived at St. Johns. Bay of Islands next port. November 18th, arrived Boston.

1908 Nov. 24 Sent orders for winter cruising to begin December 1. District from Boston to Portsmouth, N. H., and southward to Vineyard Haven.

1909 June 16 Proceed to New London for regatta; arrive by 29th instant.

1909 June 30 Proceed to New York for repairs. July 7th, arrived at New York at 5 p. m.

1909 Sept. 13 Have command at New York on September 21st, for Fulton-Hudson celebration.

1909 Oct. 25 Return to Boston and resume regular duties. October 27, delay departure until further advised.

1909 Oct. 28 Proceed immediately to Boston; sailed October 30th at 5 a. m.; arrived October 31st.

1910 Mar. 11 If duties of vessel in regard to winter cruising permit, to be at Boston on March 17th, to take part in parade.

1910 June 16 To be at New London on June 28th, to participate in Harvard-Yale regatta.

1912 June 11 To be New London June 21st, to participate in Harvard-Yale regatta. To report on June 19th.

1912 Aug. 2 To Gloucester on August 13th, to participate in the Gloucester Mid-Summer Holiday.

1912 Aug. 28 To patrol Bermuda Cup Race at Quincy, Mass., on September 12th.

1912 Oct. 30 Directed to proceed to South Baltimore and report to Commandant, Depot, stopping at Washington enroute for new guns. Temporarily detached from Eastern Division as of date departure; to arrive November 8th.

1912 Oct. 30 To be placed out of commission, after crew is transferred to ITASCA.

1912 Nov. 8 Arrived at Washington. November 13th, arrived at Depot.

1912 Nov. 15 Placed out of commission, officers and crew transferred to ITASCA.

1913 Mar. 6 ITASCA to be relieved by GRESHAM as soon as practicable after April 1, 1913.

1913 Mar. 25 Transfer crew and equipment of GRESHAM from ITASCA, on her arrival, and place GRESHAM in commission.

1913 Mar. 25 Proceed to Boston when in readiness and report to O.O.F.D.

1913 Mar. 25 Assign GRESHAM to regular duty on arrival at Boston.

1913 Apr. 11 Placed in commission. Officers and crew transferred from ITASCA.

1913 Apr. 11 Complement reduced, cruising restricted until July 1. April 19th, left Depot, South Baltimore, Md.

1913 Apr. 22 Arrived at Boston. April 26th to 30th in drydock.

1913 May 20 To land detachment Major P. J. Grady Camp 3, Spanish War Veterans, East Boston on May 30th.

1913 June 9 To patrol course Yale-Harvard regatta on June 20th.

1913 June 21 Order of April 11th revoked, to resume regular cruising.

GRESHAM 1897 - In commission 1 January, 1934

1913	June	26	To cover station July, August and September, to enforce navigation laws.
1913	Nov.	10	To resume station at Boston as soon as ACUSHNET arrives at Woods Hole.
1913	Nov.	11	Sent winter cruising orders, December 1 to April 1, 1914.
1913	Nov.	19	To cover cruising grounds of ANDROSCOGGIN during her absence.
1913	Dec.	12	Completed repairs at Navy Yard, Boston.
1914	Mar.	14	Direct ANDROSCOGGIN and GRESHAM to be in Boston on March 17th, for Evacuation Day ceremonies.
1914	May	14	To participate in Memorial Day at Boston, Major P. J. Grady Camp No.3, Spanish War Veterans.
1914	May	14	To land detail Memorial Sunday May 24th, at Boston, United Spanish War Veterans.
1914	June	12	To New London on the 18th. Report to Captain Jacobs for duty with Yale-Harvard regatta.
1914	June	20	W. G. McAdoo, Jr., Secretary's son, on board.
1914	Aug.	5	Observe neutrality laws; board all foreign vessels leaving port.
1914	Aug.	28-29	Participated in opening of Cape Cod Canal.
1914	Nov.	5	Repairs at Navy Yard completed. Relieved the MOHAWK.
1914	Nov.	16	Winter cruising orders. Station from Portsmouth, N. H. to Nantucket Shoals Lightship to Block Island, Nantucket and Vineyard Shoals. November 17th, withdrawn from neutrality duty.
1915	Feb.	17	To participate on Evacuation Day at Boston on March 17th.
1915	Mar.	19	To participate on Memorial Day, Spanish War Veterans on May 23rd.
1915	May	11	To participate on Flag Day at Lynn, Mass., on June 14th. May 21st, to New London for graduation at Academy. June 3rd, to participate in 70th celebration, June 17th, at Charlestown, Mass.
1915	Nov.	10	Winter cruising orders sent. Directed to take station at Provincetown, from Portsmouth, N.H. to Nantucket Lightship, and thence westward to Block Island.
1916	Mar.	1	To participate in Evacuation Day exercises at Boston on March 17th.
1916	May	5	To participate in Memorial Services, United Spanish War Veterans, Boston, May 28th.
1916	June	13	To assist in patrolling Yale-Harvard regatta on June 23rd at New London.
1916	June	21	To assist in patrolling regatta Inter-Club, Long Island Sound, June 26th to 30th.
1916	Nov.	22	Winter cruising orders; district to extend from Portsmouth, N. H. (headquarters) to Nantucket Lightship, and thence westward to Block Island. <u>Temporarily transferred to Navy on April 6, 1917.</u>
1917	Jan.	30	To participate in celebration on Evacuation Day at Boston on March 17th.
1918	May	2	Left Depot at 2 p. m.; arrived at Depot on April 30, 1919.
1919	Aug.	28	<u>Coast Guard returned to jurisdiction of Treasury Department by Executive Order.</u>
1920	Mar.	30	Arrived at Coast Guard Academy. April 12th, placed out of commission at Academy.
1920	Oct.	1	Placed in commission. October 11th, assigned to Norfolk Division.
1920	Oct.	18	Took station at Norfolk. December 22, left Berkley, Virginia. December 23rd, arrived at New York.
1921	Apr.	14	Picked up Schooner AMOS GRIGGS, towed to Tompkinsville; arrived April 15th.
1921	Apr.	20	Sailed at 3 p. m., cruising eastward.

GRESHAM 1897 - In commission 1 January, 1934

1921 June 21 At Poughkeepsie. To patrol regatta at New London on the 23rd; at St. George, New York, on the 29th.

1921 Dec. 1- 7 At Hoboken, New Jersey, for repairs.

1922 Jan. 28- to February 24th, at Port Richmond for repairs.

1922 May 25 Placed out of commission at Coast Guard Depot. Towed to Mariner's Harbor, New York, for repairs.

1923 Jan. 1 Permanent station at New York, New York. Out of commission at Staten Island, New York.

1923 Jan. 27 Placed in commission at New York at 3:17 p. m.

1923 Jan. 31 Arrived at Coast Guard Depot. February 10th, sailed for station, New York, New York, at 1 p. m.

1923 Feb. 12 Arrived at New York. March 30th, to Stapleton to repair condenser; completed May 7th.

1923 June 21 Yale-Harvard regatta, New London.

1923 Sept. 1 At Cold Spring Inlet, New Jersey, to participate in maneuvers. September 10, returned to station.

1924 May 1 Left New York for Depot for overhaul. May 3rd, arrived at Depot at 11 a. m.

1924 May 28 Arrived Depot at 8 a. m., repairs completed. Departed for New York at 4 p. m.

1924 June 20 Patrolled Harvard regatta.

1924 Dec. 27 Order of Secretary authorizing change of station from New York, New York, to Norfolk, Virginia.

1924 Dec. 27 Order of Commandant detaching GRESHAM from New York Division and assigning to Norfolk Division as soon after January 1, 1925, as practicable. January 5, detachment from New York Division effective.

1925 Jan. 12 Reported to Norfolk Division. April 28th, repairs completed, left Depot.

1925 June 25 Repairing for eight days at New York.

1925 Sept. 8 Detached from Norfolk Division and assigned to New York Division, New York.

1926 May 6 Arrived at New London. May 8th, arrived at Depot for repairs; left on May 26th at 9:45 a. m.

1927 Mar. 9 To report to Depot on April 1, for overhaul. May 10th, left Depot for New York.

1928 Mar. 13 Ordered to Depot for overhaul. May 3rd, arrived at Depot.

1928 July 14 Overhaul completed, sailed for New York. May 17, 1929, completed overhaul at Stapleton.

1930 Nov. 2 Left New York. November 22nd, left Depot for Mobile.

1930 Dec. 5 Arrived at Mobile, permanent station, Gulf Division. May 1, 1931, arrived at St. Petersburg.

1933 Sept. 8 Left Mobile for Key West for duty with the Navy.

1933 Sept. 15 Left Matanzas, Cuba, arrived Key West same date. October 3rd, arrived at Key West.

1933 Oct. 5 Left Key West for Matanzas, arriving October 6th.

1933 Oct. 6 Left Matanzas for Puerto Padre, Cuba, arriving October 7th.

1933 Oct. 13 Left Puerto Padre, Cuba, for Nipe Bay, Cuba, arriving same date.

1933 Oct. 15 Left Nipe Bay for Havana; arrived October 16. Oct. 17, left Havana for Key West, arrived same date.

1933 Oct. 24 Left Key West for St. Petersburg; arrived October 25.

1933 Nov. 1 Relieved from duty with Navy. Headquarters' dispatch of November 2nd, directs reporting of command to Commander, Southern Area, for further orders.

1933 Nov. 3 Left St. Petersburg; arrived Key West Nov. 4. Nov. 7, left Key West; arrived Mobile November 9th.

MANNING 1897 - 1930

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 Built by Atlantic Works, East Boston, Mass. Contract dated June 27, 1895, for \$159,951.

1897	Aug.	11	Accepted by Captain R. M. Clark, R.C.S.
1897	Dec.	9	Cruising grounds: New England Coast from West Quoddy Head, outside to sight Nantucket Shoal Lightship.
1897	Dec.	16	Captain Clark directed to ship crew.
1898	Jan.	4	Captain Clark directed to place vessel in commission. January 6th, placed in commission.
1898	Jan.	7	Directed to proceed to sea immediately and search for Schooner JULIA A. WATT.
1898	Feb.	14	Authorized to stop at New York. February 28th, directed to search for CHAMPAGNE.
1898	Mar.	24	<u>Ordered to cooperate with the Navy by Executive Order.</u>
1898	Mar.	25	Ordered to Norfolk, Virginia, immediately upon arrival of officers.
1898	Mar.	26	Ordered to Norfolk on April 1. March 29th, sailed; arrived on April 1.
1898	Aug.	17	<u>Returned to Treasury Department by Executive Order.</u>
1898	Sept.	22	Ordered to Baltimore when repairs are completed. October 9th, arrived.
1898	Oct.	11	Ordered to Puerto Rico and Cuba. October 12th, sailed from Baltimore.
1898	Oct.	17	Arrived at San Juan, Puerto Rico. November 21st, sailed from Santiago de Cuba.
1898	Nov.	25	Arrived at Key West. December 1st, arrived at Baltimore.
1898	Dec.	6	Ordered to Boston. December 7th, sailed; arrived on December 10th.
1899	Apr.	1	Ordered to New York, New York. May 4th, sailed; arrived on May 6th.
1899	May	22	Ordered to Boston, Mass. May 24th, sailed; arrived on May 26th.
1899	Nov.	13	Ordered to New York on 18th instant. November 16th, sailed; arrived on November 17th.
1900	Jan.	2	Ordered to San Francisco via Straits of Magellan. January 8th, sailed.
1900	Jan.	15	Arrived at St. Lucia, West Indies. January 29th, at Bahia, Brazil. February 7th, at Montevideo.
1900	Mar.	5	At Valparaiso. March 16th, Callao, Peru. March 31st, Acapulco, Mexico.
1900	Apr.	10	At San Diego, California. April 14th, at San Francisco. (63 days, 12 hours, 35 minutes and 15015.9 miles from New York to San Francisco, California.)
1900	Apr.	16	Ordered to cruise to North Pacific Ocean and Bering Sea. May 26th, sailed from San Francisco.
1900	May	31	Arrived at Seattle. July 30th, left Port Townsend. August 6th, sailed from Seattle.
1900	Oct.	24	Arrived at Port Townsend. November 7th, ordered to San Francisco. Arrived Sausalito November 24th.
1901	Apr.	29	Ordered to cruise in North Pacific Ocean and Bering Sea. May 21st, sailed for San Francisco.
1901	Nov.	22	Ordered to Port Townsend, and Captain Hamlet ordered to inspect vessel.
1901	Dec.	3	Ordered to search immediately for Schooner WHEELER.
1902	Apr.	29	Ordered to cruise in Bering Sea. May 27th, sailed from Port Townsend for Comax.
1902	Nov.	12	Returned to Port Townsend. November 15th, returned to San Diego for duty.
1902	Dec.	15	Directed to proceed to San Diego when ready.
1903	Mar.	27	Ordered, when repairs are completed, to San Diego.
1903	Apr.	9	Sailed from San Francisco to San Diego.

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1903 Apr. 13 Arrived at San Diego. April 22nd, to cruise in Bering Sea for protection of seal fisheries.

1903 Apr. 22 Directed, when in readiness for sea, to proceed to Alaskan waters.

1903 Apr. 30 Will sail for San Francisco on May 1st. May 3rd, arrived at San Francisco.

1903 May 13 Sailed for Seattle. June 10th, arrived at Dutch Harbor, Alaska.

1903 Nov. 15 Arrived at Seattle. November 17th, when paid, coal vessel and proceed to San Francisco.

1903 Nov. 18 Instructions 17th instant revoked. March 5, 1904, ordered to Sausalito, California.

1904 Mar. 7 Sailed for Sausalito. March 12th, arrived at Sausalito.

1904 June 16 Ordered to proceed immediately to search for American Bark HOLLINWOOD, reported in distress off the California coast. June 17th, sailed as ordered at 9 o'clock.

1904 June 30 Ordered to Santa Cruz, California, on July 11th, to take part in festivities.

1904 July 7 Sailed at 10:40 this morning. July 10th, arrived at San Diego. Will leave at noon on Tuesday.

1904 July 17 To leave at once for San Francisco. Arrived at Sausalito same date.

1904 Sept. 2 Ordered to San Diego. September 14th, sailed for San Diego; arriving same date.

1904 Nov. 9 Ordered to Long Beach, California, to take part in ceremonies and then return to San Diego.

1905 Mar. 25 Directed to proceed to San Francisco at end of month.

1905 Apr. 1 Will sail for San Francisco tomorrow. April 4th, arrived at Sausalito.

1905 May 5 Ordered to sail from Sausalito not later than May 25th, and to arrive Seattle not later than June 3rd.

1905 May 18 Ordered to be at Seattle not later than June 5th; confer with Assistant Secretary Taylor - general instructions for cruise.

1905 May 19 Ordered to leave San Francisco, when in readiness, and proceed to Seattle, touching at Port Townsend.

1905 May 20 Sailing orders mailed yesterday. Imperative MANNING reach Seattle not later than June 5, touching at Port Townsend for pay. Requisitions authorized 18th.

1905 May 25 Referring to orders heretofore sent, directed to remain in Bering Sea until about September 10th, then return to Seattle.

1905 May 27 Will leave Sausalito tomorrow at 8 a. m., for Seattle via Port Townsend.

1905 May 30 Arrived at Port Townsend at 6:30 a. m. June 5th, sailed on Alaskan cruise.

1905 Sept. 19 Arrived at Port Townsend. September 26th, proceed to San Francisco as soon as practicable.

1905 Oct. 3 Arrived at Sausalito. December 2nd, proceed when ready for sea to Honolulu and take station.

1905 Dec. 13 Sailed at 1 p. m. December 23rd, arrived at Honolulu; Wightman improving from typhoid.

1907 May 8 Proceed to Dutch Harbor as soon after May 25th as possible.

1907 May 25 Sailed for Dutch Harbor. August 15th, struck uncharted rock in Prince William Sound, Alaska.

1907 Aug. 23 Proceed to Seattle. September 2nd, arrived at Seattle.

1907 Sept. 3 Proceed to Bremerton Navy Yard and have vessel docked.

1907 Sept. 24 Sailed for San Francisco. September 28th, arrived at Sausalito this morning.

1907 Nov. 11 Address care Union Iron Works.



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1908	Jan.	23	Keep MANNING in readiness and promptly assist shipping during absence of McCULLOCH from San Francisco.
1908	June	25	Sailed for Santa Cruz. June 28th, returned to Sausalito.
1908	July	9	Sail tomorrow as far as San Diego. July 14th, arrived at Santa Barbara.
1908	July	21	Arrived at San Pedro, to leave for wrecked Steamer ANUBIS tonight.
1908	July	22	Arrived at Santa Barbara; will return to wreck of ANUBIS when needed.
1908	Aug.	9	Sail for wrecked Steamer on San Miguel Island. August 17th, arrived at Sausalito.
1908	Nov.	5	To enter Union Iron Works. November 15th, to make Headquarters at Neah Bay, Washington.
1908	Dec.	27	Sailed for Neah Bay. December 30th, arrived at Neah Bay.
1909	Mar.	30	Proceed to Port Townsend and prepare for Alaskan cruise. April 29th, sailed for Seattle.
1909	May	1	Proceed to Dutch Harbor. May 19, to leave Seattle on the 20th. May 25, arrived at Unalaska. THETIS here.
1909	Oct.	26	Arrived at Port Townsend. November 6th, sailed for Astoria; arrived on November 14th. Cruising grounds from Cape Flattery, Washington, to Cape Blanco, Oregon.
1910	Mar.	16	Arrived at Portland, Oregon, for repairs. April 9th, sent cruising orders.
1910	Apr.	28	Sailed from Portland for Astoria and Port Townsend. May 20th, sailed for Bering Sea.
1910	Oct.	20	Returned from Bering Sea. October 26th, to take station with headquarters at Astoria as formerly.
1910	Nov.	4	Sailed for Astoria. November 7th, arrived. Arrived at Portland on same date.
1910	Nov.	25	Left Portland for Astoria. December 7th, sent winter cruising orders defining station.
1911	Jan.	7	To Portland for repairs on January 10th. April 17th, sailed for Port Townsend.
1911	Apr.	27	Sailed from Port Townsend for Bering Sea cruise; returned to Port Townsend on October 11th.
1911	Nov.	8	Assigned to Northern Division, Pacific Coast.
1911	Nov.	23	Detached from Northern Division; to relieve McCULLOCH, San Francisco.
1912	May	1	Sailed on Alaskan cruise.
1912	May	23	To transport lighthouse supplies to Scotch Cape and Sarechef, in place of wrecked ARMERIA.
1912	June	6	to 9th. Was at Kodiak when Mt. Katmai erupted; remained in region until July 24th, when she resumed Bering Sea patrol duty.
1912	June	11	To afford every possible relief to sufferers at Kodiak.
1912	July	20	Commanding Officer, Bering Sea Force, directed to assign MANNING to Astoria, Oregon.
1912	Aug.	28	Commanding Officer, Bering Sea Force, directed to assign MANNING to Northern Division, Pacific Coast.
1912	Sept.	25	Returned to Port Townsend. September 20th, left Seward. Detached from patrol duty. Proceed to Seattle, report to Commanding Officer, Northern Division, Pacific Coast.
1912	Oct.	9	Detached from Northern Division and directed to proceed to San Francisco and report to Commander, Southern Division, Pacific Coast, about November 29th, for repairs. To take station at Neah Bay during repairs to SNOHOMISH.
1912	Oct.	29	Arrived at San Francisco. To proceed to Mare Island on October 30th.
1913	Feb.	14	C.O.S.D.P.C. notified of intention to assign MANNING to Bering Sea Fleet May 1st.



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1913	Mar.	27	Assigned to Bering Sea Fleet, detached from Southern Division on April 20th. March 28, out of drydock.
1913	May	20	Trial run (new boilers) engines jammed, towed to Mare Island Navy Yard by GOLDEN GATE.
1913	May	24	Trial successful. May 26, sailed on Alaskan cruise from San Francisco, on Bering Sea cruise.
1913	June	13	Arrived at Kodiak. August 20, C.O.B.S.F. to detach MANNING October 1, and direct her to proceed to Port Townsend. C.O.N.D. to direct her resume duties on station as soon as practicable after arrival.
1913	Aug.	26	Sailed from Unalaska for St. Paul for Mr. Chamberlain.
1913	Oct.	2	To stop at Cook's Inlet on October 10, for party of Bureau of Mines.
1913	Oct.	17	Arrived at Juneau. October 29th, arrived at Seattle. December 1st, arrived at Astoria.
1913	Dec.	9	Order defining cruising grounds, Cape Blanco to Cape Flattery.
1914	Jan.	14	Left Astoria for San Diego to take station of BEAR. January 23rd, arrived at San Diego.
1914	Mar.	2	Left San Diego. March 5th, arrived at Mare Island.
1914	Mar.	25	Detached from Southern Division April 20th, and assigned to Bering Sea Fleet.
1914	Apr.	12	Will tow GUARD to Port Townsend on the 20th.
1914	Apr.	20	Sailed from San Francisco for Seattle, GUARD in tow. April 25th, arrived at Seattle.
1914	May	1	Sailed for Unalaska via Union Bay. June 22nd, arrived at Sitka.
1914	Sept.	3	Left Dutch Harbor for Seward. September 21st, arrived at Seattle, Washington.
1914	Sept.	24	To sail as soon as possible to Unalaska and report to Reynolds, Commanding Officer, Bering Sea Fleet, in connection with loss of TAHOMA. September 26th, sailed for Unalaska at 11:30 a. m.
1914	Oct.	5	To execute remaining orders of BEAR.
1914	Oct.	7	(C.O.B.S.F.) Use BEAR and MANNING to transport crew of TAHOMA to States.
1914	Oct.	10	MANNING boat lost off Sarichef, Unimak, in heavy surf, with Assistant Surgeon Jenkins, U.S.P.H.S., and four enlisted men.
1914	Oct.	14	Assigned to regular station at Astoria. October 21st, sailed for Seattle; arrived on November 1st.
1914	Dec.	2	To Port Townsend for quarantine during diptheria epidemic.
1915	Feb.	9	To cruise in Bering Sea and Pacific Ocean to enforce Convention December 14, 1911, Great Britain, Russia and Japan, by Executive Order.
1915	Mar.	4	Sailed for fishing grounds Southeastern Alaska to investigate conditions.
1915	May	15	Arrived at Seattle. June 21st, docked at Seattle. July 5th, sailed for Unalaska.
1915	July	7	Directed to return to Port Townsend with 3rd Lieutenant (Engineer) Van Kammen.
1915	July	8	Returned to Neah Bay, and proceeded immediately to sea.
1915	July	17	Arrived at Unalaska and relieved UNALGA of Bering Sea Patrol.
1915	July	21	Sailed from Unalaska for Atka, three-weeks cruise to westward.
1915	Aug.	10	Arrived Unalaska. September 7th, left Unalaska. September 21st, arrived at Seattle.
1915	Oct.	2	Upon arrival UNALGA at Seattle, take station at Astoria, cruising district Cape Flattery to Cape Blanco.
1915	Dec.	15	Arrived at Astoria. March 19, 1916, left Puget Sound Navy Yard for cruise to Alaska fishing grounds.

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1916	Apr.	5	Detach from Northern Division to Bering Sea Fleet May 1. April 19, returned from Alaska fishing grounds.
1916	May	12	Left Puget Sound Navy Yard on Bering Sea patrol. May 18, arrived Sitka; left and arrived Juneau May 19.
1916	May	20	Left Juneau. May 24, arrived Kodiak; left May 26. June 2, arrived Unalaska.
1916	June	13	Left for Shumanins and Pribilofs. Sept. 20, off Ediz Hook. Port Townsend tonight.
1916	Oct.	2	Sailed from Seattle for Astoria; arrived October 4. Dec. 1, left Astoria for Ediz Hook, small arm target practice. January 26, 1917, left Astoria enroute to Depot. March 7, arrived at Depot.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u> August 29, sailed from United States for European water.
1919	Jan.	3	Arrived in United States from European waters. Feb. 17, left Depot 10 a. m., repairs completed.
1919	Aug.	28	<u>Coast Guard returned to Treasury Department by Executive Order.</u>
1919	Nov.	8	Left Depot, repairs completed; arrived at Norfolk November 9.
1920	July	12	At Sandy Hook Bay, New York, patrol race course. July 31, departed Tompkinsville, towing SCALLY to Depot.
1920	Aug.	1	Arrived at Baltimore. August 7, left Baltimore towing CHOPTANK enroute to Norfolk.
1920	Aug.	9	Arrived at Norfolk Navy Yard at 1:25 p. m.
1920	Dec.	16	Placed in commission at Depot, South Baltimore, Maryland, for duty at Norfolk; left for Norfolk Dec. 18.
1920	Dec.	20	Arrived at Norfolk. April 15, 1921, at Norfolk. April 19, left Navy Yard at 1:30 p. m.
1921	July	4	to August 5. Drydocking at Norfolk. May 2, 1922, to May 31, at Newport News repairing.
1922	July	14	Repairs completed. August 3, to Washington, D. C., to assist SENECA.
1922	Aug.	13	21 At Cape May, New Jersey, for squadron maneuvers.
1922	Dec.	26	At Dock #4, Newport News Shipbuilding and Drydock Company.
1923	Jan.	1	Permanent station at Norfolk. January 9, left Newport News Shipbuilding Company.
1923	May	16	to 18th. At Washington, D. C. May 29, Washington, D. C., Shriners' Convention. June 9, departed.
1923	June	10	At Norfolk. September 2-10, at Cape May for squadron maneuvers.
1923	Oct.	29	At Norfolk Shipbuilding and Drydock Company. December 15-17, at Norfolk repairing.
1923	Dec.	18	Ready for sea. July 4, 1924, patrolled regatta at Crisfield, Maryland.
1924	Oct.	3	Arrived at Depot for indefinite stay. February 2, 1925, placed out of commission at Depot at noon.
1925	Apr.	7	Arrived at Newport News, Virginia. December 6, arrived at Depot from Newport News.
1925	Dec.	31	Placed in commission at 2 p. m. January 7, 1926, left Depot for Norfolk; arrived January 10th.
1926	Sept.	15	Ordered to Depot for annual overhaul and repairs. September 16, arrived at Depot for repairs.
1926	Dec.	12	Left Depot. October 15, 1927, ordered to Depot for annual overhaul; arrived November 19th.
1929	Mar.	1	Arrived at Washington, D. C. Navy Yard, to take part in Inaugural Ceremonies.
1929	May	17	Left Norfolk for temporary duty, New York Division. Sept. 16, arrived at Depot for overhaul.
1929	Dec.	3	Left Depot for Norfolk; arrived December 4.
1930	Apr.	29	At Norfolk Navy Yard undergoing repairs in order that she may be floated and towed to Depot.
1930	May	22	Placed out of commission at Norfolk. June 4th, arrived at Depot.
1930	Dec.	6	Sold to Charles A. Jording, Baltimore, for \$2200.02.

COMANCHE 1896 - 1930 (Formerly WINDOM)

Contract for construction of vessel executed November 12, 1892, for \$98,500., by Iowa Iron Works, Dubuque, Iowa. To be delivered nine months from date at Key West, Florida.  
 Vessel was partially finished at Dubuque and thence taken to Cairo, Illinois, and to New Orleans, where she was accepted by the Government, letter of Department May 11, 1896, the place of delivery being waived. Sailed to Baltimore where she was finished by the Government.  
 Order sent June 30, 1896, to place vessel in commission.

1896 Oct. 20 Sailed under sealed orders. October 23rd, arrived at Jacksonville, Florida.  
 1896 Nov. 13 Ordered to Baltimore when work on BOUTWELL is completed.  
 1896 Nov. 18 Sailed for Baltimore; repairs on BOUTWELL completed. November 21st, arrived at Baltimore.  
 1896 Nov. 23 Winter cruising orders; cruising grounds from Chesapeake Bay and from Capes of Virginia to Hatteras.  
 1896 Dec. 18 Arrived at Norfolk.  
 1897 Apr. 5 Ordered to New York, Grant Memorial celebration on April 27th.  
 1897 Apr. 17 Sailed. Address c/o Lieutenant C. H. McLellan, Steamer HUDSON.  
 1897 May 1 Arrived at Baltimore at 3:30 p. m. May 12th, directed to tow CHASE to Baltimore.  
 1897 May 14 Sailed for Wilmington. May 20th, arrived at Baltimore with CHASE at 1 p. m.  
 1897 Nov. 13 Have vessel ready for service immediately.  
 1897 Nov. 22 Winter cruising orders. Cruising grounds same as last year.  
 1898 Mar. 24 Ordered to cooperate with the Navy by Executive Order.  
 1898 Mar. 26 Ordered to Norfolk, Virginia, on April 1. March 30th, sailed; arrived on March 31st.  
 1898 Aug. 17 Returned to Treasury Department by Executive Order of that date.  
 1898 Aug. 22 Arrived at Norfolk.  
 1898 Sept. 24 Ordered to Baltimore to resume regular duties, after delivering guns, etc., to GRESHAM.  
 1898 Oct. 3 Sailed. October 5th, arrived at New York. October 13th, arrived at Baltimore.  
 1898 Dec. 7 Winter cruising orders sent. Cruising grounds - all of Chesapeake Bay and southward to sight Bodie Island with occasional visits to Baltimore.  
 1899 Aug. 3 Ordered to Norfolk to confer with medical officers, M.H.S., and render aid. August 3rd, sailed.  
 1899 Nov. 16 Winter cruising orders sent. Cruising grounds - all of Chesapeake Bay to Capes of Virginia and occasionally outside. The same cruising orders were sent in the years 1900, 1901 and 1902.  
 1902 Sept. 27 Ordered to Richmond to bring TUSCARORA to Curtis Bay.  
 1903 Nov. 25 Winter cruising orders sent.  
 1904 July 11 Ordered to convoy GALVESTON to Philadelphia. July 14th, left Baltimore for Philadelphia.  
 1904 July 16 Arrived at Philadelphia. July 21st, returned to Baltimore.  
 1904 Nov. 28 Winter cruising orders issued.  
 1905 Jan. 24 Arrived at Cambridge, Maryland. To leave the 25th for St. Michaels, Maryland.  
 1905 Feb. 27 Ordered to Washington, D. C., to arrive not later than March 3rd.

COMANCHE 1896 - 1930 (Formerly WINDOM)

1905	Mar.	1	Order of 27th, directing your command to proceed to Washington, revoked.
1905	May	23	Commanding Officer requested to have command at Washington on May 27th.
1905	June	5	At Depot, U.S.R.C.S., Arundel Cove, for the purpose of cleaning boiler, etc.
1905	July	27	Detailed for duty in connection with regatta on Patapsco River on August 11 and 12.
1905	Nov.	10	Sent orders for winter cruising to begin December 1. District; waters of Chesapeake Bay and tributaries to the Capes of Virginia.
1906	Apr.	21	Directed to have command at Chase's Wharf, Baltimore, 10 a. m. April 24th, to take Assistant Secretary Taylor and party to the exercises in commemoration of John Paul Jones, at Annapolis, Maryland.
1906	June	5	Directed to have WINDOM at Washington not later than 8th instant.
1906	July	5	Directed to sail not later than the 15th instant for Key West, Florida.
1906	July	13	To leave Baltimore for Key West on 15th instant; and exchange officers and crew with APACHE there.
1906	July	15	Left Arundel Cove for Key West at noon. July 20th, arrived at Key West at 9 p. m.
1906	July	31	Arrived at Mobile. August 6th, arrived at Galveston, Texas.
1906	Sept.	29	Proceed to sea in search of vessels in distress. October 24th, return to station at Galveston.
1906	Oct.	27	Arrived at Galveston. November 2nd, proceed to New Orleans without delay.
1906	Nov.	23	Trip of Alabama Outer Bar Association postponed. Sailed at noon.
1907	Jan.	19	To be at New Orleans on February 10th next. February 4th, sailed for New Orleans this afternoon.
1907	May	3	To receive Press Association of State of Texas on board for cruise around harbor of Galveston on 16th.
1907	Oct.	11	To receive members of Galveston Cotton Exchange and convey to points of interest in Galveston Harbor on the 13th instant.
1908	Jan.	23	Proceed to Port Arthur, arriving not later than 27th instant.
1908	July	25	Proceed and patrol Houston Launch Club regatta of Seabrook, Texas, on August 7, 8 and 9.
1908	Nov.	20	Have command at Beaumont, Texas, for celebration, on November 22 - 30.
1909	Jan.	26	Have command at New Orleans for carnival on February 22nd. February 14th, arrived at New Orleans.
1909	Feb.	25	Sailed for Galveston. March 14th, sailed for New Orleans.
1909	July	23	Proceed to New Orleans for inspection; to arrive by August 6th.
1909	Aug.	2	Patrol course for Third Annual regatta of the Houston Launch Club in Galveston Bay on the 26, 27 & 28.
1909	Oct.	16	Proceed to New Orleans, arrive not later than 29th, to take part in reception to the President.
1909	Oct.	25	Arrived at Galveston. Will sail for New Orleans tomorrow.
1909	Nov.	3	Sailed from New Orleans at 6:30 a. m. November 5th, arrived at Galveston.
1909	Nov.	11	To be at Beaumont, Texas, the 22nd - 27th, if exigencies of Service permit.
1909	Nov.	22	Proceed to New Orleans, Mobile and Pensacola, for purpose of obtaining proposals for repairs.
1909	Dec.	2	Sailed for New Orleans. December 5th, arrived at New Orleans. December 10th, arrived at Mobile.
1909	Dec.	13	Sailed from Mobile for Pensacola. December 14th, arrived at Pensacola.
1909	Dec.	17	Sailed from Pensacola for Galveston. December 19th, arrived at Galveston.

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1910	Jan.	4	To New Orleans for repairs. January 11th, left Galveston for New Orleans.
1910	Jan.	14	Arrived at New Orleans. February 19th, not to leave New Orleans until further orders.
1910	Mar.	8	Return to Galveston. March 11th, arrived at Galveston.
1910	June	21	To be at Corpus Christi, Texas, on July 4 and 5. June 29th, order revoked.
1910	July	14	To be at Galveston on July 30. September 23rd, cruising grounds extended to New Orleans.
1910	Oct.	12	Communicate with immigration officials at Galveston and cooperate in effort to thwart smuggling of Chinese in vicinity of Galveston.
1910	Nov.	12	Arrived at Key West. November 13th, sailed for Yucatan Channel. November 18th, arrived at Galveston.
1910	Nov.	22	To be at Galveston on November 26th.
1911	May		To be at Corpus Christi on July 2 to 4. July 26th, to Pensacola for repairs.
1911	July	31	To Charleston, S. C., for repairs. August 1st, left Galveston for Charleston at 7 p. m.
1911	Sept.	1	Arrived at Arundel Cove. September 12th, placed out of commission.
1911	Oct.	25	To be placed in commission on November 1st.
1911	Nov.	15	Left Depot, R.C.S., South Baltimore, for Washington.
1912	May	7	To New Orleans to assist flood sufferers.
1912	June	22	To convoy Texas Bar Association, Galveston, to jetties and return July 2 and 3.
1912	Aug.	7	To be present at Galveston Annual Cotton Carnival on August 8-18.
1912	Aug.	16	To take members of Pittsburg Chamber Commerce on tour of Galveston Harbor.
1913	Jan.	3	To participate in Rex Carnival, New Orleans, on February 3.
1913	Jan.	11	Sailed from New Orleans to Galveston. January 14th, arrived; returned to New Orleans February 7th.
1913	Apr.	11	Complement reduced until July 1st.
1913	Apr.	17	Corpus Christi on July 4, to participate in National Holiday.
1913	June	10	To participate in Intercostal Canal Celebration on June 12.
1913	June	23	Order of April 17th revoked, to resume cruising.
1913	July	26	To cover station August, September and October for purpose of enforcing navigation laws.
1913	Aug.	5	Sailed from Galveston for New Orleans. August 7th, arrived. August 23rd, arrived at Galveston.
1914	Jan.	30	To participate in ceremonies of Rex Carnival, New Orleans, on February 24.
1914	Jan.	27	Arrived at Galveston. February 19th, arrived at New Orleans.
1914	Apr.	17	Aground Atchefalaya. April 18th, afloat.
1914	Apr.	28	Arrived at New Orleans. May 1st, sailed for Galveston; arrived on May 2nd.
1914	June	15	WINDOM to be 1st Class from July 1. New complement prescribed from that date.
1914	June	30	To participate in July 4th celebration, Corpus Christi.
1914	July	23	To proceed to Key West as soon as practicable after August 1st, to investigate sponge fisheries depre- dations.
1914	July	27	To participate Deep Water Jubilee, Houston, on November 9 to 14.

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1914 Aug. 5 Sailed from Galveston for Key West. To observe neutrality laws. August 10, arrived at Key West.

1914 Aug. 11 Upon arrival of MIAMI return to Galveston and resume duty on station.

1914 Aug. 14 Proceed to Galveston and enforce neutrality laws. August 15th, left Key West; arrived Galveston 8/19.

1914 Oct. 26 Relieved from specific duties, order of August 14. Resume regular duty.

1914 Nov. 6 Proceed to Depot, South Baltimore, after Houston celebration, for overhauling.

1914 Nov. 14 Arrived at Galveston from Houston celebration. November 18th, left Galveston for Depot.

1914 Nov. 27 To carry out APACHE winter cruising orders until that vessel's repairs are completed.

1914 Dec. 3 Arrived at Depot. December 11, in Washington, D. C., cruising. December 26, in Washington cruising.

1915 Jan. 13 At Depot. January 14, to be placed out of commission. January 15, placed out of commission.

1915 Dec. 13 Name of WINDOM changed to COMANCHE.

1916 Jan. 7 Cruising orders - district from New Orleans to mouth of Rio Grande, with headquarters at Galveston.

1916 Jan. 8 Placed in commission. January 18, left Depot for Chase's Wharf. January 19, left Baltimore.

1916 Feb. 2 Arrived at Galveston. To participate in Mardi Gras Carnival, New Orleans, March 6-7.

1916 June 24 To participate in July 4th celebration, Corpus Christi. November 7, to patrol Marine Pageant in connection with launching of large vessel at Orange, Texas, November 15.

1916 Dec. 3 Left Sabine for mouth of Mississippi River, to assist gun practice TALLAPOOSA.

1917 Feb. 19-20 Participated in Mardi Gras Carnival at New Orleans. April 5, temporarily transferred to the Navy.

1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.

1920 Apr. 6 Arrived at Key West from Galveston. April 17, placed out of commission.

1920 July 13 From Depot to Charleston, S.C. July 21, arrived at Charleston, relieving YAMACRAW.

1920 Sept. 20 At Mobile, relieving TALLAPOOSA. October 11, assigned to Gulf Division.

1921 May 7 Inspection of Harbor by Governor. May 16, Key West, temporary station. May 17, to station at Key West.

1921 July 5 Mobile. October 13, Pensacola to patrol regatta. October 16, Mobile.

1922 Apr. 28 New Orleans, Board of Investigation. May 9, Mobile. July 14, Galveston, Board Survey and Appraisal, sub-chasers. July 23, Mobile. August 4, Cape St. George - meet and tow ARROW, August 5, to Mobile.

1922 Dec. 9 Ordered to Galveston for permanent headquarters. December 10, cruising district established as that portion of the Coast bordering on the Gulf of Mexico and extending from the mouth of Rio Grande to Port of New Orleans. December 18th, arrived at Galveston. To assume new station.

1923 Jan. 1 Permanent station at Galveston. May 2, ordered to proceed to Depot for annual overhaul.

1923 June 10 Arrived at C.G. Depot, for overhaul at Maryland Drydock Company, South Baltimore.

1923 June 30 Out of commission at 4 p. m. November 30, placed in commission at 9 a. m.

1923 Nov. 30 Ordered to escort AB-19 and AB-20, to Mobile.

1923 Dec. 15 Left Depot but returned on account of leak around rudder stuffing box.

1923 Dec. 28 Left Depot for Norfolk enroute to Galveston. January 27, 1924, arrived at Galveston.

1924 July 21 To Galveston Drydock and Construction Company's drydock. October 17, arrived at Sabine Pass.



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1924	Oct.	18	Arrived at Galveston.
1925	May	11	Fired an official salute for Governor of Texas and Mrs. M.A. Ferguson, who paid an official visit to the Cutter near the San Jacinto Battle Ground, Texas.
1925	June	3	Repairs to boilers completed. July 24, 1928, ordered to Mobile for repairs.
1930	June	2	Detached from Gulf Division, ordered to Depot. July 1st, arrived at Depot.
1930	July	31	Placed out of commission at Depot.
1930	Nov.	13	Sold to Weiss Motor Lines, 605 Fellsway, Baltimore, Maryland, for \$4501.

ARCATA 1903 - In commission 1 January, 1934

1903			Built at San Francisco by W. A. Boote and Son, material, wood, cost \$37,353.07.
1903	Sept.	29	Captain W. C. Coulson, McCULLOCH, directed when ARCATA shall have been delivered to him to take vessel in tow to Port Townsend, Washington, and deliver to Captain Tozier, commanding GRANT.
1903	Oct.	17	Arrival at Port Townsend with ARCATA reported.
1904	July	9	Detailed for duty at Point Roberts during fishing season.
1905	June	10	Directed to have command at Tacoma on 23 and 24th instants for participation in Naval parade during Rose Carnival.
1905	July	13	C.O. directed to report for duty to Captain F. M. Munger at Port Townsend.
1907	Apr.	30	To be used by Governor Mead to inspect sites for Soldiers Home.
1907	May	19	Proceed to Tacoma, Washington, not later than 23rd instant, for reception Japanese cruisers.
1907	Aug.	27	Cooperate with Marine Hospital Service in boarding vessels off Point Wilson, Washington.
1909	June	11	Have ARCATA, GUARD and SCOUT at Seattle, week of July 1st, next, for regatta.
1911	Sept.	11	Assigned to Northern Division, Pacific Coast.
1913	Apr.	2	In drydock at Seattle Construction Company. July 4th, patrolled regatta at Anacortes.
1914	July	16	to July 18th, at Seattle Harbor for International Yacht race. Aug. 5th, to observe neutrality laws.
1914	Aug.	12	In drydock at King & Winge Company, Seattle. Detailed by C.O.N.D. to celebration at Anacortes, June 28th to July 4th.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u>
1919	Aug.	28	<u>Coast Guard returned to jurisdiction of Treasury Department by Executive Order.</u>
1923	Jan.	1	Permanent station at Port Townsend, Washington.
1924	Apr.	12	Patrolled intercollegiate boat races from Leschi Park to Madison Park along western shore Lake Washington.
1924	Aug.	20	Patrolled regatta on Lake Washington between vessels of United States Battle Fleet.
1924	Nov.	29	Stranded west side of Parker Reef, Gulf of Georgia.
1926	July	1	Change of station effected to Seattle, Washington.



McCULLOCH 1897 - 1917

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 Built by William Cramp and Sons, Philadelphia, for \$196,500, under contract dated February 28, 1896.  
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1897	June	14	Accepted and turned over to Captain Congdon.
1897	Dec.	8	Ordered to Newport News, Virginia, for fuel, to Hampton Roads for adjustment of compasses and then to Baltimore. December 10th, to be placed in commission Sunday, 12th instant.
1897	Dec.	17	To leave Philadelphia at earliest date possible. December 18th, sailed from Philadelphia.
1897	Dec.	19	Arrived at Norfolk. December 23rd, arrived at Hampton Roads. December 26th, arrived at Baltimore.
1897	Dec.	29	Ordered to sail for San Francisco, via the Mediterranean and Suez Canal.
1898	Jan.	12	Sailed from Norfolk. January 26th, arrived at Ponta Delgada, Azores.
1898	Feb.	7	Arrived at Gibraltar. February 16th, arrived at Malta. February 28th, arrived at Port Said, Egypt.
1898	Mar.	12	Arrived at Aden, Arabia. March 26th, arrived at Colombo, Ceylon.
1898	Apr.	2	Ordered to Hong Kong, China, to report to Commander Dewey, U.S.N., Asiatic Station.
1898	Apr.	4	<u>Ordered to cooperate with the Navy by Executive Order.</u>
1898	Apr.	6	Arrived at Singapore, India. April 17th, arrived at Hong Kong and reported to Commander Dewey, U.S.N.
1898	Nov.	5	Ordered to San Francisco. November 6th, sailed from Manila.
			<u>Turned over to Treasury Department as of November 2, 1898.</u>
1898	Dec.	28	Arrived at Honolulu, T. H. January 2, 1899, sailed from Honolulu.
1899	Jan.	4	Ordered to Mare Island Navy Yard for repairs. January 10th, arrived at San Francisco.
1899	Jan.	19	Arrived at Mare Island Navy Yard for repairs. May 22nd, ordered to Seattle, Washington.
1899	June	4	Sailed for San Francisco. June 8th, sailed for Seattle; arrived on June 12th.
1899	June	24	Arrived at Juneau, Alaska. July 9th, arrived at Seattle.
1899	July	15	Ordered to visit Tacoma, Washington, and communicate with Senator Foster.
1899	July	30	Sailed from Port Townsend with Senator Foster.
1899	Aug.	28	Ordered to Portland, Oregon. October 5th, arrived. November 1st, arrived at San Francisco.
1900	Jan.	12	Cruising limits from San Francisco, north and south, covering coast of California.
1900	Apr.	16	Ordered to cruise to North Pacific Ocean and Bering Sea.
1900	May	28	Sailed from San Francisco. June 7th, sailed from Port Townsend for Alaska.
1900	July	26	Arrived at Comox. Same date arrived at Seattle. July 30th, ordered to St. Michael and Nome.
1900	Aug.	1	Sailed from Port Townsend. August 9th, arrived at Dutch Harbor.
1900	Nov.	27	Arrived at Port Townsend. November 28th, ordered to San Francisco.
1900	Dec.	12	Ordered to search for Steamer MATTHEWSON. December 23rd, arrived at San Francisco.
1902	Jan.	24	Ordered to search for British Ship CONDOR. July 11th, ordered to cruise Alaskan waters.
1902	July	17	Sailed from San Francisco. September 8th, returned to San Francisco.
1902	Oct.	3	Ordered to Mare Island Navy Yard to be docked.
1903	May	1	Ordered to Seattle. May 9th, sailed from San Francisco. May 13th, arrived at Seattle.
1903	June	9	Ordered to sail from Puget Sound after July 1, and not later than July 10, for cruise in Alaskan waters.

McCULLOCH 1897 - 1917

1903 July 10 To leave Port Townsend. September 2nd, arrived at Sausalito, California.

1903 Sept. 29 Directed, when ARCATA shall have been delivered to him, to tow to Port Townsend, and to deliver to Captain Tozier, Commanding GRANT.

1903 Oct. 17 Arrival at Port Townsend with ARCATA reported. Directed to return to San Francisco after coaling.

1903 Oct. 22 Sailed for San Francisco from Port Townsend. October 26th, arrived at Sausalito, California.

1904 June 16 Sailed Sausalito. Arrived at Dutch Harbor, Unalaska, June 25th.

1904 Nov. 2 Arrived at Sausalito from Bering Sea cruise.

1904 Nov. 9 Ordered to Long Beach, California, to take part in ceremonies and then to return to San Francisco.

1904 Nov. 15 Arrived at Sausalito.

1905 Apr. 22 Ordered to Monterey Bay to participate in celebration of Sons of California, 24th to 27th.

1905 May 10 Ordered to Portland to participate in opening of Lewis and Clark Exposition at that place on June 1st.

1905 May 25 Will leave tonight for Portland. May 29th, arrived at Portland.

1905 July 11 C.O. directed to return with his command to San Francisco.

1905 July 19 Sailed from Portland. July 22nd, arrived at Sausalito.

1905 Dec. 2 Proceed to assistance of Steamer ROANOKE near Seal Rocks.

1906 Jan. 1 Will leave for cruise to southward and return January 10th. January 10th, arrived at Sausalito.

1906 Feb. 7 Commissioner of Immigration, San Francisco, reports gasoline schooner left San Pedro yesterday for Ensenada, Lower California, to smuggle Chinese. Pursue immediately and take vigorous action in case.

1906 Mar. 8 Assigned to patrol duty to prevent smuggling of Chinese into the ports of San Pedro, Los Angeles and San Diego. March 15th, will leave for San Diego tonight, calling at ports designated in order.

1906 Mar. 19 Proceed to such adjacent points as may be necessary to carry out previous orders.

1906 Apr. 18 Proceed with your command to San Francisco; wire departure and arrival.

1906 Apr. 18 Later reports San Francisco indicate frightful condition. Will sail immediately.

1906 May 23 Left on cruise. Will probably return Sunday. Destination Eureka, California.

1906 June 2 Have command in readiness to leave San Francisco by 27th instant, for Seattle, from which place vessel will make a limited cruise to Pribilof Islands.

1906 June 11 Leave San Francisco in time to arrive at Seattle, take on supplies, and sail thence July 5th.

1906 June 25 To proceed to Tacoma, Washington, and participate in Fourth of July celebration.

1906 June 25 Trip to Bering Sea and Alaskan waters with Solicitor of Department of Commerce and Labor and Commissioner of Fisheries. On completion of this duty, return to Seattle.

1906 June 27 Will sail for Seattle at 7 p. m.

1906 June 27 Department order of 25th instant amended so as to permit vessel to proceed to Juneau for Governor of Alaska and Collector of Customs without first notifying them by telegraph.

1906 July 10 Left Port Townsend for Seal Islands via Union Bay. Probably arrive at Sitka on August 3rd.

1906 July 27 Grounded on reef off N.E. Pt., St. Paul Island.

McCULLOCH 1897 - 1917

1906	Aug.	9	Designated by President to enforce fur seal regulations. Proceed to Pribilof Islands and cruise in vicinity, August 17th, left Sitka for Valdez. August 20th, arrived at Valdez.
1906	Sept.	20	Proceed on cruise to Seal Islands under previous instructions.
1906	Sept.	22	Sailed from Valdez for Unalaska. October 27th, arrived at San Francisco.
1907	May	11	Proceed to Unalaska on the 21st instant, with general instructions relative to Bering Sea cruise.
1907	May	15	One week's time allowed, if necessary, after 21st, to procure stores and supplies.
1907	May	22	To sail not later than June 5th for Unalaska. June 6th, sailed; to cruise off Sitka, Alaska.
1907	June	12	Arrived at Sitka. Will sail immediately to return the 19th instant.
1907	June	21	Sailed from Sitka for Unalaska. October 15th, sailed from Unalaska.
1907	Nov.	14	Arrived at Sausalito at 9 a. m.
1908	Jan.	8	Cruise from San Francisco to Port Angeles, Washington, for purpose of assisting vessels in distress.
1908	Jan.	15	Make Astoria, Oregon, headquarters. February 20th, sail this afternoon.
1908	Feb.	24	Arrived at Port Angeles; will proceed to Neah Bay tomorrow.
1908	Mar.	8	Returned to Neah Bay; shall proceed to Ladysmith for coal middle of present week.
1908	Mar.	20	Will sail tonight for San Francisco. March 23rd, arrived at Risdon Iron Works, San Francisco.
1908	Apr.	30	Be ready to sail for Bering Sea not later than 20th proximo.
1908	May	7	Proceed to Unalaska on 20th instant. May 18th, sailing deferred until 24th instant.
1908	May	21	Orders of May 18th revoked. May 24th, sailed for Alaska. June 1st, arrived at Sitka.
1908	June	4	Sailed from Sitka for Unalaska. October 17th, left Unalaska for Port Townsend.
1908	Oct.	24	Arrived at Port Townsend; to leave for Ladysmith to coal, then to San Francisco.
1908	Nov.	4	Arrived at Sausalito. May 13, 1909, sails at 9 a. m. for Santa Barbara, San Pedro and San Diego.
1909	May	15	Arrived at San Pedro. May 19th, arrived at San Diego. May 22nd, at San Pedro.
1909	Sept.	24	Have command at San Diego on October 8, to cooperate with the Chamber of Commerce for reception to the President.
1909	Oct.	6	Have command at San Francisco on October 23rd, for the Portola Festival.
1909	Oct.	7	Arrived at San Pedro. October 11th, resumed regular duties. October 14th, arrived at Sausalito.
1909	Nov.	4	Regular cruising grounds from Pt. Buchon to Cape Blanco.
1909	Nov.	23	Arrived at Sausalito from cruise, St. Croix disaster.
1910	Mar.	12	Remain at San Diego, where Department can readily communicate with you, until further orders.
1910	Dec.	7	Sent winter cruising orders; same as last year.
1911	June	7	To San Diego for target practice, etc. November 8th, assigned to Southern Division, P. C.
1911	Nov.	8	Ordered from San Diego to San Francisco to dock December 1st.
1912	Apr.	5	Designated by President to sail on Alaskan cruise; detached from Southern Division.
1912	Apr.	20	Sailed on Bering Sea cruise. April 27th, arrived at Unalaska.
1912	July	29	Commanding Officer, Bering Sea Fleet, directed to assign McCULLOCH to San Francisco.

McCULLOCH 1897 - 1917

1912	Aug.	28	Commanding Officer, Bering Sea Fleet, directed to assign McCULLOCH to Southern Division, P. C.
1912	Sept.	5	Detailed to convey Railroad Commission to Alaska. No delay in McCULLOCH'S departure.
1912	Sept.	6	Arrived at Seattle with Governor Clark of Alaska and party; had sailed from Unalaska on August 3rd.
1912	Sept.	10	Sailed from Port Townsend for Seward, Alaska.
1912	Sept.	30	Proceed to Seattle when through with Railroad Commission.
1912	Oct.	8	To be attached to Southern Division upon arrival at Seattle.
1912	Oct.	11	Arrived at Port Townsend. October 24th, arrived at San Francisco.
1913	Mar.	13	Proceed to Monterey and investigate Chinese smuggling expedition.
1913	June	2	To patrol Astoria Annual regatta on July 3, 4 and 5. November 20th, arrived at Mare Island for repairs.
1914	Apr.	23	To be ready to sail June 1 with "floating court."
1914	May	16	To arrive at Seattle on June 7th, to convey Special Commission, Professor C. H. Parke, W. H. Osgood and E. A. Preble, from Seattle. June 8th, to Seal Islands, then to return to Unalaska, to arrive at Valdez July 13th, to convey "floating court", Honorable F. M. Brown, on itinerary as desired.
1914	June	3	Sailed from San Francisco. June 6, to sail from Seattle on arrival of Canadian commissioners June 11th.
1914	June	8	Arrived at Seattle. June 11th, sailed from Seattle for Alaska. June 20th, arrived at Unalaska.
1914	June	20	Sailed for Pribilof. August 17th, sailed from St. Paul for Valdez; arrived on August 27th.
1914	Aug.	29	After cleaning boilers, proceed to San Francisco via Juneau to allow Thompson to carry out work.
1914	Sept.	23	Arrived at San Francisco. May 7, 1915, to May 27th, undergoing repairs.
1915	July	1	Sailed from San Francisco to Valdez. July 9th, arrived at Valdez. July 10, sailed with "floating court".
1915	July	28	Arrived at Unalaska. Sailed for Kakuck. August 11th, arrived at Unalaska; left August 14th.
1915	Aug.	16	Arrived at Unga. August 20th, arrived at Valdez, duties completed.
1915	Aug.	21	Proceed to San Francisco and report to Commanding Officer, Southern Division.
1915	Sept.	4	Arrived at Sausalito. October 4th, assigned to Southern Division, cruising district Cape Blanco to Point Conception and to Mexican border until return of BEAR to San Diego.
1916	Mar.	30	Left Sausalito for Honolulu; arrived on April 12th; left April 15th; arrived San Francisco April 27th.
1916	May	8	Detached from Southern Division, to join Bering Sea Fleet. May 24th, sailed on Alaskan cruise.
1916	June	9	Sailed Aleutian Islands to Attu.
1916	June	15	Orders "floating court" rescinded. Directed to return to San Francisco.
1916	July	25	Left Unalaska for Pribilof. August 21st, left Dutch Harbor to search for GREAT BEAR.
1916	Aug.	25	Arrived at St. Matthew. September 29th, sailed for Nushagak. October 10th, left for Seattle.
1916	Oct.	19	Arrived at Seattle. October 24th, arrived at Sausalito.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u>
1917	June	13	Sunk as a result of collision with Pacific Steamship Company's Steamer GOVERNOR, about three miles northwest from Point Conception, California. All hands saved.

ITASCA 1906 - 1922 (Formerly BANCROFT)

Built by Moore and Sons, Elizabeth, New Jersey, 1890 - 1893.

1906 July 9 Formerly U.S.S. BANCROFT, transferred to Treasury Department by Secretary of Navy, in accordance with authority vested in him by the Act approved June 30, 1906, for use of the Revenue Cutter Service.

1906 July 23 Named ITASCA by order of the Secretary of the Treasury. July 1, 1907, to be placed in commission.

1907 July 17 Placed in commission. July 20, left Depot, Arundel Cove, Maryland. July 22, arrived Tompkinsville.

1907 July 27 Arrived at New London, Conn. July 28, sailed for Ponta Delgada, Azores; arrived August 7. Will sail for Gibraltar in two days. August 14, arrived Gibraltar. August 21, arrived Marseilles. Will sail for Naples in two days. Sept. 3, arrived Algiers. Will sail for Funchal, Madeira Island, in two days.

1907 Sept. 11 Arrived Funchal; will sail for St. Thomas in two days. Sept. 27, arrived St. Thomas.

1907 Sept. 29 Arrived San Juan, Puerto Rico; will sail October 1. October 7, passed in Capes, Chesapeake, 6:45 a. m.

1907 Oct. 8 Arrived Arundel Cove, Maryland. October 12, prepare to land all available men for military parade at Baltimore on 15th instant. January 27, 1908, telephone number, South 328, Chesapeake and Potomac Telephone.

1908 May 26 Left Arundel Cove and anchored in Curtis Bay. May 28, left Curtis Bay; will arrive Norfolk May 30th.

1908 June 24 Arrived Horta Fayal, Azores. July 3, arrived Plymouth, England. July 15, arrived Portsmouth, England.

1908 July 20 Arrived Antwerp, Belgium. July 27, arrived Bremerhaven, Germany. August 3, arrived Havre, France; will sail in five days. August 13, arrived Coruna, Spain; will sail in two days.

1908 Aug. 17 Arrived Gibraltar; will sail in four days. August 26, arrived Funchal; will sail in two days.

1908 Sept. 12 Arrived St. Thomas, Dutch West Indies; will sail in three days. Sept. 15, arrived San Juan; will sail in three days. Sept. 19, remain in vicinity of Fortress Monroe or Norfolk, and be in readiness to proceed to Philadelphia for 225th Anniversary celebration on October 4.

1908 Sept. 23 Arrived at Fort Monroe at 9:15; will proceed to Norfolk. October 1, proceed to Philadelphia on 4th instant.

1908 Oct. 4 Arrived Philadelphia. October 8, proceed to Arundel Cove after 10th instant. Oct. 14, arrived Arundel Cove.

1909 Feb. 9 Left Arundel Cove and arrived Spedden Shipbuilding Company, Baltimore. May 20, sail Arundel Cove May 26th.

1909 May 26 Left Depot and anchored off Curtis Bay. May 28, arrived Solomon's, Maryland. June 6, will proceed to sea at 11 a. m. June 18, arrived Ponta Delgada; will sail in two days for next port.

1909 June 24 Arrived Lisbon, Portugal; will sail in four days for next port. July 1, arrived Gibraltar; will sail in two days for next port. July - arrived Valencia, Spain. July - arrived Nice; will sail in three days.

1909 July 17 Arrived Genoa; will sail in four days. July 30, arrived Messina, Italy; sail in two days for next port.

1909 Aug. 8 Arrived Venice; will sail in five days. Aug. 13, arrived Trieste; will sail in four days for next port.

1909 Aug. 23 Arrived Athens; will sail in four days. Aug. 31, arrived Malta; will sail in one day for next port.

1909 Aug. 31 Ordered to arrange cruise so as to arrive Tompkinsville September 20. September 23, report with command to Senior Captain Foley upon arrival at Tompkinsville. September 25, arrived Tompkinsville, New York.

1909 Oct. 5 Proceed to Arundel Cove; arrived October 10. June 7, 1910, sailed on practice cruise.

1910 June 18 Arrived Ponta Delgada. June 27, arrived Portland, England. July 7, arrived Cherbourg, France.

1910 July 21 Arrived Azores; will sail in five days. August 6, arrived New London. Sept. 15, Fort Trumbull transferred to the R.C.S., School of Instruction and headquarters of ITASCA transferred to that place.

1911 June 1 Placed in commission. June 21, sailed on practice cruise. July 19, arrived Marseilles, France.



ITASCA 1906 - 1922 (Formerly BANCROFT)

1911	Sept.	13	Arrived New London. November 1, arrived Depot, R.C.S., for overhauling. November 27, to relieve SEMINOLE on Wilmington station. April 15, 1912, relieved by SEMINOLE. Arrived Baltimore.
1912	Apr.	17	Placed out of commission. May 14, commissioned at South Baltimore at 1 p. m.
1912	May	16	Sailed for New London; arrived May 19. May 20, directed to proceed on cruise authorized by letter 5/17.
1912	June	4	Sailed on practice cruise. June 8, at Bermuda. June 14, arrived San Juan. June 20, at St. Thomas.
1912	June	28	At New York City. July 6, at New London. July 11, at Vineyard Haven. July 13, at Boston.
1912	July	22	At Halifax. August 2, at Boston; August 6, at Nantucket; August 7, at Newport.
1912	Aug.	16	To be present New London Harbor, Fifth Annual Convention, Atlantic Deeper Waterways Association, 9/4,5,6.
1912	Aug.	30	Arrived at New London, cruise ended. Sept. 14, arrived Depot. Sept. 16, turned over to Captain Moore.
1912	Sept.	16	Place out of commission. Sept. 18, placed out of commission. Oct. 30, when crew of GRESHAM are transferred, place in commission. Nov. 8, when ready, proceed to Depot for duty in place of GRESHAM. Stop enroute at Washington Navy Yard for new armament.
1912	Nov.	11	Sent winter cruising orders: December 1 to April 1, 1913. November 15, placed in commission, officers and crew transferred from GRESHAM. November 17, left Depot. November 29, will be delayed at Portsmouth Navy Yard until December 11. ANDROSCOGGIN to cover cruising grounds. Dec. 7, arrived Washington.
1912	Dec.	10	Left Washington. December 12, arrived Boston. March 6, 1913, proceed to South Baltimore as soon as practicable after April 1, for purpose of transferring to GRESHAM.
1913	Mar.	6	To participate in Evacuation Day, Boston, Mass., March 17. March 12, to Gloucester on March 26 (Officers as guests of Master Mariners' Association). March 25, transfer crew of ITASCA to GRESHAM; also transfer GRESHAM'S equipment now on the ITASCA to the GRESHAM and upon arrival Depot, place ITASCA out of commission.
1913	Apr.	11	Placed out of commission. Officers and crew transferred to GRESHAM. July 2, complement authorized.
1913	July	28	Itinerary practice cruise authorized; to begin August 5. Commission at Depot.
1913	July	30	Sailed for New London; arrived August 2. August 5, sailed on practice cruise. August 11, arrived Norfolk; left August 15. August 19, arrived at Breakwater. August 20, sailed from Lewes. Aug. 24, arrived at Tompkinsville. Sept. 1, arrived Boston; left Sept. 6. Sept. 9, arrived New London, Conn.
1913	Sept.	12	Sailed for Gardiner's Bay. Sept. 20, arrived Boston. Sept. 24, arrived New London, end of cruise.
1913	Oct.	14	Proceed to Navy Yard, Portsmouth, Virginia, for docking, then to New York, New York. Oct. 14, arrived Depot.
1913	Oct.	25	Arrived Norfolk Navy Yard. Nov. 1, sailed from Norfolk. Nov. 3, arrived Tompkinsville.
1913	Nov.	11	Sent winter cruising orders: Nov. 1 to Apr. 1, 1914. March 4, 1914, in drydock at West Brighton.
1914	Mar.	5	Out of dock. April 10, directed to proceed to Depot; to transfer complement to MOHAWK upon arrival of ITASCA at Depot and directed MOHAWK resume duty on station. April 13, sailed from Tompkinsville, New York.
1914	Apr.	15	Arrived Depot. April 17, placed out of commission. April 28, practice cruise approved.
1914	May	5	Complement authorized; C.O. Depot to complete same at once. May 16, place in commission May 25th.
1914	May	18	C.O. Depot completed complement of ITASCA from SEMINOLE. May 20, proceed to New London when ready to sail.
1914	May	21	To leave New London on itinerary on June 6. May 25, placed in commission. May 28, left Depot.
1914	May	29	At Portsmouth Navy Yard. June 1, arrived New London; sailed with Cadets on practice cruise June 6th.
1914	June	8	Left Gardiner's Bay. June 13, arrived Norfolk; left June 16. June 20, arrived Delaware Breakwater.

ITASCA 1906 - 1922 (Formerly BANCROFT)

1914	June	21	Left Delaware Breakwater. June 25, arrived New York; left July 1. July 3, arrived Boston; left July 10.
1914	July	12	Arrived Newport. July 13, at Gardiner's Bay. July 16, arrived New London. July 25-26, at New London.
1914	Aug.	5	Observe neutrality laws. Aug. 6, itinerary for practice cruise of 9th ultimo amended; Cadets to report Aug. 12; cruise to begin Aug. 15. Aug. 14, sailed from New London on practice cruise.
1914	Aug.	24	Left Boston. Aug. 27, arrived Portland; left Sept. 1. Sept. 2, arrived Provincetown; left Sept. 4th.
1914	Sept.	8	Arrived Tompkinsville. Sept. 12, sailed for Iona Island, Hudson River. Sept. 17, arrived Gardiner's Bay.
1914	Sept.	24	Arrived New London. Oct. 1, Cadets transferred to school. Oct. 3, left New London.
1914	Oct.	5	Arrived Depot, South Baltimore. Oct. 6, placed out of commission in accordance with Dept.'s order Oct. 1. Turned over to C.O. Depot. Oct. 8, C.O. Depot, transfer crew to ONONDAGA upon arrival of vessel.
1914	Oct.	12	Place in commission when transfer of complement of ONONDAGA to ITASCA is effected and direct her proceed to Norfolk and cover duties on ONONDAGA station. Oct. 19, placed in commission.
1914	Oct.	21	Sailed for Norfolk; arrived Oct. 22. Nov. 9, docked at Portsmouth Navy Yard; undocked Nov. 11.
1914	Nov.	16	Sent winter cruising orders: Station from Great Egg Harbor to Cape Hatteras. Nov. 16, to render assistance to Collector in neutrality enforcement when necessary. January 28, 1915, arrange rendezvous with ONONDAGA after docking at Norfolk Navy Yard and transfer crews; Feb. 17, completed at Norfolk Navy Yard.
1915	Feb.	19	Arrived Depot and placed out of commission. May 5, place in commission and directed to proceed to New London on May 20. May 17, placed in commission. May 18, left Depot. May 21, docked at New York Navy Yard.
1915	May	22	Proceed on practice cruise June 5. May 25, arrived New London; left June 5. June 12, arrived Norfolk; left June 17. June 25, arrived San Juan. June 28, arrived Culebra. July 17, arrived Colon; left July 22.
1915	July	25	Arrived Santiago. July - arrived Guantanamo. July 28, proceed to Tompkinsville. July 29, sailed from Guantanamo for Tompkinsville; arrived Aug. 3; left Aug. 4. Aug. 5, arrived New London; sailed same date.
1915	Sept.	9	Arrived Portland, Maine; left Sept. 11. Sept. 21, off Newburgh, New York. Oct. 1, arrived New London, cruise ended. Oct. 7, left New London for Baltimore. Oct. 9, arrived Depot. Oct. 11, place out of commission. Oct. 12, placed out of commission; Oct. 25, in commission.
1915	Oct.	28	Proceed Oct. 30 to Norfolk Navy Yard; dock Nov. 1, then to Delaware River for fumigation, then to San Juan and relieve SEMINOLE. Oct. 30, left Depot. Oct. 31, arrived Norfolk. Nov. 1, in drydock at Norfolk.
1915	Nov.	12	Left Norfolk for Marcus Hook; arrived Nov. 14; left Nov. 16. Nov. 22, arrived San Juan; left April 10, relieved by U.S.S. JARVIS. Feb. 2, authority to exceed complement by 10 seamen granted.
1916	Apr.	19	Arrived Depot; left May 6. June 3, sailed from New London on Cadet practice cruise. Arrived Block Island.
1916	June	6	Left Block Island. June 7, arrived Hampton Roads. Left Norfolk for Culebra; arrived June 13.
1916	June	16	Arrived St. Thomas; left June 20. June 25, arrived Colon; left June 29.
1916	July	5	Arrived Havana; left July 9. July 12, arrived Key West, Florida. July 20, arrived Jacksonville; left July 21. July 23, arrived Wilmington. Aug. 2, arrived Washington.
1916	Aug.	2	Arrived Winthrop, Maryland; left August 11. August 12, arrived Depot; left August 12.
1916	Aug.	13	Arrived Norfolk; left same date. August 15, arrived New London; left Sept. 2.
1916	Sept.	2	Arrived Gardiner's Bay; left Sept. 3. Arrived at Rockland; left September 5. Arrived New London.

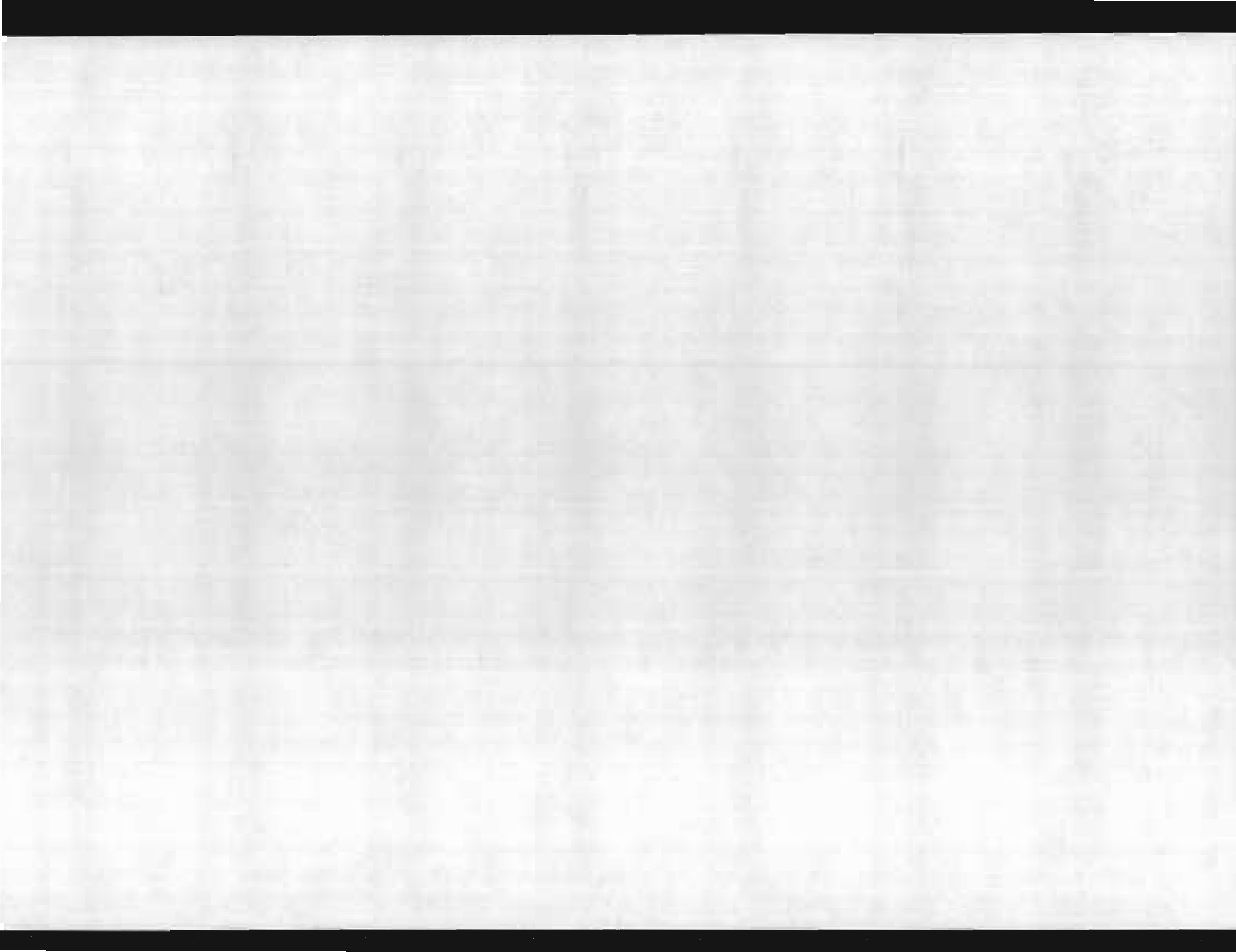


ITASCA 1906 - 1922 (Formerly BANCROFT)

1916 Sept. 6 Left New London. Sept. 7, arrived Narragansett. Sept. 9, arrived Rockland; left Sept. 10th.  
 1916 Sept. 10 Arrived at Wiscasset; left September 13. Same date arrived at Castine; left September 14th.  
 1916 Sept. 14 Arrived at Camden, Maine; left September 15. September 19, left Portland.  
 1916 Sept. 21 Arrived at New York. September 22, anchored in North River. September 23, left New York for cruise up Hudson. September 26, off West Point. September 28, left New York Narrows and arrived New London.  
 1916 Oct. 2 Left New London for Gardiner's Bay. October 6, arrived at New London.  
 1916 Oct. 13 Sailed for Arundel Cove at 9 a. m. October 14, sailed Napeague Bay for Baltimore.  
 1916 Oct. 15 Anchored Lynnhaven Roads. October 16, sailed from Norfolk for Arundel Cove; arrived October 17.  
 1916 Oct. 18 Placed out of commission. November 17, placed in commission. November 23, sailed for Norfolk.  
 1916 Nov. 28 Left Norfolk. December 3, arrived San Juan.  
 1917 Apr. 6 Temporarily transferred to the Navy.  
 1918 Mar. 22 Transferred from Third to Fourth Naval District.  
 1919 May 13 Arrived at Depot for repairs prior to Cadet cruise. June 6th, arrived at Academy.  
 1919 June 18 Sailed from New London on practice cruise.  
 1919 Aug. 28 Coast Guard returned to the Treasury Department by Executive Order.  
 1919 Sept. 27 Arrived at New London from practice cruise.  
 1919 Oct. 10 Arrived at Depot, South Baltimore, to fit out for winter cruising on New York station.  
 1920 Feb. 6 Temporarily stationed at Charleston, S. C. April 15, placed out of commission at Depot at noon.  
 1920 June 1 Placed in commission. June 7th, left for New London.  
 1920 July 7 ITASCA, practice ship, left New York, New York, for Ponta Delgada. July 30th, in Brest, France.  
 1920 Oct. 3 Arrived at New London. October 31st, arrived at Coast Guard Depot.  
 1922 May 11 Sold to Charles A. Jording, Baltimore, for \$8,250.  
 (This also includes purchase price of ANDROSCOGGIN).

DALLAS 1925 - In commission 1 January, 1934

Built by DeFoe Boat and Motor Works, Bay City, Michigan, in 1925. 100-foot patrol boat.  
 1925 Oct. 29 Placed in commission DeFoe Boat and Motor Works, Bay City, Michigan, 11 a. m.  
 1925 Nov. 22 Arrived at Boston.  
 1927 Feb. 25 Detached from Eastern Division, effective February 7. Ordered to Depot for repairs. March 12, left for Depot for repairs. Mar. 19th, arrived Depot. August 17th, left Depot.  
 1927 Sept. 4 Arrived at Pascagoula, Miss. July 31, 1929, left Pascagoula for Key West, temporary duty, Patrol Area Y.  
 1930 Jan. 21 Not available due to extensive repairs.  
 1933 May 1 Transferred to Base Fifteen, Pascagoula, Mississippi.



UNALGA 1912 - In commission 1 January, 1934

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 Contract signed June, 1911. Built by Newport News Shipbuilding & Dry Dock Company, for \$250,000.  
 1912 Feb. 10 Launched at Newport News, Virginia; Miss Elizabeth Hilles, sponsor.  
 1912 Apr. 20 Trial trip off Hampton Roads, Virginia. April 26th, accepted by the Government.  
 1912 Apr. 27 Arrived at South Baltimore from Newport News in convoy of APACHE.  
 1912 May 12 To Newport News to dock on May 20th. May 20th, docked; May 21st, out of dock.  
 1912 May 23 Commissioned at Arundel Cove, Maryland.  
 1912 June 13 To Washington to receive armament. June 25th, arrived.  
 1912 June 29 To return to South Baltimore upon completion of installation of armament.  
 1912 July 13 To leave Depot and anchor off Baltimore Yacht Club, Baltimore, Maryland.  
 1912 July 21 To Depot to receive new wireless.  
 1912 Sept. 6 Proceed to Newport News Shipbuilding Company, then to Norfolk, and then to Port Townsend.  
 1912 Sept. 6 To report to C.O. Northern Division, Pacific Coast, upon arrival at Port Townsend.  
 1912 Sept. 19 Arrived at Newport News. September 26th, left Norfolk, Virginia, for Gibraltar.  
 1912 Oct. 11 Arrived at Gibraltar; left on October 14th. October 19th, arrived at Naples; left October 25th.  
 1912 Oct. 26 Arrived at Malta; left on October 29th. November 1st, arrived at Port Said.  
 1912 Nov. 10 Report to Ambassador at Constantinople, follow his instructions; to remain at Port Said.  
 1912 Dec. 17 Sailed. Arrived at Suez; left Suez. December 24th, arrived at Aden; left December 27th.  
 1913 Jan. 5 Arrived at Columbo; left January 11th. January 19th, arrived at Singapore; left January 24th.  
 1913 Jan. 30 Arrived at Manila; left February 5th. February 14th, arrived at Yokohama.  
 1913 Feb. 14 Commander of Northern Division, intention to assign UNALGA to Bering Sea Fleet May 1st.  
 1913 Feb. 22 Left Yokohama. March 9th, arrived at Honolulu; left March 13th.  
 1913 Mar. 22 Arrived at Port Townsend, Washington.  
 1913 Mar. 27 Assigned to Bering Sea Fleet, detached from Northern Division, Pacific Coast, April 20th.  
 1913 Apr. 19 Officers and crew to be vaccinated.  
 1913 May 3 Sailed on Alaskan cruise at 12:35 a. m. May 9th, arrived at Kodiak.  
 1913 May 13 Arrived at Unalaska, Alaska. May 30th, sailed westward.  
 1913 July 13 Will sail for Seattle 19th instant.  
 1913 July 22 Assigned to Northern Division on date of arrival at Port Townsend.  
 To cover stations of MANNING and TAHOMA.  
 1913 Aug. 1 Sailed from Unalaska for Seattle, via Sand Point.  
 1913 Aug. 11 Arrived at Port Townsend with special agents.  
 1913 Sept. 5 To take station at Juneau, Alaska, as soon as practicable after arrival of TAHOMA at Seattle.  
 1913 Oct. 3 Order of September 5th, revoked; assigned to Southern Division, Pacific Coast.  
 1913 Oct. 21 Sailed for San Francisco. October 25th, arrived at San Francisco, California.  
 1913 Nov. 19 To tow or convoy GUARD from San Francisco to Puget Sound.

UNALGA 1912 - In commission 1 January, 1934.

1913	Dec.	9	Order relative to cruising district, Cape Blanco to Port Buchon.
1914	Feb.	2	Secretary of Treasury on board at Sausalito, California.
1914	Mar.	25	Detached from Southern Division. April 1st, at Oakland for repairs until the 20th.
1914	Apr.	10	Reported to Commanding Officer, Bering Sea Fleet.
1914	Apr.	14	Detach UNALGA as soon as possible after July 1st, and direct her to report to C.O. Northern Division upon arrival at Seattle. April 22nd, sailed from Sausalito for Unimak Pass, Alaska.
1914	May	5	Arrived at Unalaska. May 9th, sailed on cruise for Unimak.
1914	July	18	Sailed for Seattle from Unalaska.
1914	July	20	To relieve SNOHOMISH upon arrival at Seattle, during repairs to latter vessel.
1914	July	21	Assign UNALGA to TAHOMA'S station on arrival, then direct her take station at Juneau, Alaska, with district of Southeastern Alaska. July 26th, arrived at Port Townsend.
1914	July	27	Arrived at Seattle from Unalaska. August 5th, to observe neutrality laws.
1914	Sept.	23	To coal and provision for trip to Unalaska.
1914	Sept.	29	Relieved from specific duties relative to enforcement of neutrality, but to be ready to respond promptly to any calls from Collector in this connection.
1914	Oct.	8	Proceed immediately to Navy Yard for repairs.
1914	Oct.	14	Assign UNALGA to TAHOMA'S station permanently. Amending order of July 21st.
1914	Dec.	23	Left Bremerton and arrived Seattle. January 15, 1915, relieved by SNOHOMISH at Neah Bay.
1915	Feb.	9	To cruise in Bering Sea this season, by Executive Order, to enforce convention December 14, 1911, with Great Britain, Russia and Japan.
1915	Feb.	20	Will cruise in Bering Sea April 20 to July 15, and be relieved by MANNING.
1915	Apr.	1	Proceed to Unimak Pass on April 20th; patrol Alaskan waters and return July 15th.
1915	Apr.	21	Sailed from Seattle for Unimak Pass. June 8th, sailed from Seward to Unalaska.
1915	June	12	Arrived at Unalaska. June 15th, sailed westward. July 16th, arrived at Unalaska.
1915	July	17	Relieved by MANNING. July 17th, sailed from Unalaska for San Francisco.
1915	July	28	Arrived at Sausalito.
1915	Aug.	17	To convey Congressman Julius Kahn on inspection trip of San Francisco Harbor.
1915	Oct.	2	Seattle headquarters. Cruising district: Puget Sound, outside to Destruction Island, southeastern Alaska as far as Juneau and Skagway outside to Yakutat.
1915	Oct.	14	Sailed from San Francisco for Seattle. October 19th, arrived at Seattle.
1916	Apr.	5	Detached from Northern Division and assigned to Bering Sea Fleet on April 15th.
1916	Apr.	20	Sailed from Seattle for Bering Sea patrol.
1916	June	13	Cruising since 4th instant Slime Banks, Pribilof and St. Mathews.
1916	July	22	Left Unalaska to transport prisoners and passengers to Valdez, cruise Cooks Inlet then to Seattle.
1916	Aug.	17	At Union Bay, B. C. August 18th, arrived at Seattle.

UNALGA 1912 - In commission 1 January, 1934

1916 Aug. 21 To patrol speed boat races at Astoria, Oregon, September 1 - 4. August 30, left for Astoria.

1916 Sept. 23 Proceed to assistance of vessel Port Crescent Harbor.

1917 Jan. 2 Sailed for Alaskan Fishing Banks, via Union, B.C. and Juneau.

1917 Mar. 10 Left Sitka for Seattle; arrived March 16th. April 6, 1917, temporarily transferred to the Navy.

1917 May 4 Left Port Angeles on Alaskan cruise. September 20th, left Valdez for Seattle; arrived October 1st.

1917 Oct. 6 Detached from Northern Division to Twelfth Naval District. October 10th, sailed for San Francisco.

1918 Apr. 18 Sailed San Francisco for Seattle; arrived April 23rd.

1918 May 8 Sailed from Seattle for cruise in Bering Sea. October 7, arrived Seattle from Bering Sea cruise.

1918 Oct. 16 Arrived at San Pedro, California, 3 a. m.

1919 Apr. 30 Sailed on Bering Sea cruise from Seattle at 1:40 p. m.

1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.

1919 Oct. 23 Arrived at Seattle. April 15, 1920, detached from Southern Division.

1920 Apr. 29 Sailed from Port Townsend for Unalaska. December 1, at Port Angeles. December 2, arrived Seattle.

1920 Dec. 4 Reported to Division Commander, Northern Division, Seattle.

1920 Dec. 19 Arrived at San Francisco. April 20, 1921, sailed for Seattle at noon.

1921 Apr. 23 Arrived at Seattle; left same date. May 12th, arrived at Unalaska, Alaska.

1921 Dec. 1 Left Steamer Bay, Alaska. December 8th, arrived at Seattle.

1921 Dec. 15 Detached from Southern Division, Pacific Coast, and assigned to Northern Division, Pacific Coast, with headquarters at Juneau, Alaska. Cruising grounds as set forth in Headquarters' letter Nov. 1, 1921 (601)

1922 Mar. 21 Sailed for Juneau. March 27th, arrived at Ketchikan.

1922 May 3 Seal patrol until May 26th. June 2nd, arrived at Seattle, recruiting.

1922 June 15 Sailed from Port Townsend for station. June 20th, arrived at Ketchikan.

1922 Oct. 25 Arrived at Seattle for repairs, completed December 8th.

1922 Dec. 16 Arrived at Juneau. December 23rd, at Ketchikan, investigating reports about Commanding Officer, Smith.

1922 Dec. 30 At Seattle, recruiting and repairing.

1923 Jan. 1 Permanent station at Juneau, Alaska. January 16th, departed Seattle. January 22nd, arrived Juneau.

1923 Mar. 31 At Sitka, Alaska, to transport Alaska Legislation Investigation Committee.

1923 Apr. 2 Returned to Juneau. April 11th, Seal patrol until May 17th.

1923 June 19 Arrived at Seattle. July 3rd, left on special Alaskan cruise. September 1st, returned to Seattle.

1923 Sept. 7-15th. Repairing; sailed for Juneau. September 21st, arrived at Juneau.

1923 Oct. 28 Arrived at Seattle for repairs and temporary station.

1923 Nov. 8 Arrived at Port Angeles; relieved SNCHOMISH. November 27th, arrived at Seattle for repairs.

1924 Jan. 16 Left Seattle for Juneau. November 1st, arrived at Seattle for repairs.

1925 Feb. 5 Left Seattle for Ketchikan and halibut fishing patrol, repairs having been completed.

1926 Apr. 15 Sailed for Bering Sea patrol. July 14th, arrived at Juneau.

UNALGA 1912 - In commission 1 January, 1934

1927 Feb. 4 Sailed for Seattle. February 26th, arrived at Winslow for overhaul.  
1927 Apr. 15 Left for Bering Sea patrol. October 13th, arrived at Juneau, Alaska.  
1928 Feb. 16 Enroute to Seattle. April 12th, enroute to Unalaska.  
1929 Apr. 17 Sailed for Bering Sea patrol - Unalaska, Alaska. July 11th, arrived at Juneau.  
1929 Sept. 27 Returned to Seattle. January 30, 1930, arrived at Seattle for inspection.  
1930 Feb. 27 Repairs completed. April 15th, left Seattle for Bering Sea patrol cruise.  
1930 May 15 Arrived at Unalaska. June 27th, ordered to Depot for overhaul.  
1930 July 20 Arrived at Seattle. July 26th, left Seattle for Depot. September 5th, arrived at Depot.  
1931 Feb. 16 Placed out of commission at Depot. February 18th, left Depot for Philadelphia Navy Yard.  
1931 June 27 Left Navy Yard for Depot. April 23, 1932, placed in commission at Depot.  
1932 May 14 Left Depot for Port Everglades, Florida. May 24th, arrived at Port Everglades.  
1933 Sept. 7 Left Fort Lauderdale for Key West, arriving same date, for duty with the Navy.  
1933 Sept. 20 Arrived at Port Everglades from Antilla, having left September 18th.  
1933 Nov. 1 Relieved from duty with the Navy. Headquarters' dispatch of November 2, 1933, directs vessel to report command to Commander, Southern Area, for further orders.

SEMES 1932 - In commission 1 January, 1934

Destroyer taken over from Navy. April 25, 1932, commissioned at Philadelphia Navy Yard.  
1932 May 9 Left Philadelphia Navy Yard for Boston for reconditioning. Towed by CHAMPLAIN.  
1932 May 12 Arrived at Boston Navy Yard. September 17, left Boston for New York; arrived at New York September 18.  
1932 Sept. 25 Left New York on special cruise. September 30, arrived at New London. Permanent station.  
1933 Jan. 16 Left for St. Petersburg, Florida; arrived January 20.  
1933 Mar. 11 Left St. Petersburg. March 20th, arrived at New York.  
1933 Mar. 25 Left New York Navy Yard and arrived at New London same date.  
1933 Sept. 7 Discontinued target practice at Hampton Roads, Virginia, and left for Key West, arriving September 9th, for duty with the Navy. September 16, left Key West for Havana, Cuba; arrived same date.  
1933 Sept. 23 Left Havana, Cuba, for Key West; arrived same date.  
1933 Oct. 14 Left Key West for Nipe Bay, Cuba; arrived October 15th.  
1933 Oct. 21 Left Nipe Bay, Cuba, for Key West; arrived October 22nd.  
1933 Oct. 24 Left Key West for Miami; arrived October 25th.  
1933 Oct. 31 Left Miami for Key West; arrived same date.  
1933 Nov. 6 Released from duty with Navy. Headquarters' dispatch to Commander, Destroyer Squadron, directs return to Eastern Area for duty with that Area. Left Key West. November 10, arrived at New London, Conn.



YAMACRAW 1909 - In commission 1 January, 1934

1908	Oct.	24	Launched. Christened by Miss Tildeman of Savannah. December 29th, trial trip. Stationed at Savannah, Georgia. Cruising grounds from Cape Romain, S. C., to Cape Canaveral, Florida.
1909	Jan.	15	Accepted. Built by New York Shipbuilding Co., Camden, New Jersey. Contract price \$200,000.
1909	Mar.	17	Place vessel in commission and proceed to Arundel Cove, Maryland, when ready.
1909	Mar.	23	Sailed at 11 a. m. for Arundel Cove. March 26th, arrived at Arundel Cove.
1909	May	3	Have command in readiness to sail for Savannah on 20th instant.
1909	May	8	To be placed in commission on 12th instant. May 10th, left Depot, Arundel Cove.
1909	May	17	Placed in commission at 10 a. m.
1909	May	20	Take temporary headquarters at Norfolk, prior to departure for Savannah.
1909	May	20	Proceed to Washington, D. C., to arrive not later than June 2nd.
1909	May	25	Arrived at Hampton Roads, Virginia. May 26th, arrived at Norfolk, Virginia.
1909	May	28	Proceed to Washington, D. C.; arrive Sunday afternoon, May 30. May 30th, arrived at Washington, D. C.
1909	June	9	Resume regular cruising. June 14th, arrived at Norfolk.
1909	June	17	Proceed to Savannah; arrive entrance Savannah River forenoon, 24th instant.
1909	June	18	Sent orders relative to duties on station. June 22nd, sailed for Savannah at 4 a. m.
1909	June	24	Arrived at Savannah. September 9th, proceed to Hampton Roads for temporary service.
1909	Sept.	13	Arrived at Hampton Roads.
1909	Oct.	12	Go to assistance of CITY OF COLUMBUS, 50 miles off Capes, in distress.
1909	Oct.	22	Return to Savannah and resume duties on regular station.
1909	Oct.	28	Sailed for Savannah at 8 a. m.; arrived on October 30th.
1909	Nov.	17	Proceed to Jupiter Inlet, Florida. and destroy wreck.
1909	Nov.	19	Proceed to waters between Jamaica and Puerto Rico and search for any vessels that may have been disabled. Defer destroying wreck at Jupiter Inlet.
1909	Nov.	22	Proceed at once to waters between Puerto Rico, San Domingo and Jamaica and search for vessels.
1909	Nov.	24	No reason for special cruise. Resume regular duties on station.
1909	Nov.	30	Sailed from San Juan, Puerto Rico, for Savannah, via St. Thomas.
1909	Dec.	6	Arrived at Savannah, Georgia.
1910	Jan.	11	To search off cruising district for steam lighter COLOMBIA.
1910	Oct.	19	Proceed in search of tug JONES off station.
1910	Nov.	14	Arrived at Galveston. Directed to proceed to Savannah and then to Charleston to dock.
1910	Nov.	15	Sailed from Galveston. November 21st, arrived at Savannah.
1912	Apr.	27	To proceed to Fort Morgan, Alabama, May 6th, and tow barge WISTARIA to Key West, Florida.
1912	June	10	To Washington to receive armament. June 24th, arrived. To resume station.
1912	Nov.	11	Sent winter cruising orders - December 1 to April 1, 1913.
1912	Dec.	30	To cooperate with the FARRAGON, Department of Commerce and Labor, boarding duty.

YAMACRAW 1909 - In commission 1 January, 1934

1913	Mar.	8	Convey Railroad officials of lines of Southeast to bar, April 16th. Date changed to March 24th.
1913	Mar.	31	Proceed to Key West for temporary duty; station from Tampa, Florida, to Savannah.
1913	Apr.	7	Left. April 11th, complement reduced, cruising restricted until July 1st.
1913	Apr.	13	Arrived at Key West. April 23rd, authorized to proceed to Savannah for stores and repairs.
1913	Apr.	28	Arrived at Savannah; left May 8th. May 15th, arrived at Key West.
1913	June	23	Order of April 11th, revoked; to resume cruising.
1913	July	9	Proceed to Savannah and resume station on July 20th.
1913	July	25	To cover station August, September and October to enforce navigation laws.
1913	Aug.	27	Docked at Charleston, South Carolina.
1913	Nov.	11	Sent winter cruising orders - December 1 to April 1, 1914.
1914	Mar.	7	Cruising grounds extended from Savannah to Key West, until further advised (during MIAMI absence on ice patrol). April 29th, in drydock.
1914	June	2	Cruising grounds - from Frying Pan Shoals to Key West, during repairs to SEMINOLE.
1914	June	7	Sailed from Key West for Savannah, completion of investigation of sponge fishery pirates.
1914	July	23	To patrol course of motor boat races Isle of Hope, Georgia, on July 25th.
1914	Aug.	5	To observe neutrality laws. Station Savannah; to board all foreign vessels leaving port.
1914	Aug.	11	Cruising district from Frying Pan Shoals to Cape Canaveral; upon receipt hereof.
1914	Sept.	29	Relieved of specific duties Department orders August 6 - 12. To keep in touch with Collector and be ready to respond to any calls for enforcement of neutrality.
1914	Nov.	16	Winter cruising ordered. Station from Frying Pan Shoals to Fernandina.
1914	Nov.	27	Cruising orders amended. District from Cape Romain to Cape Canaveral.
1915	May	10	To participate in Bloody Marsh Victory, St. Simons Isle, Brunswick, Georgia, May 15th.
1915	May	12	To participate in Marine Pageant regatta, Savannah, May 19th.
1915	Sept.	16	Station extended north to Cape Lookout until further instructions.
1915	Nov.	10	Winter cruising ordered. Station from Cape Romain, S. C., to Cape Canaveral, Florida.
1915	Dec.	8	Amendment to winter cruising orders; to take station in lower bay, Charleston, S. C., to Charleston weekly for stores, to Savannah bi-monthly for coal and water.
1916	May	3	Left Savannah. May 6th, arrived at Ft. McHenry. May 14th, arrived at Depot.
1916	May	16	Placed out of commission at Depot. September 27th, placed in commission at Depot.
1916	Oct.	-	To Norfolk Navy Yard for docking, then to resume duty at Savannah. Cruising district from Cape Romain to Cape Canaveral. October 13th, left Depot. October 15th, arrived at Norfolk Navy Yard.
1916	Oct.	17	Assigned to regular duty on that section of Atlantic Coast between Great Egg Harbor, New Jersey, and Cape Hatteras, with headquarters at Norfolk, Virginia.
1916	Nov.	23	Winter cruising orders; district extending from Great Egg Harbor to Cape Hatteras, North Carolina.
1917	Apr.	6	<u>Temporarily transferred to the Navy.</u> August 20th, sailed from United States for European waters.

YAMACRAW 1909 - In commission 1 January, 1934

1918 Jan. 19 Attacked enemy submarine at 6:55 p. m., using battery and dropping depth charges.

1919 Jan. 7 Arrived in United States from European waters. March 7th, sailed from New York for Charleston, S. C.

1919 Aug. 28 Coast Guard returned to the Treasury Department by Executive Order.

1919 Oct. 11 Arrived at Savannah for permanent station.

1920 Apr. 16 Took station at Charleston. Headquarters' order of March 13, 1920.

1920 May 24 Arrived at Savannah and began repairs. Completed August 26th. October 11th, assigned to Gulf Division.

1920 Oct. 18 To December 28th, at Savannah for repairs. April 1, 1921, left Savannah for ice patrol.

1921 Apr. 2 Arrived at Charleston, S. C.; left same date.

1921 Apr. 5 Arrived at Tompkinsville, New York; left April 12th.

1921 Apr. 14 Arrived at Boston, Mass.; left April 15th, at 1 p. m.; anchored at Nantasket Roads, waiting gale.

1921 Apr. 18 Arrived at Halifax, Nova Scotia. April 20th, left Halifax to relieve the SENECA at 8 p. m.; now on patrol.

1921 July 7 Arrived at New York, New York, from ice patrol. July 22nd, arrived at Depot for repairs, towing GREEN.

1921 Sept. 9 Departed from Depot for drydock at 8:30 a. m. September 21st, departed from Depot at 12 noon.

1921 Sept. 22 Proceed to Norfolk for ammunition. Arrived September 23rd. Reported to Norfolk Division for duty in that division, in accordance with Headquarters' letter April 5 (601).

1921 Sept. 27 Proceed to Charleston, S. C., to take on new battery; arrived same date.

1921 Sept. 29 At sea in North Atlantic Ocean. October 1st, at Charleston Navy Yard for gun installation.

1921 Oct. 20 At Savannah. February 19, 1922, at Savannah overhauling. March 4th, completed.

1922 Aug. 11 To 21st, at Cape May, New Jersey, for maneuvers. August 28th, returned to Savannah.

1922 Aug. 31 In Savannah overhauling; completed November 13th. January 1, 1923, permanent station at Savannah.

1923 Feb. 15 Standing down river - meet army transport ST. MICHEL - last of Germany occupation troops.

1923 Apr. 12 Wilmington, N. C., carry State Port Commissioner, up Cape Fear River.

1923 May 4 Ordered to cover cruising district of MODOC during absence of that vessel.

1923 June 3 Norfolk - blocked run runners. June 30th, returned to Savannah. August 31, sailed for Cape May.

1923 Sept. 2 To 10th, at Cape May for maneuvers. September 13th, at Depot for annual overhaul and repairs.

1923 Oct. 19 Sailed. October 22nd, at Savannah. April 11, 1925, ordered to New York Division.

1925 Apr. 15 Patrolled regatta at Jacksonville, Florida. August 27th, detached New York Division; sent Savannah.

1925 Sept. 15 Arrived at Savannah. May 20, 1927, arrived at Depot for repairs at 1:30 a. m.

1927 Aug. 20 Left Depot for Savannah; arrived August 25th.

1928 Mar. 31 Assigned to Norfolk Division.

1928 May 14 Ordered to Depot for overhaul; arrived May 20th. September 14th, left Depot for Savannah.

1928 Sept. 19 Arrived at Savannah. June 22, 1929, ordered to Depot for overhaul; arrived Depot July 5th.

1929 Sept. 16 Left Depot for Savannah. April 13, 1931, ordered to Depot for overhaul.

1931 May 1 Left Savannah for Depot. May 4th, arrived at Depot. November 21st, left Depot for Savannah.

1933 June 1 Left Savannah for Depot; arrived June 4th.

YAMACRAW 1909 - In commission 1 January, 1934

1933 June 27 Left Depot for Savannah; arrived June 29th.  
1933 Sept. 7 Left Savannah for Key West, Florida, arriving September 10th, for duty with Navy.  
1933 Sept. 19 Left Key West for St. Petersburg, Florida.  
1933 Sept. 25 Left St. Petersburg for Key West; arrived September 26th.  
1933 Oct. 8 Left Key West for Havana, Cuba; arrived October 9th.  
1933 Oct. 17 Left Havana; arrived Key West same date. October 31st, left Key West for Miami; arrived November 1st.  
1933 Nov. 3 Left Miami, Florida and arrived Port Everglades same date.  
1933 Nov. 4 Left Port Everglades, Florida; arrived Savannah November 5th.

DAVEY 1908 - In commission 1 January, 1934

1908 Built by Pusey and Jones Corporation, Wilmington, Delaware; contract price \$49,500. Hull of steel.  
1908 Mar. 14 Launched. Christened by Miss Ann S. Garrett of Wilmington, Delaware.  
1908 July 7 Left for Curtis Bay at 2:25 p. m. July 9th, arrived at Arundel Cove, Maryland.  
1908 Aug. 4 Proceed to New Orleans when ready. August 6th, sailed from Chase's Wharf, Baltimore, at 2 p. m.  
1908 Aug. - Arrived at Newport News, Virginia. August 11th, arrived at Charleston, S. C.  
1908 Aug. 14 Sailed this evening from Charleston. August 15th, arrived at Fernandina, Florida.  
1908 Aug. 16 Sailed from Fernandina at noon. August 18th, arrived at Key West.  
1908 Aug. 27 Arrived at Pensacola, Florida. September 1st, arrived at New Orleans.  
1913 Jan. 3 To participate in Rex Carnival, New Orleans, February 3rd.  
1913 Mar. 19 To participate in ceremonies opening Immigrant Station at New Orleans, March 27th.  
1914 Jan. 30 To participate ceremonies Rex Carnival, New Orleans, February 23rd.  
1914 Aug. 5 Observe neutrality laws. August 11th, to Port Eads in near future for enforcement of navigation laws.  
1915 Jan. 18 To participate in ceremonies at Rex Carnival, February 3rd.  
1915 Dec. 31 To participate in Jackson Flag celebration, to be held in New Orleans, January 8, 1916.  
1917 Apr. 6 Temporarily transferred to the Navy.  
1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.  
1920 Oct. 11 Assigned to Gulf Division. January 1, 1923, permanent station at New Orleans.  
1924 July 21 Taken off duty for repairs at New Orleans.

SAM PATCH (1830)

Sent from New York to Savannah; arrived May 23, 1830. Lost off St. Augustine in December, 1830.

SENECA 1908 - In commission 1 January, 1934

1908 Mar. 18 Launched. Christened by Miss Edith E. Hepburn. Built by Newport News Shipbuilding and Drydock Company, Newport News, Virginia. Contract price \$244,500. Station: Derelict destroyer, Atlantic Coast.

1908 June 26 Accepted for the Government. September 19th, left for Arundel Cove this evening; arrived Sept. 21st.

1908 Nov. 6 Place vessel in commission and proceed to Tompkinsville, New York. Sent general instructions relative to duties of vessel. Cruising district: Atlantic Ocean to the eastward of the United States bounded by a line from Portland, Maine, to Sable Island, Nova Scotia, thence to the Bermuda Islands, and then to Charleston, S. C.

1908 Nov. 8 Left Depot, Arundel Cove, Maryland.

1908 Nov. 11 Have command at Tompkinsville, New York, not later than forenoon of 19th instant.

1908 Nov. 12 Placed in commission at 1 o'clock. November 16th, arrived at Norfolk; sails at 2:30 for Tompkinsville.

1908 Nov. 18 Arrived at Tompkinsville. November 29th, destroyed wreck off Hog Island, returning to Tompkinsville.

1909 Feb. 19 Proceed to Baltimore; arrived forenoon of 21st instant.

1909 Feb. 20 Proceed from Baltimore to Norfolk; arrive on forenoon of 22nd instant, then proceed to Washington, D. C., at discretion of Commanding Officer, after which return to regular station.

1909 June 9 Have command at Philadelphia on June 24th.

1909 June 23 Sailed for Philadelphia at 4 p. m.; arrived same day.

1909 Sept. 13 Have command at New York on September 21st, for Fulton-Hudson celebration.

1910 May 12 To be at West Point on May 17th, to transport committee to New York.

1910 June 16 To be at New London, Conn., on June 28th, to participate in Harvard-Yale regatta.

1911 June 10 To accompany U.S.S. MAYFLOWER from Manhattan Beach to Fall River - Presidential party.

1912 May 3 Proceed to Philadelphia to represent Department at Convention of Permanent International Association of Navigation Congresses on May 23rd.

1912 May 31 To Washington to receive armament. June 5th, to resume duties on station.

1912 June 5 To patrol course of Intercollegiate Rowing Association, Poughkeepsie, New York, on June 29th.

1912 Aug. 2 To perform duties of MOHAWK during temporary absence of that vessel.

1912 Aug. 16 To be present at New London for Fifth Convention of Atlantic Deeper Waterways Association Sept. 4-5-6.

1912 Aug. 29 To patrol Navy Mobilization, New York City, New York, October 12 - 15.

1912 Sept. 2 Patrolled British International Trophy races at Huntington, Long Island.

1912 Nov. 11 To take place of MOHAWK during winter cruising when that vessel is repairing, coaling, etc.

1913 Mar. 19 Docked at New York Navy Yard.

1913 Mar. 29 Assigned to ice patrol off Grand Banks, Newfoundland. Temporarily detached from New York Division on April 1st; to leave as soon as possible thereafter, for vicinity of Grand Banks; remain until relieved by MIAMI about April 16, then proceed to Halifax for supplies.

1913 Apr. 3 Sailed from New York on ice patrol. April 20th, relieved. April 23rd, arrived at Halifax, Nova Scotia.

SENECA 1908 - In commission 1 January, 1934

1913	Apr.	28	Sailed from Halifax. May 16th, relieved by MIAMI. May 19th, arrived at Halifax.
1913	May	28	Sailed on patrol. June 25, left Halifax. June 27, to Baltimore for overhauling as soon as possible.
1913	June	30	Arrived at Boston, Mass. July 3rd, arrived at New York. July 5th, sailed for Depot; arrived July 17th.
1913	July	26	SENECA or MOHAWK to cover district July, August and September to enforce navigation laws.
1913	Aug.	15	To sail from Depot not later than 25th instant. August 21st, sailed from Depot for New York.
1913	Aug.	25	Arrived at Tompkinsville. August 30th, Secretary McAdoo on board at Stamford, Conn.
1913	Sept.	16	Left Halifax (towed in LOTTIE RUSSELL derelict). September 19th, arrived at New York.
1913	Sept.	25	To convey Maritime Association from New York City to Ambrose Channel on October 4th.
1913	Dec.	30	To cruise in place of ITASCA when that vessel is cleaning boilers, etc.
1914	Feb.	11	C.O. New York Division to prepare SENECA for ice patrol duty. Sent letter of instructions to C.O.SENECA.
1914	Feb.	19	Sailed from Tompkinsville at 7 p. m. March 4th, arrived at Halifax.
1914	Mar.	10	Sailed from Halifax for ice fields; arrived March - 1914.
1914	Apr.	1	Sailed from Halifax for ice fields. April 18th, arrived at Halifax; sailed April 28th.
1914	May	18	Arrived at Halifax with rescued crew of four men of COLUMBIAN. May 28th, sailed from Halifax.
1914	June	18	Arrived at Halifax. June 15th, relieved.
1914	June	23	Proceed to Labrador, Greenland and observe and investigate conditions governing origin of ice, July 5th.
1914	July	5	Sailed from Halifax. July 7th, arrived at St. John's, Newfoundland; left July 9th.
1914	July	15	Upon completion of present duties establish permanent headquarters at Halifax, Nova Scotia. International derelict destruction, instructions and cruising district defined.
1914	July	15	Arrived at St. John's; left July 16th. July 27th, arrived at St. John's; left July 28th.
1914	July	31	Arrived at Halifax. August 5th, proceed to New York and report to Commander, New York Division. International derelict destruction patrol suspended.
1914	Aug.	6	Left Halifax. August 9th, arrived at Tompkinsville.
1914	Aug.	10	To cooperate with U.S.S. FLORIDA in enforcement of neutrality.
1914	Oct.	15	Vessel not to dock until relief from neutrality duty by MOHAWK.
1914	Nov.	18	Cruising district, winter, from Gay Head to Delaware Breakwater; to alternate with MOHAWK.
1914	Dec.	29	To Brooklyn Navy Yard for repairs. January 16, 1915, relieved by MOHAWK. January 16, arrived.
1915	Jan.	16	To have SENECA ready to sail February 15th.
1915	Feb.	1	To proceed on February 15th, to Grand Banks on ice patrol. Detached from New York Division on date of departure. February 16th, sailed from New York. February 22nd, arrived at Halifax; left February 24.
1915	Feb.	28	Arrived, convoying MONGOLIAN. March 3rd, left Halifax; returned March 13th.
1915	Mar.	20	Return to Halifax and remain until April 1.
1915	Mar.	22	Leave Halifax April 1st for Grand Banks and start International ice patrol.
1915	Apr.	1	Left Halifax on ice patrol; arrived April 20th. May 1st, sailed from Halifax.
1915	May	21	Arrived at Halifax with WILLIAM THOMAS MOORE in tow. June 5th, left Halifax.



SENECA 1908 - In commission 1 January, 1934

1915 June 30 Discontinue ice patrol and return to Halifax and await further instructions.

1915 July 3 Directed to proceed to New York, New York. July 4th, left Halifax.

1915 July 7 Arrived at Tompkinsville. October 4th, docked at New York Navy Yard.

1915 Nov. 11 To be inspected on November 15th, by Inspector.

1915 Nov. 10 Winter cruising ordered: district from Gay Head, Mass., to Cape Henlopen, Delaware. Station: vicinity of Sandy Hook during December. (Then relieved by MOHAWK).

1916 Feb. 2 Proceed on February 15th to Grand Banks on ice patrol.

1916 Feb. 19 Sailed from New York on ice observation duty.

1916 May 10 Letter of appreciation from Ove Lange, New York, for assistance to Norwegian Ship SVALAND in March.

1916 July - Left Halifax. July 8th, arrived at Tompkinsville.

1916 Aug. 24 To participate in Marine Parade at Philadelphia on September 13 - 14.

1916 Sept. 10 Left for Philadelphia; arrived September 11th. October 5th, left New York. October 9, arrived Depot.

1916 Nov. 18 Left Depot. November 20th, arrived at Tompkinsville.

1916 Nov. 22 Winter cruising orders: district from Gay Head to Cape Henlopen from December 1 to January 1, 1917. (From January 1 to April 1 Stand-by).

1917 Apr. 6 Temporarily transferred to the Navy.

1917 Aug. 19 Sailed from United States for duty in European waters.

1919 July 1 Arrived in United States from European waters.

1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order. Assumed station at Tompkinsville.

1920 Mar. 3 Left New York for ice patrol duty. March 15 to April 3rd, repairing at New York Navy Yard.

1920 July 14 Patrolling International Yacht Race, Sandy Hook, New Jersey,

1920 July 27 At Tompkinsville. August 4th, at Depot for overhaul; departed September 14th.

1920 Sept. 17 At New York Navy Yard for repairs on radio; completed October 11th.

1921 Jan. 31 At New York Navy Yard for repairs; completed February 18th. Same day left New York for ice patrol duty.

1921 Feb. 26 Arrived at Grand Banks for International ice patrol.

1921 Apr. 21 Relieved by YAMACRAW. June 25, returned to New York. July 3rd, to resume station.

1921 Sept. 8 At Port Richmond, Staten Island, Shipbuilding Company, for repairs; completed October 10th.

1921 Nov. 7 At Port Richmond, Staten Island, Shipbuilding Company, for repairs; completed December 1st.

1922 Jan. 26 New York Navy Yard for repairs; completed February 3rd.

1922 Feb. 27 At Halifax for International ice patrol. May 5th, at St. George, New York.

1922 July 31 To Washington Navy Yard for new guns.

1922 Aug. 5 Aground in Potomac River, off Mathias Point. August 10th, at Norfolk.

1922 Aug. 12 At Cape May, New Jersey, for maneuvers. August 22nd, resumed station.

1922 Oct. 2 At Brooklyn Navy Yard for overhauling. November 4th, Pier A. North River, unveiling tablet.

1922 Nov. 14 At New York Navy Yard installing auxiliary radio transmitter.

SENECA 1908 - In commission 1 January, 1934

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1923	Jan.	1	Permanent station at New York, New York.
1923	Mar.	27	Sailed from Stapleton, New York, for ice patrol. April 2nd, returned.
1923	June	21	To patrol Harvard-Yale regatta at New London, Conn.
1923	July	10	To 18th, at Brooklyn, New York, for overhaul. July 19th, left shipyard for Depot.
1923	July	20	Arrived at Depot for repairs. August 23rd, at Annapolis, Maryland, to paint ship.
1923	Aug.	28	At New York, New York, pick up band U.S.S. WYOMING. September 1st, at Cape May for maneuvers.
1923	Sept.	11	At New York, New York.
1923	Oct.	17	Sailed from Boston on cruise to tail of Grand Banks on scientific investigation.
1924	Apr.	9	At Morse Dry Dock Company for annual overhaul and repairs. May 8th, repairs completed.
1924	June	15	Patrolled regatta at Poughkeepsie, New York. June 18th, enroute to New London regatta.
1924	June	20	Patrolled Harvard-Yale regatta. August 7th, assisted CASSIN and JOUETT in calibrating compasses.
1924	Sept.	15	Drydocking, painting and repairs to rudder and machinery at New York. Repairs completed September 25.
1926	Jan.	23	Assigned as stand-by vessel in International ice patrol.
1927	July	25	Ordered to be placed out of commission. July 26th, placed out of commission at Curtis Bay, Maryland.
1927	Sept.	16	Towed to Todd Shipbuilding and Drydock Company, New York.
1928	Apr.	20	Placed in commission at Depot. April 21st, sailed for New York.
1928	Apr.	23	Reported for duty New York Division.
1929	Mar.	1	Arrived at Washington, D. C. Navy Yard, to take part in Inaugural ceremonies.
1929	Apr.	29	Arrived at Depot for repairs. July 31st, left Depot for New York.
1932	June	25	Left New York for Depot, Curtis Bay. June 27th, arrived at Depot.
1932	Sept.	23	Permanent change of station to San Juan, Puerto Rico. October 13th, left Depot.
1932	Oct.	23	Arrived at San Juan for permanent station.
1933	Apr.	15	Left San Juan for drydocking at New York. April 22nd, arrived at Stapleton, New York.
1933	May	31	Left New York. June 6th, arrived at San Juan.
1933	Nov.	20	Left San Juan. November 27th, arrived at New York.

MAHONING 1926 - In commission 1 January, 1934

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			Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.
1926	May	15	Placed in commission at Bay City, Michigan, at 8 a. m.
1926	June	13	Arrived at Base Two at 7:30 p. m. August 5th, ordered to Base Nine, temporary.
1927	Mar.	9	Ordered to Depot for repairs. March 28th, arrived at Depot. August 22nd, left Depot.
1927	Sept.	4	Arrived at Pascagoula, Mississippi.
1933	May	1	Transferred to Base Fifteen, Pascagoula.

ALEXANDER HAMILTON      1830 - 1853

1830 Aug. 27 Contract entered into. September 10th, Captain Derby ordered from New Bern to New York to superintend the building of three vessels, GALLATIN, HAMILTON and MORRIS.  
1830 Nov. 29 Ordered to replace the SEARCH at Boston. January 31, 1831, arrived at Boston, Mass.  
1842 Apr. - Undergoing repairs. Estimated cost \$2,725.  
1851 May 2 To be extensively repaired at Boston Navy Yard. Officers waiting orders.  
1851 Nov. 1 Ordered to Charleston, S. C. November 27th, arrived at Charleston.  
1853 Dec. 12 On December 9, 1853, having parted her chains in a gale, she was driven on the shoals and went down. All on board except one seaman were lost.

JEFFERSON      1845 - 1849

1845 Jan. 2 Charles Knapp entered into contract for constructing a Steamer at Pittsburgh, to be put together at Oswego, under general superintendence of Captain W. A. Howard, and under immediate supervision of Lieutenant Charles W. Bennett. To be built on Ericson's plan. Length about 160 ft.; beam 24 ft.; draft 7 ft. 6 in. and 9 ft. 9 in.; 343 12/95 tons.; cyl. dia. 36 in.; stroke 32 in.; Steamer No. 5.  
1845 Sept. 20 Reported ready for sea. October 7th, order laid up at Oswego, crew to be discharged.  
1848 May 6 To Boston via St. Lawrence River. To be transferred to the Coast Survey.  
1848 Aug. 14 Her arrival at New York reported.  
1848 Nov. 16 To be taken to Cold Springs, New York. Proposal of Messrs. Kemble and Parrott for altering her, accepted.  
1849 June 27 Captain E. Jones who had relieved Captain W. A. Howard in superintending alterations, June 1st, reports alterations completed and that she has been transferred on the 27th to the Coast Survey in compliance with Department's orders of 6th instant.

CALEB CUSHING      1853 - 1863

Built at Somerset, Mass., by J. M. Hood.  
1853 Feb. 18 Captain M. L. Coste detailed to superintend her construction.  
1853 Apr. 18 Named CALEB CUSHING. July 12th, launched; to be fitted out at New York.  
1853 Nov. 7 Ordered to Portland for duty; arrival reported November 21st.  
1854 Dec. 16 To New York for temporary duty. January 8, 1855, sailed for New York; arrived January 15th.  
1855 Mar. 28 Ordered back to Portland. December 16, 1859, repaired at Portland during Summer of 1859.  
1861 Apr. 26 To Boston Navy Yard for armament; arrival reported May 3rd. August 26th, to return to Portland.  
1861 Sept. 6 Her arrival at Portland reported. June 29, 1863, captured by Confederate privateers in Portland Harbor on the night of the 26th instant.

CUYAHOGA 1863 - 1867 (Formerly SANTA ANNA)

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It appears that this vessel was purchased as the SANTA ANNA, and after extensive repairs, costing about \$25,000. was named the CUYAHOGA. This in the early part of 1863.  
1863 Apr. 29 Draws 12 feet of water. Was ordered in pursuit of a privateer in June, 1863.  
Order of June 21st, in cooperation with the Navy.  
1863 July 16 Returned to New York from above duty.  
1864 Jan. 6 Ordered to cruise from Cape Hatteras to Fernandina, Florida; January 17th, sailed.  
1864 Jan. 23 Arrived at Port Royal, S. C.  
1864 Mar. 13 Ran into by an unknown Steamer off Cape Henlopen. Considerably damaged; repaired at Philadelphia.  
1864 Sept. 3 Her arrival at New York reported. October 12th, above repairs cost \$30,669.75.  
1864 Dec. 28 Ordered to Savannah; order not obeyed.  
1865 June 30 Repaired at New York at a cost of \$17,662.24.  
1866 Aug. 31 Ordered sold at New York.  
1866 Nov. 15 Sold for \$34,000. by Collector at New York. Knocked down to Captain Jones, who represented another party. November 19, supposed purchasers deny having authorized Captain Jones to act in their behalf.  
1867 Jan. - Went to Havana in command of Captain John Faunce, to convoy the HARRIET LANE to New York.  
1867 July 29 Reported as having been sold for \$31,400.  
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DETECTOR 1815 - 1825

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1815 Aug. 21 Contract entered into at Newport, Rhode Island, with Clarke Cook and Charles Gyles for building two Cutters SEARCH and DETECTOR. December 13th, one of these vessels intended for Portland.  
1816 Feb. 14 The contractors give receipt for \$12,500. in full payment for the two Cutters.  
1816 Feb. 26 Referred to as the DETECTOR.  
1825 Dec. 3 Her sale at Portland authorized.  
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HENRY DODGE 1855 - 1861

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Built by Page and Allen at Portsmouth, Virginia.  
1855 June 20 Lieutenant R. K. Hudgins detailed to superintend her construction.  
1856 May 30 Named HENRY DODGE. Her future station at Galveston designated.  
1856 Aug. 1 Reported ready for sea. September 6th, her arrival at Galveston reported.  
1861 Mar. 2 Taken possession of by the authorities of the state of Texas at Galveston, while under command of Lieutenant W. F. Rogers.  
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CRAWFORD 1833 - 1847 (Formerly JEFFERSON)

- 1833 Jan. 17 The new Cutter JEFFERSON on her way to sea collided and was injured so as to compel her return.  
1833 Apr. 16 At Norfolk, Virginia. December 13th, arrived at Baltimore last Tuesday.  
1834 Nov. 25 Relieved at Norfolk by the TANEY and ordered to Charleston to relieve the JACKSON at that place.  
1835 July 20 Serious accident to the vessel reported. August 4th, repairs authorized. Estimated cost \$1,790.  
1836 Jan. 6 Placed under orders of Navy Department to cooperate in Seminole War.

NOTE: For further data see ANDREW JACKSON 1832-1865, page 83.

JEFFERSON, commanded by Captains John Jackson and Winslow Foster.

John Jackson, Esquire,  
Commanding Revenue Cutter JEFFERSON,  
Charleston, S. C.

Treasury Department,  
January 6, 1836.

Sir: By direction of the President the Revenue Cutter JEFFERSON, under your command, is placed under the orders of the Secretary of the Navy; accordingly until otherwise directed, you will obey such orders as you may receive from the Navy Department.

Levi Woodbury,  
Secretary of the Treasury.

- 1836 Feb. 1 Your letter of the 6th ultimo is received and the Revenue Cutter JEFFERSON has just arrived from a cruise and was got ready and sailed as soon after the orders from the Navy Department were received as the wind permitted. She got to sea on the afternoon of the 19th and proceeded toward Jacksonville. (Collector at Charleston to the Secretary of the Treasury).
- 1836 Apr. 12 Their (the Cutters) prompt and ready cooperation 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. (Captain T. T. Webb of the VANDALIA to Commodore Dallas).
- 1836 Apr. 20 The Revenue Cutter JEFFERSON arrived at Pensacola from Key West and Charlotte Harbor. (Commodore Dallas to the Secretary of the Navy).
- 1836 Apr. 29 I did not receive your written instructions dated January 9th, last, in relation to the employment of the Revenue Cutters until yesterday. Having no vessel of the squadron (proper) that could reach Matamoras, I dispatched the Cutter JEFFERSON (on the 27th) for Tampico and at that port her Commander will report to Captain Rosseau of the ST. LOUIS, should he fall in with her on that Coast. (Commodore Dallas to the Secretary of the Navy).
- 1836 May 20 There has been no time since the Cutters have been under my command that they have been more wanted than at the present moment. The JEFFERSON sailed yesterday to cruise off the Mississippi, Galveston, Matamoras, Tampico and Vera Cruz. She will join the WARREN and GRAMPUS, Naval, in the Gulf. (Commodore Dallas to the Secretary of the Navy).
- Note: The JEFFERSON had returned from her former trip to Tampico on the 18th.

CRAWFORD 1833 - 1847 (Formerly JEFFERSON)

1836 June 10 The JEFFERSON is cruising on the Coast of Mexico and Texas. (Commodore Dallas to Secretary of Navy).

1836 June 13 The JEFFERSON arrived at Pensacola. (Commodore Dallas to the Secretary of the Navy).

1836 June 20 Sails for St. Joseph's, for the protection of the inhabitants located there. After remaining there as long as may be necessary she will cruise on the Coast of Florida in the neighborhood of Charlotte Harbor and Tampa, with a view to preventing the introduction of supplies to the Indians. (Commodore Dallas to the Secretary of the Navy).

1836 Aug. 1 Arrived at Pensacola yesterday afternoon. (Commodore Dallas to the Secretary of the Navy).

1836 Aug. 10 Captain Jackson has been vigilant and active since the Cutter JEFFERSON, under his command, has been acting with the Navy. (Commodore Dallas to the Secretary of the Navy).

1836 Aug. 19 Sailed yesterday for St. Marks, Tampa Bay and West Coast of Florida. (Commodore Dallas to Secretary of the Navy).

1836 Oct. 9 In obedience to your orders of the 15th of August, I sailed on a cruise along the Coast of Florida, touching at St. Marks, Spirito Santo and Tampa Bay. At the latter place I remained several days giving protection to vessels unlading Government stores. (Captain Jackson to Commodore Dallas).

1836 Oct. 10 Arrived here yesterday morning from St. Joseph's.

1836 Nov. 4 Was at Havana on the 1st instant, having sailed from Pensacola October 23. (Commodore Dallas to the Secretary of the Navy).

1837 July 19 Returned to Pensacola from Matamoras. She seems to have formed a part of an expedition to that place under Commodore Dallas.

1837 July 18 I have to request that the Cutters JEFFERSON and DEXTER may be returned to their proper stations in the Revenue Service if the Navy Department has no further use for them. (Secretary of the Treasury to the Secretary of the Navy).

1837 July 18 On receipt of this order you will repair to Indian Key and cruise in that neighborhood for the protection of the inhabitants from Indian depredations. (Secretary of Treasury to Captain Foster, Commanding the Cutter JEFFERSON).

1837 July 31 Acknowledging receipt of Secretary's order of 18th instant. Received order placing me in command of the JEFFERSON, under Commodore Dallas on October 28, 1836. Since I assumed command of the JEFFERSON she has been almost constantly on the move at sea; twice to the West Indies, several times up and down the whole Coast of Florida, and on the last expedition to Mexico, and of the one hundred days preceding the 9th instant was actually at sea 73. (Winslow Foster, Commanding JEFFERSON to Secretary of Treasury).

1837 July 31 Captain Foster of the JEFFERSON handed me an order this morning from the Secretary of Treasury directing him to proceed to Indian Key to protect the inhabitants. This indicates that the Cutters have been taken from the Navy. I shall continue to employ them as heretofore until I shall hear from you. (Commodore Dallas to the Secretary of the Navy).

1837 Sept. 18 The JEFFERSON is still at Pensacola Navy Yard under repairs. (Commodore Dallas to Secretary of Navy).



CRAWFORD 1833 - 1847 (Formerly JEFFERSON)

1837 Oct. 11 I shall order the Cutter JEFFERSON to cruise between Indian Key, Key West and Tampa Bay and communicate with General Jessup. (Commodore Dallas to the Secretary of the Navy).

1837 Oct. 17 Will sail (as above) tomorrow.

1837 Oct. 28 To the Secretary of the Treasury from U.S. Cutter JEFFERSON, Mobile, Ala. Sir: Your order of the 6th instant, I have the honor to acknowledge, was received on the 18th instant and immediately communicated to Commodore Dallas. I reported to the Collector of this district and have received instructions from him to continue near the entrance and exercise our duties as Customs Officers. (Winslow Foster).

1837 Oct. 28 Ordered to Mobile to resume duties as a Revenue Cutter. Order dated 6th, received 18th and at once obeyed. January 8, 1839, to be sold at Mobile if found unseaworthy.

1839 Feb. 27 Sailed for Baltimore. Had been relieved by new JEFFERSON.

1839 Apr. 10 To be thoroughly repaired at Baltimore under superintendence of Lieutenant Jones. Estimated cost \$5,500. Referred to as the CRAWFORD.

1839 June 10 Ordered to Savannah. May 7, 1842, ordered to Baltimore for repairs.

1842 May 30 Repairs authorized. Estimated cost \$5,527.

1842 Oct. 1 Ordered to Savannah in charge of Captain Day.

1846 Apr. 25 Ordered to Philadelphia for repairs. May 18th, arrival at Philadelphia reported.

1846 Oct. 5 Cost of repairs \$6,636.46. October 12th, to Wilmington, Delaware.

1847 July 27 To New London. December 24th, her loss at Gardiner's Point on the night of the 15th instant reported.

CRAWFORD 1848 - 1869

1848 Oct. 16 Proposal of Jacob Tees to build 2 Cutters, CRAWFORD and DUANE, at Philadelphia, accepted.

1848 Oct. 20 First Lieutenant McGowan ordered to superintend their construction.

1849 July 21 Ordered to Charleston. August 4th, arrived at Charleston.

1850 May 30 From Charleston to Key West. May 8, 1852, from Key West to New York. June 15th, arrived at New York.

1852 June 16 To be transferred to the Coast Survey.

1852 June 21 So transferred. Officers and crew to the WASHINGTON.

1861 May 31 Captain Howard authorized to receive her at New York from the Coast Survey. The VARINA, BIBB. CRAWFORD, CORWIN and VIXEN seem to have been received in an informal way at least a month prior to this authority. August 20th, ordered to Hampton Roads to report to Flag Officer Stringham.

1867 May 28 To Newport, Rhode Island, from New York. June 10th, her arrival at Newport reported.

1869 May 21 To be sold. Officers waiting orders.

1869 June 21 Sold at Newport for \$4,180.

CRAWFORD 1821 - 1829

1821 Built at New York. Superintended by Captain A. Champlain.  
1822 Feb. 19 Arrived at Savannah. March 27, 1829, lost off St. Mary's.

CRAWFORD 1825 - 1839 (Formerly SWIFTSURE)

1830 Feb. 5 At Lubec, Maine. Her station being Eastport. Probably built at New York in 1825.  
1834 Aug. 13 Repairs authorized.  
1835 Dec. 21 Name changed to CRAWFORD at Eastport.  
1838 Dec. 27 Her sale ordered by Department. April 1, 1839, sold by the Collector at Eastport for \$2,400.

CORWIN (1861)

1861 May 31 Captain Howard authorized to receive her from the Coast Survey at New York.  
1861 Aug. 15 Temporarily transferred to the Navy Department.  
1861 Sept. 11 Her arrival at Baltimore, in obedience to orders of Commodore Stringham, U.S.N., reported.  
1861 Sept. 17 Transferred to the Coast Survey.  
Note: This vessel together with VARINA, BIBB, CRAWFORD and VIXEN seems to have been received in an informal way at least a month prior to this authority.

DALLAS 1845 - 1851

1845 Apr. 2 Contract for a new iron Steamer, entered into by Messrs. Stilliman, Statton & Company of New York. Built in accordance with Lieutenant Hunter's plan (Submerged wheels, horizontal); under general superintendence of Captain W. A. Howard, and under immediate supervision of Lieutenant Gay Moore, who was relieved by Lieutenant Ottinger when hull was nearly completed. Length about 160 ft.; beam 24 ft.; draft 9 ft. 3 in. and 9 ft. 9 in.; tonnage 391 25/95; diameter cylinder 24 in.; stroke 36 in.  
1846 Apr. 4 Launched at Buffalo.  
1848 May 6 Ordered to New York via St. Lawrence for Coast Survey.  
1848 Aug. 31 Her arrival at New York reported. From the fall of 1849 she was undergoing alterations by Mr. Campbell, who had contracted to do the same for \$29,000.  
1850 May 23 Mr. Campbell to have entire control of her for one year.  
1851 Mar. 4 Sold to Mr. E. Campbell for \$5,264.72 by Act of Congress.

WISSAHICKON 1903 - In commission 1 January, 1934

1903 Oct. 19 Contract entered into with the Spedden Shipbuilding Company of Baltimore, Maryland, for the construction of No. 12, R.C.S., for \$69,800. Speed, 12 knots.

1904 June 11 Launched and named WISSAHICKON.

1904 Nov. 2 Official trial trip held on Chesapeake Bay.

1904 Dec. 3 Placed in commission at South Baltimore. Outfits, officers and crew being transferred from WASHINGTON.

1904 Dec. 4 Left South Baltimore for station at Philadelphia. December 8th, arrived at 9 p. m.

1905 Apr. 10 Take APACHE from Cramps dock to anchorage of ONONDAGA.

1908 Oct. 1 Report to Commanding Officer of Revenue Cutter Fleet for duty in connection with 225th Anniversary celebration at Philadelphia.

1912 July 18 To convoy yachts on Delaware River on 27th instant, Royal Bermuda Yacht Club.

1913 May 22 To patrol starting line of Bermuda Yacht Club Race on June 7th.

1913 Sept. 17 To patrol regatta of Farragut Yacht Club at Philadelphia on September 30th.

1914 July 25 Secretary Newton and Captain Commandant on board.

1914 July 27 To enforce navigation laws, Delaware River to Bristol, three times monthly.

1914 Aug. 5 To observe neutrality laws. August 5th, in shipyard.

1915 Mar. 9 Left Depot. December 6th, left Philadelphia for Depot, South Baltimore; arrived on December 7th.

1916 Mar. 3 To Baltimore to assume duties formerly performed by GUTHRIE.

1916 Mar. 10 Took up duties of GUTHRIE at Baltimore. October 16th, arrived at Depot. October 24th, arrived New York.

1917 Apr. 6 Temporarily transferred to the Navy.

1919 Aug. 28 Coast Guard returned to the Treasury Department by Executive Order.

1923 Jan. 1 Permanent station at New York, New York.

REDWING 1924 - In commission 1 January, 1934

1924 May 24 Transferred from Navy at Norfolk, Virginia.

1924 Oct. 11 Placed in commission at Norfolk Navy Yard at 9:30 a. m.

1924 Oct. 18 Arrived at New York. September 30, 1925, sailed for Boston; arrived on October 6th.

1925 Dec. 15 Commenced annual overhaul at Atlantic Works, East Boston, Mass.

1927 Jan. 10 Left Depot for Boston at 3:50 p. m. January 17th, arrived at Boston.

1927 Feb. 17 Directed to base at Woods Hole during winter cruising.

1928 Nov. 19 Ordered to permanent station at Astoria, Oregon. December 7, 1928, sailed from Boston for permanent station. January 29, 1929, arrived at Astoria, home port. September 27th, arrived at Seattle.

1929 Oct. 29 Left Seattle for Astoria. October 31st, arrived at Astoria.

1930 Feb. 18 Unavailable for two weeks.

PAMLICO 1907 - In commission 1 January, 1934

1906	Mar.	8	Contract entered into with Pusey and Jones Company, Wilmington, Delaware, for \$167,750.
1907	July	11	Place in commission when officers and crew from BOUTWELL have been transferred over.
1907	July	26	Placed in commission.
1907	Sept.	27	To leave Chase's Wharf, Baltimore, and anchor in accordance with the regulations.
1907	Oct.	1	Prepare vessel for sea. Leave Baltimore as soon as practicable and proceed to Hampton Roads, Virginia, and await orders from Department. October 12th, to have command ready to leave Baltimore on 16th for Fisherman's Island, for joint drills and inspection.
1907	Oct.	12	Prepare to land all available men for military parade on 15th instant at Baltimore.
1907	Oct.	14	Report to Senior Officer, Commanding Fleet, on 16th instant, for joint drills and inspection.
1907	Oct.	28	Proceed to New Bern so as to arrive on November 4th. October 29th, arrived at Norfolk, Virginia.
1907	Nov.	4	Arrived at New Bern, N. C. September 11, 1908, proceed to Norfolk for repairs.
1908	Nov.	5	Return to station. November 11th, confer with Honorable Charles R. Thomas, and take part with command on the occasion of unveiling of monument on November 12th.
1908	Nov.	24	Sent orders for winter cruising to begin December 1. District: Albermarle Sound and Pamlico Sound and navigable tributaries.
1909	Apr.	25	Arrived at Norfolk. May 11th, arrived at New Bern.
1909	June	12	Overhaul steam launch DESPATCH and steamer NANTICOKE in Albermarle Sound and prevent violation of neutrality laws. June 14th, take station in Chowan River so as to intercept NANTICOKE without fail.
1910	Jan.	17	Meet Congressional committee near entrance canal, North River Landing, on Friday, January 21st. Convey them to New Bern.
1910	Jan.	22	Meet Congressional committee at Long Point Gas Station on the 28th. Convey them to New Bern.
1910	July	22	To take part in Centennial Celebration at New Bern, on July 25th.
1910	Dec.	20	To convey Congressional party through New Inland Canal, N. C., on January 6th, 1911.
1912	June	11	To convey Congressional party through New Inland Canal, N. C., on July 26th.
1912	June	27	To convey North Carolina Press Association through New Inland Canal to New Bern on July 27th.
1912	Nov.	11	Sent winter cruising orders from December 1 to April 1, 1913.
1913	Jan.	30	To New Bern on May 7th, to convey Womans Clubs to view Harbor.
1913	Apr.	11	Complement reduced, cruising restricted until July 1. June 23rd, order revoked; to resume cruising.
1913	June	26	To cover station August, September and October to enforce navigation laws.
1913	Aug.	13	To proceed to South Baltimore to receive new radio apparatus.
1913	Aug.	21	Sailed for Norfolk. August 24th, left Norfolk. August 25th, arrived at Depot, South Baltimore.
1913	Oct.	20	Left Depot for Skinner's Shipbuilding Company, Baltimore.
1913	Oct.	22	Sailed from Baltimore. October 23rd, arrived at Norfolk.
1913	Nov.	1	To convey Assistant Secretary Newton to Elizabeth City, November 8th.
1913	Nov.	11	Sent winter cruising orders. December 1 to April 1, 1914.

PAMLICO 1907 - In commission 1 January, 1934

1914 Aug. 5 Observe neutrality laws.  
1914 Nov. 16 Winter cruising ordered. District: Pamlico and Albermarle Sounds.  
1914 Nov. 28 Proceed to Norfolk and dock at Norfolk Marine Railway.  
1914 Dec. 1 Left New Bern for Norfolk. December 11th, left Norfolk for New Bern.  
1915 Oct. 4 To South Baltimore for repairs. October 8th, left New Bern for Depot. October 14th, arrived Depot.  
1915 Oct. 12 Arrived at Norfolk; left October 13th. Docking completed; at Chase's Wharf for coal and provisions.  
1915 Nov. 10 Winter cruising ordered. District: Pamlico and Albermarle Sounds and tributaries.  
1915 Nov. 19 Sailed from Baltimore for New Bern at 4 p. m. November 25th, arrived at New Bern at 11:30 a. m.  
1916 June 21 To participate in Fourth of July celebration at Elizabeth City, N. C.  
1916 June 27 To patrol course of Hydroplane Exhibition on above occasion.  
1916 Nov. 23 Winter cruising ordered. District: Pamlico and Albermarle Sounds and tributaries.  
1917 Apr. 6 Temporarily transferred to the Navy.  
1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order. Assigned to New Bern, N. C.  
1920 Apr. 14 Arrived at Coast Guard Depot. April 27th, placed out of commission at Depot.  
1921 Sept. 15 Placed in commission at Depot; assigned to duty at regular station and in Norfolk Division.  
1921 Oct. 12 Arrived at New Bern at 12:30 p. m., taking regular station at that place.  
1922 May 22 To July 9th, at New Bern for annual overhaul.  
1923 Jan. 1 Permanent station at New Bern, N. C. January 16, 1931, left for Depot; arrived January 17th.  
1931 Sept. 10 Left Depot. September 15th, arrived at Base 8; left September 18th. September 19th, arrived New Bern.

FORWARD 1925 - In commission 1 January, 1934

Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.  
1925 Nov. 14 Placed in commission at 4 p. m. November 16th, left Bay City, Michigan.  
1925 Dec. 19 Arrived at Boston for repairs. December 28th, arrived at Section Base Two at 7:30 a. m.  
1926 Feb. 24 Ordered to Base One, Atlantic City, N. J. June 10th, ordered to return to Base Two, Stapleton, N. Y.  
1927 Mar. 9 Ordered to Depot for repairs. March 28th, arrived at Depot.  
1927 Aug. 11 Ordered to leave Depot for Pascagoula on August 22nd.  
1927 Oct. 4 Left Depot. October 24th, arrived at Pascagoula, Mississippi.  
1929 July 31 Left Pascagoula for Key West for temporary duty in Patrol Area Y.  
1929 Oct. 31 Left for Norfolk Navy Yard.  
1929 Dec. 1 Arrived at Depot. January 6, 1930, left Depot for Pascagoula.  
1933 May 1 Transferred to Base 15 at Pascagoula, Mississippi.

SMITH 1919 - In commission 1 January, 1934

1919 Nov. 22 Taken over from Navy at Key West, Florida.  
1922 Mar. 25 Placed in commission at Coast Guard Depot, South Baltimore. Boatswain J. E. Edward, commanding.  
1922 Apr. 1 Departed from Depot. April 22nd, left Navy Yard, Norfolk, Virginia.  
1923 Jan. 1 Permanent station at Ketchikan, Alaska. June 10th, sailed from Ketchikan for Seattle.  
1923 June 13 Arrived at Seattle. June 15th, at Port Townsend, Washington, for repairs.  
1923 June 24 Returned to Seattle for drydock.  
1923 July 2 Returned to Port Townsend for further repairs.  
1923 July 26 Patrolling Navy Boat races at Lake Union, Washington.  
1923 July 27 Patrolling harbor for President's review at Seattle.  
1923 July 28 Boarding duty enroute to Ketchikan. August 25th, resumed station at Ketchikan.  
1924 June 24 Beached boat for repairs and returned to Ketchikan 5:45 a. m., and 6:15 p. m., respectively.  
1925 Sept. 22 Detached from Ketchikan and ordered to Southern Division, San Francisco.  
1925 Oct. 27 Left Ketchikan for station at San Francisco.  
1925 Nov. 22 Arrived at San Francisco in tow of CAHOKIA.  
1927 Nov. 12 Ordered to Base 17. Transferred to Base 11, Oakland, California.  
1930 Oct. 14 Placed in inactive status for 60 days.

FAUNCE 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Apr. 1 Placed in commission at Camden, New Jersey. April 7th, left Camden for Boston, Mass.  
1927 Apr. 12 Arrived at New London, Conn. May 15th, arrived at Boston.  
1928 Oct. 20 Left Boston for Depot for repairs; arrived Oct. 21. December 8th, left Depot for Boston.  
1929 Nov. 15 Assigned to Base Five, Boston.

CHOPTANK 1919 - 1925 (Formerly Navy Tug #51)

1919 Nov. 14 Taken over from Navy at Norfolk, Virginia. Built in 1919 at Annapolis, Maryland.  
1920 Nov. 24 Departed from Coast Guard Depot after being placed in commission.  
1920 Nov. 25 Assumed boarding duties at Baltimore.  
1921 Dec. 6 Placed out of commission at Coast Guard Depot, South Baltimore.  
1923 Jan. 1 Out of commission at Coast Guard Depot, South Baltimore.  
1923 May 1 Placed in commission at Coast Guard Depot. January 1, 1924, out of commission at Coast Guard Depot.  
1925 Mar. 20 Sold to H. Brinkman, 15 Moore Street, New York City, Room 1106, for \$7,666.



MODOC 1921 - In commission 1 January, 1934

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 Built by the Union Construction Company, Oakland, California. April 20, 1921, keel laid.

1921	Oct.	1	Launched at Oakland at 12 noon; Miss Jean Leonard, sponsor.
1922	Jan.	14	Went in commission at Oakland at 2:15 p. m.
1922	Feb.	1	Directed by Headquarters to proceed to Wilmington, N. C., and take permanent station at that place.
1922	Feb.	28	Completed and ready for duty; reported to Southern Division.
1922	Mar.	15	Left San Francisco for Norfolk, Virginia. April 6th, arrived at Hampton Roads, Virginia.
1922	Apr.	7	Arrived at Washington Navy Yard. April 14 - 17, cruising, official party.
1922	Apr.	17	Left Washington Navy Yard. April 18th, arrived at Norfolk Navy Yard; left April 22nd, at 2:15 p. m.
1922	Apr.	23	At New York Store. April 25th, at Newport, R. I., for mines.
1922	Apr.	26	At Boston Navy Yard. May 5th, enroute to Halifax stop at Boston.
1922	May	7	Arrived at Halifax for ice patrol duty. July 17th, arrived at Boston.
1922	July	19	Sailed for Norfolk; arrived July 21st. July 26 - 29th, at Newport News for repairs.
1922	Aug.	8	To 10th, assisting SENECA aground in Potomac River.
1922	Aug.	12	Arrived at Cape May, New Jersey, for maneuvers; left August 21st. August 22nd, at Norfolk, Virginia.
1922	Sept.	4	Left Charleston, S. C., enroute to Wilmington. September 5th, arrived at Wilmington, N. C.
1923	Jan.	1	Permanent station at Wilmington, N. C.
1923	Feb.	9	Assigned to duty with International ice patrol.
1923	Mar.	1	Left Wilmington for Norfolk enroute Boston for ice patrol. March 2nd, arrived at Norfolk.
1923	Mar.	5	At New York, New York. March 8th, arrived at Boston. March 26 - 30, calibrating compass at Boston.
1923	Mar.	30	Departed from Boston for Halifax. March 31st, ice patrol duty at sea.
1923	July	12	Detached from ice patrol duty. July 14th, at Portland, Maine.
1923	July	16	At Bath, Maine, for repairs at Hyde Windlass Company.
1923	Aug.	14	To 27th, underway for machinery trials.
1923	Aug.	27	Patrolling International Fisherman's Race at Gloucester, Mass.
1923	Sept.	7	Arrived at Cape May for maneuvers; left September 10th. September 11th, at Norfolk.
1923	Sept.	14	Resume station at Wilmington, N. C. October 11 - 15, further machinery trials.
1924	Feb.	1	To 2, towing Public Health Service Tug KOEHLER.
1924	Feb.	9	Withdrawn from active duty for repairs and overhaul prior to duty with International ice patrol.
1924	Apr.	2	Left Boston for ice patrol. June 30th, ice patrol discontinued. July 5th, arrived at Wilmington.
1924	Sept.	2	Off duty at drydock for overhaul. February 25, 1925, left Wilmington for Boston, Mass.
1925	Apr.	6	Sailed for ice patrol. July 12th, left ice patrol.
1925	July	18	Arrived at Wilmington from ice patrol. April 6, 1926, sailed for ice patrol.
1926	July	2	Left Halifax for Boston at 2 p. m. July 6th, left Boston for Norfolk.
1926	July	7	Arrived at Norfolk. July 9th, arrived at Wilmington, N. C., at 8 a. m.
1927	Mar.	18	Sailed from Wilmington for ice patrol.

MODOC 1921 - In commission 1 January, 1934

1927 Mar. 27 Arrived at Boston. April 5th, left Boston for ice patrol. July 7th, left Norfolk for Wilmington.  
1928 Jan. 10 Ordered to New York Navy Yard, March 1, for repairs preparatory to sailing for ice patrol.  
1928 Feb. 28 Sailed for New York. April 2nd, left Boston for Grand Banks.  
1928 July 5 Arrived at Wilmington from ice patrol.  
1929 Feb. 26 Left Wilmington for New York enroute ice patrol. March 4th, arrived at Boston.  
1929 Apr. 15 Left Boston for ice patrol. June 16th, sailed from New London on practice cruise.  
1929 July 9 Left Halifax. July 11th, arrived at Boston. Ice patrol completed.  
1929 July 14 Left Boston for Halifax. July 18th, arrived at Halifax and resumed ice patrol.  
1929 Aug. 3 Ordered to discontinue ice patrol. August 8th, arrived at New York.  
1929 Sept. 29 Arrived at Wilmington, N. C. January 10, 1930, ordered for International ice patrol duty.  
1930 Feb. 27 Left Norfolk for New York. February 28th, arrived at New York.  
1930 Mar. 5 Arrived at Boston. March 10th, left Boston for ice patrol duty.  
1930 June 12 Left Halifax for Boston. June 15th, arrived at Boston at noon.  
1931 Apr. 1 In drydock at Norfolk.  
1933 Apr. 25 Left Wilmington for Norfolk for overhauling. April 27th, arrived at Norfolk.  
1933 July 1 Left Norfolk; arrived Quantico, Virginia.  
1933 July 14 Left Quantico. August 1st, arrived at Wilmington, N. C.  
1933 Oct. 8 Left Wilmington for New London, Conn.; arrived October 10.  
1933 Oct. 10 Left New London for Key West; arrived October 18.  
1933 Oct. 19 Left Key West, Florida, for Stapleton, New York; arrived October 23.  
1933 Oct. 25 Left Stapleton; arrived Wilmington October 27. Dec. 11, left Wilmington for Norfolk; arrived Dec. 12.  
1933 Dec. 14 Left Norfolk, Virginia, for Wilmington; arrived December 17.

YEATON 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 May 10 Placed in commission at Camden, New Jersey, at 5 p. m. May 13th, arrived at Norfolk, Virginia  
1927 Aug. 11 Assigned to Base 8, Norfolk, Virginia. March 31, 1928, ordered to Base 21, St. Petersburg, Florida.  
1928 Oct. 19 Ordered to Depot for reconditioning. November 22nd, left Depot for Base 21, St. Petersburg, Florida.  
1929 July 25 Assigned to temporary duty in Patrol Area Y.  
1931 July 15 Reported at Pascagoula, Mississippi, for temporary duty.  
1933 May 1 Transferred to Base 15, Pascagoula.  
1933 Aug. 1 Left Pascagoula.  
1933 Aug. 3 Arrived at St. Petersburg to relieve the PETREL, permanent change of station.

HATDA 1921 - In commission 1 January, 1934

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 1921 Apr. 19 Built by the Union Construction Company, Oakland, California. September 27, 1920, keel laid.  
 Launched. Sponsor, Mrs. Frank G. Law, Oakland. October 4, detached from Southern Division upon being pronounced ready for sea, and directed to proceed to Seattle, to report to Division Commander, Northern Division, for duty in that division, with permanent headquarters at Port Townsend, Washington.

1921 Oct. 26 Placed in commission at Oakland. March 21, 1922, arrived Seattle; reported to Division Commander, N.D.

1922 Apr. 21 Base during Bering Sea patrol at Unalaska, Alaska.

1922 Nov. 5 Arrived Port Townsend. Same day arrived Seattle. Jan. 1, 1923, permanent station Port Townsend.

1923 Jan. 30 Compensate compasses at Port Angeles. Feb. 1, physical examination of officers at Port Townsend.

1923 Feb. 6 At Seattle; Feb. 8, at Port Angeles. Feb. 10, at Seattle for repairs; completed March 26th.

1923 Apr. 2 Drydocked at Seattle. April 25, base for Bering Sea patrol at Unalaska, Alaska.

1923 July 11 Conveyed special Congressional party to Alaskan ports. Sept. 27, arrived at Seattle at 5:20 p. m.

1924 Apr. 6 Left Seattle for Port Townsend enroute Seward, Alaska. April 16, arrived at Unalaska.

1924 May 20 Arrived Dutch Harbor after aiding flyers of the Army World Flight.

1924 Aug. 7 Arrived Seattle with the body of Pay Clerk, Feeling. August 10, left Seattle for Unalaska; arrived 18th.

1924 Sept. 26 Sailed Unalaska for home station. October 4, arrived Port Townsend. Arrived Seattle for overhaul.

1925 Apr. 15 Sailed Seattle for Bering Sea cruise. April 26, arrived Unalaska; left for Seattle Sept. 26th.

1925 Oct. 4 Arrived Seattle. April 15, 1926, sailed for Bering Sea patrol. Sept. 2, arrived Seattle.

1926 Nov. 27 Arrived Puget Sound Navy Yard for repairs. Dec. 9, at Port Angeles, Washington.

1927 Apr. 15 Left Seattle for Bering Sea patrol. June 17, ordered permanent change of station from Port Townsend to Seattle, effective July 1. April 16, 1928, sailed for Bering Sea patrol.

1928 Oct. 7 Arrived Seattle from Bering Sea patrol. June 8, 1929, sailed for Bering Sea patrol.

1929 Sept. 28 Left Unalaska for Seattle. October 4, arrived Seattle. April 15, 1930, left Seattle for Bering Sea.

1930 Apr. 28 Arrived Unalaska. Sept. 23, left Unalaska for Seattle; arrived October 1.

1930 Oct. 27 Left on halibut cruising duty.

1932 June 25 Left Seattle on Bering Sea patrol.

1932 July 9 Arrived at Unalaska.

1932 Sept. 21 Left Unalaska, Alaska (while enroute to Seattle, ordered to return to search for survivors of NEVADA).

1933 May 25 Left Seattle. May 27th, arrived at Ketchikan, Alaska.

1933 May 27 Left Ketchikan. June 14th, arrived at Seattle, Washington.

1933 Oct. 25 Left Seattle. October 29th, arrived at San Francisco, California.

1933 Oct. 31 Left San Francisco for San Pedro, California; arrived November 1st.

1933 Nov. 11 Left San Pedro; arrived Seattle on November 16th.

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WELBORN C. WOOD 1931 - In commission 1 January, 1934  
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New destroyer taken over from the Navy. April 15, 1931, placed in commission at Philadelphia Navy Yard.

1931	Apr.	28	Arrived at New London, Conn., for permanent station.
1932	Feb.	17	Left St. Petersburg, Florida, for New London. February 21st, arrived at New London.
1932	Nov.	11	Left for St. Petersburg for target practice; arrived November 15th.
1933	Sept.	7	<u>Discontinued target practice at Hampton Roads, Virginia, and left for Key West; arrived September 9th, for duty with the Navy.</u>
1933	Sept.	22	Left Key West for Nueva Gerona, Cuba.
1933	Oct.	16	Left Key West for Nueva Gerona, Cuba; arrived October 17th.
1933	Oct.	24	Left Nueva Gerona for Key West; arrived October 25th.
1933	Nov.	6	<u>Released from duty with the Navy.</u> Headquarters' dispatch to Commander Destroyer Squadron directs return to Eastern Area for duty with that Area.
1933	Nov.	6	Left Key West for Stapleton, New York; arrived November 10th.
1933	Nov.	10	Left Stapleton for New London; arrived same day.

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SHOSHONE 1931 - In commission 1 January, 1934  
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Built at General Engineering and Dry Dock 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	Apr.	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.

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EWING 1927 - In commission 1 January, 1934  
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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.

1927	Mar.	26	Commissioned at Camden, New Jersey. April 7th, left Camden for Boston, Mass.
1927	Apr.	12	Arrived at New London. May 15th, arrived at Boston.
1928	Nov.	22	Left New London for West Coast. January 13, 1929, arrived at Oakland, California.
1930	May	7	Ordered to San Pedro, California, permanent change of station.
1930	June	4	Arrived at San Pedro.

JOHN B. FLOYD      1856 - 1864

1856 Nov. 11 Contract entered into with Merry and Gay for the building of six cutters at Milan, Ohio, for \$4,050, each. Captain Pease to superintend the same. August 20, 1857, extra cost \$2,333.  
1857 Aug. 29 Named JOHN B. FLOYD. June 19, 1858, ordered to Marquette, Michigan.  
1858 Oct. 25 Her arrival at Mackinac reported. May 16, 1864, her sale at Detroit authorized.

JACOB THOMPSON      1856 - 1870

1856 Nov. 11 Contract entered into with Merry and Gay for the building of six cutters at Milan, Ohio, for \$4,050, each. Captain Pease to superintend the same, August 20, 1857, extra cost \$2,333.  
1857 Aug. 20 Named JACOB THOMPSON. July 2, 1858, her arrival at Detroit reported.  
1861 Oct. 18 To be transferred to the Atlantic. November 12th, sailed from Detroit.  
1861 Dec. 18 Her arrival at Boston in company with the BROWN, BLACK, COBB and TONCEY reported.  
1862 Aug. 25 Ordered to Newport. September 3rd, sailed from Boston.  
1862 Sept. 6 Her arrival at Newport reported. April 15, 1865, at Fire Island Inlet.  
1867 July 21 To Beaufort, N. C., for duty. October 8th, her arrival at Beaufort reported.  
1869 Mar. 8 Sailed from Beaufort. March 19th, arrived at Georgetown, S. C.  
1870 Aug. 12 Ordered to Baltimore to be sold. September 3rd, her arrival at Baltimore reported.  
1870 Oct. 12 Sold to William J. Rainieker for \$1,400.

LINCOLN      1864 - 1874

1864 May 25 Built by John F. Fardy and Brother. Length on deck 165 ft.; breadth of beam 26 ft.; depth of hold 12 ft. 6 in.; diameter cylinder 3 ft.; stroke of piston 2 ft. 6 in.; draft 10 ft.  
1865 Jan. 18 Superintended by Captin J. White of Baltimore. Cost \$165,000.  
1865 Sept. 12 Ordered to Port Angeles, Washington.  
1865 Sept. 16 Sailed for her destination from Baltimore at 2:45 p. m.  
1866 Feb. 24 Her arrival at San Francisco reported. May 21st, her arrival at Port Angeles reported.  
1867 July 29 Arrived at Victoria on her way to Alaska. November 27th, ordered to Puget Sound.  
1868 Mar. 7 To San Francisco to exchange officers and crew with WAYANDA.  
1869 Apr. 18 Sailed from San Francisco for Alaska. May 11th, her arrival at Kodiak, Alaska, reported.  
1870 Sept. 27 To duty at Port Townsend, Washington.  
Cruising to Alaska as shown by Journal - dates of sailing and returning: July 21, 1867, to November 18, 1867. April 21, 1869, to December 19, 1869. June 11, 1870, to August 2, 1870.  
1874 Apr. 14 Sold.  
1887 Feb. 15 Sunk, off San Francisco, after being renamed SAN LUIS.



ALERT 1900 - 1920 (Formerly LUCY T.)

1900 Nov. 26 Accepted proposal of the James Reilly Repair and Supply Company, to put a new boiler and engine, including brass piping and valves complete, in steam launch LUCY T. and make minor repairs to hull and engine of vessel for \$8,700., with the understanding that no part of amount is to be paid until work shall have been completed to the satisfaction of Chief and Engineer in Chief, R.C.S., and vessel accepted by Department.

1901 Jan. 7 Captain of Engineers, Collins, directed to accept vessel to be known as the ALERT.

1901 June 14 Arrived at New Orleans. June 17th, sailed for Mobile, Ala. June 20th, arrived at Mobile Bay.

1901 June 21 Arrived at Mobile, Ala., at 8:45 a. m.

1905 Aug. 10 Ordered to Gulfport, Mississippi, for quarantine duty. August 11th, to leave on the 12th.

1905 Aug. 12 Arrived at Gulfport at 5:30 p. m. October 23rd, relieved from further duty in connection with quarantine. Resume regular duties at Mobile. November 1st, arrived at Mobile.

1907 Dec. 18 Resume regular duties when vessel is ready.

1914 July 30 To cruise in Mississippi Sound for purpose of boarding and enforcing navigation laws, August, 1914.

1915 Mar. 8 To convey recess Committee Alabama Legislature-examination of oyster bearing beds in Bay.

1915 Aug. 13 To transport Alabama National Guard to target range, Mobile Bay.

1916 Aug. 5 To make cruise in Mississippi Sound to enforce navigation laws.

1916 Aug. 14 Left on cruise. August 17th, returned.

1917 Apr. 6 Temporarily transferred to the Navy. Aug. 28, 1919, returned to Treasury Department by Executive Order.

1920 Aug. 21 Sold to Mobile Gulf and Navigation Company, Mobile for \$801.

ALERT 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.

1927 Jan. 27 Placed in commission at Camden. Feb. 4, arrived Base 2. Feb. 8, arrived New London, Conn.

1927 Feb. 23 Arrived Boston, Mass. (Station). Sept. 24, 1928, left Boston for Depot for repairs; arrived Sept. 28.

1928 Oct. 19 Left Depot for Boston. Nov. 22, left for west coast. Jan. 13, 1929, arrived Oakland, California.

1929 Apr. 20 Ordered to San Pedro, California, permanent station. May 6, 1931, ordered to Ketchikan - new permanent station N. W. Division. May 16, left San Pedro for Ketchikan via Seattle. May 25, arrived Seattle.

1931 May 28 Left Seattle for Ketchikan; arrived June 2. June 5, arrived Juneau, Alaska. June 7, arrived Ketchikan.

1931 Oct. 7 Arrived Seattle. Oct. 24, left for Port Townsend, Wash. Oct. 29, arrived Ketchikan.

1932 Sept. 18 Left Ketchikan for Seattle; arrived Sept. 21. Oct. 6, left for Ketchikan; arrived Oct. 12; left 3/24/33.

1933 Mar. 24 Arrived Seattle. April 12, left Port Townsend; arrived Ketchikan April 15.

1933 Apr. 30 Arrived Unalaska for completion Bering Sea patrol duty. July 18, arrived Ketchikan; left Aug. 29.

1933 Sept. 2 Arrived Seattle; left Sept. 12. Sept. 13, arrived Port Townsend; left Sept. 19; arrived Seattle.

1933 Sept. 21 Left Seattle; arrived Winslow, Wash., same date. Oct. 23, left Seattle; arrived Ketchikan Oct. 26.



PHILIP ALLEN 1855 - 1865

1855 June 20 Built by Page and Allen, Portsmouth, Virginia. Lieutenant R. K. Hudgins detailed to superintend her construction. May 30, 1856, named PHILIP ALLEN and her station designated as Baltimore.  
1856 Aug. 21 To New York for temporary duty. Sailed same day.  
1856 Sept. 16 Sailed for Baltimore from New York. April 29, 1861, to New York for armament.  
1861 May 3 Order of April 29th revoked. To Philadelphia for armament.  
1861 May 11 Her arrival at Philadelphia reported. Sept. 27th, from Philadelphia to Baltimore to be repaired.  
1861 Oct. 10 Her arrival at Baltimore reported.  
1865 Jan. 21 To Norfolk for duty. Had previously been on duty in the vicinity of Fortress Monroe.  
1865 Nov. 3 From Norfolk to Baltimore.  
No further record.

TIGER 1861 - 1865

1861 Aug. 10 Bought from the Patapsco Steam Tug Company for \$9,000. Taken possession of by Captain John McGowan. Fitted out under his supervision.  
1861 Sept. 11 Placed in commission under command of John M. Jones.  
1861 Nov. 27 To New York for duty. To go thither via canals, etc. December 19th, her arrival reported.  
1862 Jan. 7 Repaired at New York at a cost of \$698.06. December 17th, from New York to Baltimore.  
1862 Dec. 26 Her arrival at Fortress Monroe reported. December 30th, her arrival at Baltimore reported.  
1863 Aug. 18 Ordered to cruise in the Potomac between Fort Washington and Baltimore.  
1863 Nov. 29 Arrived at Baltimore for repairs. July 5, 1865, estimated cost of contemplated repairs \$5,500.  
1865 July 10 Ordered sold at Baltimore. July 27th, sold to Thomas Bradyhouse of Baltimore for \$1,950.

VARINA 1861 - 1865

1861 May 18 Reported ready to receive officers.  
1861 May 31 Captain Howard authorized to receive her from the Coast Survey. This vessel together with the BIBB, CRAWFORD, CORWIN and VIXEN seems to have been received in an informal way at least a month prior to this authority. August 30th, to New Bedford for duty.  
1861 Sept. 9 Her arrival at New Bedford reported. August 29, 1862, from New Bedford to New York.  
1862 Sept. 9 Her arrival at New York and assignment to duty at Perth Amboy reported.  
1863 June 29 Ordered to Philadelphia. July 6th, her arrival at Philadelphia reported.  
1865 Nov. 7 To be returned to the Coast Survey.  
1865 Nov. 22 Received by the Coast Survey.

KANKAKEE      1919 - In commission 1 January, 1934

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Built in 1919 at Dubuque, Iowa. October 19, 1919, placed in commission at Dubuque with Captain John Boedeker, U.S.C.G., in command. Specially built by the Dubuque Boat and Boiler Works, for relief duty during floods on Ohio River. March 20, 1920, arrived at Evansville, Indiana.

1920 Apr. 20 At Louisville repairing until July 21st.  
1920 Dec. 7 Left Evansville to take winter station at Louisville. December 8th, arrived at Louisville.  
1921 Mar. 15 Left Louisville to take station at Evansville. March 16th, arrived at Evansville.  
1921 Dec. 8 Left Shawneetown for Mount Vernon. December 13th, arrived Louisville; to remain there for winter season.  
1922 June 8 To November 4th, at Louisville for overhaul and repair.  
1922 Nov. 28 Assigned to winter quarters, 18th St. Basin, Louisville, Kentucky.  
1923 Jan. 1 Permanent station at Evansville. At Louisville for winter quarters.  
1923 Mar. 24 At Evansville. December 26, 1924, left Evansville for Louisville.  
1924 Dec. 28 Arrived at Louisville for winter quarters.  
1925 Mar. 1 Placed in full commission at Evansville. June 20th, placed in reduced commission at Evansville.  
1925 Dec. 12 Departed Evansville for Louisville for winter quarters. December 14th, arrived at Louisville.  
1926 Feb. 17 Left for Evansville. February 20th, placed in commission at Evansville at 7 a. m.  
1926 July 1 Placed in reduced commission at Evansville at 1 p. m.  
1930 Jan. 27 Left Paducah, Kentucky, for Evansville.  
1932 Nov. 14 Headquarters' letter (CO-601) places KANKAKEE under Lakes Division, effective December 1, 1932.

PATROL      1917 - In commission 1 January, 1934

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Built in 1917 at City Island, New York. April 24, 1917, placed in commission.

1921 July 6 Arrived at Depot. July 9th, placed out of commission.  
1922 June 30 Placed in commission at Depot, Curtis Bay, Maryland.  
1922 Dec. 21 Released from Depot - repairs completed. Ordered to comply with orders in Headquarters' letter November 13, 1922 (601). December 22nd, left Depot.  
1923 Jan. 1 Permanent station at Washington, D. C.  
1923 May 27 Left Depot for Washington, D. C., at 2 p. m.  
1924 May 17 Patrolled regatta of Columbia University Rowing Committee on Harlem River.  
1924 June 20 Patrolled Harvard-Yale regatta. May 16, 1925, patrolled Columbia Boat regatta on Harlem River.  
1925 Dec. 14 Arrived at Depot at 2:05 p. m. Out of commission.  
1926 Jan. 12 Placed out of commission at 3:45 p. m.  
1926 Dec. 4 Ordered to New York, New York, home port, upon completion of repairs and after being placed in commission.  
1926 Dec. 4 Placed in commission at Curtis Bay at 2 p. m. December 6th, left Depot for New York at 8:45 a. m.

CHAUTAUQUA 1919 - In commission 1 January, 1934 (Ex-Navy Tug #59)

1919 Nov. 26 Taken over from Navy at New York. January 1, 1923, permanent station at New York, New York.  
1926 May 17 Detached from New York Division and assigned to Destroyer Force, New London, Connecticut.  
1926 May 20 Left New York for New London, Connecticut, at 10 A. M. July 19th, placed out of commission at New London. December 2, 1931, placed in commission at Base Four, New London, Connecticut.

CHATTAHOOCHE 1920 - 1924 (Ex-Navy Tug #62)

1920 Jan. 8 Taken over from Navy at New York New York.  
1921 Nov. 21 To be placed out of commission at Philadelphia, Pa., and the personnel transferred to GUTHRIE, which will relieve the CHATTAHOOCHE. She will then be towed to Depot, South Baltimore, Md., by the CALUMET.  
1921 Dec. 12 Arrived at Depot; placed out of commission at 1 P. M.  
1923 Jan. 1 Out of commission at Coast Guard Depot, South Baltimore, Maryland.  
1924 July 17 Sold for \$5,100.00 to the Arundel Corporation, Pier 2, Pratt Street, Baltimore, Maryland.

CHENANGO 1919 - 1923 (Ex-Navy Tug #58)

1919 Dec. 12 Taken over from Navy at Philadelphia, Pa.  
1922 Sep. 30 Placed out of commission at Coast Guard Depot, South Baltimore, Maryland, at 11:10 A. M.  
1923 Jan. 1 Out of commission at Coast Guard Depot, South Baltimore, Maryland.  
1923 July 31 Sold to Chesapeake Lighterage and Towing Company, Inc., Keyser Building, Baltimore, Md., for \$5,000.

CARTIGAN 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Mar. 3 Placed in commission at Camden, New Jersey; March 8th, left. March 17th, arrived Stapleton, New York.  
1928 July 16 Arrived at Depot for reconditioning. August 9th, left Depot for Stapleton, Staten Island, New York.  
1929 Dec. 1 Assigned to Base Two, Stapleton, New York. January 31, 1931, left Base Two for Base Eight.  
1931 June 17 Left Norfolk, Virginia, for Cape May, New Jersey.  
1932 Sep. 12 Left Stapleton for Harbor Beach, Michigan (change of station to Lakes Division).  
1932 Sep. 29 Arrived at Sault Ste. Marie, Michigan. October 7th, left for Harbor Beach, Michigan.  
1932 Oct. 8 Arrived at Harbor Beach, Michigan.

CRAWFORD 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.

1927 Feb. 21 Placed in commission at Camden, New Jersey, at 4 p. m. March 8th, left Camden.

1927 Mar. 17 Arrived at Stapleton, Staten Island, New York. August 24th, sailed for Sault Ste. Marie, Michigan.

1927 Sept. 28 Assigned to permanent station at Two Harbors, Minnesota.

CUYAHOGA 1927 - 1933

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.

1927 Mar. 3 Placed in commission at Camden, New Jersey. March 8th, left Camden, New Jersey.

1927 Mar. 17 Arrived at Stapleton, Staten Island, New York.

1928 Oct. 17 Arrived at Depot, Curtis Bay, Maryland, for reconditioning; Nov. 23rd, left for Stapleton, New York.

1929 Dec. 1 Assigned to Base Two, Stapleton, New York.

1931 Dec. 15 Left Base Two for Depot, Curtis Bay, Maryland, for repairs; arrived Dec. 17th; left July 7, 1932.

1933 May 27 Arrived at Washington, D. C., Navy Yard. May 29th, transferred to the Navy Department.

CHELAN 1928 - In commission 1 January, 1934

Built at Bethlehem Shipbuilding Corporation Ltd., Quincy, Massachusetts.

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 Apr. 27 Arrived at Unalaska, Alaska; Sept. 28th, left for Seattle, Washington; arrived October 3rd.

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 Kanatak 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.

TAMAROA 1921 - In commission 1 January, 1934 (Formerly BARTOLME)

1921 Oct. 31 Under Executive Order #3564, Shipping Board Tug BARTOLME transferred to Coast Guard at Norfolk, Va.  
1921 Nov. 9 By direction Assistant Secretary of the Treasury renamed TAMAROA.  
1922 Feb. 1 Placed in commission at noon. April 1st, departed from Coast Guard Depot.  
1923 Jan. 1 Permanent station at San Pedro, California. May 22nd, permanent station changed to San Diego.  
1924 July 5 Authorized to clean boiler.  
1925 Jan. 5 Left San Diego for San Pedro for overhaul. October 22nd, assigned to San Francisco temporarily.  
1925 Dec. 20 Arrived at San Francisco. Sept. 13, 1926, ordered to Section Base 17, San Pedro.  
1926 Sept. 24 Ordered to Alameda, California, for annual overhaul.  
1929 Feb. 13 Permanent change of station from San Pedro to San Diego, California.  
1929 Mar. 3 Arrived at San Diego. March 16, 1931, arrived at Oakland for repairs.

RELIANCE 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Apr. 26 Placed in commission at Camden at 11:45 a. m. May 6th, left Camden, New Jersey.  
1927 May 14 Reported at New York, New York. August 24, 1928, arrived at Depot for reconditioning.  
1928 Oct. 6 Left Depot for Stapleton, New York. December 1, 1929, assigned to Base Two, Stapleton, New York.  
1933 May 22 Headquarters' letter to Eastern Area authorizes permanent change of station to Norfolk, Virginia.  
1933 June 7 Arrived at Norfolk.

ESCANABA 1932 - In commission 1 January, 1934

Built at Bay City, Michigan, by DeFoe Boat and Motor Works.  
1932 Sept. 17 Launched. November 23rd, accepted. November 23rd, commissioned.  
1932 Dec. 3 Assigned to permanent station at Grand Haven, Michigan.  
1932 Dec. 5 Left Bay City enroute to Grand Haven. December 9th, arrived.

CHICOPEE 1919 - In commission 1 January, 1934 (Formerly Navy Harbor Tug #65)

1919 Dec. 3 Taken over from Navy at Boston, Mass.  
1923 Jan. 1 Permanent station at Portland, Maine.  
1926 May 12 Placed in full commission.

KICKAPOO 1921 - In commission 1 January, 1934 (Formerly BALDRIDGE)

1921	Oct.	31	Under authority of Executive Order #3564, Shipping Board Tug BALDRIDGE transferred to Coast Guard.
1921	Nov.	9	By direction of the Assistant Secretary of the Treasury re-named KICKAPOO.
1922	Jan.	9	Arrived at Depot; to be commissioned and assume status of MASCOUTIN and take station at Cold Springs Inlet, New Jersey. January 21st, placed in commission at Coast Guard Depot, South Baltimore.
1922	Jan.	23	Left Depot at 10 a. m. for Cape May, New Jersey.
1922	June	16	Ordered to Depot for overhaul and repairs; reported at Depot June 25th; left with GRESHAM July 1st.
1923	Jan.	1	Permanent station at Cape May. May 19th, left Cape May at 10 a. m., for Coast Guard Depot.
1923	May	20	Arrived at Coast Guard Depot 6:20 p. m. June 29th, left Depot. June 30th, to assume station Cape May.
1924	Feb.	2	Arrived at New York. February 5th, on Mariners Harbor drydock.
1924	Apr.	3	Arrived at Depot. May 1st, left Depot for drydocking, South Baltimore.
1924	May	3	Arrived at Depot from drydock. May 7th, left Depot for Cape May.
1924	Aug.	1	To 10th, cleaning boiler.
1925	Jan.	2	<u>Rescued entire crew and all passengers, 227 in all, of the American Steamer MOHAWK at Brandywine Shoals, Delaware, and landed all of them safely at Lewes, Delaware. MOHAWK total loss.</u>
1925	Apr.	28	Arrived at Depot for repairs. June 9th, arrived at Cape May.
1926	Aug.	7	Arrived at Depot for repairs. August 27th, left Depot at 11:45 a. m.
1926	Aug.	31	Placed out of commission.
1926	Nov.	16	Ordered to Rockland, Maine, as ice breaker. Present station under Eastern Division.
1926	Dec.	29	Placed in commission at Depot at 9:14 a. m. January 2, 1927, left Depot for Rockland.
1933	May	27	Arrived at Depot for repairs. September 19th, left Depot; arrived Rockland September 28th.

CYGAN 1919 - In commission 1 January, 1934 (Formerly Navy SC-335)

1919	Nov.	22	Taken over from Navy at Key West, Florida. July 6, 1920, placed in commission at Key West.
1921	Feb.	8	Left for American Shoals. July 26th, left Key West in tow of TALLAPOOSA for Depot.
1921	Aug.	7	Arrived at Depot in tow of SEMINOLE. August 10th, ordered to be placed out of commission.
1922	Apr.	8	Headquarters' letter to Commandant, Depot, Commanders Norfolk Division and Gulf Division, direct towing of CYGAN to Key West where TAMARQA will take up tow to west coast.
1922	Apr.	22	Left Norfolk Navy Yard. January 1, 1923, permanent station at San Francisco. Out of commission.
1923	Apr.	25	Placed in commission at San Francisco at 8 a. m.
1923	June	6	Left Seattle for Ketchikan, Alaska, at 11 p. m.; arrived Ketchikan.
1927	Nov.	26	Returned to Ketchikan. March 15, 1931, left Ketchikan for Seattle.
1931	July	14	Left for California Division, San Francisco, new station.
1931	July	18	Arrived at Oakland, California, new permanent station.



EARP 1919 - 1923 (Formerly Navy Eagle #22)

1919	Dec.	19	Taken over from Navy at Academy, New London, Conn.; March 17, 1920, placed in commission at Academy.
1920	May	8	Left Academy, New London, Conn., for Depot, Curtis Bay, Md., thence to Norfolk, Virginia, thence to Bering Sea. May 17th, arrived at Depot; left June 2nd, 1920. June 27, left Norfolk, Virginia.
1920	July	9	Permanent station at Honolulu, T. H. July 18th, left Balboa for La Union; arrived July 21st.
1920	July	25	Arrived at Salina Cruz. Aug. 2nd, arrived San Diego, Calif.; left for Mare Island on Sept. 23rd.
1920	Sept.	26	Arrived at Mare Island; left for Honolulu, T.H., December 4th; arrived December 13th.
1921	Nov.	25	Placed out of commission at 10 a. m. January 1, 1923, out of commission at Honolulu, T. H.
1923	May	22	Returned to Navy at Honolulu, T. H.

ERICSSON 1924 - 1932

1924	June	7	Transferred from Navy at Philadelphia Navy Yard, Philadelphia, Pa., at 5:45 a. m.
1925	May	28	Placed in commission at Philadelphia Navy Yard, at 12:20 p. m.
1925	May	29	Reported for duty at New London, Conn.
1929	Feb.	4	Left New London for Charleston, S. C., for target practice. Feb. 6th, arrived at Charleston, S. C.
1929	Mar.	12	Returned to New London, Conn.; left for St. Petersburg, Florida, for target practice on Feb. 6, 1930.
1930	Feb.	12	Arrived at St. Petersburg, Florida. March 16th, returned to New London, Conn.
1931	Feb.	6	Left New London for St. Petersburg for target practice; arrived St. Petersburg, Florida, Feb. 10th.
1931	Feb.	15	Left St. Petersburg, Florida, for New London, Conn.; arrived March 27th.
1932	Mar.	14	Left New London for New York Navy Yard; arrived March 15. Apr. 23, arrived Philadelphia Navy Yard.
1932	Apr.	30	Placed out of commission at Philadelphia Navy Yard and returned to Navy Department.

CAYUGA 1931 - In commission 1 January, 1934

			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.

ERIE 1832 - 1849

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- 1832 Sept. 12 Cutter building for the Lakes at Presque, Ill.  
 1832 Nov. 20 Superintended by Captain Dobbin. Not to be launched until following Spring.  
 1838 Jan. 4 Ordered to Buffalo to aid in enforcing neutrality laws.

Cooperation of the Revenue Cutter ERIE with the Army in Maintaining Neutrality  
 between the United States and Canada during the insurrection in 1838.

In the latter part of 1837 there was an insurrection in Canada. A portion of the people, dissatisfied with the British Government, broke out in revolt and attempted to establish their independence. The insurgents found much sympathy and encouragement in the United States, especially in New York. From that state a party of 700 men, taking arms, seized and fortified Navy Island in the Niagara River. These events created considerable excitement and the peaceful relations of the United States and Great Britain were endangered. But the President issued a proclamation of neutrality forbidding interference with the affairs of Canada; and General Wool was sent to the Niagara frontier with a sufficient force to quell the disturbance and punish the disturbers. The New York insurgents on Navy Island were obliged to surrender, and order was soon restored.

- 1838 Jan. 4 In consequence of existing state of affairs in Canada it is deemed proper that the utmost vigilance should be observed in the due execution of the laws and the most effectual measures taken to suppress any illegal or improper interference on the part of our citizens in the affairs of the neighboring people; accordingly the President has directed that the Revenue Cutter under your command be placed under the control of the Collector at Buffalo and that she be employed in aiding the authorities of the Government in maintaining the laws and enforcing the obligations thereby imposed on citizens of the United States. You are therefore directed, if the state of the weather will permit, to proceed with all practicable dispatch with the vessel to that port and report your arrival to the Collector of Customs who will instruct you in the measures necessary to be taken to suppress all and every attempt to violate the laws, and whose orders in this respect you will obey. (Secretary of the Treasury to Captain Daniel Dobbin, Commanding the ERIE).
- 1838 Jan. 15 Sailed from Erie. January 16th, arrived and anchored at Buffalo. Collector ordered the Cutter to protect the steamboat BARCELONA, as the British armed vessels had threatened to fire into her if she attempted to come up the river. Made sail and stood down the river at 3 p. m., came to opposite the British Schooners. Got the gun ready and the shot and wads on deck. The steamboat came to ahead of the Cutter. January 17th, ordered to return to Buffalo.
- 1838 Jan. 18 At 11 a. m., came to in Buffalo Creek; received orders from the Collector to be ready to prevent any steamboat or vessel passing out and keep a lookout for the Schooner SAVANNAH. Sent Lieutenant Ottinger and a boats crew to haul SAVANNAH on the South side of the Creek and move her ahead of the Cutter.
- 1838 Jan. 19 Informed by the Collector that the steamboat NEW ENGLAND would attempt to force her way out with Navy Island troops and arms.

ERIE 1832 - 1849

- 1838 Jan. 21 Received orders from Collector to let Lieutenant Ottinger go on board the steamboat ROBERT FULTON on duty. At 4 p. m. she went out with U. S. Troops on board.
- 1838 Feb. 6 Lieutenant Ottinger seems to have returned.
- 1838 Feb. 24 Lieutenant Ottinger with eight men left to join Col. Worth's command in an expedition up the Lake.
- 1838 Feb. 25 Lieutenant Ottinger left for Canada with dispatches from Col. Worth for Commanding Office at Chippewa.
- 1838 Feb. 26 Returned at meridian. Received an order from the Collector to send as many men as possible armed for duty on shore, at 3 p. m. Sent Lieutenant Ottinger with the men to Hamburg, 8 miles up the Lake. On arriving there found that the civil authorities had succeeded in taking some ammunition and two pieces of cannon, but some of the ammunition had been taken by the mob from the guard of the militia. Went in pursuit with the detachment from the Cutter in support of the Deputy Marshal. Succeeded in re-taking it. Found on our return to Hamburg that the cannon and powder had been taken from the militia guard of 12 men and a commissioned officer and about 100 persons calling themselves patriots assembled. Several attempts were made to prevent the sleigh from proceeding but finding the Cutter's men did not give way they desisted. At 7 p. m. Lieutenant Ottinger arrived at Comstocks on the lake shore. Got the ammunition in the house and placed a guard of six men over it and two over the horses and sleigh. At 8 p. m. about 50 men collected in the house. Several attempts were made to get into the room where the ammunition was, being emboldened by their success at Craigs, but bringing the men to a charge at the doorway, their steadiness had the effect of keeping the doorway clear. At 9 p. m. Captain Wright arrived with a detachment of U. S. Troops from Craigs and succeeded after some difficulty in getting a guard in to reinforce the Cutter's men, then started an expedition 2 miles further up the Lake, leaving Lieutenant Ottinger in charge of the guard. The assemblage increased to about 100 men.
- 1838 Feb. 27 At 5 a. m. Lieutenant Ottinger received an order from Col. Worth to hold his men in readiness to accompany the Collector and Marshal. At daylight got the men in sleighs with a guard of militia and started on the Lake. At 7 a. m. came to a halt at a shanty about five miles from the shore; found 17 men drawn up under arms, who surrendered to the civil authority, drew our men up in front of the shanty and took the arms and ammunition, three pieces of artillery and about 200 stand of arms and proceeded for the shore; met about 30 men going out to reinforce the shanty; when within half a mile of the shore met Lieutenant Thomas, U.S.A., in a sleigh going out to destroy their quarters; having no men with him Lieutenant Ottinger returned with the Cutter's crew. At 3 p. m. returned on board.
- 1838 Apr. 1 Sailed from Buffalo for Erie. April 2nd, arrived at Erie. (From Journal of the ERIE).
- 1839 Apr. 17 Information having reached the Department through General Brady, of a rumor that the patriots are making active preparations for an early summer invasion of Canada, I beg leave to request that you will give directions to the proper officer to place the Revenue Cutter on Lake Erie under the orders of General Brady upon an emergency. (Secretary of War, J. R. Poinsett to Secretary of the Treasury).

ERIE      1832 - 1849

1839 Apr. 18 Placed under orders of War Department to aid in preventing unlawful incursions against neighboring provinces.

1839 Apr. 18 On the receipt of this order you will proceed with the Revenue Cutter ERIE to Detroit and report yourself to General A. Brady for orders; when he ceases to need your vessel you will return to Erie. (Secretary of the Treasury to Captain Dobbin, Commanding Cutter ERIE).

1839 May 4 At 10 p. m. got underway and went out. Stood to the westward for Detroit in obedience to an order from Department to report to General Brady for duty. Lieutenant Ottinger in command.

1839 May 10 Arrived at Detroit. May 11th, directed by Major Pano to be on the alert, as there was a probability of an attempt being made by the patriots to cross.

NOTE: The ERIE cruised between Erie and Detroit and westward to the latter place during the greater part of the summer; reporting to General Brady whenever she passed Detroit.

1846 Oct. 15 From Erie to Michilimacinac. May 27, 1847, arrived at Michilimacinac.

1849 June 12 Her sale at Erie authorized. July 26th, sold on the 13th instant for \$700.

AARON V. BROWN      1856 - 1864

1856 Nov. 11 Contract entered into with Merry and Gay for the construction of six new cutters at Milan, Ohio, for \$4,050 each. Captain W. C. Pease to superintend their construction. Extra cost \$2,333.

1857 Aug. 29 Named AARON V. BROWN. June 14, 1858, to be stationed at Milwaukee, Wisconsin.

1858 Oct. 8 Ordered to proceed to Milwaukee; October 25th, her arrival reported.

1861 Oct. 18 To be transferred to the Atlantic. October 31st, sailed from Milwaukee.

1861 Dec. 18 Her arrival at Boston in company with the COBB, BLACK, TONCEY and THOMPSON reported.

1862 May 28 To Salem for duty; June 4th, her arrival reported. Nov. 2nd, repaired at a cost of \$1,402.09, at Salem, Maas. January 29, 1863, to Beaufort, N. C., for duty. February 17th, sailed for Beaufort.

1863 Feb. 28 Arrived at Beaufort. March 6th, sailed for Albermarle Sound.

1864 May 30 To New York from New Bern. August 2nd, her sale at New York authorized.

1864 Aug. 23 Sold at New York for \$3,700.

SEA DRIFT      1853 - 1857

1853 Feb. 21 Built by Messrs. Ivans and Grinnell at Stonington, Conn., latter part of 1852 and early part of 1853.

1853 Feb. 24 To New York for outfit, then to Key West, Florida. March 20th, finally ordered to sail from New York.

1857 Feb. 20 To be sold at Key West, unseaworthy.

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WILLIAM J. DUANE 1841 - 1844  
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1841 Oct. 6 Revenue boat at Mobile to be used as a Cutter.  
1844 Nov. 7 To be sold. Officers waiting orders.

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WILLIAM J. DUANE 1848 - 1861  
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1848 Oct. 16 Proposal of Jacob Tees to build two new vessels (DUANE and CRAWFORD) at Philadelphia, accepted.  
1848 Oct. 20 Lieutenant J. McGowan to superintend their construction.  
1849 June 7 Received from the contractor. June 30th, ordered to New Orleans. July 25th, sailed for New Orleans.  
1849 Aug. 31 Arrived at New Orleans. September 18th, repaired at a cost of \$1,936.80.  
1850 Feb. 1 Laid up at New Orleans. February 27th, placed in commission.  
1851 Nov. 22 Estimated cost of necessary repairs \$1,800.  
1854 Jan. 11 To Pensacola Navy Yard for repairs; her arrival reported February 4th.  
1855 Oct. 15 From New Orleans to Norfolk for repairs. August 5, 1856, to be stationed at Norfolk,  
1861 Feb. 9 To New York for orders. April 18th, taken possession of by citizens of Norfolk.

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WASP 1825 - 1830  
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1825 July 7 The Collector at Portland authorized to have two vessels (DETECTOR and WASP) constructed.  
1825 Aug. 27 Contract entered into with Messrs. Fisher and Webster. To be superintended by Captain R. Drinkwater.  
1825 Sept. 12 Captain J. C. Jones ordered from Norfolk to Portland to receive and bring one of the cutters to Norfolk.  
1826 Feb. 11 Ordered from Norfolk to Wilmington, Delaware. Order revoked.  
1826 June 13 Referred to as the WASP.  
1830 Nov. 23 Is under orders to New York from Norfolk.  
No further record.

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PAWPUKET 1863 - 1867  
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1863 July 7 Built by Mr. Thomas Stark of New York. Launched and named on this date.  
1863 July 9 Draft forward 4 ft. 5 in.; aft. 5 ft. 10 in.  
1864 Oct. 4 Sailed from New York. October 5th, arrived at Boston.  
1867 May 31 Laid up and dismantled at Boston.  
1867 Aug. 9 Sold at Boston to P. L. Everett for \$25,600.



PULASKI 1825 - 1833

1825 Oct. 8 Built at Baltimore under superintendence of Captain Doane. Ordered to Key West to replace the FLORIDA.  
1825 Nov. 15 Sailed for Key West. February 3, 1827, to Wilmington, Delaware. The FLORIDA to take her place.  
1828 Aug. 19 To exchange officers and crew with the FLORIDA then to Key West.  
1832 May 21 McLANE to replace the PULASKI.  
1833 May 1 To be stationed at Philadelphia; from Key West.  
No further record.

JOHN APPELTON 1857 - 1861

1857 July 10 Contracted with Page and Allen of Portsmouth, Virginia, for a new vessel. To be 35 tons and superintended by Captain R. K. Hudgins. February 1, 1858, ordered to Key West.  
1858 Feb. 20 Sailed from Norfolk for Key West; arrived April 8th.  
1861 Apr. 11 To be turned over to Captain W. F. Smith, U.S.N., at Key West.

KANEKAKEE 1863 - 1867

Built by Messrs. J. A. and D. D. Westervelt at New York. September 15, 1863, launched. Draft 4 ft. 9"; beam 26½'; depth 11'; length 137 ft.; 350 tons; low pressure engine; 36" cylinder; 32" stroke. (New York Herald, September 16, 1863).

1864 Nov. 1 Trial trip.  
1865 Jan. 31 Sailed from New York for Savannah to convoy Cotton Fleet from Savannah to New York.  
1865 Feb. 5 Reported at Hilton Head from Savannah. July 15th, her arrival at Mobile reported.  
1865 July 28 Her arrival at Charleston reported.  
1865 Sept. 13 Reported to Collector at Norfolk for duty by order of New York Collector.  
1866 Feb. 20 To Philadelphia from Norfolk. February 27th, sailed from Norfolk.  
1866 Feb. 28 Her arrival at Philadelphia reported. May 7th, laid up at Staten Island.  
1867 May 26 To be sold at Staten Island. June 20th, sold for \$28,600. to Wetmore Cryder and Company.

EROLIC 1851 - 1853

1851 Dec. 4 Chartered at San Francisco, California.  
1853 Apr. 14 Collector directed to terminate charter and return the vessel to her owners.  
1853 July 2 Collector instructed to purchase her, then to dispose of her at Public Sale.



KEWANEE 1863 - 1867

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Built by Messrs. J. A. Robb and Company at Balto., Md. September 23, 1863, launched.  
1865 Jan. 4 To carry New York Collector to Charleston and Savannah. January 16th, arrived at Hilton Head.  
1865 Aug. 29 From New York to Charleston. September 5th, sailed from New York; arrived Charleston the 10th.  
1866 Sept. 7 Ordered to Baltimore for repairs. October 3rd, her arrival at Baltimore reported.  
1866 Dec. 4 To Key West, Florida. December 14th, exchanged Commanders with the WILDERNESS at Savannah.  
1866 Dec. 21 Arrival at Key West reported. April 30, 1867, will sail from Key West tomorrow.  
1867 May 10 Her arrival at New York reported. May 14th, laid up at Staten Island.  
1867 May 28 To be sold. July 10th, sold for \$25,100.  
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MIAMI 1862 - 1871 (Formerly LADY LE MARCHANT)

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1862 Jan. 28 British Steamer LADY LE MARCHANT bought at New York of Arthur Leary for \$25,000.  
1862 Apr. 3 Named the MIAMI. Steamer fitted out at New York. May 15th, at Fortress Monroe.  
1862 May 18 Sails for Washington at 5 a. m. May 27th, arrived at New York.  
1864 Mar. 15 Will sail for Halifax to convoy confederate Steamer CHESAPEAKE to New York.  
1864 Mar. 17 Arrived at Halifax. November 14th, ordered to Newport for duty.  
1865 Oct. 2 To be repaired at Newport, estimated cost \$6,502.50. May 28, 1867, ordered to New York.  
1867 June 3 Arrived at New York. June 4th, to be laid up at Staten Island. June 8th, laid up.  
1867 Nov. 19 To be repaired at an estimated cost of \$1,200.  
1868 Jan. 7 To be stationed at Wilmington, Delaware, but to be under control of Philadelphia Collector.  
1868 Jan. 13 Her arrival at Lewes reported. February 1st, reported to Collector at Wilmington for duty.  
1871 Apr. 1 Advertised for sale at Wilmington.  
1871 Apr. 19 Sold to Mason, Hobbs and Company, of Philadelphia for \$2,149.  
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HOWELL COBB 1856 - 1862

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1856 Nov. 11 Contract entered into with Merry and Gay for the building of six cutters at Milan, Ohio, at \$4,050.  
each. August 20, 1857, extra cost \$2,333. Superintended by Captain Pease.  
1857 Aug. 29 Named HOWELL COBB. June 17, 1858, ordered to Oswego; arrival reported October 18th.  
1861 Oct. 18 To be transferred to the Atlantic.  
1861 Dec. 18 Arrived at Boston in company with the BROWN, BLACK, TONCEY and THOMPSON.  
1861 Dec. 27 Went ashore on Cape Ann at night.  
1862 Jan. 2 Reported a total loss off Lanisville.  
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NEMAHA 1862 - 1868 (Formerly FLORA)

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Bought by Collector at New York for \$18,000. Date of purchase not stated. Cost of repairs \$3,814.45.  
Cost of outfit \$4,808.17. March 2, 1862, sailed for Port Royal, South Carolina.  
1862 June 18 To be turned over to General Saxton at Port Royal with all her appurtenances. July 9th, transferred.  
1863 Dec. 15 Repaired at New York at a cost of about \$31,000. January 6, 1864, to be named NEMAHA.  
1864 Jan. 13 The Collector reports having changed the name of the FLORA to NEMAHA as directed.  
1864 May 28 Ordered to return to Port Royal; arrival at Port Royal reported June 16th.  
1864 Dec. 19 Used as Headquarters by General Foster in his expedition to destroy part of Charleston and Savannah  
railroad in favor of Sherman's advance. Was under fire and returned the same for several hours on  
December 1, 1864. June 13, 1865, ordered to Baltimore for repairs; arrived June 29th.  
1866 May 18 Ordered to Norfolk for duty. May 22nd, her arrival at Norfolk reported.  
1868 Feb. 7 Burned at mouth of Wicomico River.  
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FLORIDA 1824 - 1831

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1824 May 7 At Key West, Florida. No previous record.  
Capture of Smuggler off Florida Keys by the Revenue Cutter FLORIDA,  
in supposed Command of Lieutenant Ezekiel Jones.  
1824 June 7 The Spanish Schooner NUESTA LEONORA DE LOS ANGELOS, which had been captured by the Columbian Ship  
BOYACEA, has been recaptured by the Revenue Cutter FLORIDA, while attempting to smuggle sugar at one  
of the Keys, to the westward of Thompson's Island.  
1825 Nov. 15 The PULASKI sailed from Baltimore to take place of FLORIDA.  
1826 Mar. 15 At Wilmington, Delaware. February 3, 1827, from Wilmington to replace the PULASKI at Key West.  
1828 Apr. 5 From Key West to Philadelphia for repairs.  
1828 Aug. 19 To Wilmington to exchange officers and crew for those of the PULASKI.  
1829 Aug. 21 Placed under control of Wilmington Collector. Dec. 4, 1830, ordered to the Chesapeake for duty.  
1831 Nov. 29 Placed under control of Wilmington Collector. It is not clear whether she was at Wilmington in  
accordance with the order of August 21, 1829.  
No further record.  
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ARGUS 1791 - 1804

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1791 Oct. 31 At Providence, Rhode Island. In command of Captain Malbie.  
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JEREMIAH S. BLACK      1856 - 1868

1856 Nov. 11 Contract entered into with Messrs. Merry and Gay for the building of six cutters at Milan, Ohio, for \$4,050. each. Captain Pease to superintend the same. August 20, 1857, extra cost \$2,333.  
1857 Aug. 29 Named JEREMIAH S. BLACK. June 19, 1858, ordered to Erie.  
1861 Oct. 18 To be transferred to the Atlantic. Out of commission since December 1, 1860.  
1861 Nov. 20 Sailed from Erie for the Atlantic.  
1861 Dec. 18 Arrived at Boston in company with the COBB, BROWN, TONCEY and THOMPSON.  
1862 Feb. 6 Ordered to Eastport. June 14, 1865, her arrival at Sag Harbor by order 27th ultimo, reported.  
1866 Sept. 7 Ordered to Edgartown, Mass. September 14th, her arrival at Edgartown reported.  
1867 June 21 From Edgartown to Philadelphia. July 3rd, sailed from Edgartown.  
1867 July 20 Her arrival at Philadelphia reported.  
1868 Jan. 9 Laid up at Philadelphia. Officers waiting orders.  
No further record.

WILLIAM L. MARCY      1853 - 1862

Built at Bristol, Rhode Island, by J. M. Hood.  
1853 Feb. 18 Captain Gay Moore detailed to superintend her construction.  
1853 June 30 Named WILLIAM L. MARCY.  
1853 July 11 Will be ready to be towed to New York on the 16th instant; to be fitted out at New York.  
1853 Oct. 28 Ordered to San Francisco, California. November 10th, sailed for her station.  
1858 - - Thoroughly repaired and overhauled at the Mare Island Navy Yard.  
1860 Dec. 10 Estimated cost of necessary repairs \$11,800.  
1861 Sept. 25 Reported ready for duty. October 25th, ordered to Port Townsend.  
1862 Mar. 5 To be transferred to Coast Survey.

LEWIS CASS      1855 - 1861

Built by Page and Allen at Portsmouth, Virginia.  
1855 June 20 Lieutenant R. K. Hudgins detailed to superintend her construction.  
1856 May 30 Named LEWIS CASS. Her future station at New Orleans designated. July 1st, ordered to New Orleans.  
1856 July 21 Sailed for New Orleans. Repaired at New Orleans during summer of 1859, at a cost of about \$7,000.  
1860 July 21 Arrived at Mobile to replace the McCLELLAND.  
1861 Jan. 30 Authorities of Alabama took possession of her.

RUSH      1829 - 1830

1829 July 23 One of the cutters stationed at New York. Replaced by new RUSH in July, 1830.

RUSH      1830 - 1840

1830 Mar. 25 Contract entered into with Webb and Allen for a cutter similar to the CRAWFORD for the New York Station. Also one for New Orleans (INGHAM).  
1840 Jan. 10 Frozen up in New Haven harbor. February 29th, Collector at New York authorized to sell her. Officers waiting orders.  
1840 Mar. 17 To be appraised with a view of transferring her to the lighthouse establishment.  
1840 Mar. 30 To be so transferred.

JOHN A. DIX      1865 - 1872

1865 July 28 Built at Buffalo in 1865. November 6th, to Detroit for winter quarters; arrival reported Nov. 22nd.  
1866 June 5 To Sault Ste. Marie, Michigan, for duty; July 4th, her arrival reported.  
1866 Nov. 24 Arrived at Detroit, Michigan, for the winter. December 12th, put into winter quarters.  
1867 May 30 Her arrival at Sault Ste. Marie reported.  
1872 June 27 Sold at Detroit, Michigan.

HOPE      (1861)

1861 May 24 In a letter to Captain Howard reference is made to her services having been tendered the Government by Mr. Ives, who will also be her commander.  
1861 June 17 Ordered to Baltimore from New York. October 11th, ordered to New York from Baltimore.  
1861 Oct. 15 Her arrival at New York reported. Nov. 4th, Lieutenant Ives expresses his desire to withdraw with his vessel from the Service. Nov. 7th, his request granted. Nov. 22nd, formally placed out of commission.

ARAGO      (1861)

1861 May 31 Captain Howard authorized to receive her from the Coast Survey. Used as a receiving ship for recruits for the Revenue Marine Service at New York. Subsequently exchanged for the AGASSIZ of the same Service.

ROGER B. TANEY 1833 - 1858

1833	July	2	Bid of Messrs. Webb and Allen of New York to build a cutter for \$10,914, accepted.
1833	Sept.	6	Captain H. D. Hunter ordered to superintend her construction.
1834	Jan.	4	Captain Hunter reports she will be ready for sea January 8th.
1834	Jan.	10	Ordered on a special cruise of inspection from Maine to Texas. Jan. 23rd, sailed for New Orleans.
1834	Nov.	25	To Norfolk to replace the JEFFERSON.
1837	Jan.	24	To convey General Santa Anna to Mexico if desired by Navy Department.
1837	Jan.	29	Services declined by Santa Anna. Went in the PIONEER, U.S.N.
1837	Oct.	24	To extend her cruising grounds to Baltimore.
1837	Oct.	24	To proceed at once in search of Pirate which captured packet ship SUSQUEHANNA on 21st near Cape May.
1843	June	1	Ordered to New York for repairs. Cost \$4,087.66. May 22, 1846, from Norfolk to New York.
1846	June	5	Her arrival at New York reported. Dec. 14th, estimated cost of repairs \$2,100.
1847	July	6	To be transferred to Coast Survey at Brooklyn, New York. Officers waiting orders.
1847	Aug.	2	Order obeyed. August 17, 1850, to be received from the Coast Survey.
1850	Aug.	23	Lieutenant Brown reports having received her. April 7, 1851, cost of repairs \$11,021.56.
1851	Apr.	25	Ordered from New York to Savannah without delay, for special service. April 26th, sailed for Savannah. Ordered to prevent filibustering expedition from leaving Coast of Florida for Cuba. Commanded by Captain T. C. Rudolph.
1851	May	25	You will proceed immediately to cruise along as near the shores as practicable, from this city to Jacksonville, Florida. You will use your force and best efforts to prevent any expedition of a hostile appearance from leaving the shore of the United States, and arrest and bring into this port any vessel that you may discover with an unusual quantity of ammunition on board. On your cruise, you will please, when opposite the St. Illa River, proceed up that river as far as Burnt Ford, where it is said a number of persons are collected for the purpose of embarkation, and where officers have been sent to arrest them. Should you be called upon by any officer of the Government to aid in making arrests, you will obey such instructions; returning from this place you will continue to Jacksonville, first stopping at St. Mary's, and obtaining all the information you can in reference to an expedition set afoot within the United States for the purpose of invading the Island of Cuba. Let the actions of your vessel be such as to preserve the laws of neutrality of the United States. (Collector at Savannah to Captain Rudolph).
1851	May	19	Returned from cruising in search of the Cuban expedition. Captain Rudolph gives as his opinion that the expedition has been abandoned. (Collector at Savannah to Secretary of the Treasury).
1851	May	22	From Savannah to New York. June 10th, sailed for New York. Aug. 3, 1852, capsized in New York harbor.
1852	Aug.	19	Estimated cost of repairs \$3,460. Aug. 26, to Brooklyn Navy Yard for repairs.
1853	Jan.	28	To Eastport, Maine, for duty.
1855	Oct.	12	To Delaware Breakwater to exchange officers and crew and station with the JACKSON at Savannah.

ROGER B. TANEY 1833 - 1858

1855 Nov. 5 Exchanged officers. Nov. 9th, her arrival at Savannah reported.  
1857 Aug. 21 To Norfolk for repairs. August 22nd, to transfer officers and crew to the DOBBIN.  
1857 Aug. 30 Struck by lightning near Tybee Island. October 30th, to be repaired at Savannah.  
1857 Dec. 10 Her sale at Savannah ordered. Jan. 5, 1858, Collector reports her sale for \$104.

RELIEF 1866 - 1870

1866 Oct. 19 Proposal of Bierly, Hillman and Company of Philadelphia for building two schooners at \$16,450, accepted; the other being the RESCUE.  
1867 May 10 Name referred to as the RELIEF. June 29th, to Indianola, Texas.  
1867 Sept. 12 Reported at Key West, Florida, for duty during the prevalence of yellow fever at Indianola.  
1867 Dec. 5 Sailed from Key West. July 19, 1870, to be repaired at New Orleans.  
No further record.

RELIANCE 1861 - 1865

1861 Aug. 10 Bought from the Patapsco Steam Tug Company for \$9,000. Fitted out under superintendence of Captain McGowan. Was stationed at Baltimore and cruised in Chesapeake Bay and waters tributary thereto.  
1865 Oct. 10 To be sold within 15 days. Sold for \$4,500.

VIGILANT 1866 - 1870

1866 Oct. 16 Proposal of Fardy and Brother of Baltimore to build two top-sail schooners at \$29,000 each, accepted. The VIGILANT and RELIANCE. June 3, 1867, the vessels accepted for the Department by Capt. McGowan.  
1867 June 14 Ordered to Boston, Mass. Dec. 3, 1870, ordered to Portland, Maine, from Boston.  
1870 Dec. 24 Her arrival at Portland reported.  
No further record.

ZOUAVE (1861)

1861 July 18 Her services tendered to the Government by Benjamin E. and J. M. Wilson.  
1861 July 27 The Collector at New York authorized to receive her if deemed by him suitable for the Service.  
1861 Aug. 20 Declined on account of the large expense necessary to fit her for service.



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MASSACHUSETTS      1790 - 1798  
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1790 Oct. 1 Collector at Boston authorized to contract for building a cutter of suitable size and strength.  
1790 Oct. 16 Contract entered into by Collector for a vessel 48' keel; 18' beam; 7' hold and 63 63/95 tons, to be built at Newburyport, Mass., for \$22.50 per ton, or \$1,440, completely rigged and fitted for sea.  
1791 July 23 Actual measurement when completed - length 50'; depth 7' 8"; breadth 17' 8"; tonnage 70 43/95. Built by William Searle. Sept. 29, 1798, sale of the old cutter authorized.

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MASSACHUSETTS      1798 - 1804  
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1798 Feb. 19 The Collector at Boston, Mass., authorized to obtain proposals for a new cutter.  
1798 Mar. 29 Contract with Nathan and Orlando Merrill for a cutter 58' long; 20' beam and 9' hold, approved.  
1801 Oct. 14 The old MASSACHUSETTS to be sold. June 23, 1804, sold for \$900.

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MASSACHUSETTS      1801 - 1816  
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1801 Oct. 14 A cutter not to exceed 45 tons to be built for Boston, Mass.  
1812 June 18 The Boston cutter ordered to Passamaquoddy to announce the declaration of war with Great Britain.  
1814 Aug. 10 The MASSACHUSETTS has been built many years, is only 50 tons and is considered unsafe.  
1816 July 23 Exchanged at Newport, Rhode Island, for the SEARCH.

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SUMNER      (1861)  
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1861 Aug. 19 The Steamer SUMNER to be chartered at San Francisco for 6 months. Seems to have been chartered by the Collector prior to this date. Sept. 25, department informed that the SUMNER was returned to her owner and that her services of nearly two months cost the Government nothing.

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SHERMAN      (1872)  
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No record of acquisition.  
1872 June 25 Sold at Cleveland, Ohio.

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VIKEN      (1861)  
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1861 May 31 Captain Howard authorized to receive her from the Coast Survey.  
1861 June 15 Returned to the Coast Survey. She had been on duty at Throggs Neck from about May 1st.

EAGLE 1816 - 1824

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Built at New York early part of 1816. She was intended for Boston but was assigned to New Haven, Conn.  
Was at New Haven from 1816 to 1824.  
No further record.

EAGLE 1824 - 1829

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Another cutter named EAGLE at New Haven from 1824 to 1829, commanded in 1827-8-9 by Capt. Fred Lee.  
No further record.

SUNNYSIDE 1865 - 1868

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1865 Nov. 3 At Waldoboro, Maine, had been a revenue boat. Dec. 23, 1868, arrived at Portland.  
1868 Dec. 26 To be sold at Portland.

HORNET (1806) (Formerly TRAVELLER)

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Built at Newburyport, Mass., as a merchant vessel, named TRAVELLER.  
Purchased in the Mediterranean for the Navy by Commodore Barron. Transferred to the Revenue Marine.  
1806 Sept. - Sold at Philadelphia.

BRONX 1863 - 1864 (Formerly ADDISON F. ANDREWS)

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1863 Dec. 5 The purchase at New York of the Steamer ADDISON F. ANDREWS for \$42,000 authorized.  
1864 Jan. 13 Re-named BRONX. Was used as a harbor boat at New York.  
No further record.

GEORGIA (1829)

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1829 Apr. 11 Chartered for a Revenue Cutter at Savannah for one year at \$200. per month.  
No further record.

GOVERNOR WILLIAMS 1800 - 1806

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1807 Apr. 6 Was lost at Ocracoke last September.

BOUTWELL 1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Feb. 21 Placed in commission at Camden, New Jersey; left March 8th. March 15th, arrived New London, Conn.  
1927 Mar. 17 Arrived at New York. May 11, 1928, arrived Depot, Curtis Bay, Maryland, for reconditioning; left  
for New York June 11th. Dec. 1, 1929, assigned to Base Two, Stapleton, N. Y., permanent station.  
1930 Jan. 8 Ordered to Depot for repairs; arrived Feb. 17th; left for Base Two, Stapleton, N. Y., July 9th.  
1932 Sept. 15 Left Base Two for Base Three, Charleston, S. C.; arrived Sept. 19th.  
1933 June 23 Letter, Commander, Jacksonville Division, states vessel to operate directly under Jacksonville Di-  
vision with headquarters at Charleston, S. C.

GOLDEN GATE 1896 - In commission 1 January, 1934

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1896 Feb. 3 Built by Moran Brothers, Seattle, Wash. Cost \$49,840.20. May 5, 1897, sailed from Seattle, Wash.  
1897 May 13 Arrived at San Francisco and crew of HARTLEY transferred. June 17, placed in commission, San Francisco.  
1898 Apr. 15 To perform HARTLEY'S duty, while that vessel is withdrawn. Feb. 11, 1907, towed BEAR to Mare Island  
Navy Yard. Aug. 28, cooperate with Marine Hospital Service in fumigating vessels.  
1907 Sept. 27 Cooperate with Marine Hospital Service on quarantine duty and for the time relinquish boarding duty.  
1908 Dec. 4 Assist in keeping course clear at launching of PROMETHEUS at Mare Island Navy Yard.  
1909 Mar. 25 Patrol course of Pacific Coast regatta at San Francisco, April 17. Nov. 8, 1911, assigned to Southern  
Division, Pacific Coast. June 6, 1912, patrol course Fifth Annual regatta from Corinthian Yacht  
Club to Santa Cruz, July 19. Aug. 14, to maintain fairway at Mare Island at launching of JUPITER.  
1912 Sept. 5 To patrol regatta of Corinthian and San Francisco Yacht Club on Sept. 9th.  
1914 Feb. 2 Secretary of Treasury McAdoc on board. May 30th, patrolled course of Sacramento Yacht Club.  
1914 Aug. 5 To observe neutrality laws. Jan. 18, 1915, GOLDEN GATE and HARTLEY to discontinue transporting  
immigration officers to incoming ships. Apr. 6, 1917, temporarily transferred to the Navy.  
1919 Aug. 28 Coast Guard returned to the Treasury Department by Executive Order.  
1923 Jan. 1 Permanent station at San Francisco, California. May 4, 1924, patrolled regatta of Pacific Inter-  
Club Yacht Association at San Francisco, in lieu of SHAWNEE, which vessel was out on urgent call.

CARR 1919 - 1923 (Formerly Navy Eagle 30)

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1919 Dec. 19 Taken over from Navy at Academy; assigned to Depot, Curtis Bay, Maryland.  
1922 Nov. 16 Sold at Depot for \$876. to Pottstown Steel Company, Washington, D. C.  
1923 Jan. 24 Taken from Depot, Curtis Bay, Maryland, by representative of Pottstown Steel Company, Washington, D.C.

MARION 1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Apr. 6 Placed in commission at Camden, New Jersey, at 8 a. m. April 23rd, left Camden for New London, Conn.  
1927 Apr. 30 Arrived at New London. July 11, 1928, sailed on special cruise to Baffin Bay, Davis Strait.  
1928 Sept. 19 Arrived at New London from special cruise. Feb. 5, 1929, assigned to Base 4, New London.  
1933 May 22 Headquarters' letter to Eastern Area authorizes permanent change of station to Norfolk, Virginia.  
1933 June 2 Left New London. June 3rd, arrived at Norfolk; left for repairs at Curtis Bay, Maryland, Oct. 18th.  
1933 Oct. 20 Arrived at Curtis Bay, Maryland.

McLANE 1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Apr. 8 Placed in commission at Camden, New Jersey. April 23rd, left Camden for New London, Conn.  
1927 Sept. 29 Ordered to Depot for repairs. October 12th, arrived at Depot.  
1928 Jan. 7 Left Depot for New London. Nov. 22nd, left New London for west coast.  
1929 Jan. 13 Arrived at Oakland, California.  
1930 May 7 Ordered to San Pedro, California, permanent change of station. June 4th, arrived at San Pedro.  
1931 Mar. 6 Withdrawn from Base 17 for duty with Bering Sea Patrol Force.  
1931 Apr. 9 Left San Pedro for Bering Sea. April 15th, left San Francisco for Bering Sea Patrol.  
1931 Apr. 25 Left Seattle, Washington, for Bering Sea. May 7th, arrived at Unalaska, Alaska.  
1931 Sept. 6 Left Unalaska enroute to San Pedro. Sept. 15th, arrived at Oakland; left Sept. 17th.  
1931 Sept. 19 Arrived at Base 17, San Pedro, California.

NAUGATUCK 1926 - In commission 1 January, 1934

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Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.  
1926 June 6 Placed in commission at Bay City, Michigan, at 8 a. m. June 10th, sailed from Bay City at 5 a. m.  
1926 July 9 Arrived at New London, Conn., at 8:30 p. m. Jan. 30, 1927, ordered to Depot for overhaul.  
1927 May 8 Left New London for Depot; arrived May 10th.  
1927 Sept. 27 Assigned to St. Petersburg, Florida. October 4th, left Depot.  
1927 Oct. 21 Arrived at Base 21, St. Petersburg, Florida.  
1929 July 25 Assigned to temporary duty in Patrol Area Y. July 13, 1931, reported at Pascagoula for temporary duty.  
1931 Dec. 10 Permanently assigned to Division 8, Offshore Patrol Force, Biloxi, Mississippi.  
1933 May 1 Transferred to Base 15, Pascagoula, Mississippi.

SNOHOMISH 1908 - In commission 1 January, 1934

Built in 1908 at Wilmington, Delaware, contract price \$189,057. March 14, 1908, launched. Christened by Miss Vivian Swalwell of Everett, Washington. Built by Pusey & Jones Corporation, Wilmington, Del.

1908 Oct. 13 Left Wilmington, Delaware, for Arundel Cove, Maryland.

1908 Nov. 15 Placed in commission at Arundel Cove, Maryland. Dec. 2nd, ordered to sail for Pacific Coast.

1908 Dec. 3 Will leave Baltimore for Norfolk on the 5th instant.

1908 Dec. 10 Sailed from Norfolk, Virginia, for Pacific Coast. Dec. 18th, arrived Barbadoes; will sail in 5 days.

1909 Jan. 1 Arrived at Pernambuco; will sail in 4 days. Jan. 13th, arrived at Montevideo; will sail in 6 days.

1909 Jan. 27 Arrived at Ponta Arenas, Chili; will sail in 3 days. Feb. 7th, arrived Valparaiso, Chili; sail in 5 days. Feb. 18th, arrived at Callao, Peru; sail in 4 days for next port.

1909 Mar. 3 Arrived at Acapulco, Mexico; will sail in 3 days for next port.

1909 Mar. 11 Visit ports of Everett, Edmonds, Bellingham and Seattle upon arrival at Puget Sound.

1909 Mar. 11 Arrived at San Diego, California; sail in six days for next port.

1909 Mar. 20 Arrived at Sausalito, California; sail in 3 days for next port.

1909 Mar. 28 Arrived at Port Townsend, Washington. May 13th, took station at Neah Bay.

1910 July 16 To Seattle, Washington, for repairs.

1910 Dec. 23 Commander of SNOHOMISH to have charge of R.C.S. Wharf at Ediz Hook.

1911 May 10 To Seattle for repairs. June 18, 1912, to make cruise to Vancouver Coast July or August, to investigate conditions under which American fishing fleet operates.

1912 June 20 To patrol Swiftsure Banks daily during fishing season.

1912 July 23 Order of June 18, 1912, relative cruise Vancouver Coast revoked.

1912 July 23 To patrol course Astoria Motor Boat Club, August 27 - 29.

1912 Sept. 11 Assigned to Northwestern Division, Pacific Coast. Oct. 9th, to Bremerton to dock on the 10th.

1913 Feb. 4 Resumed duty on station, relieving TAHOMA. July 4th, duty at Port Angeles, Washington.

1913 Sept. 23 Authorized to deliver mail to UMATILLA and SWIFTSURE light vessels.

1914 May 12 Arrived at Astoria, Oregon, order of May 1st, to tow customs launch PATROL to Puget Sound.

1914 May 15 Left Astoria. May 16th, arrived at Port Angeles with launch in tow.

1914 June 5 To patrol course Astoria Motor Boat Club regatta at Astoria on July 2, 3 and 4.

1914 June 14 Participated, landing force on Flag Day at Port Angeles. Aug. 5th, observe neutrality laws.

1915 Jan. 15 Resumed duty on station after being repaired at Bremerton, Washington.

1915 Aug. 20 To patrol Astoria Motor Boat Club regatta at Astoria on Sept. 2 - 4.

1915 Oct. 4 Repairs completed, left for station. April 6, 1917, temporarily transferred to the Navy.

1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.

1919 Oct. 21 At Winslow, Washington, for repairs; completed November 15th.

1921 Jan. 8 Left Port Angeles. Jan. 13th, arrived at Ketchikan, Alaska; left Feb. 7th.

1921 Feb. 11 Arrived at Port Angeles. March 21st, at Seattle for repairs; completed April 9th.

SNOHOMISH 1908 - In commission 1 January, 1934

1921 Apr. 11 Returned to Port Angeles. April 20th, sailed for Seal Patrol.  
1921 Nov. 4 Left Seattle. Nov. 16th, arrived at Ketchikan; left Dec. 2nd. Dec. 7th, arrived at Port Angeles.  
1922 Apr. 9 Left Astoria for Seal Patrol; completed June 1st.  
1923 Jan. 1 Permanent station at Port Angeles, Washington. Jan. 2nd, at Seattle for repairs; completed Jan. 30th.  
1923 Jan. 30 At Bremerton for gun installation. Feb. 2nd, at Port Townsend for physical examination of officers.  
1923 Feb. 6 Returned to Bremerton. Feb. 12th, resumed station at Port Angeles.  
1923 Mar. 25 To Seattle for repairs on boiler; completed March 30th.  
1923 Mar. 30 To Puget Sound Navy Yard to install 3 inch gun; returned to Seattle and resumed repairs same date.  
1923 Apr. 3 Repairs completed; returned to Port Angeles. April 4th, began Seal Patrol; completed May 24th.  
1923 May 26 To Seattle for boiler and radio repairs; returned to Port Angeles June 25th.  
1923 July 26 Patrolling Navy Boat Races and Presidential Review at Seattle; returned to station July 27th.  
1923 Oct. 30 To Seattle for repairs; returned to station Nov. 27th.  
1924 Feb. 7 Left Seattle for Port Angeles.  
1924 Aug. 20 Patrolled regatta on Lake Washington, between vessels of United States Battle Fleet.  
1925 Apr. 3 Sailed Port Angeles on Seal Patrol. May 29th, arrived at Port Angeles.  
1925 Sept. 1 Arrived at Seattle for overhaul. Feb. 19, 1926, assigned to patrol in southeastern Alaska.  
1927 Dec. 1 Arrived at Astoria. Jan. 5, 1928, ordered to return to Port Angeles.  
1928 Nov. 19 Ordered to Astoria temporarily. Nov. 1, 1929, returned to Port Angeles.  
1933 Apr. 5 Left Port Angeles on Seal Patrol. April 19th, returned to Port Angeles.

GENERAL GREENE 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.

1927 Apr. 7 Left Camden, New Jersey, for Boston, Mass. April 12th, at New London, Conn. Arrived Boston May 15th.  
1928 Aug. 21 Arrived at Depot for reconditioning; left for Boston Sept. 25th.  
1929 Nov. 15 Assigned to Base 5, Boston. March 15, 1931, left Boston on Ice Observation Cruise.  
1931 Aug. 13 Left St. Johns, Newfoundland, for Boston; arrived Base 5, August 18th.  
1932 Mar. 4 Left Base 5 on Ice Patrol activities. March 6th, arrived at Halifax; left March 8th.  
1932 Mar. 11 Arrived at St. Johns. July 1st, left for Boston; arrived July 5th.  
1933 Mar. 2 Left Base 5 on International Ice Patrol. March 9th, arrived St. Johns; June 26th, left on northern oceanographic cruise. The following are attached to GENERAL GREENE: CG-9139 CG-9140 CG-9142.  
1933 July 27 Arrived St. Johns after completion of northern cruise. July 28th, left St. Johns.  
1933 Aug. 3 Arrived at Boston. Nov. 10th, left Boston for Curtis Bay, Maryland; arrived Nov. 14th.  
1933 Dec. 13 Left Curtis Bay. Dec. 17th, arrived at Boston.



MACKINAC 1903 - In commission 1 January, 1934

1902	-	-	Built by Spedden Shipbuilding Company of Baltimore, Maryland. Cost \$75,000. Hull of steel.
1902	Oct.	20	Captain Russell Glover informed that No. 10 R.C.S. is named MACKINAC.
1903	Aug.	16	Sailed from Baltimore, Maryland. Aug. 17th, arrived at Norfolk for coal; will proceed tonight.
1903	Aug.	19	Arrived at Battery, New York, at 9:30 a. m.
1903	Oct.	29	Assigned to duty as boarding boat at Erie. This to be considered as date of placing vessel in commission.
1904	Oct.	15	Ordered to Edgartown, Mass., and to cruise in Vineyard Sound until Spring of 1905.
1904	Nov.	5	Left for Woods Hole, Mass., via Long Island Sound; arrived at Woods Hole on Nov. 6th.
1904	Dec.	14	Ordered to extend cruising grounds to Long Island Sound during absence of GRESHAM.
1905	May	5	Arrived at New Bedford, Mass., to be docked. May 25th, ordered to proceed to Sault Ste. Marie, Michigan, via St. Lawrence River and canals for customs duty and to enforce regulations governing movements of vessels in St. Mary's River. May 27th, arrived at Boston, Mass.; May 28th, arrived at Portland, Maine.
1905	May	31	To leave Portland at 6 a. m. tomorrow for Halifax, Nova Scotia.
1905	June	2	Arrived at Halifax. To sail on the 4th for Charlottetown, Prince Edwards Island.
1905	June	6	Arrived at Summerside, Prince Edwards Island, at 6:35 p. m. Will sail for Quebec tomorrow.
1905	June	10	Arrived at Quebec, Canada, at 11 a. m. June 13th, arrived at Montreal, Canada, at 12:40 a. m.
1905	June	15	Arrived at Ogdensburg, New York. June 20th, arrived at Buffalo, New York; will leave for Cleveland tomorrow. June 23rd, arrived at Cleveland, Ohio. June 25th, arrived at Detroit, Michigan.
1905	June	28	Arrived at Sault Ste. Marie. July 21st, ordered to participate in celebration of 50th anniversary of opening of Sault Ste. Marie Canal on August 2 and 3.
1905	Nov.	16	When services of vessel can be spared from present duties, or the season is about to close, proceed to Milwaukee, Wisconsin, with a view to laying the vessel up for the winter.
1905	Nov.	29	Arrived at Milwaukee. Dec. 1st, placed out of commission at Milwaukee.
1906	Apr.	25	When ready for duty, proceed to Sault Ste. Marie for customs duty, and enforce the rules and regulations governing the movements and anchorages of vessels in St. Mary's River.
1906	May	4	Placed in commission. Will sail from Milwaukee for Sault Ste. Marie tomorrow.
1906	May	5	Ran on mud bank at wharf, Frankfort, Michigan. May 6th, arrived at Sault Ste. Marie at noon.
1906	May	31	Vessel touched bottom twice. Nov. 15th, proceed to Milwaukee when services of vessel can be spared.
1906	Dec.	8	Will leave for Milwaukee tomorrow. Dec. 10th, arrived at Milwaukee.
1907	Apr.	18	Enlist crew and place MACKINAC in commission as soon as possible.
1907	Apr.	30	Will sail for Sault Ste. Marie tomorrow. May 6th, arrived at Sault Ste. Marie.
1907	May	24	Sent orders to enforce rules and regulations governing movements and anchorages of vessels in the St. Mary's River. Order operative from date of arrival of MACKINAC at Sault Ste. Marie.
1907	Nov.	16	Lay vessel up at Sault Ste. Marie at close of season. Dec. 16th, placed out of commission at 10 a. m.
1908	Nov.	25	Place vessel out of commission when services can be spared. Dec. 23rd, placed out of commission.
1909	Apr.	20	Navigation opened here tonight. April 12, 1910, placed in commission. Dec. 15, out of commission.

MACKINAC 1903 - In commission 1 January, 1934

1911 Apr. 22 Placed in commission. Dec. 15th, placed out of commission. April 24, 1912, in commission.  
1912 Nov. 19 To place vessel out of commission at close of navigation.  
1912 Dec. 14 Proceed to Gull Island and search for missing schooner ROUSE SIMMONS. Dec. 19th, out of commission.  
1913 Apr. 4 Complement specified. To place in commission when necessary. April 19th, in commission.  
1913 May 20 To deliver stores to L.S.S. at Vermilion Crest, Two-Heart River, Deer Park and Grand Marais, Michigan.  
1913 Aug. 14 Proceeded to Lake Superior to deliver stores to L.S.S.  
1913 Nov. 29 Place out of commission at close of navigation, complement for winter authorized.  
1913 Dec. 15 Placed out of commission. March 16, 1914, cruising complement authorized.  
1914 Apr. 1 Directed to place in commission upon resumption of navigation. April 20th, placed in commission.  
1914 May 30 Participated in Memorial Day Exercises at Sault Ste. Marie.  
1914 July 3 To patrol regatta at Sault Ste. Marie on July 4th. Oct. 23rd, participated in opening of Third Lock.  
1914 Nov. 21 Place out of commission at close of navigation. Close lookout stations, haul out launch 2-D and place VIGILANT in Poe Lock. Dec. 16th, placed out of commission.  
1915 Mar. 10 Complement authorized. Place in commission when navigation opens for season.  
1915 Apr. 16 Placed in commission. July 5th, patrolled Marine Parade and Regatta at Sault Ste. Marie.  
1915 Aug. 24 Participated in Lewis Cass Celebration. Dec. 21st, placed out of commission.  
1916 Apr. 19 Placed in commission.  
1916 June 7 To patrol regatta and Marine parade of Motor Boat Association of Sault Ste. Marie on June 14th.  
1916 Dec. 20 Placed out of commission. April 6, 1917, temporarily transferred to the Navy.  
1917 Apr. 24 Placed in commission. Nov. 16th, sailed for Detroit, Michigan. Nov. 29th, left Buffalo, New York.  
1917 Dec. 2 Arrived at Ogdensburg, New York. Dec. 5th, arrived at Montreal. Dec. 8th, arrived at Quebec.  
1918 Jan. 11 Placed out of commission at Quebec, Canada, icebound.  
1918 May 18 Left Quebec for Depot, convoyed by ONONDAGA.  
1918 May 24 Left New London, Conn., via Long Island Sound, for South Baltimore, Maryland.  
1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.  
1923 Jan. 1 Permanent station at Boston, Mass. Nov. 13, 1925, out of commission at Boston, Mass.  
1926 Sept. 11 Placed in commission at Boston, Mass., at 8 a. m.  
1933 Jan. 20 Left Boston for Depot, Curtis Bay, Maryland, for repairs; arrived Jan. 25th.  
1933 May 18 Left Depot; arrived at Boston May 21st.

DART 1919 - 1922 (Formerly NOTOYA, Navy Section Patrol No. 517)

1919 Sept. 15 Taken over from Navy at Newport, Rhode Island.  
1922 June 7 Sold to A. E. Jones, Hartford, Conn. (93 Miles Street) for \$236.

CARRABASSET 1924 - In commission 1 January, 1934

1924 May 24 Transferred from Navy at Norfolk, Virginia.  
1924 Oct. 13 Having completed reconditioning, was placed in commission at Norfolk Navy Yard at 12 noon, and assigned to the Norfolk Division.  
1924 Oct. 29 Towed PICKERING from Depot to Atlantic City, New Jersey, relieving APACHE at Old Point Comfort.  
1924 Nov. 5 Sailed from New York for Norfolk, Virginia, with the GENERAL GEORGE GIBSON in tow, where the GIBSON will be taken in tow by APACHE for further transfer to Depot, South Baltimore, Maryland.  
1925 Oct. 10 Undergoing repairs at Old Dominion Ship Yard.  
1926 Aug. 9 Arrived at Depot, Curtis Bay, Maryland, for repairs; left Sept. 29th at 3:20 p.m.; arrived Norfolk 9/30.  
1927 Mar. 5 At Charleston, S. C., until return of MODOC from Ice Patrol.  
1927 July 7 Reported to Eastern Division for temporary duty. August 9th, ordered to Depot for repairs.  
1927 Nov. 11 Sailed for Norfolk. Sept. 24, 1928, ordered to Depot for overhaul. Oct. 16th, arrived at Depot.  
1928 Nov. 22 Left Depot for Norfolk. Jan. 3, 1929, left Norfolk for target practice at Charleston, S. C.  
1929 Mar. 1 Ordered back to Norfolk, Virginia. June 4th, ordered to New York temporarily.

TAHOE 1928 - In commission 1 January, 1934

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 Mar. 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 Apr. 15 Left Oakland for Bering Sea via Seattle. Apr. 17th, arrived at Seattle; Apr. 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.

WILLIAM F. GREEN 1920 - 1922 (Ex-Navy S.P. 3664)

Schooner, built at Ellsworth, Maine, in 1879. Overall length 115'7"; draft 10' 4 1/2". Rebuilt at Lawley's Shipyard, Neponset, Massachusetts, in 1918.  
1920 May 7 Secretary of the Navy authorizes transfer to Coast Guard - to be used as Station Ship at New York, N.Y.  
1920 June 20 Berthed at Battery Barge Office Slip, New York, N. Y., but later transferred to Depot, South Baltimore, Maryland. January 23, 1922, surveyed and condemned.  
1922 May 1 Sold for \$30.00 to Arundel Engineering Company, Arundel Cove, Maryland.

TALLAPOOSA 1915 - In commission 1 January, 1934

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 Built by Newport News Shipbuilding and Dry Dock Company at Newport News, Va. Launched at Newport News.  
 1915 July 16 Accepted by Government. Left Newport News in tow of APACHE. July 17th, arrived at Depot.  
 1915 July 18 Officers and crew of WINONA transferred to TALLAPOOSA at Depot.  
 1915 Aug. 12 Placed in commission at Depot. Aug. 16th, directed to proceed to station.  
 1915 Aug. 17 Station at Port Eads, La., to Tampa, Florida, with headquarters at Mobile, Alabama.  
 1915 Aug. 18 Away from Depot on cruise, compensating compasses. Aug. 22nd, left Depot for Mobile; arrived Sept. 8th.  
 1915 Nov. 11 To transport National Currency Association of Alabama on inspection of harbor at Mobile on Nov. 18th.  
 1915 Nov. 20 Left Mobile for New Orleans; arrived Nov. 21st. Dec. 17th, arrived at Galveston, Texas.  
 1915 Dec. 22 Designated to participate in celebration on completion of Gulf, Florida and Alabama Railroad, to be held at Pensacola, Florida, January 19, 1916.  
 1916 Feb. 1 To participate in Mardi Gras celebration at Mobile, Alabama, on March 6 - 7.  
 1916 Feb. 24 From March 10th until return of TAMPA, cruising district to include waters from Mobile Bay to Fowey Rocks, Florida, with headquarters at Key West, Florida.  
 1916 June 12 To extend courtesies to several industrial organizations at Pensacola, Florida, June 14 - 16.  
 1917 Jan. 9 To participate in Mardi Gras celebration at Mobile on Feb. 19 - 20.  
 1917 Apr. 6 Temporarily transferred to the Navy. April 9, 1918, arrived at Depot for repairs; left May 15th.  
 1919 Mar. 1 Was at Halifax, Nova Scotia.  
 1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.  
 1920 Mar. 4 Resumed station at Mobile. Aug. 18th, arrived at Key West.  
 1920 Sept. 9 Sailed from Mobile for New Orleans for overhaul and repairs; arrived Sept. 12th.  
 1920 Oct. 11 Assigned to Gulf Division. Nov. 15, repairs at New Orleans completed; returned to station Nov. 17th.  
 1920 Dec. 10 Arrived at Key West and assumed station.  
 1921 May 19 At Mobile for overhaul at Henderson's shipyard. July 1st, departed.  
 1921 July 3 Resumed station at Key West. Aug. 3rd, arrived at Norfolk towing sub-chasers; returned Key West 12th.  
 1921 Aug. 25 Sailed from Key West for Tampa towing ARROW; arrived Aug. 29th; returned to Key West Aug. 30th.  
 1922 July 6 To 13th, in drydock at Key West. Dec. 3rd, returned to Key West from cruise to Sanibel.  
 1922 Dec. 9 Ordered to Mobile for permanent headquarters. Dec. 10th, cruising district established as that portion of the coast bordering on the Gulf of Mexico and extending from Pt. Eads to Pt. Tampa, headquarters as above. Dec. 13th, assumed station at Mobile.  
 1923 Jan. 1 Permanent station at Mobile. April 24 to May 17, in drydock at Mobile.  
 1923 July 13 Sailed for Cedar Keys, Florida. July 15th, sailed for Mobile.  
 1924 Jan. 30 To Tampa to participate in Gasparilla Carnival. May 1st, annual overhaul at drydock.  
 1924 May 19 Returned to station. Feb. 23, 1925, participated in Mardi Gras celebration at Mobile.  
 1929 Jan. 2 Ordered to take up permanent change of station at Key West. Jan. 8th, left Mobile for Key West.  
 1929 Jan. 13 Arrived at Key West. Nov. 6th, ordered to Depot for repairs. Nov. 19th, arrived at Depot.

TALLAPOOSA 1915 - In commission 1 January 1934

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1930 Feb. 3 Unavailable on account of extensive repairs. Dec. 10th, left Depot for Juneau, permanent station.  
1931 Feb. 6 Arrived at Juneau, Alaska. April 13th, left for Dixons Entrance, Bering Sea duty.  
1931 May 20 Arrived at Unalaska, Alaska; left for Juneau, Alaska, on June 15th; arrived June 24th.  
1931 Aug. 2 Left for Seattle, Washington; arrived Aug. 6th; left for Juneau Sep. 26th; arrived Sep. 30th.  
1933 Mar. 14 Arrived at Seattle; left March 18th. March 22nd, arrived at Juneau; April 14th, left on Seal Patrol.  
1933 May 22 Returned to Juneau, Alaska; July 15th, left for Puget Sound. July 20th, arrived at Seattle, Wash.  
1933 July 24 Arrived at Port Angeles, Washington. Aug. 3rd, arrived at Puget Sound Navy Yard; Aug. 26th, left and arrived Seattle, Washington, same date; left Seattle for Juneau same date.  
1933 Aug. 30 Arrived at Juneau, Alaska; left Sep. 18th, and arrived Prince Rupert, British Columbia, same date.  
1933 Oct. 16 Left Juneau on Halibut Patrol. Oct. 26th, arrived at Juneau, Halibut Patrol completed.  
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TUCKER 1926 - 1933 (Ex-Navy Destroyer)

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1926 Mar. 25 Taken over at Philadelphia Navy Yard. Formerly Navy Destroyer.  
1926 May 22 Ordered to New London, Conn.; arrived Sep. 24th. Sep. 29th, placed in commission at New London, Conn.  
1926 Oct. 2 Ordered as Flagship, Destroyer Force, Division 4; effective Oct. 15th.  
1927 Oct. 24 Authorized transfer to Division One, Destroyer Force. March 31, 1928, ordered back to New London.  
1929 Feb. 4 Left New London, Connecticut, for Charleston, South Carolina, for target practice.  
1929 Feb. 6 Arrived at Parris Island, S. C. Arrived at Charleston; left for New London March 6th; arrived March 8th.  
1930 Feb. 6 Left New London, Connecticut, for St. Petersburg, Florida, for target practice; arrived Feb. 12th.  
1930 Mar. 11 Returned to New London. June 1st, transferred to Division One, Destroyer Force, New London, Conn.  
1931 Feb. 6 Left New London for St. Petersburg, Florida, for target practice; arrived Feb. 10th.  
1931 Mar. 15 Left St. Petersburg, Florida, for New London, Conn.; arrived March 27th.  
1932 Jan. 11 Left for St. Petersburg; arrived Jan. 15th; left for New London Feb. 17th; arrived Feb. 21st.  
1933 May 26 Arrived at Philadelphia Navy Yard. June 5th, decommissioned.  
1933 June 30 Returned to Navy at Philadelphia Navy Yard.  
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THETIS 1931 - In commission 1 January, 1934

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Built by Bath Iron Works, Bath, Maine. 165-foot patrol boat. Nov. 9, 1931, launched.  
1931 Nov. 27 Accepted. Nov. 30th, assigned to Division Two, Destroyer Force, Stapleton, New York.  
1931 Dec. 1 Left Bath, Maine. Dec. 15th, arrived at Washington, D. C., while on shakedown cruise.  
1932 May 5 Transferred to New York Division as part of Special Patrol Force; stationed at Stapleton, New York.  
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SHAW 1926 - 1933

1926	Mar.	25	Taken over at Philadelphia Navy Yard. Formerly Navy Destroyer.
1926	July	10	Left Navy Yard for New London. July 13th, placed in commission at New London, Conn. (Home port).
1927	Oct.	24	Authorized transfer to Division 4, Destroyer Force. Sailed on practice cruise June 2, 1928.
1928	Aug.	20	Arrived at New London; Feb. 4, 1929, left for Charleston for target practice; arrived Feb. 6th.
1929	Mar.	10	Left Charleston for New London; arrived March 13th.
1930	Feb.	6	Left New London for St. Petersburg for target practice; arrived Feb. 12th.
1930	Mar.	16	Returned to New London; March 13, 1931, left for St. Petersburg; arrived March 19th.
1931	Apr.	22	Arrived at New London.
1931	Nov.	27	Ordered to Division 2, Stapleton, New York, in accordance with Headquarters' letter Oct. 6, 1931.
1932	Feb.	2	Left Stapleton for St. Petersburg for target practice; arrived Feb. 20th.
1932	Mar.	22	Left St. Petersburg for Stapleton; arrived March 26th.
1933	Jan.	16	Left for St. Petersburg; arrived Jan. 20th; left March 10th; arrived Stapleton March 13th.
1933	May	26	Arrived at Philadelphia Navy Yard. June 5th, decommissioned.
1933	June	30	Returned to Navy at Philadelphia.

MASCOUTIN 1921 - In commission 1 January, 1934 (Formerly PYLOS)

1921	Oct.	31	Under Executive Order #3564, Shipping boat tug PYLOS transferred to Coast Guard.
1921	Nov.	9	By direction Assistant Secretary re-named MASCOUTIN.
1921	Nov.	22	Orders given changing original intention to station vessel at Lewes, Delaware, to Cold Spring Inlet, Cape May, New Jersey.
1921	Dec.	17	Placed in commission with J. J. Hutson in command, alongside Barge Office Wharf, New York, fitting out.
1922	Jan.	9	Arrived at Depot; to be placed out of commission, all stores, outfits and personnel to be transferred to the KICKAPOO. Jan. 21st, placed out of commission at Depot, South Baltimore, Maryland.
1922	May	1	Placed in commission at Coast Guard Depot at 12 noon.
1922	May	2	Left Depot for Norfolk at 11:45 a. m.; arrived May 3rd.
1923	Jan.	1	Permanent station at Norfolk, Virginia. April 13th, arrived at Depot for annual overhaul and repairs.
1923	May	8	Ordered to proceed to Norfolk when repairs are completed.
1923	May	13	Arrived at Norfolk for duty.
1923	July	9	At Old Point Comfort fumigating ship.
1923	Oct.	2	At Naval Base repairing boiler for one day.
1923	Nov.	15	Arrived at Norfolk for overhaul.
1923	Oct.	25	Ordered to Depot for overhaul.
1928	Nov.	22	Left Norfolk for Depot. November 24th, arrived at Depot.
1929	Jan.	10	Left Depot for Norfolk. May 5, 1932, arrived Depot for repairs.
1933	Feb.	2	Left for Norfolk; arrived Feb. 3rd.



CHULAHOMA 1920 - 1933

1920	Jan.	12	Taken over from Navy at New York, New York.
1922	May	1	Placed out of commission at Depot, South Baltimore, Maryland. The entire crew and personal transferred to WINNISTIMMET. Dec. 1st, placed in commission.
1922	Dec.	6	Left Depot and arrived at Chase's Wharf, Baltimore.
1922	Dec.	8	Reported to Collector of Customs for boarding duty; relieved VENTURA and stood down river with boarding party aboard. Jan. 1, 1923, permanent station at Chase's Wharf, Baltimore, Maryland.
1923	June	4	Arrived at Coast Guard Depot, South Baltimore, for repairs.
1924	June	13	Completed all repairs except drydocking; proceeded to Chase's Wharf, Customhouse.
1925	Feb.	10	Arrived at Depot for repairs. Dec. 1, 1926, arrived at Depot for repairs.
1928	Dec.	26	Arrived at Depot for repairs.
1930	Feb.	20	Left shipyard of Redman Vane Shipbuilding Company for resumption of duty at Customhouse, Baltimore.
1931	July	21	Left Baltimore for New York, new permanent station. July 23rd, arrived at New York.
1933	June	14	Survey approved. Equipment, supplies, etc., to be removed and vessel sold.
1933	Aug.	10	Headquarters orders decommissioning, effective this date.
1933	Aug.	11	Decommissioned at 12.
1933	Sept.	19	Sold to John F. Olsen, 18 Stephens Place, Port Richmond, Staten Island, New York, for \$895.

PEQUOT 1922 - In commission 1 January, 1934 (Formerly GENERAL SAMUEL M. MILLS)

1922	Apr.	29	Taken over from War Department and towed to Norfolk, Virginia.
1922	May	1	Re-named PEQUOT and placed in commission. The old PEQUOT placed out of commission and her name deleted. The new PEQUOT will be ready for service about the 15th instant.
1922	June	21	Left Depot. June 22nd, at Navy Yard, Washington, D. C. July 3rd, at South Brooklyn, New York.
1922	Aug.	1	For repairs at Brooklyn Navy Yard; completed Aug. 10th.
1922	Aug.	15	Cleaning and welding boilers at New London. Jan. 1, 1923, based at New London, Conn.
1923	Feb.	27	At New York Navy Yard, New York. March 4th, arrived New London.
1923	May	28	Repairs on starboard boiler, Speirs Brothers, New London; completed June 21st.
1923	June	22	Patrolling Harvard-Yale regatta at New London. Jan. 9, 1926, left Depot; returned for repairs Mar. 15.
1926	May	13	Left Depot. May 14th, arrived Washington, D. C.; left May 15th. June 1, arrived Cape May, New Jersey.
1927	Mar.	18	Arrived Depot for repairs; left April 7, repairs completed. March 7, 1929, to Curtis Bay, permanent station. May 23, left New London for Depot; arrived May 27. Sept. 19, at Base 9, Cape May.
1930	July	6	At Rockland, Maine. July 10, at Boston, Mass. July 28, at New London.
1931	Jan.	3	Key West, Fla. Jan. 26, Miami, Fla. Feb. 14, Key West. Feb. 28, Gulfport, Miss. Mar. 18, Galveston.
1931	Mar.	25	Norfolk; April 8, Depot; May 25, Base 2 Stapleton. Left for Atlantic City, N. J., June 6th.
1931	June	11	Left for New London; Dec. 21, left Depot for Miami.

KIMBALL 1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 May 7 Placed in commission at Camden, New Jersey. May 13th, arrived at Norfolk, Virginia.  
1927 Aug. 11 Assigned to Base 8, Norfolk, Virginia. March 31, 1928, ordered to Base 21, St. Petersburg, Florida.  
1929 Mar. 19 Ordered to Depot, Curtis Bay, Maryland, for overhaul; arrived June 19; left for St. Petersburg July 15.  
1929 July 25 Assigned to temporary duty in Patrol Area Y.  
1931 July 13 Arrived at Pascagoula, Mississippi, for temporary duty.  
1931 Dec. 10 Permanently assigned to Division 8, OSPF, Biloxi, Mississippi. May 1, 1933, transferred to Base 15, Pascagoula, Mississippi.

PAULDING 1924 - 1930

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1924 Apr. 28 Transferred from Navy at Philadelphia Navy Yard.  
1925 Jan. 23 Placed in commission at Hoboken, New Jersey; arriving same date.  
1926 May 22 Ordered to Boston, Massachusetts; arrived July 15th.  
1927 Dec. 17 Rammed and sank S-4 off Wood End, Coast Guard Station. Investigation developed that accident occurred through no fault of the Coast Guard. Dec. 22nd, arrived at Boston Navy Yard for repairs.  
1928 Mar. 10 Resumed operations. Jan. 4, 1929, enroute Charleston, S. C., for target practice.  
1929 Feb. 4 Left Charleston for Boston; arrived Feb. 6th.  
1930 Aug. 12 Ordered towed to Philadelphia Navy Yard and turned back to the Navy.  
1930 Oct. 18 Returned to Navy, custody Commandant, Fourth Naval District, Philadelphia, Pa.

PORTER 1924 - 1933

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1924 June 7 Transferred from Navy at Philadelphia Navy Yard.  
1925 Feb. 20 Placed in commission in Delaware Bay near Philadelphia and arrived New York, New York, same date.  
1929 Mar. 9 Left for Charleston for target practice; arrived March 11th; left for New York April 9th.  
1929 Apr. 13 Arrived at Stapleton, New York permanent port.  
1930 Mar. 18 Arrived at St. Petersburg, Florida, for target practice. April 22nd, returned to Stapleton.  
1931 Apr. 17 Left Stapleton for St. Petersburg for target practice. April 22nd, arrived Egmont Key, Florida.  
1931 May 21 Left St. Petersburg for Stapleton; arrived May 24th  
1932 Feb. 15 Left for St. Petersburg for target practice; arrived Feb. 20th.  
1932 Mar. 22 Left St. Petersburg for Stapleton; arrived Stapleton March 25th.  
1933 Jan. 16 Left for St. Petersburg; arrived Jan. 20th; left Feb. 22nd; arrived Stapleton, New York, Feb. 24th.  
1933 May 26 Arrived at Philadelphia, Pa. June 5th, decommissioned.  
1933 June 30 Returned to Navy at Philadelphia.

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COOK 1919 - In commission 1 January, 1934 (Formerly Navy SC-438)  
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1919 Nov. 1 Sub-chaser #438 taken over from Navy at Chicago, Ill., and placed in commission.  
1919 Nov. 4 Arrived at Milwaukee, Wisconsin. Nov. 5th, arrived at Sturgeon Bay Canal Station.  
1919 Dec. 16 Placed in winter quarters. Oct. 11, 1920, assigned to Lakes Division.  
1920 Dec. 12 Placed in winter quarters at Grand Marais, Michigan.  
1921 Apr. 28 Placed in commission. Dec. 20th, placed in winter quarters, in reduced commission, at Grand Marais.  
1922 Apr. 18 Placed in full commission. Dec. 20th, winter quarters at Grand Marais.  
1923 Jan. 1 Permanent station at Grand Marais. This vessel is in reduced commission at Grand Marais.  
1923 May 3 Placed in full commission. Aug. 20th, for repairs at Sault Ste. Marie, Michigan.  
1923 Oct. 9 Departed enroute station. Nov. 12th, placed out of commission at Sault Ste. Marie.  
1924 May 2 Placed in full commission at Sault Ste. Marie; placed in reduced commission at Sault Ste. Marie Dec. 20.  
1925 Aug. 7 Arrived at Houghton, Michigan, permanent station. May 1, 1926, placed in full commission.  
1926 May 19 Ordered to Grand Marais, Michigan, effective May 31st. June 10th, arrived at Grand Marais.  
1926 July 1 Ordered permanent change of station from Grand Marais to Duluth; arrived Duluth Aug. 1st.  
1927 Apr. 1 Placed in commission at Sault Ste. Marie. Aug. 29, 1928, ordered to Depot in fall.  
1928 Nov. 15 Left Sault Ste. Marie for Depot; arrived Dec. 6th, at Depot, Curtis Bay, Maryland.  
1929 Apr. 25 Ordered to Base 4, New London, Conn. Sept. 21st, left Depot for New London.

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POINCHARTRAIN 1928 - In commission 1 January, 1934  
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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 Apr. 18 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 Apr. 4 Left Base 8, Norfolk, Virginia, for Boston, enroute to Ice Patrol.  
1932 Apr. 6 Arrived at Boston. April 14th, left Boston for Ice Patrol.  
1932 Apr. 18 Relieved the TAMPA. May 6th, arrived at Halifax, Nova Scotia.  
1933 July 1 Left Halifax for Boston. July 7th, arrived at Norfolk, Virginia.

PEQUOT 1919 - 1922 (Formerly JOHN A. PALMER, JR.)

1919 Oct. 13 Taken over from Navy at Depot, Curtis Bay, Maryland. Nov. 3rd, arrived at Depot.  
1919 Nov. 12 Name changed to PEQUOT. May 29, 1920, left Norfolk, Virginia, for Key West, Florida.  
1920 June 3 Arrived at Jacksonville, Florida; left June 5th. June 8th, arrived at Miami, Florida.  
1920 June 21 Arrived at Key West; left for Norfolk on June 26th; arrived July 1st; left Norfolk July 3rd.  
1920 July 19 Left New London, Conn., for Boston, Mass.; arrived July 20th. Aug. 2nd, arrived at New York.  
1920 Aug. 21 Left Boston for Bar Harbor, Maine; arrived Nov. 26th.  
1921 Jan. 1 At New London; left Jan. 6th; arrived at Norfolk Jan. 9th.  
1921 Jan. 17 Arrived at Southport, N. C. Jan. 18th, arrived at Savannah, Georgia.  
1921 Jan. 23 Arrived at Fowey Rocks, Florida. Jan. 27th, arrived at Key West.  
1921 Apr. 12 Sailed for Tampa, Florida; arrived April 13th. April 19th, sailed for Key West.  
1921 Apr. 24 Left Key West for Norfolk. April 27th, arrived at Southport and left same date.  
1921 Apr. 30 Arrived at Norfolk; left same date; arrived Berkley, Virginia.  
1921 May 8 Laying cables at Cape May, New Jersey. May 22nd, at New London. Jan. 16, 1922, at Norfolk.  
1922 Feb. 24 Arrived at New London. April 28th, from Newport News towed the GENERAL S. M. MILLS to Depot.  
1922 May 11 Placed out of commission. Aug. 8th, sold to McNeal Edwards Company, Inc., Reedville, Va., for \$17000.

MORRIS 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Apr. 19 Placed in commission at Camden, New Jersey. April 23rd, left Camden for New London, Conn.  
1927 Apr. 30 Arrived at New London. Sept. 6, 1928, ordered to Depot, Curtis Bay, Maryland, for repairs.  
1928 Sept. 9 Arrived at Depot for reconditioning; Sept. 28th, repairs completed, left for New London.  
1928 Nov. 22 Left New London for West Coast. Jan. 13, 1929, arrived at Oakland, California, permanent station.  
1930 May 7 Ordered to San Pedro, California, permanent change of station.

WOODBURY 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 May 11 Placed in commission at Camden, New Jersey. May 13th, arrived at Norfolk, Virginia.  
1927 Aug. 11 Assigned to Base 8, Norfolk. March 31, 1928, ordered to Base 21, St. Petersburg, Florida.  
1929 Mar. 19 Ordered to Depot for overhaul; arrived June 19th; left for St. Petersburg July 15th.  
1929 July 25 Assigned to temporary duty in Patrol Area Y. June 23, 1933 (601) Letter Commander, Jacksonville Division, states boat to operate directly under Jacksonville Division with Headquarters at St. Petersburg, Florida.

PATRIOT 1926 - In commission 1 January, 1934

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Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.  
1926 June 12 Placed in commission at Bay City, Michigan. July 12th, arrived at Section Base 2, Stapleton, New York.  
1927 Apr. 30 Ordered to Depot, Curtis Bay, Maryland, for overhaul, thence to southern waters; arrived Depot June 4.  
1927 Aug. 18 Left Depot for Fernandina, Florida. Sept. 15th, returned to Depot. Sept. 27th, ordered to Fernandina.  
1927 Oct. 4 Left Depot. Oct. 15th, arrived at Fernandina. July 31, 1928, arrived at Depot for repairs.  
1928 Sept. 22 Left Depot for Fernandina. June 26, 1929, ordered to Depot for repairs; arrived July 8th.  
1929 Nov. 22 Left Depot for Norfolk, thence to Base 20, Fernandina. Oct. 27, 1930, left Base 20 for Depot.  
1930 Oct. 30 Arrived at Depot. April 25, 1931, left Depot for Fernandina.  
1933 June 23 Letter Commander, Jacksonville Division, states boat to be operated directly by Jacksonville Division with Headquarters at Fernandina, Florida.  
1933 July 18 Headquarters' letter directs permanent transfer to Cleveland Division with Headquarters at Cleveland.  
1933 Aug. 5 Left Fernandina; arrived at Cleveland, Ohio, Oct. 2nd; repaired, while enroute at Boston, Mass.

NEMAHA 1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Apr. 19 Placed in commission at Camden, New Jersey. April 23rd, left Camden for New London; arrived April 30.  
1927 July 18 Arrived at Depot, Curtis Bay, Maryland, for overhaul. Aug. 15, 1928, left Depot for New London, Conn.  
1929 Feb. 5 Assigned to Base Four, New London.  
1931 July 1 Directed to proceed to Offshore Patrol Force, Biloxi, Miss. July 9, left New London for Pascagoula.  
1933 May 1 Transferred to Base 15, Pascagoula, Mississippi.

CORWIN 1925 - In commission 1 January, 1934

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Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.  
1925 Oct. 21 Placed in commission at Bay City, Michigan. Nov. 19th, arrived at Base 2, Stapleton, New York.  
1926 Feb. 8 Ordered to Base 9, Cape May, New Jersey. Feb. 13th, arrived at Base 9.  
1927 Mar. 9 Ordered to Depot, Curtis Bay, Maryland for repairs; arrived March 28th; left Aug. 17th.  
1927 Sept. 4 Arrived at Pascagoula, Mississippi. Jan. 20, 1932, left Pascagoula for Depot; arrived Feb. 2nd.  
1932 July 22 Left Depot for Pascagoula, Mississippi.  
1932 Aug. 4 Arrived at Pascagoula.  
1933 May 1 Transferred to Base 15, Pascagoula, Mississippi.

MENDOTA 1929 - In commission 1 January, 1934

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Built by Bethlehem Shipbuilding Corporation, Ltd., Quincy, Mass. First class cutter.  
1929 Mar. 23 Placed in commission at Quincy, Mass. March 29th, arrived at Boston Navy Yard.  
1929 Apr. 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.

GALLATIN 1926 - In commission 1 January, 1934

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Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.  
1926 May 10 Placed in commission at Bay City, Michigan. May 18th, left Bay City for New London, Conn.  
1926 June 4 Arrived at Quebec, Canada. June 13th, arrived at New London.  
1927 Apr. 30 Ordered to Depot, Curtis Bay, Maryland, for overhaul, thence to southern waters.  
1927 June 8 Left New London for Depot; arrived June 10th. Sept. 27th, assigned and ordered to St. Petersburg.  
1927 Oct. 4 Left Depot. Oct. 21st, arrived at Base 21, St. Petersburg, Florida.  
1929 July 25 Assigned to temporary duty in Patrol Area Y.  
1931 July 15 Reported at Pascagoula for temporary duty. Dec. 10, permanently assigned to Offshore Patrol Force, Biloxi, Mississippi. May 1, 1933, transferred to Base 15, Pascagoula, Mississippi.

PULASKI 1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Apr. 20 Commissioned at Camden, New Jersey. May 6th, left Camden.  
1927 May 13 Arrived at Stapleton, New York. Aug. 29, 1928, arrived at Depot, Curtis Bay, Md., for repairs.  
1928 Oct. 5 Left Depot for New York. Dec. 9, 1929, assigned to Base 2, Stapleton, New York.  
1933 Mar. 2 Left for repairs at Depot. March 5th, arrived at Depot.  
1933 July 28 Left Depot for Base 2; arrived July 30th.



CONYNGHAM      1924 - 1933

1924	June	7	Transferred from Navy at Philadelphia Navy Yard.
1925	Mar.	8	Placed in commission at Cape May, New Jersey. March 20th, arrived at New London, Conn.
1926	May	22	Ordered to Boston, Mass. July 10th, arrived at Boston Navy Yard.
1929	Jan.	4	Enroute to Charleston, S. C., for target practice. Feb. 4th, left Charleston for Boston.
1930	Jan.	9	Arrived at St. Petersburg, Florida, for target practice; left for New London on Feb. 9th.
1931	Jan.	3	Left Boston for St. Petersburg for target practice; arrived Jan. 10; left for Boston Feb. 9th.
1931	Feb.	19	Returned to Boston. March 21, 1932, left Boston for St. Petersburg for target practice.
1932	Mar.	26	Arrived at St. Petersburg; left for Boston April 26th; arrived Boston April 30th.
1933	May	27	Arrived at Philadelphia Navy Yard. June 5th, decommissioned.
1933	June	30	Returned to Navy at Philadelphia.

BURROWS      1924 - 1931

1924	June	7	Transferred from Navy at Philadelphia Navy Yard.
1925	June	30	Placed in commission at Philadelphia Navy Yard. July 11th, arrived at New London, Conn.
1926	Mar.	22	Arrived at Philadelphia Navy Yard. June 6th, sailed for New London.
1926	July	17	Arrived at Boston Navy Yard. Sept. 24th, arrived at New London, Conn.
1929	Jan.	4	Enroute to Charleston, S. C., for target practice. Feb. 4th, left Charleston for Boston.
1930	Jan.	9	Arrived at St. Petersburg, Florida, for target practice; left for New London Feb. 9th. Ordered to Philadelphia Navy Yard to arrive December 1, 1930.
1930	Dec.	1	Arrived at Philadelphia Navy Yard and placed under command of Coast Guard Representative.
1931	Feb.	14	Placed out of commission at Philadelphia Navy Yard and returned to the Navy.

ROE      1924 - 1930

1924	June	7	Transferred from Navy at Philadelphia Navy Yard. Placed in commission at Brooklyn Navy Yard May 30, 1925.
1928	Jan.	12	At Pier 17, Stapleton, New York. March 9, 1929, left for Charleston for target practice.
1929	Mar.	11	Arrived at Charleston. May 18th, returned to Stapleton.
1929	Aug.	4	Arrived at New London, Conn. Oct. 28th, left for Depot to be laid up.
1929	Nov.	1	Arrived at Depot, Curtis Bay, Maryland. Feb. 1, 1930, out of commission, reduced complement.
1930	Mar.	4	Placed out of commission completely at Depot.
1930	Aug.	12	Ordered towed to Philadelphia Navy Yard and turned back to Navy.
1930	Oct.	18	Returned to Navy, custody Commandant, Fourth Naval District, at Philadelphia Navy Yard.

BOTHWELL 1919 - 1923 (Formerly Navy EAGLE #21)

1919 Dec. 19 EAGLE #21 taken over from Navy Department at New London, Conn.; assigned to Depot, Arundel Cove, Md. Built by Ford Motor Company, Detroit, Michigan, for the Navy Department; length 200', steel construction.

1919 Dec. 24 (601-701) Headquarters' letter to Academy authorizes placing in commission at earliest practicable date, and assigned name BOTHWELL. Dec. 31st, commissioned at New London, Conn., at 10 a. m.

1920 Jan. 19 Ordered to Depot, Arundel Cove, Maryland, for repairs.

1920 Feb. 4 Left New London; returned Feb. 7th. Feb. 8th, left New London for Depot; arrived Feb. 10th.

1920 Mar. 17 Ordered to Norfolk for docking and overhauling. Mar. 19th, left Depot, South Baltimore, for Norfolk.

1920 Mar. 21 Arrived at Norfolk, Virginia. April 1st, ordered to San Diego, California, via Panama Canal.

1920 Apr. 13 Left Norfolk for Bering Sea Patrol duty, via San Diego. April 15th, arrived at Charleston, S. C.

1920 Apr. 21 Arrived at Miami, Florida. April 22nd, arrived at Key West, Florida.

1920 Apr. 27 Arrived at Guantanamo Bay, Cuba. April 29th, arrived at Kingston, Jamaica; left May 3rd.

1920 May 5 Arrived at Cristobal, Canal Zone. May 9th, arrived at Balboa, Canal Zone; left May 10; arrived LaUnion 13th.

1920 May 23 Arrived at San Diego, California. June 2nd, ordered to proceed to Unalaska, Alaska, to touch at San Francisco and Seattle, enroute for Bering Sea Patrol duty. June 8th, at Point Buchon, California.

1920 June 9 Arrived at San Francisco. July 3rd, arrived at Seattle, Washington.

1920 July 16 Left Seattle enroute to Port Townsend, Washington. July 17th, sailed for Alaskan waters.

1920 Sept. 15 Returned to Seattle. Sept. 23rd, ordered to San Francisco and upon arrival to report to Commander, Southern Division, for assignment to duty. Sept. 27th, left Seattle. Sept. 30th, arrived San Francisco.

1920 Oct. 5 Left San Francisco for San Diego; arrived Oct. 8th. Nov. 2nd, arrived at San Pedro, California.

1920 Nov. 5 Arrived at San Diego.

1921 Feb. 17 Ordered to cruise on coasts of Washington and British Columbia for fur seal herd protection.

1921 Apr. 7 Sailed for Port Angeles, Washington; arrived April 11th. April 14th, at Seattle, Washington.

1921 Apr. 20 Sailed for Seal Patrol. May 6th, ordered to enforce prohibition laws, in addition to regular duties.

1921 July 8 Left Port Townsend. July 14th, arrived at Ketchikan, Alaska.

1921 Aug. 11 Detached from Northern Division and assigned to Southern Division. Directed to proceed to San Francisco.

1921 Aug. 16 Left Ketchikan. Aug. 24th, arrived at Port Townsend.

1921 Aug. 27 Left Seattle for San Francisco; arrived Aug. 30th. Nov. 4th, ordered decommissioned as soon as practicable.

1921 Dec. 3 Placed out of commission. Jan. 1, 1923, permanent station at San Francisco. Out of commission at present.

1923 Apr. 9 Sold to A. Bercovich Company for \$3,585. at Oakland, California, (First and Jackson Streets).

SWIFT 1919 - In commission 1 January, 1934 (Formerly BROADBILL)

1919 Dec. 3 Taken over from Navy at San Francisco, California.

1923 Jan. 1 Permanent station at San Francisco, California.

CHILLICOTHE 1920 - 1925 (Formerly Navy Tug #85)

1920 Jan. 9 Taken over from Navy at New York, New York. Aug. 6th, placed in commission at 3 p. m.  
1920 Aug. 17 Proceeding to Ogdensburg in tow of TUSCARORA; arrived Sept. 15th.  
1920 Nov. 13 Repairs to deck house; out of commission January, February and March.  
1921 Apr. 11 In commission. April 25th, 1922, coaling. July 21st, overhauling wheelropes.  
1922 Dec. 11 Returned to berth for winter. In reduced commission January, February and March, 1923.  
1923 Jan. 1 Permanent station at Ogdensburg, New York. May 16th, coaling.  
1923 June 13 Ordered to be placed in commission; to replace the CHIPPEWA at Sault Ste. Marie, Michigan.  
1923 Aug. - Placed in reduced commission. Oct. 1st, re-commissioned.  
1924 June 30 Placed in commission at Ogdensburg. July 14th, sailed from Ogdensburg for Detroit, Michigan.  
1924 July 22 Arrived at Detroit; repairs necessary. Sept. 17th, arrived at Sault Ste. Marie.  
1924 Dec. 20 Placed in reduced commission at Sault Ste. Marie. June 1, 1925, placed out of commission at noon.  
1925 Oct. 31 Sold to Fred C. Lapish, 433 Cedar Street, Sault Ste. Marie, for \$2,500.

PETREL 1926 - In commission 1 January, 1934 (100-ft. patrol boat)

1926 July 16 Placed in commission at Bay City, Michigan. Aug. 20th, arrived at Section Base 4, New London, Conn.  
1927 Apr. 30 Ordered to Depot for overhaul, thence to southern waters. June 8th, left New London for Depot.  
1927 June 10 Arrived at Depot, Curtis Bay, Maryland. Sept. 27th, ordered to St. Petersburg, Florida.  
1927 Oct. 4 Left Depot. Oct. 21st, arrived at Base 21, St. Petersburg, Florida.  
1929 July 25 Assigned temporary duty in Patrol Area Y. March 28, 1931, ordered to Depot for repairs.  
1931 Sept. 22 Departed Depot for Base 21, St. Petersburg.  
1933 June 23 Letter Commander, Jacksonville Division, states boat to operate directly under Jacksonville Division with headquarters at St. Petersburg.  
1933 July 18 Headquarters directs permanent transfer to Cleveland Division with headquarters at Erie, Pa.  
1933 Aug. 8 Left Port Everglades, Florida. Oct. 1st, arrived at Erie, Pa., after repairs while enroute at Boston, Mass.  
1933 Dec. 12 Left Erie for Cleveland, Ohio, for repairs; arrived same date.  
1933 Dec. 19 Left Cleveland. Dec. 20th, arrived at Erie, Pa.

CHINCOTEAGUE 1919 - 1925 (Formerly Navy Tug #52)

Built in 1919 at Annapolis, Maryland. Nov. 14, 1919, taken over from Navy at Norfolk, Virginia.  
1923 Jan. 1 Out of commission at Coast Guard Depot, South Baltimore, Maryland.  
1925 Mar. 20 Sold to H. Brinham, Room 1106, 15 Moore Street, New York City, for \$7,666.

ABEL P. UPSHUR 1930 - In commission 1 January, 1934 (Formerly Navy Destroyer)

1930 Nov. 5 Commissioned as a Coast Guard Destroyer at Philadelphia Navy Yard and turned over to Coast Guard.  
1931 Jan. 12 Placed in commission. Jan. 14, left Philadelphia Navy Yard for Stapleton, N. Y., permanent station.  
1931 Jan. 15 Arrived at Stapleton, New York; left for St. Petersburg, Florida, for target practice, April 17th.  
1931 Apr. 22 Arrived at Egmont Key, Florida. May 21st, left St. Petersburg for Stapleton; arrived May 24th.  
1932 Feb. 15 Left for St. Petersburg for target practice; arrived Feb. 20th; left for Stapleton on March 22nd.  
1932 Mar. 25 Arrived at Stapleton, New York. Jan. 16, 1933, left for St. Petersburg; arrived Jan. 20th.  
1933 Feb. 22 Left St. Petersburg, Florida. Feb. 24th, arrived at Stapleton, New York.  
1933 Sept. 7 Discontinued target practice at Hampton Roads, Virginia, and left for Key West; arrived, September 9, for duty with the Navy. Sept. 29th, left Key West for Nueva Gerona, Cuba; arrived Sept. 30th.  
1933 Oct. 7 Left Nueva Gerona for Key West; arrived Oct. 8; left for Miami, Florida, Oct. 31; arrived Nov. 1st.  
1933 Nov. 6 Released from duty with the Navy. Headquarters' dispatch to Commander, Destroyer Squadron, directs return to Eastern Area for duty with that area.  
1933 Nov. 6 Left Miami, Florida. Nov. 9th, arrived at Stapleton, New York.

NANSEMOND 1926 - In commission 1 January, 1934

Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.  
1926 June 1 Placed in commission at Bay City, Michigan. June 25, arrived Section Base 2, Stapleton, New York.  
1927 Apr. 30 Ordered to Depot, Curtis Bay, Maryland, for overhaul, thence to southern waters.  
1927 June 4 Arrived at Depot; Aug. 18th, left for Fernandina, Florida. Sept. 15th, returned to Depot.  
1927 Sept. 27 Ordered to return to Fernandina. Oct. 4th, left Depot. Oct. 14th, arrived Fernandina, Florida.  
1928 July 31 Arrived Depot for repairs. March 20, to return to Base 20, Fernandina, upon completion of repairs.  
1929 May 22 Left Depot for Base 20, Fernandina. March 27, 1930, ordered to Depot for repairs.  
1930 Apr. 14 Left for Depot; arrived April 15th; left for Fernandina on October 14th.  
1931 Apr. 3 Arrived at Gibbs Shipyard, Jacksonville, Florida.  
1933 June 23 Letter Commander, Jacksonville Division, states boat to operate directly under Jacksonville Division.  
1933 July 27 Arrived at Depot, Curtis Bay, Maryland, for overhaul.

RICHARDS 1919 - 1923 (Formerly Navy SC-27)

Built in 1917 at Brooklyn, New York. Nov. 13, 1919, taken over from Navy at Norfolk, Virginia.  
1923 Jan. 1 Permanent station at Coast Guard Depot, South Baltimore, Maryland.  
1923 Jan. 29 Sold to J. M. Kenny, 307 West Fayette Street, Baltimore, Maryland, for \$251.

CUMMINGS      1924 - 1932

1924	June	7	Transferred from Navy at Philadelphia Navy Yard, Philadelphia, Pa.
1925	May	15	Placed in commission at Philadelphia. May 16th, reported to Commander, Patrol Force, New London.
1929	Feb.	4	Left New London, Conn., for Charleston for target practice. March 8th, returned to New London, Conn.
1930	Feb.	6	Left New London, Conn., for St. Petersburg, Florida, for target practice; arrived February 12th.
1930	Mar.	16	Returned to New London. March 9, 1931, left New London for St. Petersburg; arrived March 19th.
1931	Apr.	21	Returned to New London. April 29th, arrived at Stapleton, New York, new permanent station.
1931	July	26	Returned to Stapleton, New York, for assignment to duty.
1931	Oct.	6	Ordered to New London, Conn., to be placed in inactive status; effective about December 1st.
1931	Dec.	3	Left Stapleton, New York; same date arrived at New London, Conn.
1932	Mar.	14	Left for New York Navy Yard; arrived March 13th. April 23rd, arrived at Philadelphia Navy Yard.
1932	Apr.	30	Placed out of commission at Philadelphia Navy Yard; returned to the Navy Department.

YOCONA      1919 - 1925

1919	Oct.	19	Placed in commission at Dubuque, Iowa. Specially built stern wheel steamer, constructed at the Dubuque Boat and Boiler Works, Dubuque, Iowa, for duty on the Mississippi River during flood periods.
1919	Nov.	7	Arrived at Memphis, Tenn. Jan. 14, 1920, sailed for Vicksburg, Mississippi; arrived Jan. 18th.
1920	Apr.	4	Arrived at New Orleans, La. April 27th, arrived at Johnson Iron Works, Algiers, La., for repairs.
1920	Aug.	4	Returned to Vicksburg, Mississippi, permanent station.
1921	June	25	To July 14th, boiler repairs. April, May and June, 1922, duty in connection with Black River Flood.
1923	Jan.	1	Permanent station at Vicksburg, Mississippi.
1923	Feb.	4	Physical examination of officers at New Orleans. Jan. 21, 1924, arrived for repairs to smokestacks at plant, Third District Mississippi River Commission, north of Vicksburg, Mississippi.
1924	Mar.	10	Left plant of Mississippi River Commission, and proceeded to landing at city front, Vicksburg.
1925	June	15	Placed in reduced commission at Vicksburg.
1925	Nov.	2	Sold to Anderson Pully Company, Memphis, Tenn., for \$27,555.

LEXINGTON      1922 - 1924

1922	Dec.	30	Transferred from War Department at Port Newark, New Jersey.
1923	Feb.	27	Placed in commission at New York at 2:15 p. m.
1924	Nov.	4	Sold to J. R. Shea, 33 West 42nd Street, New York City, New York, for \$2,600.



McDOUGAL 1924 - 1933

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1924 June 7 Transferred from Navy at Philadelphia Navy Yard. May 13, 1925, placed in commission.  
1929 Mar. 8 Left New York for Charleston for target practice; arrived March 11th; left for New York April 7th.  
1929 Apr. 8 Arrived at New York. April 6, 1930, left Stapleton for Pensacola, Florida, for target practice.  
1930 May 4 Left St. Petersburg, Florida, for Charleston, S. C. June 26th, left Charleston for Stapleton.  
1931 Apr. 17 Left Stapleton for St. Petersburg for target practice. April 22nd, arrived Egmont Key, Florida.  
1931 May 21 Left St. Petersburg for Stapleton; arrived May 24th.  
1932 Feb. 15 Left Stapleton for St. Petersburg for target practice; arrived Feb. 20th.  
1932 Mar. 22 Left St. Petersburg for Stapleton; arrived March 25th.  
1933 Jan. 16 Left for St. Petersburg; arrived Jan. 20th; left Feb. 22nd; arrived Stapleton Feb. 24th.  
1933 May 26 Arrived at Philadelphia Navy Yard and decommissioned.  
1933 June 30 Returned to Navy at Philadelphia Navy Yard, Philadelphia, Pa.  
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MONOGHAN 1924 - 1931

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1924 June 7 Transferred from Navy at Philadelphia Navy Yard. June 30, 1925, placed in commission at Philadelphia.  
1926 May 22 Ordered to New London, Conn.; arrived July 10th.  
1928 Mar. 10 Left New London for Florida waters. March 19th, arrived at Charleston, S. C.  
1928 Mar. 31 Ordered back to New London. April 14, 1929, left New London for Charleston; arrived April 17th.  
1929 May 6 Returned to New London. Jan. 30, 1930, to be laid up at New London April 15th.  
1930 Feb. 24 Not available. April 18th, left New London for St. Petersburg for target practice; arrived April 22nd.  
1930 May 22 Left St. Petersburg. May 26th, arrived at New London.  
1930 June 1 Transferred to Division Three, Boston, Mass. Oct. 15, ordered Philadelphia Navy Yard about Nov. 1st.  
1930 Nov. 1 Assigned to Coast Guard Representative at Philadelphia Navy Yard. Arrived at Philadelphia Navy Yard.  
1931 Jan. 29 Placed out of commission at Philadelphia Navy Yard.  
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TIGER 1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 May 3 Placed in commission at Camden, New Jersey, at 11:45 a. m. May 6th, left Camden.  
1927 May 13 Arrived at Stapleton, New York. July 11, 1928, left Depot for Stapleton.  
1929 Dec. 1 Assigned to Base Two, Stapleton, New York.  
1933 May 22 Headquarters' letter to Eastern Area authorizes permanent change of station to Norfolk, Virginia.  
1933 June 6 Arrived at Norfolk, Virginia.  
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CHAMPLAIN 1929 - In commission 1 January, 1934  
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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	Mar.	19	Left Boston for New York, home port. March 26th, arrived at Bermuda.
1929	Mar.	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	Apr.	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.

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COLFAX 1927 - In commission 1 January, 1934 (Formerly MONTGOMERY)  
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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.

1927	Apr.	4	Placed in commission. April 23rd, left Camden for New London, Conn.; arrived April 30th.
1928	Mar.	18	Arrived at Depot for reconditioning; left for New London June 16th.
1928	Nov.	22	Left New London for West Coast. July 7, 1929, arrived at San Pedro, California, permanent port.
1932	Apr.	7	Left San Pedro for San Francisco. April 9th, arrived at Oakland, California.
1932	Apr.	15	Left Oakland for Bering Sea via Seattle, Washington. April 19th, arrived at Seattle.
1932	Apr.	21	Left Seattle for Unalaska, Alaska; arrived May 3rd; left for Oakland Sept. 6th; arrived Sept. 19th.
1932	Sept.	20	Left Oakland for San Pedro, California; arrived Sept. 22nd.
1933	Apr.	1	<u>Name changed to COLFAX.</u>

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CHIPPEWA 1919 - In commission 1 January, 1934  
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1919	Nov.	29	Taken over from Navy at New York, New York. May 16, 1921, placed in commission.
1921	Dec.	22	Placed in winter quarters at Sault Ste. Marie, Michigan, in reduced commission.
1922	Apr.	17	Placed in full commission at 12 noon.
1923	Jan.	1	Permanent station at Sault Ste. Marie. In reduced commission.
1923	Apr.	24	Placed in full commission at Sault Ste. Marie. Dec. 31, placed in reduced commission at Sault Ste. Marie.
1924	Dec.	20	Placed in reduced commission at Sault Ste. Marie.
1926	May	12	Placed in full commission at Sault Ste. Marie.
1926	Dec.	15	Placed in reduced commission at Sault Ste. Marie.

CASSIN 1924 - 1933

1924 Apr. 28 Transferred from Navy at Philadelphia Navy Yard, Philadelphia, Pa. Aug. 30th, placed in commission at Philadelphia Navy Yard. Sept. 11th, arrived at Bath, Maine, for repairs.

1924 Oct. 15 Left Bath, Maine; to resume duties and station at New London, Conn.

1925 July 1 Undergoing repairs entire month. Aug. 12th, arrived at New London, Conn.

1929 Apr. 14 Left New London, Conn., for Charleston, S. C., for target practice; arrived April 17th.

1929 May 7 Returned to New London, Conn. March 9, 1930, returned to New London, Conn.; left for St. Petersburg, Florida, for target practice on April 18th; arrived April 22nd; left for New London May 22; arrived 30th.

1930 June 1 Transferred to Division Three, Destroyer Force, Boston, Massachusetts. (Flagship).

1931 Jan. 3 Left Boston, Mass., for St. Petersburg, Florida, for target practice; arrived Jan. 10th.

1931 Feb. 9 Left for Boston, Mass. Feb. 19th, returned to Boston, Mass.

1932 Mar. 21 Left Boston, Mass., for St. Petersburg, Florida, for target practice; arrived March 26th; left for Boston, Mass., April 26th; arrived April 30th.

1933 May 27 Arrived at Philadelphia Navy Yard. June 5th, decommissioned. June 30th, returned to Navy at Philadelphia Navy Yard, Philadelphia, Pa.

DOWNES 1924 - 1930

1924 Apr. 28 Transferred from Navy at Philadelphia Navy Yard, Philadelphia, Pa.

1924 Oct. 14 Placed in commission at Philadelphia Navy Yard. Oct. 21st, arrived at station, New London, Conn.

1927 Oct. 24 Transferred to Division Four, Destroyer Force.

1928 Feb. 4 Reported to Academy, New London, Conn., as Practice Ship.

1928 Dec. 21 Ordered to active duty with headquarters at New London, Conn. Jan. 5, 1929, began cruising.

1929 Apr. 14 Left New London for Charleston, S. C., for target practice; arrived Apr. 20; returned New London May 18.

1930 Apr. 18 Left New London, Conn., for St. Petersburg, Florida, for target practice; arrived April 22nd.

1930 May 22 Left St. Petersburg, Florida. May 26th, arrived at New London, Conn.

1930 June 1 Transferred to Division II, Destroyer Force, New York. Oct. 23, ordered to Philadelphia Navy Yard.

1930 Oct. 27 Assigned to command of Coast Guard Representative at Philadelphia Navy Yard. Arrived Philadelphia Navy Yard. Nov. 18th, placed out of commission at Philadelphia Navy Yard and returned to Navy Department.

JOHANNSON 1919 - 1922

1919 Oct. 21 Taken over from Navy at New York, New York.

1922 Mar. 20 Loaned to Prohibition Commissioner. June 14th, returned from Prohibition Commissioner.

1922 Dec. 27 Sold to George Johnson, 419 East Cross Street, Baltimore, Maryland, for \$221.

TIOGA 1916 - 1930

1916 May 4 Launched at Solomon's Island, Maryland. Oct. 17th, complement of WISSAHICKON transferred to TIOGA.  
1916 Oct. 17 Placed in commission. April 6, 1917, temporarily transferred to the Navy.  
1919 Aug. 28 Coast Guard returned to Treasury Department by Executive Order.  
1921 Dec. 5 Placed in commission at Coast Guard Depot, South Baltimore, Md., and assigned to duty in Baltimore.  
1922 Nov. 20 Departed from Depot, South Baltimore, Md. Jan. 1, 1923, permanent station at Norfolk, Virginia.  
1929 Apr. 22 Ordered to Depot, Baltimore, Md., for repairs; arrived May 3rd; left for Norfolk, Va., June 13th.  
1930 Mar. 15 Placed out of commission at Norfolk, Virginia. March 20, 1930, not available.  
1930 Apr. 26 Sold to M. J. Gross, Room 230 North 8 Bridge Street, New York City, New York, for \$2,560.

GEORGE E. BADGER 1931 - In commission 1 January, 1934

1931 Mar. 20 Commissioned at Philadelphia Navy Yard, Philadelphia, Pa. Destroyer taken over from Navy.  
1931 Apr. 5 Arrived at New London, Conn., permanent station.  
1932 Jan. 11 Left New London, Conn., for St. Petersburg, Florida, for target practice; left for New London Feb. 17.  
1933 Sept. 7 Discontinued target practice at Hampton Roads, Virginia, and departed for Key West, Florida; arrived Sept. 9th, for duty with the Navy.  
1933 Oct. 6 Left Key West, Florida, for Nueva Gerona, Cuba; arrived Oct. 7th.  
1933 Oct. 17 Left Nueva Gerona, Cuba, for Key West, Florida; arrived Oct. 18th.  
1933 Oct. 30 Left Key West, Fla., for Nueva Gerona; arrived Oct. 31; left for Key West Nov. 3; arrived Nov. 4.  
1933 Nov. 6 Released from duty with the Navy. Headquarters' dispatch to Commander, Destroyer Squadron, directs return to Eastern Area for duty with that Area.  
1933 Nov. 6 Left Key West, Florida. Nov. 9th, arrived at Stapleton, New York.  
1933 Nov. 10 Left for New London, Conn.; arrived same date.

WOLCOTT 1926 - In commission 1 January, 1934

Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.  
1926 July 24 Delivered and accepted. July 26th, placed in commission at Bay City, Michigan.  
1926 July 28 Sailed for Boston, Mass. August 19th, arrived at Boston, Mass.  
1927 Aug. 22 Left Depot, Curtis Bay, Maryland.  
1927 Sept. 4 Arrived at Pascagoula, Mississippi.  
1929 July 31 Left Pascagoula, Mississippi, for Key West, Florida, for duty in Patrol Area Y.  
1933 May 1 Transferred to Base 15, Pascagoula, Mississippi.

SARANAC      1930 - In commission 1 January, 1934

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Built by General Engineering and Dry Dock Company, Oakland, California. First class cutter.  
1930 Apr. 13 Launched at Oakland, California. Oct. 2nd, 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 Apr. 3 Left Galveston for New Orleans, La., drydocking.  
1932 Apr. 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.

TRAVIS      1927 - In commission 1 January, 1934

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1927 Apr. 29 Placed in commission at Camden, New Jersey. May 6th, left Camden, New Jersey. 125-foot patrol boat.  
1927 May 13 Arrived at Stapleton, New York. April 20, 1928, arrived at Depot for repairs.  
1928 May 29 Left Depot, Curtis Bay, Maryland, for Stapleton, New York.  
1929 Dec. 1 Assigned to Base Two, Stapleton, New York.  
1933 May 22 Headquarters' letter to Eastern Area authorizes permanent change of station to Norfolk, Virginia.  
1933 June 1 Left for Norfolk, Virginia; arrived June 3rd.

RUSH      1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Apr. 27 Placed in commission at Camden, New Jersey. May 6th, left Camden; arrived Stapleton, N. Y., May 13th.  
1928 Jan. 25 Ordered to Depot, Curtis Bay, Md., for repairs; arrived Feb. 4th.  
1927 Dec. 29 Struck by Motorship JAMES MOFFETT in dense fog. Placed in commission at Depot, July 25, 1928.  
1928 Aug. 4 Left Depot for Stapleton, New York. Dec. 1, 1929, assigned to Base Two, Stapleton, New York.  
1933 May 22 Headquarters' letter to Eastern Area authorizes permanent change of station to Norfolk, Virginia.  
1933 June 4 Left Base Two, Stapleton, for Norfolk; arrived June 6th. Aug. 12th, arrived Depot for engine repairs.  
1933 Nov. 18 Left Depot. Nov. 19th, arrived at Norfolk, Virginia.

TRIPPE 1924 - 1931

1924 June 7 Transferred from Navy at Philadelphia Navy Yard. June 24, placed in commission Delaware Breakwater.  
1924 June 26 Reported for duty at New London, Conn. March 10, 1928, left New London, Conn., for Florida waters.  
1928 Mar. 19 Arrived at Charleston, S. C. Mar. 31, ordered to New London. Dec. 11, ordered placed in reduced commission. Jan. 5, 1929, placed in reduced commission at Academy Wharf, New London, Conn.  
1929 Oct. 25 Transferred to Division II, Destroyer Force, Stapleton, N. Y. Oct. 31st, arrived at New York.  
1930 Jan. 25 At New York Navy Yard. March 18th, arrived at St. Petersburg, Florida, for target practice.  
1930 Apr. 23 Returned to Stapleton, New York. Dec. 18th, ordered to Philadelphia Navy Yard, Philadelphia, Pa.  
1931 Jan. 15 To be detached from Destroyer Force and placed under Coast Guard Representative, Philadelphia Navy Yard.  
1931 Apr. 15 Placed out of commission at Philadelphia Navy Yard, Philadelphia, Pa.

TAYLOR 1919 - 1925 (Formerly Navy SC-153)

1919 Nov. 22 Taken over from Navy Department. Built in 1917 at Jacksonville, Florida, for the Navy.  
1920 May 16 Placed in commission. Aug. 19, 1921, placed out of commission.  
1922 Mar. 10 Loaned to Prohibition Commissioner. Sept. 23rd, returned to Coast Guard.  
1923 Jan. 1 Out of commission at Coast Guard Depot, South Baltimore, Maryland.  
1925 Dec. 11 Sold to George Johnson, 1033 Riverside Avenue, Baltimore, Maryland, for \$493. (This also includes purchase price of LARSEN and NEWBURY).

CAHOONE 1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Feb. 21 Placed in commission at Camden, New Jersey; left March 8th; arrived Stapleton, New York March 17th.  
1928 Sept. 20 Ordered to Depot, Curtis Bay, Md., for repairs; arrived Sept. 23; left for Stapleton, N. Y., Oct. 16.  
1929 Dec. 1 Assigned to Base Two, Stapleton, New York.

PERSEUS 1932 - In commission 1 January, 1934

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Built at Bath, Maine, by Bath Iron Works. 185-foot patrol boat. April 11, 1932, launched.  
1932 Apr. 23 Accepted. April 27th, commissioned. April 28th, left Bath, Maine, on 10 day shake-down cruise.  
1932 May 7 Shake-down cruise completed at New York, New York.  
1932 May 7 Assigned to New York Division as part of Special Patrol Force to be stationed at Stapleton, New York.

SHAWNEE 1921 - In commission 1 January, 1934

1921 Nov. 15 Launched at 11:30 a. m. Mrs. Dunham sponsor. To be assigned to Southern Division, with headquarters at San Francisco, California, when commissioned.

1922 Mar. 8 Accepted and placed in commission at 11:30 a. m. March 10th, took station at San Francisco, with cruising district comprised within the limits of the Mexican border and Cape Blanco, Oregon.

1922 May 22 At Sausalito, California, Assistant Secretary of Treasury and party on board; returned to San Francisco same date. Sept. 5th, at Moore Shipyard, Oakland, California, for engineroom repairs; completed 22nd.

1922 Nov. 15 Tour of Inspection of Angel Island with Assistant Secretary and party.

1923 Jan. 1 Permanent station at San Francisco. July 20th, painting vessel at Drakes Bay.

1924 Jan. 31 Repairing at San Francisco. May 3, 1926, returned to duty.

PERRY 1926 - In commission 1 January, 1934

Built by DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.

1926 July 1 Placed in commission at Bay City, Michigan. July 6th, sailed for New London, Conn.; arrived July 30.

1927 Apr. 30 Ordered to Depot for overhaul, thence to Southern waters.

1927 June 8 Left New London, Conn., for Depot; arrived June 10th, at Depot, Curtis Bay, Maryland.

1927 Sept. 27 Assigned to St. Petersburg, Florida. Oct. 4th, left Depot; arrived Base 21, St. Petersburg, Oct. 21st.

1929 July 25 Assigned to temporary duty in Patrol Area Y.

1931 Aug. 14 Ordered to Depot for repairs on Sept. 1st. Aug. 28th, out of commission for repairs.

1932 Jan. 18 Left for Port Everglades, Florida.

1933 June 23 Letter Commander, Jacksonville Division, states boat to operate directly under Jacksonville Division, with headquarters at Port Everglades, Florida.

PATTERSON 1924 - 1930

1924 Apr. 28 Transferred from Navy at Philadelphia Navy Yard, Philadelphia, Pa.

1924 Nov. 24 Placed in commission at Hoboken, New Jersey, arriving there same date.

1929 Mar. 9 Left New York for Charleston, S. C.; arrived March 11th.

1929 Apr. 9 Left Charleston, S. C., for New York; April 11th, arrived at Stapleton, New York, permanent station.

1930 Jan. 30 Ordered to be laid up at New London, Conn. Feb. 24th, not available.

1930 Mar. 16 Arrived at New London, Conn. April 1st, laid up in ordinary at New London and placed out of commission.

1930 Aug. 12 Ordered towed to Philadelphia Navy Yard and turned back to the Navy.

1930 Oct. 8 Returned to Navy, custody Commandant, Fourth Naval District, Philadelphia, Pa.



EAGLE 1925 - In commission 1 January, 1934

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Built at DeFoe Boat and Motor Works, Bay City, Michigan. 100-foot patrol boat.  
1925 Nov. 11 Placed in commission at Bay City, Michigan. Dec. 4<sup>th</sup>, arrived at New London, Conn.  
1927 Apr. 30 Ordered to Division Three, Offshore Patrol Force, Biloxi, Mississippi; effective May 20th.  
1927 Aug. 30 Arrived at Depot, Curtis Bay, Md., for overhaul; left for New London, Conn., on Nov. 1st.  
1928 Sept. 27 Arrived at Depot, Curtis Bay, Md., for overhaul; left for New London, Conn., on Dec. 29th.  
1929 Feb. 5 Assigned to Base Four, New London, Conn. May 12, 1931, arrived at Depot, Curtis Bay, Maryland.  
1932 Sept. 20 Left New London for Base Three, Charleston, S. C., permanent change of station; arrived Sept. 23rd.  
1933 May 2 Left Charleston, S. C., for Cape May, New Jersey; arrived May 5th.  
1933 May 9 Left Cape May, New Jersey, for Charleston, S. C.; arrived May 11th.  
1933 June 20 Letter Commander, Jacksonville Division, states vessel to operate directly under Jacksonville Division, with headquarters at Charleston, S. C.  
1933 July 18 Permanent transfer to Cleveland Division with headquarters at Charlotte, New York, directed.  
1933 Aug. 4 Left Charleston, S. C.; arrived Charlotte, N. Y., Sept. 30th, after repairs at Boston, Mass., enroute.

LIGHTNING 1931 - In commission 1 January, 1934

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Transferred from United States Shipping Board. Harbor Cutter. Length 94' 2"; breadth 24' 6"; depth 13' 2"; gross 183 tons; net 92 tons. Built at Milford, Delaware, by Vineyard Shipbuilding Company.  
1931 Oct. 6 Placed in commission at 11 a. m. January 7, 1932, ordered to Depot, Curtis Bay, Md., for repairs.  
1932 Jan. 15 Arrived at Depot, Curtis Bay, Md.; Sept. 9th, left for New York, New York; Sept. 11th, arrived.  
(Built in 1920)

LEOPARD 1926 - In commission 1 January, 1934

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1926 May 13 Shipping Board Tug taken over at New York, New York. June 9, detached New York Division, assigned to Depot. June 19, left Barge Office, N. Y., for Curtis Bay, Md. June 21st, arrived at Depot.  
1926 Aug. 27 Placed in commission at Curtis Bay, Md. Jan. 20, 1932, departed Curtis Bay for New York, New York, to report to Commander, New York Division, with permanent station at New York, New York.

McGOURTY 1920 - 1922 (Formerly Navy Eagle #16)

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1920 Dec. 19 Taken over from Navy at Academy, New London, Conn.  
1922 Nov. 16 Sold at Depot, Curtis Bay, Maryland, to Pottstown Steel Company, Washington, D. C., for \$876.

MCCALL 1924 - 1930

1924 June 7 Transferred from Navy at Philadelphia Navy Yard. June 17, 1925, placed in commission, Philadelphia, Pa.  
1925 June 19 Arrived at New London, Conn. March 10, 1928, left New London for Florida waters.  
1928 Mar. 19 Arrived at Charleston, S. C. April 17, 1929, arrived Charleston, S. C., for target practice.  
1929 May 7 Returned to New London, Conn. Dec. 20th, placed out of commission.  
1920 Aug. 12 Ordered towed to Philadelphia Navy Yard and turned back to the Navy.  
1930 Oct. 18 Returned to Navy, custody Commandant, Fourth Naval District, Philadelphia, Pa.

FANNING 1924 - 1930

1924 June 7 Transferred from Navy at Philadelphia Navy Yard. May 30, 1925, placed in commission N.Y. Navy Yard.  
1925 May 31 Arrived at New London, Conn. March 10, 1928, left New London for Florida waters.  
1929 Apr. 20 Arrived at Charleston, S. C. May 7th, returned to New London, Conn.  
1930 Jan. 30 Ordered laid up at New London, Conn., after southern target practice.  
1930 Feb. 24 Not available. April 1st, laid up at New London, Conn. Placed out of commission at 9 a. m.  
1930 Aug. 12 Ordered towed to Philadelphia Navy Yard and turned back to the Navy.  
1930 Nov. 24 Returned to Navy, Philadelphia, Pa.

COQUET 1918 - 1919

1918 Mar. 1 Tug COQUET turned over to ONONDAGA at Wilmington, N. C., for convoy to New York, having been loaned by the Army Engineers for anchorage duty at New York.  
1918 Mar. 11 Turned over by ONONDAGA to Supervisor of Anchorage, New York.  
1918 Mar. 16 Placed in commission.  
1919 May 15 Turned back to Army at Wilmington, N. C. Towed back to Wilmington by ONONDAGA from New York.

LARSEN 1919 - 1925 (Formerly Navy SC-203)

Built in 1917 in Alexandria, Virginia. Nov. 20, 1919, taken over from Navy at Key West, Florida.  
1922 Mar. 10 Loaned to Prohibition Commissioner.  
1922 Sept. 26 Arrived at Depot. Machinery laid up and valuable instruments removed.  
1923 Jan. 1 Out of commission at Coast Guard Depot, South Baltimore, Maryland.  
1925 Dec. 11 Sold to George Johnson, 1033 Riverside Avenue, Baltimore, Maryland, for \$493. (Purchase price includes NEWBURY and TAYLOR).

MEHALATOS 1917 - 1923 (Formerly Navy SC-197)

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Built in 1917 at Alexandria, Virginia. Nov. 13, 1917, taken over from Navy at Norfolk, Virginia.  
1921 Aug. 10 Arrived at Coast Guard Depot with JOHANNSSON in tow.  
1922 Dec. 9 Equipment and valuable instruments removed and stored in building 16, at Depot, Curtis Bay, Maryland.  
1923 Jan. 1 Out of commission at Depot (advertised for sale).  
1923 Jan. 29 Sold to George Johnson, 419 East Cross Street, Baltimore, Maryland, for \$454.

BONHAM 1927 - In commission 1 January, 1934

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Built at American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Jan. 29 Placed in commission at Camden, New Jersey. Feb. 4th, arrived at Base Two, Stapleton, New York.  
1927 Feb. 8 Arrived at New London, Conn. Feb. 23rd, arrived at Boston, Mass.  
1928 Nov. 22 Left New London, Conn., for west coast. Jan. 7, 1929, arrived at San Pedro, California, permanent station.

GALATEA 1932 - In commission 1 January, 1934

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Built at Plant of John H. Mathis Company, Camden, New Jersey. 165-foot patrol boat.  
1932 Dec. 10 Launched. Feb. 3, 1933, accepted. Commissioned; assigned to permanent station at Stapleton, New York.  
1933 Feb. 16 Left Camden, New Jersey, on 10 day shake-down cruise.  
1933 Feb. 26 Arrived at Stapleton, New York, permanent station.

CHOWAN 1919 - 1924 (Formerly Navy Tug #75)

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1919 Nov. 14 Taken over from Navy at Norfolk, Virginia. Nov. 17, 1922, arrived at Depot with Derrick Scow #281.  
1922 Nov. 29 Placed out of commission, transfer of crew and equipment effected.  
1923 Jan. 1 Out of commission at Coast Guard Depot, Baltimore, Maryland.  
1924 July 22 Sold for \$5,050. to John W. Sullivan Company, Foot East 9th Street, New York, New York.

JAVELIN 1919 - 1922

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1919 Dec. 2 Taken over from Navy at Detroit, Michigan.  
1922 July 31 Sold to A. G. Liggett and Son, Wyandotte, Michigan, for \$500.

RARITAN 1921 - In commission 1 January, 1934 (Formerly IMMIGRANT)

1921 Dec. 1 Shipping Board Tug IMMIGRANT taken over from the Commissioner of Immigration at Ellis Island, New York, under authority of Executive Order #3565, Oct. 21, 1921, and immediately re-named RARITAN, remaining in an out-of-commission status until further notice.

1922 Mar. 24 Placed in commission at Coast Guard Depot, South Baltimore, Maryland. Stationed at New York, New York.

1923 Jan. 1 Permanent station at New York, New York.

1933 June 11 Left for overhaul at Depot; arrived June 12th; left for New York Sept. 30th; arrived October 1st.

WAYANDA 1924 - In commission 1 January, 1934 (Formerly COL. WM. H. BALDWIN)

1924 Oct. 21 A motor-driven, twin screw, concrete vessel, purchased from John W. Sullivan and Company, New York, New York, for \$15,980. November 19th, re-named WAYANDA.

1924 Nov. 26 Placed in commission at Greenport, New York.

1927 June 22 Transferred to Woods Hole, Mass., Base 18, for use as floating base.

JACKSON 1927 - In commission 1 January, 1934

1927 Mar. 14 Commissioned. April 7th, left Camden, New Jersey, for Boston, Mass.

1927 Apr. 12 Arrived at New London, Conn. May 15th, arrived at Boston, Mass.

1928 Feb. 15 Arrived at Depot for repairs; left for Boston on March 19th.

1929 Nov. 15 Assigned to Base Five, Boston, Mass.

1933 Dec. 26 Left Boston, Mass., for Curtis Bay, Maryland; arrived January 1, 1934.  
Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.

CALYPSO 1932 - In commission 1 January, 1934

Built at Bath, Maine, by Bath Iron Works. 165-foot patrol boat. Jan. 6, 1932, launched.

1932 Jan. 16 Commissioned. Assigned to Destroyer Force, permanent port, New York, New York.

1932 Jan. 17 Left Bath, Maine, on shake-down cruise.

1932 May 5 Transferred to New York Division as part of Special Patrol Force, stationed at Stapleton, New York.

KLINGELHOEFFER 1919 - 1921

1919 Oct. 29 Taken over from Navy at Chicago, Ill. Aug. 31, 1921, returned to the Navy. (Formerly sub-chaser).

DILIGENCE 1927 - In commission 1 January, 1934

Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Feb. 22 Placed in commission at Camden, New Jersey; left March 8th; arrived Stapleton, New York, March 17th.  
1928 May 19 Arrived at Depot, Curtis Bay, Maryland, for reconditioning; left for Stapleton, New York June 16th.  
1929 Dec. 1 Assigned to Base Two, Stapleton, New York.

DAPHNE 1932 - In commission 1 January, 1934

Built by Bath Iron Works, Bath, Maine. 165-foot patrol boat. Patrol boat to be assigned to Destroyer Force, with home port at Stapleton, New York.  
1932 Jan. 27 Launched and accepted. February 12th, commissioned.  
1932 Feb. 26 Arrived at Stapleton, New York, after ten day shake-down cruise.  
1932 May 5 Transferred to New York Division as part of Special Patrol Force, to be stationed at Stapleton, N. Y.

NEWBURY 1919 - 1925 (Formerly Navy SC-7C)

Built in Camden, New Jersey, in 1917. Dec. 19, 1919, taken over from Navy at Key West, Florida.  
1922 Mar. 10 Loaned to Prohibition Commissioner.  
1922 Oct. 14 Arrived at Depot, Curtis Bay, Maryland. Equipment and valuable instruments removed. Machinery laid up.  
1923 Jan. 1 Out of commission at Coast Guard Depot, Curtis Bay, Maryland.  
1925 Dec. 11 Sold to George Johnson, 1033 Riverside Avenue, Baltimore, Maryland, for \$493. (This price includes TAYLOR and LARSEN).

SCOUT 1896 - 1915

1896 Aug. 19 Placed in commission. Jan. 11, 1897, stationed at Port Townsend, Washington.  
1897 Nov. 16 To be known as No. 2, and attached to GRANT. April 13, 1901, to be known as SCOUT.  
1901 Sept. 23 Headquarters changed to Anacortes, Washington.  
1912 Jan. 25 To be known as No. 2, and attached to GRANT.  
1914 July 16 Patrolled International Yacht Races at Seattle, Washington.  
1914 Aug. 5 To observe neutrality laws.  
1915 Feb. 13 Transferred crew and equipment of old SCOUT to PATROL #2, and placed SCOUT out of commission.  
1915 Apr. 2 Sold to Birch Anderson Towboat Company, Seattle, Washington, for \$1,020.

DIX 1927 - In commission 1 January, 1934

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Built by American Brown Boveri Electric Corporation, Camden, New Jersey. 125-foot patrol boat.  
1927 Mar. 5 Commissioned at Camden, New Jersey; left March 6th. May 15th, arrived at Boston, Massachusetts.  
1928 Mar. 25 Arrived at Depot, Curtis Bay, Maryland, for repairs; left for Boston, Mass., April 21st.  
1929 Nov. 15 Assigned to Base Five, Boston, Massachusetts.

COLEFAX 1924 - 1928 (Formerly GENERAL RUFUS INGALLS)

-----  
Built by Water Transport Service, War Department, in 1921, at Wilmington, North Carolina.  
1924 Oct. 27 Acquired by the Coast Guard from the Coordinator.  
1924 Nov. 3 Arrived at Depot, Curtis Bay, Maryland, for reconditioning.  
Assigned to Base Two, Stapleton, New York, Pier 18.  
1928 Dec. 7 Sold for \$551 to Kenny and Corz, 80 South Broad Street, New York City, New York.

MOCCASIN 1924 - 1927 (Formerly LIBERATOR)

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1924 Aug. 20 Name changed to MOCCASIN. Aug. 21st, officially acquired from the Gibbs Gas Engineering Company, Jacksonville, Florida. In use as Section Base since October 1, 1924.  
1924 Nov. 17 Formally placed in commission at Miami, Florida. Mar. 3, 1926, transferred to Ft. Lauderdale, Fla.  
1927 - - Disposed of.

FRANK SPERRY 1891 - 1905 (Formerly EVELYN)

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1891 June 11 Purchased of Mr. Josiah Robbins for \$600. Formerly sloop yacht EVELYN of Bay Shore, New York.  
1891 June 25 Headquarters changed to Patchogue, Long Island, New York.  
1905 May 13 Sold to F. E. Gore of New York for \$200.

GENERAL GEORGE GIBSON 1924 - 1927

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1924 Oct. 31 Headquarters' letter to Commander, New York Division, authorizes GIBSON to be taken over from Superintendent, Third Lighthouse District, New York.  
1924 Nov. 8 Arrived at Depot, Curtis Bay, Maryland, for reconditioning.  
1927 Jan. 7 Sold for \$200 to Charles A. Jording, Baltimore, Maryland.



HARVEST QUEEN (1920)

1920 Mar. 28 Received from Commandant, Fifth Naval District, Hampton Roads, Virginia.  
1920 June 25 Sold to Tremper Construction Company, Brooklyn, New York, for \$1,000.

STELLENWERF 1919 - 1922 (Formerly Navy SC-417)

1919 Oct. 21 Taken over from Navy at New York, New York.  
1922 June 7 Sold to the Connecticut Iron and Metal Company, 55 Howard Street, New London, Conn., for \$900.  
(This also includes price of ADAMS).

CONGRESS (1928) (Ex-seized boat)

No record of acquisition. Stationed at Base 11, Oakland, California.  
1928 May 19 Sold for \$2,100. to Anton A. Stanovich, 311 North Mesa Street, San Pedro, California, and Alexander W. Kyle, 575 Santa Ray Avenue, Oakland, California.

CAROLINA 1906 - 1922

Built in 1906. Stationed at Elizabeth City, North Carolina.  
1921 Oct. 26 Placed out of commission and laid up. One man left aboard as caretaker. Remainder transferred.  
1922 Aug. 3 Sold to T. J. Jones, Elizabeth City, N. C., for \$1,025.

GENERAL LUDINGTON 1925 - 1927

1925 Jan. 8 At Coast Guard Depot, South Baltimore, Maryland, out of commission.  
1925 Jan. 20 Taken over from Superintendent of United States Lighthouse, 5th District, Norfolk, Virginia.  
1927 Mar. 11 Sold for \$360. to Redman-Vane Shipbuilding Company, Key Highway, Baltimore, Maryland.

DOBBIN 1927-In commission 1 January, 1934 (Ex-seized CONSUELLO II) (Formerly RECLAIMER) (Formerly CG-806) (Formerly CG-945)

1927	Mar.	13	Arrived at Depot, Curtis Bay, Maryland. May 18th, officially absorbed.
1927	June	28	Left Depot, Curtis Bay, for Cape May, N. J., after having been placed in commission at Curtis Bay, Md.
1927	July	1	Arrived at Base Nine, Cape May, New Jersey. August 18th, re-named RECLAIMER.
1929	May	20	Sailed on Practice Cruise. July 13th, re-named CG-806.
1929	July	24	Arrived at Depot, Curtis Bay, Maryland; left for Cape May, New Jersey, on August 30th.
1930	July	30	Left Depot, Curtis Bay, Maryland, for Gloucester, Mass.; returned to Depot, Curtis Bay, on Sept. 17th.
1930	Oct.	10	Left Depot, Curtis Bay, Maryland, for Norfolk, Virginia. Nov. 9th, arrived at Key West, Florida.
1931	Apr.	2	Re-numbered CG-945 and placed in Class B. June 29th, name changed to DOBBIN and assigned to Academy, New London, Conn. July 8th, arrived at Base Two, Stapleton, New York.
1931	July	11	Turned over to Superintendent of Academy, New London, Conn.

PATARA 1925 - 1927 (Ex-seized boat)

Built at Mahone Bay, Nova Scotia, in 1921. Dec. 9, 1925, British Schooner turned over to Coast Guard.

1925	Dec.	16	Arrived at Academy Wharf, New London, Conn. May 8, 1926, arrived at Depot, Curtis Bay, for repairs.
1927	June	27	Sold to Kenny and Corz, 80 Broad Street, New York City, New York, for \$2,700.

LINCOLN (1926) (Ex-seized boat)

1926	June	23	Accepted by Coast Guard at Base Two, Stapleton, New York, from Court.
1926	June	26	Ordered to Base Nine, Cape May, New Jersey; arrived June 30th.
1926	Sept.	11	Placed in commission at Curtis Bay, Md. Sept. 18, left Depot, Curtis Bay, for Base Nine, Cape May, N.J.
1926	Dec.	18	Burned and sunk.

ACEAL 1929 - 1933 (CG-8002) (Ex-seized boat)

1929	Oct.	12	Officially absorbed. Assigned to Ninth District, Lorain, Ohio.
1930	Apr.	12	Permanent station at Lorain, Ohio. Oct. 7, 1931, left Buffalo, New York, for Portsmouth, N. H.
1931	Oct.	27	Arrived at Gloucester, Mass., and assigned to Cape Elizabeth Station, First District.
1933	June	5	(601) Letter, Boston Division, to First District, orders transfer to Base Seven, Gloucester, Mass.
1933	July	6	Surveyed. July 20th, survey approved.
1933	Oct.	9	Sold to T. Harold Day, 135 Linden Avenue, Malden, Massachusetts, for \$77.

GEMMA 1927 - 1928 (Ex-seized boat)

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Fishing boat type. 135-feet long. March 22, 1927, ordered to Depot, Curtis Bay, Md., for overhaul.  
1927 Mar. 26 Turned over to Coast Guard by Court at New London, Conn.  
1928 Feb. 29 Sold to E. Lawrence Dinning, Jr., 815 Continental Building, Baltimore, Maryland, for \$7,010.

THOMASTON 1925 - 1927 (Ex-seized boat)

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1925 Nov. 25 Arrived at Base One, Atlantic City, New Jersey.  
1926 Jan. 14 Ordered to Depot, Curtis Bay, Maryland, for repairs.  
1927 June 7 Sold to E. Lawrence Dinning, Jr., 815 Continental Building, Baltimore, Maryland, for \$525.

LUCKY STAR (1927) (Ex-seized boat)

-----  
1927 Apr. 28 Absorbed by Coast Guard and assigned to Base 15, Biloxi, Mississippi.  
1927 July 22 Sold to Charles Bellamy, 513 Franklin Street, Cape May, New Jersey, for \$50.

DIANA II 1926 - 1928 (Ex-seized boat)

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1926 May 10 Taken over from Prohibition Administrator of District No. 10, Biloxi, Mississippi.  
1928 Feb. 9 Sold.

LUCKY STRIKE (1927) (Ex-seized boat)

-----  
Assigned to Cape May, New Jersey.  
1927 June 27 Sold to Charles Bellamy, 513 Franklin Street, Cape May, New Jersey, for \$50.

BABOON 1932 - 1933 (CG-973)(#23701)(Ex-seized boat)

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1932 Mar. 10 Assigned to Section Base Nine, Cape May, New Jersey, in Class B.  
1933 Jan. 20 Ordered to be permanently transferred to Depot, Curtis Bay, Maryland. To be towed there by VINCES.  
1933 Jan. 23 Left Cape May, New Jersey; arrived at Depot, Curtis Bay, Maryland, on January 24th.  
1933 Feb. 20 Surveyed. To be transferred to some Government Department. Apr. 10, to be transferred to Navy Department on June 20th, at Depot.

EMMA KATE ROSS 1918 - 1919

-----  
Taken over by the Coast Guard early in 1918 at New York, New York, for service guarding the different anchorages and the ammunition ships loading for overseas, at that place.  
1919 May 16 Decommissioned at Shewan's Dry Dock, New York, New York.

RICHARD CASWELL 1918 - 1919

-----  
Taken over by the Coast Guard at New York, New York, for service guarding the different anchorages, and the ammunition ships loading for overseas at that place.  
1919 Jan. 31 Returned to custody of District Engineer, War Department, Charleston, South Carolina.

VIRGINIA I 1925 - 1932 (CG-801)(Ex-seized Boat)

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1925 Nov. 23 Turned over to Coast Guard, American Gas Screw, by order of the Court.  
1926 Mar. 17 Placed in commission at San Francisco, California.  
1926 June 1 Reported at Base 11, Oakland, California. Re-named VIRGINIA I.  
1929 July 16 Re-named CG-801.  
1931 Dec. 21 Ordered to be disposed of by public sale. Dec. 31st, placed out of commission.  
1932 Feb. 25 Sold for \$1,604 to A. Boles, 418 Lincoln Avenue, Alameda, California.

STAR 1927 - 1933 (CG-903)(Ex-seized Boat)

-----  
1927 Apr. - Accepted by Commander, Base 15, Biloxi, Miss., and assigned to that Base.  
1927 June - Assigned to 8th District, Galveston, Texas.  
1929 July 7 Re-named CG-903.  
1932 Oct. 11 Headquarters' letter authorizes permanent transfer from Galveston to Saluria Station, when latter station is placed in commission (CO-701-531-21).  
1932 Oct. 16 In accordance with letter of 11 October, 1932, transferred to Saluria Station.  
1933 Sept. 20 Survey of 9 September, 1933, approved - to be sold.  
1933 Oct. 26 Sold for \$757. to S. H. Alien, Port Isabel, Texas.

FRENCH AND AMERICAN DIFFICULTIES

The following vessels were in active service during the French and American Difficulties (1798 - 1801):

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>Page Number</u>	<u>Commanding Officer</u>
DILIGENCE	1791 - 1821	91-92	Captain John Brown
EAGLE	1798 - 1799	95	Captain Hugh Campbell
GENERAL GREEN	1790 - 1815	96-96-A	Captain George Price
GOVERNOR JAY	1798 - 1799	93	Captain John W. Leonard
PICKERING	1798 - 1799	86-89	Captain Chapman and Lt. E. Preble
SCAMMEL	1798 - 1799	90	Captain John Adams
SOUTH CAROLINA	1798 - 1803	94	Captain James Payne
VIRGINIA	1791 - 1801	92	Captain Francis Bright

WAR OF 1812

During the War of 1812 the Cutters listed below took active part.

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>Page Number</u>	<u>Commanding Officer</u>
ACTIVE	1812 - 1817	123	Captain Caleb Brewster
COMMODEORE BARRY	(1812)	122	Captain Daniel Elliott
EAGLE	1809 - 1814	113-116	Captain Frederick Lee
GALLATIN	1807 - 1813	78	Captains Hugh McNeill, J. H. Silliman
JAMES MADISON	1807 - 1812	116	Captain George Brooks
JEFFERSON	1805 - 1817	119	Captain William Ham
MERCURY	1807 - 1820	118	Captain Wallace
SURVEYOR	1807 - 1813	117-118	Captain William S. Travis
VIGILANT	1812 - 1842	120-121	Captain John Cahocne

CANADIAN INSURRECTION

In 1838 the Cutter ERIE assisted in preserving neutrality between the United States and Canada, in connection with the Canadian Insurrection of that year.

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>Page Number</u>	<u>Commanding Officer</u>
ERIE	1832 - 1849	412-414	Captain Daniel Dobbin

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Dates of Service	For Officers See Page No.	For movements of Vessel see Page Number
✓ AARON V. BROWN	1856-1864	465	414
✓ AGASSIZ	1861-1865	465	75
✓ ANDREW JACKSON	1832-1865	465-466	83-84
✓ ANTIETAM	1864-1870	466	67
✓ ASHUELOT	1863-1867	466-467	75
✓ (BRONX (Formerly A.F. ANDREWS	1863-1864	(467	(424
✓ CALEB CUSHING	1853-1863	467	389
✓ CORWIN (1861)		467	394
✓ CRAWFORD	1848-1869	467-468	393
✓ (CUYAHOGA (Formerly SANTA ANNA	1863-1867	(468-469	(390
E. A. STEVENS (1861-1890) Formerly NAUGATUCK )		469-470)	327-329)
✓ GEORGE M. BIRB	1843-1861	470	111
HARRIET LANE	1857-1861	470	35-37
HENRIETTA	1861-1862	470	32
✓ HERCULES	1861-1864	470-471	31
✓ HOPE (1861)		471	420
✓ ISAAC TONCEY	1856-1869	471	44
✓ JACOB THOMPSON	1856-1870	471-472	403
✓ JAMES CAMPBELL	1853-1875	472	343
✓ J. C. DOBBIN	1853-1881	473	201-202
✓ J. DAVIS	1853-1862	474	67
✓ J. S. BLACK	1856-1868	474	419
✓ J. B. FLOYD	1856-1864	474	403

Name of Vessel	Dates of Service	For Officers See Page No.	For movements of Vessel see Page Number
✓ NEMAHA )	1862-1868	474)	418)
Formerly FLORA)		)	)
( JOSEPH LANE	1848-1869	(475	(305-306
(Formerly CAMPBELL		(	(
✓ KANKAKEE	1863-1867	475	416
✓ KEWANEE	1863-1867	475	417
✓ LINCOLN	1864-1874	475	403
✓ MAHONING	1863-1915	475-476	290-294
✓ (MIALI (Formerly LADY LE MARCHANT	1862-1871	(476-477	(417
✓ MOPRIS	1848-1868	477-478	43
✓ NORTHERNER	1864-1895	478	216-220
✓ PAWTUCKET	1863-1867	478-479	415
✓ PHILIP ALLEN	1855-1865	479	405
✓ RELIANCE	1861-1865	479-480	422
✓ SHUERICK	1861-1866	480-481	341
✓ TIGER	1861-1865	481-482	405
✓ VARINA	1861-1865	482-483	405
✓ WALTER FORWARD	1841-1865	483-484	98-104
✓ WAYANDA	1863-1873	484-485	172
✓ WM. H. SEWARD	1864-1901	485	270-273
✓ WM. J. DUANE	1848-1861	485	415
✓ WM. L. MARCY	1853-1862	485	419
✓ (WINSLOW (1864)		(485	(32
(Also known as HECTOR.		(	(



CIVIL WAR 1861 - 1865

Pages 464-A to 464-C, inclusive, give an alphabetical list of commissioned officers in this Service during the Civil War. By consulting the page numbers given the unit (or units) to which they were assigned may be ascertained.

( ) Indicates name appears more than once on page.

Officers	Page Numbers
Abbey, Chas. A.	477 - 484
Abercrombie, A.R.	473
Amazeen, Jos.	(465) - 467 - 473 - 474 - 478 - 483
Bailey, G. W.	468 - 484
Baker, John G.	471 - 475 - 476 - 480 - 481 - 483
Barker, Jas. H.	483
Barlow, C. B.	474
Barr, Frank	466 - 467 - 469 - 473 - 474
Bartlett, W. F.	482
Beck, F. W.	476 - 479
Bennett, H. L.	485
Bennett, J. G.	470
Benson, H. J.	471 - 473 - 474 - 483
Blackwood, J. G.	472 - 473
Bloodgood, F. C.	480
Bond, J. G.	467 - 472
Briggs, H. L.	474 - 475 -(478)
Brown, John E.	469
Butler, C. F.	469
Carson, John	467 - 472
Cary, A. G.	(465 - 466 - 468 - 471 - 476 - 477 (481) - 483 - 484
Cay, James	475
Chaddock, J.S.S.	467 - 475 - 480 - 485
Chester, Wm. E.	470
Claridge, J. H.	465
Clark, B. R.	470 - 485
Clarke, George	(467)
Clarke, Geo. A.	479
Coffin, Rufus	465 - 470 - 471 - 474 - 477 - 481
Colesbury, S.C.	468 - 473 - 474 - 479 - 480 - 481
Collins, E. F.	479
Constable, D.C.	465 - 467 - 469 - 475 - 477 - 481
Cornell, Stephen	465 - 467 - 473 - 481 - 485

Officers	Page Numbers
Cornell, Wm. H.	467 - 475
Cowton, E. L.	466 - 474
Cummings, A. M.	485
Cummings, Wm.	477
Dale, Chas. G.	470 - 477
Dally, A. J.	475 - 480
Dally, J. R.	476
Davenport, D.	467 - 471 - 485
Davidson, M. T.	485
Davis, A. B.	476 - 477 - 482 - 483
Davis, Jesse	477
DeHart, W. C.	466 - 474 - 484
deLagnelle, J.	466
Delan, J. R.	472
Dennis, J. W.	466 - 471
Deane, E. L.	467
Dickerson, E. S.	465 - 466 - 472 - 474 - 484
Dickinson, Chas.	470
Dinsmore, Jay	485
Dixon, C. H.	476
Dixon, E. B.	475
Douglass, A. D.	469 - 476
Doyle, Jas. A.	485
Dryburg, J. R.	470 - 477 - 482
Dumont, Wm. H.	468
Dungan, T. M.	470 - 471 - 479 - 483
Evans, David	469 -(475)- 480 - 481 - 482
Faunce, John	(468) - 476 - 478 - 484
Fengar, A. A.	474 - 476 -(477)- 478
Finnerty, P.	469 - 476
Flaherty, Frank	467
Fortney, Nathan	471
Freeman, E. A.	465 - 468 - 470 -(476)- 478 - 479 - 482
Furlong, E. B.	466 - 480

CIVIL WAR 1861 - 1865

Pages 464-A to 464-C, inclusive, give an alphabetical list of commissioned officers in this Service during the Civil War. By consulting the page numbers given the unit (or units) to which they were assigned may be ascertained.

( ) Indicates name appears more than once on page.

Officers	Page Numbers
Gambrill, H. J.	468 - 470 - 471 -(480)- 482 - 483 - 484
Gardner, E. C.	471 - 472 - 475 -(478)
Gibbens, F. H.	478
Graham, H. R.	(465 - 466 -(468)- 470 -(474)- 476 - 481
Green, H. A.	474
Hall, H. D.	466 - 471 -(475)- 480
Hall, H. E.	478
Hamilton, Samuel	469 - 485
Hamlin, H. P.	465 - 477 - 484
Hansell, Geo. B.	469 - 485
Harrison, A. L.	479
Harrison, J. J.	478
Hassell, Horace	467
Harwood, H. H.	482 - 483
Hawes, Alfred	474
Hawkins, J.B.F.	485
Henriques, J.A.	468 - 473 - 478
Henshaw, H. C.	469 - 478 - 485
Hill, James	475 - 484
Hodgsdon, D. B.	(475)- 480 - 484
Holloway, W. E.	466 - 471 - 472 - 476 - 478
Hooper, C. L.	475
Hopper, J. W.	469 - 474
Hopper, Richard	467
Hornsby, Alfred	477
Hornsby, H. W.	479
Howard, James	474
Howard, W. A.	470 - 479
Howell, John	482
Hunter, G. M.	466
Hunter, H. D.	472
Huntington, R.	467 - 472
Hyde, A. L.	474 - 481

Officers	Page Numbers
Irish, Joseph	(468)- 471 - 473 - 475 - 484
Ives, Thomas B.	471
Jefferis, J. E.	475 - 485
Johnson, A. M.	483
Johnson, Joseph	480 - 485
Jones, Geo. W.	482
Jones, J. M.	465 - 477 -(481)- 482 - 484
Kane, Patrick	482
Kellam, B. J.	467 - 472 - 478
King, Geo. W.	(468)- 471 - 472 - 473 - 477
King, J. W.	469
Knapp, Gilbert	473 - 474 - 477
Knowlton, J. P.	478
Laha, Thomas	478 - 482
Lake, J. P.	474
Lamoreaux, G. W.	477
Lawrence, T. H.	466 - 467 - 468
Lay, T. W.	466 -(473)- 477 - 479 - 480 - 484
Lee, Wm. P.	479 - 484
Leviness, J. F.	469 - 477
Madigan, J. S.	465 - 472 - 482
Maples, Charles	476
Martin, Francis	465 - 467 -(470)- 471 - 481 - 483
Mason, John, Jr.	(465)-468 - 471
McGowan, John	468 - 471 - 480
McIntyre, J. G.	481
McKinley, I. J.	466 - 472
McNab, George	467 -(485)
Mechlin, F.A.S.	479
Merryman, J. H.	466 - 472 - 484
Milligan, J. F.	485
Mitchell, J. C.	482 - 484
Moffett, Thomas	478 - 481 - 483
Moody, David	474 - 481 - 483

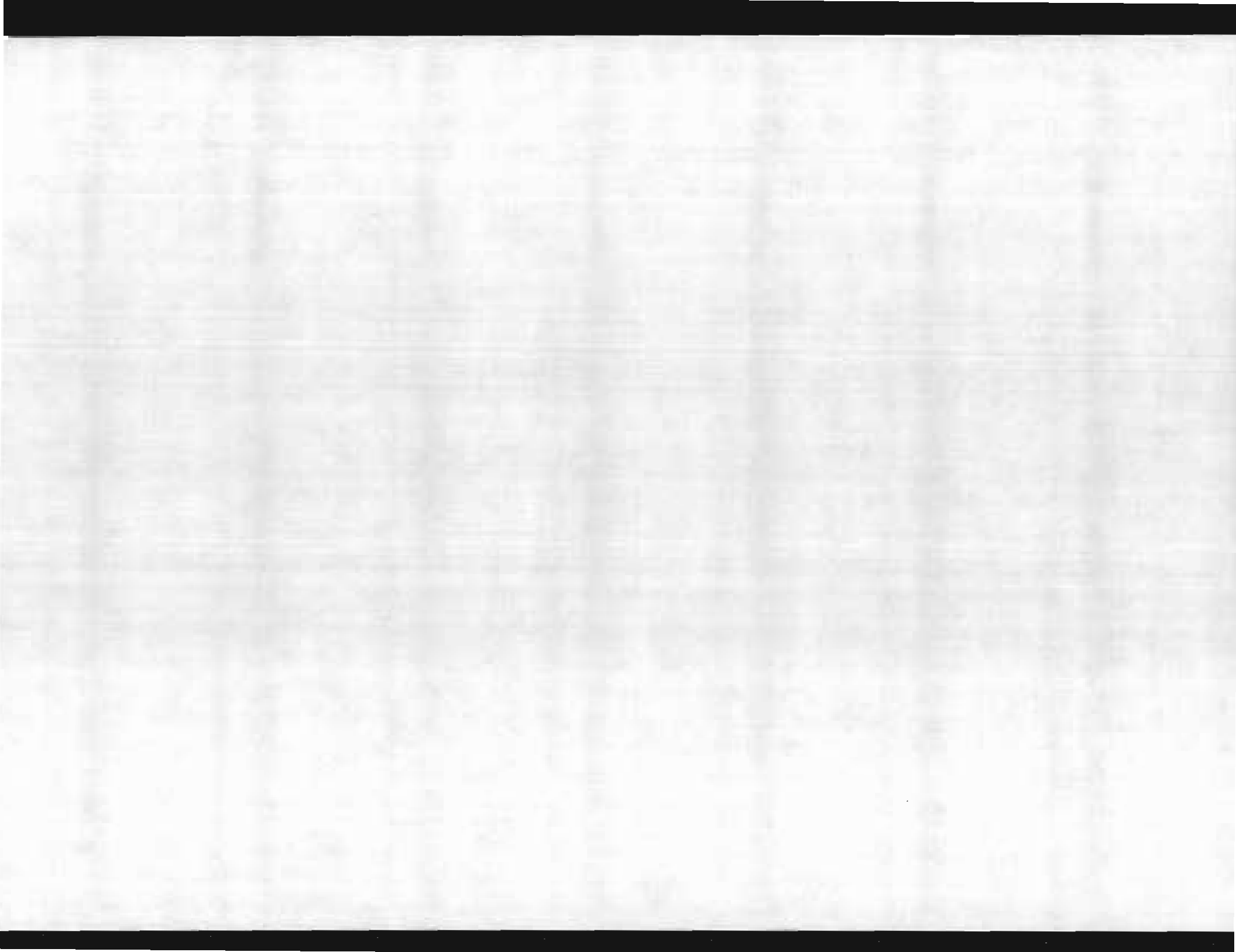
CIVIL WAR 1861 - 1865

Pages 464-A to 464-C, inclusive, give an alphabetical list of commissioned officers in this Service during the Civil War. By consulting the page numbers given the unit (or units) to which they were assigned may be ascertained.

( ) Indicates name appears more than once on page.

Officers	Page Numbers
Moore, Geo. W.	475
Moore, J. B.	465
Moran, J. A.	469
Morsell, R. A.	467 - 471 - 475 - 479
Morton, E. L.	469
Mullett, T. B.	479
Nones, H. B.	472 - 483 - 485
Nyman, F. W.	467
O'Brien, S. A.	478
Ottinger, D.	467 - 476
Page, John W.	472
Pease, C. W.	466 - 471 - 473 - 478 - 479 - 481
Pease, W. C.	471 - 480
Phillips, Morton	466 - 471 - 475 - 477 - 479 - 483
Pierson, Josiah	478
Piggott, W. C.	475 - 477 - 483 - 484
Polhamus, Thomas	482
Porter, H. O.	470 -(479)- 483
Pulsifier, F. H.	469 -(470)- 477 - 485
Quinn, John	482
Ralston, R. S.	468 - 477 - 485
Raynolds, W. F.	477
Reeves, LaRue	474
Richardson, C.A.	467
Ricketson, B. F.	468 - 472 - 481
Riehl, Cyrus	465 - 472 - 480
Riley, George	478
Ritchie, David	468 - 476 - 479
Roberts, J. J.	471 - 475
Roberts, W. H.	473
Robinson, F. F.	479
Robinson, John	469
Rogers, A. S.	465 - 466 - 468 - 481
Rogers, M. C.	(472)- 474 - 484
Sands, Thomas	465 - 482
Scammon, C. M.	480
Schamback, H. G.	475
Schultz, J. F.	473 - 481 - 483
Scofield, L. A.	478
Scott, Walter	(470)- 477 - 482
Selden, J. M.	470 - 475 - 474
Sewall, H. W.	466 - 479

Officers	Page Numbers
Shippen, W. W.	469
Shoemaker, C. F.	(468) - 470 -(472)- 481
Simmons, G. W.	466
Simmons, W. S.	466 - 480 - 482 - 483
Slicer, Geo. R.	479
Smith, C. W.	480 - 482
Smith, Henry	485
Snow, Myrick	481
Sparrell, F. W.	475
Spencer, T. N.	465 - 470 - 473 - 474 - 476 - 481 - 483
Taylor, S. T.	480
Taylor, T. M.	473
Tennyson, W. A.	483
Thatcher, J. H.	465 - 468 - 470 - 481
Thomas, J. P.	478
Thompkins, D. D.	(468) - 476 - 480 - 481 - 482 - 484
Travers, F. K.	482
Travers, R. H.	(465) - 468 - 473 - 483
Treadway, T.	465 - 466 - 468 - 472 - 473 - 476 - 484
Underwood, J. A.	468 - 473
Usher, Jas. D.	466 - 473 - 481 - 482 - 483
Vallatte, Eugene	478
Walden, George	467 - 469 - 473 - 476
Walker, Wm. M.	478
Warner, S. S.	468 - 471 - 474 - 477 - 479 - 481 - 483
Watson, E. W.	466 - 468
Wayson, James	480
Webster, C. E.	465 - 474
Webster, J. A. Jr.	467 - 473 - 475
Welch, H. H.	483
Wheeler, C. S.	471 - 481 - 483
Whitaker, F. W. H.	485
Whitcomb, J. K.	477 - 484
White, Joseph	470
White, J. W.	480 - 484
Whiting, J. F.	479
Williams, J. D.	479
Willis, W. A.	476 - 482 - 484
Wilson, J. E.	474 - 477
Wilson, J. W.	469 - 471
Wicks, Jas. H.	474 - 478
Woods, R. H.	469 - 481 - 484
Young, John	482



CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
AARON V. BROWN	(1st Lieut. John Mason, Jr. )	23 Apr., 1862	414
	( Commissioned Captain)	2 July, 1862	
	3rd Lieut. Hugh R. Graham	3 June, 1862	
	3rd Lieut. John H. Thatcher	30 Aug., 1862	
	3rd Lieut. Henry P. Hamlin	2 July, 1863	
AGASSIZ	Captain Francis Martin, commanding	1 Oct., 1862	75
	Captain John Mason, Jr., commanding	2 May, 1864	
	Captain Joseph Amazeen, commanding	27 Sep., 1864	
	1st Lieut. David C. Constable	19 Oct., 1861	
	(1st Lieut. John M. Jones, commanding)	24 June, 1862	
	( Commissioned Captain )	1 July, 1862	
	1st Lieut. Robert H. Travers	2 Oct., 1862	
	1st Lieut. Timothy Treadway, commanding	30 May, 1863	
	1st Lieut. Joseph Amazeen, commanding	15 July, 1863	
	(1st Lieut. Theodore N. Spencer )	23 Nov., 1864	
	( Commissioned Captain)	7 Mar., 1865	
	2nd Lieut. J. H. Claridge	13 Aug., 1861	
	2nd Lieut. Robert H. Travers	13 Sep., 1861	
	2nd Lieut. Edward A. Freeman	2 Jan., 1862	
	2nd Lieut. Edward S. Dickerson	3 Apr., 1865	
	3rd Lieut. C. E. Webster	22 Oct., 1861	
	3rd Lieut. Augustus G. Cary	13 Nov., 1862	
	3rd Lieut. (Acting) John S. Madigan	25 Mar., 1864	
	3rd Lieut. Cyrus Riehl	10 May, 1864	
	(3rd Lieut. (Acting) James B. Moore)	7 Nov., 1864	
( Commissioned 3rd Lieut.)	7 Mar., 1865		
ANDREW JACKSON	Captain Stephen Cornell, commanding	1 Nov., 1861	83-84
	Captain Thomas Sands, commanding	3 Oct., 1864	
	1st Lieut. Anson S. Rogers	8 Mar., 1861	
	1st Lieut. Rufus Coffin	3 Feb., 1862	

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>For movements of Vessel see page No.</u>
ANDREW JACKSON	1st Lieut. Anson S. Rogers	10 Feb., 1862	83-84
	(2nd Lieut. Isaac J. McKinley)	16 Aug., 1861	
	( Resigned )	4 Sep., 1862	
	2nd Lieut. Thomas H. Lawrence	6 Sep., 1861	
	(3rd Lieut. Johnston de Lagnelle)	11 Mar., 1861	
	( Resigned )	1 May, 1861	
	3rd Lieut. Eugene W. Watson	14 Aug., 1861	
	3rd Lieut. William E. Holloway	3 Feb., 1862	
	3rd Lieut. Edward S. Dickerson	3 May, 1862	
	3rd Lieut. Morton Phillips	8 Sep., 1862	
	(3rd Lieut. Henry B. Hall )	2 Apr., 1863	
	( Commissioned 2nd Lieut.)	13 July, 1863	
	3rd Lieut. Wentworth S. Simmons	18 Apr., 1863	
	5rd Lieut. Thomas W. Lay	22 Oct., 1863	
	3rd Lieut. James W. Dennis	6 May, 1864	
	3rd Lieut. Henry W. Sewall	24 May, 1864	
	3rd Lieut. Cyrus W. Pease	29 June, 1864	
	(3rd Lieut. (Acting) Edward L. Cowton	28 Oct., 1864	
	( Commissioned 2nd Lieut.	7 Mar., 1865	
	ANTIETAM	(1st Lieut. Timothy Treadway )	
( Commissioned Captain)		11 July, 1864	
2nd Lieut. Edward B. Furlong		13 May, 1864	
ASHUELCT	1st Lieut. James B. Usher	26 May, 1864	75
	(1st Lieut. James H. Merryman )	2 June, 1864	
	( Commissioned Captain)	11 July, 1864	
	(2nd Lieut. Hugh R. Graham )	29 June, 1864	
	( Commissioned 1st Lieut.)	11 July, 1864	
	2nd Lieut. Frank Barr	19 Jan., 1865	
	2nd Lieut. Augustus G. Cary	1 Apr., 1865	
	3rd Lieut. George M. Hunter	6 June, 1864	
	(3rd Lieut. William C. DeHart )	28 June, 1864	
	( Commissioned 2nd Lieut.)	11 July, 1864	
	(Chf. Engr. (Acting) George W. Simmons	14 Mar., 1864	
( Commissioned Chf. Engr.	11 July, 1864		



CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>For movements of Vessel see page No.</u>
ASHUELLOT	(1st Asst. Engr. (Acting) Frank W. Nyman)	13 Aug., 1864	75
	( Resigned )	14 Dec., 1864	
	1st Asst. Engr. George McNab	15 Dec., 1864	
	2nd Asst. Engr. (Acting) Frank Flaherty	18 July, 1864	
	2nd Asst. Engr. (Acting) Horace Hassell	24 Dec., 1864	
BRONX	Captain David C. Constable, commanding	5 Nov., 1864	424
	(1st Lieut. Richard A. Morsell )	27 Jan., 1864	
	( Commissioned Captain)	11 July, 1864	
	3rd Lieut. Roscoe Huntington	22 Jan., 1864	
	(3rd Lieut. (Acting) Edward L. Deane)	18 Aug., 1864	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	(3rd Lieut. (Acting) William H. Cornell)	19 Jan., 1865	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
1st Asst. Engr. (Acting) Richard Hopper	1 Aug., 1864		
CALEB CUSHING	Captain Stephen Cornell, commanding	21 June, 1861	389
	Captain John A. Webster, Jr., commanding	19 Aug., 1861	
	Captain George Clarke, commanding	13 June, 1862	
	(1st Lieut. Dudley Davenport	27 June, 1861	
	( CUSHING captured 27 June, 1863.		
	(On leave until reporting on TONCEY.		
	1st Lieut. Joseph Amazeen, commanding	7 Aug., 1861	
	2nd Lieut. Thomas H. Lawrence	5 Apr., 1861	
	2nd Lieut. Constantine A. Richardson	18 Jan., 1862	
	3rd Lieut. Frank Barr	11 Sep., 1861	
3rd Lieut. George Walden	24 June, 1862		
CORWIN	Captain Douglass Ottinger, commanding	9 May, 1861	394
	Captain Francis Martin, commanding	15 Aug., 1861	
	2nd Lieut. John G. Bond	13 Aug., 1861	
CRAWFORD	Captain John Carson, commanding	6 July, 1861	393
	Captain George Clarke, commanding	29 Aug., 1861	
	Captain John S. S. Chaddock, commanding	18 May, 1864	
	Captain Benjamin J. Kellam, commanding	10 Aug., 1864	

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
CRAWFORD	1st Lieut. Anson S. Rogers	16 Aug., 1861	393
	1st Lieut. John Mason, Jr.	25 Feb., 1862	
	1st Lieut. John A. Underwood	13 June, 1862	
	1st Lieut. Daniel D. Thompkins	20 Oct., 1863	
	1st Lieut. Daniel D. Thompkins	1 Aug., 1864	
	2nd Lieut. Thomas H. Lawrence	13 Sep., 1861	
	2nd Lieut. Robert H. Travers	7 Jan., 1862	
	3rd Lieut. Charles F. Shoemaker	12 June, 1861	
	3rd Lieut. William H. Dumont	13 Aug., 1861	
	3rd Lieut. Benjamin F. Ricketson	18 Nov., 1861	
	3rd Lieut. (Acting) Hugh R. Graham	2 Jan., 1862	
	3rd Lieut. Augustus G. Cary	4 Jan., 1862	
	3rd Lieut. George W. King	14 Mar., 1862	
	3rd Lieut. John H. Thatcher	14 Mar., 1862	
	3rd Lieut. Hugh R. Graham	19 Aug., 1862	
	3rd Lieut. Charles F. Shoemaker	20 Nov., 1862	
	3rd Lieut. Joseph Irish	16 June, 1863	
	3rd Lieut. (Acting) George W. King	13 July, 1863	
	3rd Lieut. Eugene W. Watson	9 May, 1864	
	(3rd Lieut. John A. Henriques )	27 May, 1864	
	( Commissioned 1st Lieut.)	11 July, 1864	
	3rd Lieut. (Acting) George W. Bailey	13 Oct., 1864	
3rd Lieut. Horace J. Gamtrill	30 Jan., 1865		
CUYAHOGA	Captain John McGowan, commanding	14 Apr., 1863	390
	Captain John Faunce, commanding	16 Dec., 1864	
	Captain John Faunce, commanding	20 Feb., 1865	
	1st Lieut. Timothy Treadway	17 July, 1863	
	1st Lieut. Samuel S. Warner	3 Jan., 1864	
	1st Lieut. Samuel C. Colesbury	20 Aug., 1864	
	2nd Lieut. Edward A. Freeman	20 Apr., 1863	
	2nd Lieut. Robert S. Ralston	22 Apr., 1863	
	2nd Lieut. Joseph Irish	26 Aug., 1864	
	(3rd Lieut. (Acting) David Ritchie )	18 Apr., 1863	
( Commissioned 3rd Lieut.)	13 July, 1863		

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
CUYAHOGA	(3rd Lieut. Frank Barr )	23 Apr., 1863	390
	( Commissioned 2nd Lieut.)	13 July, 1863	
	(3rd Lieut. (Acting) John E. Brown)	31 Aug., 1864	
	( Resigned )	16 Dec., 1864	
	3rd Lieut. George B. Hansell	6 Dec., 1864	
	(3rd Lieut. Robert H. Woods )	13 Feb., 1865	
	( Commissioned 2nd Lieut.)	7 Mar., 1865	
	Chf. Engr. (Acting) Joel W. Hopper	29 Apr., 1863	
	Chf. Engr. (Acting) A. D. Douglass	18 Sep., 1863	
	Chf. Engr. Frank H. Pulsifer	26 Jan., 1865	
	Engineer J. W. King	6 June, 1864	
	1st Asst. Engr. Samuel Hamilton	25 Apr., 1863	
	1st Asst. Engr. (Acting) John A. Moran	25 Nov., 1864	
	2nd Asst. Engr. (Acting) John Robinson	25 Apr., 1863	
	2nd Asst. Engr. (Acting) Charles F. Butler	19 May, 1863	
	2nd Asst. Engr. (Acting) James F. Leviness	19 May, 1863	
	2nd Asst. Engr. Patrick Finnerty	28 Oct., 1863	
	2nd Asst. Engr. (Acting) Henry C. Henshaw	6 Jan., 1864	
E. A. STEVENS	(Captain W. W. Shippen (Temporary)	10 Mar., 1862	327-329
	( Resigned	17 Apr., 1862	
	(1st Lieut. David C. Constable, commanding)	1 May, 1862	
	( Commissioned Captain )	15 May, 1862	
	(2nd Lieut. John W. Wilson	13 Mar., 1862	
	( Commissioned 1st Lieut. on account of		
	( bravery in action.	19 May, 1862	
	( Commissioned Captain	7 Mar., 1865	
	(2nd Lieut. (Acting) David Evans )	24 Sep., 1863	
	( Commissioned 1st Lieut.)	7 Mar., 1864	
	(3rd Lieut. (Acting) E. I. Morton)	11 Nov., 1862	
	( Resigned )	8 July, 1863	
(3rd Lieut. George Walden )	31 July, 1863		
( Commissioned 2nd Lieut.)	7 Mar., 1865		

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>For movements of Vessel see page No.</u>
E. A. STEVENS	(3rd Lieut. William E. Chester (Temporary)	17 Dec., 1863	327-329
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	3rd Lieut. (Acting) Beverly R. Clark	28 July, 1864	
	Chf. Engr. James R. Dryburg	18 Mar., 1862	
	Asst. Engr. Charles G. Dale	17 Mar., 1862	
	Asst. Engr. Walter Scott	18 Mar., 1862	
	Asst. Engr. Frank H. Pulsifer	21 Mar., 1862	
	Asst. Engr. Frank H. Pulsifer	28 Feb., 1863	
	(Asst. Engr. Walter Scott )	3 Mar., 1864	
	( Commissioned Chief Engineer)	11 July, 1864	
(2nd Asst. Engr. (Acting) Joseph White )	1 Sep., 1864		
( Appointed Act. 1st Asst. Engineer)	2 Apr., 1865		
GEORGE M. BIBB	Captain Francis Martin, commanding	9 May, 1861	111
	Captain W. A. Howard, commanding	19 Aug., 1861	
	Captain Francis Martin, commanding	28 Sep., 1861	
	2nd Lieut. Edward A. Freeman	5 Nov., 1861	
	3rd Lieut. (Acting) Hugh R. Graham	15 Aug., 1861	
	3rd Lieut. (Acting) Theodore N. Spencer	7 Oct., 1861	
3rd Lieut. Charles F. Shoemaker	28 Oct., 1861		
HARRIET LANE	2nd Lieut. Henry O. Porter	9 Feb., 1861	35-37
	(2nd Lieut. James M. Selden )	19 Sep., 1864	
	( Commissioned Captain)	7 Mar., 1865	
	3rd Lieut. John H. Thatcher	19 Oct., 1860	
	(3rd Lieut. Thomas M. Dungan )	15 Jan., 1861	
	( Commissioned 2nd Lieut.)	21 Aug., 1861	
3rd Lieut. Horace J. Gambrell	16 Jan., 1861		
HENRIETTA	(3rd Lieut. James Gordon Bennett, commanding)	19 June, 1861	32
	( Resigned )	11 May, 1862	
	(3rd Lieut. Charles Dickinson)	21 Nov., 1861	
	( Resigned )	29 Oct., 1862	
HERCULES	1st Lieut. Rufus Coffin, commanding	13 Aug., 1861	31

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
HERCULES	(1st Lieut. Thomas M. Dungan )	20 Dec., 1861	31
	( Commissioned Captain)	3 July, 1862	
	1st Lieut. Richard A. Morsell, commanding	15 Apr., 1863	
	2nd Lieut. John W. Wilson	19 Sep., 1861	
	2nd Lieut. John G. Baker	5 Dec., 1861	
	(2nd Lieut. John G. Baker )	16 June, 1863	
	( Commissioned 1st Lieut.)	1 July, 1863	
	3rd Lieut. Henry D. Hall	17 Sep., 1861	
	3rd Lieut. Augustus G. Cary	14 Nov., 1861	
	3rd Lieut. Charles S. Wheeler	16 June, 1862	
	3rd Lieut. Cyrus W. Pease	15 Jan., 1863	
	(3rd Lieut. Morton Phillips )	3 Apr., 1863	
	( Commissioned 2nd Lieut.)	14 July, 1863	
	3rd Lieut. Horace J. Gambrill	3 Feb., 1864	
	3rd Lieut. James W. Dennis (Temporary)	24 Mar., 1864	
	1st Engr. (Acting) John J. Roberts	6 Sep., 1862	
2nd Engr. (Acting) Nathan Fortney	6 Sep., 1862		
HOPE	(3rd Lieut. Thomas B. Ives, commanding)	17 June, 1861	420
	( Resigned )	7 Nov., 1861	
ISAAC TONCEY	Captain Francis Martin, commanding	20 Jan., 1863	44
	1st Lieut. Rufus Coffin, commanding	19 June, 1862	
	1st Lieut. Dudley Davenport	5 Feb., 1864	
	1st Lieut. Samuel S. Warner	8 Apr., 1865	
	2nd Lieut. Henry J. Benson	10 Jan., 1863	
	2nd Lieut. Edward C. Gardner	17 Jan., 1865	
	(3rd Lieut. William E. Holloway )	24 June, 1862	
	( Commissioned 2nd Lieut.)	29 July, 1863	
	3rd Lieut. Joseph Irish	8 Aug., 1863	
	(3rd Lieut. George W. King )	10 June, 1864	
( Commissioned 2nd Lieut.)	7 Mar., 1865		
JACOB THOMPSON	Captain William C. Pease, commanding	3 July, 1863	403
	Captain John Mason, Jr., commanding	29 Mar., 1865	

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
JACOB THOMPSON	1st Lieut. Timothy Treadway	11 Aug., 1862	403
	2nd Lieut. William E. Holloway	22 Feb., 1864	
	3rd Lieut. Martin C. Rogers	12 Aug., 1862	
	(3rd Lieut. (Acting) John S. Madigan)	23 July, 1864	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	(3rd Lieut. Edward S. Dickerson )	30 Aug., 1864	
	( Commissioned 2nd Lieut. )	7 Mar., 1865	
	(3rd Lieut. (Acting) Joseph R. Delan)	6 Dec., 1864	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
JAMES CAMPBELL	Captain Henry D. Hunter	26 Aug., 1861	343
	Captain Henry B. Nones, commanding	26 Sep., 1862	
	Captain John Carson	2 May, 1864	
	1st Lieut. Benjamin J. Kellam, commanding	2 Feb., 1861	
	1st Lieut. James H. Merryman	11 July, 1863	
	2nd Lieut. Isaac J. McKinley	14 Sep., 1860	
	2nd Lieut. John G. Blackwood	9 Jan., 1861	
	(2nd Lieut. John G. Bond )	21 Sep., 1861	
	( Commissioned 1st Lieut. )	11 July, 1864	
	3rd Lieut. George W. King	15 Dec., 1860	
	3rd Lieut. Charles F. Shoemaker	16 Feb., 1861	
	3rd Lieut. Charles F. Shoemaker	19 Aug., 1861	
	3rd Lieut. Benjamin F. Ricketson	18 Oct., 1861	
	3rd Lieut. Martin C. Rogers	4 Dec., 1861	
	3rd Lieut. Charles F. Shoemaker	2 Jan., 1862	
	3rd Lieut. Cyrus Riehl	21 Apr., 1862	
	(3rd Lieut. (Acting) Edward C. Gardner)	28 Jan., 1863	
	( Commissioned 3rd Lieut. )	13 July, 1863	
	( Commissioned 2nd Lieut. )	11 July, 1864	
	3rd Lieut. Roscoe Huntington	19 Aug., 1864	
(3rd Lieut. (Acting) John W. Page )	16 Dec., 1864		
( Commissioned 3rd Lieut. )	7 Mar., 1865		



CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
JAMES C. DOBBIN	Captain Stephen Cornell, commanding	17 Aug., 1861	201-202
	Captain Gilbert Knapp, commanding	17 Oct., 1861	
	Captain John A. Webster, Jr.	16 June, 1862	
	(1st Lieut. Thurston M. Taylor)	6 Apr., 1861	
	( Resigned )	6 May, 1861	
	1st Lieut. John A. Underwood, commanding	7 May, 1861	
	1st Lieut. Joseph Amazeen	4 Sep., 1861	
	1st Lieut. Samuel C. Colesbury	29 June, 1863	
	(1st Lieut. James D. Usher, commanding)	8 June, 1864	
	( Commissioned Captain )	11 July, 1864	
	2nd Lieut. John G. Blackwood	10 Mar., 1861	
	(2nd Lieut. John F. Schultz )	4 May, 1861	
	( Commissioned 1st Lieut. )	17 Dec., 1861	
	2nd Lieut. Timothy Treadway	23 Nov., 1861	
	(2nd Lieut. Robert E. Travers )	11 June, 1862	
	( Commissioned 1st Lieut. )	1 July, 1862	
	2nd Lieut. Theodore N. Spencer	13 Aug., 1862	
	(2nd Lieut. Henry J. Benson )	12 Aug., 1863	
	( Commissioned 1st Lieut. )	11 July, 1864	
	2nd Lieut. Cyrus W. Pease	22 Mar., 1865	
	3rd Lieut. Alexander R. Abercrombie	14 Feb., 1861	
	3rd Lieut. Thomas W. Lay	17 Oct., 1861	
	3rd Lieut. George Walden	12 Feb., 1862	
	3rd Lieut. Frank Barr	17 June, 1862	
	3rd Lieut. John A. Henriques	17 Apr., 1863	
	3rd Lieut. Joseph Irish	2 July, 1863	
	3rd Lieut. (Acting) George W. King	5 May, 1864	
	(3rd Lieut. Thomas W. Lay )	13 June, 1864	
	( Commissioned 2nd Lieut. )	11 July, 1864	
	( Commissioned 1st Lieut. )	7 Mar., 1865	
(3rd Lieut. (Acting) William H. Roberts)	25 July, 1864		
( Commissioned 3rd Lieut. )	7 Mar., 1865		

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
JEFFERSON DAVIS	2nd Lieut. James M. Selden	25 Oct., 1859	67
JEREMIAH S. BLACK	Captain Amasa L. Hyde, commanding 1st Lieut. Samuel C. Colesbury, commanding 1st Lieut. Hugh R. Graham 2nd Lieut. Joseph Amazeen 2nd Lieut. Frank Barr, commanding 3rd Lieut. Hugh R. Graham 3rd Lieut. David Moody 3rd Lieut. William C. DeHart 3rd Lieut. James H. Wicks 3rd Lieut. Charles B. Barlow	28 Feb., 1862 19 July, 1864 19 Jan., 1865 24 Apr., 1862 20 Aug., 1864 17 Apr., 1862 31 May, 1862 21 July, 1863 21 Aug., 1863 10 May, 1864	419
JOHN B. FLOYD	Captain Gilbert Knapp, commanding 2nd Lieut. Henry J. Benson 3rd Lieut. La Rue Reeves 3rd Lieut. Edward S. Dickerson	21 June, 1862 15 Sep., 1862 7 Aug., 1862 31 Aug., 1862	403
FLORA	Captain John McGowan, commanding 1st Lieut. Rufus Coffin, commanding 1st Lieut. Alvan A. Fengar, commanding 1st Lieut. Samuel S. Warner, commanding 2nd Lieut. Theodore N. Spencer (2nd Lieut. John E. Wilson ) ( Commissioned 1st Lieut.) 2nd Lieut. Edward Cowton 3rd Lieut. Martin C. Rogers 3rd Lieut. C. E. Webster (3rd Lieut. Howard L. Briggs ) ( Commissioned 2nd Lieut.) Chf. Engr. Joel W. Hopper (1st Asst. Engr. James Howard ) ( Appointed Acting Chief Engr.) 2nd Asst. Engr. Alfred Hawes 2nd Asst. Engr. Horace A. Green 2nd Asst. Engr. (Acting) Joseph P. Lake	7 Jan., 1865 5 Mar., 1862 26 Mar., 1862 11 Apr., 1864 2 Mar., 1862 23 Jan., 1865 7 Mar., 1865 8 Mar., 1865 5 Mar., 1862 15 Apr., 1864 18 May, 1864 11 July, 1864 25 Apr., 1862 31 May, 1864 22 Nov., 1864 31 May, 1864 31 May, 1864 25 Aug., 1864	418

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>For movements of Vessel see page No.</u>
JOSEPH LANE	Captain John S. S. Chaddock	2 Nov., 1864	305-306
	(2nd Lieut. James M. Selden )	19 Sep., 1864	
	( Commissioned Captain)	7 Mar., 1865	
	2nd Lieut. (Acting) George W. Moore	2 Feb., 1865	
	3rd Lieut. (Acting) David Evans	1 May, 1863	
	3rd Lieut. (Acting) Calvin L. Hooper	12 Sep., 1864	
KANKAKEE	Captain Richard A. Morsell	7 Nov., 1864	416
	(1st Lieut. John G. Baker )	7 Jan., 1865	
	( Commissioned Captain)	7 Mar., 1865	
	1st Lieut. Morton Phillips	5 Apr., 1865	
	2nd Lieut. Howard L. Briggs	26 Dec., 1864	
	(3rd Lieut. (Acting) Herman G. Schamback)	19 Nov., 1864	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	3rd Lieut. (Acting) William H. Cornell	25 Nov., 1864	
	Chf. Engr. James Cay	11 July, 1864	
	1st Asst. Engr. (Acting) J. Eugene Jefferis	24 Dec., 1864	
2nd Asst. Engr. (Acting) Edward B. Dixon	24 Dec., 1864		
2nd Asst. Engr. (Acting) Andrew J. Dally	24 Feb., 1865		
KEWANEE	1st Lieut. David Evans, commanding	9 June, 1864	417
	1st Lieut. Daniel B. Hodgson	7 Jan., 1865	
	1st Lieut. Henry P. Hall	1 Apr., 1865	
	2nd Lieut. Henry D. Hall	18 May, 1864	
	2nd Lieut. Edward C. Gardner	23 July, 1864	
	2nd Lieut. Joseph Irish	6 Jan., 1865	
	3rd Lieut. Fred W. Sparrell	2 Aug., 1864	
	(1st Engr. (Acting) John J. Roberts )	2 June, 1864	
	( Commissioned Chief Engineer)	11 July, 1864	
LINCOLN	1st Lieut. Daniel B. Hodgson	23 Mar., 1865	403
MAHONING	Captain David C. Constable, commanding	26 Feb., 1864	290-294
	Captain John A. Webster, Jr., commanding	10 June, 1864	
	1st Lieut. James Hill	24 Jan., 1865	
	(2nd Lieut. William C. Piggott )	15 July, 1864	
	( Commissioned 1st Lieut.)	7 Mar., 1865	

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
MAHONING	2nd Lieut. George Walden	3 Apr., 1865	290-294
	(3rd Lieut. David Ritchie )	19 May, 1864	
	( Commissioned 1st Lieut.)	11 July, 1864	
	3rd Lieut. Charles H. Dixon	23 July, 1864	
	3rd Lieut. (Acting) Francis W. Beck	18 Oct., 1864	
	3rd Lieut. (Acting) William A. Willis	18 Oct., 1864	
	(Chf. Engr. (Acting) A. D. Douglass )	16 Feb., 1864	
	( Commissioned Chief Engr.)	11 July, 1864	
	( Resigned )	24 Mar., 1865	
	(2nd Asst. Engr. Patrick Finnerty)	7 June, 1864	
	( Resigned )	9 Aug., 1864	
	2nd Asst. Engr. (Acting) Charles Maples	12 Aug., 1864	
	2nd Asst. Engr. (Acting) John R. Dally	3 Apr., 1865	
	MIAMI	(Captain Douglass Ottinger, commanding	
( In command of North Carolina Cutters	6 Dec., 1862		
Captain John Faunce, commanding	26 Sep., 1862		
1st Lieut. Alfred B. Davis	28 Mar., 1862		
(1st Lieut. Alvan A. Fengar )	15 Jan., 1863		
( Commissioned Captain)	11 July, 1864		
(1st Lieut. Daniel D. Thompkins, commanding)	3 Oct., 1864		
( Commissioned Captain )	8 Mar., 1865		
(2nd Lieut. Timothy Treadway )	3 Apr., 1862		
( Commissioned 1st Lieut.)	2 July, 1862		
2nd Lieut. Edward A. Freeman	7 Aug., 1862		
2nd Lieut. John G. Baker	21 Apr., 1863		
(2nd Lieut. Edward A. Freeman )	10 June, 1863		
( Commissioned 1st Lieut.)	1 July, 1863		
(2nd Lieut. Theodore N. Spencer )	1 July, 1863		
( Commissioned 1st Lieut.)	1 July, 1863		
3rd Lieut. William E. Holloway	21 Mar., 1862		
3rd Lieut. Augustus G. Cary	21 Mar., 1862		
(3rd Lieut. Hugh R. Graham )	9 Jan., 1863		
( Commissioned 2nd Lieut.)	14 July, 1863		

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
MIAMI	3rd Lieut. George W. King	24 June, 1863	417
	(3rd Lieut. Augustus G. Cary )	19 July, 1864	
	( Commissioned 2nd Lieut. )	7 Mar., 1865	
	3rd Lieut. (Acting) Charles A. Abbey	12 Aug., 1864	
	(3rd Lieut. Henry P. Hamlin )	23 Nov., 1864	
	( Commissioned 2nd Lieut. )	7 Mar., 1865	
	(3rd Lieut. (Acting) William F. Reynolds)	18 Jan., 1865	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	3rd Lieut. Alfred Hornsby	4 Apr., 1865	
	Chf. Engr. George W. Lamoreaux	26 Mar., 1862	
	Chf. Engr. James R. Dryburg	18 Jan., 1863	
	(Chf. Engr. (Acting) Jesse Davis)	17 Oct., 1863	
	( Resigned )	16 Apr., 1864	
	Chf. Engr. (Acting) Charles G. Dale	25 July, 1864	
	Asst. Engr. William Cummings	26 Mar., 1862	
	Asst. Engr. Frank H. Pulsifer	11 July, 1862	
	Asst. Engr. Walter Scott	1 Nov., 1862	
(2nd Asst. Engr. (Acting) James F. Leviness)	10 Aug., 1863		
( Appointed 1st Asst. Engineer )	16 Sep., 1864		
MORRIS	Captain Gilbert Knapp, commanding	7 Jan., 1863	43
	Captain John M. Jones, commanding	6 Apr., 1865	
	1st Lieut. Alvan A. Fengar	21 Oct., 1861	
	1st Lieut. David C. Constable	5 Apr., 1862	
	1st Lieut. Rufus Coffin, commanding	6 June, 1862	
	1st Lieut. Alvan A. Fengar	24 July, 1862	
	1st Lieut. Alfred B. Davis	17 Jan., 1863	
	1st Lieut. Samuel S. Warner	1 Feb., 1865	
	1st Lieut. William C. Piggott	3 Apr., 1865	
	2nd Lieut. Robert S. Ralston	24 Jan., 1862	
	2nd Lieut. John E. Wilson	29 Dec., 1863	
	3rd Lieut. Thomas W. Lay	21 Aug., 1860	
	3rd Lieut. Joseph K. Whitcomb	22 Oct., 1861	
3rd Lieut. Morton Phillips	11 Feb., 1862		

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
MORRIS	3rd Lieut. (Acting) Edward C. Gardner	4 Sep., 1862	43
	(3rd Lieut. (Acting) Fred H. Gibbens)	17 Nov., 1862	
	( Resigned )	2 Mar., 1863	
	3rd Lieut. Thomas Moffett	23 Dec., 1862	
	3rd Lieut. Howard L. Briggs	2 July, 1863	
	3rd Lieut. Thomas Laha	17 Aug., 1863	
	3rd Lieut. John P. Knowlton (Temporary)	22 Dec., 1863	
	(3rd Lieut. William M. Walker)	16 Mar., 1864	
	( Resigned )	30 Nov., 1864	
	(3rd Lieut. (Acting) John P. Thomas)	10 Aug., 1864	
	( Commissioned 3rd Lieut.)	7 Mar., 1865	
	(3rd Lieut. Cyrus W. Pease )	5 Jan., 1865	
	( Commissioned 2nd Lieut.)	7 Mar., 1865	
3rd Lieut. George Riley	23 Mar., 1865		
NORTHERNER	Captain Benjamin J. Kellam, commanding	22 July, 1864	216-220
	Captain John Faunce, commanding	9 Aug., 1864	
	1st Lieut. John A. Henriques	3 Aug., 1864	
	3rd Lieut. Josiah Pierson	25 July, 1864	
	(3rd Lieut. S. Allen O'Brien )	10 Aug., 1864	
	( Commissioned 2nd Lieut.)	7 Mar., 1865	
	Chf. Engr. Eugene Vallatte	3 Aug., 1864	
	1st Asst. Engr. Henry C. Henshaw	18 July, 1864	
	1st Asst. Engr. Lester A. Scofield	1 Mar., 1865	
	2nd Asst. Engr. Henry E. Hall	7 Nov., 1864	
	2nd Asst. Engr. (Acting) J. J. Harrison	11 Nov., 1864	
PAWTUCKET	Captain Alvan A. Fengar, commanding	26 Sep., 1864	415
	1st Lieut. Edward A. Freeman	24 May, 1864	
	1st Lieut. Joseph Amazeen, commanding	30 June, 1864	
	2nd Lieut. William E. Holloway	25 July, 1864	
	2nd Lieut. Howard L. Briggs	16 Mar., 1865	
	2nd Lieut. Edward C. Gardner	5 Apr., 1865	
	(3rd Lieut. James H. Wicks)	27 July, 1864	
	( Resigned )	11 Oct., 1864	

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
PAWTUCKET	(3rd Lieut. (Acting) Francis W. Beck)	10 Nov., 1864	415
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	Chf. Engr. George A. Clarke	14 Nov., 1864	
	1st Asst. Engr. Andrew L. Harrison	18 July, 1864	
	2nd Asst. Engr. (Acting) John D. Williams	1 Apr., 1865	
PHILIP ALLEN	Captain George R. Slicer, commanding	28 Feb., 1861	405
	Captain W. A. Howard, commanding	20 Oct., 1861	
	1st Lieut. Samuel C. Colesbury	14 Apr., 1863	
	1st Lieut. Richard A. Morsell	24 June, 1863	
	1st Lieut. Samuel S. Warner	24 July, 1863	
	1st Lieut. Edward A. Freeman	19 Oct., 1863	
	2nd Lieut. Henry O. Porter	26 Oct., 1860	
	2nd Lieut. Henry O. Porter	12 Oct., 1861	
	(2nd Lieut. Morton Phillips )	24 May, 1864	
	( Commissioned 1st Lieut. )	11 July, 1864	
	3rd Lieut. Fred A. S. Mechlin	12 Jan., 1861	
	(3rd Lieut. John F. Whiting)	2 Mar., 1861	
	( Resigned )	23 July, 1861	
	3rd Lieut. Cyrus W. Pease	9 Jan., 1862	
	3rd Lieut. Thomas W. Lay	10 Feb., 1862	
	3rd Lieut. (Acting) David Ritchie	29 Aug., 1862	
	(3rd Lieut. (Acting) William P. Lee)	7 Jan., 1863	
	( Resigned )	28 Feb., 1863	
	3rd Lieut. Henry W. Sewall	23 Apr., 1863	
	(3rd Lieut. (Acting) Thomas B. Mullett)	17 Sep., 1863	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	3rd Lieut. Henry W. Hornsby (Temporary)	12 Mar., 1864	
	(3rd Lieut. (Acting) F. P. Robinson)	23 Oct., 1864	
( Commissioned 3rd Lieut. )	7 Mar., 1865		
3rd Lieut. Edward F. Collins	4 Apr., 1865		
RELIANCE	(Captain Thomas M. Dungan, commanding	11 Apr., 1863	422
	(Killed by party of confederates while in command of the (RELIANCE, 5 miles up the Great Wicomico River	13 Aug., 1864	



CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>For movements of Vessel see page No.</u>
RELIANCE	(1st Lieut. John McGowan, commanding)	19 Aug., 1861	422
	( Commissioned Captain )	21 Aug., 1861	
	1st Lieut. Samuel C. Colesbury	18 Nov., 1862	
	1st Lieut. David Evans	20 Apr., 1864	
	1st Lieut. Thomas W. Lay	27 Mar., 1865	
	2nd Lieut. Daniel D. Thompkins	5 Nov., 1861	
	2nd Lieut. John G. Baker	15 Apr., 1863	
	(2nd Lieut. John W. White )	20 Apr., 1863	
	( Commissioned 1st Lieut. )	1 July, 1863	
	(2nd Lieut. Henry D. Hall )	11 June, 1864	
	( Commissioned 1st Lieut. )	11 July, 1864	
	3rd Lieut. Cyrus Riehl	18 Sep., 1861	
	3rd Lieut. Horace J. Gambrill	28 Oct., 1861	
	(3rd Lieut. Daniel B. Hodgson )	2 Dec., 1861	
	( Commissioned 2nd Lieut. )	14 July, 1863	
	3rd Lieut. Wentworth S. Simmons	10 Jan., 1862	
	3rd Lieut. Horace J. Gambrill	3 June, 1864	
	(3rd Lieut. (Acting) C. W. Smith )	18 Aug., 1864	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	1st Asst. Engr. (Acting) James Wayson	4 Jan., 1864	
	(2nd Asst. Engr. (Acting) Frank C. Bloodgood)	18 Aug., 1863	
	( Resigned )	30 July, 1864	
	(2nd Asst. Engr. Sidney T. Taylor )	29 Apr., 1864	
( Appointed 1st Asst. Engr. )	14 Oct., 1864		
2nd Asst. Engr. (Acting) Andrew J. Dally	27 Jan., 1865		
2nd Asst. Engr. (Acting) Joseph Johnson	18 Feb., 1865		
SHUBRICK	Captain John S. S. Chaddock, commanding	23 Aug., 1861	341
	Captain William C. Pease, commanding	15 Oct., 1861	
	2nd Lieut. (Acting) Charles M. Scammon	7 Aug., 1863	
	(2nd Lieut. Charles M. Scammon, commanding)	15 Sep., 1863	
	( Commissioned 1st Lieut. )	27 Feb., 1864	
	( Commissioned Captain )	11 July, 1864	
	(3rd Lieut. (Acting) Edward P. Furlong)	26 Oct., 1863	
( Commissioned 2nd Lieut. )	4 Mar., 1864		

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
SHUBRICK	(3rd Lieut. Myrick Snow)	27 Feb., 1864	341
	( Resigned )	15 Aug., 1864	
	(3rd Lieut. John G. McIntyre)	1 Apr., 1864	
	( Resigned )	24 Jan., 1865	
TIGER	Captain Stephen Cornell, commanding	15 Oct., 1861	405
	Captain Amasa L. Hyde, commanding	2 Nov., 1861	
	Captain Francis Martin, commanding	13 Mar., 1862	
	Captain John M. Jones, commanding	2 Oct., 1862	
	1st Lieut. John M. Jones, commanding	10 Sep., 1861	
	1st Lieut. David C. Constable	5 Nov., 1861	
	1st Lieut. Anson S. Rogers	6 Jan., 1862	
	1st Lieut. Rufus Coffin	8 Feb., 1862	
	1st Lieut. John M. Jones	24 Mar., 1862	
	1st Lieut. John F. Schultz	12 Aug., 1862	
	1st Lieut. James D. Usher	1 Feb., 1863	
	1st Lieut. Daniel D. Thompkins	13 July, 1863	
	1st Lieut. Samuel S. Warner	21 Oct., 1863	
	1st Lieut. John G. Baker, commanding	17 May, 1864	
	1st Lieut. David Evans	21 Nov., 1864	
	(2nd Lieut. Samuel C. Colesbury )	24 Oct., 1861	
	( Commissioned 1st Lieut.)	1 July, 1862	
	2nd Lieut. Theodore N. Spencer	30 Dec., 1861	
	3rd Lieut. John H. Thatcher	6 Sep., 1861	
	3rd Lieut. David Moody	3 Oct., 1861	
	3rd Lieut. Augustus G. Cary	15 Nov., 1861	
	3rd Lieut. Benjamin F. Ricketson	11 Feb., 1862	
	3rd Lieut. Thomas Moffett	4 Mar., 1862	
	3rd Lieut. Augustus G. Cary	5 Mar., 1862	
	3rd Lieut. Charles F. Shoemaker	14 Nov., 1862	
	3rd Lieut. Hugh R. Graham	21 Nov., 1862	
	3rd Lieut. Cyrus W. Pease	31 Dec., 1862	
	3rd Lieut. Charles S. Wheeler	15 Jan., 1863	
	3rd Lieut. Robert H. Woods	8 June, 1863	

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
TIGER	3rd Lieut. Henry H. Harwood (Temporary)	16 Aug., 1863	405
	(3rd Lieut. Thomas Iaha)	9 Dec., 1863	
	( Resigned )	21 Dec., 1863	
	3rd Lieut. John C. Mitchell (Temporary)	11 Dec., 1863	
	3rd Lieut. (Acting) John S. Madigan	26 Jan., 1864	
	(3rd Lieut. Wentworth S. Simmons )	13 Feb., 1864	
	( Commissioned 2nd Lieut.)	11 July, 1864	
	( Commissioned 1st Lieut.)	7 Mar., 1865	
	3rd Lieut. Horace J. Gambrell	29 Apr., 1864	
	3rd Lieut. (Acting) C. W. Smith	4 Aug., 1864	
	(3rd Lieut. (Acting) Walter F. Bartlett)	5 Oct., 1864	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	(3rd Lieut. (Acting) William A. Willis)	28 Oct., 1864	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	3rd Lieut. F. K. Travers	30 Mar., 1865	
	Chf. Engr. James R. Dryburg	5 May, 1862	
	(Chf. Engr. (Acting) George W. Jones )	7 Apr., 1864	
	( Appointed Acting 1st Asst. Engr.)	13 Aug., 1864	
	Asst. Engr. Walter Scott	5 May, 1862	
	Asst. Engr. (Acting) John Young	20 Nov., 1862	
2nd Asst. Engr. Patrick Kane	17 May, 1864		
(2nd Asst. Engr. (Acting) John Howell)	21 Sep., 1864		
( Resigned )	27 Jan., 1864		
2nd Asst. Engr. (Acting) Thomas Polhamus	14 Nov., 1864		
VARINA	Captain Thomas Sands, commanding	28 May, 1861	405
	Captain John M. Jones, commanding	17 Sep., 1864	
	1st Lieut. James I. Usher	12 June, 1861	
	1st Lieut. Alfred B. Davis	31 Aug., 1861	
	1st Lieut. John Quinn	20 June, 1862	
	1st Lieut. Edward A. Freeman	20 July, 1863	
	1st Lieut. James D. Usher	1 Feb., 1864	
	1st Lieut. Daniel D. Thompkins	16 Sep., 1864	
1st Lieut. David Evans, commanding	15 Nov., 1864		

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>For movements of Vessel see page No.</u>
VARINA	1st Lieut. John G. Baker	26 Nov., 1864	405
	2nd Lieut. William A. Tennyson	28 May, 1861	
	2nd Lieut. Henry H. Welch	7 Sep., 1861	
	2nd Lieut. Henry O. Porter	1 Oct., 1863	
	3rd Lieut. Charles S. Wheeler	27 May, 1861	
	3rd Lieut. David Moody	28 May, 1861	
	3rd Lieut. Morton Phillips	2 Sep., 1861	
	3rd Lieut. A. G. Cary	9 Oct., 1861	
	(3rd Lieut. Samuel S. Warner )	31 Dec., 1861	
	( Commissioned 1st Lieut. )	1 July, 1863	
	3rd Lieut. Horace J. Gambrell	15 Jan., 1862	
	(3rd Lieut. (Acting) Henry H. Harwood)	27 Nov., 1863	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	3rd Lieut. Wentworth S. Simmons	1 Feb., 1863	
	(3rd Lieut. William C. Piggott )	31 Mar., 1864	
	( Commissioned 2nd Lieut. )	11 July, 1864	
	(3rd Lieut. (Acting) Arthur M. Johnson	3 Aug., 1864	
( Commissioned 3rd Lieut. (Temporary)	13 Mar., 1865		
WALTER FORWARD	Captain Henry B. Nones, commanding	12 Nov., 1859	98-104
	Captain Francis Martin, commanding	5 Sep., 1862	
	Captain Theodore N. Spencer, commanding	3 Apr., 1865	
	1st Lieut. James D. Usher	30 Dec., 1861	
	1st Lieut. John F. Schultz	20 Jan., 1863	
	1st Lieut. Joseph Amazeen, commanding	15 May, 1864	
	(1st Lieut. Alfred B. Davis, commanding)	21 June, 1864	
	( Commissioned Captain )	11 July, 1864	
	2nd Lieut. Robert H. Travers	6 Apr., 1861	
	(2nd Lieut. Thomas M. Dungan )	30 Sep., 1861	
	( Commissioned 1st Lieut. )	12 Nov., 1861	
	2nd Lieut. Henry J. Benson	26 Dec., 1861	
	(3rd Lieut. James H. Barker)	15 Apr., 1861	
( Resigned )	2 Jan., 1862		
3rd Lieut. Thomas Moffett	10 May, 1861		

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
WALTER FORWARD	3rd Lieut. William C. Piggott	24 Dec., 1861	98-104
	3rd Lieut. Joseph K. Whitcomb	2 Feb., 1862	
	3rd Lieut. (Acting) William P. Lee	5 Sep., 1862	
	3rd Lieut. Edward S. Dickerson	22 Jan., 1863	
	3rd Lieut. Augustus G. Cary	1 July, 1863	
	3rd Lieut. Robert H. Woods	29 Aug., 1863	
	× 3rd Lieut. Martin C. Rogers	7 June, 1864	
	(3rd Lieut. (Acting) Charles A. Abbey)	12 Jan., 1865	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	3rd Lieut. William A. Willis	14 Mar., 1865	
WAYANDA	Captain John M. Jones, commanding	23 Apr., 1864	172
	Captain John Faunce, commanding	3 Jan., 1865	
	Captain James H. Merryman, commanding	20 Feb., 1865	
	1st Lieut. Timothy Treadway	3 Mar., 1864	
	(1st Lieut. John W. White, commanding)	8 Apr., 1864	
	( Commissioned Captain )	11 July, 1864	
	( Detached from WAYANDA and assigned to super- (intendence of LINCOLN and to command of that vessel (when commissioned.	18 Jan., 1865	
	1st Lieut. Daniel D. Thompkins	24 May, 1864	
	1st Lieut. James Hill	31 Mar., 1865	
	(2nd Lieut. Daniel B. Hodgson )	25 Apr., 1864	
	( Commissioned 1st Lieut.)	11 July, 1864	
	3rd Lieut. William C. DeHart	21 Apr., 1864	
	3rd Lieut. Thomas W. Lay	4 May, 1864	
	3rd Lieut. Horace J. Gambrell	24 May, 1864	
	(3rd Lieut. Joseph Irish )	8 June, 1864	
	( Commissioned 2nd Lieut.)	11 July, 1864	
	3rd Lieut. Henry P. Hamlin	15 July, 1864	
	(3rd Lieut. John C. Mitchell )	21 July, 1864	
	( Commissioned 2nd Lieut.)	7 Mar., 1865	
	(3rd Lieut. (Acting) George W. Bailey)	9 Jan., 1865	
( Commissioned 3rd Lieut. )	7 Mar., 1865		

CIVIL WAR 1861 - 1865

The following Cutters were in Service during the Civil War (1861 - 1865):

Name of Vessel	Officers	Date of Reporting	For movements of Vessel see page No.
WAYANDA	3rd Lieut. (Acting) Henry L. Bennett	5 Apr., 1865	172
	(Chf. Engr. (Acting) Marshall T. Davidson)	16 Feb., 1864	
	( Resigned )	7 May, 1864	
	(Engineer A. M. Cummings )	1 Feb., 1864	
	( Commissioned Chief Engineer)	11 July, 1864	
	(Asst. Engr. Frank H. Pulsifer )	2 Apr., 1864	
	( Commissioned Chief Engineer)	11 July, 1864	
	(Asst. Engr. J. Eugene Jefferis )	19 Apr., 1864	
	( Commissioned 2nd Asst. Engr.)	2 July, 1864	
	1st Asst. Engr. Samuel Hamilton	11 July, 1864	
	1st Asst. Engr. (Acting) George McNab	9 Aug., 1864	
	1st Asst. Engr. George McNab	29 Dec., 1864	
	(2nd Asst. Engr. James A. Doyle )	20 July, 1864	
	( Commissioned 1st Asst. Engr.)	18 Feb., 1865	
	2nd Asst. Engr. (Acting) Joseph Johnson	27 Dec., 1864	
	2nd Asst. Engr. Henry C. Henshaw	30 Jan., 1865	
	2nd Asst. Engr. (Acting) Jos. B. F. Hawkins	1 Apr., 1865	
WILLIAM H. SEWARD	Captain Henry B. Nones, commanding	16 July, 1864	270-273
	(2nd Lieut. Robert S. Ralston )	14 May, 1864	
	( Commissioned 1st Lieut.)	7 Mar., 1865	
	3rd Lieut. George B. Hansell (Temporary)	25 July, 1864	
	(3rd Lieut. (Acting) Beverly R. Clark)	5 Oct., 1864	
	( Commissioned 3rd Lieut. )	7 Mar., 1865	
	Chf. Engr. Henry Smith	3 Aug., 1864	
	1st Asst. Engr. George McNab	- July, 1864	
	1st Asst. Engr. (Acting) Fred W. H. Whitaker	13 Mar., 1865	
2nd Asst. Engr. (Acting) Jay Dinsmore	19 Aug., 1864		
WILLIAM J. DUANE	2nd Lieut. James F. Milligan	1 Jan., 1861	415
	Commissioned 1st Lieut.	5 Jan., 1861	
	Resigned	15 Apr., 1861	
WILLIAM L. MARCY	Captain John S. S. Chaddock, commanding	25 Oct., 1861	419
(WINSLOW	Captain Stephen Cornell, commanding	4 Oct., 1864	32
(Also known as the HECTOR	1st Lieut. (Acting) Dudley Davenport	4 Oct., 1864	

IMP 1927 - 1931 (CG-952)(Formerly CG-803)(Ex-seized Boat)

1927 May 18 Officially absorbed by the Coast Guard. Assigned to Base 17, San Pedro, California.  
1929 July 16 Re-named CG-803.  
1930 Nov. 21 Engines removed and shipped to Base 11, Oakland, California.  
1931 Apr. 30 Re-numbered CG-952.  
1931 July 18 Condemned; hull burned October 9, 1931.

OSPREY 1928 - In commission 1 January, 1934 (CG-905)(Ex-seized Motorboat 215441)

1928 Jan. 9 Assigned to Base 7, Gloucester, Mass. June 8th, ordered to Depot, Curtis Bay, Maryland.  
1928 June 12 Arrived at Depot, Curtis Bay, Maryland; May 14, 1929, left for Cape May, N. J., but returned to Depot.  
1929 June 25 Ordered to Division Two, Destroyer Force, Stapleton, New York, as tender.  
1929 June 28 Left Depot, Curtis Bay, Maryland, for Stapleton, New York; arrived June 29th.  
1929 July 16 Re-named CG-905.  
1933 Aug. 22 Eastern Area advises still at Stapleton, New York.

ARROW 1927 - 1933 (CG-804) (Ex-seized Boat)

1927 Aug. 19 Officially absorbed into the Coast Guard.  
1929 July 16 Re-named CG-804. December 19, 1930, transferred to Base 11, Oakland, California.  
1931 Feb. 20 Transferred to Base 17, San Pedro, California.  
1933 Jan. 30 Sank (explosion and fire).

SEA GULL 1928 - 1931 (CG-933)(Formerly ALERT)(Ex-seized Boat)(Formerly CG-805)

Ex-seized boat ALERT #234721.

1928 July - Officially absorbed by the Coast Guard and name changed to SEA GULL. Assigned to Base 6, Fort Lauderdale, Florida.  
1929 Jan. 7 Commissioned at Depot, Curtis Bay, Maryland, at noon.  
1929 Jan. 8 Left Depot, Curtis Bay, Maryland, for Base 6, Fort Lauderdale, Florida.  
1929 July 16 Re-named CG-805.  
1930 Nov. 28 Re-numbered CG-933.  
1931 Aug. 6 Surveyed and disposed of. Hull burned.



WHISPERING WINDS (1932----) (CG-986) (Ex-seized Boat)  
 1932 Aug. 19 Assigned to Base 4, New London, Conn., in Class B. Jan. 20, 1933, commissioned at Base Four.

WINNIE - 230615 (1934) (CG-9267) (Ex-seized Boat)  
 1934 Feb. 1 Assigned to Base 9, Cape May, New Jersey, in Class B.  
 1934 July 20 Transferred to Depot, Curtis Bay, Md. Nov. 24, 1934, transferred permanently to Navy Department.

WYONA (1929-1931) (CG-9057) (Ex-seized Boat)  
 1929 Nov. 27 Numbered CG-9057 and assigned to Eighth District. May 2, 1931, sold to Melvin Manter, Grand Isle, La., for \$200.

WILD ROSE - 231181 (1935----) (CG-9278) (Ex-seized Boat)  
 1935 Apr. 13 (CR-2091) Headquarters' letter to Commandant, Depot, assigns boat in Class B at Depot, Curtis Bay, Maryland. Overall length of CG-9278 is 58 feet.

YVETTE JUNE (1932----) (CG-994) (Ex-seized Boat)  
 1932 Oct. 14 Assigned to Base 7, Gloucester, Mass., in Class B. April 2, 1934, transferred to Base 4, New London, Conn.

YULU (1933-1934) (Ex-seized Boat)  
 1933 Aug. 31 Assigned to Base 15, Biloxi, Mississippi. May 17, 1934, sold for \$1100.00 to M. Gottesman, 1755 St. Charles Avenue, New Orleans, La.

ZEBADIAH - 157693 (1933-1934) (CG-9263) (Ex-seized Boat)  
 1933 June 28 Assigned to Norfolk Division in Class B.  
 Letter Commander Eastern Area, 15 July, 1933, advises boat attached to Advance Base A, Morehead City, N.C.  
 1934 Aug. 18 Permanently transferred to Collector of Customs, Wilmington, N. C.

ZEV (1930----) (CG-816) (CG-927) (Ex-seized Boat)  
 1930 Sep. 10 Assigned to Base 10, Port Townsend, Washington. Dec. 10, 1930, numbered CG-816.  
 1934 June 8 Transferred to Port Angeles, Washington.

ALETHIA JANE - 227105 (1932) (CG-992) (Ex-seized Boat)  
 1932 Oct. 6 Assigned to Base 21, St. Petersburg, Florida, in Class B.  
 1932 Oct. 19 Surveyed and condemned. October 29, 1932, burned at Base 21, St. Petersburg, Florida.

----- VETO (1849) -----

In Service at Castine, Maine, during 1849.  
No further record.

----- ACTIVE (----1917) (Formerly ELISABETH) -----

Built at Bay Shore, New York, of wood. Overall length 36'4"; depth 6'4"; draft 2'9". Stationed at Patchogue, New York. Transferred to Chicago, Illinois, in 1916. Does not appear in 1918 Register.

----- MORICHES 1908 - 1917 -----

Built in 1908 at Moriches, New York. Overall length 32'; depth 2'; draft 2'. Stationed at Bay Shore, New York. Does not appear in 1918 Register.

----- GYPSY 1901 - 1920 -----

Built at South Baltimore, Maryland, in 1901. Overall length 48'; displacement 41 tons; diameter of cylinders 6 $\frac{1}{2}$ "; gasoline launch. Stationed at South Baltimore, Maryland.

1920 May 1 Headquarters approved survey condemning boat.

1920 May 17 Commandant, Depot, South Baltimore, Maryland, reports boat sold for \$47.50, Johnson Wrecking Company, Baltimore, Maryland.

----- LEADER 1919 - 1920 (Ex-ADMIRAL) (Ex-Navy S.P. 541) -----

Formerly Naval Section Patrol boat #541. Taken over from Navy in June, 1919, at Boston, Massachusetts, and stationed at Portsmouth, N. H. Overall length 73'; draft 6'4"; diameter of cylinders 7"; stroke 9".  
Built in 1913 at Booth Bay Harbor, Maine.

1919 Dec. 16 Circular letter No. 118 changed name to LEADER.

1920 Apr. 2 Gasoline tank exploded and boat destroyed by fire.

----- AIENA - 106877 (1932-1933) (CG-978) (Ex-seized Boat) -----

1932 June 24 Assigned to Division Eight, Offshore Patrol Force, Pascagoula, Mississippi, in Class B.

1933 Jan. 31 Headquarters approved survey - condemned.

----- AIMA - 223484 (1931-1933) (CG-950) (Ex-seized Boat) -----

1931 Apr. 27 Assigned to Base 3, Charleston, South Carolina.

Transferred to Base 6, Fort Lauderdale, Florida, for laying up, in accordance with Headquarters' letter May 9, 1933, to Southern Area. July 5, 1933, surveyed.  
Sold for \$80.00 to R. H. Rogers, Fort Lauderdale, Florida.

WAR WITH SPAIN (1898)

During the War with Spain (1898) the following vessels cooperated with the Army and the Navy; and the officers listed served thereon.

VESSELS COOPERATING WITH THE NAVY

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>For Officers see Page Number</u>	<u>For movements of Vessel see page No.</u>
CALUMET	1894-In com.1-1-34	490	148.
COMMODORE PERRY	1884 - 1910	490	258-263.
GRANT	1871 - 1906	490	236-240.
HAMILTON	1871 - 1906	490	243-247.
HUDSON	1893-In com.1-1-34	491	34.
LEVI WOODBURY	1863 - 1915	491	290-294.
LOUIS McLANE	1865 - 1903	491	295-299.
MANNING	1897 - 1930	491	360-364.
McCULLOCH	1897 - 1917	492	370-373.
MORRILL	1889 - 1928	492	136-140.
RICHARD RUSH	1874 - 1913	492	282-289.
THOMAS CORWIN	1876 - 1900	492-493	191-196.
WINDOM	1896 - 1930	493	365-369.

VESSELS COOPERATING WITH THE ARMY

GALVESTON	1891-In com.1-1-34	493	24-29.
DALLAS	1874 - 1908	493	203-207.
SAMUEL DEXTER	1874 - 1908	493	207-212.
JAMES GUTHRIE	1882-In com.1-1-34	493	241-242.
CHAS. B. PENROSE	1883 - 1924	493	344.
WM. E. SMITH	1887 - 1899	493	341.
WINONA	1890 - 1915	494	158-163.

WAR WITH SPAIN (1898)

There is given below an alphabetical list of commissioned officers serving in the War with Spain. By consulting the page numbers given the unit (or units) to which they were assigned may be ascertained.

( ) Indicates name appears more than once on page.

Officers	Page Numbers
Atlee, Wm. E.	492
Ballinger, J. G.	490
Barker, Eben	492
Billard, F. C.	492
Blake, D. W.	491
Blake, E., Jr.	490
Blasdel, W. G.	490
Boyd, H. L.	490
Brian, C. T.	493
Broadbent, A. L.	490
Brown, J. H.	490
Bryan, J. I.	493
Buhner, A.	494
Butler, H. U.	491
Cairnes, C. W.	491
Camden, B. H.	492
Cantwell, J. C.	492
Carden, G. L.	491
Chalker, J. H.	492
Chaytor, E. C.	493
Chevers, M. T.	493
Chiswell, B. M.	490
Clark, R. M.	493
Coffin, C. F.	493
Craig, C. S.	492
Crisp, R. O.	493
Cushing, W. H.	490
Cutchin, N. E.	491
Cutter, L. T.	492
Daniels, G. M.	491
Davis, E. W.	493
Dennett, John	493
de Otte, D.F.A.	491

Officers	Page Numbers
Dodge, F. G.	493
Dorry, J. E.	493
Edmunds, S. P.	493
Falkenstein, F. R.	493
Fengar, C. C.	490
Fisher, E. G.	492
Foley, D. P.	(492)
French, D. McC.	492
Gamble, A. L.	492
Glover, H. D.	490
Gooding, G. H.	494
Goudey, F. B.	490
Haines, C. G.	490
Hand, W. H.	493
Hasson, A. R.	491
Harvey, Urban	490
Henderson, A. J.	491
Herring, W. J.	492
Hodgson, D. B.	(492)
Hooker, J. C.	490
Hooper, C. L.	492
Hottel, J. F.	493
Howison, A. J.	490
Howison, J. W.	493
Jack, E. A.	493
Jacobs, W. V. E.	490
Joynes, W. W.	492
Kilgore, W. F.	490
Kotzschmar, H., Jr.	491
Landrey, S. M.	491
Levis, F. A.	492
Lewton, T. G.	491

WAR WITH SPAIN (1898)

There is given below an alphabetical list of commissioned officers serving in the War with Spain. By consulting the page numbers given the unit (or units) to which they were assigned may be ascertained.

( ) Indicates name appears more than once on page.

<u>Officers</u>	<u>Page Numbers</u>	<u>Officers</u>	<u>Page Numbers</u>
Maccoun, W. E.	492	Satterlee, Chas.	491
Maguire, S. E.	493	Schoenborn, H.E.	492
Mann, Geo. H.	491	Schwartz, E. G.	491
Maxwell, W. L.	492	Scott, J. H.	491
McLellan, C. H.	491	Scott, P. H.	493
Mead, E. E.	491	Sedgwick, W. J.	490
Mel, John	492	Severns, J. A.	490
Munger, F. M.	491	Sill, J. L.	492
Munroe, C. W.	490	Slamm, J. A.	490
Myers, W. C.	492	Slayton, H. O.	493
Nash, C. F.	493	Smith, F. W.	493
Newcomb, F. H.	491	Smith, H. D.	492
Newton, J. D.	490	Snyder, F. G.	492
Noonan, E. J.	(491)	Sturdevant, R. M.	490
Paul, G. F.	493	Taylor, S. T.	493
Peckham, H. L.	490	Taylor, Waller	492
Phillips, W. J.	494	Thompson, P. W.	492
Porcher, G. S.	494	Turner, J. B.	490
Prince, P. C.	491	Uberroth, P. H.	492
Randall, F. B.	(492)	Wadsworth, F.C.F.	493
Reed, B. L.	490	Webber, E. P.	492
Reynolds, W. E.	491	Wheeler, C. A.	491
Ridgely, R., Jr.	492	Whitaker, F.W.H.	493
Roath, W. D.	490	Whitworth, H. C.	491
Roberts, W. H.	492	Wild, J. V.	493
Robinson, Wm.	492	Wiley, W. A.	491
Rock, S. M.	493	Wright, R. E.	491
Rogers, H. B.	491		
Ross, T. W.	490	Zastrow, C. W.	493
Ross, W. G.	491		

WAR WITH SPAIN (1898)

During the War with Spain (1898) the following vessels cooperated with the Army and the Navy; and the officers listed served thereon.

Vessels Cooperating With the Navy

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>Officers</u>	<u>Page Number</u>
CALUMET	1894 - In com. 1-1-34	1st Lieut. W. H. Cushing, Commanding 3rd Lieut. W. G. Blasdell, executive 1st Asst. Engr. A. J. Howison 2nd Asst. Engr. Urban Harvey	148
COMMODORE FERRY	1884 - 1910	Capt. W. F. Kilgore, commanding 1st Lieut. J. E. Brown, executive 2nd Lieut. H. L. Peckham, navigator 3rd Lieut. R. M. Sturdevant 3rd Lieut. F. B. Goudey Chf. Engr. C. W. Munroe 2nd Asst. Engr. T. W. Ross 2nd Asst. Engr. W. J. Sedgwick Surg. W. L. Ludlow	258-263
GRANT	1871 - 1906	Capt. J. A. Stamm, commanding 1st Lieut. B. L. Reed, executive 2nd Lieut. B. M. Chiswell, navigator 3rd Lieut. J. C. Hooker 3rd Lieut. Eugene Blake, Jr. Chf. Engr. A. L. Broadbent 2nd Asst. Engr. H. D. Glover 2nd Asst. Engr. J. B. Turner Surg. Robert R. Hammond	236-240
HAMILTON	1871 - 1906	Capt. W. D. Roath, commanding 1st Lieut. C. C. Fengar, executive 2nd Lieut. W. V. E. Jacobs, navigator 2nd Lieut. J. G. Ballinger 3rd Lieut. C. G. Haines Chf. Engr. James A. Severns 1st Asst. Engr. H. L. Boyd 2nd Asst. Engr. J. D. Newton Surg. Charles H. James, Jr.	243-247

WAR WITH SPAIN (1898)

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>Officers</u>	<u>Page Number</u>
HUDSON	1893-In com. 1-1-34	1st Lieut. F. E. Newcomb, commanding 2nd Lieut. J. H. Scott, executive 3rd Lieut. E. E. Mead 1st Asst. Engr. N. E. Cutchin 2nd Asst. Engr. T. G. Lewton	34
LEVI WOOLBURY	1863 - 1915	Capt. F. B. Rogers, commanding 1st Lieut. J. G. Ross, executive 2nd Lieut. G. M. Landrey, navigator 2nd Lieut. D. F. A. deOtte 3rd Lieut. Charles Satterlee Chf. Engr. E. G. Schwartz 1st Asst. Engr. E. J. Noonan 2nd Asst. Engr. R. E. Wright Surg. Edward F. McConnell	290-294
LOUIS McLANE	1865 - 1903	1st Lieut. W. E. Reynolds, commanding 2nd Lieut. A. J. Henderson, executive 2nd Lieut. A. R. Hasson 3rd Lieut. C. W. Cairnes 2nd Asst. Engr. C. A. Wheeler	295-299
MANNING	1897 - 1930	Capt. F. H. Minger, commanding 1st Lieut. C. E. McLellan, executive 2nd Lieut. G. L. Carden, ordnance officer 2nd Lieut. George M. Daniels, navigator 3rd Lieut. George H. Mann 3rd Lieut. W. A. Wiley 3rd Lieut. P. O. Prince Chf. Engr. H. C. Whitworth 1st Asst. Engr. H. U. Butler 2nd Asst. Engr. Herman Kotschmar, Jr. 2nd Asst. Engr. Daniel W. Blake Surg. A. T. Mitchell Chf. Engr. Edward J. Noonan	360-364



WAR WITH SPAIN (1898)

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>Officers</u>	<u>Page Number</u>
McCULLOCH	1897 - 1917	Capt. Daniel D. Hodgson, commanding 1st Lieut. Daniel P. Foley, executive 2nd Lieut. Walker V. Joynes, navigator 3rd Lieut. William E. At Lee 3rd Lieut. Randolph Ridgely, Jr. 3rd Lieut. John Mel Chf. Engr. Francis B. Randall 1st Asst. Engr. William C. Myers 1st Asst. Engr. William E. Maccoun 2nd Asst. Engr. Henry E. Schoenborn Asst. Surg. Joseph B. Greene, U.S.H.M.S.	370-373
		Capt. Hodgson was detached and ordered home May 24, 1898; turned over the command to Lieut. Foley June 17, 1898. Capt. C. L. Hooper assigned May 24 and assumed command July 16, 1898. Chf. Engr. Randall died May 1, 1898, apoplexy. Chf. Engr. Chalker assigned May 7; joined July 1.	
MORRILL	1889 - 1928	Capt. H. D. Smith, commanding 1st Lieut. J. C. Cantwell, executive 2nd Lieut. P. A. Levis, navigator 2nd Lieut. C. S. Craig 3rd Lieut. H. G. Fisher Chf. Engr. E. P. Webber 1st Asst. Engr. William Robinson 2nd Asst. Engr. F. G. Snyder Surg. J. Spencer Hough	136-140
RICHARD RUSH	1874 - 1913	Capt. W. H. Roberts, commanding 1st Lieut. J. L. Sill, executive 2nd Lieut. A. L. Gamble, navigator 3rd Lieut. L. T. Cutter 3rd Lieut. Eben Barker Chf. Engr. D. McC. French 2nd Asst. Engr. W. L. Maxwell 2nd Asst. Engr. Waller Taylor Surg. Robert McAdory	282-289
THOMAS CORWIN	1876 - 1900	Capt. J. J. Herring, commanding 1st Lieut. P. W. Thompson, executive 2nd Lieut. P. H. Uberroth, navigator 2nd Lieut. F. C. Billard 2nd Lieut. B. H. Camden	191-196

WAR WITH SPAIN (1898)

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>Officers</u>	<u>Page Number</u>
THOMAS CORWIN	1876 - 1900	1st Asst. Engr. C. F. Nash 2nd Asst. Engr. J. I. Bryan 2nd Asst. Engr. S. M. Rock Surg. Stephen Whyte	191-196
WINDOM	1896 - 1930	Capt. S. E. Maguire, commanding 1st Lieut. F. G. F. Wadsworth, executive 2nd Lieut. R. O. Crisp, navigator 2nd Lieut. S. P. Edmunds 3rd Lieut. J. V. Wild Chf. Engr. C. F. Coffin 1st Asst. Engr. C. W. Zastrow 2nd Asst. Engr. E. W. Davis Surg. John C. Travis March 29 to August 1, 1898. Surg. W. E. Handy August 2 to August 29, 1898.	365-369
<u>VESSELS COOPERATING WITH THE ARMY</u>			
GALVESTON	1891 - In com. 1-1-34	Capt. John Dennett, commanding 1st Lieut. C. T. Brian, executive 3rd Lieut. P. H. Scott Chf. Engr. F. W. H. Whitaker 1st Asst. Engr. H. O. Slayton	24-29
DALLAS	1874 - 1908	Capt. R. M. Clark, commanding 3rd Lieut. J. F. Hottel Chf. Engr. S. T. Taylor 2nd Asst. Engr. George F. Paul	203-207
SAMUEL DEXTER	1874 - 1908	Capt. J. E. Hand, commanding 2nd Lieut. F. G. Dodge 3rd Lieut. F. W. Smith Chf. Engr. M. T. Chevers	207-212
JAMES GUTHRIE	1882 - In com., 1-1-34	1st Lieut. J. W. Howison, commanding 1st Asst. Engr. E. A. Jack	241-242
CHAS. B. PENROSE	1883 - 1924	1st Asst. Engr. J. E. Dorry in charge	344
WM. E. SMITH	1887 - 1899	1st Lieut. E. C. Chaytor, commanding Asst. Engr. F. R. Falkenstein	341

WAR WITH SPAIN (1898)

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>Officers</u>	<u>Page Number</u>
WINONA	1890 - 1915	Capt. G. H. Gooding, commanding 3rd Lieut. A. Buhner Chf. Engr. W. J. Phillips 2nd Asst. Engr. G. S. Porcher	158-163

CUBAN EXPEDITION (1933)

During the Fall of 1933 the President of the United States deemed it wise to send a number of Naval vessels to the waters surrounding Cuba; the following Coast Guard Cutters and Destroyers were also included in this fleet, under the jurisdiction of the Navy Department. This duty began during the first half of September, 1933, and terminated 6 November, 1933.

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>For Officers see Page Number</u>	<u>For movements of Vessel see page No.</u>
GEO. E. BADGER	1931 - In com. 1-1-34	495	449
GRESHAM	1897 - In com. 1-1-34	495	354-359
HERNDON	1931 - In com. 1-1-34	495	32
HUNT	1931 - In com. 1-1-34	495-496	33
SEMMES	1932 - In com. 1-1-34	496	380
TUSCARORA	1902 - In com. 1-1-34	496	277-281
UNALGA	1912 - In com. 1-1-34	496	377-380
ABEL P. UPSHUR	1930 - In com. 1-1-34	497	444
WAINWRIGHT	1926 - In com. 1-1-34	497	347
WILKES	1926 - In com. 1-1-34	497	149
WELBORN C. WOOD	1931 - In com. 1-1-34	497	402
YAMACRAW	1909 - In com. 1-1-34	497-498	381-384

CUBAN EXPEDITION (1933)

Pages 494-A and 494-B give an alphabetical list of commissioned and warrant officers serving in the Cuban Expedition. By consulting the page numbers given the unit (or units) to which they were assigned may be ascertained.

( ) Indicates name appears twice on page.

Officers	Page Numbers
Ahern, J. L.	497
Alexander, R. T.	495
Amos, M.	497
Anderson, A.	497
Anderson, C. M.	496
Anderson, E. A.	496
Arrington, C. B.	497
Baisden, V. M.	496
Baker, L. H.	495
Becker, H.	497
Bjorge, R.	496
Bronski, F.	496
Brownley, G. A.	498
Calahan, E. T.	496
Childs, C. C.	495
Cody, J. R.	495
Cole, J. S. Jr.	498
Connor, H. L.	496
Creedon, W. E.	497
Crowley, J. P.	496
David, W. L.	497
Davis, H. E. Jr.	495
Decker, J. H.	496
Devlin, J. T.	496
Duke, C. L.	498
Etzweiler, C.	497
Foutter, R. C.	496
Furey, R. H.	497

Officers	Page Numbers
Garcia, H. F.	496
Gelly, G. B.	495
Giffin, A. H.	497
Greenspun, J.	495
Grogan, H. E.	496
Guisness, C. E.	495
Hall, A. G.	497
Hall, R. B.	497
Haugen, N. S.	495
Hesler, D. D.	496
Hill, S. A.	496
Holtzman, G. W.	497
Howe, J.	496
Johansen, A.	496
Johnson, V. O.	495
Kelliher, J. W.	497
Kenny, A.	(495)
Kielhorn, L. V.	496
Knapp, C. C.	497
Kolb, G. F.	498
Kurcheski, J. R.	497
Lawrence, J. G.	495
Linhholm, S. C.	495
Loughlin, H. A.	495
Lyons, P. S.	496
Maloney, W. L.	497
Martin, J. H.	498

CUBAN EXPEDITION (1933)

Pages 494-A and 494-B give an alphabetical list of commissioned and warrant officers serving in the Cuban Expedition. By consulting the page numbers given the unit (or units) to which they were assigned may be ascertained.

<u>Officers</u>	<u>Page Numbers</u>
Mauerman, R. J.	497
McCaffery, R. E.	495
McCue, J. F.	497
McGowan, G. P.	495
Meyer, G. C.	497
Miller, G. H.	497
Mroczkowski, R.E.	498
Mueller, L. C.	495
Nan-Carrow, T. R.	496
Nelson, N. M.	497
Newell, R. B.	498
Odderstol, T. C.	496
Olson, L. B.	496
Oren, J. B.	496
Paden, C. C.	497
Pfeiffer, W.	495
Rea, R. F.	496
Reynolds, I. M.	498
Root, A. M. Jr.	495
Rose, E. G.	495

<u>Officers</u>	<u>Page Numbers</u>
Ryan, T. L.	495
Salter, O.	495
Schoen, C. W.	496
Scull, N. D.	495
Southall, L. S.	496
Streichert, W. E.	496
Suydam, E. J. J.	497
Tarkenton, C. G.	497
Ternau, H. H.	497
Thiele, E. H.	495
Unger, A. C.	495
Wagline, J. H.	497
Walsh, Q. R.	495
Whitfield, E. C.	495
Wigle, E. G.	497
Wyciehowsky, S. J.	497
Zittel, K. O. A.	495
Zoole, E.	497

CUBAN EXPEDITION (1933)

During the Fall of 1933 the President of the United States deemed it wise to send a number of Naval vessels to the waters surrounding Cuba; the following Coast Guard Cutters and Destroyers were also included in this fleet, under the jurisdiction of the Navy Department. This duty began during the first half of September, 1933, and terminated 6 November, 1933.

<u>Name of Vessel</u>	<u>Officers</u>	<u>For movements of Vessel see page No.</u>
GEORGE E. BADGER	Lieut. Comdr. L. E. Baker, commanding	449
	Lieut. Comdr. N. S. Haugen	
	Lieut. E. C. Whitfield	
	Ensign A. C. Unger	
	Ensign J. G. Lawrence	
	Ensign R. E. McCaffery	
	Mach. (T) W. Pfeiffer	
GRESHAM	Comdr. L. C. Mueller, commanding	354-359
	Lieut. Comdr. G. E. Gelly	
	Lieut. S. C. Linholm	
	Ensign R. T. Alexander	
	Ensign H. E. Davis, Jr.	
	Bosn. (T) N. D. Scull	
	Mach. Oscar Salter	
	Mach. A. Kenny	
HERNDON	Lieut. Comdr. E. G. Rose, commanding	32
	Lieut. C. C. Childs	
	Lieut. H. A. Loughlin	
	Ensign A. M. Root, Jr.	
	Ensign K. O. A. Zittel	
	Ensign Q. R. Walsh	
	Ensign V. O. Johnson	
	Chf. Pay Clerk T. L. Ryan	
	Mach. J. R. Cody	
	Mach. A. Kenny (Temporary duty)	
HUNT	Lieut. Comdr. Joseph Greenspun, commanding	33
	Lieut. C. E. Guisness	
	Lieut. E. H. Thiele	
	Lieut. G. P. McGowan	

CUBAN EXPEDITION (1933)

During the Fall of 1933 the President of the United States deemed it wise to send a number of Naval Vessels to the waters surrounding Cuba; the following Coast Guard Cutters and Destroyers were also included in this fleet, under the jurisdiction of the Navy Department. This duty began during the first half of September, 1933, and terminated 3 November, 1933.

<u>Name of Vessel</u>	<u>Officers</u>	<u>For movements of Vessel see page No.</u>
HUNT	Ensign E. A. Anderson Ensign J. B. Oren Ensign Joseph Howe Mach. O. W. Schoen	33
SEMMES	Lieut. Comdr. L. V. Kielhorn, commanding Lieut. H. L. Connor Lieut.(j.g.) H. F. Garcia Ensign H. C. Foutter Ensign E. T. Calahan Ensign R. F. Rea Mach.(T) J. T. Devlin Mach. T. R. Nan-Carrow	380
TUSCARORA	Lieut. Comdr. H. E. Grogan Lieut. P. S. Lyons Chf. Mach. T. C. Odderstol Bosn. W. E. Streichert Bosn. A. Johansen Mach. J. H. Decker Pay Clerk V. M. Baisden	277-281
UNALGA	Lieut. Comdr. L. B. Olson, commanding Lieut. J. P. Crowley Lieut. C. M. Anderson Lieut. D. D. Hesler Ensign S. A. Hill Ensign R. Bjorge Bosn. (T) F. Bronski Mach. L. S. Southall	377-380



CUBAN EXPEDITION (1933)

During the Fall of 1933 the President of the United States deemed it wise to send a number of Naval vessels to the waters surrounding Cuba; the following Coast Guard Cutters and Destroyers were also included in this fleet, under the jurisdiction of the Navy Department. This duty began during the first half of September, 1933, and terminated 6 November, 1933.

<u>Name of Vessel</u>	<u>Officers</u>	<u>For movements of Vessel see page No.</u>
ABEL P. UPSHUR	Lieut. Comdr. R. J. Mauerman, commanding Lieut. R. H. Furey Lieut.(j.g.) W. L. Maloney Ensign E. J. J. Suydam Ensign W. E. Creedon Ensign J. F. McCue Mach. E. G. Wigle	444
WAINWRIGHT	Lieut. Comdr. R. B. Hall, commanding Lieut. Comdr. J. W. Kelliher Ensign C. B. Arrington Ensign J. R. Kurcheski Ensign A. H. Giffin Ensign G. W. Holtzman Mach. H. Becker	347
WILKES	Lieut. Comdr. E. Zoole, commanding Lieut. Comdr. C. Etzweiler Lieut. G. H. Miller Ensign C. C. Knapp Ensign C. G. Tarkenton Ensign W. L. David Mach. G. C. Meyer Mach. A. Anderson	149
WELBORN C. WOOD	Lieut. Comdr. A. G. Hall, commanding Lieut. N. M. Nelson Lieut. S. J. Woyciehowsky Ensign M. Amos Ensign J. H. Wagline      Mach. H. H. Ternau	402
YAMACRAW	Comdr. J. L. Ahern Lieut. C. C. Paden	381-384

CUBAN EXPEDITION (1933)

During the Fall of 1933 the President of the United States deemed it wise to send a number of Naval vessels to the waters surrounding Cuba; the following Coast Guard Cutters and Destroyers were also included in this fleet, under the jurisdiction of the Navy Department. This duty began during the first half of September, 1933, and terminated 6 November, 1933.

<u>Name of Vessel</u>	<u>Officers</u>	<u>For movements of Vessel see page No.</u>
YAMACRAW	Lieut. J. H. Martin Lieut. C. L. Luke Lieut. (j.g.) J. S. Cole, Jr. Ensign R. E. Mroczkowski Chf. Mach. G. F. Kolb Bosn. (T) R. B. Newell Mach. I. M. Reynolds Pay Clerk G. A. Brownley	381-384

FLY 1932 - In commission 1 January, 1934 (CG-8030)(Formerly CG-9077)(Ex-Seized Boat)

1932	Mar.	7	Assigned to Eleventh District, with permanent station at Duluth Station, in Class A.
1933	June	3	Arrived at Sault Ste. Marie, Michigan, for temporary duty with St. Mary's River Patrol.
1933	June	12	(AC-601) Headquarters' letter authorizes permanent change of station to Sault Ste. Marie, Michigan, Chicago Division, for duty with St. Mary's River Patrol.
1933	Aug.	29	(AC-601-23) Headquarters' letter to Northern Area, authorizes permanent transfer to Duluth Station, Eleventh District, on or about September 15, 1933.
1933	Oct.	20	Left Sault Ste. Marie, Michigan, and arrived at Duluth Station on November 18th.

JEDSON - N-1714 1932 - In commission 1 January, 1934 (CG-8032)(Ex-CG-9016)(Ex-Seized Boat)

			Assigned to Ninth District. Re-numbered CG-9016.
1932	May	7	Transferred from Class B to Class A. Re-numbered CG-8032. Later assigned to Second District, permanent station at Manomet Point Station, Manomet, Mass.
1932	Dec.	16	Authority granted to decommission for winter. December 20th, decommissioned. On account of Reorganization Plan, effective January 15, 1933, this boat and station assigned to First District at Manomet Point Auxiliary Boathouse, Manomet, Mass.

### COAST GUARD AVIATION

The Navy Deficiency Act of August 29, 1916, authorized the establishment of ten Coast Guard Air Stations on the Atlantic, Pacific and Gulf coasts and on the Great Lakes. Concurring with the authorization by Congress in this Act, a group of Officers and enlisted men were assigned to a course of training as aviators at the Naval Air Station, Pensacola, Florida. The period of development for these Air Stations and administration was interrupted by the late World War. The personnel trained as aviators and those under training were automatically inducted into the Navy along with the entire Coast Guard, by Executive Order. This group of Officers, trained as aviators, and the enlisted men who qualified as aviators and made Warrant Officers, held positions of great responsibility through the entire period of hostilities, a number of the Commissioned Officers being in command of Naval Air Stations overseas and in the United States.

In 1919, when the Coast Guard reverted back to the Treasury and assumed its regular status, one Air Station was commissioned by the Treasury Department, Coast Guard, at Morehead City, North Carolina. This Station functioned for a period of only one year. Having received no appropriation for its establishment, it was operated only upon material, aircraft and necessary equipment graciously loaned by the Navy Department. During the period this station was in commission it was proven that aircraft had a potential and useful mission in the saving of life and property at sea, and for transportation of emergency cases from isolated places, in addition to being the eye or vision, so to speak, of any group of surface craft.

Lieutenant Commander E. F. Stone, U. S. Coast Guard, was selected as first pilot of the Naval seaplane NC-4, on the first successful crossing of the Atlantic by a seaplane, in May, 1919. Lieutenant Commander Stone was loaned to the Bureau of Aeronautics, Navy Department, for several years, and was largely instrumental in the development and testing of many features of modern aeronautics, notably the Powder Catapult.

In 1925, Lieutenant Commander C. C. von Paulsen, U.S.C.G., Commanding Officer, Coast Guard Base 7, Gloucester, Massachusetts, procured by loan from the Navy Department one Vought seaplane. A temporary arrangement was made for the housing and servicing of this plane at the U. S. Naval Reserve Air Station, Squantum, Massachusetts, with Lieutenant L. M. Melka, U.S.C.G., acting as pilot and mechanic. Several months later a tent hangar was procured from the U. S. Army for the sum of \$1.00 and arrangements were made with the Bureau of Fisheries for a small tract of land on Ten Pound Island, in Gloucester Harbor, on which the canvas hangar was erected and operations were carried on from there. At that time the major force of the Coast Guard was engaged in the prevention of the smuggling of contraband on the Eastern American Coast. Vessels of all sorts were carrying contraband and smuggling it into the country without a great deal of effort or occasion to be apprehended by any Federal law enforcement force. By the use of this seaplane one to three patrols were made daily, Pilots von Paulsen and Melka alternating, and supply vessels of contraband at sea were located, contact boats were spotted, their rendezvous located and this information conveyed to the Coast Guard Division Commanders and operating forces. It was evident that the seaplane was a most useful weapon for the blocking of this illicit traffic. In 1926 Congress gave the Coast Guard an appropriation for additional seaplanes for the Gloucester

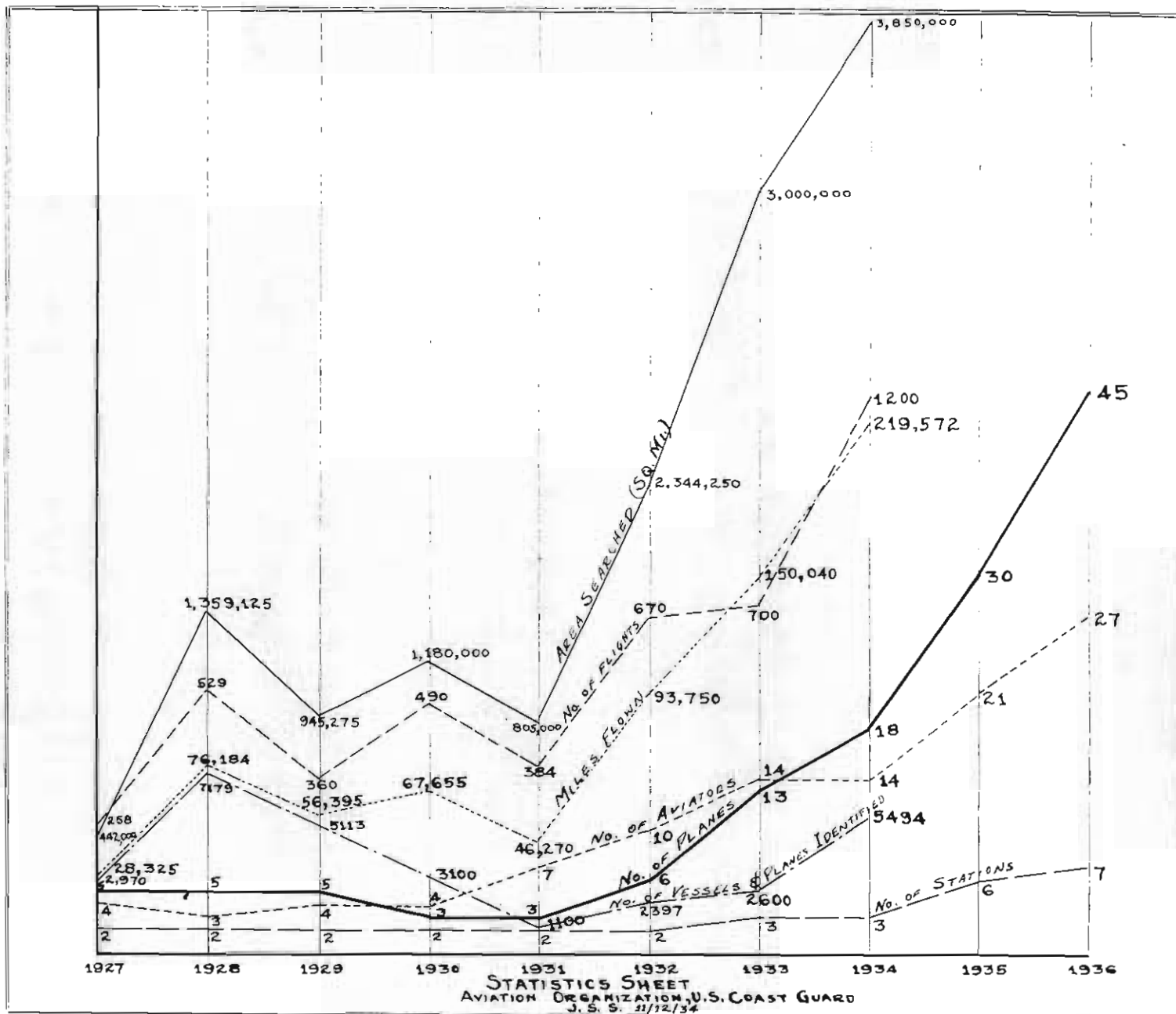
### COAST GUARD AVIATION

unit and Cape May, New Jersey, in the sum of \$152,000. Five planes were purchased, three of the Loening amphibian type (OL-5s) and two Voughts (UO-4). The money for the acquisition of this group of planes was the first that Congress appropriated for Coast Guard aviation, and from that period on the Coast Guard included plane construction along with its surface craft construction. Concurrent with this policy, additional Air Stations were established and commissioned, namely, Gloucester, Massachusetts, Cape May, New Jersey, and Miami, Florida. During the present Administration, 1933-1934, funds were obtained from the Public Works Administration for enlarging this activity. Additional planes were authorized, contracts negotiated for planes and some of these are at this time (November, 1934) being delivered. Additional Air Stations were authorized and these are nearing completion and will be commissioned in the very near future. They are located at St. Petersburg, Florida, Biloxi, Mississippi, Port Angeles, Wash., and Salem, Mass.

After the Eighteenth Amendment was rescinded by Congress, smuggling activities were a menace inland on the international borders as well as on the coasts. Narcotics, aliens and miscellaneous merchandise were being smuggled by airplane and other methods across the Borders of the United States. It was apparent to the Customs Bureau that to restrict or stop this traffic would involve the use of aircraft. The Customs Bureau used seized planes and operated them for a period of time and it proved to be the only method whereby any progress was made. The Secretary of the Treasury, realizing and appreciating the tremendous value of aircraft in connection with anti-smuggling and life-saving activities, was interested in further expansion. An additional Air Station on the coast was authorized at Charleston, South Carolina, and the Border Patrol Aviation establishments transferred from the Customs Bureau to the Coast Guard for administration and operation. The Coast Guard absorbed the Customs flying personnel along with the flying equipment used by that unit. The Customs Bureau, never having received an appropriation for aircraft, was operating only the planes seized by forfeiture. They were old, of a nondescript type, and not considered in all respects safe for general Coast Guard duty. The major portion of these planes were surveyed and destroyed. Those that were airworthy in all respects were reconditioned and are now being used. Six landplanes of the Vought Corsair type (O2U-2) were procured from the Navy and used in connection with anti-smuggling activities.

During the period of Coast Guard aviation activity, 1925, to date, numerous catastrophes at sea were aided and lives saved by aircraft; vessels were identified; serious medical cases were transferred from ship to shore; from isolated points on the coast to hospitals; serum and medical supplies transported by air from one point to another; fishermen were aided in locating schools of fish; stolen boats recovered and the thieves apprehended; derelicts were located; drowned bodies were recovered and Regattas were patrolled. It is evident that the manifold uses of aircraft have cemented its permanency in the Service, its justification being established by its usefulness.

For statistics relative to aviation see Page 501.



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SEMINOLE WAR    1835 - 1842  
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During the Seminole War (1835 - 1842) the following Cutters cooperated with the Army and the Navy:

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>For Officers see Page Number</u>	<u>For Movements of Vessel See Page Number</u>
ANDREW JACKSON	1832 - 1835	503-504	83-84
CAMPBELL	1834 - 1839	504	302-305
CRAWFORD	1833 - 1847	504-505	391-393
DALLAS	1824 - 1836	505	143-145
DEXTER	1831 - 1841	506	81-82
JEFFERSON	1838 - 1843	506-507	310
MADISON	1833 - 1850	507-508	307-308
VAN BUREN	1839 - 1847	508	300-301
WASHINGTON	1837 - 1860	509	97

SEMINOLE WAR 1835 - 1842

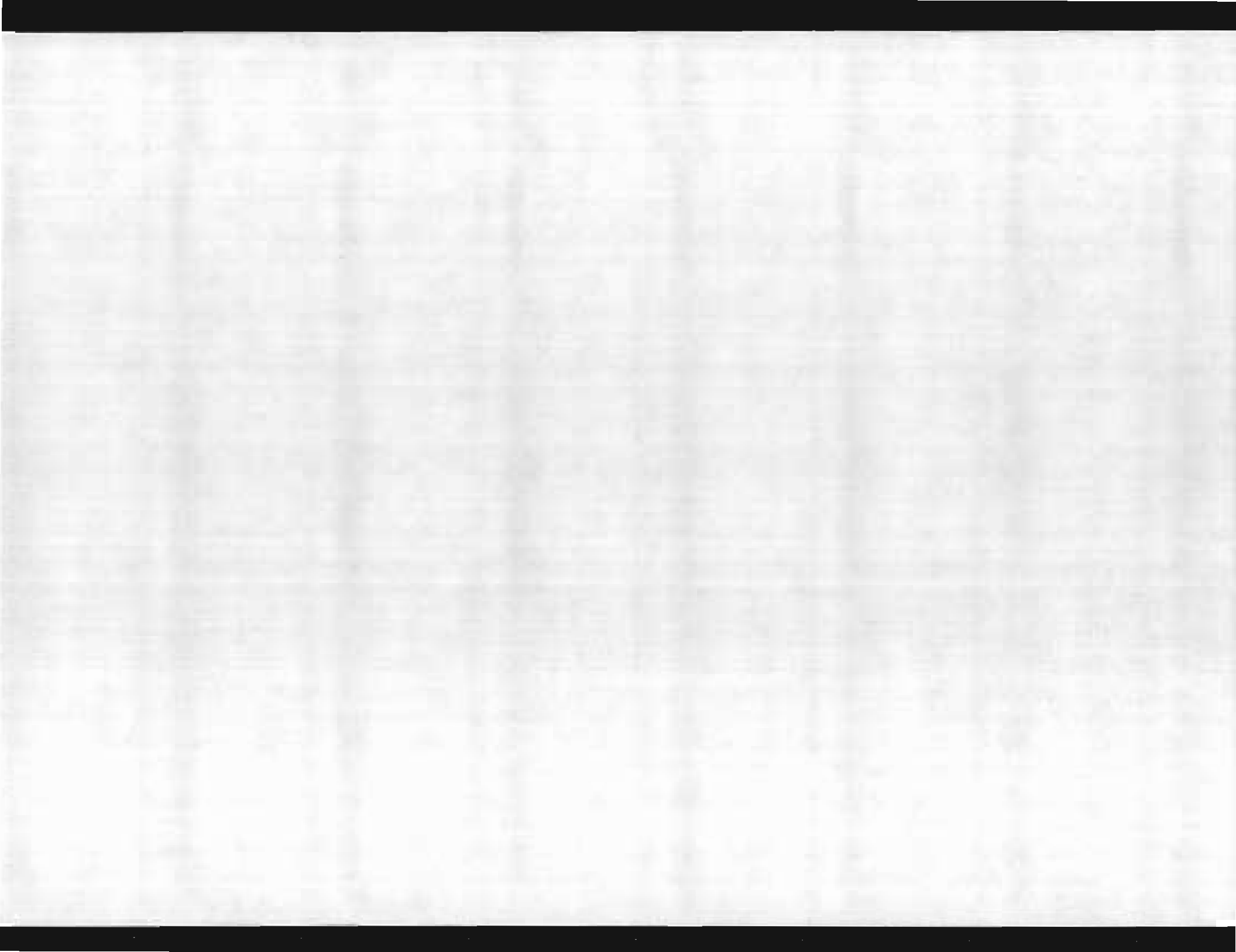
There is given below an alphabetical list of commissioned officers serving in the Seminole War. By consulting the page numbers given the unit (or units) to which they were assigned may be ascertained.

( ) Indicates name appears twice on page.

Officers	Page Numbers
Amazeen, Joseph	503 -(508)
Austin, Nicholas	504
Barstow, F. A.	504 - 505 - 509
Beaufort, C. B.	503 - 504 - 505 - 507 - 509
Bennett, C. W.	504 -(508).
Bicker, Nicholas	503
Breshwood, J. G.	504 - 507 - 508 - 509
Burroughs, A.	507 - 508
Chaddock, J.S.S.	503 - 507 - 509
Childs, C. B.	504 - 506 - 507 - 509
Clarke, George	503 - 509
Cornell, Stephen	(503)- 505 - 507
Coste, N. L.	(503)-504 - 505 - 506
Currier, Caleb	504 - 506 -(507)
Day, Robert	503 - 504 - 506 - 509
Diggs, Beverly	503 - 504 - 507 - 508
Evans, Richard	504 - 506
Fatio, L.C.F.	503
Faunce, John	504
Foss, S. C.	(507)- 508
Foster, Winslow	504 - 506
Frazer, A. V.	(503)-(509)
Fulton, J. B.	503 - 505 - 506 - 508 -(509)
Gatewood, P.	(503)- 505
Green, Farnifold	505
Green, H. H.	508
Grover, Chas.	503 - 504
Harby, L. C.	(504)- 506
Hedge, Blydon	504 - 507
Howard, Wm. A.	507
Hunter, H. D.	503 - 507 - 509
Hunter, J. W.	504 - 505 - 509
Jackson, John	504
Jones, Ezekiel	506 - 509
Jones, J. C.	506

Officers	Page Numbers
Jones, J. H.	508
Jones, J. M.	505 - 508
Joyner, Wm. H.	504 - 505 - 507
Lanson, Wm. H.	505 - 507
Martin, Francis	505 - 506 - 507 - 508 - 509
McGowan, John	503 - 506 - 508 - 509
McLean, Wm. B.	504 - 507 - 508
Miller, R. D.	506
Moore, Gay	505 - 506 - 507
Morrison, J. J.	(505)- 506 - 509
Nimmo, J. J.	504
Nones, H. B.	503
Norris, Wm. A.	503
Osborne, Thomas	503 -(505)- 506 - 507 - 508
Pease, Wm. C.	504
Peters, Osmond	(503)- 506 - 508
Polk, Wm. W.	(508)- 509
Prince, Henry	(508)
Rudolph, T. C.	503 - 504 - 506
Russell, Wm.	505 -(506)- 507
Sands, Thomas	503 - 504 - 508
Shaw, T. M.	507
Smith, Wm. W.	506
Smoot, Edward	507
Stoddard, Thomas	504
Stokes, D. M.	505 - 506
Stull, J. L.	(504)- 505 - 509
Sully, Wm. G.	506 - 507
Thatcher, Stephen	503
Walker, John	503 - 505 - 506 - 507
Whitehead, W.B.	504 - 506
Williams, S. F.	507
Wilson, Wm. M.	506 - 508
Winchester, S.	505 - 509
Wright, F. B.	505





SEMINOLE WAR 1835 - 1842

During the Seminole War (1835 - 1842) the following Cutters cooperated with the Army and the Navy:

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>Date of Detachment</u>	<u>For movements Of Vessel see Page Number</u>
ANDREW JACKSON	(Captain Henry D. Hunter	25 Nov., 1835		83-84
	( Relieved of command by Captain Philemon Gatewood.		- Sep., 1837	
	Captain Thomas C. Rudolph	1 Jan., 1839	13 Apr., 1839	
	Captain Nicholas Bicker	26 July, 1839	2 Dec., 1840	
	Captain Lewis C. F. Patio	19 May, 1841	- - - - -	
	Captain Robert Day	26 Nov., 1841	21 June, 1842	
	1st Lieut. N. L. Coste	21 Feb., 1835	7 Nov., 1836	
	(1st Lieut. Philemon Gatewood )	7 Nov., 1836		
	( Commissioned Captain)	17 Aug., 1837		
	(1st Lieut. Henry B. Nones )	24 Jan., 1838		
	( Commissioned Captain)	14 Dec., 1838	30 Mar., 1839	
	1st Lieut. Thomas Sands, commanding	28 Nov., 1838	- - - - -	
	1st Lieut. N. L. Coste, commanding	26 July, 1839	- - - - -	
	1st Lieut. Alexander V. Frazer	26 July, 1839	23 Oct., 1839	
	1st Lieut. Stephen Cornell	26 Oct., 1839	27 Apr., 1840	
	1st Lieut. Charles B. Beaufort	27 Apr., 1840	7 May, 1840	
	(1st Lieut. Alexander V. Frazer )	7 May, 1840		
	( Became Commanding Officer)	24 Nov., 1840	19 May, 1841	
	1st Lieut. Charles Grover	18 May, 1841	- - - - -	
	2nd Lieut. Stephen Cornell	25 Nov., 1834	11 June, 1836	
	2nd Lieut. John McGowan	5 Aug., 1835	11 Nov., 1837	
	2nd Lieut. George Clarke	19 Sep., 1837	8 Nov., 1837	
	2nd Lieut. John Walker	8 Nov., 1838	- - - - -	
	2nd Lieut. Thomas Osborne	12 Dec., 1838	10 June, 1839	
	2nd Lieut. John B. Fuiton	13 July, 1839	26 Oct., 1839	
	2nd Lieut. John S. S. Chaddock	28 Nov., 1840	6 June, 1842	
	2nd Lieut. Osmond Peters	1 June, 1841	5 July, 1841	
	2nd Lieut. Stephen Thatcher	5 July, 1841	- - - - -	
	2nd Lieut. Joseph Amazeon	4 Aug., 1841	11 Apr., 1842	
	2nd Lieut. William A. Norris	6 June, 1842	- - - - -	
	3rd Lieut. Beverly Diggs	7 Nov., 1836	11 Nov., 1837	
	3rd Lieut. Osmond Peters	19 Sep., 1837	13 Apr., 1839	

SEMINOLE WAR 1835 - 1842

During the Seminole War (1835 - 1842) the following Cutters cooperated with the Army and the Navy:

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>Date of Detachment</u>	<u>For movements Of Vessel see Page Number</u>
ANDREW JACKSON	3rd Lieut. William H. Joyner	13 Feb., 1838	10 June, 1839	83-84
	(3rd Lieut. F. A. Barstow)	10 June, 1839		
	(Died )	24 July, 1839		
	3rd Lieut. John L. Stull	10 June, 1839	26 Oct., 1839	
	3rd Lieut. Nicholas Austin	26 Oct., 1839	30 Apr., 1840	
	3rd Lieut. John G. Breshwood	7 May, 1840	2 Aug., 1841	
	3rd Lieut. John L. Stull	30 Apr., 1841	19 May, 1842	
	3rd Lieut. William C. Pease	29 July, 1842	- - - - -	
CAMPELL	1st Lieut. N. L. Coste, commanding	7 Nov., 1836	- - - - -	302-305
	2nd Lieut. Thomas Sands	1 July, 1836	7 Nov., 1836	
	2nd Lieut. John J. Kimmo	7 Nov., 1836	25 Jan., 1838	
	2nd Lieut. William B. McLean	15 Nov., 1837	7 July, 1838	
	3rd Lieut. Beverly Diggs	23 June, 1834	7 Nov., 1836	
	(3rd Lieut. John W. Hunter )	7 Nov., 1836		
	(Commissioned 2nd Lieut.)	13 Apr., 1837	11 Nov., 1837	
	3rd Lieut. John Faunce	4 Dec., 1837	9 Oct., 1839	
	3rd Lieut. Charles W. Bennett	11 Apr., 1839	31 July, 1839	
	ORANGE	(Captain John Jackson )	6 Jan., 1836	
(Lost at sea on 25 May, 1840)				
Captain Winslow Foster		28 Oct., 1836	- - - - -	
Captain Thomas C. Rudolph		23 Aug., 1839	17 Sep., 1841	
Captain Caleb Currier		9 Aug., 1841	29 July, 1842	
Captain Robert Day		21 June, 1842	- - - - -	
1st Lieut. Charles B. Childs		1 Dec., 1834	9 Sep., 1835	
1st Lieut. W. B. Whitehead		9 Sep., 1835	18 July, 1837	
1st Lieut. Levy C. Harby		7 Apr., 1837	23 Apr., 1838	
1st Lieut. Charles Grover		1 Sep., 1838	28 Sep., 1839	
1st Lieut. Richard Evans		20 May, 1839	8 June, 1840	
1st Lieut. Charles B. Beaufort		8 June, 1840	6 Oct., 1841	
1st Lieut. Levy C. Harby		9 Feb., 1841	28 Sep., 1841	
1st Lieut. Thomas Stoddard		9 Aug., 1841	15 Oct., 1841	
1st Lieut. Blydon Hodge		9 Aug., 1841	30 May, 1842	

SEMINOLE WAR 1835 - 1842

During the Seminole War (1835 - 1842) the following Cutters cooperated with the Army and the Navy:

Name of Vessel	Officers	Date of Reporting	Date of Detachment	Page Number
CRAWFORD	1st Lieut. N. L. Coste	9 Aug., 1841	27 Jan., 1842	391-393
	(2nd Lieut. Gay Moore )	29 Dec., 1833		
	( Commissioned 1st Lieut. )	10 Feb., 1836	10 Feb., 1836	
	2nd Lieut. Stephen Cornell	25 Nov., 1834	11 June, 1836	
	2nd Lieut. David M. Stokes	27 June, 1836	28 Feb., 1838	
	2nd Lieut. William Russell	28 Feb., 1838	26 Feb., 1839	
	2nd Lieut. John W. Hunter	23 Apr., 1838	- - - - -	
	2nd Lieut. Thomas Osborne	29 Oct., 1838	12 Dec., 1838	
	2nd Lieut. Thomas Osborne	10 June, 1839	14 Oct., 1839	
	2nd Lieut. John Walker	14 Oct., 1839	21 Dec., 1840	
	(2nd Lieut. Thomas Osborne )	9 Feb., 1841		
	( Commission revoked )	19 Oct., 1841		
	2nd Lieut. James J. Morrison	16 Aug., 1841	- - - - -	
	3rd Lieut. Thomas Osborne	17 Apr., 1835	3 Feb., 1838	
	(3rd Lieut. James J. Morrison )	4 Jan., 1838		
	( Commissioned 2nd Lieut. )	24 July, 1839	31 July, 1839	
	3rd Lieut. F. A. Barstow	20 May, 1839	10 June, 1839	
	3rd Lieut. John L. Stull	7 June, 1839	10 June, 1839	
	(3rd Lieut. William H. Joyner )	10 June, 1839		
	( Commissioned 2nd Lieut. )	17 Feb., 1840	24 June, 1840	
(3rd Lieut. William H. Lamson)	2 Sep., 1840			
( Resigned )	13 Aug., 1841			
3rd Lieut. John M. Jones	20 Aug., 1842	- - - - -		
DALLAS	Captain Farnifold Green	29 Aug., 1835	13 Mar., 1837	143-145
	1st Lieut. Philsmon Gatewood	30 Jan., 1836	14 June, 1836	
	2nd Lieut. Francis Martin	27 Oct., 1835	19 Jan., 1836	
	2nd Lieut. Charles B. Beaufort	19 Jan., 1836	17 Nov., 1836	
	3rd Lieut. John B. Fulton	13 Nov., 1835	- - - - -	
	(3rd Lieut. Samuel Winchester)	7 Mar., 1836		
	( Resigned )	2 Apr., 1836		
	(3rd Lieut. Francis B. Wright)	23 May, 1836		
	( Resigned )	24 June, 1836		

For movements  
Of Vessel see

SEMINOLE WAR 1835 - 1842

During the Seminole War (1835 - 1842) the following Cutters cooperated with the Army and the Navy:

Name of Vessel	Officers	Date of Reporting	Date of Detachment	For movements Of Vessel see Page Number
DEXTER	Captain Thomas C. Rudolph	6 Jan., 1836	2 Nov., 1837	81-82
	(Captain Robert Day )	31 July, 1838		
	( Waiting Orders)	6 Feb., 1841		
	1st Lieut. Gay Moore	10 Feb., 1836	26 Feb., 1839	
	1st Lieut. Charles B. Childs	19 Sep., 1837	2 Nov., 1837	
	1st Lieut. Levy C. Harby	6 Sep., 1839	9 Feb., 1841	
	2nd Lieut. William Russell	31 Aug., 1835	26 May, 1836	
	2nd Lieut. Francis Martin	11 Feb., 1836	15 May, 1837	
	2nd Lieut. William Russell	7 Nov., 1836	3 Jan., 1838	
	(2nd Lieut. David M. Stokes)	29 May, 1838		
	( Died )	26 Dec., 1838		
	2nd Lieut. John Walker	22 Jan., 1839	14 Oct., 1839	
	2nd Lieut. William Russell	26 Feb., 1839	6 Sep., 1839	
	2nd Lieut. Thomas Osborne	14 Oct., 1839	9 Feb., 1841	
	3rd Lieut. John B. Fulton	13 Nov., 1835	18 Apr., 1836	
	3rd Lieut. Osmond Peters	18 Apr., 1836	19 Sep., 1837	
	(3rd Lieut. Richard D. Miller )	20 May, 1837		
	( Commissioned 2nd Lieut.)	13 Apr., 1839	13 Apr., 1839	
	3rd Lieut. James J. Morrison	19 Sep., 1837	4 Jan., 1838	
	3rd Lieut. William W. Smith	14 Feb., 1839	14 Oct., 1839	
3rd Lieut. William M. Wilson	14 Oct., 1839	16 May, 1840		
(3rd Lieut. William G. Sully)	16 May, 1840			
( Waiting Orders )	8 Feb., 1841			
JEFFERSON	(Captain Winslow Foster )	9 Mar., 1839		310
	( Waiting Orders)	3 Aug., 1841		
	Captain Ezekiel Jones	22 Oct., 1839	27 Nov., 1839	
	Captain Caleb Currier	29 July, 1842	20 Aug., 1842	
	1st Lieut. John C. Jones	14 Dec., 1838	- - - - -	
	1st Lieut. N. L. Coste	27 Jan., 1840	9 Aug., 1841	
	1st Lieut. Richard Evans	23 Dec., 1840	30 Oct., 1841	
	1st Lieut. William B. Whitehead	29 July, 1842	1 Oct., 1842	
	2nd Lieut. John McGowan	8 Jan., 1839	- - - - -	

SEMINOLE WAR 1835 - 1842

During the Seminole War (1835 - 1842) the following Cutters cooperated with the Army and the Navy:

Name of Vessel	Officers	Date of Reporting	Date of Detachment	Page Number
JEFFERSON	2nd Lieut. Beverly Diggs	12 Jan., 1839	7 Jan., 1840	310
	2nd Lieut. William B. McLean	24 Jan., 1839	- - - - -	
	2nd Lieut. Supply Clapp Foss	29 Apr., 1839	4 Sep., 1839	
	(2nd Lieut. William H. Joyner)	24 June, 1840		
	( Resigned )	9 Apr., 1841		
	2nd Lieut. John Walker	21 Dec., 1840	- - - - -	
	2nd Lieut. Samuel F. Williams	5 July, 1841	- - - - -	
	2nd Lieut. Blydon Hedge	29 July, 1842	- - - - -	
	3rd Lieut. Thomas Osborne	17 Apr., 1835	3 Feb., 1838	
	3rd Lieut. William H. Lamson	17 May, 1839	2 Sep., 1840	
	3rd Lieut. Edward Smoot	31 July, 1839	6 Oct., 1841	
	(3rd Lieut. William G. Sully)	12 Feb., 1841		
	( Resigned )	21 Aug., 1841		
	3rd Lieut. John G. Breshwood	29 July, 1842	- - - - -	
MADISON	Captain Thomas M. Shaw	15 Apr., 1833	2 Apr., 1838	307-308
	Captain William A. Howard	2 Nov., 1837	30 Oct., 1838	
	Captain Caleb Currier	30 Oct., 1838	29 July, 1840	
	Captain Henry D. Hunter	- July, 1840	- - - - -	
	(1st Lieut. Caleb Currier )	15 Apr., 1833		
	( Commissioned Captain)	20 Apr., 1838	21 Apr., 1838	
	(1st Lieut. Charles B. Childs )	15 Jan., 1838		
	( Commissioned Captain)	14 Dec., 1838	24 Dec., 1838	
	1st Lieut. Charles B. Beaufort	24 Dec., 1838	10 Aug., 1839	
	1st Lieut. Gay Moore	29 July, 1842	15 Nov., 1842	
	1st Lieut. Stephen Cornell	15 Nov., 1842	- - - - -	
	2nd Lieut. William Russell	26 May, 1836	- - - - -	
	(2nd Lieut. Francis Martin )	15 May, 1837		
	( Commissioned 1st Lieut.)	24 July, 1839	31 July, 1839	
	(2nd Lieut. Supply Clapp Foss)	10 Dec., 1839		
	( Waiting Orders )	19 Sep., 1840		
2nd Lieut. Arnold Burroughs	25 Nov., 1840	15 Sep., 1841		
2nd Lieut. John S. S. Chaddock	29 July, 1842	12 Aug., 1842		

SEMINOLE WAR 1835 - 1842

During the Seminole War (1835 - 1842) the following Cutters cooperated with the Army and the Navy:

Name of Vessel	Officers	Date of Reporting	Date of Detachment	Page Number
MADISON	(3rd Lieut. William B. McLean )	25 Apr., 1833		307-308
	( Commissioned 2nd Lieut.)	10 Feb., 1836	11 Feb., 1836	
	(3rd Lieut. Supply Olapp Foss )	19 Jan., 1836		
	( Commissioned 2nd Lieut.)	29 Apr., 1839	29 Apr., 1839	
	(3rd Lieut. Thomas Osborne )	3 Feb., 1838		
	( Commissioned 2nd Lieut.)	6 Aug., 1838	29 Oct., 1838	
	(3rd Lieut. Joseph Amazeen )	29 Apr., 1839		
	( Commissioned 2nd Lieut.)	9 Dec., 1839	10 Dec., 1839	
	3rd Lieut. Charles W. Bennett	- - -	18 May, 1841	
	3rd Lieut. Herman H. Green	5 Sep., 1839	9 Sep., 1840	
	3rd Lieut. James Hemphill Jones	1 Mar., 1841	4 Oct., 1841	
	3rd Lieut. John G. Breshwood	2 Aug., 1841	16 Sep., 1841	
VAN BUREN	Captain Henry Prince	2 Dec., 1839	1 Sep., 1840	300-301
	(Captain William W. Polk )	11 Aug., 1840		
	( Waiting Orders)	30 Nov., 1840		
	Captain Henry Prince	30 Nov., 1840	3 Aug., 1841	
	Captain William W. Polk	29 July, 1842	- - - -	
	1st Lieut. Thomas Sands	10 Dec., 1839	19 May, 1841	
	1st Lieut. Francis Martin	29 July, 1842	- - - -	
	2nd Lieut. Beverly Diggs	7 Jan., 1840	2 Oct., 1840	
	2nd Lieut. John B. Fulton	7 May, 1840	10 Aug., 1841	
	2nd Lieut. Arnold Burroughs	11 June, 1840	25 Nov., 1840	
	(2nd Lieut. John McGowan )	25 Nov., 1840		
	( Commissioned 1st Lieut.)	17 Feb., 1841	31 Aug., 1841	
	2nd Lieut. Osmond Peters	5 July, 1841	30 Aug., 1841	
	2nd Lieut. Joseph Amazeen	29 July, 1842	- - - -	
	3rd Lieut. John M. Jones	17 Dec., 1839	4 Sep., 1841	
3rd Lieut. Charles W. Bennett	18 May, 1841	31 Aug., 1841		
3rd Lieut. William M. Wilson	26 Aug., 1842	- - - -		



SEMINOLE WAR 1835 - 1842

During the Seminole War (1835 - 1842) the following Cutters cooperated with the Army and the Navy:

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>Date of Detachment</u>	<u>For movements of Vessel see Page Number</u>
WASHINGTON	Captain Ezekiel Jones	1 Jan., 1835	3 June, 1836	97
	Captain Robert Day	3 June, 1836	6 Nov., 1837	
	Captain Henry D. Hunter, commanding	11 Nov., 1837	- - - - -	
	(Captain William W. Polk, )	8 Nov., 1838		
	( Waiting Orders)	12 Nov., 1838		
	1st Lieut. Charles B. Childs	9 Oct., 1835	- - - - -	
	1st Lieut. Alexander V. Frazer, commanding	8 Nov., 1838	26 July, 1839	
	1st Lieut. Alexander V. Frazer	26 Oct., 1839	7 May, 1840	
	2nd Lieut. Charles B. Beaufort	1 Apr., 1835	19 Jan., 1836	
	2nd Lieut. Francis Martin	19 Jan., 1836	11 Feb., 1836	
	2nd Lieut. John W. Hunter	11 Nov., 1837	23 Apr., 1838	
	2nd Lieut. John McGowan	11 Nov., 1837	21 Aug., 1838	
	2nd Lieut. John B. Fulton	8 Nov., 1838	13 July, 1839	
	2nd Lieut. John B. Fulton	26 Oct., 1839	7 May, 1840	
	2nd Lieut. John S. S. Chaddock	26 Oct., 1839	28 Nov., 1840	
	3rd Lieut. Samuel Winchester	15 Oct., 1833	7 Mar., 1836	
	(3rd Lieut. George Clarke )	2 Nov., 1834		
	( Commissioned 2nd Lieut.)	10 Feb., 1836	19 Sep., 1837	
	3rd Lieut. James J. Morrison	11 Feb., 1836	19 Sep., 1837	
	3rd Lieut. F. A. Barstow	12 Nov., 1838	20 May, 1839	
3rd Lieut. John L. Stull	26 Oct., 1839	30 Apr., 1841		
3rd Lieut. John G. Breshwood	26 Oct., 1839	7 May, 1840		

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MEXICAN WAR 1846 - 1848  
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The following Vessels participated in the Mexican War (1846 - 1848):

Captain John A. Webster on May 19, 1846, was assigned to command of all the Revenue Marine Vessels ordered to the Gulf of Mexico, to cooperate with the Army and the Navy in the war with Mexico. On account of ill health he was relieved of this command December 5, 1848, by Captain Farnifold Green.

Captain Winslow Foster was temporarily placed in command of all the Revenue Vessels on November 12, 1846.

The treaty with Mexico was signed on July 4, 1848.

<u>Name of Vessel</u>	<u>Dates of Service</u>	<u>For Officers see Page Number</u>	<u>For Movements of Vessel See Page Number</u>
EWING	1841 - 1852	511	146-147
FORWARD	1841 - 1865	511	98-104
GEORGE M. BIBB	1843 - 1861	511-512	111
LEGARE	1843 - 1847	512	109-110
LEVI WOODBURY	1836 - 1847	512	46-50
McLANE	1843 - 1847	513-	105-107
MORRIS	1830 - 1846	513	112
OLIVER WOLCOTT	1830 - 1851	513	70-71
POLK	1844 - 1854	513-514	128
SPENCER	1843 - 1848	514	108
VAN BUREN	1839 - 1847	514	300-301

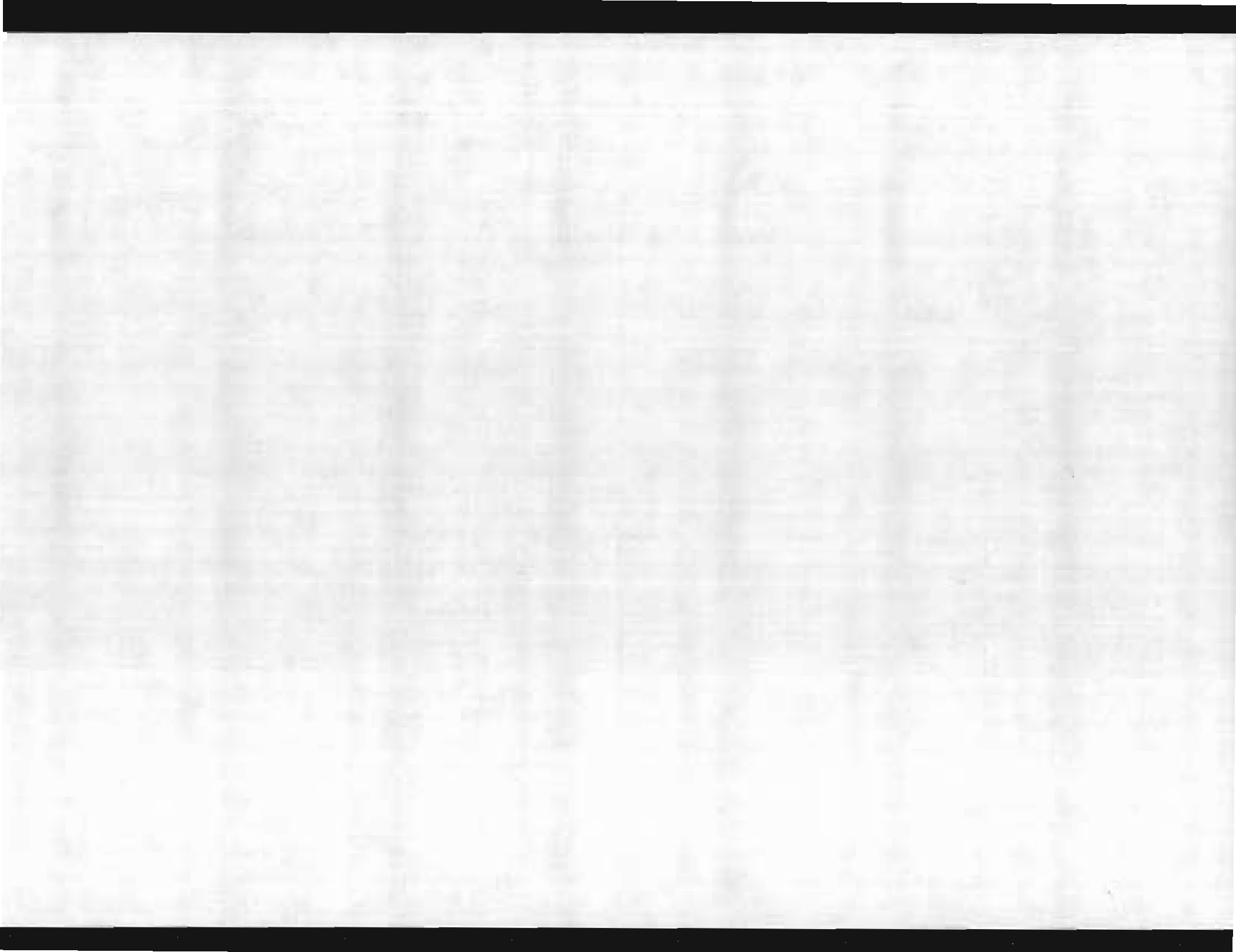
MEXICAN WAR 1846 - 1848

There is given below an alphabetical list of commissioned officers serving in the Mexican War. By consulting the page numbers given the unit (or units) to which they were assigned may be ascertained.

( ) Indicates name appears more than once on page.

Officers	Page Numbers
Auchinleck, A.	512
Bell, W. S.	513 -(514)
Bennett, C. W.	511 - 512
Benson, H. J.	512
Bowlin, R. H.	511 - 514
Breshwood, J. G.	512
Brown, Wm. H.	(511)- 513 - 514
Carson, John	511 - 512
Chaddock, J.S.S.	511
Collier, C. L.	514
Cook, A. G.	513
Coste, N. L.	512
Currier, Caleb	514
Dougherty, John	512 - 514
Durnavant, W.C.	512
Evans, Richard	511 - 514
Fatio, L.C.F.	513
Faunce, John	511 - 514
Foster, Winslow	511 - 513
French, Chas.	512
Gladding, Wm. H.	(511)- 513
Green, H. H.	514
Grover, Chas.	512
Harby, L. C.	513
Hayes, J. R.	512
Hendren, J. B.	513
Hoff, Henry	514
Howard, Wm. A.	513
Hudgins, R. K.	511
Hunter, H. D.	513
Hyatt, E. T.	512
Hyde, A. L.	512
Jones, R. S.	(511)
Kellam, B. J.	512 - 514
Kennedy, E. C.	511

Officers	Page Numbers
Luke, Wm. W.	511
Martin, Francis	511 - 513 - 514
McGowan, John	511
McLean, Wm. B.	512
Moore, Gay	511
Morrison, J. J.	512
Murch, Josiah	511
Murden, E. O.	511
Nimmo, J. J.	512 - 513
Nones, Henry B.	511
Norris, Wm. A.	514
Noyes, J. A.	(513)
Ottinger, D.	511
Pease, Wm. C.	513
Peters, Osmond	511 -(513)
Pierce, Wm. R.	(514)
Prince, Henry	514
Prouty, Caleb	512
Randolph, Wm. B.	512
Rogers, Wm. F.	511
Rudolph, T. C.	514
Ruggles, J. A.	512 - 514
Sands, Thomas	513
Saunders, C.	513
Semmes, A. J.	511
Stoneall, J. T.	514
Turnbull, Jas.	513
Van Hook, B. F.	513
Walden, Green	513
Walker, K. R.	514
Webster, J.A.Jr.	511 - 512 - 514
Whitehead, W. B.	512
Wilkinson, Henry	511 - 514
Wilson, J. F.	512 - 514
Wood, C. F.	511
Wright, James	513



MEXICAN WAR 1846 - 1848

The following vessels participated in the Mexican War (1846 - 1848).

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>Date of Detachment</u>	<u>For movements Of Vessel see Page Number</u>
EWING	Captain Gay Moore	18 Nov., 1845	4 Sep., 1847	146-147
	Captain Douglass Ottinger	4 Dec., 1847	6 June, 1848	
	(1st Lieut. John S. S. Chaddock )	4 Nov., 1845		
	( Became Commanding Officer)	20 Sep., 1847	2 Nov., 1847	
	1st Lieut. Francis Martin	2 Nov., 1847	- - - - -	
	(2nd Lieut. Osmond Peters )	30 Oct., 1845		
	( Commissioned 1st Lieut.)	6 June, 1846	8 June, 1846	
	2nd Lieut. Richard S. Jones	8 June, 1846	9 July, 1847	
	2nd Lieut. Robert K. Hudgins	12 July, 1847	3 Nov., 1847	
	2nd Lieut. John A. Webster, Jr.	1 Dec., 1847	1 June, 1848	
	3rd Lieut. Charles F. Wood	22 Jan., 1846	20 Sep., 1847	
	3rd Lieut. John Carson	20 Sep., 1847	- - - - -	
3rd Lieut. William H. Gladding	20 Sep., 1847	- - - - -		
3rd Lieut. Edgar O. Murden	4 May, 1848	- - - - -		
FORWARD	Captain Henry B. Nones	18 Apr., 1845	- - - - -	98-104
	Captain Richard Evans	9 Mar., 1848	20 Mar., 1848	
	1st Lieut. John McGowan	26 Feb., 1845	- - - - -	
	2nd Lieut. Charles W. Bennett	28 Oct., 1845	9 July, 1846	
	2nd Lieut. William H. Brown	16 Apr., 1847	24 Mar., 1848	
	2nd Lieut. William H. Brown	3 May, 1848	- - - - -	
	3rd Lieut. Richard S. Jones	6 Feb., 1845	8 June, 1846	
	3rd Lieut. William F. Rogers	1 July, 1846	- - - - -	
3rd Lieut. Alexander J. Semmes	6 Sep., 1847	24 May, 1848		
GEORGE M. BIEB	Captain Winslow Foster	12 Nov., 1846	- - - - -	111
	1st Lieut. John Faunce	9 Feb., 1846	28 July, 1847	
	3rd Lieut. Edmund C. Kennedy	23 July, 1845	- - - - -	
	3rd Lieut. Josiah Murch	18 Nov., 1845	19 May, 1847	
	3rd Lieut. Richard H. Bowlin	28 Nov., 1846	2 Aug., 1847	
	3rd Lieut. William H. Gladding	13 Jan., 1847	1 Aug., 1847	
	3rd Lieut. Henry Wilkinson	7 Mar., 1847	3 Aug., 1847	
	(Chf. Engr. William W. Luke)	15 May, 1844		
	( Resigned )	14 Apr., 1847		

MEXICAN WAR 1846 - 1848

The following Vessels participated in the Mexican War (1846 - 1848):

Name of Vessel	Officers	Date of Reporting	Date of Detachment	For movements Of vessel see Page Number
GEORGE M. BIBB	(Chf. Engr. Jacob F. Wilson )	12 May, 1847		111
	( Commission revoked)	13 June, 1847		
	(Chf. Engr. Charles French )	9 July, 1847		
	( Commission revoked)	20 Mar., 1848		
	Asst. Engr. J. Rush Hayes	7 May, 1844	20 May, 1846	
	(Asst. Engr. Alexander Auchinleck)	8 July, 1846		
	( Appointment revoked )	30 Mar., 1847		
LEGARE	Captain N. L. Coste	13 Nov., 1845	15 Dec., 1847	109-110
	(1st Lieut. Charles Grover)	20 Mar., 1845		
	( Waiting Orders)	1 Apr., 1847		
	2nd Lieut. John G. Breshwood	1 Nov., 1845	5 June, 1847	
	2nd Lieut. John A. Webster, Jr.	5 June, 1847	22 Nov., 1847	
	3rd Lieut. Edward T. Hyatt	22 Oct., 1844	27 May, 1846	
	3rd Lieut. William B. Randolph	28 Oct., 1845	18 Nov., 1847	
	3rd Lieut. John Carson	27 June, 1846	5 Aug., 1847	
	(3rd Lieut. Benjamin J. Kellam)	20 Aug., 1847		
	( Waiting Orders )	16 Nov., 1847		
	3rd Lieut. William C. Dunnivant	20 Sep., 1847	- - - - -	
	(Asst. Engr. John Dougherty )	12 May, 1844		
	( Commissioned Chief Engr.)	9 July, 1845	26 June, 1847	
Asst. Engr. John A. Ruggles	10 June, 1845	- - 1847		
LEVI WOODRURY	(Captain William B. Whitehead)	27 May, 1846		46-50
	( Waiting Orders )	3 June, 1847		
	1st Lieut. Caleb Prouty	17 Oct., 1845	25 Sep., 1846	
	1st Lieut. John J. Nimmo	13 Nov., 1845	13 Oct., 1846	
	(2nd Lieut. William B. McLean )	17 Nov., 1842		
	( Commission revoked)	5 June, 1848		
	2nd Lieut. James J. Morrison	27 Apr., 1846	4 Nov., 1846	
	2nd Lieut. Charles W. Bennett	8 Aug., 1846	15 Sep., 1846	
	(3rd Lieut. Henry J. Benson)	9 Sep., 1845		
	( Resigned )	30 May, 1846		
	3rd Lieut. Amasa L. Hyde	28 Oct., 1845	15 Sep., 1846	

MEXICAN WAR 1846 - 1848

The following Vessels participated in the Mexican War (1846 - 1848):

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>Date of Detachment</u>	<u>For movements Of Vessel see Page Number</u>
McLANE	Captain William A. Howard	20 Jan., 1846	10 Sep., 1847	105-107
	(Captain Winslow Foster )	27 Sep., 1847		
	(Detailed as boarding officer at South West Pass)	3 Nov., 1847		
	( Relieved from this duty )	3 July, 1848		
	1st Lieut. Joseph A. Noyes	19 Apr., 1843	8 July, 1847	
	2nd Lieut. William K. Brown	28 Oct., 1845	16 Apr., 1847	
	(3rd Lieut. Camillus Saunders )	28 Oct., 1845		
	( Commissioned 2nd Lieut.)	21 June, 1847	3 Nov., 1847	
	(Chf. Engr. (Acting) James Wright )	17 May, 1844		
	( Commissioned Chief Engr.)	21 Mar., 1845	8 July, 1847	
Asst. Engr. James Turnbull	7 May, 1844	11 July, 1847		
MORRIS	Captain Green Walden	12 Aug., 1845	2 Nov., 1846	112
	(1st Lieut. Osmond Peters )	8 June, 1846		
	( Waiting Orders )	2 Nov., 1846		
	(2nd Lieut. William C. Fease)	14 Oct., 1845		
	( Waiting Orders )	2 Nov., 1846		
	(3rd Lieut. William H. Gladding)	28 Oct., 1845		
	( Waiting Orders )	2 Nov., 1846		
OLIVER WOLCOTT	Captain Lewis C. F. Fatio	6 June, 1846	- - - - -	70-71
	Captain Levy C. Harby	1 Sep., 1846	11 May, 1847	
	1st Lieut. Francis Martin	14 Jan., 1847	17 Sep., 1847	
	1st Lieut. Osmond Peters	19 Oct., 1847	- - - - -	
	2nd Lieut. John B. Hendren	23 Mar., 1846	- - - - -	
	2nd Lieut. Winfield Scott Bell	11 Dec., 1847	- - - - -	
	(3rd Lieut. Benjamin F. Van Hook)	23 Mar., 1843		
	( Died )	11 Sep., 1846		
3rd Lieut. Albert G. Cook	20 Oct., 1846	- - - - -		
POLK	Captain Henry D. Hunter	1 May, 1847	- - - - -	128
	1st Lieut. Thomas Sands	15 Nov., 1845	27 May, 1846	
	(1st Lieut. John J. Nimmo )	23 Oct., 1846		
	( Waiting Orders )	18 Mar., 1847		
	1st Lieut. Joseph A. Noyes	11 Oct., 1847	- - - - -	



MEXICAN WAR 1846 - 1848

The following Vessels participated in the Mexican War (1846 - 1848):

<u>Name of Vessel</u>	<u>Officers</u>	<u>Date of Reporting</u>	<u>Date of Detachment</u>	<u>For movements Of Vessel see Page Number</u>
POLK	2nd Lieut. William R. Pierce	7 Jan., 1847	15 Mar., 1847	128
	2nd Lieut. Charles L. Collier	13 May, 1847	10 July, 1847	
	2nd Lieut. Winfield Scott Bell	10 July, 1847	3 Nov., 1847	
	(3rd Lieut. Winfield Scott Bell )	22 Oct., 1846		
	( Commissioned 2nd Lieut.)	24 Dec., 1846	4 Feb., 1847	
	3rd Lieut. Henry Wilkinson	8 Jan., 1847	10 Feb., 1847	
	3rd Lieut. Benjamin J. Kellam	22 Nov., 1847	- - - - -	
	(Chf. Engr. John Dougherty )	26 June, 1847		
	( Commission revoked)	20 Mar., 1848		
	(Asst. Engr. K. R. Walker )	9 Nov., 1846		
	( Appointment revoked)	13 Feb., 1847		
	(Asst. Engr. John A. Ruggles )	- - 1847		
( Appointment revoked)	30 Mar., 1847			
SPENCER	Captain Henry Prince	12 June, 1845	- - - - -	108
	Captain Caleb Currier	16 May, 1846	30 Dec., 1847	
	Captain Richard Evans	24 Mar., 1848	- - - - -	
	1st Lieut. Francis Martin	10 July, 1845	27 Nov., 1846	
	1st Lieut. John Faunce	5 Nov., 1847	3 May, 1848	
	2nd Lieut. John A. Webster, Jr.	30 Oct., 1845	17 Oct., 1846	
	2nd Lieut. William H. Brown	24 Mar., 1848	3 May, 1848	
	3rd Lieut. Winfield Scott Bell	22 May, 1846	17 Oct., 1846	
	Chf. Engr. Jacob F. Wilson	21 Mar., 1845	13 Oct., 1846	
	(Asst. Engr. Henry Hoff)	14 Oct., 1844		
( Resigned )	15 July, 1846			
VAN BUREN	Captain Thomas O. Rudolph	19 Aug., 1845	14 Apr., 1847	300-301
	(1st Lieut. William A. Norris)	28 Oct., 1845		
	( Died )	1 July, 1846		
	1st Lieut. Herman H. Green	19 Sep., 1846	28 Dec., 1846	
	2nd Lieut. John T. Stoneall	22 Nov., 1845	23 Dec., 1846	
	(3rd Lieut. William R. Pierce )	21 Nov., 1845		
	( Commissioned 2nd Lieut.)	24 Dec., 1846	26 Dec., 1846	
	3rd Lieut. Richard H. Bowlin	9 Feb., 1846	17 Oct., 1846	

WORLD WAR 1917 - 1918

Pages 515 to 591, inclusive, give data relative to Coast Guard participation in the World War. The United States entered the World War on April 6, 1917, and the Coast Guard by law automatically became part of the United States Navy. Although the Armistice was signed November 11, 1918, the Coast Guard was not returned to the jurisdiction of the Treasury Department, due to post-war conditions, until the issuance of an Executive Order providing therefor on August 28, 1919.

ON PAGES 588 TO 591, INCLUSIVE, WILL BE FOUND AN ALPHABETICAL LIST OF ALL COAST GUARD COMMISSIONED OFFICERS SERVING IN THE WORLD WAR. BY CONSULTING THE PAGE NUMBERS GIVEN, THE UNIT (OR UNITS) TO WHICH ANY PARTICULAR OFFICER WAS ASSIGNED MAY BE ASCERTAINED.

The Coast Guard vessels in the World War, and the commissioned and warrant personnel serving thereon will be found on pages 517 to 531, inclusive. The Cutters *SENEGAL*, *TAMPA*, *OSSIPPE*, *YAMACRAW*, *MANNING* and *ALGONQUIN* served abroad with the Naval Forces in the war zone.

Coast Guard commissioned officers serving on vessels of the U. S. Navy during the World War will be found on pages 532 to 540, inclusive. The phrase "Vessels of the U. S. Navy," includes craft of the U. S. Bureau of Fisheries, and the U. S. Coast and Geodetic Survey. Inasmuch as such vessels were not Coast Guard craft, they are not included in the index hereof.

R E C A P I T U L A T I O N

VESSELS OF U. S. COAST GUARD IN SERVICE DURING WORLD WAR (1917-1918)

<u>Name of Vessel</u>	<u>For Officers See Page</u>	<u>For movements of Vessel see Page</u>
ACUSHNET	517	19-20
ALERT	517	404
ALGONQUIN	517-518	348-353
ANDROSCOGGIN	518-519	21-23
APACHE	519	24-29
ARCATA	519	369
BEAR	519-520	163-172
CALUMET	520	148
CAROLINA	- -	459
RICHARD CASWELL	520	462
COMANCHE	520	365-369
COQUET	520	454
DAVEY	520	384
DEIMARVA	- -	18
EMMA KATE ROSS	521	462
GOLDEN GATE	521	425
GRESHAM	521	354-359
GUARD	521	45
GUIDE	521	268

ON PAGES 588 TO 591, INCLUSIVE, WILL BE FOUND AN ALPHABETICAL LIST OF ALL COAST GUARD COMMISSIONED OFFICERS SERVING IN THE WORLD WAR. BY CONSULTING THE PAGE NUMBERS GIVEN, THE UNIT (OR UNITS) TO WHICH ANY PARTICULAR OFFICER WAS ASSIGNED MAY BE ASCERTAINED.

WORLD WAR 1917 - 1918

ON PAGES 588 TO 591, INCLUSIVE, WILL BE FOUND AN ALPHABETICAL LIST OF ALL COAST GUARD COMMISSIONED OFFICERS SERVING IN THE WORLD WAR. BY CONSULTING THE PAGE NUMBERS GIVEN, THE UNIT (OR UNITS) TO WHICH ANY PARTICULAR OFFICER WAS ASSIGNED MAY BE ASCERTAINED.

R E C A P I T U L A T I O N (Cont'd)

VESSELS OF U. S. COAST GUARD IN SERVICE DURING WORLD WAR (1917-1918)

<u>Name of Vessel</u>	<u>For Officers See Page</u>	<u>For Movements of Vessel see Page</u>	<u>Name of Vessel</u>	<u>For Officers See Page</u>	<u>For Movements of Vessel see Page</u>
JAMES GUTHRIE	521	241-242	CHAS. B. PENROSE	526	344
JOHN F. HARTLEY	521	340	RELIEF	--	14
HUDSON	522	34	SCOUT	526	14
ITASCA	522	374-376-A	SEMINOLE	526-527	322-326
MACKINAC	522	429-430	SENECA	527	385-388
MAGOTHY	--	142	SENTINEL	527	15
MANHATTAN (Old)	523	173-177	SNOHOMISH	527-528	427-428
MANHATTAN (New)	523	58	TAKANA	528	248
MANNING	523	360-364	TALLAPOOSA	528	432-433
McCULLOCH	523-524	370-373	TAMPA	529	311-312
MOHAWK	524	59-63	TIOGA	529	449
MORICHES	--	488	TUSCARORA	529-530	277-281
MORRILL	524	136-140	TYBEE	530	16
ONONDAGA	525	51-57	UNALGA	530	377-380
OSSIPEE	525	72-73	WINNISIMMET	530	107
PAMLICO	525-526	396-397	WISSAHICKON	530	395
PATROL	526	314	YAMACRAW	530-531	381-384

ON PAGES 588 TO 591, INCLUSIVE, WILL BE FOUND AN ALPHABETICAL LIST OF ALL COAST GUARD COMMISSIONED OFFICERS SERVING IN THE WORLD WAR. BY CONSULTING THE PAGE NUMBERS GIVEN, THE UNIT (OR UNITS) TO WHICH ANY PARTICULAR OFFICER WAS ASSIGNED MAY BE ASCERTAINED.

WORLD WAR 1917 - 1918

During the World War (1917 - 1918) the Vessels listed below were by law transferred to the Navy Department on 6 April, 1917, and became a part of the United States Naval Force.

- A - Denotes period following the Armistice up to the return of the Coast Guard to the Treasury Department, or it denotes any part of that period.  
 W - Denotes the War Period from April 6th, 1917, up to the signing of the Armistice, or it denotes any part of that period.  
 W - A Denotes both of the above periods, or any part of those periods.

<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
ACUSHNET	Captain (T)	W. A. Benham	Commanding	A
	Captain (T)	F. W. Lauriat	Commanding	A
	1st Lieutenant	Eugene Blake, Jr.	Commanding	W
	2nd Lieutenant	R. L. Jack	Executive Officer	W
	2nd Lieutenant	G. T. Finlay	Navigator	W
	2nd Lieutenant	W. K. Scammell	Watch Officer	W
	2nd Lieutenant	W. A. Benham	Commanding	W
	1st Lieutenant	J. B. Turner	Engineering	W
	Boatswain	R. L. Ward	- - - - -	W
	Machinist	Herman Rader	Engineering	W
Machinist	Walter Pfeiffer	Engineering	W - A	
ALERT	2nd Lieutenant	G. W. Cairnes	Commanding	W
	Wheelman	G. W. Nyma	Commanding	W - A
ALGONQUIN	Captain	B. L. Reed	Commanding	W
	Captain	B. M. Chiswell	Commanding	W
	Captain	H. G. Hamlet	Commanding	W
	Captain	G. C. Carmine	Commanding	W
	Captain	S. B. Winram	Commanding	W - A
	Captain (T)	J. R. Besse	Commanding	A
	1st Lieutenant	J. E. Whitbeck	Commanding	A
	1st Lieutenant	C. F. Howell	Executive Officer	W
	2nd Lieutenant	J. H. Cornell	Navigator	W - A
	2nd Lieutenant	C. G. Roemer	Ordnance Officer	W - A
	2nd Lieutenant	T. S. Klinger	Watch Officer	W - A
1st Lieutenant	C. S. Root	Engineering	W	

WORLD WAR 1917 - 1918

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>	
ALGONQUIN (Cont'd)	Captain (T)	L. J. Ker	Engineering	A	
	2nd Lieutenant	F. C. Allen	Engineering	W	
	1st Lieutenant	J. L. Ahern	Executive Officer	W	
	1st Lieutenant	J. H. Cornell	Executive Officer	W - A	
	Captain	J. H. Cornell	Executive Officer	W - A	
	Boatswain	Charles Martinson	- - - - -	W	
	Boatswain	Otto Estad	- - - - -	W - A	
	Gunner	H. C. Hermann	- - - - -	W - A	
	Machinist	E. A. Stanton	Engineering	W	
	Machinist	Harry McEwan	Engineering	W	
	Machinist	J. E. Webster	Engineering	W	
	Carpenter	E. C. Russell	- - - - -	W	
	3rd Lieutenant	I. J. Van Kammen	Engineering	W	
	3rd Lieutenant	F. W. Brown	Watch Officer	W	
	1st Lieutenant	W. F. Towle	Executive Officer	W - A	
	1st Lieutenant	W. E. Maccoun	Engineering	W	
	2nd Lieutenant	H. C. Roach	Engineering	W - A	
	ANDROSCOGGIN	Captain	H. G. Fisher	Commanding	W - A
		1st Lieutenant	T. M. Molloy	Executive Officer	W
1st Lieutenant		S. M. Rock	Engineering	W	
1st Lieutenant		H. Kotzschmar	Engineering	W - A	
1st Lieutenant		J. B. Turner	Engineering	W	
1st Lieutenant		J. I. Bryan	Engineering	W	
2nd Lieutenant		W. F. Towle	Navigator	W	
2nd Lieutenant		H. C. Roach	Engineering	W	
2nd Lieutenant		C. P. Kendall	Engineering	W	
Captain (T)		C. H. Abel	- - - - -	A	
3rd Lieutenant		J. N. Heiner	Engineering	W	
3rd Lieutenant		J. A. Frost, Jr.	Watch Officer	W	
3rd Lieutenant		R. B. Hall	Watch Officer	W	
3rd Lieutenant		J. Trebes, Jr.	Watch Officer	W	
Boatswain		Albert Hays	- - - - -	W	

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
ANDROSCOGGIN (Cont'd)	Gunner	O. P. Bourne	- - - - -	W - A
	Machinist	W. W. De Wever	Engineering	W - A
	Carpenter	C. M. Sanford	- - - - -	W - A
APACHE	Senior Captain (T)	F. J. Haake	Commanding	A
	Captain	R. O. Crisp	Commanding	W
	Captain	G. C. Alexander	Commanding	W - A
	1st Lieutenant	G. C. Alexander	Commanding	W - A
	1st Lieutenant	M. N. Usina	Engineering	W
	2nd Lieutenant	J. J. Hutson	Navigator	W
	2nd Lieutenant	C. J. Odend'hal	Engineering	W
	2nd Lieutenant	J. M. Earp	Watch Officer	W
	Boatswain	J. N. Woolford	- - - - -	W
	Gunner	S. Sunstone	- - - - -	W
	Gunner	H. C. Summer	- - - - -	W
	Gunner	H. F. Watters	- - - - -	W - A
	Machinist	H. Schonhof	Engineering	W
Machinist	A. E. Blood	- - - - -	W - A	
ARCATA	1st Lieutenant	F. L. Austin	Commanding	W
	2nd Lieutenant	W. C. Maglathlin	Engineering	W
	Master's Mate	L. A. Lonsdale	Commanding	W - A
	Machinist	S. Orelia	Engineering	W - A
BEAR	Captain	P. H. Uberroth	Commanding	W - A
	Captain (T)	E. W. Davis	Engineering	A
	1st Lieutenant	W. H. Shea	Executive Officer	W
	Captain (T)	F. H. Young	Engineering	A
	Captain (T)	C. G. Roemer	Navigator	A
	1st Lieutenant (T)	F. J. Birkett	Watch Officer	A
	1st Lieutenant	F. H. Young	Engineering	A
	2nd Lieutenant	J. F. Hahn	Engineering	W - A
	2nd Lieutenant	R. L. Lucas	Navigator	W - A
	2nd Lieutenant	C. G. Roemer	Navigator	A
2nd Lieutenant	F. J. Birkett	Watch Officer	A	

WORLD WAR 1917 - 1918

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
BEAR (Cont'd)	3rd Lieutenant	R. S. Patch	Engineering	W
	3rd Lieutenant	R. T. McElligott	Watch Officer	A
	3rd Lieutenant	C. J. Todd	- - - - -	W
	Boatswain	John Wilson	- - - - -	W
	Boatswain	William Hallberg	- - - - -	W - A
	Gunner	H. E. Smith	- - - - -	W - A
	Gunner	William Woods	- - - - -	A
	Machinist	Barnett Rashin	Engineering	W - A
	Carpenter	E. D. Nikander	- - - - -	W - A
CALUMET	1st Lieutenant	R. W. Dempwolf	Commanding	W
	Master's Mate	F. T. Ford	Commanding	W
	Master's Mate	R. L. Ward	Commanding	W - A
	Machinist	D. M. Moore	Engineering	W - A
RICHARD CASWELL	Gunner	Oscar Vinje	Commanding	W
	Master's Mate	S. B. Johnson	Commanding	W
	Boatswain	C. J. Fredriksen	Commanding	W - A
COMANCHE	Captain	Henry Ulke	Commanding	W
	1st Lieutenant	B. L. Brockway	Commanding	W - A
	1st Lieutenant	H. Kotzschmar	Engineering	W
	2nd Lieutenant	T. A. Shanley	Executive Officer	W
	2nd Lieutenant	A. H. Bixby	Engineering	W
	3rd Lieutenant	C. H. Abel	Navigator	W
	Boatswain	Charles Parsons	- - - - -	W - A
	Gunner	A. A. Colbury	- - - - -	W
	Machinist	M. J. Knudsen	Engineering	W - A
	Machinist	Arthur Anderson	Engineering	W - A
COQUET	Gunner	Oscar Vinje	Commanding	W
	Master's Mate	S. B. Johnson	Commanding	W - A
DAVEY	1st Lieutenant	B. L. Brockway	Commanding	W
	Master's Mate	William Kendrick	Commanding	W - A
	Machinist	T. C. Odderstol	Engineering	W - A



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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
EMMA KATE ROSS	Boatswain	S. B. Natwig	Commanding	W - A
	Master's Mate	T. C. Hickman	Commanding	A
GOLDEN GATE	1st Lieutenant	C. C. McMillan	Commanding	W
	Master's Mate	J. Patricio	Watch Officer	W - A
	Master's Mate	J. Patricio	Commanding	A
	Machinist	J. Rooney	Engineering	W - A
GRESHAM	Captain	B. H. Camden	Commanding	W
	Captain	B. M. Chiswell	Commanding	W - A
	Captain (T)	F. J. Sexton	- - - - -	A
	Captain (T)	J. R. Besse	- - - - -	A
	Captain (T)	J. H. Cornell	- - - - -	A
	Captain (T)	W. C. Maglathlin	Engineering	A
	1st Lieutenant	M. S. Hay	Executive Officer	W
	1st Lieutenant	G. W. David	Engineering	W
	1st Lieutenant	R. W. Dempwolf	Executive Officer	A
	1st Lieutenant (T)	E. G. Rose	- - - - -	A
	2nd Lieutenant	C. H. Jones	Navigator	W
	2nd Lieutenant	C. P. Kendall	Engineering	W
	2nd Lieutenant	B. C. Thorn	Engineering	W
	2nd Lieutenant	C. H. Abel	- - - - -	W
3rd Lieutenant	C. C. von Paulsen	Watch Officer	W	
3rd Lieutenant	J. N. Heiner	Engineering	W	
GUARD	2nd Lieutenant	P. H. Harrison	Commanding	W
	2nd Lieutenant	W. P. Kain	Commanding	W
	Gunner	M. McInary	Commanding	W - A
GUIDE	Master's Mate	Eric Larsson	Commanding	W
	Master's Mate	C. Bontham	Commanding	W - A
	Master's Mate	F. E. Stebbins	Commanding	W
JAMES GUTHRIE	1st Lieutenant	J. I. Bryan	Commanding	W
	Master's Mate	Nels Johnson	Commanding	W - A
	Machinist	J. F. Meades	Engineering	W - A
JOHN F. HARTLEY	1st Lieutenant	C. C. McMillan	Commanding	W
	Boatswain	Aug. Anderson	Commanding	W - A

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HUDSON	Master's Mate	Axel Foss	Commanding	W - A
	Machinist	Louis Spaniol	Engineering	W
	Machinist	Herman Rader	Engineering	W - A
ITASCA	Captain	W. V. E. Jacobs	Commanding	W
	Captain	T. A. Shanley	Commanding	A
	Captain	B. L. Reed	Commanding	A
	Captain (T)	Wm. Williams	Commanding	W - A
	1st Lieutenant	Eben Barker	Executive Officer	W
	1st Lieutenant	C. M. Green	Engineering	W
	1st Lieutenant	Wm. Williams	Commanding	W - A
	2nd Lieutenant	J. P. Gray	Navigator	W
	2nd Lieutenant	J. E. Stika	Executive Officer	W
	3rd Lieutenant	C. A. Beckley	Engineering	W
	Boatswain	H. B. Berg	-----	W
	Boatswain	H. Jorgensen	-----	W - A
	Boatswain	P. Lehrman	-----	A
	Gunner	Robert Gardner	-----	W - A
Machinist	K. F. Svenningson	Engineering	W - A	
Carpenter	Niel Coons	-----	W	
MACKINAC	1st Lieutenant	E. S. Addison	Commanding	W
	1st Lieutenant	U. Harvey	Engineering	W
	1st Lieutenant	Eben Barker	Commanding	W
	1st Lieutenant	L. C. Covell	Commanding	W
	1st Lieutenant	L. T. Chalker	Commanding	W
	2nd Lieutenant	W. H. Eberly	Executive Officer	W
	2nd Lieutenant	F. J. Sexton	Watch Officer	W
	2nd Lieutenant	F. E. Fitch	Engineering	W
	3rd Lieutenant	J. E. Whitbeck	-----	W
	Master's Mate	W. I. Hammond	Commanding	W
	Master's Mate	F. W. Downs	Commanding	W - A
	Machinist	F. Gagnon	Engineering	A
Boatswain	W. E. Trench	-----	A	

WORLD WAR 1917 - 1918

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
MANHATTAN (Old)	1st Lieutenant	C. M. Gabbett	Commanding	W
	1st Lieutenant	H. E. Rideout	-----	W
	Master's Mate	F. T. Ford	Commanding	W
	Machinist	Charles Anderson	Engineering	W
MANHATTAN (New)	Senior Captain	J. H. Brown	Commanding	A
	Captain	C. F. Nash	Engineering	A
	Captain	L. C. Farwell	Engineering	A
	Captain (T)	W. T. Stromberg	Commanding	A
MANNING	Captain	A. J. Henderson	Commanding	W
	Captain	A. L. Gamble	Commanding	W - A
	Captain	W. J. Wheeler	Commanding	A
	Captain (T)	C. F. Seiter	-----	A
	1st Lieutenant	A. H. Scally	Executive Officer	W
	1st Lieutenant	A. F. Patterson	Engineering	W - A
	2nd Lieutenant	P. F. Roach	Executive Officer	W
	2nd Lieutenant	L. C. Mueller	Navigator	W
	2nd Lieutenant	S. S. Yeandle	Watch Officer	W
	2nd Lieutenant	F. E. Fitch	Engineering	W - A
	2nd Lieutenant	W. H. Eberly	Watch Officer	W - A
	2nd Lieutenant	W. P. Wishaar	Executive Officer	W - A
	2nd Lieutenant	C. P. Kendall	Engineering	W
	3rd Lieutenant	F. J. Gorman	Watch Officer	W - A
	3rd Lieutenant	E. H. Smith	Watch Officer	W - A
	Boatswain	Chas. Petersen	-----	W - A
Gunner	H. Buchanan	-----	W - A	
Machinist	J. H. Jenkins	Engineering	W - A	
Carpenter	C. A. Tillack	-----	W - A	
McCULLOCH	Captain	W. A. Wiley	Commanding	W
Sunk on June 13, 1917, on lower coast of California by S/S GOVERNOR in collision.	Captain	J. C. Cantwell	Commanding	W
	1st Lieutenant	H. R. Searles	Executive Officer	W
	1st Lieutenant	J. W. Glover	Engineering	W
	2nd Lieutenant	L. L. Bennett	Navigator	W
	2nd Lieutenant	F. A. Zscheuschler	Watch Officer	W

WORLD WAR 1917 - 1918

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
McCULLOCH (Cont'd)	2nd Lieutenant	G. R. O'Connor	Engineering	W
	3rd Lieutenant	E. F. Palmer	Engineering	W
	Boatswain	Karl Brandthill	- - - - -	W
	Gunner	Frederick Block	- - - - -	W
	Machinist	A. E. Blood	Engineering	W
	Carpenter	Robert Grassow	- - - - -	W
MOHAWK  Sunk in Ambrose Channel, off New York City, Oct. 1, 1917, as result of collision with a British Steamer. All hands saved.	Captain	J. G. Ballinger	Commanding	W
	1st Lieutenant	H. E. Rideout	Executive Officer	W
	1st Lieutenant	A. C. Norman	Engineering	W
	1st Lieutenant	Eben Barker	Commanding	W
	1st Lieutenant	Eugene Blake, Jr.	Commanding	W
	2nd Lieutenant	T. H. Yeager	Engineering	W
	3rd Lieutenant	E. G. Rose	Watch Officer	W
	3rd Lieutenant	J. E. Whitbeck	Watch Officer	W
	Cadet	N. C. Smith	Watch Officer	W
	Cadet	A. C. Mandeville	- - - - -	W
	Boatswain	Otto Estad	- - - - -	W
	Gunner	H. C. Sumner	- - - - -	W
	Machinist	Torstein Lund	Engineering	W
Carpenter	K. S. McCann	- - - - -	W	
MORRILL	Captain	D. F. A. de Otte	Commanding	W
	Captain (T)	G. E. Wilcox	Commanding	W - A
	1st Lieutenant	G. E. Wilcox	Executive Officer	W
	1st Lieutenant	H. N. Wood	Engineering	W
	2nd Lieutenant	H. G. Hemingway	Executive Officer	W
	2nd Lieutenant	J. A. Starr	Watch Officer	W
	2nd Lieutenant	W. M. Prall	Engineering	W
	3rd Lieutenant	C. C. von Paulsen	- - - - -	W - A
	Boatswain	Charles Lundgren	- - - - -	W - A
	Gunner	John De Costa	- - - - -	W - A
	Machinist	Peder Nilsen	Engineering	W
	Machinist	D. J. Liberty	Engineering	W - A
	Carpenter	C. Breiland	- - - - -	W - A

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
ONONDAGA	Captain	F. C. Billard	Commanding	W
	Captain	B. L. Reed	Commanding	A
	Captain (T)	H. C. Roach	Engineering	A
	Captain (T)	T. G. Crapster	Commanding	W - A
	1st Lieutenant	T. G. Crapster	Executive Officer	W - A
	1st Lieutenant	L. T. Chalker	Commanding	W
	1st Lieutenant	H. F. Schoenborn	Engineering	W - A
	1st Lieutenant	R. W. Dempwolf	- - - - -	W
	1st Lieutenant (T)	E. G. Rose	- - - - -	A
	2nd Lieutenant	James Pine	Executive Officer	W
	2nd Lieutenant	W. N. Derby	Watch Officer	W - A
	2nd Lieutenant	C. H. Dench	- - - - -	W
	2nd Lieutenant	H. F. Johnson	Engineering	W
	Boatswain	C. Martinson	- - - - -	W - A
Gunner	F. Block	- - - - -	W - A	
OSSIPPEE	1st Lieutenant	W. H. Munter	Commanding	W - A
	1st Lieutenant	LeRoy Reinburg	Executive Officer	W
	1st Lieutenant	R. E. Wright	Engineering	W - A
	2nd Lieutenant	F. A. Nichols	Navigator	W - A
	2nd Lieutenant	H. C. Roach	Watch Officer	W - A
	3rd Lieutenant	Henry Coyle	Watch Officer	W - A
	3rd Lieutenant	F. W. Brown	Watch Officer	W
	3rd Lieutenant	D. H. MacCollom	Watch Officer	W - A
	Boatswain	C. Jensen	- - - - -	W - A
	Gunner	G. Jensen	- - - - -	W
	Machinist	H. Becker	Engineering	W - A
	Carpenter	T. Abrahamson	- - - - -	W - A
FANLICO	Captain	Henry Ulke	Commanding	W
	1st Lieutenant	J. A. Alger	Commanding	W
	1st Lieutenant	J. L. Maher	Commanding	W
	1st Lieutenant	P. H. Scott	Commanding	W - A
	1st Lieutenant	J. E. Dorry	Engineering	W
	2nd Lieutenant	B. C. Thorn	Executive Officer	W

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
PAMLICO (Cont'd)	2nd Lieutenant	J. H. Cornell	Watch Officer	W
	2nd Lieutenant	C. P. Kendall	Engineering	W
	Boatswain	Yens Hansen	- - - - -	W - A
	Gunner	E. T. Piner	- - - - -	W - A
	Machinist	L. Schindler	Engineering	W - A
	Carpenter	J. O. Wiley	- - - - -	W - A
	PAIRCL	Master's Mate	F. T. Ford	Commanding
Master's Mate		L. Spaniol	Commanding	W
Master's Mate		R. W. Hodge	Commanding	W - A
Master's Mate		L. D. Seymour	Commanding	W - A
Boatswain		S. B. Natwig	Commanding	W
Boatswain		J. N. Woolford	Commanding	A
Boatswain		C. J. Fredriksen	Commanding	A
Keeper		O. Smith	Commanding	W
Keeper		L. Tilton	Commanding	W
Keeper		W. H. Godfrey	Commanding	A
Gunner		H. C. Sumner	Commanding	A
PENROSE	2nd Lieutenant	M. A. Doyle	Commanding	W - A
SCOUT	Boatswain	B. Lichtenberg	Commanding	W - A
SEMINOLE	Captain	F. J. Haake	Commanding	W
	Captain	Eugene Blake, Jr.	Commanding	W - A
	Captain (T)	J. J. Hutson	- - - - -	A
	1st Lieutenant	R. C. Weightman	Executive Officer	W
	1st Lieutenant	E. W. Davis	Engineering	W
	1st Lieutenant (T)	E. F. Palmer	Engineering	W - A
	2nd Lieutenant	M. J. Ryan	Navigator	W
	2nd Lieutenant	Ellis Reed-Hill	Engineering	W
	2nd Lieutenant	L. C. Mueller	Watch Officer	W
	3rd Lieutenant	E. H. Smith	Watch Officer	W
	Boatswain	Geo. R. D'Orange	- - - - -	W
	Boatswain	J. M. Duffy	- - - - -	W
	Gunner	Oscar Vinje	- - - - -	W
Carpenter	Morris Pierson	- - - - -	W - A	

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
SEMINOLE (Cont'd)	Machinist	J. H. Jenkins	Engineering	W
	Machinist	Torstein Lund	Engineering	W - A
SENECA	Captain	J. H. Brown	Commanding	W
	Captain	W. J. Wheeler	Commanding	W - A
	Captain (T)	M. S. Hay	Commanding	A
	1st Lieutenant	M. S. Hay	Commanding	A
	1st Lieutenant	J. L. Ahern	Executive Officer	W
	1st Lieutenant	R. B. Adams	Engineering	W - A
	1st Lieutenant	W. F. Kain	Watch Officer	W
	1st Lieutenant	L. V. Kielhorn	Executive Officer	W
	1st Lieutenant	C. F. Howell	-----	W
	1st Lieutenant (T)	F. W. Brown	Navigator and Watch Officer	W - A
	1st Lieutenant (T)	F. J. Gorman	-----	A
	2nd Lieutenant	W. A. Benham	Watch Officer	W
	2nd Lieutenant	M. R. Daniels	Engineering	W
	2nd Lieutenant	J. A. Starr	Watch Officer	W
	2nd Lieutenant	Ellis Reed-Hill	Engineering	W
	2nd Lieutenant	F. C. Allen	Engineering	W
	2nd Lieutenant	R. L. Jack	-----	W
	3rd Lieutenant	N. C. Smith	-----	W - A
	3rd Lieutenant	E. M. Webster	Watch Officer	W
	3rd Lieutenant	P. R. Smith	E-Line	W
	3rd Lieutenant	C. T. Henley, Jr.	Engineering	A
	Cadet	D. H. MacCollom	Watch Officer	W
Cadet	J. A. Curran	Engineering	W - A	
Boatswain	P. W. Patterson	-----	W - A	
Gunner	J. D. Smeltzer	-----	W - A	
Machinist	H. B. Deets	Engineering	W - A	
Carpenter	P. Lavinsky	-----	W - A	
SENTINEL	Boatswain	August Anderson	Commanding	A
SNOHOMISH	Captain (T)	G. U. Stewart	Commanding	W - A
	Captain (T)	F. H. Young	Commanding	W
	Captain (T)	F. A. Zeusler	-----	A
	Captain (T)	F. H. Young	Engineering	W - A
	1st Lieutenant	H. W. Pope	Commanding	W



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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
SNOHOMISH (Cont'd)	1st Lieutenant	F. H. Young	Engineering	W
	1st Lieutenant	L. C. Covell	Commanding	W
	2nd Lieutenant	W. K. Thompson	Executive Officer	W
	2nd Lieutenant	W. C. Maglathlin	Engineering	W
	2nd Lieutenant	W. P. Kain	Watch Officer	W
	3rd Lieutenant	G. U. Stewart	Watch Officer	W
	Boatswain	Charles Lucas	- - - - -	W - A
	Boatswain	Harold Lund	- - - - -	A
	Gunner	E. C. Zink	- - - - -	W - A
	Machinist	J. M. Cahill	Engineering	W - A
Carpenter	I. E. Johannessen	- - - - -	W - A	
TAKANA	Master's Mate	C. M. Berry	Commanding	W
	Master's Mate	E. Larsson	Commanding	W
	Master's Mate	F. T. Ford	Commanding	W
	Boatswain	K. M. Varness	Commanding	W
	Keeper	F. W. Downs	Commanding	W
	Keeper	T. C. Hickman	Commanding	W
	Gunner	H. C. Sumner	Commanding	W
TALLAPOOSA	Captain	J. F. Hottel	Commanding	W - A
	Captain (T)	J. L. Ahern	Commanding	A
	1st Lieutenant	E. D. Jones	Executive Officer	W
	1st Lieutenant	C. G. Porcher	Engineering	W
	1st Lieutenant (T)	E. H. Smith	- - - - -	A
	2nd Lieutenant	William Williams	Navigator	W
	2nd Lieutenant	G. W. Cairnes	Engineering	W - A
	3rd Lieutenant	L. V. Kielhorn	Watch Officer	W
	3rd Lieutenant	P. R. Smith	Engineering	W
	3rd Lieutenant	F. W. Brown	Watch Officer	W
	Boatswain	Henry Miller	- - - - -	W - A
	Gunner	Ernest Smith	- - - - -	W - A
	Machinist	Edward Derum	Engineering	W - A
Carpenter	H. L. Bodden	- - - - -	W - A	

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TAMPA  Sunk in Bristol Channel, England, Sept. 26, 1918, supposedly by torpedo from German submarine. All hands lost.	Captain	Charles Satterlee	Commanding	W
	1st Lieutenant	J. T. Carr	Engineering	W
	1st Lieutenant	A. H. Scally	Executive Officer	W
	2nd Lieutenant	P. F. Roach	Executive Officer	W
	2nd Lieutenant	J. F. McGourty	Navigator	W
	2nd Lieutenant	R. A. Bothwell	Watch Officer	W
	2nd Lieutenant	C. H. Johnson	Engineering	W
	3rd Lieutenant	G. R. Crosby	Watch Officer	W
	3rd Lieutenant	F. C. Wells	Engineering	W
	3rd Lieutenant	J. M. Earp	Watch Officer	W
	3rd Lieutenant	J. A. Frost, Jr.	Watch Officer	W
	Boatswain	William Hickey	- - - - -	W
	Gunner	J. G. Darnou	- - - - -	W
	Machinist	W. Knudsen	Engineering	W
Carpenter	C. H. Klingelhofer	- - - - -	W	
TIOGA	Master's Mate	A. M. Totzke	Commanding	W - A
	Machinist	H. J. Olsen	Engineering	W
	Machinist	E. F. Rock	Engineering	W - A
TUSCARORA	Captain	B. L. Reed	Commanding	W - A
	Captain (T)	H. R. Searles	Commanding	A
	Captain (T)	H. G. Hemingway	Executive Officer	W - A
	Captain (T)	R. L. Jack	- - - - -	A
	1st Lieutenant	W. T. Stromberg	Commanding	W
	1st Lieutenant	C. A. Wheeler	Engineering	W - A
	2nd Lieutenant	J. E. Stika	Executive Officer	W
	2nd Lieutenant	K. W. Krafft	Engineering	W
	2nd Lieutenant	G. T. Finlay	Watch Officer	W
	2nd Lieutenant	C. H. Abel	- - - - -	W
	2nd Lieutenant (T)	G. W. McKean	- - - - -	A
	3rd Lieutenant	R. B. Hall	Navigator	W - A
	Boatswain	T. Winstrup	- - - - -	W - A
	Gunner	Ole Olsen	- - - - -	W - A
	Machinist	W. D. Hopkins	Engineering	W - A

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
TUSCARORA (Cont'd)	Machinist	M. P. Rothmund	Engineering	W - A
	Carpenter	Robert Grassow	- - - - -	W - A
	Carpenter	C. A. Morek	- - - - -	W
TYBEE	2nd Lieutenant	S. B. Crne	Commanding	W
	Boatswain	P. Thorbjornsen	Commanding	W - A
UNAIGA	Captain	F. G. Dodge	Commanding	W - A
	Captain (T)	E. A. Coffin	Watch Officer	A
	1st Lieutenant	L. C. Covell	Executive Officer	W
	2nd Lieutenant	W. K. Thompson	Executive Officer	W - A
	3rd Lieutenant	D. P. Marvin	Watch Officer	W
	3rd Lieutenant	G. W. MacLane	Watch Officer	W - A
	1st Lieutenant	T. G. Lewton	Engineering	W - A
	2nd Lieutenant	M. W. Torbet	Engineering	W
	Boatswain	S. B. Johnsen	- - - - -	W - A
	Gunner	F. C. C. Greene	- - - - -	W - A
	Machinist	K. P. Floe	Engineering	W - A
	Carpenter	Nestor Brunila	- - - - -	W - A
WINNISIMMET	Master's Mate	G. D. Robinson	Commanding	W
	Master's Mate	Axel Foss	Commanding	W - A
	Machinist	C. O. Heckleberg	Engineering	W - A
	Wheelman	E. Christiansen	Commanding	W
WISSAHICKON	Master's Mate	Judson Thurber	Commanding	W - A
	Master's Mate	F. T. Ford	Commanding	A
	Boatswain	K. M. Varness	Commanding	W
YAMACRAW	Captain	R. Ridgely, Jr.	Commanding	W
	1st Lieutenant	J. H. Crozier	Executive Officer	W
	1st Lieutenant	C. F. Seiter	Executive Officer	W - A
	2nd Lieutenant	C. F. Seiter	Ordnance Officer	W - A
	1st Lieutenant	L. J. Ker	Engineering	W

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
YAMACRAW (Cont'd)	Captain	J. G. Berry	Commanding	W - A
	Captain (T)	C. F. Seiter	Commanding	W - A
	Captain (T)	R. B. Adams	Engineering	A
	Captain (T)	T. G. Crapster	- - - - -	A
	Captain (T)	L. C. Mueller	- - - - -	A
	Captain (T)	K. W. Krafft	Engineering	A
	1st Lieutenant	J. I. Bryan	Engineering	W - A
	1st Lieutenant (T)	F. C. Allen	Engineering	W - A
	2nd Lieutenant	W. J. Keester	Ordnance Officer	W - A
	2nd Lieutenant	J. E. Stika	- - - - -	W
	3rd Lieutenant	J. F. Farley, Jr.	Watch Officer	W - A
	3rd Lieutenant	C. T. Henley, Jr.	Engineering	W - A
	3rd Lieutenant	A. C. Mandeville	- - - - -	A
	Boatswain	H. Fiedler	- - - - -	W
	Boatswain	Albert Hays	- - - - -	W - A
	Gunner	C. J. Valdrow	- - - - -	W - A
	Machinist	Torlief Hansen	Engineering	W - A
Carpenter	Q. C. Olsen	- - - - -	A	

WORLD WAR 1917 - 1918

COAST GUARD OFFICERS SERVING ON VESSELS OF U. S. NAVY DURING WORLD WAR

Pages 532 and 533 give a list of vessels of the U. S. Navy on which Commissioned Officers of the United States Coast Guard served, during the World War. The term "Vessels of the U. S. Navy," includes craft of the U. S. Bureau of Fisheries, and the U. S. Coast and Geodetic Survey. Inasmuch as none of these were vessels of the Coast Guard, they are not listed in the index hereof.

ON PAGES 588 TO 591, INCLUSIVE, WILL BE FOUND AN ALPHABETICAL LIST OF ALL COAST GUARD COMMISSIONED OFFICERS SERVING IN THE WORLD WAR. BY CONSULTING THE PAGE NUMBERS GIVEN, THE UNIT (OR UNITS) TO WHICH ANY PARTICULAR OFFICER WAS ASSIGNED MAY BE ASCERTAINED.

R E C A P I T U L A T I O N

Name of Vessel	For Officers See Page	Name of Vessel	For Officers See Page
ALBANY	534	DRUID	536
ALBATROSS (1)	534	EAGLE	536
ALOHA	534	EMELINE	536
AMERICA	534	EXPLORER (3)	536
ANTIGONE	534	FORWARD (See PATTERSON #538)	536
APHRODITE	534	GALATEA	536
ARCTURUS (2)	534	GALVESTON	536
BELLA	534	GRAF WALDERSEE	537
BIRMINGHAM	534	GRANITE STATE	537
BLACK HAWK	534	HALCYON	537
BUFFALO	534	HANCOCK (4)	537
CANANPAIGUA	534	HENDERSON	537
CANONICUS	535	HUNTINGTON	537
CAP FINISTERRE	535	IMPERATOR	537
CASTINE	535	KAISERIN AUGUSTA VICTORIA (7)	537
CHARLESTON	535	KENTUCKIAN	537
CHATTANOOGA	535	LADY ANNE (6)	537
CLEVELAND	535	LYDONIA	537
COLUMBIA	535	MACHIAS	537
CORONA	535	MAGGIE	537
CYTHERA	535	MALLORY, H. R. (4)	537
DE KALB	535	MARIETTA	537
DENVER	536	MARTHA WASHINGTON	537
DES MOINES	536	MAY	538
DIXIE	536	MERCURY	538
DOROTHEA	536	MEXICAN	538

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COAST GUARD OFFICERS SERVING ON VESSELS OF U. S. NAVY DURING WORLD WAR

Pages 532 and 533 give a list of vessels of the U. S. Navy on which Commissioned Officers of the United States Coast Guard served, during the World War. The term "Vessels of the U. S. Navy," includes craft of the U. S. Bureau of Fisheries, and the U. S. Coast and Geodetic Survey. Inasmuch as none of these were vessels of the Coast Guard, they are not listed in the index hereof.

ON PAGES 588 TO 591, INCLUSIVE, WILL BE FOUND AN ALPHABETICAL LIST OF ALL COAST GUARD COMMISSIONED OFFICERS SERVING IN THE WORLD WAR. BY CONSULTING THE PAGE NUMBERS GIVEN, THE UNIT (OR UNITS) TO WHICH ANY PARTICULAR OFFICER WAS ASSIGNED MAY BE ASCERTAINED.

R E C A P I T U L A T I O N (Cont'd)

Name of Vessel	For Officers See Page	Name of Vessel	For Officers See Page
MINNEAPOLIS	538	SAN DIEGO	539
MOBILE (4)	538	SAN FRANCISCO	539
NEW ORLEANS	538	SEELY	539
NIAGARA	538	ST. LOUIS	539
NOKOMIS	538	SURVEYOR (3)	539
NOMA	538	SUSQUEHANNA (4)	540
NORTHERN PACIFIC	538	TACOMA	540
PADUCAH	538	TEXAN (4)	540
PATRICIA	538	UTAH	540
PATTERSON (5)(3)	538	UTOWANA	540
PETREL	538	VENETIA	540
PHILIPPINES (4)	539	VON STEUBEN (4)	540
PITTSBURGH	539	WANDERER	540
POCAHONTAS (4)	539	WHEELING	540
POWHATAN (4)	539	XARIFA	540
PRINCESS MATOIKA (4)	539	YACONA	540
RAMBLER	539	ZARA	540
ROANOKE	539	ZEELANDIA	540

- (1) U. S. Bureau of Fisheries Vessel
- (2) Formerly U. S. S. ARTEMIS
- (3) U. S. Coast and Geodetic Survey Vessel
- (4) Transport Vessel
- (5) Name changed to FORWARD
- (6) S.P. No. 154
- (7) Mine layer in North Sea, European waters

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The following Officers served on vessels of the U.S. Navy during the World War or some part thereof, or during the period following the Armistice, or some part thereof. The term "Vessels of the Navy", includes vessels of the U. S. Bureau of Fisheries and the U. S. Coast and Geodetic Survey.

<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
ALBANY	Captain (T)	M. J. Ryan	Gunnery Officer	W
	Captain (T)	S. S. Yeandle	Navigator	W - A
	1st Lieutenant (T)	M. J. Ryan	Gunnery Officer	W
	1st Lieutenant (T)	S. S. Yeandle	Navigator	W
	2nd Lieutenant	M. J. Ryan	Watch Officer	W
	2nd Lieutenant	S. S. Yeandle	Navigator	W
ALBATROSS	Captain	C. S. Cochran	Commanding	W - A
	1st Lieutenant	C. M. Gabbett	- - - - -	W
ALPHA	Captain (T)	H. D. Hinckley	Commanding	W - A
	1st Lieutenant	H. D. Hinckley	Commanding	W
AMERICA	Captain (T)	C. C. McMillan	Chief Engineer	A
ANTIGONE	Captain	B. H. Camden	Commanding	A
	Captain (T)	G. W. David	Chief Engineer	A
	Captain (T)	J. N. Heiner	Engineering	A
	Captain (T)	R. R. Waesche	Executive Officer	A
	1st Lieutenant (T)	E. H. Smith	Navigator	A
APHRODITE	Captain	F. C. Billard	Commanding	W - A
	Captain (T)	H. F. Johnson	Chief Engineer	W - A
ARCTURUS	Captain (T)	C. F. Howell	Commanding	W
	1st Lieutenant	C. F. Howell	Commanding	W
BELLA	1st Lieutenant	J. H. Crozier	Commanding	W
BIRMINGHAM	Captain	C. C. McMillan	Chief Engineer	W - A
	Captain (T)	R. W. Dempwolf	Sr. Watch Officer	W
	Captain (T)	C. H. Johnson	Engineering	A
BLACK HAWK	Captain (T)	J. B. Turner	Chief Engineer	W - A
BUFFALO	1st Lieutenant (T)	L. V. Kielhorn	Navigator	W - A
	3rd Lieutenant	L. V. Kielhorn	Navigator	W
CANANLAIGUA	Captain (T)	P. W. Lauriat	Commanding	W - A



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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
CANONICUS	2nd Lieutenant (T)	J. Trebes, Jr.	Watch Officer	W - A
	3rd Lieutenant	J. Trebes, Jr.	Watch Officer	W
CAF FINISTERRE	Captain (T)	W. T. Stromberg	Navigator	A
CASTINE	Captain	R. Ridgely, Jr.	Commanding	W - A
	Captain (T)	R. C. Neightman	Executive Officer	W - A
CHARLESTON	Captain (T)	W. H. Shea	Executive Officer	W - A
	Captain (T)	S. S. Yeandle	Executive Officer	A
	Captain (T)	F. C. Allen	Engineering	W - A
	1st Lieutenant	W. H. Shea	Navigator	W
	1st Lieutenant (T)	F. C. Allen	Engineering	W
CHATTANOOGA	Captain (T)	F. A. Zscheuschler	Watch Officer	W - A
	1st Lieutenant (T)	F. A. Zscheuschler	Watch Officer	W
	2nd Lieutenant	F. A. Zscheuschler	Watch Officer	W
CLEVELAND	2nd Lieutenant (T)	G. W. McKean	Watch Officer	W - A
	3rd Lieutenant	G. W. McKean	Watch Officer	W
COLUMBIA	Captain (T)	F. L. Austin	Navigator	W - A
	1st Lieutenant	F. L. Austin	Navigator	W
	1st Lieutenant	L. L. Bennett	Navigator	W - A
CORONA	Captain (T)	James Pine	Commanding	A
CYTHERA	Captain (T)	R. L. Jack	Commanding	W - A
	Captain (T)	M. R. Daniels	Chief Engineer	W - A
	1st Lieutenant (T)	M. R. Daniels	Chief Engineer	W
	1st Lieutenant (T)	M. R. Daniels	Executive Officer	
DE KALB	Captain (T)	J. A. Alger	Executive Officer	W - A
	1st Lieutenant	J. A. Alger	Executive Officer	W

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
DENVER	Captain (T)	D. P. Marvin	Executive Officer	W - A
	2nd Lieutenant	L. P. Marvin	Watch Officer	W
DES MOINES	3rd Lieutenant	J. Trebes, Jr.	Watch Officer	W
DIXIE	Captain (T)	G. T. Finlay	Watch Officer	W
DOROTHEA	Captain	J. G. Berry	Commanding	W
	Captain (T)	C. M. Gabbett	Commanding	W - A
	1st Lieutenant	C. M. Gabbett	Commanding	W
DRUID	Captain (T)	LeRoy Reinburg	Commanding	W - A
	Captain (T)	C. H. Jones	Commanding	A
	Captain (T)	W. E. Maccoun	Engineering	W
EAGLE	Captain	J. G. Berry	Commanding	W
	Captain (T)	E. D. Jones	Commanding	W - A
	1st Lieutenant	Eben Barker	Commanding	W
	1st Lieutenant	E. F. Jones	Commanding	W
EMELINE	Captain (T)	L. C. Mueller	Commanding	W - A
	1st Lieutenant	L. C. Mueller	Commanding	W
EXPLORER	Captain (T)	J. R. Besse	Commanding	W - A
	2nd Lieutenant	J. R. Besse	Commanding	W
FORWARD	Captain (T)	T. A. Shanley	Commanding	W - A
GALATEA	1st Lieutenant	H. D. Hinckley	Commanding	W
	1st Lieutenant	C. C. McMillan	Chief Engineer	W
	2nd Lieutenant	W. P. Kain	- - - - -	W
	2nd Lieutenant	G. T. Finlay	Executive Officer	W
	2nd Lieutenant	G. T. Finlay	Commanding	W
	2nd Lieutenant	C. H. Dench	Navigator	W
	3rd Lieutenant	E. M. Webster	Watch Officer	W
	3rd Lieutenant	N. C. Smith	Watch Officer	W
GALVESTON	Captain (T)	E. W. Davis	Engineering	W - A

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
GRAF WALDERSEE	Captain (T)	C. H. Dench	-----	A
	Captain (T)	T. M. Molloy	-----	A
GRANITE STATE	Captain (T)	F. L. Austin	Commanding	A
HALCYON	1st Lieutenant	F. L. Austin	Commanding	W
	1st Lieutenant	J. A. Alger	Commanding	W
	2nd Lieutenant	G. T. Finlay	Executive Officer	W
	2nd Lieutenant	C. H. Abel	-----	W
	3rd Lieutenant	F. J. Birkett	-----	W
HANCOCK	1st Lieutenant	H. D. Hinckley	Executive Officer	W
	1st Lieutenant	H. I. Hinckley	Gunnery Officer	W
HENDERSON	Captain (T)	W. H. Shea	Executive Officer	A
HUNTINGTON	Captain (T)	T. H. Yeager	Engineering	A
	3rd Lieutenant	E. F. Stone	-----	W
	3rd Lieutenant	Robert Donohue	-----	W
IMPERATOR	Captain (T)	W. F. Towle	-----	W - A
KAISERIN AUGUSTA	Captain (T)	L. L. Bennett	Navigator	A
VICTORIA	Captain (T)	P. W. Lauriat	Executive Officer	W - A
	Captain (T)	C. H. Tench	-----	A
KENTUCKIAN	Captain (T)	P. B. Eaton	Chief Engineer	A
LADY ANNE	2nd Lieutenant	S. B. Orne	Commanding	W
LYDONIA	Captain	J. G. Berry	Commanding	W
	Captain (T)	P. F. Roach	Commanding	W - A
MACHIAS	2nd Lieutenant	M. R. Daniels	Chief Engineer	W
MIGGIE	Captain (T)	J. L. Maher	Commanding	W - A
MALLORY, H. R.	Captain	T. M. Molloy	Commanding	A
	Captain (T)	L. J. Ker	Chief Engineer	A
MARIETTA	Captain	H. G. Hamlet	Commanding	A
	Captain (T)	G. T. Finlay	-----	W
	3rd Lieutenant	N. C. Smith	-----	W
MARTHA WASHINGTON	Captain (T)	S. S. Yeandle	Executive Officer	A
	Captain (T)	C. S. Root	Executive Officer	W - A
	1st Lieutenant	C. S. Root	Chief Engineer	W

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
MAY	Captain (T)	James Pine	Commanding	W - A
MERCURY	Captain (T)	R. L. Jack	Navigator and Executive Officer	A
MEXICAN	Captain (T)	B. C. Thorn	Chief Engineer	A
MINNEAPOLIS	Captain (T)	L. T. Chalker	Navigator	W - A
	Captain (T)	F. J. Sexton	- - - - -	W - A
	1st Lieutenant	L. C. Covell	Navigator	W
MOBILE	Captain (T)	H. F. Johnson	Chief Engineer	A
NEW ORLEANS	Captain (T)	C. H. Abel	- - - - -	W - A
	2nd Lieutenant (T)	C. H. Abel	Watch Officer	W
NIAGARA	Sr. Captain (T)	W. V. E. Jacobs	Commanding	W - A
	Captain	W. V. E. Jacobs	Commanding	W
NOKOMIS	Captain (T)	T. M. Molloy	Commanding	W - A
	Captain (T)	J. H. Crozier	Commanding	W
	Captain (T)	W. C. Maglathlin	Chief Engineer	W - A
	2nd Lieutenant	W. C. Maglathlin	Chief Engineer	W
NOMA	Captain (T)	G. T. Finlay	Commanding	W - A
	Captain (T)	G. T. Finlay	Executive Officer	W
NORTHERN PACIFIC	Captain (T)	F. L. Austin	Navigator and Executive Officer	A
	Captain (T)	F. L. Austin	Commanding	A
	Captain (T)	C. C. McMillan	Engineering	A
	1st Lieutenant	W. P. Kain	Watch Officer	W
PADUCAH	Captain	W. J. Wheeler	Commanding	A
	Captain (T)	M. S. Hay	Commanding	W - A
PATRICIA	2nd Lieutenant	G. R. O'Connor	Engineering	A
PATTERSON	Captain (T)	T. A. Shanley	Commanding	W - A
	1st Lieutenant	T. A. Shanley	Commanding	W
PETREL	Captain (T)	R. P. Munro	- - - - -	W - A
	Captain (T)	S. B. Orne	Engineer Officer	W
	1st Lieutenant (T)	R. P. Munro	- - - - -	W
	2nd Lieutenant	S. B. Orne	Engineer Officer	W

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<u>Name of Vessel</u>	<u>Rank</u>	<u>Personnel</u>	<u>Duty</u>	<u>Period</u>
PHILIPPINES	Captain (T)	S. S. Yeandle	Executive Officer	A
PITTSBURGH	2nd Lieutenant (T)	G. W. McKean	- - - - -	A
POCAHONTAS	Captain (T)	M. J. Ryan	Executive Officer	A
POWHATAN	Captain (T)	T. G. Crapster	Commanding	A
PRINCESS MATOIKA	Captain (T)	H. D. Hinckley	Executive Officer	A
	Captain (T)	H. D. Hinckley	Commanding	A
	Captain (T)	W. K. Scammell	Executive Officer	A
RAMBLER	Captain (T)	T. M. Molloy	Commanding	W
	Captain (T)	J. J. Hutson	Executive Officer	W
	Captain (T)	L. C. Mueller	Navigator	W
	Captain (T)	H. F. Johnson	Chief Engineer	W
	1st Lieutenant	T. M. Molloy	Commanding	W
	1st Lieutenant (T)	E. G. Rose	Commanding	W - A
	2nd Lieutenant	J. J. Hutson	Executive Officer	W
	2nd Lieutenant	L. C. Mueller	Navigator	W
	2nd Lieutenant	H. F. Johnson	Chief Engineer	W
	2nd Lieutenant	James Pine	Watch Officer	W
3rd Lieutenant	E. G. Rose	Watch Officer	W	
ROANOKE	2nd Lieutenant (T)	J. Trebes, Jr.	Watch Officer	W - A
SAN DIEGO	Captain (T)	H. G. Hemingway	Watch Officer	W
	2nd Lieutenant	H. G. Hemingway	Watch Officer	W
SAN FRANCISCO	Captain (T)	E. D. Jones	Navigator	A
SEELY	Captain (T)	W. P. Wishaar	Executive Officer	A
ST. LOUIS	Captain (T)	H. R. Searles	Navigator	W - A
	1st Lieutenant	H. R. Searles	Navigator	W
SURVEYOR	Captain (T)	R. W. Dempwolf	Commanding	W - A

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SUSQUEHANNA	Captain (T)	R. W. Dempwolf	Executive Officer	A
	2nd Lieutenant (T)	J. Trebes, Jr.	Navigator	A
TACOMA	Captain (T)	F. J. Sexton	Navigator	W - A
	Captain (T)	D. P. Marvin	Navigator	A
	2nd Lieutenant	F. J. Sexton	Watch Officer	W
TEXAN	Sr. Captain (T)	A. L. Gamble	Commanding	A
UTAH	Sr. Captain (T)	A. J. Henderson	Obs. Officer	W
UTOWANA	2nd Lieutenant	W. C. Maglathlin	Chief Engineer	W
VENETIA	Captain (T)	C. F. Howell	Commanding	W - A
VON STEUBEN	Captain (T)	H. E. Rideout	Navigator	W - A
	Captain (T)	L. T. Chalker	Navigator	W - A
	1st Lieutenant	H. E. Rideout	Navigator	W
WANDERER	Captain (T)	J. J. Hutson	Commanding	W - A
WHEELING	Captain (T)	R. W. Dempwolf	Obs. Officer	W
	Captain (T)	R. C. Weightman	Executive Officer	W - A
XARIFA	1st Lieutenant	Eugene Blake, Jr.	Commanding	W
	1st Lieutenant	C. S. Root	Chief Engineer	W
	1st Lieutenant	F. L. Austin	Executive Officer	W
	2nd Lieutenant	S. S. Yeandle	Navigator	W
	3rd Lieutenant	C. C. von Paulsen	Watch Officer	W
	3rd Lieutenant	G. W. McKean	Watch Officer	W
YACONA	Captain (T)	J. L. Ahern	Commanding	A
ZARA	1st Lieutenant	L. C. Covell	Commanding	W
	2nd Lieutenant	L. L. Bennett	Executive Officer	W
	2nd Lieutenant	T. H. Yeager	Chief Engineer	W
	3rd Lieutenant	P. R. Smith	Engineer Officer	W
	3rd Lieutenant	J. Trebes, Jr.	Watch Officer	W
ZEELANDIA	1st Lieutenant	James Pine	Watch Officer	W



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OFFICERS ATTACHED TO COAST GUARD HEADQUARTERS, WASHINGTON, D. C.

<u>Officers</u>	<u>Rank</u>	<u>Duty</u>	<u>Period</u>
Anstett, C. E.	2nd Lieutenant	Special	W - A
Bagger, F. E.	2nd Lieutenant	Special	W
Bertholf, E. P.	Commodore	Commandant	W - A
Boedeker, John	1st Lieutenant	Special	W - A
Broadbent, H. M.	Senior Captain	Supt., C & R	W - A
Chalker, L. T.	1st Lieutenant	Special	W
Chiswell, B. M.	Captain	Special	W
Emery, Howard	Senior Captain	Supt., C & R	W
(Foley, D. P.)	Senior Captain (T)	Inspector	W - A
(Served a short while as Commandant.)			
Gray, J. P.	2nd Lieutenant	Special	W - A
Howell, C. F.	Captain (T)	Special	A
Hunnewell, F. A.	Captain (T)	Constructor; Hull	W - A
Johnson, C. H.	2nd Lieutenant	Special	A
Johnson, H. F.	2nd Lieutenant	Special	W
Johnston, C. E.	Captain	Detail Officer	W - A
Jones, C. H.	Captain (T)	Pay & Allotment	A
Kielhorn, L. V.	3rd Lieutenant	Special	W
McAllister, C. A.	Captain	Engineer-in-Chief	W - A
Newman, Q. B.	Captain (T)	Special	W - A
O'Connor, G. R.	Captain (T)	Engineering	A
Odend'hal, C. J.	2nd Lieutenant	Special	W
Perham, H. N.	2nd Lieutenant	Special	W
Prall, W. M.	1st Lieutenant (T)	Special	W - A
Roach, P. F.	Captain (T)	Special	W - A
Rose, E. G.	1st Lieutenant	Special	A
Troll, W. M.	1st Lieutenant (T)	Special	W - A
Waesche, R. R.	1st Lieutenant	Special	W - A
Walton, J. Q.	Captain (Constr.)	Constructor; Engr.	W - A
Wolf, H. H.	Captain	Special	W - A



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COAST GUARD OFFICERS ASSIGNED TO DUTY AT NAVY DEPARTMENT, WASHINGTON, D. C.

<u>Officers</u>	<u>Rank</u>	<u>Duty</u>	<u>Period</u>
Austin, F. L.	Captain (T)	Bureau of Navigation	W - A
Bagger, F. E.	Captain (T)	Bureau Steam Engr.	W - A
Cairnes, C. W. (R)	1st Lieutenant (T)	Bureau of Ordnance	W - A
Cantwell, J. C.	Captain	Bureau of Navigation	A
Donohue, Robert	1st Lieutenant (T)	Special	W
Fitch, F. E.	1st Lieutenant (T)	Bureau Steam Engr.	W - A
Harrison, P. H.	Captain (T)	Bureau of Navigation	A
Johnson, C. H.	2nd Lieutenant	Bureau Steam Engr.	W - A
Ker, I. J.	Captain (T)	Bureau of Navigation	A
Odend'hal, C. J.	1st Lieutenant (T)	Bureau Steam Engr.	W - A
Reed-Hill, Ellis	Captain (T)	Bureau Steam Engr.	W - A
Ridgely, R., Jr.	Captain (T)	Bureau of Navigation	A
Rose, E. G.	1st Lieutenant (T)	Bureau of Navigation	W - A
Scammell, W. K.	Captain (T)	Bureau of Ordnance	W - A
Stone, E. F.	1st Lieutenant	Special	W - A
Torbet, M. W.	1st Lieutenant (T)	Bureau Steam Engr.	W - A
Yeager, T. H.	Captain (T)	Bureau Steam Engr.	W - A

COAST GUARD OFFICERS ON DUTY AT NAVY YARDS

Beckley, C. A.	1st Lieutenant (T)	Philadelphia, Pa.	W - A
Bixby, A. H.	2nd Lieutenant	Philadelphia, Pa.	W - A
Davis, E. W.	1st Lieutenant	Charleston, S. C.	W
Dorry, J. E.	1st Lieutenant	Norfolk, Virginia	W - A
Finlay, G. T.	2nd Lieutenant	New York, N. Y.	W
Green, C. M.	1st Lieutenant	Key West, Florida	W - A
Krafft, K. W.	Captain (T)	Philadelphia, Pa.	W - A
Norman, A. C.	Captain (T)	New York, N. Y.	W - A
Orne, S. B.	2nd Lieutenant	Charleston, S. C.	W
Slayton, H. O.	1st Lieutenant (R)	Norfolk, Virginia	W - A
Smith, P. R.	2nd Lieutenant	New York, N. Y.	W - A
Usina, M. N.	1st Lieutenant	Portsmouth, N. H.	W - A
Wells, F. C.	1st Lieutenant (T)	Philadelphia, Pa.	W - A
Wood, H. N.	1st Lieutenant	New York, N. Y.	W - A

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COAST GUARD OFFICERS ASSIGNED TO NAVAL DISTRICTS

Officers	Rank	District	Period	Officers	Rank	District	Period
Alger, J. A.	1st Lieut.	3rd & 4th	W	Lauriat, P. W.	1st Lieut.	12th	W
Barker, Eben	1st Lieut.	4th	W - A	Levis, F. A.	Captain (R)	6th	W - A
Baylis, J. S.	2nd Lieut.	3rd	W - A	Maccoun, W. E.	Captain (T)	5th	W - A
Bennett, L. L.	2nd Lieut.	3rd & 4th	W - A	MacLane, G. W.	1st Lieut. (T)	12th	W - A
Berry, J. G.	Captain	8th	W	Maher, J. L.	1st Lieut.	5th & 13th	W - A
Besse, J. R.	2nd Lieut.	12th & 13th	W - A	Maxwell, W. L.	1st Lieut. (R)	12th	W - A
Bixby, A. H.	2nd Lieut.	4th	W - A	Mel, John	1st Lieut. (R)	12th	W - A
Boyd, H. L.	Captain	13th	W - A	C' Connor, G. R.	2nd Lieut.	12th	W - A
Broadbent, H. M.	Sr. Captain	13th	W	Palmer, E. F.	3rd Lieut.	12th	W
Camden, B. H.	Captain	1st	W - A	Patterson, A. F.	Captain (T)	3rd	A
Cantwell, J. C.	Captain	4th & 12th	W - A	Perry, K. W.	Captain (R)	3rd	W - A
Carmine, G. C.	Sr. Capt. (T)	3rd & 12th	W - A	Pope, H. W.	1st Lieut.	13th	W - A
Chiswell, B. M.	Captain	3rd & 4th	W	Quinan, J. H.	Captain (R)	7th	W - A
Cochran, C. S.	Captain	9th, 10th, 11th	W	Reed, B. L.	Captain	6th	A
Crosby, G. R.	1st Lieut. (T)	4th	W - A	Reinburg, J. E.	Captain (R)	4th & 12th	W - A
David, G. W.	1st Lieut.	1st	W - A	Reynolds, W. E.	Sr. Captain	12th	W - A
Dench, C. H.	2nd Lieut.	4th	W	Rideout, H. E.	Captain (T)	3rd	A
Dennett, A.	2nd Lieut. (R)	1st	W	Root, C. S.	Captain (T)	5th	A
Eaton, P. B.	Captain (T)	1st	A	Scott, P. H.	Captain (T)	5th	W - A
Finlay, G. T.	2nd Lieut.	3rd	W	Searles, H. R.	Captain (T)	12th	W
Gamble, A. L.	Captain	1st	W	Sexton, F. J.	Captain (T)	4th	A
Glover, J. W.	1st Lieut.	12th	W	Smith, P. R.	2nd Lieut.	3rd	W - A
Green, C. M.	Captain (T)	7th	W - A	Thorn, B. C.	Captain (T)	4th	W - A
Haake, F. J.	Captain	4th	W - A	Todd, C. J.	2nd Lieut.	1st & 12th	W - A
Hall, R. B.	3rd Lieut.	4th	W	Ulke, Henry	Captain	5th	W
Hamlet, H. G.	Captain	3rd	W - A	vanBoskerck, F. S.	Captain	4th	W - A
Harrison, P. H.	1st Lieut. (T)	4th	W - A	vonPaulsen, C. C.	3rd Lieut.	7th	W
Harvey, Urban	Captain (T)	9th, 10th, 11th	A	Webster, E. M.	3rd Lieut.	4th	W
Hay, M. S.	1st Lieut.	8th	W	Wheeler, W. J.	1st Lieut.	3rd	W
Henderson, A. J.	Sr. Capt. (T)	1st	W - A	Wiley, W. A.	Captain	13th	W - A
Hottel, J. F.	1st Lieut.	7th	W	Winram, S. B.	Captain	12th	W
Joynes, W. W.	Captain (R)	5th	W - A	Yeager, T. H.	2nd Lieut.	3rd	W
Kain, W. P.	2nd Lieut.	4th	W - A	Yeandle, S. S.	Captain (T)	3rd	A
Landrey, S. M.	Captain	2nd & 4th	W	Zscheuschler, F. A.	2nd Lieut.	12th	W

WORLD WAR 1917 - 1918

Pages 541 to 556 list Coast Guard commissioned Officers assigned to Special Details during the World War.

(E) Denotes Engineering (T) Denotes temporary rank (R) Denotes a retired Officer

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

- A - - Denotes period following the Armistice up to the return of the Coast Guard to the Treasury Department, or it denotes any part of that period.  
 W - - Denotes the War Period from April 6th, 1917, up to the signing of the Armistice, or it denotes any part of that period.  
 W - A Denotes both of the above periods, or any part of those periods.

COAST GUARD OFFICERS ATTACHED TO COAST GUARD DEPOT, SOUTH BALTIMORE, MARYLAND.

<u>Officers</u>	<u>Rank</u>	<u>Duty</u>	<u>Period</u>
J. M. Moore	Sr. Captain	Commandant	W - A
C. F. Nash	Captain (E)	Engineering Dept.	W
H. G. Hamlet	Captain	Captain of Yard	W
R. W. Dempwolf	1st Lieutenant	Special duty	W
C. G. Porcher	Captain (T)(E)	Engineering Dept.	W - A
H. N. Perham	Captain (T)(E)	Engineering Dept.	W - A
J. E. Stika	Captain (T)	Special duty	A
Nils Sjoberg (R)	Boatswain	Special duty	W - A

2nd Lieutenant Charles E. Anstett

- 1916 Mar. 2 Detached ANDROSCOGGIN and assigned duty, Headquarters, Washington, D. C.  
 1918 Sep. 12 Temporarily appointed 1st Lieutenant, as of July 1, 1918.  
 1918 Nov. 23 Temporarily appointed Captain, as of September 21, 1918.  
 1919 Apr. 7 Resignation accepted, effective August 8, 1919.

2nd Lieutenant (E) Frank E. Bagger

- 1917 Apr. 5 Detached duty at Headquarters to duty as Assistant Recruiting Officer, Buffalo, New York.  
 1917 Apr. 7 Reported for above duty. May 28th, detached from above duty, to Headquarters, Washington, D. C.  
 1917 July 3 Detached from duty at Headquarters to Bureau of Steam Engineering, Navy Department.  
 1918 Sep. 12 Appointed temporary 1st Lieutenant (E), effective as of July 1, 1918.  
 1918 Oct. 1 Appointed temporary Captain (E), effective as of July 1, 1918.  
 1919 Apr. 2 Detached Bureau of Steam Engineering, to Naval Overseas Transport Service, New York, New York.

WORLD WAR 1917 - 1918

Pages 541 to 556 list Coast Guard commissioned Officers assigned to Special Details during the World War. As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

(E) Denotes Engineering

(R) Denotes a retired Officer.

2nd Lieutenant John S. Baylis

1917 Mar. 28 Detached SENECA to duty in Office of Division Commander, Coast Guard New York Division.  
1917 May 5 Detached New York Division to 3rd Naval District, New York, New York. May 7th, reported.  
1918 Sep. 12 Appointed temporary 1st Lieutenant, effective as of July 1, 1918.  
1918 Nov. 23 Appointed temporary Captain, effective as of September 21, 1918.  
1919 Jan. 15 Detached 3rd Naval District for such duty as may be assigned at New York with Naval Overseas Transport Service.

Captain E. P. Bertholf

1916 Jan. 3 Re-appointed Captain Commandant. July 1, 1918, temporarily promoted to rank of Commodore.  
1919 June 30 Retired from active duty.

2nd Lieutenant (E) Alvan H. Bixby

1917 May 12 Detached COMANCHE and placed on waiting orders. Oct. 13th, assigned 4th Naval District, Philadelphia, Pa.  
1918 Sep. 12 Appointed temporary 1st Lieutenant (E), effective as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain (E), effective as of July 1, 1918.  
1919 May 5 Detached 4th Naval District, to Naval Hospital, Philadelphia, Pa., for treatment.  
1919 Aug. 5 Assigned as Assistant to Aide for Inspection, 5th Naval District, Norfolk, Virginia.

1st Lieutenant John Boedeker

1915 Nov. 4 Assigned to Headquarters, Washington, D. C. Sep. 12, 1918, appointed temporary Captain, as of 7/1/18.  
1919 July 28 Assigned to duty in connection with YOCONA, Dubuque, Iowa.

Captain (E) D. F. X. Bowen

1915 Feb. 11 Assigned as Division Engineer, New York Division, New York, New York.

Captain (E) Harry L. Boyd

1916 Oct. 19 Assigned as Division Engineer, Northern Division, Seattle, Washington.  
1917 May 21 Assigned to 13th Naval District, Seattle, Washington, in addition to other duties.

Senior Captain Howard M. Broadbent

1917 May 19 Assigned to command Northern Division, Seattle, Washington. May 21st, assigned to 13th Naval District, Bremerton, Washington, in addition to other duties. Sep. 14th, detached 13th Naval District.  
1917 Sep. 25 Detached Northern Division. Oct. 1st, assigned to duty as Superintendent, Construction and Repair, Headquarters, Washington, D. C.

WORLD WAR 1917 - 1918

Pages 541 to 556 list Coast Guard commissioned Officers assigned to Special Details during the World War.

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(E) Denotes Engineering

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1st Lieutenant (E) Harry U. Butler

- 1917 Mar. 1 Detached GUTHRIE and assigned as Division Engineer, Southern Division, San Francisco, California.  
1917 Mar. 7 Reported. March 29th, recommended to be a Captain (E), to rank as such from March 27, 1917.  
1917 May 3 Sent permanent commission as Captain (E).  
1917 July 10 Appointed Inspector of Machinery, in addition to present duties.

Captain Godfrey L. Carden

- 1916 Oct. 16 Assigned to duty as Recruiting Officer, New York, N. Y. Dec. 12, 1917, assigned to duty as Division Commander, New York Division, and Supervisor of Anchorages, in addition to duties as Recruiting Officer.

Captain (E) James H. Chalker

- 1915 Feb. 11 Assigned as Supervisor of Lifeboats, New York, N. Y.  
1918 Sep. 12 Temporarily appointed to rank of Senior Captain, as of July 1, 1918.  
1918 Dec. 18 Designated as member of Board for inspection of vessels.

2nd Lieutenant E. A. Coffin

- 1916 Nov. 30 Detached TUSCARORA and assigned Naval Aeronautic Station, Pensacola, Florida. Dec. 3rd, reported.  
1916 Dec. 13 Appointed Student Aviator. Dec. 12, 1917, detached Naval Aeronautic Sta., Pensacola, Florida, and assigned Navy Air Station, Montauk, Long Island, New York.  
1918 Sep. 4 Detached Navy Air Station, Montauk, Long Island, New York, and assigned Naval Air Station, Rockaway, Long Island, New York. Sep. 12th, temporarily appointed 1st Lieutenant, as of July 1, 1918.  
1918 Nov. 23 Temporarily appointed Captain, as of September 21, 1918.  
1919 Feb. 18 Detached Naval Air Sta., Rockaway, N. Y., and assigned UNALGA. Reported, April 12th.

1st Lieutenant L. C. Covell

- 1917 Oct. 9 Detached UNALGA and assigned SNCHOMISH. Nov. 3rd, detached SNOHOMISH and assigned duty in connection ZARA, New York, N. Y., and to command that vessel when commissioned. Reported on ZARA, Nov. 12th.  
1917 Nov. 22 Detached ZARA and assigned command of MACKINAC; reported Nov. 25th.  
1918 Jan. 7 Detached MACKINAC and assigned U.S.S. MINNEAPOLIS; reported Jan. 14th; detached July 19th, and assigned duty in Office of Commander, Coast Guard New York Division, New York, N. Y. Reported July 21st.  
1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918.

WORLD WAR 1917 - 1918

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(E) Denotes Engineering

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Captain (E) J. B. Coyle

1916 June 25 Assigned as Division Engineer, Eastern Division, Boston, Massachusetts.  
1919 Apr. 16 Detached Eastern Division and assigned as Inspector, Everett, Wash., in connection with Cutters 36-40.  
1919 May 11 Reported.

Senior Captain F. M. Dunwoody

1917 Feb. 19 Detached from command of New York Division, and assigned to command Eastern Division, Boston, Mass.  
1917 Mar. 3 Reported.

3rd Lieutenant Robert Donohue

1916 Dec. 13 Appointed Student Aviator, Navy Aeronautic Station, Pensacola, Florida; July 5, 1917, detached and assigned U.S.S. HUNTINGTON. July 11th, reported.  
1917 Oct. 11 Detached U.S.S. HUNTINGTON and assigned Navy Aeronautic Station, Montauk Point, Long Island, New York.  
1917 Oct. 14 Reported. May 16, 1918, detached and assigned Navy Air Station, Miami, Florida, after completion temporary duty Navy Department, Washington, D. C. June 7, 1918, appointed 2nd Lieutenant.  
1918 Aug. 7 Detached Navy Air Station, Miami, Florida, and assigned temporary duty Navy Department, Washington, D.C.  
1918 Aug. 14 Detached Navy Department and assigned command of Navy Air Station, North Sydney, Nova Scotia.  
1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Dec. 23 Detached Navy Air Station, North Sydney, Nova Scotia, and assigned as Commanding Officer, Navy Air Station, Montauk, Long Island, New York.  
1919 June 16 Detached and assigned Navy Air Station, Cape May, New Jersey, for instruction in lighter-than-air-craft, upon completion temporary assignment at Navy Air Station, Akron, Ohio, under instruction in free balloons.

Senior Captain Howard Emery

1918 Apr. 25 Superintendent of Construction and Repair, Coast Guard Headquarters, Washington, D. C.  
1917 Oct. 3 Retired from active duty.

Senior Captain D. P. Foley

1915 July 16 Inspector at Headquarters, Washington, D. C.  
1918 Sep. 12 Appointed to temporary rank of Senior Captain, with rank of Captain in the Navy and Colonel in the Army, effective as of July 1, 1918.



WORLD WAR 1917 - 1918

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2nd Lieutenant J. P. Gray

- 1916 Aug. 15 Reported aboard ITASCA for assignment to duty. Aug. 30, 1917, detached and assigned duty, Headquarters, Washington, D. C. September 12, 1918, appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain, as of July 1, 1918.

2nd Lieutenant (E) Norman B. Hall

- 1916 Oct. 31 Assigned to aviation duty, Curtiss Aeroplane and Motor Manufacturing Company, Hammondsport, New York.  
1917 May 5 Detached from duty at Hammondsport, New York, to duty under Superintendent, Constructor of Aircraft, U. S. Navy, Buffalo, New York. Reported same day.  
1917 Aug. 31 Detached from Curtiss Aeroplane Company, to office of Inspector of Engineering Material, New York, N.Y.  
1917 Nov. 2 Detached from above duty to duty as Inspector of Engineering Material, Keyport, New Jersey.  
1917 Dec. 11 Appointed Student Aviator. Sep. 12, 1918, appointed temporary 1st Lieutenant (E), as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918.

Captain H. G. Hamlet

- 1915 Oct. 25 Assigned duty at Coast Guard Depot, South Baltimore, Maryland. Reported November 20th.  
1917 May 1 Detached duty at Depot and assigned 3rd Naval District, New York, in charge of Section #6, Bay 17th Street and Cropsey Avenue, Bath Beach, Brooklyn, New York.  
1917 Sep. 14 Detached Section #6, Brooklyn, N. Y., and assigned command of ALGONQUIN; assumed command September 15th.  
1917 Sep. 17 Detached ALGONQUIN and assigned command Section #6, Brooklyn, N. Y. September 19th, reported.  
1918 Oct. 17 Detached Section #6, and directed to report to Commander, Patrol Force, Atlantic Fleet, for assignment to duty. October 25th, reported aboard U.S.S. LEVIATHAN for passage to France.  
1918 Oct. 27 Sailed; passage completed Nov. 3rd. Nov. 17th, detached Base 7, Brest, France, and directed to proceed to Rochefort, France, and report to District Commander at that place for assignment to command of U.S.S. MARIETTA. November 26th, assumed command of U.S.S. MARIETTA.  
1919 Apr. 28 From the sinking U.S.S. JAMES, in the Bay of Biscay, France, the U.S.S. MARIETTA rescued the entire personnel, consisting of 2 officers and 45 men. A gold life-saving medal was awarded the Commanding Officer, U. S. S. MARIETTA. July 12th, detached U.S.S. MARIETTA upon decommissioning of that vessel and assigned 3rd Naval District for temporary duty on board Receiving Ship at New York. Reported July 17th.  
1919 Aug. 1 Detached Receiving Ship at New York, and directed to report to Commandant, 3rd Naval District, for assignment to duty.



WORLD WAR 1917 -- 1918

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Constructor F. A. Hunnewell

1913 Aug. 29 Commissioned as Constructor, Coast Guard Headquarters, Washington, D. C.  
1918 Oct. 23 Temporarily promoted to rank of Captain, effective as of July 1, 1918.

2nd Lieutenant (E) C. H. Johnson

1917 May 16 Detached TAMPA and assigned to duty as Supervisor of Lifeboats, New York, N. Y. Reported May 24th.  
1917 Dec. 15 Detached and assigned duty with Supervisor Anchorages, Barge Office, New York. Reported Dec. 17th.  
1918 July 31 Detached and assigned duty with Bureau of Steam Engineering, Navy Department, Washington, D. C.  
1918 Sep. 12 Appointed 1st Lieutenant (E), temporary, effective as of July 1, 1918.  
1918 Oct. 7 Temporarily appointed Captain (E).  
1919 June 5 Detached BIRMINGHAM, and assigned duty at Headquarters, Washington, D. C.

Captain C. E. Johnston

1914 Aug. 17 Assigned as Detail Officer at Headquarters, Washington, D. C.  
1918 Sep. 12 Appointed temporary Senior Captain, effective as of July 1, 1918.

Captain S. M. Landrey

1914 Aug. 18 Assigned as Assistant Inspector, Detroit, Michigan. April 6, 1917, assigned as Aide for Information, 2nd Naval District, Newport, R. I. March 15, 1919, retired from active service.

3rd Lieutenant A. C. Mandeville

1917 Sep. 15 Detached Academy, New London, Conn., and assigned MOHAWK, New York.  
1917 Sep. 17 Recommended to be a 3rd Lieutenant from date of commission. Assigned to perform duties of a Jr. Line Officer.  
1917 Oct. 11 Sent permanent commission as 3rd Lieutenant. Jan. 17, 1918, relieved from further duty in connection with MOHAWK, and assigned to New York Division, New York, N. Y. Reported Jan. 20th.  
1919 Feb. 15 Detached New York Division and assigned YAMACRAW. Reported March 3rd.

Captain (E) C. A. McAllister

1905 July 3 Assigned as Engineer-in-Chief, Headquarters, Washington, D. C.  
1919 July 12 Retired from active duty.

WORLD WAR 1917 - 1918

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3rd Lieutenant G. W. McKean

- 1917 Sep. 17 Recommended to be 3rd Lieutenant, to rank as such from date of commission (6 October, 1917).  
1917 Sep. 22 Detached Academy, New London, Conn., and assigned duty in re-outfitting of Naval Patrol Vessel KARIFA, New York. Detached November 22nd, and assigned to Academy. Reported Nov. 28th.  
1917 Dec. 14 Assigned temporary duty, Headquarters, Washington, D. C. Reported Dec. 17th.  
1918 Jan. 6 Returned to Academy. Jan. 7th, detached Academy to U.S.S. CLEVELAND, Hampton Roads, Va.; reported 12th.  
1918 Nov. 23 Appointed temporary 2nd Lieutenant, as of Sep. 21, 1918. Mar. 6, 1919, assigned U.S.S. PITTSBURGH.  
1919 Apr. 23 Assigned TUSCARORA. Reported April 25th.

Captain J. M. Moore

- 1911 July 15 Assigned as Commandant, Depot.  
1918 Sep. 12 Appointed temporary Senior Captain, effective as of July 1, 1918.

Captain (E) C. F. Nash

- 1913 Mar. 20 Detached MORRILL and assigned duty at Depot, South Baltimore, Md. Aug. 8, 1917, detached and placed on waiting orders. Nov. 9, assigned as Inspector, Labor and Material for Machinery, Cutter #30, (MANHATTAN) Balboa, Canal Zone.  
1918 Sep. 12 Appointed temporary Senior Captain (E), effective as of July 1, 1918.  
1918 Nov. 14 Detached duty in Canal Zone, effective upon completion of MANHATTAN and directed to proceed to his home, Washington, D. C., and await orders. Jan. 13, 1919, arrived Washington, D. C.

1st Lieutenant (E) Q. B. Newman

- 1916 July 1 Assigned to Headquarters, Washington, D. C.  
1918 Sep. 12 Appointed temporary Captain (E), effective as of July 1, 1918.

2nd Lieutenant (E) C. J. Odend'hal

- 1915 Aug. 16 Reported aboard APACHE. Sep. 12, 1917, detached and assigned Headquarters, Washington, D. C.  
1918 Mar. 27 Relieved from duty at Headquarters and assigned Bureau of Steam Engineering, Navy Department, Wash., D.C.  
1918 Sep. 12 Temporarily appointed 1st Lieutenant (E), effective as of July 1, 1918.  
1918 Oct. 1 Temporarily appointed Captain (E), effective as of July 1, 1918.

WORLD WAR 1917 - 1918

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1st Lieutenant S. V. Farker

- 1917 Mar. 10 Appointed Student Aviator, Navy Aeronautic Station, Pensacola, Florida.  
1917 Dec. 11 Detached Navy Aeronautic Station, to command Navy Air Station, Key West, Florida.  
1918 Aug. 6 Detached Navy Air Station to Rockaway, Long Island, New York.  
1918 Sep. 12 Appointed temporary Captain, effective as of July 1, 1918.  
1919 May 31 Detached Navy Air Station, Rockaway, N. Y., to report to Commandant, Navy Air Sta., Pensacola, Florida.  
1919 July 26 Assigned as Naval Recruiting Officer, Air Station, Pensacola, Florida, in addition to other duties.

2nd Lieutenant (E) H. N. Perham

- 1917 May 16 Detached duty in Office of Supervisor of Lifeboats, New York, N. Y., to Headquarters, Washington, D. C.  
1917 May 21 Reported; detached Sep. 10, and assigned to Coast Guard Depot, South Baltimore, Md.; reported Sep. 14th.  
1918 Sep. 12 Appointed temporary 1st Lieutenant (E), effective as of July 1, 1918.  
1918 Nov. 23 Appointed temporary Captain (E), effective as of September 21, 1918.

2nd Lieutenant (E) W. M. Prall

- 1917 Mar. 12 Detached Headquarters, Washington, D. C., effective March 24th and assigned MORRILL. Reported April 1st.  
1918 Mar. 27 Detached MORRILL and assigned Headquarters, Washington, D. C.  
1918 Sep. 12 Temporarily appointed 1st Lieutenant (E), as of July 1, 1918.  
1918 Oct. 12 Temporarily appointed Captain (E), as of July 1, 1918.

Senior Captain W. E. Reynolds

- 1917 Apr. 11 Assigned to 12th Naval District, San Francisco, California, in addition to other duties.  
1917 Sep. 11 Designated as Chief of Staff of 12th Naval District, in addition to present duties.  
1918 Sep. 12 Appointed to temporary rank of Senior Captain, with rank of Captain in the Navy and Colonel in the Army, effective as of July 1, 1918.

3rd Lieutenant E. F. Stone

- 1917 July 5 Detached Navy Air Sta., Pensacola, Fla., to U.S.S. HUNTINGTON; reported July 9th; detached Oct. 12th, to temporary command of Navy Air Sta., Rockaway, N. Y. Reported Oct. 14; May 15, 1918, detached, to Bureau of C & R, Navy Department, Washington, D. C.  
1918 Sep. 14 Sent permanent commission as 2nd Lieutenant, as of June 7, 1918.  
1918 Sep. 12 Appointed temporary 1st Lieutenant, effective as of July 1, 1918.

WORLD WAR 1917 - 1918

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3rd Lieutenant E. F. Stone

1919 Apr. 21 Detached Bureau C & R, Navy Department and assigned NC Seaplane Division One, for duty in connection with Trans-Atlantic flight. July 2, assigned Bureau C & R, Navy Department, Washington, D. C.

2nd Lieutenant (E) C. E. Sugden

1916 Mar. 28 Assigned duty at Navy Aeronautic Sta., Pensacola, Fla. Reported April 1st.

1916 Sep. 1 Appointed Student Aviator, Navy Aeronautic Sta., Pensacola, Fla.

1917 June 18 Appointed Navy Aviator as of May 21, 1917. Oct. 9th, detached Navy Aeronautic Sta., Pensacola, Fla., and assigned Navy Aeronautic Sta., Montauk, New York. Reported Oct. 18th.

1917 Dec. 12 Assigned command of Navy Air Sta., Ile Tudy, Finisterre, France.

1918 Sep. 12 Appointed 1st Lieutenant (E), as of July 1, 1918.

1918 Oct. 11 Appointed temporary Captain (E), as of July 1, 1918.

1919 Apr. 1 Assigned temporary duty at Navy Air Sta., Rockaway, Long Island, New York. Reported April 26th.

1919 June 20 Assigned temporary duty at Navy Air Station, Akron, Ohio, for instruction in free balloons and upon completion this duty assigned temporary duty Navy Air Sta., Hampton Roads, Virginia, for flight instruction in lighter-than-air-craft.

3rd Lieutenant C. J. Todd

1917 Apr. 2 Recommended to be a 2nd Lieutenant, to rank as such from April 2, 1917.

1917 May 15 Detached BEAR to 12th Naval District, San Francisco, Calif. May 21st, detached to duty in connection with Harbor Patrol, San Diego, Calif. Aug. 15, appointed Full Inspector, San Diego Section.

1918 Mar. 5 Detached 12th Naval District, San Diego, Calif., to 1st Naval District, Boston, Mass.

1918 Oct. 1 Appointed temporary 1st Lieutenant, as of July 1, 1918.

1918 Nov. 22 Appointed temporary Captain, as of September 21, 1918.

3rd Lieutenant (E) W. M. Troll

1917 Jan. 8 Reported at Sanatorium, Fort Stanton, New Mexico, for treatment.

1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.

1918 Oct. 21 Detached further treatment, Sanatorium, Fort Stanton, New Mexico, to Headquarters, Washington, D. C.

1919 Jan. 4 Assigned to Coast Guard New York Division, New York, New York.

WORLD WAR 1917 - 1918

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Captain F. S. Van Boskerck

1917 Apr. 4 Detached duty as Assistant Inspector to temporary duty in Office of Commandant, 4th Naval District, Philadelphia, Pa.; reported April 6. Additional duty as Captain of Port, Philadelphia, Pa., 9/21/1918.  
1919 Mar. 13 Detached 4th Naval District, to report by wire to Headquarters, Washington, D. C.  
1919 Aug. 8 Assigned to duty as Assistant Recruiting Officer, in addition to other duties.

2nd Lieutenant R. R. Waesche

1915 Feb. 18 Detached PAMLICO and assigned Headquarters, Washington, D. C. Reported February 23rd.  
1917 May 14 Appointed 1st Lieutenant, effective as of April 2, 1917.  
1918 Sep. 12 Appointed temporary Captain, effective as of July 1, 1918.  
1919 Aug. 8 Detached duty at Washington, D. C., and assigned as Executive Officer, U.S.S. ANTIGONE.

Constructor J. Q. Walton

1917 Apr. 6 Attached to Headquarters, Washington, D. C., prior to this date.  
1918 Oct. 23 Temporarily appointed Constructor (with rank of Captain), as of July 1, 1918.

Senior Captain H. B. West

1917 Mar. 1 Commanding New York Division, New York, N. Y. Dec. 12th, detached and placed on waiting orders.

1st Lieutenant H. H. Wolf

1914 May 27 Assigned to Headquarters, Washington, D. C. Apr. 2, 1917, recommended to be a Captain as of this date.

2nd Lieutenant (E) P. B. Eaton

1917 Feb. 20 Detached BEAR and directed to report Navy Aeronautic Sta., Pensacola, Fla., for instruction in aviation.  
1917 Mar. 2 Reported. March 10th, appointed Student Aviator.  
1917 Oct. 10 Detached Navy Aeronautic Sta., Pensacola, Fla., and assigned Navy Aeronautic Sta., Montauk, New York.  
1917 Oct. 21 Reported; detached June 10, 1918, and assigned command of Navy Aeronautic Sta., Chatham, Mass.  
1918 June 19 Reported. July 9, 1918, temporarily appointed 1st Lieutenant (E), as of July 1, 1918.  
1918 Oct. 1 Temporarily appointed Captain (E), as of July 1, 1918.  
1919 June 6 Detached Navy Aeronautic Sta., Chatham, Mass., and granted one months leave.  
1919 July 31 Directed to report to Commandant, 1st Naval District, Boston, Mass. Oct. 18th, directed to report by dispatch to Headquarters, Washington, D. C.; reported Oct. 20th.

WORLD WAR 1917 - 1918

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2nd Lieutenant (E) Alexander Dennett (R)

- 1917 Apr. 27 Ordered to report to Commandant, 1st Naval District, Boston, Mass., for assignment to duty.  
1917 May 2 Ordered to Portsmouth, N. H., to report to Commandant, Naval Station, for duty in the Portsmouth Section, 1st Naval District. May 4th, reported.  
1917 Sep. 27 Detached and directed to proceed to his home, Kittery, Maine, for resumption of retired status.

1st Lieutenant S. P. Edmonds (R)

- 1918 Aug. 27 Directed to proceed to New York, N. Y., and report to Superintending Constructor, for assignment to duty.  
1918 Sep. 3 Reported. Oct. 1st, temporarily appointed Captain (R), as of September 1, 1918.  
1919 June 30 Detached duty in office, Superintending Constructor, New York, N. Y.  
1919 July 3 Detached from all duty and ordered to resume retired status.

1st Lieutenant (E) F. R. Falkenstein (R)

- 1918 Feb. 19 Assigned to duty as Assistant Recruiting Officer, Philadelphia, Pa. Reported Feb. 23rd.  
1918 Sep. 12 Temporarily appointed Captain (E)(R), as of July 1, 1918.  
1919 Jan. 4 Detached from New York Division and directed to proceed to Baltimore, Md., and resume retired status, effective upon relief by 1st Lieutenant (E) W. M. Troll.

Captain W. W. Joynes (R)

- 1917 Apr. 27 Ordered to report to Commandant, 5th Naval District, Norfolk, Va., for assignment to duty.  
1917 Apr. 28 Reported. Assigned to duty as Aide for Information, 5th Naval District; detached May 16, 1919, and directed to proceed to his home, Accomac, Va., for resumption of retired status.

Captain F. A. Levis (R)

- 1917 Mar. 22 Directed to proceed to Charleston, S. C., and report to Commandant, 6th Naval District, for duty as Aide for Information on Staff, upon receipt of orders to mobilize. April 9th, reported.  
1919 Mar. 7 Detached from duty 6th Naval District, and directed to proceed to his home, Waverly, New York, for resumption of retired status.



WORLD WAR 1917 - 1918

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

(E) Denotes Engineering

(R) Denotes a retired Officer

1st Lieutenant (E) W. L. Maxwell (R)

- 1917 June 14 Directed to report to Commandant, 12th Naval District, San Francisco, Calif., for assignment to duty.  
1917 June 18 Detached office of Commandant, 12th Naval District, and ordered to San Pedro, Calif., for assignment to duty at U. S. Naval Reserve Training Station.  
1919 Oct. 21 Detached from Submarine Base, San Pedro, Calif., and on Oct. 24th directed to proceed to his home, San Francisco, Calif., for resumption of retired status, subsequent to expiration of 60 days leave.

1st Lieutenant John Mel (R)

- 1917 July 7 Directed to proceed to San Pedro, Calif., and report to Commandant, Naval Reserve Training Station, for assignment to duty. July 9th, reported.  
1918 Sep. 12 Temporarily appointed Captain (R), as of July 1, 1918. April 2, 1919, resumed retired status.

2nd Lieutenant (E) B. A. Minor (R)

- 1917 May 26 Ordered to report to Senior Captain W. E. Reynolds, U.S.C.G., Commanding Officer, Harbor Patrols, San Francisco, Calif., for assignment to duty. August 15, 1917, appointed Inspector of Machinery, San Diego Section, Calif. Sep. 12, 1918, temporarily appointed 1st Lieutenant (E)(R), as of July 1, 1918.  
1918 Oct. 1 Temporarily appointed Captain (E)(R), as of July 1, 1918.  
1919 July 30 Directed to proceed to his home for resumption of retired status.

1st Lieutenant W. A. O'Malley (R)

- 1917 Aug. 30 Directed to proceed to Pensacola, Florida, and report to Commandant, Navy Aeronautic Station, for assignment to duty. Sep. 17th, reported; Nov. 21st, detached, and assigned as Assistant Recruiting Officer, Baltimore, Maryland. Dec. 1st, reported.  
1918 Feb. 6 Detached from above duty and assigned as Assistant Recruiting Officer, Philadelphia, Pa., effective upon relief. Feb. 12th, reported. Feb. 19th, relieved from all duty and directed to proceed to his home, Scranton, Pa., for resumption of retired status.

Captain K. W. Perry (R)

- 1917 May 5 Directed to proceed to New York, N. Y., and report to Commandant, 3rd Naval District, for assignment to duty. May 7th, reported.  
1919 Aug. 2 Relieved from duty 3rd Naval District, and directed to proceed to his home, Clinton, Conn., for resumption of retired status.



WORLD WAR 1917 - 1918

Pages 541 to 556 list Coast Guard commissioned Officers assigned to Special Details during the World War.

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

(E) Denotes Engineering

(R) Denotes a retired Officer

Captain J. H. Quinan (R)

1917 Mar. 22 Directed to proceed to Key West, Fla., and report to Commandant, 7th Naval District, for duty as Aide for Information on Staff, effective upon receipt of mobilization orders. Apr. 7th, reported.

1919 May 15 Detached from 7th Naval District, and directed to proceed to his home, Asheville, N. C., for resumption of retired status.

Captain J. E. Reinburg (R)

1917 July 26 Directed to proceed to Philadelphia, Pa., and report to Commandant, 4th Naval District, for assignment to duty. Aug. 7th, reported; Mar. 7, 1918, detached, and assigned to duty at San Diego, Calif.

1919 May 17 Detached 12th Naval District, San Francisco, Calif., and on May 19th, directed to proceed to his home, Canutillo, Texas, for resumption of retired status.

1st Lieutenant (E) H. O. Slayton (R)

1917 Apr. 16 Directed to report to Commandant; 5th Naval District, Norfolk, Virginia.

1918 Sep. 12 Temporarily appointed Captain (E)(R), as of July 1, 1918. Jan. 22, 1919, assigned duty in office of District Supervisor, Naval Overseas Transportation Service, Norfolk, Va.; Aug. 11th, detached, and directed to report by dispatch to Coast Guard Headquarters for assignment.

1919 Aug. 18 Directed to proceed to his home, Port Townsend, Wash., for resumption of retired status.

1st Lieutenant (E) C. W. Zastrow (R)

1918 Feb. 13 Directed to proceed to New York, N. Y., and report to Purchasing Officer, Coast Guard Store.

1918 Feb. 19 Reported. Sep. 12, 1918, temporarily appointed Captain (E)(R), as of July 1, 1918.

1919 July 3 Upon relief by Captain C. M. Gabbett, relieved from active duty and directed to proceed to his home, Falmouth, Mass., for resumption of retired status.

1st Lieutenant P. H. Brereton (R)

1917 Oct. 3 Ordered to proceed to New York, N. Y., and report to Recruiting Officer. Oct. 9th, reported.

1917 Oct. 22 Reported for duty, Branch Recruiting Office, Buffalo, N. Y. Nov. 16th, upon relief by 1st Lieutenant (E) L. J. Ker, to proceed to his home, Apponaug, R. I., for resumption of retired status.

1917 Nov. 20 Arrived at Apponaug, R. I., in compliance with above. March 7, 1918, ordered to proceed to Providence, R. I., and assume charge branch Recruiting Office. March 7th, reported. March 11th, relieved from all duty and ordered to proceed to his home, Apponaug, R. I.; arrived at his home same date.

1918 June 5 Ordered to proceed to New York, N.Y., and report to Div. Comdr., for assignment to duty; reported 6/12.

1918 June 14 Ordered to proceed to his home, Apponaug, R. I., and resume retired status; arrived at home June 15th.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

Captain J. G. Ballinger

1917 Aug. 17 Detached MOHAWK and directed to proceed to Norfolk, Virginia, and report to Commandant, 5th Naval District, for duty as Captain of the Port, Hampton Roads, Virginia.

1918 Sep. 12 Appointed temporary Senior Captain, as of July 1, 1918.

1st Lieutenant Eben Barker

1918 Apr. 22 Assumed command of U.S.S. EAGLE. Aug. 9, detached and directed to proceed to Washington, D. C., and report to Coast Guard Headquarters. Sep. 10, directed to proceed to Philadelphia, Pa., and report to Commandant, 4th Naval District, for duty with the Naval Overseas Transportation Service.

1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. Jan. 23, 1919, detached and directed to proceed to Washington, D. C., and report to Coast Guard Headquarters for assignment.

2nd Lieutenant W. A. Benham

1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. Mar. 10, 1919, detached ACUSNET, effective upon relief.

1919 Mar. 29 Directed to proceed to Everett, Washington, and report to Coast Guard Inspector of Labor and Material, for duty in connection with construction of Cutters Numbers 36-40. April 9, 1919, reported.

2nd Lieutenant L. L. Bennett

1918 Mar. 13 Assigned duty at Wissahickon Barracks, Cape May, New Jersey.

1918 Nov. 2 Detached Wissahickon Barracks, Cape May, New Jersey and assigned U.S.S. COLUMBIA as Navigator.

1919 Aug. 28 Directed to report to Commandant, 3rd Naval District, New York, New York, for assignment.

Captain J. G. Berry

1917 Apr. 4 Detached as Assistant Inspector, Savannah, Georgia, and directed to proceed to New Orleans, La., and report to Commandant, 8th Naval District, for duty as Aide for Information.

1917 Apr. 9 Reported. Oct. 23rd, detached and assigned command U.S.S. DOROTHEA.

1917 Nov. 1 Assumed command at Galveston, Texas.

Captain F. C. Billard

1914 June 1 Assumed duties of Superintendent, School of Instruction, New London, Conn.

1918 Aug. 18 Detached Academy, New London, Conn., and directed to proceed to London, England, and report to Commander, U. S. Naval Forces Operating in European waters, for assignment to duty.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

3rd Lieutenant F. J. Birkett

- 1917 Aug. 16 Directed to proceed to New York, New York, and report for duty on MOPAWK. Aug. 19th, reported.  
1917 Sep. 13 Detached and directed to proceed to Boston, Mass., and report to Commandant, Navy Yard, for duty on U.S.S. HALCYON. Sep. 22nd, reported.  
1917 Nov. 21 Detached and assigned Coast Guard Academy, New London, Conn. Nov. 23rd, reported.  
1917 Dec. 7 Detached and directed to proceed to such port as may be necessary to join the U.S.S. CLEVELAND, for assignment to duty. Dec. 19th, this order rescinded and directed to proceed to New York, New York, and report to Supervisor Anchorages, Barge Office, for assignment to duty. Dec. 20th, reported.  
1918 Oct. 1 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1919 Mar. 19 Detached New York Division, effective March 31, and directed to proceed to Puget Sound, Washington, for assignment to duty on the HEAR. April 8th, reported.

Captain J. H. Brown

- 1917 July 24 Detached SENECA, upon relief, and directed to proceed to Washington, D. C., and report to Headquarters for instructions. Aug. 9th, ordered to proceed to New Bedford, Mass., and placed on waiting orders.  
1917 Nov. 9 Directed to proceed to Balboa, Canal Zone, for duty as Inspector of Labor and Material on Cutter #30.  
1917 Nov. 28 Arrived Balboa, Canal Zone. Sep. 12, 1918, appointed temporary Senior Captain, as of July 1, 1918.  
1918 Nov. 14 Detached upon completion of duty, in connection with MANHATTAN, and directed to proceed to New Bedford, Mass., and await orders. March 15, 1919, assigned as Inspector of Labor and Material for Hulls at Norway-Pacific Construction and Dry Dock Company, Everett, Washington. April 2nd, reported.

1st Lieutenant (E) J. I. Bryan

- 1917 Mar. 30 Upon receipt of orders to mobilize, detached GUTHRIE and directed to continue Recruiting duty at Philadelphia, Pa.

Captain B. H. Camden

- 1917 Dec. 29 Detached GRESHAM and directed to proceed to Boston, Mass., and report to Commandant, 1st Naval District.  
1918 Jan. 19 Reported and assigned as Commanding Officer, U. S. Naval Reserve Training Station, Burkin Island, Mass.  
1919 May 21 Detached and assigned to command of U.S.S. ANTIGONE, and remained on that vessel until she was decommissioned on September 24, 1919.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

Captain J. C. Cantwell

- 1917 Feb. 24 Detached PAMLICO, effective February 28, and assigned command Northern Division, Seattle, Washington.  
1917 Mar. 23 Assumed command. May 21st, detached and assigned as Commanding Officer, McCULLOCH.  
1917 June 29 Assigned additional duty as Executive Officer, U. S. Naval Reserve Training Station, San Pedro, Calif.  
1917 July 31 Detached duty at San Pedro, Calif., and directed to report to Commandant, 12th Naval District, San Francisco, Calif., for assignment to duty.  
1917 Sep. 19 Directed to report to District Force Commander, 12th Naval District Forces, San Francisco, Calif., for assignment to additional duty. Nov. 3rd, directed to proceed to San Diego, Calif., and assume command of San Diego Section, 12th Naval District Forces.  
1917 Dec. 29 Detached and assigned as Commanding Officer, U. S. Naval Reserve Training Station, San Diego, Calif.  
1918 June 29 Detached and directed to report to Commandant, 12th Naval District, San Francisco, for assignment.  
1918 Aug. 13 Directed to proceed to Philadelphia, Pa., and report to Commandant, 4th Naval District for assignment.  
1919 Mar. 21 Detached and directed to proceed as necessary and report to Commandants of the 5th, 6th, 7th, 8th, 9th, 10th, 11th and 1st Naval Districts, respectively, for temporary duty in connection with inspection of Coast Guard stations. Upon completion this duty to proceed to Washington, D. C., and report to Chief, Bureau of Navigation, Navy Department.  
1919 Sep. 4 Directed to proceed to Seattle, Washington, and assume command of Northern Division.

Captain B. M. Chiswell

- 1917 May 24 Detached Headquarters, Washington, D. C., and directed to proceed to Philadelphia, Pa., and report to Commandant, 4th Naval District, for assignment. May 29th, reported.  
1917 June 29 Detached and assigned command ALGONQUIN. August 8th, assumed command.  
1917 Sep. 14 Detached and directed to report to Commandant, 3rd Naval District, New York, New York.  
1917 Sep. 15 Reported and assigned to command Squadron 5, Cornfield Net Patrol. Sep. 16th, reported at Naval Section Base, New Haven, Conn., for this duty. Nov. 19th, detached and directed to proceed to New York, New York, and report to Commandant, 3rd Naval District, for temporary duty.  
1917 Dec. 29 Detached 3rd Naval District and directed to report to Commandant, 5th Naval District, Norfolk, Virginia, and assume command of GRESHAM. January 14, 1918, assumed command.

1st Lieutenant T. G. Crapster

- 1918 Oct. 21 Reported for duty at Academy, New London, Conn. Aug. 18, 1918, assumed duties of Superintendent of the Academy and Commanding Officer of ONONDAGA. March 6, 1919, detached Academy and assigned YANACRAW.  
1919 Mar. 17 Reported.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

1st Lieutenant L. T. Chalker

- 1917 Jan. 8 Detached SENECA and directed to report to Recruiting Officer, Barge Office, New York, for duty in his office. Jan. 11th, reported. Feb. 9th, assigned additional duty in office of New York Division Commander.
- 1917 May 3 Detached duty at New York and directed to proceed to Washington, D. C., and report for duty at Coast Guard Headquarters. May 8th, reported.
- 1917 May 15 Directed to proceed to South Baltimore, Maryland, for temporary duty on ONONDAGA. May 16th, reported.
- 1917 Sep. 13 Detached duty at Headquarters and directed to proceed to New York, New York, and take charge of Coast Guard Store. Sep. 18th, reported.
- 1918 Mar. 6 Detached and directed to report immediately to Coast Guard New York Division Commander for assignment.
- 1918 Mar. 8 Reported. March 27th, directed to proceed on April 15, 1918, to Quebec, Province of Quebec, and assume command of MACKINAC; upon arrival that vessel at South Baltimore, Maryland, relieved from further duty in connection therewith and directed to return to New York.
- 1918 Nov. 30 Detached U.S.S. MINNEAPOLIS and directed to proceed to New York, New York, and report to Commandant, 3rd Naval District, for temporary duty on Receiving Ship.
- 1918 Dec. 19 Detached and directed to proceed to such port as may be necessary to join the U.S.S. VON STEUBEN for assignment as Navigator. Sep. 10, 1919, detached U.S.S. VON STEUBEN.

Captain R. O. Crisp

- 1917 Nov. 22 Detached APACHE and placed on waiting orders. Jan. 8, 1918, directed to proceed to Dubuque, Iowa, for assignment as Inspector of Labor and Material. Jan. 15th, arrived at Dubuque, Iowa.

2nd Lieutenant (E) W. R. Daniels

- 1916 Apr. 22 Directed to report to Academy, New London, Conn., for duty.
- 1916 June 1 Assumed temporary charge of Academy reservation. Apr. 25, 1917, detached Academy and assigned SENECA.

1st Lieutenant (E) G. W. David

- 1918 Feb. 5 Detached GRESHAM, upon relief, and directed to proceed to Boston, Mass., and report to Commandant, 1st Naval District, for duty at the Naval Training Station, Bumkin Island, Mass. Feb. 27th, reported.
- 1919 June 6 Detached and directed to proceed to Boston, Mass., and report to Commandant, 1st Naval District, for temporary duty on Receiving Ship at that place.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

Captain D. F. A. de Otte

- 1917 Mar. 20 Reported on board MORRILL. July 7th, detached and directed to continue duty as Section Patrol Commander with headquarters at Detroit, Michigan.
- 1918 Sep. 24 Detached and directed to proceed to France and report to Commander, U. S. Naval Force, based on the French coast, for assignment.
- 1919 Mar. 14 Detached from duty at U. S. Naval Base 7, Brest, France, and directed to proceed to United States via U.S.S. MAUI, and upon arrival report by dispatch to Bureau of Navigation, Navy Department, Washington, D. C., for assignment.
- 1919 July 22 Directed to report by dispatch to Commodore Commandant, U. S. Coast Guard for assignment; July 26, reported.

2nd Lieutenant W. N. Derby

- 1916 Oct. 3 Directed to report to Academy, New London, Conn.

2nd Lieutenant W. H. Eberly

- 1919 Jan. 23 Detached MANNING. Feb. 5th, assigned as Supervisor of Telephone Lines, Pacific Coast, with headquarters at San Francisco, California. Feb. 17th, reported.

1st Lieutenant (E) L. C. Farwell

- 1917 May 3 Directed to proceed to New York, New York, and report to Recruiting Officer, for duty in connection with recruiting. May 9th, reported.

1st Lieutenant C. M. Gabbett

- 1917 Nov. 21 Detached MANHATTAN and assigned duty in office New York Division Commander. Nov. 22nd, reported.
- 1918 Feb. 11 Detached and directed to proceed to Key West, Florida, for duty on U.S.S. ALBATROSS.
- 1918 May 18 Detached and directed to proceed to such port as may be necessary to join the U.S.S. DOROTHEA, for assignment as Commanding Officer. May 25th, assumed command.
- 1919 May 2 Detached, effective upon decommissioning U.S.S. DOROTHEA, and directed to report to Commandant, 3rd Naval District, New York, New York, for temporary duty on Receiving Ship at that place.
- 1919 July 2 Directed to report to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment to duty.
- 1919 July 3 Directed to proceed to New York, New York, and assume charge of Purchasing Office, at that place.
- 1919 July 5 Reported.



WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

Captain A. L. Gamble

- 1916 Nov. 6 Detached APACHE and assigned as Assistant Inspector, Boston, Mass.
- 1916 Nov. 24 Assumed charge of Assistant Inspector's office, Boston, Mass. April 4, 1917, detached and directed to report to Commandant, 1st Naval District, Boston, Mass., for duty as Aide for Information; reported 4/6.
- 1918 Sep. 3 Detached and directed to proceed to Liverpool, England, and report to Commanding Officer, Receiving Barracks, for temporary duty. Oct. 1st, assumed command of MANNING at Plymouth, England.
- 1919 June 30 Detached MANNING and directed to proceed to port which U.S.S. Transport TEXAN is located and assume command of that vessel. July 1st, reported on U.S.S. Transport TEXAN at Norfolk, Virginia.
- 1919 Sep. 6 Detached from all duty with Navy.

3rd Lieutenant F. J. Gorman

- 1916 Oct. 28 Reported at Academy, New London, Conn., for duty. April 25, 1917, detached and ordered to report on MANNING for duty. May 2nd, reported.
- 1919 May 6 Detached SENECA and directed to report to Coast Guard Headquarters, Washington, D. C., for assignment.
- 1919 May 31 Directed to proceed to Boston, Mass., and report to District Communications Superintendent, 1st Naval District, for duty as Division Supervisor of Communications.

Captain F. J. Haake

- 1917 Nov. 26 Detached SEMINOLE and directed to proceed Philadelphia, Pa., and report to Commandant, 4th Naval District, for assignment. Dec. 6th, reported and assigned as Naval Force Commander, with quarters on S.P. 177.
- 1918 Apr. 7 Detached and assigned as Section Commander, Cape May Section (Cape May, N. J.), and Section Base, Sewell's Point. Sep. 12, 1918, appointed temporary Senior Captain, as of July 1, 1918.
- 1919 Apr. 24 Detached all duty under Navy, effective May 1, 1919, and directed to report to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.
- 1919 May 1 Assigned as Commanding Officer, APACHE. May 12th, assumed command.

2nd Lieutenant P. H. Harrison

- 1917 June 21 Assigned as Commanding Officer, Wissahickon Barracks, Cape May, N. J.
- 1919 June 21 Detached and directed to proceed to Washington, D. C., and report to Chief, Bureau of Navigation, Navy Department, for assignment.
- 1919 Sep. 10 Relieved from all duty with the Navy and directed to report to Commodore Commandant, U. S. Coast Guard, for assignment.



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WORLD WAR 1917 - 1918  
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During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

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1st Lieutenant M. S. Hay  
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1917 Oct. 26 Directed to proceed to New Orleans, La., and report to Commandant, 8th Naval District, for assignment as Aide for Information. Oct. 29th, reported. July 31, 1918, detached.

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3rd Lieutenant (E) J. N. Heiner  
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1917 May 5 Detached ANDROSCOGGIN and assigned duty on GRESHAM May 11th, reported.

1917 Dec. 15 Detached and directed to proceed to New York, New York, and report to Supervisor Anchorages, Barge Office, for assignment. Dec. 17th, reported.

1918 Feb. 5 Detached New York Division and directed to proceed to Norfolk, Virginia, and report on GRESHAM.

1919 Aug. 12 Detached and directed to proceed to such port as may be necessary to join the U.S.S. ANTIGONE, for duty on that vessel. Sep. 16th, detached and directed to report to Division Supervisor, Communications, New York, New York. Sep. 18th, reported.

1919 Sep. 19 Relieved from all duty with Navy and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, for assignment.

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1st Lieutenant H. D. Hinckley  
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1917 Sep. 13 Detached Coast Guard Store, New York, New York, effective upon relief, and directed to proceed to Boston, Mass., and report to Commandant, Navy Yard, for assignment to command of U.S.S. GALATEA.

1917 Sep. 24 Assumed command.

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2nd Lieutenant C. E. Jones  
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1919 Mar. 19 Detached GRESHAM and directed to proceed to Headquarters, Washington, D. C., for assignment.

1919 Mar. 24 Reported.

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2nd Lieutenant W. J. Keester  
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1919 Feb. 1 Detached YAMACRAW and directed to proceed to Headquarters, Washington, D. C., for assignment.

1919 Feb. 12 Assigned as Supervisor of Telephone Lines, Great Lakes Division, with headquarters at Green Bay, Wisconsin. March 3rd, assumed duty at Green Bay, Wisconsin.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

1st Lieutenant (E) L. J. Ker

- 1917 Aug. 6 Detached YAMACRAW, upon relief, and directed to proceed to Baltimore, Maryland, and assume charge Branch Recruiting Office. Aug. 9th, reported.
- 1917 Nov. 16 Detached and directed to proceed to Buffalo, New York, for duty as Assistant Recruiting Officer.
- 1917 Nov. 19 Reported. May 3, 1918, assigned temporary duty with New York Division at New York.
- 1918 Oct. 25 Detached Recruiting duty at Buffalo, New York, and assigned to New York, New York, for duty with New York Division. March 21, 1919, detached and directed to proceed to South Baltimore, Maryland, for duty on ALGONQUIN.
- 1919 June 24 Detached and directed to report to Bureau of Navigation, Navy Department, for assignment.

2nd Lieutenant T. S. Klinger

- 1919 Mar. 10 Detached ALGONQUIN, effective upon expiration of leave, and directed to proceed to New York, New York, and report to Division Commander for assignment.
- 1919 Aug. 1 Ordered detached and assigned to 4th Naval District, Philadelphia, Pa.

Captain S. M. Landrey

- 1917 Mar. 21 Detached as Assistant Inspector, upon receipt of orders to mobilize, and directed to proceed to Newport, R. I., and report to Commandant, 2nd Naval District, for assignment as Aide for Information on his staff.
- 1918 Mar. 7 Detached and directed to proceed to Philadelphia, Pa., and report to Commandant, 4th Naval District, for assignment. March 20th, assumed command of Delaware Bay, Cape Henlopen Section Base and Mine Sweeping Squadron #6. Aug. 28, 1918, detached and granted sick leave.

1st Lieutenant F. W. Lauriat

- 1917 Nov. 3 Directed to report to District Force Commander, 12th Naval District Force, San Francisco, California, for duty as Aide to that Officer and Commander, San Francisco Section, 12th Naval District Forces, this in addition to present assignment as Purchasing Officer, U. S. Coast Guard.
- 1918 Aug. 8 Detached and directed to proceed to London, England, and report to Commander, U. S. Naval Forces Operating in European waters, for assignment.
- 1918 Sep. 28 Assigned to command of U.S.S. CANANDAIGUA.
- 1919 Mar. 8 Detached U.S.S. CANANDAIGUA and directed to report to Commodore Commandant, U. S. Coast Guard for assignment. March 9th, reported.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

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1st Lieutenant J. L. Maher

- 1917 Mar. 22 Detached GOLDEN GATE, effective upon receipt of orders to mobilize, and directed to proceed to Bremerton, Washington, and report to Commandant, 13th Naval District, for duty as Aide for Information on his staff.
- 1917 May 21 Detached and assigned command of PAMLICO. May 29th, reported at New Bern, North Carolina.
- 1917 Oct. 27 Detached PAMLICO and directed to proceed to Cherrystone Island, Virginia, and assume command of Section Three at that place and also duty as Commanding Officer, U.S.S. MAGGIE.
- 1919 Mar. 1 Detached and directed to proceed to Norfolk, Virginia, and report to Commandant, 5th Naval District, for assignment. March 13th, detached all duty with Navy and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, for assignment. March 26th, reported. July 26, 1919, resigned.

3rd Lieutenant (E) R. S. Patch

- 1916 Mar. 6 Reported on BEAR, San Francisco, California.
- 1917 Sep. 7 Resignation accepted, effective upon receipt of telegraphic notification to that effect, in order that this Officer could accept a commission in the Field Artillery, U. S. Army.
- 1919 Dec. 3 Transmitted commission as 3rd Lieutenant (E), U. S. Coast Guard.

2nd Lieutenant James Fine

- 1916 Oct. 6 Assigned to Academy, New London, Connecticut. August 4, 1918, detached.

Captain B. L. Reed

- 1918 Dec. 3 Detached TUSCARORA, effective upon relief, and directed to proceed to Charleston, S. C., and report to Commandant, 6th Naval District, for duty as Aide for Information. December 28th, reported.
- 1919 Jan. 27 Detached and directed to proceed to Washington, D. C., and report to Coast Guard Headquarters for assignment. February 3rd, assigned as Superintendent, Academy, New London, Connecticut, and also Commanding Officer, ONONDAGA. March 5th, reported.

2nd Lieutenant (E) Ellis Reed-Hill

- 1918 Feb. 18 Reported to Chief, Bureau of Steam Engineering, Navy Department, Washington, D. C., for assignment.
- 1918 Nov. 22 In accordance with orders of October 30, 1918, reported at Public Health Sanatorium, Fort Stanton, New Mexico, for treatment.
- 1919 June 24 Directed to proceed to Washington, D. C., and report to Coast Guard Headquarters for assignment.
- 1919 Sep. 12 Relieved from all duty with Bureau of Steam Engineering, Navy Department, and directed to report to Coast Guard Headquarters for assignment.

WORLD WAR 1917 - 1918

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1st Lieutenant LeRoy Reinburg

1918 July 1 Detached OSSIFEE to command U.S.S. DRUID. Aug. 1st, assumed command.

1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. Jan. 27, 1919, detached and assigned command of Naval Reserve Squadron, New London, Conn. April 25th, reported.

1st Lieutenant (E) S. M. Rock

1918 Jan. 8 Detached ANDROSCOGGIN, upon relief, and assigned as Inspector of Labor and Material for Machinery, Dubuque, Iowa. Feb. 12th, reported.

1st Lieutenant (E) E. F. Schoenborn

1914 Oct. 9 Reported at Academy, New London, Conn., for assignment to duty. Nov. 20, 1919, orders issued detaching this Officer from Academy, effective at the discretion of the Superintendent, Academy.

2nd Lieutenant T. A. Shanley

1918 Feb. 7 Transmitted permanent commission as 1st Lieutenant. May 25, 1918, detached COMANCHE and directed to proceed to Puget Sound, Washington, and assume command of U.S.S. PATTERSON.

1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. Nov. 23, 1918, detached U.S.S. FORWARD and directed to proceed to Washington, D. C., for assignment at Coast Guard Headquarters.

1918 Dec. 16 Directed to proceed to Philadelphia, Pa., and assigned as Commanding Officer, ITASCA. Reported Dec. 29th.

1919 May 22 Detached and directed to proceed to Everett, Washington, and report to Coast Guard Inspector of Labor and Material for Hulls at plant of Norway-Pacific Dry Dock Company, for assignment to duty.

1919 June 20 Reported.

2nd Lieutenant J. E. Stika

1917 July 31 Detached TUSCARORA and directed to proceed to Norfolk, Virginia, for duty on YAMACRAW.

1917 Aug. 7 Reported. August 14th, detached.

1917 Aug. 30 Directed to proceed to San Juan, Puerto Rico, for duty on ITASCA. Sep. 5th, reported.

1918 Feb. 20 Detached and directed to proceed to New York, New York, and report to Division Commander for assignment.

1918 Feb. 24 Reported.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

As nearly every Officer in the Coast Guard was promoted to a higher temporary grade while holding permanent rank, it is not practicable, in all cases, to give the different grades herein.

3rd Lieutenant E. M. Webster

- 1917 June 5 Detached SENECA and directed to proceed to Philadelphia, Pa., and report to Commandant, 4th Naval District for assignment. June 28th, assigned duty at Navy Yard, Philadelphia, Pa.
- 1917 Sep. 13 Detached 4th Naval District and directed to proceed to Boston, Mass., for assignment on U.S.S. GALATEA.
- 1917 Oct. 2 Detached from duty in connection with U.S.S. GALATEA and directed to proceed to Philadelphia, Pa., and report to Commandant, 4th Naval District, for assignment.
- 1917 Oct. 6 Reported and assigned duty at Wissahickon Barracks, Cape May, N. J.
- 1917 Oct. 30 Detached and directed to proceed to Boston, Mass., for duty on U.S.S. GALATEA. Nov. 7th, reported.
- 1918 Aug. 7 Detached U.S.S. GALATEA and directed to proceed to Coast Guard Headquarters, Washington, D. C., for assignment.

1st Lieutenant G. E. Wilcox

- 1918 Nov. 1 Assigned to duty with Mine Sweeping Squadron, based at Cape May, N. J., pending completion of repairs to MORRILL. Feb. 21, 1919, resumed duty as Commanding Officer, MORRILL.

Captain W. A. Wiley

- 1917 May 21 Detached McCULLOCH, upon relief, and assigned as Aide for Information on staff of Commandant, 13th Naval District, Puget Sound, Washington. Nov. 23, 1918, detached and directed to proceed to Seattle, Washington, and report to Commandant, 13th Naval District, for assignment.

Captain S. B. Winram

- 1917 Apr. 6 Assigned 12th Naval District, San Francisco, Calif., as Aide to Commandant.
- 1918 Sep. 3 Ordered to Liverpool, England. Oct. 12th, assumed command ALGONQUIN, Devonport, England.

2nd Lieutenant S. S. Yeandle

- 1919 Nov. 17 Detached U.S.S. MARTHA WASHINGTON, effective upon decommissioning that vessel, and directed to proceed to New York, New York, and report to Judge Advocate, Maritime Affairs, for temporary duty, upon completion of which to report to Commandant, 3rd Naval District, New York, for temporary duty on Receiving Ship at that place.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

3rd Lieutenant C. H. Abel

1917 Aug. 22 Transmitted permanent commission as 2nd Lieutenant.  
1917 Sep. 13 Detached COMANCHE and assigned U.S.S. HALCYON. Sep. 27th, reported. Nov. 21st, detached and assigned TUSCARORA. Nov. 23rd, reported. Dec. 4th, detached and assigned GRESHAM.  
1917 Dec. 8 Detached and assigned U.S.S. NEW ORLEANS. Oct. 1, 1918, appointed temporary 1st Lieut., as of 7/1/18.  
1918 Nov. 22 Appointed temporary Captain, as of Sep. 21, 1918. Nov. 26th, detached U.S.S. NEW ORLEANS and assigned temporary duty on Receiving Ship at New York, N. Y.; detached and assigned ANDROSCOGGIN same date.

1st Lieutenant (E) R. B. Adams

1918 Sep. 12 Appointed temporary Captain (E), as of July 1, 1918.  
1919 Mar. 18 Detached YAMACRAW, effective upon relief, and directed to proceed to Washington, D. C., and report at Coast Guard Headquarters for assignment.

1st Lieutenant E. S. Addison

1917 Nov. 10 Detached MACKINAC, effective upon relief, and directed to assume duties of Supervisor of Anchorages, St. Mary's River, with headquarters at Sault Ste. Marie, Michigan.  
1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918.  
1919 June 2 Detached as Commander, 2nd Section Patrol, Sault Ste. Marie, Michigan, and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard for assignment. Reported same date.

1st Lieutenant J. A. Alger

1917 June 28 Detached 4th Naval District and directed to proceed to New York, N. Y., and report to Commandant, 3rd Naval District for patrol duty and other important duties. July 2nd, reported.  
1917 July 9 Directed to proceed to New Haven, Connecticut, and assume command of Squadron 5, composed of Division #7 and Division #8; Division #7, consisting of U.S.S. GEM (S.P.-41); U.S.S. The SCOUT (S.P.-114); U.S.S. RUTCNA (S.P.-78); U.S.S. NAVAJO III (S.P.-298); Division #8, consisting of U.S.S. WHIRLWIND (S.P.-221); U.S.S. STURDY (S.P.-87); U.S.S. ABALONE (S.P.-208) and U.S.S. PERFECTO (S.P.-86).  
1917 Sep. 13 Detached 3rd Naval District and assigned as Commanding Officer, U.S.S. HALCYON. Sep. 20th, reported.  
1917 Dec. 8 Directed to report on U.S.S. DE KALB for duty. Dec. 12th, reported.  
1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. April 23, 1919, upon detachment directed to proceed to New London, Connecticut, and report to Superintendent, Academy, for assignment. May 6th, reported.

2nd Lieutenant (E) F. C. Allen

1917 Apr. 7 Detached MANNING and assigned ALGONQUIN. April 8th, reported. (Continued on Page 569)

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

2nd Lieutenant (E) F. C. Allen (Continued)

- 1917 Aug. 7 Directed to perform such duties of Line Officer as Commanding Officer, ALGONQUIN may direct.  
1918 July 3 Detached ALGONQUIN and assigned to temporary duty on YAMACRAW, for further transfer to SENECA, upon arrival of latter vessel in port.  
1918 Aug. 5 Detached SENECA and directed to proceed to United States, and upon arrival report in person to the nearest Naval Receiving Ship, as well as to the Secretary of Navy, by dispatch.  
1918 Aug. 22 Reported on Receiving Ship at New York, N. Y. Sep. 12th, appointed temporary 1st Lieutenant (E), as of July 1, 1918. Nov. 23, 1918, appointed temporary Captain (E), as of September 21, 1918.

2nd Lieutenant J. R. Besse

- 1917 Mar. 27 Detached COMANCHE and transferred to U. S. Marine Hospital, Fort Stanton, New Mexico, for treatment.  
1917 Dec. 10 Directed to proceed to the University of Denver, Denver, Colorado, for further instructions.  
1917 Dec. 11 Effective upon completion of duties at Denver, Colorado, directed to proceed to San Pedro, California, for assignment to duty at Naval Training Station. January 5, 1918, reported.  
1918 May 25 Detached and assigned command of U.S.S. EXPLORER. June 7th, assumed command.  
1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain, as of July 1, 1918. March 28, 1919, detached U.S.S. EXPLORER, effective upon decommissioning, and directed to report to Commandant, Puget Sound Navy Yard, for temporary duty on Receiving Ship. May 7, 1919, detached and assigned GRESHAM. May 17th, reported.

1st Lieutenant B. L. Brockway

- 1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. March 11, 1919, assigned to temporary inspection duty of all Coast Guard Stations within the limits of the 8th Naval District.

3rd Lieutenant F. W. Brown

- 1917 Dec. 22 Detached OSSIPEE and assigned SENECA. Sep. 12, 1918, appointed temporary 1st Lieut., as of 7/1/18.  
1919 Feb. 13 Effective upon release from Naval Hospital, Chelsea, Massachusetts, directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Feb. 18th, reported.  
1919 Feb. 21 Directed to proceed to Sault Ste. Marie, Michigan, and report to Commanding Officer of the Coast Guard Unit at that place for assignment. March 4th, reported.



WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

2nd Lieutenant (E) G. W. Cairnes

- 1918 May 4 Directed to proceed to Coatesville, Pa., for temporary duty in connection with inspection of Boiler Plates for Cutter #30. Sep. 12, 1918, appointed temporary 1st Lieutenant (E), as of July 1, 1918.
- 1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918. July 28, 1919, detached TALLAPOOSA and directed to proceed to Dubuque, Iowa, for duty in connection with YOCONA. Aug. 8th, reported.

Captain G. C. Carmine

- 1918 Sep. 6 Detached ALGONQUIN, effective upon relief, and directed to proceed to San Francisco, California, and report to Commandant, 12th Naval District, for assignment.
- 1918 Sep. 12 Appointed temporary Senior Captain, as of July 1, 1918.
- 1919 July 30 Detached all duty in 12th Naval District and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Aug. 2nd, reported.
- 1919 Aug. 4 Directed to assume charge of office of District Superintendent, 13th Naval District.

Captain C. S. Cochran

- 1917 Apr. 4 Detached as Assistant Inspector and directed to report to the Commandant of the 9th, 10th and 11th Naval Districts, for temporary duty. May 16, assigned additional duty of Supervisor of Anchorages, Port of Chicago.
- 1918 Feb. 11 Detached all duty at Chicago, Illinois, and directed to proceed to Key West, Florida, and report for duty on U.S.S. ALBATROSS, for command of that vessel upon detachment of Commanding Officer.
- 1919 Sep. 9 Relieved from all duty with the Navy and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Oct. 25th, reported.

2nd Lieutenant J. R. Cornell

- 1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.
- 1918 Oct. 1 Appointed temporary Captain, as of July 1, 1918. June 10, 1919, detached ALGONQUIN and directed to proceed to Norfolk, Virginia, and report on GRESHAM for assignment. June 18th, reported.

3rd Lieutenant G. R. Crosby

- 1917 June 21 Reported at 4th Naval District, Philadelphia, Pa., and assigned duty at Wissahickon Barracks, Cape May, New Jersey. Sep. 12, 1918, appointed temporary 1st Lieutenant, as of July 1, 1918.
- 1918 Dec. 13 Detached and directed to report to Superintendent, Coast Guard Academy, New London, Connecticut, for assignment. December 19th, reported.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

1st Lieutenant J. H. Crozier

- 1918 Aug. 29 Detached U.S.S. NOKOMIS and directed to report to District Commander, U. S. Naval Forces, Rochefort, France, for temporary duty. Sep. 12th, appointed temporary Captain, as of July 1, 1918.
- 1918 Sep. 22 Detached Rochefort District and directed to proceed to Brest, France, and report to Commander, U. S. Naval Forces, France, for transportation to the United States.
- 1918 Sep. 28 Reported on U.S.S. VON STEUBEN; October 10th, arrived at New York, New York, and reported on Receiving Ship thereat.

1st Lieutenant (E) E. W. Davis

- 1918 Sep. 12 Appointed temporary Captain (E), as of July 1, 1918.
- 1918 Oct. 19 Detached Charleston, S. C., Navy Yard and directed to proceed to New York, New York, for temporary duty on Receiving Ship thereat. Oct. 24th, reported; Nov. 4th, detached and assigned as Engineer Officer, U.S.S. GALVESTON.
- 1919 Jan. 29 Detached and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Feb. 1st, directed to proceed to Bremerton, Washington, and report on BEAR.
- 1919 Apr. 22 Detached and granted 70 days leave.

1st Lieutenant R. W. Dempwolf

- 1918 Apr. 23 Directed to proceed to New London, Conn., and report to Superintendent, Academy, for temporary duty on ONONDAGA. Upon return of that vessel to New London, relieved from further duty thereon, and to return to Coast Guard Depot, South Baltimore, Maryland. May 7th, reported at Academy.
- 1918 May 27 Returned to Coast Guard Depot, South Baltimore, Maryland. July 31st, detached and directed to proceed to London, England, and report to Commander, U. S. Naval Forces Operating in European waters, for assignment. September 12, 1918, appointed temporary Captain, as of July 1, 1918.

2nd Lieutenant C. H. Dench

- 1917 May 15 Assigned temporary duty on ONONDAGA. May 16th, reported.
- 1917 June 9 Detached duty at Coast Guard Headquarters and directed to proceed to Philadelphia, Pa., and report to Commandant, 4th Naval District, for assignment.
- 1917 June 12 Reported and assigned duty at the Seamen's Barracks, Philadelphia Navy Yard.
- 1917 June 13 Detached and assigned duty with Cape May Section, Cape May, New Jersey. June 14th, reported.
- 1917 July 9 Assigned additional duty as Aide for Information, Cape May Section. July 28th, detached and assigned to Wissahickon Barracks, Cape May, New Jersey. October 30th, detached and directed to proceed to Boston, Mass., for duty in connection with U.S.S. GALATEA.

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WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

2nd Lieutenant C. H. Dench (Continued)

- 1918 June 5 Detached U.S.S. GALATEA and assigned Base 13, Azores.  
1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Sep. 21 Assigned as Aide on Staff and Flag Lieutenant of Commander, Azores Detachment, U. S. Navy.  
1918 Nov. 23 Appointed temporary Captain, as of September 21, 1918. April 14, 1919, detached all duty in Azores and directed to proceed to Washington, D. C., and report to Coast Guard Headquarters for assignment.  
1919 Apr. 24 Arrived at New York and entered Naval Hospital, Brooklyn, for treatment; upon release from hospital, assigned U.S.S. GRAF WALDERSEE.  
1919 June 7 Detached U.S.S. GRAF WALDERSEE and assigned temporary duty on board Receiving Ship at New York, N. Y.  
1919 June 25 Letter to Coast Guard Headquarters from this Officer, advises of his assignment to U.S.S. KAISERIN AUGUSTA VICTORIA. Sep. 6th, detached and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Sep. 7th, reported.  
1919 Sep. 8 Assigned SEMINOLE, upon expiration of leave of absence.

1st Lieutenant (E) J. E. Dorry

- 1917 Nov. 23 Detached PAMLICO and assigned to duty in charge of inspection of vessels at headquarters, 5th Naval District. September 12, 1918, appointed temporary Captain (E), as of July 1, 1918.  
1919 Jan. 28 Assigned to duty in office of District Supervisor, Naval Overseas Transportation Service, Norfolk, Va.  
1919 June 19 Detached, when so ordered by the Commandant, 5th Naval District, and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.  
1919 July 7 Reported and directed to proceed to Coast Guard Headquarters for further assignment.  
1919 July 9 Directed to proceed to San Francisco, California, and report to Division Commander, Southern Division, for assignment. July 17th, reported.

2nd Lieutenant (E) M. A. Doyle

- 1918 Aug. 11 Assigned additional duty as Navy Routing Officer, Port of Pensacola, Florida.  
1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918.

3rd Lieutenant J. F. Farley, Jr.

- 1917 July 31 Transmitted permanent commission as 2nd Lieutenant, U. S. Coast Guard. Relieved from duty in connection with machinery of YAMACRAW and assigned duty of Line Officer that vessel. October 1, 1918, appointed temporary 1st Lieutenant, as of July 1, 1918. Nov. 22, appointed temporary Captain, as of Sep. 21, 1918.  
1919 Feb. 15 Detached YAMACRAW, effective upon expiration leave of absence, and directed to proceed to Washington, D. C., and report at Coast Guard Headquarters for assignment.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

2nd Lieutenant G. T. Finlay

- 1917 May 22 Detached ACUSHNET and directed to proceed to New York, N. Y., and report to Commandant, 3rd Naval District, for assignment. June 1st, reported and assigned duty at Section Base #8, Tompkinsville, N.Y.
- 1917 July 14 Detached and directed to proceed to Navy Yard, Brooklyn, New York, for assignment.
- 1917 Sep. 13 Detached and directed to proceed to Boston, Mass., for duty on U.S.S. HALCYON. Sep. 19th, reported.
- 1917 Nov. 21 Detached and assigned TUSCARORA. Nov. 23rd, reported. Dec. 4th, detached and assigned U.S.S. GALATEA.
- 1917 Dec. 6 Reported. August 21, 1918, detached and assigned U.S.S. MARIETTA.
- 1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.
- 1918 Oct. 1 Appointed temporary Captain, as of July 1, 1918.
- 1919 Sep. 8 Reported by dispatch to Coast Guard Headquarters, Washington, D. C., for assignment.

2nd Lieutenant (E) F. E. Fitch

- 1917 Sep. 1 Detached MACKINAC and assigned duty in connection with Launches ADVANCE and SEARCH, and Lookout Station #6. Nov. 10th, detached and directed to resume duty on MACKINAC. Nov. 14th, reported.
- 1918 May 27 Detached and directed to proceed to Washington, D. C., and report at Coast Guard Headquarters for further assignment. May 29th, reported for duty at Bureau of Steam Engineering, Navy Department.
- 1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.
- 1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918. Nov. 23rd, assigned temporary duty at New York, New York, in connection with inspection of repairs and alterations of troop transports.
- 1919 Sep. 10 Relieved from all duty with Navy and directed to report to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.

1st Lieutenant (E) J. W. Glover

- 1917 June 29 Assigned additional duty with U. S. Naval Reserve Training Camp, San Pedro, California.
- 1918 Jan. 4 Detached U. S. Naval Reserve Training Camp and directed to proceed to New York, New York, and report to Supervisor of Anchorages, Barge Office, for duty.
- 1918 Sep. 10 Assigned as Coast Guard Division Engineer, New York Division, in addition to duties previously assigned.
- 1918 Sep. 12 Appointed temporary Captain (E), as of July 1, 1918.
- 1918 Nov. 13 Submitted letter of resignation which was accepted, effective March 17, 1919.

1st Lieutenant (E) C. M. Green

- 1918 Sep. 12 Appointed temporary Captain (E), as of July 1, 1918.
- 1918 Oct. 19 Assigned duty inspection of units within the 7th Naval District.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

2nd Lieutenant (E) J. F. Hahn

- 1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918. March 12, 1919, detached BEAR, effective upon relief, and directed to proceed to Washington, D. C., for assignment to Coast Guard Headquarters.  
1919 Apr. 19 Directed to proceed to Boston, Mass., for assignment on ACUSHNET. April 22nd, reported.

3rd Lieutenant R. B. Hall

- 1918 Apr. 15 Reported for duty at Wissahickon Barracks, Cape May, New Jersey. June 21st, detached and directed to proceed to Philadelphia, Pa., and report to Personnel Officer, 4th Naval District, for duty in connection with the officer Material School at the University of Pennsylvania. June 24th, reported.  
1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1919 Mar. 13 Transmitted permanent commission as 2nd Lieutenant, U. S. Coast Guard. May 8th, submitted letter of resignation which was accepted, effective upon receipt of letter dated May 19, 1919.

1st Lieutenant (E) Urban Harvey

- 1917 Nov. 10 Detached MACKINAC and assigned duty with Supervisor of Anchorages, St. Mary's River, with headquarters at Sault Ste. Marie, Michigan. Nov. 14th, reported.  
1918 Sep. 12 Appointed temporary Captain (E), as of July 1, 1918. Dec. 21st, assigned additional duty as Senior Member, Board of Appraisal of leased vessels in 9th, 10th and 11th Naval Districts.

2nd Lieutenant H. G. Hemingway

- 1917 May 14 Detached MORRILL and assigned duty in connection with Detroit and St. Clair River Patrol.  
1917 Aug. 3 Relieved of this duty and returned to MORRILL. Feb. 20, 1918, detached and directed to proceed to New York, N. Y., and report to Division Commander for assignment.  
1918 May 24 Detached and directed to report to Commander, Cruiser Force, New York, N. Y., for assignment on U.S.S. SAN DIEGO. May 29th, reported. July 19th, the U.S.S. SAN DIEGO sank and this Officer assigned to temporary duty on Receiving Ship at New York, New York.  
1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Nov. 23 Appointed temporary Captain, as of September 21, 1918.

1st Lieutenant J. F. Hottel

- 1917 Oct. 11 Ordered to take command of Naval Forces of the 7th Naval District, as well as assumption of duties of Chief of Staff, that District. Dec. 22nd, relieved from these duties.  
1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. March 19, 1919, detached TALLAPOOSA and directed to proceed to New York, N. Y., and report to Division Commander for assignment. March 25th, reported.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

1st Lieutenant C. F. Howell

- 1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918.  
1919 Feb. 24 Effective upon arrival U.S.S. VENETIA at San Francisco, detached and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.  
1919 Mar. 5 Reported and directed to proceed to Coast Guard Headquarters for assignment thereat.

2nd Lieutenant J. J. Hutson

- 1918 July 7 Detached U.S.S. RAMBLER and assigned as Commanding Officer, U.S.S. WANDERER. July 8th, reported.  
1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain, as of July 1, 1918. Feb. 12, 1919, detached U.S.S. WANDERER and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.  
1919 Feb. 13 Reported. Feb. 18th, directed to proceed to Baltimore, Maryland, and report on SEMINOLE for assignment. Reported same date.

2nd Lieutenant R. L. Jack

- 1917 Aug. 13 Detached ACUSHNET, effective upon relief, and directed to proceed to New York, N. Y., and report for duty on SENECA. August 17th, reported. August 21, 1918, detached and assigned command of U.S.S. CYTHERA.  
1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918.  
1918 Nov. 6 Transmitted permanent commission as 1st Lieutenant.  
1919 Feb. 22 Relieved from command of U.S.S. CYTHERA and reported by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Feb. 24th, directed to proceed to Washington, D. C., for assignment. Feb. 26th, directed to proceed to Key West, Florida, and report on TUSCARORA.  
1919 Apr. 1 Reported, after completion of inspection of Coast Guard Stations, in accordance with amendment to above orders.

2nd Lieutenant (E) H. F. Johnson

- 1917 Mar. 22 Reported for duty at Coast Guard Headquarters, Washington, D. C. May 15, assigned temporary duty on ONONDAGA. May 28th, resumed regular duty at Headquarters. Sep. 12, detached and assigned U.S.S. RAMBLER.  
1917 Sep. 15 Reported. Aug. 4, 1918, detached U.S.S. RAMBLER, effective upon next arrival that vessel at La Pallice, France, and assigned U.S.S. APHRODITE. Aug. 11th, reported.  
1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918. March 8, 1919, detached U.S.S. APHRODITE and directed to proceed to Eastleigh, England, and report to Commander, U. S. Naval Aviation Base, for assignment to duty with Nucleus Crew #5. March 16th, reported. March 26th, detached and assigned U.S.S. CLEVELAND; reported same date. (Name of U.S.S. CLEVELAND changed to U.S.S. MOBILE).

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WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

2nd Lieutenant (E) H. F. Johnson (Continued)

1919 Sep. 3 Arrived in United States on U.S.S. MOBILE. Sep. 8th, detached U.S.S. MOBILE and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C.

1st Lieutenant E. D. Jones

1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918.

1919 Aug. 29 Detached U.S.S. SAN FRANCISCO and directed to proceed to Washington, D. C., and report to Chief, Bureau of Navigation, Navy Department, for temporary duty, upon completion of which to proceed to such port as may be necessary to join the U.S.S. OWL, as Commanding Officer thereof.

1919 Sep. 4 That portion of above order relating to U.S.S. OWL rescinded, and directed to report to Commodore Commandant, U. S. Coast Guard for assignment. Sep. 5th, reported and assigned as Chief, Division of Communications, Coast Guard Headquarters, Washington, D. C.

2nd Lieutenant W. F. Kain

1917 Sep. 12 Detached GUARD and assigned U.S.S. GALATEA. Sep. 20th, reported. Oct. 1st, detached and directed to proceed to Philadelphia, Pa., and report to Commandant, 4th Naval District, for assignment.

1917 Oct. 7 Reported and assigned duty at Wissahickon Barracks, Cape May, New Jersey.

1918 Oct. 1 Appointed temporary 1st Lieutenant, as of July 1, 1918.

1918 Nov. 22 Appointed temporary Captain, as of September 21, 1918.

3rd Lieutenant L. V. Kielhorn

1918 Feb. 26 Detached TALLAPOOSA and directed to proceed to Washington, D. C., and report at Coast Guard Headquarters for assignment. April 11, 1918, detached Coast Guard Headquarters and assigned as Navigator on U.S.S. BUFFALO. Sep. 12th, appointed temporary 1st Lieutenant, as of July 1, 1918.

1918 Dec. 18 Directed to proceed to New London, Conn., and report to Superintendent, Coast Guard Academy, for assignment. Dec. 19th, reported.

2nd Lieutenant (E) K. W. Krafft

1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.

1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918.

1919 Mar. 8 Detached 4th Naval District and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. March 17th, reported.

1919 Mar. 18 Directed to proceed to Charleston, S. C., for assignment on YAMACRAW. March 24th, reported.



WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

1st Lieutenant (E) W. E. Maccoun

- 1917 Mar. 30 Effective upon receipt of mobilization orders detached TICGA and directed to continue Recruiting duties at Baltimore, Maryland. August 7th, detached, effective upon relief, and assigned ALGONQUIN.
- 1917 Aug. 8 Reported on ALGONQUIN. July 1, 1918, detached and assigned temporary duty on U.S.S. DRUID.
- 1918 July 13 Detached and directed to proceed to Washington, D. O., and report to Commodore Commandant, U. S. Coast Guard for assignment. August 8th, directed to proceed to Norfolk, Virginia, and report to Commandant, 5th Naval District, and when directed by him to proceed to Baltimore, Maryland, for duty in connection with the 5th Naval District (Naval Overseas Transportation Service).
- 1918 Sep. 12 Appointed temporary Captain (E), as of July 1, 1918.
- 1919 June 19 Assigned additional duty as Member of Naval Overseas Transports Demobilization Board, 5th Naval District.
- 1919 Sep. 9 Relieved all duty with Navy and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Reported same date.

2nd Lieutenant (E) W. C. Maglathlin

- 1917 Sep. 12 Detached SNOHOMISH and assigned U.S.S. HALCYON. Sep. 24th, reported.
- 1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.
- 1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918. May 6, 1919, assigned GRESHAM. May 23, reported.

3rd Lieutenant D. F. Marvin

- 1917 July 31 Transmitted permanent commission as 2nd Lieutenant, U. S. Coast Guard. Oct. 1, 1918, appointed temporary 1st Lieutenant, as of July 1, 1918. Nov. 22nd, appointed temporary Captain, as of Sep. 21, 1918.
- 1918 Nov. 25 Detached U.S.S. DENVER and assigned temporary duty on Receiving Ship at New York, N. Y.
- 1919 Sep. 8 Relieved from all duty with the Navy and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.

Cadet R. T. McElligott

- 1918 July 10 Detached Academy and directed to proceed to New York, N. Y., and report to Division Commander for assignment. July 15th, reported and directed to report to Commanding Officer, Second Company, 22nd Regiment Armory, New York, N. Y., for assignment.
- 1918 Oct. 5 Transmitted permanent commission as 3rd Lieutenant.
- 1919 Mar. 15 Detached New York Division and assigned BEAR. April 11th, reported.

WORLD WAR 1917 -- 1918

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During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

1st Lieutenant (E) C. C. McMillan

- 1918 Aug. 21 Detached U.S.S. GALATEA and assigned U.S.S. MARIETTA. Aug. 28th, assigned U.S.S. BIRMINGHAM.  
1918 Sep. 12 Appointed temporary Captain (E), as of July 1, 1918.  
1919 Feb. 27 Detached U.S.S. BIRMINGHAM, granted 1 month's leave of absence, and upon expiration thereof directed to report to Commandant, 12th Naval District for temporary duty on Receiving Ship.  
1919 Apr. 5 Directed to proceed to New York, N. Y., and report on U.S.S. AMERICA for assignment as Engineer Officer thereon. April 12th, reported on U.S.S. NORTHERN PACIFIC.  
1919 Apr. 28 Detached and reported same date on U.S.S. AMERICA. Sep. 6th, detached and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Sep. 16, reported.

1st Lieutenant T. M. Molloy

- 1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918.  
1919 Apr. 8 Detached U.S.S. NOKOMIS and directed to report to Commander, Cruiser Force, Hoboken, New Jersey, for assignment. June 27th, detached U.S.S. GRAF WALDERSEE and assigned U.S.S. H.R. MALLORY, as Commanding Officer. Sep. 19th, effective upon return of U.S.S. H.R. MALLORY to owners, directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, for assignment. Oct. 23rd, reported.

2nd Lieutenant L. C. Mueller

- 1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Nov. 23 Appointed temporary Captain, as of September 21, 1918. Jan. 31, 1919, detached U.S.S. EMELINE.  
1919 Feb. 1 Reported by dispatch to Coast Guard Headquarters for assignment and directed to proceed to Brooklyn, New York, for duty on YAMACRAW. February 3rd, reported on YAMACRAW.

2nd Lieutenant R. F. Munro

- 1917 Feb. 8 Detached ONONDAGA and placed in unassigned status until further notice.  
1917 Dec. 10 Directed to proceed to Washington University, St. Louis, Missouri, for receipt of additional instructions.  
1917 Dec. 17 Arrived. Dec. 22nd, completed duties and departed St. Louis, Missouri.  
1918 Jan. 16 Directed to proceed to such port as may be necessary to join the U.S.S. PETREL, for assignment thereon.  
1918 Jan. 24 Reported and directed to proceed to Key West, Florida, and report to Commandant, Navy Yard.  
1918 Jan. 28 Reported. Sep. 12, 1918, appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain, as of July 1, 1918. June 6, 1919, submitted resignation.  
1919 Sep. 11 Relieved from all duty with the Navy and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.  
1919 Oct. 24 Resignation accepted, effective November 1, 1919.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

2nd Lieutenant (E) G. R. O'Connor

1917 June 8 Detached McCULLOCH and assigned charge of Harbor Patrol, San Pedro, California.  
1917 Oct. 10 Assigned additional duty as Hull Inspector, within the San Pedro Section for work performed on vessels under "Repair Contracts on Cost-Plus Profit Basis."  
1918 Mar. 15 Detached duty as Harbor Patrol Officer and assigned to U. S. Naval Reserve Training Station, San Pedro.  
1918 May 6 Detached and assigned charge of Harbor Patrol, San Pedro, California.  
1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.  
1918 Nov. 23 Appointed temporary Captain (E), as of September 21, 1918. March 22, 1919, detached and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.  
1919 Mar. 27 Directed to proceed to Washington, D. C., and report at Coast Guard Headquarters, effective upon detachment.

2nd Lieutenant (E) S. B. Orne

1917 May 28 Assigned additional duty as Commander, Savannah Section Patrol. Sep. 12, assumed command, U.S.S. LADY ANNE. Sep. 25, detached and assigned duty at Navy Yard, Charleston, S. C.  
1917 Dec. 26 Detached and assigned U.S.S. PETREL. Jan. 12, 1918, reported. Aug. 28th, detached and assigned temporary duty on Receiving Ship at New York, N. Y.  
1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918. Oct. 2nd, died at U. S. Naval Hospital, New York, N. Y.

3rd Lieutenant (E) E. F. Palmer

1917 June 29 Assigned duty at U. S. Naval Reserve Training Station, San Pedro, California.  
1918 Jan. 4 Detached and directed to proceed to New York, N. Y., and report to Supervisor of Anchorages, Barge Office, for assignment. Jan. 26th, detached and assigned SEMINOLE.  
1918 Oct. 1 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.

2nd Lieutenant (E) A. F. Patterson

1917 May 3 Transmitted permanent commission as 1st Lieutenant (E).  
1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918.  
1919 Feb. 15 Detached MANNING and directed to proceed to New York, New York, and report to Commandant, 3rd Naval District, for assignment.

1st Lieutenant H. W. Pope

1917 June 18 Assigned as Enrolling Officer for Class 4, the Naval Coast Defense Reserve, 13th Naval District.  
1917 Sep. 15 Detached SNOCHOMISH, effective upon relief, and directed to proceed to Port Townsend, Washington, and assume command of 3rd Section, 13th Naval District. Sep. 18th, designated as Representative Officer of Naval Intelligence, at Port Townsend. Sep. 12, 1918, appointed temporary Captain, as of 7/1/18.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

1st Lieutenant H. E. Rideout

1917 Nov. 28 Reported for temporary duty on MANHATTAN. Dec. 8th, resumed duty on MOHAWK.  
1917 Dec. 8 Detached from duty in connection with MOHAWK and assigned U.S.S. VON STEUBEN. Dec. 20th, reported.  
1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. Dec. 18th, detached U.S.S. VON STEUBEN and directed to proceed to New York, N. Y., and report to Commandant, 3rd Naval District for assignment.  
1919 Sep. 10 Detached from all duty with the Navy and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.

2nd Lieutenant (E) H. C. Roach

1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain (E), as of July 1, 1918. March 17, 1919, detached ALCONQUIN and granted 30 days leave of absence. May 1, 1919, directed to proceed to New London, Conn., and report to Superintendent, Academy, for duty in connection with ONONDAGA and for training of recruits.  
1919 May 5 Reported.

2nd Lieutenant P. F. Roach

1917 Apr. 25 Detached Coast Guard Headquarters, effective upon relief, and assigned duty on TAIPA. May 14, reported.  
1917 July 19 Detached and directed to proceed to such port as may be necessary to join the MANNING for assignment.  
1917 July 30 Reported. July 28, 1918, detached and assigned as Commanding Officer, U.S.S. LYDONIA.  
1918 July 31 Reported and assumed command that vessel on August 11.  
1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918.  
1918 Oct. 5 Transmitted permanent commission as 1st Lieutenant,  
1919 Feb. 13 Detached and directed to proceed to Washington, D. C., and report to Coast Guard Headquarters for assignment. Feb. 15th, reported and assigned duty in Communications Office.

1st Lieutenant (E) C. S. Root

1918 Sep. 12 Appointed temporary Captain (E), as of July 1, 1918. Jan. 25, 1919, detached U.S.S. MARTHA WASHINGTON and directed to proceed to Norfolk, Virginia, and report to Commandant, 5th Naval District, for assignment. June 11, 1919, directed to proceed to Washington, D. C., for temporary duty, upon completion of which to return to Norfolk, Virginia.  
1919 Sep. 6 Directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Sep. 8th, reported.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

3rd Lieutenant E. G. Rose

- 1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Dec. 23 Detached from duty in Bureau of Navigation, Navy Department, Washington, D. C., and assigned GRESHAM.  
1919 Feb. 21 Detached GRESHAM, effective upon relief, and directed to proceed to Coast Guard Headquarters, Washington, D. C., for assignment. April 29th, directed to proceed to New London, Conn., and report to Supt., Academy, for temporary duty in connection with ONONDAGA, upon completion of which to return to regular duty at Coast Guard Headquarters.

2nd Lieutenant M. J. Ryan

- 1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain, as of July 1, 1918. Oct. 10th, detached U.S.S. ALBANY and directed to proceed to New York, N. Y., and report to Commanding Officer, Receiving Ship.  
1918 Oct. 23 Detached and directed to report to American Convoy Officer, Port of New York, for duty as Aide on his staff. Dec. 18th, detached and directed to report to Commandant, 3rd Naval District, New York, N. Y., for temporary duty on board Receiving Ship.  
1918 Dec. 30 Detached and directed to proceed to such port as may be necessary to join the U.S.S. POCAHONTAS, for duty as Navigator thereon. April 2, 1919, assigned as Executive Officer, U.S.S. POCAHONTAS.  
1919 Sep. 19 Effective upon decommissioning U.S.S. POCAHONTAS, relieved from all duty with the Navy and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.  
1919 Nov. 11 Reported.

1st Lieutenant P. H. Scott

- 1917 Mar. 22 Detached as Assistant Inspector, upon receipt of orders to mobilize, and directed to proceed to Norfolk, Virginia, and report to Commandant, 5th Naval District, for duty as Aide for Information on his staff.  
1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. March 13, 1919, assigned additional duty in connection with inspection of Coast Guard Stations in 5th Naval District.

1st Lieutenant H. R. Searles

- 1917 June 29 Directed to report to Commandant, U. S. Naval Reserve Training Station, San Pedro, California, for assignment. August 15th, appointed Hull Inspector for work performed under "Repair Contracts on Cost-Plus Profit Basis", within the San Pedro Section.  
1917 Oct. 10 Relieved from duty as Hull Inspector.  
1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918.

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WORLD WAR 1917 - 1918  
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During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

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2nd Lieutenant C. F. Seiter  
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1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain, as of July 1, 1918. Feb. 8, 1919, detached YAMACRAW and assigned MANNING.  
1919 Feb. 16 Reported.

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2nd Lieutenant F. J. Sexton  
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1918 July 12 Assigned U.S.S. MINNEAPOLIS. Oct. 1, 1918, appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Nov. 22 Appointed temporary Captain, as of September 21, 1918. Nov. 26th, detached and directed to report to Commandant, 3rd Naval District, New York, N. Y., for temporary duty on Receiving Ship.  
1918 Nov. 26 Detached and assigned GRESHAM. Dec. 13th, detached and assigned Wissahickon Barracks, Cape May, N.J.  
1919 Mar. 7 Detached and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. March 18th, reported.  
1919 Mar. 19 Directed to proceed to Norfolk, Virginia, and report on GRESHAM for assignment. March 25, reported.

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3rd Lieutenant E. H. Smith  
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1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918. Jan. 17, 1919, detached MANNING and assigned TALLAPOOSA. March 13, 1919, transmitted permanent commission as 2nd Lieutenant.  
1919 July 11 Detached TALLAPOOSA and assigned U.S.S. ANFIGONE as Navigator. Aug. 1st, reported.  
1919 Sep. 10 Detached, effective upon decommissioning of U.S.S. ANFIGONE, and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment. Nov. 20th, reported.

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Cadet N. C. Smith  
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1917 Sep. 8 Transmitted permanent commission as 3rd Lieutenant.  
1918 Aug. 21 Detached U.S.S. GALATEA and assigned U.S.S. MARIETTA. Aug. 28th, detached and assigned SENECA.  
1918 Oct. 1 Appointed temporary 1st Lieutenant, as of July 1, 1918.

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3rd Lieutenant (E) P. R. Smith  
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1918 Feb. 21 Transmitted permanent commission as 2nd Lieutenant (E).  
1918 Mar. 26 Detached U.S.S. ZARA and assigned Inspection Duty under Industrial Manager, Navy Yard, New York, N. Y.  
1918 May 1 Reported. Sep. 12, 1918, appointed temporary 1st Lieutenant (E), as of July 1, 1918.  
1919 Mar. 17 Directed to proceed to South Baltimore, Maryland, for assignment on ALGONQUIN.  
1919 Mar. 17 Submitted letter of resignation. March 18th, reported on ALGONQUIN. March 19th, resignation accepted, effective March 25, 1919.

WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

2nd Lieutenant J. A. Starr

1917 May 14 Detached MORRILL and assigned duty with Detroit and St. Clair Rivers Patrol. July 13th, re-assigned to duty on MORRILL, effective 14th instant. Sep. 12, 1918, appointed temporary 1st Lieutenant, as of July 1, 1918. Nov. 23, 1918, appointed temporary Captain, as of September 21, 1918.

3rd Lieutenant G. U. Stewart

1917 July 31 Transmitted permanent commission as 2nd Lieutenant. Oct. 1, 1918, appointed temporary 1st Lieutenant, as of July 1, 1918. Nov. 22, 1918, appointed temporary Captain, as of September 21, 1918.  
1919 May 7 Detached SNOHOMISH and assigned as Assistant to Division Supervisor of Communications, Pacific Coast, with headquarters at San Francisco, California. May 21st, reported.

1st Lieutenant W. P. Stromberg

1918 Sep. 12 Appointed temporary Captain, as of July 1, 1918. Nov. 9th, detached TUSCARORA and directed to report to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.  
1918 Nov. 20 Directed to proceed to Balboa, Canal Zone, for duty in connection with MANHATTAN, and to temporary command of that vessel when commissioned. Jan. 17, 1919, detached MANHATTAN and directed to report to Commander, Coast Guard New York Division, New York, N. Y., for assignment.

2nd Lieutenant (E) B. C. Thorn

1917 Dec. 19 Detached PAMLICO and assigned duty at Wissanickon Barracks, Cape May, New Jersey. Dec. 30th, reported.  
1918 Sep. 12 Appointed temporary 1st Lieutenant (E), as of July 1, 1918.  
1918 Nov. 22 Appointed temporary Captain (E), as of September 21, 1918. June 24, 1919, detached and assigned as Executive Officer, U.S.S. MEXICAN. August 2, 1919, effective upon decommissioning U.S.S. MEXICAN, directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.

2nd Lieutenant W. F. Towle

1918 July 29 Detached ANDROSCOGGIN and directed to proceed to Liverpool, England, and report to Commanding Officer, Receiving Barracks, for temporary duty, pending further orders to the Patrol Force. Assigned U.S.S. IMPERATOR. Sep. 12, 1918, appointed temporary 1st Lieutenant, as of July 1, 1918.  
1918 Oct. 1 Appointed temporary Captain, as of July 1, 1918.  
1919 May 20 Requested detachment from U.S.S. IMPERATOR.  
1919 May 31 Assigned as Division Supervisor of Communications, U. S. Coast Guard, with headquarters at New York, New York.



WORLD WAR 1917 - 1918

During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

Cadet J. Trebes, Junior

- 1917 Sep. 15 Detached Academy and assigned ANDROSCOGGIN. Sep. 22nd, reported.
- 1917 Oct. 11 Transmitted permanent commission as 3rd Lieutenant. Nov. 3rd, detached ANDROSCOGGIN and assigned duty in connection with U.S.S. ZARA, New York, N. Y. Nov. 9th, reported.
- 1917 Nov. 22 Detached and directed to proceed to New London, Conn., for assignment to duty at Academy.
- 1917 Nov. 27 Reported. Dec. 1st, directed to proceed to Coast Guard Headquarters, Washington, D. C., for temporary duty. Jan. 5, 1918, relieved from temporary duty at Headquarters and directed to return to Academy.
- 1918 Jan. 9 Reported. Jan. 10th, detached Academy and assigned U.S.S. DES MOINES. Jan. 15th, reported.
- 1918 Mar. 6 Detached and assigned U.S.S. CANONICUS. March 8th, reported.
- 1918 Nov. 23 Appointed temporary 2nd Lieutenant, as of September 21, 1918.
- 1918 Dec. 15 Detached U.S.S. CANONICUS and assigned U.S.S. ROANOKE, attached to Mine Squadron #1.
- 1919 Aug. 15 Detached and assigned U.S.S. SUSQUEHANNA as Navigator thereon. Sep. 19th, detached, effective upon decommissioning U.S.S. SUSQUEHANNA, and directed to report by dispatch to Commodore Commandant, U. S. Coast Guard, Washington, D. C., for assignment.

Captain Henry Ulke

- 1917 Nov. 24 Detached PAMLICO and directed to continue as Section Commander, Section 5, and Enrolling Duties, 5th Naval District. Dec. 15th, detached and granted 3 months leave of absence on account of sickness.
- 1918 Mar. 18 Placed on waiting orders. April 6th, directed to proceed to Washington, D. C., and report to Coast Guard Headquarters for temporary duty, and upon completion thereof return to New Bern, N. C.
- 1918 Apr. 15 Directed to present himself before Retiring Board at such time as the President of said Board may direct.
- 1918 May 11 Directed to proceed to Washington, D. C., and report at Coast Guard Headquarters for transfer to Naval Hospital. Aug. 20th, placed on retired list, due to physical disability, as of this date.

3rd Lieutenant (E) I. J. Van Kammen

- 1917 May 29 Transmitted permanent commission as 2nd Lieutenant (E). July 17th, resignation accepted; effective July 5. This Officer, on July 5, entered the U. S. Navy as Acting Ensign.

3rd Lieutenant C. C. von Paulsen

- 1917 Dec. 4 Detached U.S.S. XARIFA and assigned TALLAPOOSA. Dec. 19th, detached and directed to report to Commandant, 7th Naval District, for assignment. April 29, 1918, detached and assigned MORRILL.
- 1918 June 7 Appointed 2nd Lieutenant. Sep. 12th, appointed temporary 1st Lieutenant, as of July 1, 1918.
- 1919 Sep. 22 Detached MORRILL and directed to proceed to Pensacola, Florida, and report to Commanding Officer, Naval Air Station, for instruction in aviation.

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WORLD WAR 1917 - 1918  
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During the World War the following Officers were assigned as indicated below, in addition to the duties heretofore referred to.

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1st Lieutenant W. J. Wheeler  
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1917 Mar. 22 Detached as Assistant Inspector, effective upon receipt of orders to mobilize, and directed to proceed to New York, N. Y., and report to Commandant, 3rd Naval District, for duty as Aide for Information on his staff. April 7th, reported. July 16th, detached and assigned command of SENECA.  
1918 Feb. 7 Transmitted permanent commission as Captain.

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3rd Lieutenant J. E. Whitbeck  
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1917 Nov. 10 Assigned temporary duty on MACKINAC, Sault Ste. Marie, Michigan, and upon arrival that vessel at New York, N. Y., to resume duty in connection with MCHANK. Nov. 16th, reported on MACKINAC.  
1917 Dec. 15 Detached and assigned Anchorage duty at New York, N. Y., Dec. 17th, reported.  
1918 Sep. 12 Appointed temporary 1st Lieutenant, as of July 1, 1918. Sep. 14th, transmitted permanent commission as 2nd Lieutenant. March 10, 1919, detached New York Division, effective upon relief, and assigned ALGONQUIN. March 30th, reported.

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2nd Lieutenant W. P. Wishaar  
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1918 Sep. 3 Directed to proceed to Coast Guard Academy, New London, Conn., for assignment. Sep. 10th, reported.  
1918 Sep. 12 Appointed temporary 1st Lieut., as of 7/1/18. Oct. 1, appointed temporary Captain, as of 7/1/18.

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2nd Lieutenant (E) T. H. Yeager  
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1917 May 11 Detached MOHAWK. May 22, reported at 3rd Naval District, New York, and assigned duty in connection with inspection of vessels. Nov. 3, detached and assigned U.S.S. ZARA. Nov. 8, reported.  
1917 Nov. 22 Detached and assigned duty with Inspector of Engineering Material, Keyport, N. J. Nov. 27, reported.  
1918 Mar. 27 Detached and assigned duty at Curtiss Airplane Company, Buffalo, N. Y. Aug. 23, detached and directed to proceed to Washington, D. C., for duty in Bureau of Steam Engineering, Navy Department.  
1918 Sep. 3 Reported. Sep. 12, appointed temporary 1st Lieut. (E), as of July 1, 1918. Oct. 1, appointed temporary Captain (E), as of July 1, 1918. Oct. 22, assigned temporary duty at Akron, Ohio, in connection with tests of twin-engine dirigible. Mar. 18, 1919, detached and assigned U.S.S. HUNTINGTON, Engineer Officer.  
1919 July 28 Detached and assigned temporary duty on Receiving Ship at New York, N.Y. Aug. 16, assigned SENECA.  
1919 Sep. 3 Reported.

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2nd Lieutenant F. A. Zscheuschler (Now Zeusler)  
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1917 June 29 Assigned additional duty in connection with U.S. Naval Reserve Training Station, San Pedro, California.  
1917 Dec. 7 Detached and assigned U.S.S. CHATTANOOGA. Dec. 20, reported. Sep. 12, 1918, appointed temporary 1st Lieut., as of July 1, 1918. Nov. 23, appointed temporary Captain, as of Sep. 21, 1918.  
1919 Jan. 18 Department letter authorizes change of Surname from Zscheuschler to Zeusler.  
1919 Mar. 5 Detached U.S.S. CHATTANOOGA, effective upon relief, and directed to report by dispatch to Commodore Commandant, U.S. Coast Guard, Washington, D. C., for assignment. March 11, reported. March 12, assigned SNOHOMISH.

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WORLD WAR 1917 - 1918  
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For meritorious service during the World War the following Commissioned and Warrant Officers, and Enlisted men of the Coast Guard were awarded Medals, Decorations, etc., as hereinafter indicated.

The Distinguished Service Medal, awarded by the United States Government.

Captain Charles Satterlee (Awarded posthumously and delivered to his brother)  
Acting Machinist W. L. Boyce (Awarded posthumously and delivered to his mother )

The Gold Life-Saving Medal, awarded by the United States Government.

Captain H. G. Hamlet Acting Assistant Master at Arms J. C. Osborn

UNITED STATES NAVY CROSS

Senior Captain G. C. Carmine	(Gunner's Mate 2c. P. L. Marville
Senior Captain A. J. Henderson	(Awarded posthumously and delivered to next of kin)
Senior Captain W. V. E. Jacobs	Acting Gunner C. I. Wright
Captain J. G. Berry	Acting Assistant Master at Arms D. E. Grimshaw
Captain F. C. Billard	Machinist 1c. M. J. Ryan
Captain W. H. Munter	(Water Tender W. H. Best
Captain R. Ridgely, Junior	(Awarded posthumously and delivered to his mother)
Captain W. J. Wheeler	(Water Tender (Acting) M. M. Ovesen
Captain B. M. Chiswell	(Awarded posthumously and delivered to his father)
Captain (T) C. F. Howell	(Water Tender R. H. Tingard
Captain (T) J. J. Hutson	(Awarded posthumously and delivered to his father)
Captain (T) T. M. Molley	Electrician 2c. M. C. Mason
Captain (T) L. C. Mueller	(Coxswain C. S. Newbury
Captain (T) LeRoy Reinburg	(Awarded posthumously and delivered to his mother)
Captain (T) E. G. Rose	Acting Assistant Master at Arms J. C. Osborn
Captain (T) P. F. Roach	Coxswain J. A. Pedersen
Captain (T) R. L. Jack	(Cook Russell Elam
Captain (T) E. F. Stone	(Awarded posthumously and delivered to his father)
1st Lieutenant F. W. Brown	Oiler 2c. G. W. Christy
1st Lieutenant J. E. Stika	Acting Master at Arms. F. M. Noble
3rd Lieutenant F. J. Birkett	(Acting Assistant Master at Arms August Zuleger
Keeper J. G. Hearon	(Awarded posthumously and delivered to next of kin)
Keeper W. S. Bennett	(Seaman M. Stellenwerf
Bugler W. F. Caveston	(Awarded posthumously and delivered to his mother)
Signal Quartermaster A. V. Horton	Seaman R. J. Gorman

WORLD WAR 1917 - 1918

For meritorious service during the World War the following Commissioned and Warrant Officers, and Enlisted men of the Coast Guard were awarded Medals, Decorations, etc., as hereinafter indicated.

UNITED STATES NAVY CROSS (Continued)

Seaman Anthony Orhelein	Ordinary Seaman C. F. Bennett
Seaman W. V. Walsh	Ordinary Seaman John Grimes
(Seaman W. H. Prime	(Boy lc. J. J. Nevins
(Awarded posthumously and delivered to his mother)	(Awarded posthumously and delivered to his mother)

SPECIAL LETTERS OF COMMENDATION

(Entitles holder to wear a Silver Star on the ribbon of Victory Medal, when such ribbon is worn in lieu of the Medal)

Senior Captain J. G. Ballinger	Captain (T) H. G. Hemingway
Senior Captain F. J. Haake	Captain (T) C. E. Sugden
Captain H. G. Hamlet	Captain (T) G. E. Wilcox
Captain (T) J. S. Baylis	1st Lieutenant (E) C. M. Green
Captain (T) P. H. Harrison	Gunner John De Costa

MEDALS AWARDED BY FOREIGN GOVERNMENTS

<u>British Gold Medal for Gallantry and Humanity in Saving Life at Sea.</u>	
Keeper J. A. Midgett	Surfman C. E. Midgett
No. 1 Surfman Z. S. Midgett	Surfman L. S. Midgett
Surfman A. V. Midgett	Surfman P. L. O'Neal

Captain Randolph Ridgely, Junior, was awarded the Italian War Cross and Brevet Medal.  
1st Lieutenant (T) E. G. Rose was awarded the rank of Chevalier of the Legion of Honor, with citation, by decree of the President of the French Republic.  
2nd Lieutenant C. H. Dench was awarded the decoration of the Military Order of Avis with Diploma, by the Portuguese Government.  
Captain J. G. Berry was awarded the decoration of a Commander of the Military Order of Avis with Diploma, by the Portuguese Government.  
1st Lieutenant E. F. Stone was awarded the decoration of a Knight of the Order of the Tower and Sword, by the Portuguese Government. He was also awarded the Air Force Cross by the British Government.  
Keeper John A. Midgett was awarded the Silver Cup of the London, England, Board of Trade.

NOTE: (T) Temporary

WORLD WAR 1917 - 1918

Pages 588 to 591 give an alphabetical list of Coast Guard commissioned personnel serving in the World War. By consulting the page numbers given the unit (or units) to which any particular officer was assigned may be ascertained.

( ) Indicates name appears twice on page.

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David, G. W.	521 - 534 - 543 - 560
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( ) Indicates name appears twice on page.

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Dodge, F. G.	530
Donohue, R.	537 - 542 - 547
Dorry, J. E.	525 - 542 - 572
Doyle, M. A.	526 - 572
Dunwoody, F. M.	547
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Gabbett, C. M.	523 - 534 - 536 - 561
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Hinckley, H. D.	534 - 536 - 537 - 539 - 563
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McElligott, R.T.	520 - 577
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Stika, J. E.	522 - 529 - 531 - 544 - 566 - 586
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SEIZED BOATS 1925 - April 15, 1935

Pages 592 to 662, inclusive, give a list of boats seized for violations of laws of the United States and, after due process of law, assigned to this Service for its use. It will be noted that a number of these boats were eventually disposed of by burning. In each instance such action was taken after a survey by commissioned officers, and approval thereof by Coast Guard Headquarters, had determined the boat was not only unfit for further Service duty, but also unsafe for use by other Government departments or private individuals.

Inasmuch as there are not listed herein craft subsequently released on bond or otherwise disposed of, all boats seized by the Coast Guard during the above period are not included, but only those, as above indicated, that were taken over for Service use.

R E C A P I T U L A T I O N

Name of Vessel	Former Number	Coast Guard No. Assigned	See Page Number	Name of Vessel	Former Number	Coast Guard No. Assigned	See Page Number
ACEAL	- - -	CG-8002	460	BELLE	11324	- - - - -	605
ADY	V-17629	- - - - -	603	BILL	N-370	CG-831	605
AGNES W.	V-448	- - - - -	603	BLACK DUCK	C-5677	CG-808	605
ALENA	106877	CG-978	488	BLAITHORE I	- - -	- - - - -	606
(ALERT	234721	(Ex-CG-805	486)	BLANCHE MARIE	- - -	CG-983	606
(SEA GULL		(CG-933	)	BLANCHE R.	229288	CG-951	606
ALETHIA JANE	227105	CG-992	487	BONNIE	- - -	- - - - -	606
ALICE	V-16529	- - - - -	603	BOZO	- - -	CG-9009	606
ALMA	223484	CG-950	488	(BUTTERFLY	- - -	- - - - -	606)
ANGELICA	227243	- - - - -	603	(Ex-UNCAS			)
ANN	229985	- - - - -	603	CACOETHES	231955	CG-837	607
ANNA	- - -	- - - - -	603	(CALOBA	- - -	(Ex-CG-949	607)
ANNABELLE	229257	CG-955	604	(		(CG-807	)
ANNIE	- - -	- - - - -	604	CAROLYN	U-955	- - - - -	607
ANNIE F.	- - -	- - - - -	604	CATHERINE M.	232211	CG-9275	607
ANTIICSTIMA	225395	CG-937	604	CECIL S.	229137	- - - - -	607
ARK	2772-R	CG-9160	604	CHARLOTTE S.	K-12177	CG-8024	607
ARROW	- - -	CG-804	486	CHICKIE	- - -	CG-822	607
ASTRA	- - -	- - - - -	68	CHIEF	4729-A	CG-9194	608
AUF WEIDERSHEHEN	- - -	CG-9251	604	CHIPPEWA	- - -	CG-9013	608
BABOON	23701	CG-973	461	CIGARETTE	- - -	CG-911	608
BABY BOTTLEMAN	M-1586	- - - - -	604	CINDERELLA	229578	CG-963	608
BARCAROLE	N-116	CG-9064	605	CCM-AN-GO	- - -	CG-908	608
BARNEY GOOGLE	V-301	- - - - -	605	CONGRESS	- - -	- - - - -	459
BELLA MARIE	231557	- - - - -	605	CONSTANCE	229012	CG-919	608

SEIZED BOATS 1925 - April 15, 1935

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Name of Vessel	Former Number	Coast Guard No. Assigned	See Page Number	Name of Vessel	Former Number	Coast Guard No. Assigned	See Page Number
(CONSUELLO II	- - -	(Ex-CG-806	460)	FIDELIA	229810	CG-996	612
(DOBBIN	- - -	(Ex-CG-945	460)	FIORE DE ITALIA	- - -	- - - - -	612
(Ex-RECLAIMER	- - -	- - - - -	460)	FLORENCE)	- - -	Ex-CG-900 )	612)
CROW	N-2309	CG-9108	608	)		Ex-CG-817 )	)
DAISY T.	229768	CG-957	609	)		CG-900-1)	)
DANTE	- - -	- - - - -	609	(FLY	- - -	(Ex-CG-9077	(498
DART	- - -	CG-904	609	(		CG-8030	(498
DART	N-2480	CG-8007	609	GAVIOTA	- - -	CG-802	612
DAWN	230659	CG-9262	609	GEMTA	- - -	- - - - -	461
DEVERCP	226789	- - - - -	609	(GEORGE E. II	K-5604	(Ex-CG-965	613)
DIANA II	- - -	- - - - -	461	(		CG-828	)
DIATOME	230255	CG-827	609	GEORGE AND EARL	- - -	CG-9277	613
(DOBBIN	- - -	(Ex-CG-806	460)	GIPSY SUE	- - -	CG-8013	613
(Ex-CONSUELLO II	- - -	(Ex-CG-945	460)	GLORIA S.	V-12510	- - - - -	613
(Ex-RECLAIMER	- - -	- - - - -	460)	(GOOD LUCK	229138	(Ex-CG-974	613)
DODGE	- - -	CG-9116	610	(		(Ex-CG-820	)
DON	- - -	CG-946	610	(		CG-835	)
DOROTHY AND AUDREY	141648	CG-920	610	HALCON	- - -	CG-979	614
DOT	231923	CG-8035	610	HAPPY PARROT	230096	CG-961	614
DOT	1693-A	CG-8012	610	HARBOR TRADER	151160	CG-934	614
EDITH	873-C	CG-938	610	(J. M. HATHAWAY	- - -	(Ex-CG-810	614)
EDNA	136944	CG-936	610	(		(Ex-CG-915	)
ELENORA	- - -	CG-800	610	(		(Ex-CG-948	)
ELIZABETH	- - -	CG-917	611	(		AB-9	)
EIK	N-2652	CG-924	611	HANK	- - -	- - - - -	615
ELLEN	208617	CG-9252	611	HELEN	533-A	CG-8000	615
EIMA	365-Z	CG-9079	611	HELENA	229647	CG-829	615
EL TORO	- - -	CG-977	611	HILWATHA	230540	CG-834	615
EMMY	206371	- - - - -	611	HILDA	B-1794	CG-9250	615
ERMIS	- - -	- - - - -	611	HOMEBREW	USC-569	- - - - -	615
ETHEL MAY	- - -	CG-9010	611	IDLE HOUR	- - -	CG-918	615
FATIMA	- - -	- - - - -	612	IKE	N-2301	CG-923	615
FAY	V-12082	CG-9117	612	(IMP	- - -	(Ex-CG-803	486)
				(		CG-952	)

SEIZED BOATS 1925 - April 15, 1935

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Name of Vessel	Former Number	Coast Guard No. Assigned	See Page Number	Name of Vessel	Former Number	Coast Guard No. Assigned	See Page Number
INIA II	- - -	- - - - -	616	MAREULINDOLE	- - -	- - - - -	619
INVERNESS	- - -	CG-990	616	MARGARET D.	- - -	- - - - -	619
IRISH LUCK	- - -	CG-8006	616	MARILANNE	- - -	- - - - -	619
ISABEL	- - -	- - - - -	616	MARIJA	- - -	CG-942	619
ITALIAN BEAUTY	- - -	CG-9152	616	MARJORIE	K-19048	CG-809	619
JACKIE	- - -	CG-902	616	MARTA	- - -	CG-966	619
(JEDSON	N-1714	(Ex-CG-9016	498)	MARY	230241	CG-988	620
(		( CG-8032	)	MARY JOY	231409	CG-995	620
JE T' AIME	- - -	CG-853	616	MARY LOU	C-6279	- - - - -	620
JIM LULU	- - -	CG-2380	616	MATILDA BARRY	231513	CG-9268	620
JOHN D.	17	CG-9127	617	MAY B.)	- - -	Ex-CG-818)	620)
JULIA	V-13369	CG-940	617	)		CG-998)	)
KARANKAWA	- - -	CG-9012	617	(METRUZEL	- - -	(Ex-CG-925	(620
KATHRYN	230163	CG-9255	617	(		( CG-815	(
KILLARNEY	- - -	CG-970	617	MIANUS	228068	CG-967	621
KIYOKAWA	231899	CG-9274	617	MICKY	227986	- - - - -	621
LADY LCU	- - -	CG-906	617	MIKE	- - -	- - - - -	621
LAURA	230719	CG-9264	617	MIMI	656-Y	CG-8026	621
LAURA L.	L-11231	CG-956	618	MISS C. B.	157760	CG-985	621
(LEO V.	V-12202	(Ex-CG-9002	618)	MISS PALM BEACH	522-Z	CG-9115	621
(		(Ex-CG-2381	)	MIZFAH	227860	CG-838	621
(		( CG-8005	)	MOTO MROVICH	15710	AB-25	18
LIBERTY	- - -	CG-824	618	Motorboat	V-7691	- - - - -	621
(LILLY OF THE VALLEY	- - -	(Ex-CG-823	618)	Motorboat	510-A	- - - - -	622
(		( CG-9265	)	MYSTERY GIRL	B-9637	CG-944	622
LINCOLN	- - -	- - - - -	460	NEPTUNE	- - -	CG-912	622
LITTLE GUSSIE	- - -	CG-9011	618	NJORD	- - -	- - - - -	622
LITTLE JOSEPHINE	V-12918	- - - - -	618	NORDEDA	- - -	- - - - -	622
LUCKY STAR	- - -	- - - - -	461	NORMAN D.	B-6540	CG-9145	622
LUCKY STRIKE	- - -	- - - - -	461	ONAGARA	- - -	- - - - -	622
MAIN	227101	CG-960	618	ONAWAY	C-8164	CG-9256	622
MALVINA E.	B-3479	CG-958	619	OSPREY	V-8550	- - - - -	622
MARDELLE	229839	CG-832	619	OSPREY	215441	CG-905	486

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Name of Vessel	Former Number	Coast Guard No. Assigned	See Page Number	Name of Vessel	Former Number	Coast Guard No. Assigned	See Page Number
OVER THE TOP	- - -	CG-8009	623	SENO ISLA		CG-8003	626
PAT	4821-A	CG-9138	623	SHARK	V-13385	- - - - -	627
PATARA	- - -	- - - - -	460	SHARPIE	- - -	CG-9209	627
PATSY	- - -	- - - - -	623	SKIF	- - -	CG-8011	627
PHANTOM	230395	CG-962	623	STAR	- - -	CG-903	462
PHANTOM II	154694	CG-939	623	STEFHANOTIS, C. N.	157590	CG-975	627
PIP	776-R	CG-9156	623	(SUMATRA	- - -	(Ex-CG-976	627)
PORPOISE	- - -	CG-914	623	(		( CG-836	)
PRINCESS	230089	CG-964	623	TALVEZ	230507	CG-959	628
PUEBLOS	230112	CG-9271	623	TAWES, I. H.	100748	CG-953	628
QUETZALCOATL	- - -	CG-972	624	(TEDDY P.	- - -	(Ex-CG-931	628)
(RAINBOW II)	- - -	Ex-CG-2262)	(624	(		( CG-826	)
)		CG-9005)	(	THOMASTON	- - -	- - - - -	481
(RECLAIMER	- - -	(Ex-CG-806	460)	TORNADO	231245	CG-981	628
(DOBBIN	- - -	(Ex-CG-945	)	(TRAMP	C-5691	(Ex-CG-913	628)
(Ex-CONSUELLO II	- - -	(	)	(		( CG-813	)
REDWOOD	226320	CG-9272	624	TUNA	229385	CG-980	628
RENE-B	- - -	CG-916	624	TUNNEY, GENE	227076	CG-984	628
RESOLUTION	- - -	- - - - -	624	UNCAS (BUTTERFLY)	- - -	- - - - -	606
RETHALULEU	- - -	- - - - -	624	VENAR	- - -	CG-9133	628
RIGHTO	Z-801	CG-9006	624	VERA	- - -	CG-9112	629
ROBBINS, HAMMITT L.	203494	CG-954	624	VICTOR	228206	CG-943	629
ROBERT B.	222153	CG-935	625	VINCES	- - -	CG-821	629
ROVEN GAMBLER	228980	CG-997	625	VIOLET	230310	CG-9269	629
RUSSEL	- - -	CG-8008	625	VIRGINIA I	- - -	CG-801	462
RUTH	364-Z	CG-9073	625	WARBUG	222370	CG-928	629
RUTH J.	B-8192	- - - - -	625	WHATEIS	231514	CG-9266	629
SAFE AND SANE	- - -	- - - - -	625	WHIPPOORWILL	230290	CG-987	629
SAL LAL II	- - -	CG-8001	625-626	WHISPERING WINDS	- - -	CG-986	487
SAMBO G.	- - -	- - - - -	626	WINNIE	230615	CG-9267	487
SAYONA II	- - -	CG-930	626	WYONA	- - -	CG-9057	487
SCOUT)	C-5397	Ex-CG-2252)	(626	WILD ROSE	231181	CG-9278	487
)		CG-9001)	(	YVETTE JUNE	- - -	CG-994	487
(SEA GULL	234721	(Ex-CG-805	486)	YULU	- - -	- - - - -	487
(Ex-ALERT	- - -	( CG-933	)	ZEBADIAH	157693	CG-9263	487
SEA HAWK	227782	CG-968	626	(ZEV	- - -	(Ex-CG-927	487)
SEGER	- - -	CG-9173	626	(		( CG-816	)
IDA C. ROBINSON	- - -	- - - - -	67				

SEIZED BOATS 1925 - April 15, 1935

R E C A P I T U L A T I O N (Cont'd)

Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number	Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number
CG-800	ELENORA	- - -	610	CG-832	MARDELLE	229839	619
CG-801	VIRGINIA I	- - -	462	CG-833	JE T' AIME	- - -	616
CG-802	GAVIOTA	- - -	612	CG-834	HIAWATHA	230540	615
CG-803	IMP	- - -	486	CG-835	GOOD LUCK	229138	613
CG-804	ARROW	- - -	486	CG-836	SUMATRA	- - -	627
(CG-805	(SEA GULL	234721)	486)	CG-837	CACOETHES	231955	607
(	(Ex-ALERT	)	)	CG-838	MIZPAH	227860	621
(CG-806	(CONSUELLO II	- - -)	460)				
(	(RECLAIMER	)	)	CG-900	FLORENCE	- - -	612
CG-807	CALCBA	- - -	607	CG-900-1	FLORENCE	- - -	612
CG-808	BLACK DUCK	C-5677	605	CG-901	- - - - -	A-1674	632
CG-809	MARJCRIE	K-19048	619	CG-902	JACKIE	- - -	616
CG-810	J. M. HATHAWAY	- - -	614	CG-903	STAR	- - -	462
CG-811	- - - - -	A-1674	632	CG-904	DART	- - -	609
CG-812	- - - - -	V-11941	630	CG-905	OSPREY	215441	486
CG-813	TRAMP	C-5691	628	CG-906	LADY LOU	- - -	617
CG-814	- - - - -	USC-4255	630	CG-907	- - - - -	C-5883	632
CG-815	METMUZEL	- - -	620	CG-908	COM-AN-GO	- - -	608
CG-816	ZEV	- - -	487	CG-909	- - - - -	V-6845	630
CG-817	FLORENCE	- - -	612	CG-910	- - - - -	C-6200	631
CG-818	MAY B.	- - -	620	CG-911	CIGARETTE	- - -	608
CG-819	- - - - -	C-5883	632	CG-912	NEPTUNE	- - -	622
CG-820	GOOD LUCK	229138	613	CG-913	TRAMP	C-5691	628
CG-821	VINCES	- - -	629	CG-914	PORPOISE	- - -	623
CG-822	CHICKIE	- - -	607	CG-915	J. M. HATHAWAY	- - -	614
CG-823	LILLY OF THE VALLEY	- - -	618	CG-916	RENE-B	- - -	624
CG-824	LIBERTY	- - -	618	CG-917	ELIZABETH	- - -	611
CG-825	- - - - -	V-19377	630	CG-918	IDLE HOUR	- - -	615
CG-826	TEDDY P.	- - -	628	CG-919	CONSTANCE	229012	608
CG-827	DIATOME	230255	609	CG-920	DOROTHY AND AUDREY	141648	610
CG-828	GEORGE E. II	K-5604	613	CG-921	- - - - -	K-19825	631
CG-829	HELENA	229647	615	CG-922	- - - - -	L-9938	631
CG-830	- - - - -	4133	630	CG-923	IKE	N-2301	615
CG-831	BILL	N-370	605	CG-924	ELK	N-2652	611



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R E C A P I T U L A T I O N (Cont'd)

Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number	Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number
CG-925	METMUZEL	- - -	620	CG-957	DAISY T.	229768	609
CG-926	- - - - -	V-11941	630	CG-958	MALVINA E.	B-3479	619
CG-927	ZEV	- - -	487	CG-959	TALVEZ	230507	628
CG-928	WARBUG	222370	629	CG-960	MAIN	227101	618
CG-929	- - - - -	A-8718	631	CG-961	HAPPY PARROT	230096	614
CG-930	SAYONA II	- - -	626	CG-962	PHANTOM	230395	623
CG-931	TEDDY P.	- - -	628	CG-963	CINDERELLA	229578	608
CG-932	- - - - -	K-14987	631	CG-964	PRINCESS	230089	623
(CG-933	(SEA GULL	234721)	486)	CG-965	GEORGE E. II	K-5604	613
(	(Ex-ALERT	)	)	CG-966	MARTA	- - -	619
CG-934	HARBOR TRADER	151160	614	CG-967	MIANUS	228068	621
CG-935	ROBERT B.	222153	625	CG-968	SEA HAWK	227782	626
CG-936	EDNA	136944	610	CG-969	- - - - -	A-9960	632
CG-937	ANTIHOSTIMA	225395	604	CG-970	KILLARNEY	- - -	617
CG-938	EDITH	873-C	610	CG-971	- - - - -	N-322	632
CG-939	PHANTOM II	154694	623	CG-972	QUETZALCOATL	- - -	624
CG-940	JULIA	V-13369	617	CG-973	BABOON	23701	461
CG-941	- - - - -	V-19577	630	CG-974	GOOD LUCK	229138	613
CG-942	MARIJA	- - -	619	CG-975	STEPHANOTIS, O. N.	157590	627
CG-943	VICTOR	228206	629	CG-976	SUMATRA	- - -	627
CG-944	MYSTERY GIRL	B-9637	622	CG-977	EL TORO	- - -	611
(CG-945	(RECLAIMER	- - -)	460)	CG-978	ALENA	106877	488
(	(CONSUELLO II	)	)	CG-979	HALCON	- - -	614
CG-946	DON	- - -	610	CG-980	TUNA	229385	628
CG-947	- - - - -	K-1231	631	CG-981	TORNADO	231245	628
CG-948	J. M. HATHAWAY	- - -	614	CG-982	- - - - -	K-5691	632
CG-949	CALCBA	- - -	607	CG-983	BLANCHE MARIE	- - -	606
CG-950	ALMA	223484	488	CG-984	GENE TUNNEY	227076	628
CG-951	BLANCHE R.	229288	606	CG-985	MISS C. B.	157760	621
CG-952	IMP	- - -	486	CG-986	WHISPERING WINDS	- - -	487
CG-953	I. H. TAWES	100748	628	CG-987	WHIPPOORWILL	230290	629
CG-954	HAMMITT L. ROBBINS	203494	624	CG-988	MARY	230241	620
CG-955	ANNABELLE	229257	604	CG-989	- - - - -	C-5698	632
CG-956	LAURA L.	L-11231	618	CG-990	INVERNESS	- - -	616



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R E C A P I T U L A T I O N (Cont'd)

Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number	Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number
CG-991	-----	C-8348	632	CG-8004	-----	V-12216	634
CG-992	ALETHIA JANE	227105	487	CG-8005	LEO V.	V-12202	618
CG-993	-----	C-5883	632	CG-8006	IRISH LUCK	---	616
CG-994	YVETTE JUNE	---	487	CG-8007	DART	N-2480	609
CG-995	MARY JOY	231409	620	CG-8008	RUSSEL	---	625
CG-996	FIDELIA	229810	612	CG-8009	OVER THE TOP	---	623
CG-997	ROVEN GAMBLER	228980	625	CG-8010	-----	3802-A	634
CG-998	MAY B.	---	620	CG-8011	SKIP	---	627
CG-999	-----	A-1674	632	CG-8012	DOT	1693-A	610
CG-2248	-----	---	633	CG-8013	GIPSY SUE	---	613
CG-2249	-----	P-108	633	CG-8014	-----	V-14708	634
CG-2250	-----	V-12216	634	CG-8015	-----	V-14682	634
CG-2251	-----	417-D	633	CG-8016	-----	V-16626	634
CG-2252	SCOUT	C-5397	626	CG-8017	-----	V-16865	635
CG-2253	-----	579	637	CG-8018	-----	V-15301	635
CG-2254	-----	336-A	633	CG-8019	-----	V-18871	635
CG-2255	-----	V-15739	637	CG-8020	-----	V-2793	635
CG-2256	-----	V-15867	633	CG-8021	-----	V-15021	635
CG-2257	-----	V-16109	633	CG-8022	-----	A-658	635
CG-2258	-----	A-1674	632	CG-8023	-----	A-3636	635
CG-2260	-----	V-15495	633	CG-8024	CHARLOTTE S.	K-12177	607
CG-2261	-----	V-14509	633	CG-8025	-----	K-18967	635-636
CG-2262	RAINBOW II	---	624	CG-8026	MIMI	656-Y	621
CG-2377	-----	729-M	634	CG-8027	-----	4710-A	659
CG-2379	-----	K-14775	634	CG-8028	-----	K-22845	636
CG-2380	JIM LULU	---	616	CG-8029	-----	L-11503	636
CG-2381	LEO V.	V-12202	618	CG-8030	FLY	---	498
CG-8000	HELEN	533-A	615	CG-8031	-----	1464-A	636
CG-8001	SAL LAL II	---	625-626	CG-8032	JEDSON	N-1714	498
CG-8002	ACEAL	---	460	CG-8033	-----	V-20678	636
CG-8003	SENO ISLA	---	626	CG-8034	-----	A-1181	636
				CG-8035	DOT	231923	610
				CG-9000	-----	V-12216	634

SEIZED BOATS 1925 - April 15, 1935

R E C A P I T U L A T I O N (Cont'd)

Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number	Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number
CG-9001	SCOUT	C-5397	626	CG-9035	- - - - -	V-16952	639
CG-9002	LEO V.	V-12202	618	CG-9036	- - - - -	V-17400	639
CG-9003	- - - - -	579	637	CG-9037	- - - - -	V-17454	639
CG-9004	- - - - -	V-15739	637	CG-9038	- - - - -	V-17576	639
CG-9005	RAINBOW II	- - -	624	CG-9039	- - - - -	V-17884	639
CG-9006	RIGHTO	Z-801	624	CG-9040	- - - - -	V-18031	639
CG-9007	- - - - -	Z-62	637	CG-9041	- - - - -	- - -	640
CG-9008	- - - - -	723-A	637	CG-9042	- - - - -	V-15140	640
CG-9009	BCZO	- - -	606	CG-9043	- - - - -	V-18371	640
CG-9010	ETHEL MAY	- - -	611	CG-9044	- - - - -	V-16847	640
CG-9011	LITTLE GUSSIE	- - -	618	CG-9045	- - - - -	936-C	640
CG-9012	KARANKAWA	- - -	617	CG-9046	- - - - -	V-15280	640
CG-9013	CHIPPEWA	- - -	608	CG-9047	- - - - -	V-8155	640
CG-9014	- - - - -	1693-Y	637	CG-9048	- - - - -	V-18697	640
CG-9015	- - - - -	USC-489	637	CG-9049	- - - - -	V-14177	640
CG-9016	JEDSON	N-1714	498	CG-9050	- - - - -	V-2316	641
CG-9017	- - - - -	V-15042	637	CG-9051	- - - - -	V-13774	641
CG-9018	- - - - -	V-14708	634	CG-9052	- - - - -	V-18854	641
CG-9019	- - - - -	V-14690	637	CG-9053	- - - - -	V-17515	641
CG-9020	- - - - -	V-14682	634	CG-9054	- - - - -	V-18480	641
CG-9021	- - - - -	V-14568	638	CG-9055	- - - - -	2085-A	641
CG-9022	- - - - -	V-14233	638	CG-9056	- - - - -	N-2618	641
CG-9023	- - - - -	V-14316	638	CG-9057	WYONA	- - -	487
CG-9024	- - - - -	V-14228	638	CG-9058	- - - - -	V-18520	641
CG-9025	- - - - -	V-13797	638	CG-9059	- - - - -	V-18522	641
CG-9026	- - - - -	V-9424	638	CG-9060	- - - - -	V-17586	642
CG-9027	- - - - -	V-7008	638	CG-9061	- - - - -	V-17489	642
CG-9028	- - - - -	V-6622	638	CG-9062	- - - - -	V-14408	642
CG-9029	- - - - -	V-1468	638	CG-9063	- - - - -	V-17430	642
CG-9030	- - - - -	K-5403	638	CG-9064	BARCAROLE	N-116	605
CG-9031	- - - - -	V-15944	639	CG-9065	- - - - -	V-15670	642
CG-9032	- - - - -	V-16365	639	CG-9066	- - - - -	V-12541	642
CG-9033	- - - - -	V-16700	639	CG-9067	- - - - -	V-16069	642
CG-9034	- - - - -	V-16727	639	CG-9068	- - - - -	V-18177	642

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RECAPITULATION (Cont'd)

Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number	Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number
CG-9059	- - - - -	V-16626	334	CG-9102	- - - - -	- - - - -	645
CG-9070	- - - - -	V-15891	642	CG-9103	- - - - -	V-15764	645
CG-9071	- - - - -	V-17106	642	CG-9104	- - - - -	V-18906	645
CG-9072	- - - - -	V-4434	643	CG-9105	- - - - -	V-7741	645
CG-9073	RUTH	364-Z	625	CG-9106	- - - - -	V-5920	645
CG-9074	- - - - -	N-2382	643	CG-9107	- - - - -	V-15773	645
CG-9075	- - - - -	V-18790	643	CG-9108	CROW	N-2309	608
CG-9076	- - - - -	1220-Y	643	CG-9109	- - - - -	V-12734	645
CG-9077	FLY	- - - - -	498	CG-9110	- - - - -	V-15113	645
CG-9078	- - - - -	V-2206	643	CG-9111	- - - - -	V-17769	646
CG-9079	ELMA	365-Z	611	CG-9112	VERA	- - - - -	329
CG-9080	- - - - -	V-18560	643	CG-9113	- - - - -	V-943	646
CG-9081	- - - - -	V-14720	643	CG-9114	- - - - -	V-18987	646
CG-9082	- - - - -	V-16865	635	CG-9115	MISS PALM BEACH	522-Z	621
CG-9083	- - - - -	V-15301	635	CG-9116	DOLGE	- - - - -	610
CG-9084	- - - - -	V-16360	643	CG-9117	FAY	V-12082	612
CG-9085	- - - - -	V-18387	643	CG-9118	- - - - -	V-14120	646
CG-9086	- - - - -	V-18471	643	CG-9119	- - - - -	V-16212	646
CG-9087	- - - - -	V-19265	644	CG-9120	- - - - -	- - - - -	646
CG-9088	- - - - -	V-14838	644	CG-9121	- - - - -	V-15428	646
CG-9089	- - - - -	V-1158	644	CG-9122	- - - - -	- - - - -	646
CG-9090	- - - - -	- - - - -	644	CG-9125	- - - - -	- - - - -	646
CG-9091	- - - - -	V-17428	644	CG-9124	- - - - -	V-19573	647
CG-9092	- - - - -	V-15474	644	CG-9125	- - - - -	V-18398	647
CG-9093	- - - - -	V-19141	644	CG-9126	- - - - -	V-18325	647
CG-9094	- - - - -	A-3636	635	CG-9127	JOHN D.	17	617
CG-9095	- - - - -	K-8343	644	CG-9128	- - - - -	V-8457	647
CG-9096	- - - - -	V-18963	644	CG-9129	- - - - -	1464-A	636
CG-9097	- - - - -	V-9074	644	CG-9130	- - - - -	K-13367	647
CG-9098	- - - - -	V-3044	644	CG-9131	- - - - -	V-18378	647
CG-9099	- - - - -	V-17648	648	CG-9132	- - - - -	V-18082	647
CG-9100	- - - - -	V-2774	645	CG-9133	VENAR	- - - - -	628
CG-9101	- - - - -	V-19142	645	CG-9134	- - - - -	- - - - -	647
				CG-9135	- - - - -	V-15847	648

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Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number	Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number
CG-9136	- - - - -	V-10980	648	CG-9171	- - - - -	V-11498	651
CG-9137	- - - - -	V-18714	648	CG-9172	- - - - -	V-15828	651
CG-9138	PAT	4821-A	623	CG-9173	SEGER	- - -	626
CG-9139	- - - - -	- - -	648	CG-9174	- - - - -	V-14615	652
CG-9140	- - - - -	- - -	648	CG-9175	- - - - -	4149	652
CG-9141	- - - - -	- - -	648	CG-9176	- - - - -	4291	652
CG-9142	- - - - -	V-17648	648	CG-9177	- - - - -	V-20137	652
CG-9142	- - - - -	- - -	648	CG-9178	- - - - -	V-15086	652
CG-9143	- - - - -	V-16484	649	CG-9179	- - - - -	V-20577	652
CG-9144	- - - - -	V-3483	649	CG-9180	- - - - -	- - -	652
CG-9145	NORMAN D.	B-6540	622	CG-9181	- - - - -	- - -	653
CG-9146	- - - - -	- - -	649	CG-9182	- - - - -	4320	653
CG-9147	- - - - -	- - -	649	CG-9183	- - - - -	V-20185	653
CG-9148	- - - - -	V-18754	649	CG-9184	- - - - -	V-17533	653
CG-9149	- - - - -	V-20104	649	CG-9185	- - - - -	V-20531	653
CG-9150	- - - - -	V-19253	649	CG-9186	- - - - -	- - -	653
CG-9151	- - - - -	- - -	649	CG-9187	- - - - -	V-19779	653
CG-9152	ITALIAN BEAUTY	- - -	616	CG-9188	- - - - -	L-4806	653
CG-9153	- - - - -	5694-T	649	CG-9189	- - - - -	V-11173	653
CG-9154	- - - - -	- - -	650	CG-9190	- - - - -	K-5021	654
CG-9155	- - - - -	- - -	650	CG-9191	- - - - -	V-17341	654
CG-9156	PIP	776-R	623	CG-9192	- - - - -	1619-N	654
CG-9157	- - - - -	1280-A	650	CG-9193	- - - - -	4835-A	654
CG-9158	- - - - -	4784-A	650	CG-9194	CHIEF	4729-A	608
CG-9159	- - - - -	181C-A	650	CG-9195	- - - - -	- - -	654
CG-9160	ARK	2772-R	604	CG-9196	- - - - -	- - -	654
CG-9161	- - - - -	V-17261	650	CG-9197	- - - - -	- - -	654
CG-9162	- - - - -	A-1365	650	CG-9198	- - - - -	- - -	655
CG-9163	- - - - -	V-10962	650	CG-9199	- - - - -	- - -	655
CG-9164	- - - - -	V-16174	650				
CG-9165	- - - - -	V-20162	651	CG-9200	- - - - -	V-20163	655
CG-9166	- - - - -	V-20227	651	CG-9201	- - - - -	V-15967	655
CG-9167	- - - - -	V-20280	651	CG-9202	- - - - -	V-13619	655
CG-9168	- - - - -	- - -	651	CG-9203	- - - - -	V-19995	655
CG-9169	- - - - -	V-18615	651	CG-9204	- - - - -	V-19337	655
CG-9170	- - - - -	V-19593	651	CG-9205	- - - - -	V-20678	636

## SEIZED BOATS 1925 - April 15, 1935

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Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number	Coast Guard No. Assigned	Former Name Of Vessel	Former Number	See Page Number
CG-9206	---	---	655	CG-9242	---	---	660
CG-9207	---	---	656	CG-9243	---	K-17435	660
CG-9208	---	---	656	CG-9244	---	K-22632	660
CG-9209	SHARPIE	---	627	CG-9245	---	V-3042	660
CG-9210	---	---	656	CG-9246	---	V-21389	661
CG-9211	---	---	656	CG-9247	---	V-20947	661
CG-9212	---	---	656	CG-9248	---	V-21252	661
CG-9213	---	---	656	CG-9249	---	U-1111	661
CG-9214	---	---	656	CG-9250	HILDA	B-1794	615
CG-9215	---	---	657	CG-9251	AUF WEIDERSHEHEN	---	604
CG-9216	---	---	657	CG-9252	ELLEN	208617	611
CG-9217	---	---	657	CG-9253	---	USC-4351	661
CG-9218	---	---	657	CG-9254	---	---	661
CG-9219	---	V-21142	657	CG-9255	KATHRYN	230163	617
CG-9220	---	Dory #1	657	CG-9256	ONAWAY	C-8164	622
CG-9221	---	Dory #2	657	CG-9257	---	294-A	661
CG-9222	---	Dory #3	658	CG-9258	---	N-2702	662
CG-9223	---	---	658	CG-9259	---	---	662
CG-9224	---	---	658	CG-9260	---	---	662
CG-9225	---	USC-4371	658	CG-9261	---	231490	662
CG-9226	---	V-19793	658	CG-9262	DAWN	230659	609
CG-9227	---	---	658	CG-9263	ZERADIAH	157693	487
CG-9228	---	V-295	658	CG-9264	LAURA	230719	617
CG-9229	---	---	658	CG-9265	LILLY OF THE VALLEY	---	618
CG-9230	---	---	658	CG-9266	WHATZIS	231514	629
CG-9231	---	4710-A	659	CG-9267	WINNIE	230615	487
CG-9232	---	V-2980	659	CG-9268	MATILDA HARRY	231513	620
CG-9233	---	---	659	CG-9269	VIOLET	230310	629
CG-9234	---	---	659	CG-9270	---	N-2526	662
CG-9235	---	P-309	659	CG-9271	PUEBLOS	230112	623
CG-9236	---	V-20467	659	CG-9272	REDWOOD	226320	624
CG-9237	---	USC-4331	659	CG-9273	---	---	662
CG-9238	---	V-17205	659	CG-9274	KIYOKAWA	231899	617
CG-9239	---	V-21183	660	CG-9275	CATHERINE M.	232211	607
CG-9240	---	---	660	CG-9276	---	---	662
CG-9241	---	---	660	CG-9277	GEORGE AND EARL	---	613
				CG-9278	WILD ROSE	231181	487

SEIZED BOATS      1925 - April 15, 1935

Pages 592 to 662 , inclusive, give a list of boats seized for violations of laws of the United States and, after due process of law, assigned to this Service for its use. It will be noted that a number of these boats were eventually disposed of by burning. In each instance such action was taken after a survey by commissioned officers, and approval thereof by Coast Guard Headquarters, had determined the boat was not only unfit for further Service duty, but also unsafe for use by other Government departments or private individuals.

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ADY - - V-17629      (1929)

1929 Sep. 21 Assigned to Base 21, St. Petersburg, Florida.  
1929 Oct. 10 Surveyed and condemned. November 1, 1929, engine salvaged and hull burned.

AGNES W. - - V-448      (1929)

1929 Sep. 21 Assigned to Base 21, St. Petersburg, Florida.  
1929 Oct. 29 Surveyed and condemned. November 1, 1929, engine salvaged and hull burned.

ALICE - - V-16529      (1929)

1929 Oct. 3 Assigned to Base 21, St. Petersburg, Florida.  
1929 Oct. 4 Surveyed and condemned. November 1, 1929, engine salvaged and hull burned.

ANGELICA - - 227243      (1929)

1929 Oct. 4 Surveyed and condemned at Base 21, St. Petersburg, Florida.  
1929 Oct. 10 Headquarters approved survey. Engine scrapped - hull burned.

ANN - - 229985      (1932)

1932 Feb. 12 Assigned to First District. October 13, 1932, surveyed and condemned at Isle of Shoals Station, First District. November 5, 1932, burned.

ANNA      (1931)

1931 Feb. 6 Assigned to Base 3, Charleston, South Carolina.  
1931 Apr. 2 Transferred to District Engineer's Office, War Department, Charleston, South Carolina.

SEIZED BOATS 1925 - April 15, 1935

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ANNABELLE - 229257 (1931-1934) (CG-955)

1931 May 26 Assigned to Base 2, Stapleton, N. Y. May 2, 1934, sold for \$150.00 to John A. Voll, 1491 DeKalb Avenue, Brooklyn, New York.

ANNIE (1928-1932)

1928 June 20 Assigned to Ninth District. March 1, 1932, surveyed and condemned.  
1932 Mar. 22 Burned at Buffalo Station, Ninth District.

ANNIE F (1928-1932)

1928 June 20 Assigned to Ninth District. March 1, 1932, surveyed. March 17, 1932, hull burned.

ANTIGOSTIMA - 225395 (1930----) (CG-937)

1930 Dec. 9 Assigned to Base 4, New London, Connecticut.

ARK - 2772-R (1931) (CG-9160)

1931 Apr. 30 Assigned to Ninth District. August 14, 1931, disposed of - hull burned.

AUF WEIDERSHEHEN (1932----) (CG-9251)

1932 Nov. 21 Assigned to Base 18, Woods Hole, Mass., in Class B, but later transferred to Base 4, New London, Conn.

BABY BOTTLEMAN - M-1586 (1928-1929)

1928 Nov. 1 Assigned to Base 13, Port Angeles, Washington.  
1929 Nov. 5 Surveyed. December 23, 1929, hull burned.



SEIZED BOATS 1925 - April 15, 1935

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BARCAROLE - N-116 (1929-1931) (CG-9064)

1929 Dec. 31 Numbered CG-9064. Assigned to Ninth District. Oct. 5, 1931, transferred to Prohibition Bureau.

BARNEY GOOGLE - V-3C1 (1930)

1930 Feb. 6 Assigned to Base 20, Fernandina, Florida. May 27, 1930, surveyed and condemned. July 23, hull burned.

BELLA MARIE - 231557 (1933)

1933 Mar. 28 Assigned to Base 2, Stapleton, New York. July 7th, surveyed.

1933 Sep. 1 Sold for \$200.00 to M. F. Carney, 17 Norwood Avenue, Stapleton, New York.

BELLE - 11324 (1928-1929)

1928 Jan. 30 Assigned to Base 6, Fort Lauderdale, Florida.

1929 July 9 Surveyed and condemned. September 18, 1929, burned.

BILL - N-370 (1932----) (CG-831)

1932 Feb. 29 Assigned to Ninth District in Class A.

1932 May 6 Headquarters' letter (601-701-531) to Ninth District directs permanent transfer to Shark River Station, Fifth District. Arrived May 24, 1932.

BLACK DUCK - C-5677 (1930----) (CG-808)

1930 Mar. 27 Officially absorbed. Numbered CG-808. Assigned to Base 4, New London, Connecticut.

SEIZED BOATS 1928 - April 15, 1935

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BLAIMORE I (1928)

1928 Mar. 9 Officially absorbed by Coast Guard. March 14th, surveyed and condemned.  
1928 Nov. 15 Sold at Coast Guard Depot, Curtis Bay, Maryland, to Charles A. Jording, 500 Key Highway, Baltimore, Maryland, together with the CG-217, S.C. 217 and IDA C. ROBINSON, for total sum of \$200.

BLANCHE MARIE (1932) (CG-983)

1932 Aug. 5 Assigned to Base One, Galveston, Texas, in Class B. November 1st, surveyed and condemned.  
1932 Nov. 7 Transferred to United States Army at Fort Crockett, Texas.

BLANCHE R. - 229288 (1931----) (CG-951)

1931 Apr. 27 Assigned to Base 4, New London, Connecticut.

BONNIE (1928-1929)

1928 May 31 Assigned to Base 21, St. Petersburg, Florida.  
1929 Oct. 4 Surveyed and condemned. November 1, 1929, hull burned.

BOZO (1929-1931) (CG-9009)

1929 Oct. 16 Assigned to Base 9, Cape May, New Jersey, in Class B. April 30, 1931, hull burned.

BUTTERFLY (1931) (Ex-UNCAS)

1931 Apr. 23 Assigned to Ninth District. July 29, 1931, surveyed.  
1931 Sep. 1 Hull burned at Buffalo Station, Ninth District.

SEIZED BOATS      1925 - April 15, 1935

Pages 592 to 662, inclusive, give a list of boats seized for violations of laws of the United States and, after due process of law, assigned to this Service for its use. It will be noted that a number of these boats were eventually disposed of by burning. In each instance such action was taken after a survey by commissioned officers, and approval thereof by Coast Guard Headquarters, had determined the boat was not only unfit for further Service duty, but also unsafe for use by other Government departments or private individuals.

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CACOETHES - 231955      (1933----) (CG-837)

1933 Sep. 22 Assigned to Base 9, Cape May, N.J., in Class A. Apr. 22, 1934, permanently transferred to Base 6, Fort Lauderdale, Florida.

CALOBA      (1929-1932) (CG-949) (CG-807)

1929 Nov. 13 Officially absorbed and assigned to Base 6, Fort Lauderdale, Florida. Numbered CG-807.

1931 Feb. 10 Ordered to Cape May, New Jersey. April 6, 1931, arrived at Morehead City, N. C., en route to Base 9.

1931 Apr. 9 Delivered to Base 9, Cape May, New Jersey. December 14, 1932, hull burned.

CAROLYN - U-955      (1934-1935)

1934 Dec. 21 Officially absorbed at Charleston, S. C. Feb. 20, 1935, surveyed and condemned.

1935 Apr. 6 Transferred to District Engineer, War Department, Charleston, S. C., by authority of letter from Procurement Division, Treasury Department, March 27, 1935 (400, 703/560).

CATHERINE M. - 232211      (1934----) (CG-9275)

Overall length 41'9"; beam 13'3"; draft 3'8". Hull of wood; gas capacity 300 gallons; single screw; speed 9 knots; Lathrop 6-cylinder engine (13249); 65 H.P. Double ignition (one magneto and hot shot battery); Paragon reverse gear; lugger; no masts.

1934 Nov. 30 Headquarters' letter (CR-2091), to New Orleans Division, assigns boat to that Division in Class B.

CECIL S. - 229137      (1931)

1931 June 17 Assigned to Base 15, Biloxi, Mississippi. Aug. 10, surveyed and condemned. Aug. 26, 1931, hull burned.

CHARLOTTE S. - K-12177      (1930-1933) (CG-8024)

1930 Aug. 18 Assigned to Cold Spring Harbor Station, 5th District. May 21, 1933, arrived at Depot, Curtis Bay, Maryland, for decommissioning. July 28, 1933, transferred to U. S. Marine Corps.

CHICKIE      (1931-1933) (CG-822)

1931 Apr. 7 Assigned to Base 4, New London, Connecticut.

1933 Apr. 29 Headquarters approved survey of April 20, 1933, condemned. July 10, 1933, burned.

SEIZED BOATS 1925 - April 15, 1935

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CHIEF - 4729-A (1932-1934) (CG-9194)

1932 Feb. 25 Assigned to Ninth District in Class B. August 19, 1933, Ninth District advises at Buffalo Station, afloat but not in use. Nov. 20, 1934, sold to Irving Barrett, 130 O'Connell Ave., Buffalo, N.Y., for \$5.50.

CHIPPEWA (1929-1933) (CG-9013)

1929 Oct. 16 Placed in Class B, and assigned to Ninth District. Nov. 2, 1933, survey of Oct. 28th approved - boat to be sold. Dec. 2, 1933, sold for \$175.00 to H. Beckman and Son, 506 State Street, Erie, Pa.

CIGARETTE (1929-1931) (CG-911)

1929 Oct. 16 Assigned to Base 9, Cape May, New Jersey, in Class B.  
1931 May 5 Engine scrapped, hull destroyed at Base 9, Cape May, New Jersey.

CINDERELLA - 229578 (1931-1934) (CG-963)

1931 Aug. 17 Assigned to Base 4, New London, Connecticut, in Class B.  
1934 May 31 Sold for \$330.00 to Fred Larson, 169 Vernon Street, Worcester, Massachusetts.

COM-AN-GO (1930) (CG-908)

Assigned to Base 5, East Boston, Massachusetts. Numbered CG-908.  
1930 Jan. 4 Condemned by board of survey. March 12, 1930, sold.

CONSTANCE - 229012 (1930-1932) (CG-919)

1930 May 12 Assigned to Base 4, New London, Connecticut. Numbered CG-919.  
1932 Feb. 16 Condemned - hull burned.

CROW - N-2309 (1930-1931) (CG-9108)

1930 Aug. 18 Assigned to Ninth District. May 21, 1931, burned.

SEIZED BOATS 1925 - April 15, 1935

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DAISY T. - 229768 (1931) (CG-957)

1931 June 10 Assigned to Base 9, Cape May, New Jersey. July 10, 1931, hull burned.

DANTE (1927-1928)

1927 - - Assigned to Base 15, Biloxi, Mississippi. January 10, 1928, surveyed and condemned.  
1928 Feb. 3 Sold for \$1553.00 to C. B. Foster, Biloxi, Mississippi.

DART (1927-1931) (CG-904)

1927 Nov. - Assigned to Base 8, Norfolk, Virginia. July 16, 1929, numbered CG-904.  
1931 Nov. 23 Condemned by Board of Survey.

DART - N-2480 (1929----) (CG-8007)

1929 Oct. 3 Absorbed into Service. Assigned to 9th District, Marblehead, Ohio.  
1929 Nov. 13 Numbered CG-8007. May 11, 1932, ordered transferred to Bayhead Station, Fifth District.

DAWN - 230659 (1933----) (CG-9262)

1933 Apr. 17 Assigned to Eighth District in Class B. Sep. 12, 1933, stationed at Sabine Pass Station.  
1933 Dec. 6 Headquarters' letter to Commander, Eighth District, authorizes permanent transfer to Supervisor, Galveston Telephone Line Section, Galveston, Texas.

DEWDROP - 226789 (1930-1931)

1930 Jan. 21 Assigned to Base 20, Fernandina, Florida. February 24, 1930, surveyed, and on May 21, 1931, disposed of, after having been used to float a target screen in vicinity of Fernandina, Florida.

DIATOME - 230255 (1931----) (CG-827)

1931 Sep. 3 Absorbed by Coast Guard and assigned to Base 17, San Pedro, California, in Class A.

SEIZED BOATS 1925 - April 15, 1935

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DODGE (1930) (CG-9116)

1930 Sep. 8 Assigned to Ninth District. October 16, 1930, transferred to Prohibition Bureau.

DON (1931) (CG-946)

1931 Apr. 7 Assigned to Base 9, Cape May, New Jersey. October 15, 1931, condemned by Board of Survey.

DOROTHY AND AUDREY - 141648 (1930) (CG-920)

1930 May 17 Numbered CG-920. Assigned to Base 3, Charleston, S. C. Sep. 26, 1930, sold.

DOT - 231923 (1933-1934) (CG-8035)

1933 Mar. 8 Assigned to Base 17, San Pedro, California, in Class A.

1934 Apr. 25 Transferred to Bureau of Customs, for use of Collector of Customs, Los Angeles, California.

DOT - 1693-A (1930-1931) (CG-8012)

1930 Mar. 28 Officially absorbed. Assigned to Ninth District. Numbered CG-8012.

1930 Apr. 12 Permanent station at Marblehead, Ohio. November 25, 1931, burned.

EDITH - 873-C (1931-1933) (CG-938)

1931 Jan. 29 Assigned to Fourth District. May 16, 1932, transferred from Fourth District to New York Division; boat to be used by Freeport Section, Telephone Force. Jan. 24, 1933, survey of Jan. 20, approved - condemned.

EDNA - 136944 (1930-1931) (CG-936)

1930 Dec. 9 Assigned to Base 8, Norfolk, Virginia. Nov. 23, 1931, condemned by Board of Survey.

ELENORA (1927-1934) (CG-800)

1927 Mar. 12 Officially absorbed. Assigned to Base 15, Biloxi, Mississippi.

1928 Jan. 21 Transferred to Baratavia Station, 8th District. Nov. 6, transferred to Santa Rosa Sta., 8th District.

1929 July 16 Numbered CG-800. June 30, 1934, sold for \$309.65 to B. Edmundson, Pensacola, Florida.

SEIZED BOATS 1925 - April 15, 1935

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ELIZABETH (1930) (CG-917)

1930 Jan. 13 Numbered CG-917. Assigned to Eighth District.  
1930 Nov. 7 Ordered to have equipment stripped and motor removed - hull burned.

ELK - N-2652 (1930) (CG-924)

1930 Sep. 10 Assigned to Ninth District. September 29, 1930, burned.

ELLEN - 208617 (1932-1933) (CG-9252)

1932 Dec. 2 Assigned to Base Nine, Cape May, New Jersey, in Class B, and numbered CG-9252.  
1933 July 17 Surveyed. September 12, 1933, sold to highest bidder.

ELMA - 365-Z (1930-1932) (CG-9079)

1930 Apr. 15 Assigned to Ninth District. Nov. 27, 1932, hull burned, after being surveyed and condemned.

EL TORO (1932----) (CG-977)

1932 May 31 Assigned to Base 17, San Pedro, California, in Class B.

EMMY - 206371 (1929)

1929 May 18 Assigned to Eighth District. August 25, 1929, surveyed and condemned.  
1929 Oct. 15 Sold to O. A. Anderson, Galveston, Texas, for \$255.55.

ERMIS (1931)

1931 Feb. 19 Assigned to Base 20, Fernandina, Florida. March 23, surveyed and condemned. May 6, 1931, hull burned.

ETHEL MAY (1929-1931) (CG-9010)

1929 Oct. 16 Assigned to Base 8, Norfolk, Virginia, in Class B.  
1931 Nov. 23 Condemned by Board of survey. December 2, 1931, hull destroyed.



SEIZED BOATS      1925 - April 15, 1935

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FATIMA      (1931)

1931 Mar. 7 Assigned to Ninth District. March 19th, surveyed and condemned. April 7, 1931, hull burned.

FAY - V-12082      (1930) (CG-9117)

1930 Sep. 8 Assigned to Base 21, St. Petersburg, Florida. Dec. 29, 1930, accidentally destroyed by fire.

FIDELIA - 229810      (1932-1934) (CG-996)

1932 Oct. 14 Assigned to Base 15, Biloxi, Mississippi, in Class B.

1933 Feb. 13 (AC-601-2091) Headquarters' letter to Commander, Southern Area, authorizes permanent transfer to Division 8, Offshore Patrol Force, Pascagoula, Mississippi. May 1st, transferred to Base 15, Pascagoula.

1934 May 26 Transferred to Collector of Customs, New Orleans, Louisiana.

FIOR DE ITALIA      (1932-1933)

1932 Dec. 5 Assigned to Base 11, Oakland, California. June 27, 1933, surveyed and condemned.

1933 Aug. 23 Sold for \$651.00 to A. Boles, 418 Lincoln Avenue, Alameda, California.

FLORENCE      (1925-1934) (CG-817) (CG-900-1) (CG-900)

1925 Aug. 27 Turned over to Coast Guard by order of the Court. Dec. 21, 1925, placed in commission at San Francisco.

1926 June 1 Assigned to Base 11, Oakland, California, and numbered CG-900.

1930 Dec. 17 Re-numbered CG-817. Oct. 12, 1933, (CR-2091) Headquarters' letter to Commander, Base 11, Oakland, California, changes number of boat to CG-900-1, and from Class A to Class B.

1934 Apr. 16 Sold to Armand E. Wanner, 1414 Pearl Street, Alameda, California, for \$1400.00.

GAVIOTA      (1927-----) (CG-802)

1927 Feb. 3 Received from U. S. Marshal. May 18th, officially absorbed. Twin screw gasoline, American motorboat. Assigned to Base 11, Oakland, California.

1927 June 1 Placed in commission at Oakland, California, at 12:30 P. M.

1929 Jan. 23 Transferred to California Division with station at San Francisco, California.

1929 July 16 Numbered CG-802.

SEIZED BOATS 1925 - April 15, 1935

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GEORGE E. II - K-5604 (1931----) (CG-965) (CG-828)

1931 Sep. 16 Assigned to Fourth District in Class B.  
1931 Dec. 23 Headquarters' letter (2091) to Fourth District, re-numbered boat from CG-965 to CG-828, and transferred from Class B to Class A. May 4, 1932, Headquarters' letter (CO-601), authorizes permanent transfer from Short Beach Station to Oak Island Beach Station, Fourth District.

GEORGE AND EARL (1935----) (CG-9277)

1935 Mar. 18 Headquarters' letter to New York Division (CR-2091), assigns boat in Class B in that Division. Boat now located at Ellis Island, New York. Overall length 137 feet.

GIPSY SUE (1930-1931) (CG-8013)

1930 Apr. 14 Officially absorbed. Length 25'11"; speed 40 knots. Assigned to Ninth District, Cleveland Station.  
1931 Dec. 15 Burned.

GLORIA S. - V-12510 (1929)

1929 Feb. 4 Assigned to Base 6, Fort Lauderdale, Florida. July 18, surveyed. Sep. 18, 1929, hull burned.

GOOD LUCK - 229138 (1931-1934) (CG-974)(CG-820)(CG-835)

1931 Feb. 5 Numbered CG-820 and assigned to Base 4, New London, Connecticut, in Class A.  
1932 Mar. 22 Re-numbered CG-974 and placed in Class B. March 25, Headquarters' directs permanent transfer to Base 18, Woods Hole, Mass. March 27, 1932, taken over by Base 18 personnel off Warrens Point, Rhode Island.  
1932 May 5 Headquarters' letter (2091) changes number to CG-835 and places in Class A.  
1932 Oct. 8 Transfer authorized to Brenton Point Station, Third District.  
1933 June 20 Letter Commander, Boston Division (601), advises transferred to Base 18, Woods Hole, Massachusetts, for survey and possible sale.  
1933 Dec. 12 Headquarters' letter to Commissioner of Customs (CR-2091-64), advises boat "is hereby transferred without exchange of funds from the Coast Guard, Treasury Department, to Bureau of Customs."  
1934 Jan. 8 Delivered to Customs at Portland, Maine, by MOJAVE.

SEIZED BOATS 1925 - April 15, 1935

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HALCON (1932-1933) (CG-979)

1932 June 25 Assigned to Division 8, Offshore Patrol Force, Pascagoula, Mississippi, in Class B.  
1933 May 1 Transferred to Base 15, Pascagoula, Mississippi. Laid up; to be sold.  
1933 May 16 Survey of March 8, 1933, approved. Sold to John C. Gwynn, Mobile, Alabama, for \$726.

HAPPY PARROT - 230096 (1931-1933) (CG-961)

1931 July 23 Assigned to Base 4, New London, Connecticut. November 1, 1932, surveyed at Base 4.  
1932 Nov. 8 Survey approved by Headquarters. Hull to be towed to sea and burned. Dec. 8, 1933, hull burned.

HARBOR TRADER - 151160 (1930-1933) (CG-934)

1930 Nov. 28 Numbered CG-934. Assigned to Base 2, Stapleton, New York. Feb. 15, 1932, arrived at Depot, Curtis Bay, Maryland. Jan. 1, 1933, survey of Dec. 28, 1932, at Depot, approved by Headquarters.  
1933 June 7 Sold to C. A. Jording, Baltimore, Maryland, for \$220.00.

JOHN M. HATHAWAY (1930----)(CG-810)(CG-915)(CG-948)(AB-9)

Assigned to Base 4, New London, Connecticut, and numbered CG-915. July 9, 1930, re-numbered CG-810.  
1931 Apr. 8 Re-numbered CG-948. Feb. 16, 1933, Commander, Base Two, 4th Indorsement dated Feb. 6, 1933 (CR-601) on Headquarters' letter of Jan. 27, 1933 (CR-601) advises boat stationed at Base Two, Stapleton, N. Y., permanently; transferred to Base Two over a year ago, for use as a mother ship for speedboats attached to that Base.  
Transferred to Depot, Curtis Bay, Maryland; arrived May 2, 1934.  
1935 Jan. 28 Headquarters' letter to Eastern Area (CR-209-2091), reclassifies and changes number to AB-9, effective when present AB-9 is decommissioned.  
1935 Feb. 12 Left Curtis Bay, Maryland, and on Feb. 13, 1935, while en route to permanent station at Boston, Mass., sank alongside dock at Ft. Dupont (Delaware), as result of colliding with ice.  
1935 Feb. 28 Floated and towed to Wilmington, Delaware, arriving March 1, 1935.  
1935 Mar. 15 Being towed this date from Wilmington, Delaware, to Depot, Curtis Bay, Maryland, for repairs; arrived at Depot March 16, 1935.

SEIZED BOATS      1925 - April 15, 1935

Pages 592 to 662, inclusive, give a list of boats seized for violations of laws of the United States and, after due process of law, assigned to this Service for its use. It will be noted that a number of these boats were eventually disposed of by burning. In each instance such action was taken after a survey by commissioned officers, and approval thereof by Coast Guard Headquarters, had determined the boat was not only unfit for further Service duty, but also unsafe for use by other Government departments or private individuals.

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HAWK      (1930)

1930 Jan. 5 Assigned to Ninth District. April 28, surveyed and condemned. May 13, 1930, hull burned.

HELEN - 533-A      (1929-1934) (CG-8000)

1929 Oct. 12 Officially absorbed. Assigned to Ninth District. April 12, 1930, permanent station at Cleveland, Ohio.  
1933 Aug. 19 Ninth District advises now at Buffalo Station in damaged condition due to collision in June, 1932, and held at Buffalo for repairs when final disposition of collision case is made.  
1934 May 29 Sold for \$52.00 to Joseph S. Armitage, Buffalo, New York.

HELENA - 229647      (1932-1933) (CG-829)

1932 Jan. 1 Assigned to Base 9, Cape May, New Jersey, in Class A.  
1933 Aug. 14 Headquarters approved survey of July 18, 1933. September 21, 1933, burned.

HIAWATHA - 23054C      (1932----) (CG-834)

1932 Apr. 30 Assigned to Depot, Curtis Bay, Maryland, in Class A. Will be ready to leave the Depot June 15, 1932. Permanent station at Base 9, Cape May, New Jersey.  
1934 Apr. 22 Permanently transferred to Base 6, Fort Lauderdale, Florida.

HILDA - B-1794      (1932----) (CG-9250)

1932 Nov. 11 Assigned to 8th District in Class B. Nov. 25, 1932, permanently assigned to Galveston Sta., Galveston, Tex.

HOMEEREW - USC-569      (1929)

1929 July 18 Surveyed and condemned at Base 6, Fort Lauderdale, Florida. Sep. 18, 1929, burned.

IDLE HOUR      (1930) (CG-918)

1930 Mar. 18 Numbered CG-918. Assigned to Ninth District. June 24, 1930, sold.

IKE - N-2301      (1930-1931) (CG-923)

1930 Aug. 18 Assigned to Ninth District. May 21, 1931, burned.

SEIZED BOATS      1925 - April 15, 1935

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INIA II      (1928-1929)

1928 Aug. 31 Assigned to Base 20, Fernandina, Florida. June 7, 1929, surveyed and condemned; destroyed.

INVERNESS      (1932----) (CG-990)

1932 Aug. 23 Assigned to Base 7, Gloucester, Massachusetts, in Class B.

1934 Apr. 11 Reconditioned and will be operated by Aviation unit as a work and liberty party boat.

1935 Feb. 15 Aviation Station and CG-990 now located at Salem, Massachusetts.

IRISH LUCK      (1929-1934) (CG-8006)

1929 Oct. 28 Officially absorbed. Numbered CG-8006. Assigned to Ninth District.

1930 Apr. 12 Permanent station at Buffalo, New York. Sep. 28, 1932, stationed at Trenton, Michigan.

1934 May 21 Sold to D. Wills, Youngstown, New York, for \$5.50.

ISABEL      (1928-1929)

1928 Sep. 28 Assigned to 8th District. Aug. 12, 1929, surveyed and condemned. Sep. 16, 1929, sold for \$151.00.

ITALIAN BEAUTY      (1931-1932) (CG-9152)

1931 Apr. 8 Assigned to Base 15, Biloxi, Mississippi. June 29, 1931, condemned by Board of Survey.

1932 June 11 Hull destroyed.

JACKIE      (1929-1931) (CG-902)

1929 July 5 Assigned to Base 11, Oakland, California. July 16, 1929, numbered CG-902.

1931 Jan. 15 Sold for \$1500.00 to W. E. McDevitt, 129 Ellis Street, San Francisco, California.

JE T'AI ME      (1932----) (CG-833)

1932 Apr. 15 Assigned to Base 18, Woods Hole, Massachusetts, in Class A.

1934 Sep. 4 Letter (601) from Base 4, New London, Connecticut, advises stationed there.

JIM LULU      (1926-1929) (CG-2380)

1926 Aug. 25 Officially absorbed. Assigned to Ninth District, Charlotte Station. Numbered CG-2380.

1929 June 27 Destroyed by fire.

SEIZED BOATS 1925 - April 15, 1935

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JOHN D. - 17 (1930-1933) (CG-9127)

1930 Dec. 17 Numbered CG-9127. Assigned to Ninth District.

1933 May 25 Surveyed - condemned. Sold to August J. Schaefer, Marblehead, Ohio, for \$10.00.

JULIA - V-13369 (1931) (CG-940)

1931 Feb. 5 Assigned to Base 21, St. Petersburg, Florida.

1931 Nov. 21 Condemned by Board of Survey, and disposed of.

KARANKAWA (1929-1932) (CG-9012)

1929 Oct. 16 Assigned to Eighth District in Class B. July 12, 1932, surveyed and condemned. Aug. 24, 1932, hull burned.

KATHRYN - 230163 (1933----) (CG-9255)

1933 Jan. 9 Assigned to Base 2, Stapleton, New York, in Class B.

1934 Sep. 4 Letter from Base 4, New London, Connecticut, advises stationed there.

KILLARNEY (1932) (CG-970)

1932 Jan. 25 Assigned to Ninth District, in Class B. Aug. 13, 1932, surveyed and condemned.

KIYCKAWA - 231899 (1934----) (CG-9274)

1934 Nov. 1 Headquarters' letter this date (CR-2091), to New Orleans Division, assigns boat to that Division, in Class B.

LADY LOU (1929) (CG-906)

1929 July 16 Assigned to Base 11, Oakland, California, and numbered CG-906. Nov. 20, 1929, ordered to be sold.

1929 Dec. 27 Sold for \$261.50 to D. B. Barker, 1330 Park Street, Alameda, California.

LAURA - 230719 (1933----) (CG-9264)

1933 Aug. 31 Assigned to Base 9, Cape May, New Jersey, in Class B.

1934 Sep. 6 Letter (601) from Air Station, Cape May, New Jersey, advises stationed there.



SEIZED BOATS 1925 - April 15, 1935

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Laura L. - L-11231 (1931-1932) (CG-956)

1931 June 2 Assigned to Base 9. June 10th, transferred from Base 9 to Fifth District. March 6, 1932, sank.

Leo V. - V-12202 (1929-1931)(CG-9002)(CG-8005)(CG-2381)

Picket boat CG-2381 assigned to Base 21, St. Petersburg, Florida.

1929 July 17 Headquarters' letter to Base 21, St. Petersburg, Florida, changes number to CG-9002 and places in Class B. Number subsequently changed to CG-8005. January 14, 1931, hull burned.

Liberty (1931-----) (CG-824)

1931 May 9 Assigned to Base 17, San Pedro, California. Dec. 21, 1931, ordered permanently transferred to Base 11, Oakland, California.

Lilly of the Valley (1931-1934) (CG-823) (CG-9265)

1931 Apr. 10 Assigned to Base 9, Cape May, New Jersey. Sep. 22, 1933, re-numbered CG-9265, in Class B.

1934 Mar. 20 Sold for \$352.00 to William Little, 211 West Andrew Avenue, Wildwood, New Jersey.

Little Gussie (1929) (CG-9011)

1929 Oct. 16 Assigned to Eighth District, in Class B. Same day, sold to Dr. Clarence Goette, Grand Isle, La., for \$300.

Little Josephine - V-12912 (1932)

1932 Jan. 18 Assigned to Base 20, Fernandina, Florida. Feb. 4, surveyed and condemned. Feb. 18, hull burned.

Main - 227101 (1931-1934) (CG-060)

1931 July 17 Assigned to Twelfth District. Nov. 8, 1931, transferred to Base 13, Port Angeles, Washington.

1933 Jan. 21 Permanent transfer to Base 10, Port Townsend, Washington, effective April 1, 1933, directed. Decommissioned in accordance with Headquarters' letter May 9, 1933, to Area Commander.

1934 Feb. 3 Headquarters' letter to Base 10, Port Townsend, Washington, authorizes transfer to Bureau of Fisheries, permanently. March 15, 1934, released in accordance with above.



SEIZED BOATS 1925 - April 15, 1935

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MALVINA E. - B-3479 (1931-1933) (CG-958)

1931 June 16 Assigned to Base 15, Biloxi, Mississippi.  
1933 May 17 Permanent transfer to Base 15, at Pascagoula, Miss., effective on or about June 1st, directed.  
1933 Aug. 8 Commander, Base 15, advises boat placed in inactive status.  
1933 Oct. 16 To be transferred to Bureau of Customs, for use of Collector of Customs, at New Orleans, La.

MARDELLE - 229839 (1932----) (CG-832)

1932 Mar. 22 Assigned to Base 4, New London, Connecticut, in Class A.

MAREULINDOLE (1930-1931)

1930 Nov. 3 Assigned to Base 5, East Boston, Mass. Dec. 29, 1930, surveyed and condemned.  
1931 Mar. 2 Towed to sea and sunk.

MARGARET D. (1932-1933)

1932 Sep. 8 Assigned to Ninth District. Jan. 25, 1933, surveyed and condemned. Feb. 11, 1933, hull burned.

MARIANNE (1930-1931)

1930 June 7 Assigned to Base 4, New London, Conn. Apr. 9, 1931, surveyed and condemned. Mar. 15, 1931, hull burned.

MARIJA (1931) (CG-942)

1931 Feb. 24 Assigned to Base 6, Fort Lauderdale, Florida. April 27, 1931, burned.

MARJORIE - K-19048 (1930----) (CG-809)

1930 May 26 Numbered CG-809, and assigned to Base 4, New London, Connecticut.

MARTA (1932) (CG-986)

1932 Jan. 9 Assigned to Base 21, St. Petersburg, Florida, in Class B. March 14, 1932, hull burned.

SEIZED BOATS      1925 - April 15, 1935

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#230241 MARY (1932-1935) (CG-968)

1932 Aug. 19 Assigned to Base 2, Stapleton, New York, in Class B.  
1934 Mar. 31 Permanent transfer to Collector of Customs, New York, N. Y., ordered.  
1934 Apr. 25 Transferred in accordance with above and given Customs number 587.  
1934 Aug. 14 Retransferred to Coast Guard and given number CG-988.  
1935 Mar. 5 Sold for \$187.87 to Wm. J. Myles, 309 West 99th Street, New York, N. Y.

MARY JOY - 231409 (1932----) (CG-995)

1932 Oct. 14 Assigned to Base One, Galveston, Texas, in Class B.  
1933 June - Transferred to Base 15, Pascagoula, Miss., upon abolishment of Base 1, which was effective June 12, 1933.  
1934 May 17 Transferred to Santa Rosa Station, 8th District.

MARY LOU - C-6279 (1932)

1932 Oct. 27 Assigned to Base 5, East Boston, Mass. Nov. 18, surveyed and condemned; towed to sea and sunk.

MATILDA BARRY - 231513 (1934----) (CG-9268)

1934 Feb. 1 Assigned to Base 8, Norfolk, Virginia, in Class B.  
1934 May 15 Letter Commander, Norfolk Division to Eastern Area (2091-601) advises assigned to Norfolk, Virginia.

MAY B. (1931-1932) (CG-998) (CG-818)

1931 Jan. 9 Assigned to Base 4, New London, Connecticut, and numbered CG-818.  
1932 Oct. 26 Re-numbered CG-998, and transferred from Class A to Class B.  
1932 Dec. 31 Salvaged machinery and equipment. Hull towed to sea and burned.

METMUZEL (1930-1934) (CG-815) (CG-925)

1930 Sep. 8 Assigned to Base 8, Norfolk, Virginia. Dec. 10, 1930, re-numbered CG-815.  
1933 Mar. 17 Unit of Special Detail to operate under Commander, Norfolk Division,  
1934 Mar. 20 Headquarters' dispatch to Commander, Norfolk Division, directs permanent transfer to Commandant, Fifth Naval District, Norfolk, Virginia. March 22, 1934, turned over to Navy in accordance with above.

SEIZED BOATS      1925 - April 15, 1935

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MIANUS - 228028      (1932-1933) (CG-967)

1932 Jan. 9 Assigned to Base 11, Oakland, California, in Class B.  
1933 Oct. 16 Sold to Railway Equipment and Realty Company, Inc., 2129 Grove Street, Oakland, Calif., for \$2001.50.

MICKY - 227986      (1933)

1933 May 30 Assigned to Base 17, San Pedro, California. July 11, 1933, surveyed and condemned.  
1933 Aug. 11 Sold for \$803.50 to DeLuxe Water Taxi Company, West Water Street; Long Beach, California.

MIKE      (1929-1930)

1929 Dec. 3 Assigned to Ninth District. April 2, 1930, surveyed and condemned. April 23, 1930, hull burned.

MIMI - 656-Y      (1930----) (CG-8026)

1930 Sep. 17 Assigned to Ninth District, Charlotte Station.  
1932 Sep. 28 Letter (601) from Ninth District advises stationed at Cleveland, Ohio.

MISS C. B. - 157760      (1932-1933) (CG-985)

1932 Aug. 5 Assigned to Base 15, Biloxi, Mississippi, in Class E.  
1933 Apr. 4 Delivered to U. S. Marshal at Mobile, Ala., to be returned to owner.

#522-Z MISS PALM BEACH      (1930) (CG-9115)

1930 Sep. 6 Assigned to Ninth District. Oct. 9, 1930, hull burned.

MIZPAH - 227860      (1933----) (CG-838)

1933 Oct. 12 Assigned to Base 11, Oakland, California, in Class A.  
1934 July 3 Departed Oakland, California, and arrived Honolulu, T. H., July 13th, for permanent station thereat.

Motorboat V-7691      (1926)

1926 July 16 Officially absorbed. October 25, 1926, surveyed - condemned - sold.

SEIZED BOATS 1925 - April 15, 1935

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Motorboat 510-A (1927-1928)

1927 Dec. 12 Officially absorbed. Sep. 16, 1928, wrecked in Florida hurricane.

MYSTERY GIRL - B-9637 (1931-1932) (CG-944)

1931 Mar. 5 Assigned to Barataria Station, Grand Isle, La. Sep. 9, 1932, surveyed - condemned - hull burned.

NEPTUNE (1929-1933) (CG-912)

1929 Oct. 16 Assigned to Ninth District, in Class B.

1933 Mar. 16 Surveyed - condemned. Sold to D. J. Grieser, Marblehead, Ohio, for \$47.50.

NJORD (1929)

1929 July 11 Assigned to Base 20, Fernandina, Fla. Oct. 14, surveyed and condemned. Oct. 23, 1929, hull burned.

NORDEDA (1929-1930)

1929 Dec. 12 Assigned to Base 20, Fernandina, Fla. Jan. 4, 1930, surveyed and condemned; Feb. 21, hull burned.

NORMAN D. - B-8540 (1931) (CG-9145)

1931 Mar. 12 Assigned to Eighth District. June 12, 1931, hull burned.

ONAGARA (1928)

1928 - - Assigned to Ninth District. October 2, 1928, hull burned.

ONAWAY - C-8164 (1933-1934) (CG-9256)

1933 Jan. 12 Assigned to Base 7, Gloucester, Mass., in Class B.

1934 Jan. 2 Headquarters approves survey of December 22, 1933, boat to be sold.

1934 Jan. 2 Sold for \$165.00 to Dr. P. A. Lavoie, 184 Pleasant Street, Fall River, Massachusetts.

OSPREY - V-8550 (1929)

Assigned to Base 6, Fort Lauderdale, Fla. Date of assignment unavailable. July 18, 1929, surveyed and condemned. Sep. 18, 1929, burned.

SEIZED BOATS 1925 - April 15, 1935

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OVER THE TOP (1929-1930) (CG-8009)

1929 Dec. 14 Assigned to Ninth District. Numbered CG-8009. March 21, 1930, condemned - hull burned.

FAT - 4821-A (1931----) (CG-9138)

1931 Mar. 9 Assigned to Ninth District. Aug. 19, 1933, Ninth District advises assigned to Marblehead Station.

FATSY (1928-1932)

1928 Nov. 26 Assigned to Ninth District. March 1, 1932, surveyed and condemned. March 22, 1932, burned.

PHANTOM - 230395 (1931-1934) (CG-962)

1933 Aug. 14 Permanently transferred to Base 8, Norfolk, Virginia. Aug. 15, 1931, assigned to Base 9, Cape May, N.J.  
1933 Aug. 28 Base 9, Cape May, New Jersey, directs CG-112 to tow CG-962 to Base 8, as per above.  
1934 Apr. 30 Sold for \$55.00 to W. B. Fountain, P.O. Box 656, Norfolk, Virginia.

PHANTOM II - Canadian Registry #154694 (1931)(CG-939)

1931 Jan. 29 Assigned to Ninth District. March 28, 1931, transferred to Army Engineers, War Dept., Buffalo, N. Y.

PIP - 776-R (1931) (CG-9156)

1931 Apr. 30 Assigned to Ninth District. Sep. 28, condemned by Board of Survey. Oct. 17, 1931, hull burned.

PORPOISE (1929----) (CG-914)

1929 Oct. 23 Numbered CG-914. Assigned to Depot, Curtis Bay, Maryland.

PRINCESS - 230089 (1931-1932) (CG-964)

1931 Aug. 17 Assigned to Base 15, Biloxi, Miss., in Class B. Jan. 27, 1932, hull burned.

PUEBLOS - 230112 (1934) (CG-9271)

1934 Mar. 28 Assigned to First District, in Class B.  
1934 May 23 Transferred to Bureau of Customs, for use of Collector of Customs, Boston, Massachusetts.

SEIZED BOATS      1925 - April 15, 1935

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QUETZALCOATL      (1932) (CG-972)

1932 Feb. 25 Assigned to Base 20, Fernandina, Florida, in Class B.  
1932 May 5 Surveyed - condemned. June 22, 1932, hull burned.

RAINBOW II      (1929-1930) (CG-9005) (CG-2262)

1928 Nov. 24 Assigned to Ninth District and numbered CG-9005. April 28, 1930, burned.

REDWOOD - 226320      (1934) (CG-9272)

1934 Apr. 2 Assigned to Base 11, Oakland, California, in Class B.  
1934 July 3 Sold for \$486.00 to Anona Dunbar Perry, 1227 Central Bank Building, Oakland, California.

RENE-B      (1930) (CG-916)

1930 Jan. 13 Numbered CG-916. Assigned to Ninth District.  
1930 Oct. 28 Sold to W. J. Graham, 5330 St. Paul Blvd., Rochester, New York, for \$5.50.

RESOLUTION      (1929)

1929 Feb. 4 Assigned to Base 15, Biloxi, Mississippi. August 6, 1929, surveyed and condemned.

RETHALULEU      (1931)

1931 Sep. 22 Assigned to Base 17, San Pedro, California. October 27, 1931, surveyed and condemned.  
1931 Nov. 23 Sold for \$163.50 to Garbutt-Walsh, San Pedro, California.

RIGHTO - Z-801      (1929) (CG-9006)

1929 July 17 Numbered CG-9006 and assigned to Base 21, St. Petersburg, Florida. October 23, 1929, hull burned.

HAMMITT L. ROBBINS - 203494      (1931) (CG-954)

1931 May 9 Assigned to Base 8, Norfolk, Virginia.  
1931 Aug. 28 Condemned - hull burned, after all valuable equipment had been removed.

SEIZED BOATS      1925 - April 15, 1935

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ROBERT B. - 222153      (1930-1932) (CG-935)

1930 Dec. 9 Assigned to Ninth District. Apr. 1, 1932, transferred to Army Engineers, War Department.

ROVEN GAMBLER - 220980      (1932-1933) (CG-997)

1932 Oct. 21 Assigned to Base 21, St. Petersburg, Florida, in Class B. Transferred to Base 6, Fort Lauderdale, Florida, in accordance with Headquarters' letter May 9, 1933, to Southern Area. To be surveyed.

1933 Sep. 19 Headquarters' letter to Base 6, authorizes removal of engine and installation of removed engine in CG-825.

1933 Dec. 8 Survey of November 23, 1933, approved. Hull to be sold.

1933 Dec. 29 Sold for \$145.00 to Nicholas Ray, 6001 Pine Tree Drive, Miami Beach, Florida.

RUSSEL      (1929-1931) (CG-8008)

1929 Dec. 2 Officially absorbed. Assigned to Ninth District, and numbered CG-8008.

1930 Apr. 12 Permanent station at Trenton, Michigan. September 1, 1931, burned.

RUTH - 364-Z      (1930) (CG-9073)

1930 Jan. 20 Numbered CG-9073 and assigned to Ninth District. Feb. 11, 1930, transferred to Prohibition Bureau.

RUTH J. - B-8192      (1927-1928)

1927 Aug. - Assigned to Base 15, Biloxi, Mississippi. January 10, 1928, surveyed and condemned.

1928 Feb. 9 Sold to C. B. Foster, Biloxi, Mississippi, for \$753.00.

SAFE AND SANE      (1928-1929)

1928 Sep. 18 Assigned to Base 21, St. Petersburg, Florida. October 8, 1929, surveyed and condemned.

1929 Nov. 1 Hull burned.

SAL LAL II      (1929-1934) (CG-8001)

1929 Oct. 12 Officially absorbed. Assigned to Base 12, Anacortes, Washington. Jan. 21, 1933, permanent transfer to Base 10, Port Townsend, Washington, effective April 1, 1933, directed.

Decommissioned in accordance with Headquarters' letter May 9, 1933, to Area Commanders.



SEIZED BOATS 1925 - April 15, 1935

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SALIAL II (1929-1934) (CG-8001) Cont'd

1933 Nov. 7 Ordered transferred to Bureau of Customs, for use of Collector of Customs, Seattle, Washington.  
1934 Jan. 19 Headquarters' dispatch to Base 10, Port Townsend, Washington, rescinds above transfer.  
1934 May 8 Sold for \$425.00 to L. S. McCurdy, Port Townsend, Washington.

SAMBO G. (1930)

1930 June 24 Assigned to Ninth District. July 19, 1930, transferred to Collector of Customs, Buffalo, New York.

SAYONA II (1930-1931) (CG-930)

1930 Oct. 22 Assigned to Base 6, Fort Lauderdale, Florida. May 26, 1931, burned.

SCOUT - C-5397 (1927-1930) (CG-2252) (CG-9001)

1927 July 27 Assigned to Ninth District, Erie Station and numbered CG-9001.  
1930 Jan. 16 Surveyed - condemned. January 20, 1930, burned.

SEA HAWK - 227782 (1932-1934) (CG-968)

1932 Jan. 11 Assigned to Eighth District, in Class B. Dec. 15, 1933, Headquarters approved survey of Nov. 27, 1933.  
1934 Feb. 1 Sold for \$502.00 to Frank Pucar, 4916 Avenue "C", Galveston, Texas.

SEGER (1931) (CG-9173)

1931 Aug. 10 Assigned to Ninth District, in Class B. Oct. 9, 1931, transferred to U. S. Customs Bureau.

SENO ISLA (1929-1934) (CG-8003)

1929 Oct. 12 Officially absorbed. Assigned to Base 10, Port Townsend, Washington.  
Decommissioned in accordance with Headquarters' letter May 9, 1933, to Area Commander.  
1933 Nov. 7 Ordered transferred to Bureau of Customs, Collector of Customs, Seattle, Washington.  
1934 Jan. 19 Headquarters' dispatch to Base 10, rescinds above order.  
1934 Feb. 27 Transferred to Bureau of Customs, for use of Collector of Customs, San Diego, California.

SEIZED BOATS 1925 - April 15, 1935

Pages 592 to 662, inclusive, give a list of boats seized for violations of laws of the United States and, after due process of law, assigned to this Service for its use. It will be noted that a number of these boats were eventually disposed of by burning. In each instance such action was taken after a survey by commissioned officers, and approval thereof by Coast Guard Headquarters, had determined the boat was not only unfit for further Service duty, but also unsafe for use by other Government departments or private individuals.

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SHARK - V-13385 (1927-1928)

1927 Dec. 12 Assigned to Base 6, Fort Lauderdale, Florida. July 25, 1928, sold.

SHARPIE (1932- ) (CG-9209)

1932 May 27 Assigned to Base 4, New London, Connecticut, in Class B.

1934 Oct. 29 (601) New York Division letter advises in use by Fort Trumbull Training Station, New London, Conn.

SKIP (1930-1933) (CG-8011)

1930 Jan. 24 Officially absorbed and assigned to Ninth District. Numbered CG-8011.

1930 Apr. 12 Permanent station at Youngstown, Ohio. Oct. 7, 1931, left Buffalo, New York, for Portsmouth, N. H.

1931 Oct. 27 Assigned to Plum Island Station, First District.

1932 July 19 Ordered transferred to Kennebec River Station, First District.

1933 June 5 Ordered transferred to Base 7, Gloucester, Massachusetts. July 20th, survey of July 6th, approved.

1933 Oct. 9 Sold to William Kaufman, Chelsea, Massachusetts, for \$257.50.

#157590 STEPHANOTIS, O. N. (1932-1933) (CG-975)

1932 Apr. 9 Assigned to Base 20, Fernandina, Florida, in Class B.

Transferred to Depot, Curtis Bay, Md., in accordance with Headquarters' letter of November 14, 1932.

1932 Nov. 26 Left Base 20 for Depot, in accordance with above; arriving December 8th.

1933 Feb. 17 Surveyed at Depot. To be transferred to some other Government Department, via Chief Coordinator - if not possible, will be sold. June 20, 1933, turned over to Navy Department at Depot, Curtis Bay, Md.

SUMATRA (1932- ) (CG-836) (CG-976)

1932 May 31 Assigned to Base 5, East Boston, Mass., in Class B.

1932 Oct. 22 Numbered CG-836, and transferred from Class B to Class A.

1933 June 20 Transferred to Base 7, Gloucester, Massachusetts.

1934 Apr. 17 Transferred to Base 4, New London, Connecticut.

SEIZED BOATS      1925 - April 15, 1935

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TALVEZ - 230507      (1931) (CG-959)

1931 June 22 Assigned to Base 15, Biloxi, Mississippi.  
1931 June 29 Transferred to U. S. Bureau of Fisheries, Commerce Department, New Orleans, La.

I. H. TAWES - 100748      (1931) (CG-953)

1931 May 8 Assigned to Base 8, Norfolk, Virginia. July 18, 1931, condemned.

TEDDY P.      (1930----) (CG-931) (CG-826)

1930 Nov. 7 Assigned to Base 8, Norfolk, Virginia. July 3, 1931, ordered transferred permanently to Gulf Division, Key West, Florida. July 29, 1931, put in Class A, and re-numbered CG-826.

TORNADO - 231245      (1932-1933) (CG-981)

1932 July 19 Assigned to Base 17, San Pedro, California, in Class B. January 6, 1933, surveyed - condemned.  
1933 Jan. 16 Sold to Glen H. Varney, Box 1082 San Pedro, California, for \$601.00.

TRAMP - C-5691      (1930-1933) (CG-813) (CG-913)

1930 Nov. 28 Officially absorbed, numbered CG-813, and assigned to Base 18, Woods Hole, Mass., in Class A.  
1933 May 25 Headquarters approved survey of May 22, 1933. Engine to be removed and hull burned.

TUNA - 229385      (1932) (CG-980)

1932 July 11 Assigned to Base 9, Cape May, New Jersey. September 5, 1932, surveyed - condemned.  
1932 Sep. 12 Machinery and equipment salvaged - hull burned.

GENE TUNNEY - 227076      (1932-1933) (CG-984)

1932 Aug. 5 Assigned to Base 15, Biloxi, Mississippi, in Class B. Feb. 11, 1933, engine salvaged and hull burned.

VENAR      (1931-1932) (CG-9133)

1931 Jan. 29 Assigned to Ninth District. April 30, 1932, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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VERA (1930-1931) (CG-9112)

1930 Aug. 22 Assigned to Base 20, Fernandina, Florida. June 30, 1931, hull burned.

VICTOR - 228206 (1931-1932) (CG-943)

1931 Mar. 5 Assigned to Base 9, Cape May, New Jersey.

1932 Dec. 1 Sold for \$510.00 to James Cohan, 412 East California Avenue, Pleasantville, New Jersey.

VINCES (1931----) (CG-821)

1931 Mar. 27 Arrived at Depot, Curtis Bay, Maryland. July 23, 1931, placed in commission at Depot - home port.

1931 July 28 Arrived at Norfolk, Virginia. Sep. 14, 1932, arrived at Depot, Curtis Bay, Md., after trip to Florida.

VIOLET - 230310 (1934) (CG-9269)

1934 Feb. 20 Assigned to Base 8, Norfolk, Virginia, in Class B.

1934 Apr. 30 Sold for \$90.00 to W. A. McCluskey, 25 Devon Way, Hastings-on-Hudson, N. Y.

WARBUG -222370 (1930-1933) (CG-928)

1930 Sep. 12 Assigned to Base 2, Stapleton, New York, and numbered CG-928.

1933 Mar. 1 Headquarters approved survey of February 7, 1933. Hull scrapped.

WHATZIS - 231514 (1934----) (CG-9266)

1934 Jan. 4 Assigned to Base 18, Woods Hole, Massachusetts, in Class B.

1934 Sep. 4 Letter (601) from Base 4, New London, Connecticut, advises stationed there.

WHIPPOORWILL - 230290 (1932----) (CG-987)

1932 Aug. 19 Assigned to Depot, Curtis Bay, Maryland, in Class B.

1932 Oct. 5 Left for New York, N. Y., in accordance with Headquarters' letter of Sep. 29, 1932, which assigns this boat to Base 2, Stapleton, N. Y.

1934 Sep. 4 Letter from Base 4, New London, Connecticut, advises boat stationed there.

SEIZED BOATS 1925 - April 15, 1935

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CG-812 (1930----) (CG-926) (V-11941)

1930 Sep. 10 Assigned to Base 6, Fort Lauderdale, Florida, and numbered CG-926.  
1930 Nov. 7 Re-numbered CG-812, and placed in Class A.

CG-814 (1930-1934) (CG-4255)

1930 Dec. 9 Numbered CG-814 and assigned to Base 20, Fernandina, Florida.  
1931 Apr. 13 Temporarily assigned to YANACRAW, Savannah, Ga. June 20, 1933, dispatch from Jacksonville Division (6020-1340), advises being towed to Base 6, Fort Lauderdale, Florida, from Fernandina, Florida.  
1933 June 22 Arrived Port Everglades, Florida, and decommissioned. Sep. 19, 1933, Headquarters' letter to Base 6, Fort Lauderdale, Florida (AC-601-33), authorized operation as a Class B boat for remainder of fiscal year. May 10, 1934, permanently transferred to Bureau of Biological Survey, Dept. of Agriculture.

CG-825 (1931----) (CG-941) (V-19377)

1931 Feb. 11 Numbered CG-941. May 12, 1931, re-numbered CG-825, and assigned to Base 3, Charleston, S. C.  
1933 May 9 Headquarters' letter to Southern Area (CG-601), directs transfer to Base 6, Fort Lauderdale, Florida, for decommissioning.  
1933 Sep. 19 (AC-601) Headquarters' letter to Base 6, Fort Lauderdale, Florida, authorized transfer of engine from CG-997 to CG-825, and operation of CG-825 as Class B boat for remainder of fiscal year.  
1934 Jan. 11 (AC-601) Headquarters' letter to Base 6, Fort Lauderdale, Florida, authorizes decommissioning of CG-2345 and complement and allotment therefor transferred to CG-825.  
1934 Jan. 18 (601) Base 6 letter advises Headquarters, letter January 11, 1934 has been complied with.

CG-830 (1932-1933) (V-4133)

1932 Jan. 20 Headquarters' letter (2091) to Base 21, St. Petersburg, Florida, assigned in Class B.  
1933 Mar. 11 Surveyed and condemned. Headquarters approved survey on March 23, 1933. July 3, 1933, Memorandum from Construction & Repair Section (CR-408), advises sold to Richard Black, St. Petersburg, Fla., for \$37.00.

CG-909 (1929) (V-3845)

1929 July 7 Numbered CG-909 and assigned in Class B to Base 20, Fernandina, Florida. Oct. 10, 1929, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-910 (1929-1932) (C-6200)

1929 Sep. 17 Numbered CG-910 and assigned to Base 18, Woods Hole, Massachusetts. August 27, 1932, hull burned.

CG-921 (1930-----) (K-19825)

1930 July 31 Assigned to Base 2, Stapleton, New York, and numbered CG-921.

1932 Aug. 31 (701-531) Headquarters' letter to Base 18, directs crew be sent for boat and assignment of to that Base, Woods Hole, Mass. Sep. 11th, arrived at Base 18, after having left Stapleton, New York, Sep. 10, 1932.

1934 Mar. 13 (AC-601-701-531) Headquarters' letter to Eastern Area directs permanent transfer to Base 4, New London.

1934 Mar. 26 Took permanent station at Base 4, New London, Connecticut.

CG-922 (1930-1934) (L-9938)

1930 July 31 Numbered CG-922 and assigned to Base 2, Stapleton, New York.

1934 Feb. 20 Headquarters approved survey of Feb. 15, 1934. Boat to be stripped and hull to be broken up for firewood.

CG-929 (1930-1934) (A-8718)

1930 Oct. 20 Numbered CG-929 and assigned to Base 7, Gloucester, Massachusetts.

1934 Apr. 26 Sold for \$660.00 to Birtwell Stafford, 88 Pleasant Street, Fall River, Massachusetts.

CG-932 (1930-1931) (K-14987)

1930 Nov. 12 Numbered CG-932 and assigned to Base 21, St. Petersburg, Florida.

1931 Aug. 24 Surveyed and condemned. November 25, 1931, hull burned.

CG-947 (1931-1933) (K-1231)

1931 Apr. 7 Numbered CG-947 and assigned to Fourth District. June 19, 1933, letter from Commander, Eastern Area (601) advises Commander, New York Division that boat is to be stationed at Point Lockout Station.

1933 Sep. 12 Surveyed and condemned. Headquarters approved survey on September 26, 1933.

1933 Oct. 28 Sold for \$405.00 to George S. Iskyan, 36-40 88th Street, Jackson Heights, New York, as per Construction and Repair Section memorandum (408-209) of that date.

SEIZED BOATS 1925 - April 15, 1935

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CG-969 (1932) (A-9960)

1932 Jan. 20 Headquarters' letter assigned number CG-969, in Class B, First District.  
1932 July 31 Hull burned after Headquarters approval of survey condemning boat.

CG-971 (1932) (N-322)

1932 Feb. 25 Headquarters' letter to Ninth District assigned boat in Class B. Nov. 28, 1932, surveyed and condemned, sold.

CG-982 (1932) (K-5691)

1932 July 23 Headquarters' letter to Fifth District places in Class B.  
1932 Aug. 17 Backfire from engine ignited gasoline tank and boat burned. All hands saved.

CG-989 (1932-1934) (C-5698)

1932 Aug. 23 Headquarters' letter to Base 7, Gloucester, Massachusetts, assigned to Class B.  
1933 Dec. 22 Surveyed and condemned. Headquarters approved survey on January 2, 1934.  
1934 Feb. 3 Sold for \$176.00 to John McInnis, 100 Prospect Street, Gloucester, Massachusetts.

CG-991 (1932-----) (C-8348)

1932 Oct. 1 Headquarters' letter to Commander, First District, (2091) assigned boat in Class B to that District.  
1932 Dec. 12 Headquarters' letter (CG-601-23), to First District, authorizes permanent stationing of at Cape Elizabeth Station. December 14, 1932, delivered at Cape Elizabeth Station.

CG-993 (1929-1932) (CG-907) (CG-819) (C-5883)

1929 July 17 Numbered CG-907 and assigned to Base 5, East Boston, Massachusetts. Jan. 2, 1931, re-numbered CG-819.  
1932 Oct. 11 Re-numbered CG-993. November 28, 1932, hull burned.

CG-999 (1928-1933) (CG-901) (CG-811) (CG-2258) (A-1674)

1928 June 20 Placed in commission at San Pedro, Calif. Oct., 1929, numbered CG-901 and placed in Class B.  
1930 Oct. 23 Re-numbered CG-811 and placed in Class A. Oct. 26, 1932, Headquarters' letter (CR-2091-408) changed number to CG-999 and placed in Class B. Jan. 16, 1933, engine and equipment salvaged - hull sold for \$201. to Glen H. Varney, San Pedro, Calif. - 632 -



SEIZED BOATS 1925 - April 15, 1935

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CG-2248 (1926-1928)

1926 Dec. 2 Numbered CG-2248 and assigned to Erie Station, 9th District. Apr. 4, 1928, surveyed and condemned.

CG-2249 (1926-1927) (P-108)

1926 May 10 Officially absorbed at Biloxi, Miss., Base 15, and named CG-2249. May 13, 1927, wrecked at Shell Beach, La.

CG-2251 (1926-1927) (Speed boat 417-D)

1926 Oct. 11 Ordered transferred from Base 5, East Boston, Mass., to Quoddy Head Station, First District.

1926 Nov. 19 Delivered at Portsmouth, New Hampshire, to Commander, First District.

1927 Apr. 24 Numbered CG-2251 and delivered to Quoddy Head Station. Sep. 28, 1927, surveyed and condemned - sold.

CG-2254 (1928-1929) (336-A)

1928 Feb. 11 Officially absorbed by Coast Guard and assigned to Base 17, San Pedro, California.

1929 Feb. 4 Condemned and sale of authorized.

CG-2256 (1928) (Motorboat V-15867)

1928 Mar. 27 Officially absorbed, numbered CG-2256, and assigned to Base 6, Fort Lauderdale, Florida.

1928 May 24 Surveyed - condemned - hull burned.

CG-2257 (1928-1929) (V-16109)

1928 Mar. 10 Numbered CG-2257 and assigned to Base 6, Fort Lauderdale, Florida.

1928 June 19 Ordered transferred to Base 20, Fernandina, Florida. June 20th, arrived at Base 20, Fernandina.

1929 Mar. 7 Engine scrapped and hull burned.

CG-2260 (1929) (V-15495)

1929 Feb. - Wrecked. Was assigned to Base 6, Fort Lauderdale, Florida.

CG-2261 (1929) (V-14509)

1929 Mar. 5 Sold. Boat had been assigned to Base 6, Fort Lauderdale, Florida.

SEIZED BOATS 1925 - April 15, 1935

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CG-2377 (1928) (Motorboat 729-M)

1928 July 30 Headquarters approved survey condemning this boat - hull to be burned. Boat had been assigned to Base 12, Anacortes, Washington.

CG-2379 (1926-1929) (Motorboat K-14775)

1926 Dec. 28 Officially absorbed, numbered CG-2379, and assigned to Base 6, Fort Lauderdale, Florida.  
1929 Mar. 15 Sold for \$15.00 to C. S. Davis, Fort Lauderdale, Florida.

CG-8004 (1926-1932) (CG-2250) (CG-9000) (Motorboat V-12216)

1926 Mar. 18 Officially absorbed and assigned to Key West, Florida. Dec. 30, 1926, numbered CG-2250.  
1927 Oct. 1 Transferred to Base 21, St. Petersburg, Florida. July 17, 1929, re-numbered CG-9000 and on October 12, 1929, re-numbered CG-8004, and placed in Class A. January 25, 1932, hull burned.

CG-8010 (1930) (3802-A)

1930 Jan. 24 Officially absorbed and numbered CG-8010; assigned to Ninth District.  
1930 Apr. 12 Assigned permanent station at Marblehead Station in Ninth District. Lost with all on board May 1, 1930.

CG-8014 (1930-1931) (CG-9018) (V-14708)

1930 May 12 Numbered CG-8014 and assigned to Base 6, Fort Lauderdale, Florida.  
1931 Aug. 8 Destroyed, after Headquarters approval of survey concerning boat.

CG-8015 (1930-1931) (CG-9020) (V-14682)

1930 May 12 Numbered CG-8015 and assigned to Base 6, Fort Lauderdale, Florida.  
1931 Nov. 8 Engine salvaged and hull destroyed.

CG-8016 (1930) (CG-9069) (V-16626)

1930 Jan. 13 Numbered CG-9069 and assigned to Base 6, Fort Lauderdale, Florida.  
1930 May 12 Re-numbered CG-8016.  
1930 Nov. 6 Destroyed, in accordance with Board of Survey's recommendation.

SEIZED BOATS 1925 - April 15, 1935

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CG-8017 (1930-1931) (CG-9082) (V-16865)

1930 Apr. 23 Assigned to Base 6, Fort Lauderdale, Florida, and numbered CG-9082. May 12, 1930, re-numbered CG-8017.  
1931 Oct. 15 Ordered burned, after Headquarters approval of survey condemning.

CG-8018 (1930) (CG-9083) (V-15301)

1930 Apr. 24 Numbered CG-9083 and assigned to Base 6, Fort Lauderdale, Florida.  
1930 May 12 Re-numbered CG-8018 and assigned to Class A. June 23, 1930, destroyed by fire.

CG-8019 (1930) (V-18871)

1930 May 21 Assigned to Base 6, Fort Lauderdale, Florida, and given number CG-8019. Destroyed by fire June 23, 1930.

CG-8021 (1930-1931) (V-15021)

1930 July 9 Assigned number CG-8021 at Base 20, Fernandina, Florida. May 27, 1931, disposed of.

CG-8020 (1930-1931) (V-2793)

1930 July 9 Assigned number CG-8020 at Base 6, Fort Lauderdale, Florida. April 1, 1931, disposed of.

CG-8022 (1930) (A-658)

1930 July 9 Numbered CG-8022 and assigned to Ninth District. Sep. 3, 1930, ordered surveyed.  
1930 Sep. 23 Hull burned after Headquarters approval of survey condemning boat.

CG-8023 (1930-1933) (CG-9094) (A-3636)

1930 May 21 Numbered CG-9094 and assigned to Ninth District, Erie Station. July 9, 1930, re-numbered CG-8023, and placed in Class A. Feb. 4, 1933, letter Commander, 9th District (601), advises now stationed at Buffalo Station. May 25, 1933, surveyed and condemned. Sold to Louis Lawton, Buffalo, New York, for \$5.50.

CG-8025 (1930-1933) (K-18967)

1930 Aug. 18 Numbered CG-8025 and assigned to Fifth District, Monmouth Beach Station.  
1932 Apr. 16 Headquarters' letter this date (CO-601), authorizes transfer to Atlantic City Station.

(Cont'd)

SEIZED BOATS      1925 - April 15, 1935

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CG-8025      (1930-1933) (K-18967) (Cont'd)

1932 May 7 Letter dated April 16, 1932, amended and transfer authorized to Corson Inlet Station.  
1933 May 21 Arrived Depot, Curtis Bay, Maryland, for decommissioning thereat.  
1933 July 8 Permanently transferred to Metropolitan Police Department, Washington, D. C.

CG-8028      (1931-1935) (K-22845)

1931 Nov. 9 Headquarters' letter to Commander, Base 4, New London, Connecticut, assigns number CG-8028, in Class A, but boat was later assigned to Third District, Fishers Island Station.  
1932 Sep. 9 Temporarily transferred to Brenton Point Station. (See letter from Third District, 22 Sep., 1932 (23-601).  
1933 Jan. 15 Account Reorganization Plan, effective this date, the CG-8028 now in Fourth District.  
1933 June 5 Survey of May 25, 1933, approved, and boat sold to Leroy Eldridge, Fishers Island, N. Y., for \$35.00.

CG-8029      (1932-----) (L-11503)

1932 Feb. 29 Headquarters' letter (2091) to Fifth District assigned boat in Class A to that District.  
1932 Oct. 1 (601) Letter from Fifth District advises boat stationed at Sandy Hook Station.

CG-8031      (1931-----) (CG-9129) (1464-A)

1931 Jan. 12 Numbered CG-9129 and assigned to Ninth District.  
1932 Mar. 7 Re-numbered CG-8031, placed in Class A, and assigned to Old Chicago Station, 11th District.

CG-8033      (1932-----) (CG-9205) (V-20678)

1932 Apr. 29 Headquarters' letter to Base 6, Fort Lauderdale, Florida, assigns boat to that Base in Class B.  
1932 July 12 Headquarters' letter (2091) changed number to CG-8033, in Class A.

CG-8034      (1932-1933) (A-1181)

1932 Oct. 6 Headquarters' letter (2091) assigned number CG-8034 at Base 17, San Pedro, California.  
1933 Jan. 5 Delivered to Commander, Base Force, U. S. Naval Fleet, for permanent transfer to U. S. Navy, 12th District.

SEIZED BOATS      1925 - April 15, 1935

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CG-9003      (1927-1933) (CG-2253) (Motorboat 579)

1927 Nov. 7    Numbered CG-2253 and assigned to Base 12, Anacortes, Washington. July 17, 1929, re-numbered CG-9003.  
1933 Jan. 21    (CG-601-141-143) Headquarters' letter to Commander, Seattle Division, directs permanent transfer to Base 10, Port Townsend, Washington, effective 1 April, 1933. Subsequently decommissioned in accordance with Headquarters' letter 9 May, 1933 (CG-601), to Area Commander.  
1933 Sep. 1    Headquarters approves survey of 25 August, 1933 - boat condemned. Hull burned.

CG-9004      (1928-1930) (CG-2255) (V-15739)

1928 Apr. 25    Numbered CG-2255 and assigned to Base 6, Fort Lauderdale, Florida.  
1929 July 17    Re-numbered CG-9004 and placed in Class B. May 21, 1930, hull destroyed.

CG-9007      (1929-1932) (Z-62)

1929 Oct. 12    Numbered CG-9007 and assigned to Ninth District in Class B. Nov. 30, 1932, hull burned.

CG-9008      (1929-1931) (723-A)

1929 Oct. 12    Numbered CG-9008 and assigned to Base 17, San Pedro, California, in Class B.  
1931 Feb. 25    Hull burned and material salvaged.

CG-9014      (1929-1930) (1693-Y)

1929 Oct. 16    Numbered CG-9014 and assigned to Ninth District in Class B. Dec. 19, 1930, hull burned.

CG-9015      (1929) (U.S.C. 489)

1929 Oct. 18    Numbered CG-9015 and assigned to Ninth District. Oct. 22nd, destroyed by fire in Lower Detroit Area.

CG-9017      (1929-1930) (V-15042)

1929 Oct. 18    Numbered CG-9017 and assigned to Base 6, Fort Lauderdale, Florida. Aug. 28, 1930, hull burned.

CG-9019      (1929-1930) (V-14690)

1929 Oct. 18    Numbered CG-9019 and assigned to Base 6, Fort Lauderdale, Fla., in Class B. Apr. 11, 1930, hull burned.

SEIZED BOATS 1925 - April 15, 1935

Pages 592 to 662, inclusive, give a list of boats seized for violations of laws of the United States and, after due process of law, assigned to this Service for its use. It will be noted that a number of these boats were eventually disposed of by burning. In each instance such action was taken after a survey by commissioned officers, and approval thereof by Coast Guard Headquarters, had determined the boat was not only unfit for further Service duty, but also unsafe for use by other Government departments or private individuals.

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CG-9021 (----In Service 4-15-1935)(V-14568)

1934 Jan. 1 Now at Depot, Curtis Bay, Maryland, after transfer from Base 6, Fort Lauderdale, Florida.

CG-9022 (1929-1930) (V-14233)

1929 Oct. 18 Numbered CG-9022 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9023 (1929-1930) (V-14316)

1929 Oct. 18 Numbered CG-9023 and assigned to Base 6, Fort Lauderdale, Florida. Sep. 18, 1930, hull burned.

CG-9024 (1929-1930) (V-14228)

1929 Oct. 18 Numbered CG-9024 and assigned to Base 6, Fort Lauderdale, Florida.

1930 Sep. 18 Hull burned, after removal of engine.

CG-9025 (1929-1930) (V-13797)

1929 Oct. 18 Numbered CG-9025 and assigned to Base 6, Fort Lauderdale, Florida. Aug. 28, 1930, hull burned.

CG-9026 (1929-1930) (V-9424)

1929 Oct. 18 Numbered CG-9026 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9027 (1929-1930) (V-7008)

1929 Oct. 22 Numbered CG-9027 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9028 (1929-1930) (V-6622)

1929 Oct. 22 Numbered CG-9028 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9029 (1929-1930) (V-1468)

1929 Oct. 22 Numbered CG-9029 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9030 (1929-1930) (K-5403)

1929 Oct. 22 Numbered CG-9030 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.



SEIZED BOATS 1925 - April 15, 1935

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CG-9031 (1929-1930) (V-15944)  
1929 Oct. 22 Numbered CG-9031 and assigned to Base 6, Fort Lauderdale, Florida. Nov. 8, 1930, hull burned.

CG-9032 (1929-1930) (V-16365)  
1929 Oct. 22 Numbered CG-9032 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9033 (1929-1930) (V-16700)  
1929 Oct. 22 Numbered CG-9033 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9034 (1929-1930) (V-16727)  
1929 Oct. 22 Numbered CG-9034 and assigned to Base 6, Fort Lauderdale, Florida. July 15, 1930, hull burned.

CG-9035 (1929-1930) (V-16952)  
1929 Oct. 22 Numbered CG-9035 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9036 (1929-1930) (V-17400)  
1929 Oct. 22 Numbered CG-9036 and assigned to Base 6, Fort Lauderdale, Florida. August 8, 1930, hull burned.

CG-9037 (1929-1930) (V-17454)  
1929 Oct. 22 Numbered CG-9037 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9038 (1929-1930) (V-17576)  
1929 Oct. 22 Numbered CG-9038 and assigned to Base 6, Fort Lauderdale, Florida. August 11, 1930, hull burned.

CG-9039 (1929-1930) (V-17884)  
1929 Oct. 23 Numbered CG-9039 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9040 (1929-1930) (V-18031)  
1929 Oct. 23 Numbered CG-9040 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.



SEIZED BOATS 1925 - April 15, 1935

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CG-9041 (1929-1930) (Boat - no identification)

1929 Oct. 23 Numbered CG-9041 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9042 (1929-1930) (V-15140)

1929 Oct. 23 Numbered CG-9042 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9043 (1929-1930) (V-18371)

1929 Oct. 23 Numbered CG-9043 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9044 (1929-1930) (V-16847)

1929 Oct. 23 Numbered CG-9044 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9045 (1929-1931) (936-C)

1929 Oct. 23 Numbered CG-9045 and assigned to Base 7, Gloucester, Mass. Sep. 3, 1931, surveyed and condemned; burned.

CG-9046 (1929) (V-15280)

1929 Oct. 23 Numbered CG-9046 and assigned to Base 21, St. Petersburg, Florida.

1929 Nov. 19 Condemned by Board of Survey after having been wrecked in hurricane September 29, 1929.

CG-9047 (1929-1930) (V-8155)

1929 Oct. 24 Numbered CG-9047 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9048 (1929-1931) (V-18697)

1929 Oct. 25 Numbered CG-9048 and assigned to Base 20, Fernandina, Florida.

1931 Nov. 19 Condemned by Board of Survey and hull burned on December 31, 1931.

CG-9049 (1929-1930) (V-14177)

1929 Nov. 13 Numbered CG-9049 and assigned to Base 6, Fort Lauderdale, Florida. April 28, 1930, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-9050 (1929-1930) (V-2316)

1929 Nov. 13 Numbered CG-9050 and assigned to Base 6, Fort Lauderdale, Florida. August 20, 1930, hull burned.

CG-9051 (1929-1930) (V-13774)

1929 Nov. 13 Numbered CG-9051 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9052 (1929-1930) (V-16654)

1929 Nov. 13 Numbered CG-9052 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9053 (1929-1930) (V-17515)

1929 Nov. 13 Numbered CG-9053 and assigned to Base 6, Fort Lauderdale, Florida. Nov. 8, 1930, hull burned.

CG-9054 (1929-1933) (V-18480)

1929 Nov. 22 Numbered CG-9054 and assigned to Base 6, Fort Lauderdale, Florida.

1930 Feb. 7 Assigned to Base 20, Fernandina, Florida, May 25, 1933, Headquarters approves survey of May 19, 1933, condemning boat, and boat was sold to Paul Gigis, Fernandina, Florida, for \$511.00.

CG-9055 (1929-1930) (2085-A)

1929 Nov. 25 Numbered CG-9055 and assigned to Ninth District. August 25, 1930, hull burned.

CG-9056 (1929-1932) (N-2618)

1929 Nov. 27 Numbered CG-9056 and assigned to Ninth District. August 30, 1932, hull burned.

CG-9058 (1929-1930) (V-18520)

1929 Dec. 2 Numbered CG-9058 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9059 (1929-1930) (V-18522)

1929 Dec. 14 Numbered CG-9059 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-9060 (1929-1930) (V-17586)

1929 Dec. 18 Numbered CG-9060 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9061 (1929-1930) (V-17489)

1929 Dec. 18 Numbered CG-9061 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9062 (1929-1930) (V-14408)

1929 Dec. 18 Numbered CG-9062 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9063 (1929-1930) (V-17430)

1929 Dec. 18 Numbered CG-9063 and assigned to Base 6, Fort Lauderdale, Florida. Sep. 18, 1930, hull burned.

CG-9065 (1930) (V-15670)

1930 Jan. 3 Numbered CG-9065 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9066 (1930) (V-12541)

1930 Jan. 3 Numbered CG-9066 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9067 (1930) (V-15069)

1930 Jan. 13 Numbered CG-9067 and assigned to Base 6, Fort Lauderdale, Florida. Sep. 18, 1930, hull burned.

CG-9068 (1930) (V-15177)

1930 Jan. 13 Numbered CG-9068 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9070 (1930) (V-15891)

1930 Jan. 13 Numbered CG-9070 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9071 (1930) (V-17108)

1930 Jan. 20 Numbered CG-9071 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-9072 (1930) (V-4434)

1930 Jan. 20 Numbered CG-9072 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1930, hull burned.

CG-9074 (1930) (N-2382)

1930 Feb. 6 Numbered CG-9074 and assigned to Ninth District. April 11, 1930, hull burned.

CG-9075 (1930) (V-18790)

1930 Feb. 18 Numbered CG-9075 and assigned to Base 6, Fort Lauderdale, Florida. July 31, 1930, transferred permanently to War Department.

CG-9076 (1930-1932) (1220-Y)

1930 Feb. 25 Numbered CG-9076 and assigned to Ninth District. May 1, 1932, hull burned.

CG-9078 (1930) (V-2206)

1930 Mar. 24 Numbered CG-9078 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9080 (1930-1931) (V-18560)

1930 Apr. 16 Numbered CG-9080 and assigned to Base 6, Fort Lauderdale, Florida. Jan. 14, 1931, hull burned.

CG-9081 (1930-1931) (V-14720)

1930 Apr. 23 Numbered CG-9081 and assigned to Base 6, Fort Lauderdale, Florida. Jan. 18, 1931, hull burned.

CG-9084 (1930) (V-16360)

1930 May 12 Numbered CG-9084 and assigned to Base 6, Fort Lauderdale, Florida.

1930 June 9 Transferred permanently to Bureau of Biological Survey, Department of Agriculture.

CG-9085 (1930) (V-18387)

1930 May 12 Numbered CG-9085 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9086 (1930) (V-18471)

1930 May 12 Numbered CG-9086 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-9087 (1930) (V-19265)

1930 May 12 Numbered CG-9087 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9088 (1930) (V-14838)

1930 May 12 Numbered CG-9088 and assigned to Base 21, St. Petersburg, Florida. July 19, 1930, hull burned.

CG-9089 (1930) (V-1158)

1930 May 12 Numbered CG-9089 and assigned to Base 21, St. Petersburg, Florida. Nov. 8, 1930, hull burned.

CG-9090 (1930) (Metal skiff, 13'10" long - no identification)

1930 May 17 Numbered CG-9090 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9091 (1930---) (V-17428)

1930 May 19 Numbered CG-9091 and assigned to Base 6, Fort Lauderdale, Florida.

CG-9092 (1930) (V-15474)

1930 May 19 Numbered CG-9092 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9093 (1930) (V-19141)

1930 May 19 Numbered CG-9093 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9095 (1930) (K-6343)

1930 May 26 Numbered CG-9095 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9096 (1930) (V-18963)

1930 May 26 Numbered CG-9096 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9097 (1930) (V-9074)

1930 May 28 Numbered CG-9097 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9098 (1930) (V-3044)

1930 June 2 Numbered CG-9098 and assigned to Base 21, St. Petersburg, Florida. July 7, 1930, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-9100 (1930) (V-2774)  
1930 June 26 Numbered CG-9100 and assigned to Base 6, Fort Lauderdale, Florida. Sep. 18, 1930, hull burned.

CG-9101 (1930) (V-19142)  
1930 June 26 Numbered CG-9101 and assigned to Base 6, Fort Lauderdale, Florida. Nov. 3, 1930, hull burned.

CG-9102 (1930) (Scow - No identification)  
1930 June 26 Numbered CG-9102 and assigned to Base 6, Fort Lauderdale, Florida. Sep. 18, 1930, hull burned.

CG-9103 (1930) (V-15764)  
1930 July 9 Numbered CG-9103 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

CG-9104 (1930-1931) (V-18906)  
1930 July 11 Numbered CG-9104 and assigned to Base 6, Fort Lauderdale, Florida. March 6, 1931, hull burned.

CG-9105 (1930) (V-7741)  
1930 July 11 Numbered CG-9105 and assigned to Base 6, Fort Lauderdale, Florida. Sep. 18, 1930, hull burned.

CG-9106 (1930) (V-5920)  
1930 July 31 Numbered CG-9106 and assigned to Base 6, Fort Lauderdale, Florida. Sep. 18, 1930, hull burned.

CG-9107 (1930) (V-15773)  
1930 Aug. 4 Numbered CG-9107 and assigned to Base 6, Fort Lauderdale, Florida. Sep. 18, 1930, hull burned.

CG-9109 (1930-1931) (V-12734)  
1930 Aug. 19 Numbered CG-9109 and assigned to Base 20, Fernandina, Florida.  
1931 Nov. 18 Surveyed and condemned. December 31, 1931, hull burned.

CG-9110 (1930-1931) (V-15113)  
1930 Sep. 19 Numbered CG-9110 and assigned to Base 20, Fernandina, Florida. July 8, 1931, hull burned.



SEIZED BOATS      1925 - April 15, 1935

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CG-9111      (1930-1931) (V-17769)

1930 Aug. 19    Numbered CG-9111 and assigned to Base 20, Fernandina, Florida. July 8, 1931, hull burned.

CG-9113      (1930) (V-943)

1930 Sep. 6    Numbered CG-9113 and assigned to Base 6, Fort Lauderdale, Florida. Nov. 3, 1930, hull burned.

CG-9114      (1930-1931) (V-18987)

1930 Sep. 6    Numbered CG-9114 and assigned to Base 6, Fort Lauderdale, Florida. Jan. 14, 1931, hull burned.

CG-9118      (1930-1931) (V-14120)

1930 Oct. 16    Numbered CG-9118 and assigned to Base 6, Fort Lauderdale, Florida. Jan. 14, 1931, hull burned.

CG-9119      (1930-1931) (V-16212)

1930 Oct. 30    Numbered CG-9119 and assigned to Base 6, Fort Lauderdale, Florida. March 6, 1931, hull burned.

CG-9120      (1930-1934) (Boat - no identification)

1930 Nov. 7    Numbered CG-9120 and assigned to Base 15, Biloxi, Mississippi. May 17, 1933, letter Commander, New Orleans Division (601), to Commander, Base 15, directs permanent transfer, effective on or about June 1, 1933, to Base 15, Pascagoula, Mississippi. May 19, 1934, hull burned.

CG-9121      (1930-1931) (V-15428)

1930 Nov. 24    Numbered CG-9121 and assigned to Base 6, Fort Lauderdale, Florida. Jan. 14, 1931, hull burned.

CG-9122      (1930-----) (Dory - no name or number)

1930 Nov. 24    Assigned to Fourth District and numbered CG-9122. 17' long.  
1934 Sep. 4    Letter from Fourth District (601), advises assigned to Rocky Point Station.

CG-9123      (1930-----) (Dory - no name or number)

1930 Nov. 28    Numbered CG-9123 and assigned to Fourth District.  
1934 Sep. 4    Letter from Fourth District (601), advises assigned to Smith's Point Station.



SEIZED BOATS 1925 - April 15, 1935

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CG-9124 (1930-1931) (V-19573)

1930 Dec. 9 Numbered CG-9124 and assigned to Base 20, Fernandina, Florida. July 22, 1931, hull burned.

CG-9125 (1930-1931) (V-18398)

1930 Dec. 9 Numbered CG-9125 and assigned to Base 20, Fernandina, Florida. Sep. 18, 1931, hull burned.

CG-9126 (1930-1931) (V-18325)

1930 Dec. 9 Numbered CG-9126 and assigned to Base 6, Fort Lauderdale, Florida. April 4, 1931, hull burned.

CG-9128 (1930-1931) (V-8457)

1930 Dec. 23 Numbered CG-9128 and assigned to Base 6, Fort Lauderdale, Florida. March 6, 1931, hull burned.

CG-9130 (1931-1933) (K-13367)

1931 Jan. 20 Numbered CG-9130 and assigned to Fourth District. June 19, 1933, letter of Commander, Eastern Area to Commander, New York Division, advises boat to be stationed at Oak Island Beach Station, 4th District.  
1933 Aug. 9 Memorandum from C&R, Headquarters, advises transferred to Fishers Island this date.

CG-9131 (1931) (V-18378)

1931 Jan. 29 Numbered CG-9131 and assigned to Base 6, Fort Lauderdale, Florida. October 26, 1931, hull burned.

CG-9132 (1931) (V-18082)

1931 Jan. 29 Numbered CG-9132 and assigned to Base 6, Fort Lauderdale, Florida. March 6, 1931, hull burned.

CG-9134 (1931-1933) (Icry - no identification)

1931 Feb. 5 Numbered CG-9134 and assigned to First District. April 3, 1933, First District letter (601-2091), advises assigned to Portsmouth Harbor Station, arriving thereat June 19, 1931.  
1933 Apr. 25 Survey of April 18, 1933, approved - boat condemned. May 6, 1933, hull burned.

SEIZED BOATS      1925 - April 15, 1935

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CG-9135      (1931) (V-15847)

1931 Feb. 11    Numbered CG-9135 and assigned to Base 6, Fort Lauderdale, Florida.  
1931 Feb. 12    Permanently transferred to Collector of Customs, Savannah, Georgia.

CG-9136      (1931) (V-10980)

1931 Feb. 24    Numbered CG-9136 and assigned to Base 6, Fort Lauderdale, Florida. May 26, 1931, hull burned.

CG-9137      (1931) (V-18714)

1931 Feb. 24    Numbered CG-9137 and assigned to Base 6, Fort Lauderdale, Florida. April 11, 1931, hull burned.

CG-9139      (1931----) (Dory - no name or number)

1931 Mar. 12    Numbered CG-9139 and attached to GENERAL GREENE, Base 5, East Boston, Massachusetts.  
1935 Jan. 1    GENERAL GREENE now stationed at Woods Hole, Massachusetts.

CG-9140      (1931----) (Dory - no name or number)

1931 Mar. 12    Numbered CG-9140 and attached to GENERAL GREENE, Base 5, East Boston, Massachusetts.  
1935 Jan. 1    GENERAL GREENE now stationed at Woods Hole, Massachusetts.

CG-9141      (1931-1935) (Dory - no identification)

1931 Mar. 12    Numbered CG-9141 and attached to GENERAL GREENE, Base 5, East Boston, Massachusetts.  
1932 Sep. 16    Headquarters' letter (CG-601), authorizes permanent transfer to destroyer WILKES.  
1933 Oct. 17    Headquarters approves survey of October 9, 1933 - boat condemned. Oct. 23, 1933, C&R Section advises demolished by seas.

CG-9142      (1931-1934) (Dory - no identification)

1931 Mar. 12    Numbered CG-9142 and attached to GENERAL GREENE, Base 5, East Boston, Mass. April 3, 1934, hull burned.

CG-9142      (1930) (CG-9099) (V-17648)

1930 Mar. 12    Re-numbered CG-9142 and assigned to Base 6, Fort Lauderdale, Florida. August 28, 1930, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-9143 (1931) (V-16484)  
1931 Mar. 12 Numbered CG-9143 and assigned to Base 6, Fort Lauderdale, Florida. April 4, 1931, hull burned.

CG-9144 (1931) (V-3483)  
1931 Mar. 12 Numbered CG-9144 and assigned to Base 6, Fort Lauderdale, Florida. May 28, 1931, hull burned.

CG-9146 (1931-1934) (Dory - no identification)  
1931 Mar. 18 Numbered CG-9146 and assigned to Fourth District. April 12, 1934, hull burned.

CG-9147 (1931- ) (Dory - no identification)  
1931 Mar. 18 Numbered CG-9147 and assigned to Fourth District in Class B.  
1934 Sep. 4 Letter from Fourth District (601) advises stationed at Potunk Station.

CG-9148 (1931) (V-18734)  
1931 Mar. 18 Numbered CG-9148 and assigned to Base 6, Fort Lauderdale, Florida. May 26, 1931, hull burned.

CG-9149 (1931) (V-20104)  
1931 Mar. 18 Numbered CG-9149 and assigned to Base 6, Fort Lauderdale, Florida. May 26, 1931, hull burned.

CG-9150 (1931-1932) (V-19233)  
1931 Apr. 8 Numbered CG-9150 and assigned to Base 6, Fort Lauderdale, Florida. April 8, 1932, hull burned.

CG-9151 (1931-1934) (Boat - no identification)  
1931 Apr. 8 Numbered CG-9151 and assigned to Seventh District - Bogue Inlet Station.  
1933 July 15 Letter Commander, Eastern Area (23-601) advises boat stationed at Paul Gamie's Mill Station.  
1934 Apr. 26 Hull burned.

CG-9153 (1931- ) (6694-T)  
1931 Apr. 8 Assigned to Seventh District, numbered CG-9153 and placed in Class B.  
1933 July 15 Letter Commander, Eastern Area (23-601) advises stationed at Cape Fear Station, Southport, N. C.

SEIZED BOATS 1925 - April 15, 1935

Pages 592 to 662, inclusive, give a list of boats seized for violations of laws of the United States and, after due process of law, assigned to this Service for its use. It will be noted that a number of these boats were eventually disposed of by burning. In each instance such action was taken after a survey by commissioned officers, and approval thereof by Coast Guard Headquarters, had determined the boat was not only unfit for further Service duty, but also unsafe for use by other Government departments or private individuals.

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CG-9154 (1931-1933) (Boat - no identification)

1931 Apr. 8 Assigned to Seventh District, Oak Island Station, and numbered CG-9154.  
1933 July 15 Letter Commander, Eastern Area (23-601) advises boat still at Oak Island Station. Boat burned 9/8/1933.

CG-9155 (1931-1933) (Boat - no identification)

1931 Apr. 27 Numbered CG-9155 and assigned to Ninth District. Jan. 25, 1933, hull burned.

CG-9157 (1931-1934) (1280-A)

1931 Apr. 30 Numbered CG-9157 and assigned to Ninth District. Aug. 19, 1933, 9th District advises stationed at Trenton, Michigan. June 18, 1934, sold for \$5.00 to Richard L. Bagans, 2908 5th St., Trenton, Mich.

CG-9158 (1931-1933) (4784-A)

1931 Apr. 30 Numbered CG-9158 and assigned to Ninth District. Jan. 25, 1933, hull burned.

CG-9159 (1931-1934) (1310-A)

1931 Apr. 30 Numbered CG-9159 and assigned to Ninth District. Aug. 19, 1933, Ninth District advises stationed at Trenton, Michigan. May 19, 1934, sold to Daniel Griesser, Marblehead, Ohio, for \$4.50.

CG-9161 (1931) (V-17261)

1931 May 9 Numbered CG-9161 and assigned to Base 6, Fort Lauderdale, Florida. August 8, 1931, hull burned.

CG-9162 (1931) (A-1365)

1931 May 15 Numbered CG-9162 and assigned to Base 17, San Pedro, Calif. Oct. 1, surveyed and condemned.  
1931 Oct. 28 Hull burned.

CG-9163 (1931) (V-10962)

1931 May 15 Numbered CG-9163 and assigned to Base 6, Fort Lauderdale, Florida. August 8, 1931, hull burned.

CG-9164 (1931) (V-13174)

1931 Mar. 15 Numbered CG-9164 and assigned to Base 6, Fort Lauderdale, Florida. August 8, 1931, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-9165 (1931) (V-20182)

1931 May 15 Numbered CG-9165 and assigned to Base 6, Fort Lauderdale, Florida. August 8, 1931, hull burned.

CG-9166 (1931) (V-20227)

1931 June 2 Numbered CG-9166 and assigned to Base 6, Fort Lauderdale, Florida.  
1931 June 19 Permanently transferred to War Department at Fort Lauderdale, Florida.

CG-9167 (1931) (V-20280)

1931 June 2 Numbered CG-9167 and assigned to Base 6, Fort Lauderdale, Florida. August 8, 1931, hull burned.

CG-9168 (1931-1934) (Dinghy - no identification)

1931 June 2 Numbered CG-9168 and assigned to Base 20, Fernandina, Florida. Attached to NANSEMOND.  
1933 Nov. 28 Surveyed at Depot, Curtis Bay, Maryland, while NANSEMOND was there for overhaul.  
1933 Dec. 4 Headquarters approved survey. March 1, 1934, sold to C. A. Jording, Baltimore, Maryland.

CG-9169 (1931) (V-18815)

1931 June 10 Numbered CG-9169 and assigned to Base 6, Fort Lauderdale, Florida. August 8, 1931, hull burned.

CG-9170 (1931) (V-19593)

1931 June 22 Numbered CG-9170 and assigned to Base 6, Fort Lauderdale, Florida. October 26, 1931, hull burned.

CG-9171 (1931) (V-11498)

1931 June 22 Numbered CG-9171 and assigned to Base 21, St. Petersburg, Florida. June 23, 1931, hull burned.

CG-9172 (1931-1933) (V-15828)

1931 July 17 Numbered CG-9172 and assigned to Base 6, Fort Lauderdale, Florida. Jan. 31, 1933, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-9174 (1931-1933) (V-14615)

1931 Sep. 8 Numbered CG-9174 and assigned to Base 21, St. Petersburg, Florida.  
1933 May 9 Headquarters' letter to Southern Area directs transfer to Base 6, Fort Lauderdale, Florida.  
1933 July 11 Survey of June 27, 1933, approved - boat condemned, and sold to C. J. King, Smith Court, Fort Lauderdale, Florida, for \$80.00.

CG-9175 (1931) (Customs No. 4149)

1931 Oct. 14 Numbered CG-9175 and assigned to Base 21, St. Petersburg, Fla. Nov. 5, 1931, surveyed and condemned.  
1931 Nov. 30 Hull burned.

CG-9176 (1931) (Customs No. 4291)

1931 Oct. 14 Numbered CG-9176 and assigned to Base 21, St. Petersburg, Florida.  
1931 Nov. 5 Surveyed and condemned. November 30, 1931, hull burned.

CG-9177 (1931-1932) (V-20137)

1931 Oct. 14 Numbered CG-9177 and assigned to Base 6, Fort Lauderdale, Florida.  
1932 Jan. 13 Surveyed and condemned - hull burned.

CG-9178 (1931-1932) (V-15086)

1931 Oct. 19 Numbered CG-9178 and assigned to Base 6, Fort Lauderdale, Florida.  
1932 Jan. 23 Permanently transferred to U. S. Marine Corps, Key West, Florida.

CG-9179 (1931-1932) (V-20577)

1931 Oct. 21 Numbered CG-9179 and assigned to Base 6, Fort Lauderdale, Florida. April 28, 1932, hull burned.

CG-9180 (1931-1934) (Boat attached to CG-904)

1931 Oct. 26 Numbered CG-9180 and assigned to Base 8, Norfolk, Virginia. May 15, 1934, letter Commander, Norfolk Division (2091-601) to Eastern Area, advises permanently transferred to Marine Hospital, Norfolk, Va.



SEIZED BOATS 1925 - April 15, 1935

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CG-9181 (1931-1934) (Boat attached to CG-815)

1931 Nov. 2 Numbered CG-9181 and assigned to Base 8, Norfolk, Virginia. March 20, 1934, Headquarters' dispatch to Commander, Norfolk Division, directs permanent transfer to Commandant, 5th Naval District, Norfolk, Va.  
1934 Mar. 22 Transferred to Navy in accordance with above.

CG-9182 (1931-1932) (Customs No. 4320)

1931 Nov. 2 Numbered CG-9182 and assigned to Base 6, Fort Lauderdale, Fla. Jan. 13, 1932, surveyed, condemned, burned.

CG-9183 (1931-1932) (V-20185)

1931 Nov. 9 Numbered CG-9183 and assigned to Base 6, Fort Lauderdale, Florida. July 19, 1932, hull burned.

CG-9184 (1931-1932) (V-17533)

1931 Nov. 9 Numbered CG-9184 and assigned to Base 6, Ft. Lauderdale, Fla. Jan. 13, 1932, surveyed, condemned, burned.

CG-9185 (1931-1932) (V-20531)

1931 Nov. 9 Numbered CG-9185 and assigned to Base 21, St. Petersburg, Florida.  
1932 Sep. 14 Transferred to Bureau of Biological Survey, Department of Agriculture.

CG-9186 (1931-1933) (Dory seized with the CG-813)

1931 Nov. 17 Numbered CG-9186 and assigned to Base 18, Woods Hole, Mass. Aug. 3, 1933, surveyed and condemned.  
1933 Sep. 5 Memorandum from Construction & Repair Section advises hull burned.

CG-9187 (1931-1932) (V-19779)

1931 Nov. 24 Numbered CG-9187 and assigned to Base 6, Fort Lauderdale, Florida. April 28, 1932, hull burned.

CG-9188 (1931-1932) (L-4606)

1931 Dec. 24 Numbered CG-9188 and assigned to Fifth District. October 21, 1932, hull burned.

CG-9189 (1932) (V-11173)

1932 Jan. 9 Numbered CG-9189 and assigned to Base 21, St. Petersburg, Florida. May 19, 1932, hull burned.



SEIZED BOATS 1925 - April 15, 1935

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CG-9190 (1932-1933) (K-5021)

1932 Jan. 9 Numbered CG-9190 and assigned to Base 3, Charleston, S. C. July 5, 1933, surveyed and condemned.  
1933 Nov. 20 Headquarters approved survey. December 4, 1933, hull burned.

CG-9191 (1932-----) (V-17341)

1932 Jan. 25 Headquarters' letter (2091) to Base 6, Fort Lauderdale, Florida, assigns boat to that Base in Class B.  
1934 Aug. 31 Letter of New Orleans Division (601), advises boat stationed at New Orleans, La.

CG-9192 (1932-1934) (1619-N)

1932 Feb. 1 Numbered CG-9192 and assigned to 9th District. Aug. 19, 1933, 9th District advises hauled out at Buffalo Station. Jan. 10, 1934, Headquarters approves survey of Jan. 4, 1934.  
1934 Jan. 30 Sold for \$5.00 to Wm. J. Spencer, 297 LaSalle Avenue, Buffalo, New York.

CG-9193 (1932-1933) (4835-A)

1932 Feb. 25 Numbered CG-9193 and assigned to Ninth District.  
1933 Jan. 11 Headquarters approved survey condemning boat. Jan. 23, 1933, hull burned.

CG-9195 (1932-----) (Dory, carried on CG-811)

1932 Feb. 25 Headquarters' letter assigned to Base 17, San Pedro, California, in Class B.  
1934 Oct. 9 Letter from San Francisco Division (209-601) advises temporarily attached to CG-257 at San Pedro, Calif.

CG-9196 (1932-----) (Dory, carried on CG-804)

1932 Feb. 25 Headquarters' letter assigned to Base 17, San Pedro, California, in Class B.  
1934 Oct. 9 Letter from San Francisco Division (209-601) advises temporarily attached to CG-977.

CG-9197 (1932-----) (Dory, carried on CG-827)

1932 Feb. 25 Headquarters' letter assigned to Base 17, San Pedro, California, in Class B.  
1934 Oct. 9 Letter from San Francisco Division (209-601) advises attached to DIATOME (CG-827).

SEIZED BOATS 1925 - April 15, 1935

Pages 592 to 662, inclusive, give a list of boats seized for violations of laws of the United States and, after due process of law, assigned to this Service for its use. It will be noted that a number of these boats were eventually disposed of by burning. In each instance such action was taken after a survey by commissioned officers, and approval thereof by Coast Guard Headquarters, had determined the boat was not only unfit for further Service duty, but also unsafe for use by other Government departments or private individuals.

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CG-9198 (1932-1933) (Dory, carried on CG-824)

1932 Feb. 25 Numbered CG-9198 and assigned to Base 11, Oakland, California.

1933 Sep. 12 Headquarters approved survey of August 30, 1933, condemning boat. Sep. 27, 1933, hull burned.

CG-9199 (1932) (Rowboat - no identification)

1932 Mar. 3 Numbered CG-9199 and assigned to Ninth District. July 23, 1932, hull burned.

CG-9200 (1932-1933) (V-20163)

1932 Mar. 10 Numbered CG-9200 and assigned to Base 6, Fort Lauderdale, Florida. Jan. 31, 1933, hull burned.

CG-9201 (1932) (V-16967)

1932 Mar. 10 Numbered CG-9201 and assigned to Base 21, St. Petersburg, Florida. May 30, 1932, hull burned.

CG-9202 (1932-1933) (V-13619)

1932 Mar. 16 Numbered CG-9202 and assigned to Base 6, Fort Lauderdale, Florida.

1932 May 5 Transferred to Base 15, Biloxi, Mississippi. May 17, 1933, letter Commander, New Orleans Division (601) to Commander, Base 15, directs permanent transfer, on or about June 1, 1933, to new address of Base 15, i.e., Pascagoula, Miss. June 3, 1933, surveyed and condemned.

1933 July 3 Sold to Ulan Hill, Ocean Springs, Mississippi, for \$26.00.

CG-9203 (1932) (V-19995)

1932 Apr. 6 Numbered CG-9203 and assigned to Base 6, Fort Lauderdale, Florida. May 17, 1932, hull burned.

CG-9204 (1932) (V-19537)

1932 Apr. 29 Numbered CG-9204 and assigned to Base 6, Fort Lauderdale, Florida. July 19, 1932, hull burned.

CG-9206 (1932) (32' Motorboat-no identification)

1932 Apr. 29 Numbered CG-9206 and assigned to Base 6, Fort Lauderdale, Florida. July 19, 1932, hull burned.

SEIZED BOATS 1925 - April 15, 1935

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CG-9207 (1932- ) (Dinghy, attached to CG-834)  
1932 May 6 Headquarters' letter (2091) assigns to Depot, Curtis Bay, Maryland, in Class B, but later attached to CG-834, with permanent station at Base 9, Cape May, New Jersey.

1934 Apr. 22 Permanently transferred to Base 6, Fort Lauderdale, Florida.

CG-9208 (1932- ) (Dory, carried on CG-967)  
1932 May 26 Headquarters' letter assigned to Base 11, Oakland, California, in Class B.

1933 Nov. 2 Transferred to TINGARD, Oakland, California.

CG-9210 (1932-1933) (Dory, unnamed, carried on CG-290)  
1932 May 27 Headquarters' letter (2091) assigns boat to Base 4, New London, Connecticut, in Class B.

1933 Mar. 29 Headquarters approves survey of March 18, 1933. April 7, 1933, hull burned.

CG-9211 (1932- ) (Dory, salvaged from FIRELIGHT)  
1932 May 27 Headquarters' letter assigned this boat to Base 4, New London, Connecticut, in Class B.

1933 Aug. 22 (601) Eastern Area letter advises attached to CG-986, at Base 4.

CG-9212 (1932-1933) (Dory, salvaged from FIRELIGHT)  
1932 May 27 Headquarters' letter (2091) assigns boat to Base 4, New London, Connecticut, in Class B.

1933 Mar. 29 Headquarters approves survey of March 18, 1933. April 7, 1933, hull burned.

CG-9213 (1932- ) (Dory, carried on CG-961)  
1932 May 27 Headquarters' letter (2091) assigns boat to Base 4, New London, Connecticut, in Class B.

CG-9214 (1932- ) (Dory, attached to COOK)  
1932 May 27 Headquarters' letter (2091) to Base 4, New London, Connecticut, assigned thereat in Class B.

1933 Mar. 9 This date permanently attached to the COOK, also at Base 4.

1933 Aug. 22 Eastern Area letter (601) advises attached to CG-937, at Base 4, New London, Connecticut.

SEIZED BOATS 1925 - April 15, 1935

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CG-9215 (1932-1933) (Dory - no identification)

1932 May 27 Numbered CG-9215 and assigned to Base 4, New London, Connecticut. March 18, 1933, surveyed - condemned.  
1933 Mar. 29 Headquarters approves survey. April 7, 1933, hull burned.

CG-9216 (1932-1934) (Dory - no identification)

1932 May 27 Numbered CG-9216 and assigned to Sandy Hook Station, Fifth District. April 23, 1934, hull burned.

CG-9217 (1932- ) (Dory - no identification)

1932 May 27 Headquarters' letter to Fifth District (2091), assigns in Class B at Sandy Hook Station.  
1932 July 1 Headquarters' letter authorized permanent transfer to Brigantine Station, Fifth District.

CG-9218 (1932- ) (Dory - no identification)

1932 May 27 Headquarters' letter to Fifth District (2091), assigns in Class B at Sandy Hook Station.  
1933 July 15 Letter of Commander, Eastern Area (23-601) advises boat now stationed at Squan Beach Station.  
1934 Sep. 5 Letter of Fifth District (601-2091), advises stationed at Deal Station.

CG-9219 (1932) (V-21142)

1932 June 25 Numbered CG-9219 and assigned to Base 6, Fort Lauderdale, Florida. October 28, 1932, hull burned.

CG-9220 (1932- ) (Dory #1)

1932 June 25 Headquarters' letter (2091) to Fourth District, assigns in Class B.  
1933 Feb. 25 Headquarters' letter (2091) authorized permanent transfer to Fire Island Station, from Jones Beach Station.  
(This boat was temporarily transferred to Fire Island Station, by Commander, 4th District, on 23 Feb., 1933).

CG-9221 (1932- ) (Dory #2)

1932 June 25 Headquarters' letter (2091) to Fourth District, assigned boat in Class B.  
1934 Sep. 4 Fourth District letter (601) advises stationed at Hither Plain Station.

SEIZED BOATS 1925 - April 15, 1935

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CG-9222 (1932-1934) (Dory #3)

1932 June 25 Numbered CG-9222 and assigned to Fourth District. Sep. 4, 1934, Fourth District letter (601) advises assigned to Eatons Neck Station. Oct. 30, 1934, survey of Oct. 17, 1934, approved. Burned 11/5/1934.

CG-9223 (1932- ) (Dory - no identification)

1932 June 25 Headquarters' letter to Fifth District (2091) assigned to Class B, at Long Beach Station.  
1934 Sep. 5 Fifth District letter (601-2091) advises boat now stationed at Monmouth Beach Station.

CG-9224 (1932-1933) (Dory - no identification)

1932 June 25 Numbered CG-9224 and assigned to Fifth District, Bonds Station.  
1933 Feb. 27 Headquarters approved survey of February 22, 1933. April 10, 1933, hull burned.

CG-9225 (1932) (U.S.C. 4371) (V-19445)

1932 July 11 Numbered CG-9225 and assigned to Base 6, Fort Lauderdale, Florida. July 13, 1932, hull burned.

CG-9226 (1932) (V-19793)

1932 July 11 Numbered CG-9226 and assigned to Base 6, Fort Lauderdale, Florida. October 28, 1932, hull burned.

CG-9227 (1932) (Boat - no identification)

1932 July 11 Numbered CG-9227 and assigned to Base 6, Fort Lauderdale, Florida. July 31, 1932, hull burned.

CG-9228 (1932-1933) (V-293)

1932 July 11 Numbered CG-9228 and assigned to Base 17, San Pedro, Calif. To be turned back to original owners 4/7/35.

CG-9229 (1932-1933) (Dory, seized with the V-293)

1932 July 11 Numbered CG-9229 and assigned to Base 17, San Pedro, Cal. 4/7/35, to be turned back to original owners.

CG-9230 (1932-1934) (Dory, seized with TORNADO)

1932 July 11 Numbered CG-9230 and assigned to Base 17, San Pedro, Calif. April 26, 1934, transferred to Collector of Customs, San Pedro, Calif.

SEIZED BOATS 1925 - April 15, 1935

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CG-9231 (1931-1932) (CG-8027) (4710-A)

1931 Aug. 17 Re-numbered CG-9231 and assigned to Base 6, Fort Lauderdale, Florida. October 28, 1932, hull burned.

CG-9232 (1932-1933) (V-2980)

1932 Aug. 3 Numbered CG-9232 and assigned to Base 6, Fort Lauderdale, Florida. Sep. 19, 1932, Headquarters' letter (CG-2091-601-311), authorizes permanent transfer to Miami, Florida, Air Station; effective Sep. 21, 1932.

1933 May 25 Surveyed and condemned. August 10, 1933, hull burned.

CG-9233 (1932- ) (Dory - no identification)

1932 Aug. 3 Headquarters' letter to Fourth District (2091) places in Class B.

1934 Sep. 4 Fourth District letter (601) advises stationed at Quogue Station.

CG-9234 (1932-1933) (Dory - no identification)

1932 Aug. 3 Numbered CG-9234 and assigned to Fourth District. April 18, 1933, surveyed and condemned. Headquarters approved survey April 25, 1933. April 25, 1933, hull burned.

CG-9235 (1932-1933) (P-309)

1932 Aug. 5 Numbered CG-9235 and assigned to Base 5, Charleston, S. C. May 9, 1933, Headquarters' letter to Southern Area Commander directs transfer to Base 6, Fort Lauderdale, Florida, for laying up.

1933 July 5 Surveyed and condemned. August 31, 1933, hull burned.

CG-9236 (1932-1934) (V-20467)

1932 Aug. 5 Numbered CG-9236 and assigned to Base 6, Fort Lauderdale, Florida.

1933 Dec. 15 Headquarters approved survey of Dec. 6, 1933. Boat to be burned. Jan. 12, 1934, hull burned.

CG-9237 (1932) (U.S.C. 4331)

1932 Aug. 25 Numbered CG-9237 and assigned to Base 21, St. Petersburg, Florida. Sep. 21, 1932, hull burned.

CG-9238 (1932) (W-17205)

1932 Aug. 23 Numbered CG-9238 and assigned to Base 6, Fort Lauderdale, Florida. October 28, 1932, hull burned.



SEIZED BOATS 1925 - April 15, 1935

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CG-9239 (1932) (V-21183)

1932 Aug. 23 Numbered CG-9239 and assigned to Base 6, Fort Lauderdale, Florida. October 28, 1932, hull burned.

CG-9240 (1932-----) (Dinghy attached to CG-987)

1932 Aug. 23 Headquarters' letter (2091) to Depot, Curtis Bay, Maryland, assigns boat in Class B.

1934 Jan. 1 Boat now assigned to Base 4, New London, Connecticut.

CG-9241 (1932-1935) (Dory - no identification)

1932 Aug. 23 Numbered CG-9241 and assigned to Eighth District.

1933 Apr. 5 Letter from Eighth District (601), advises boat assigned to San Luis Station.

1935 Jan. 28 Headquarters approved survey of January 15, 1935. February 12, 1935, hull burned.

CG-9242 (1932-----) (Dory - no identification)

1932 Aug. 23 Headquarters' letter to Eighth District (2091) places in Class B. Boat 18' long.

1935 Apr. 5 Eighth District letter (601), advises boat stationed at Velasco Station, after arrival there in July, 1932.

1933 Oct. 23 Memorandum from C&R Section, Headquarters, (CR-408-209), advises transferred to Galveston Station, effective October 11, 1933. July 5, 1934, transferred to Barataria Station.

CG-9243 (1932-1933) (K-17435)

1932 Sep. 16 Numbered CG-9243 and assigned to Base 2, Stapleton, New York.

1932 Nov. 10 Permanent transfer to APACHE directed. (APACHE at Baltimore, Maryland).

1933 June 20 Headquarters approved survey of April 7, 1933. Boat to be burned. July 1, 1933, hull burned.

CG-9244 (1932-----) (K-22632)

1932 Sep. 16 Headquarters' letter (2091) to Base 2, Stapleton, New York, assigns boat in Class B.

1933 Jan. 25 Headquarters' dispatch to Base 2, authorizes permanent transfer to Base 8, Norfolk, Virginia.

1934 Apr. 23 Transferred to Engine School and Repair Base, Norfolk, Virginia.

CG-9245 (1932) (V-3042)

1932 Sep. 16 Numbered CG-9245 and assigned to Base 6, Fort Lauderdale, Florida. October 28, 1932, hull burned.



SEIZED BOATS 1925 - April 15, 1935

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CG-9246 (1932) (V-21389)

1932 Sep. 16 Numbered CG-9246 and assigned to Base 6, Fort Lauderdale, Florida. October 28, 1932, hull burned.

CG-9247 (1932-1934) (V-20947)

1932 Sep. 23 Numbered CG-9247 and assigned to Base 6, Fort Lauderdale, Florida.

1934 Jan. 29 Surveyed - condemned. February 24, 1934, burned.

CG-9248 (1932-1933) (V-21252)

1932 Sep. 23 Numbered CG-9248 and assigned to Base 6, Fort Lauderdale, Florida.

1933 Feb. 27 Headquarters approved survey of February 18, 1933. March 10, 1933, hull burned.

CG-9249 (1932- ) (U-1111)

1932 Oct. 25 Headquarters' letter to Base 3, Charleston, S. C., assigns boat in Class B.

1933 May 9 Headquarters' letter to Commander, Southern Area, directs transfer to Base 6, Fort Lauderdale, Florida, for laying up.

1934 Sep. 19 Jacksonville Division letter (601-23) advises assigned to Miami, Florida, Air Station.

CG-9253 (1932- ) (U.S.C. 4351)

1932 Dec. 19 Headquarters' letter to Commander, Advance Base A, Morehead City, N. C., places in Class B.

1933 Jan. 24 Headquarters' letter (AC-601), detaches from Advance Base A and permanently assigns to cutter PAMLICO. Boat to be located at Advance Base A, but operated by PAMLICO.

1934 May 15 Letter Commander, Norfolk Division (2091-601) advises Eastern Area boat still attached to PAMLICO.

CG-9254 (1932-1934) (Dory - no identification)

1932 Dec. 30 Numbered CG-9254 and assigned to Third District. Aug. 22, 1933, Eastern Area advises assigned to Maddaket Station. Mar. 19, 1934, Headquarters approved survey of Mar. 14, 1934. Hull burned Apr. 4, 1934.

CG-9257 (1933) (294-A)

1933 Jan. 21 Numbered CG-9257 and assigned to Ninth District. May 25, 1933, surveyed and condemned. Sold to D. M. Wills, Youngstown, N. Y., for \$10.00.

SEIZED BOATS 1925 - April 15, 1935

Pages 592 to 662, inclusive, give a list of boats seized for violations of laws of the United States and, after due process of law, assigned to this Service for its use. It will be noted that a number of these boats were eventually disposed of by burning. In each instance such action was taken after a survey by commissioned officers, and approval thereof by Coast Guard Headquarters, had determined the boat was not only unfit for further Service duty, but also unsafe for use by other Government departments or private individuals.

Inasmuch as there are not listed herein craft subsequently released on bond or otherwise disposed of, all boats seized by the Coast Guard during the above period are not included, but only those, as above indicated, that were taken over for Service use.

CG-9258 (1933-----) (N-2702)

1933 Feb. 24 Headquarters' letter (CR-2091) to Ninth District, assigned in Class B.  
1933 Aug. 19 Ninth District letter (23) advises at Buffalo Station - hauled out for repairs.

CG-9259 (1933-----) (Dinghy from the seized boat APPOMATOX)

NOTE: The APPOMATOX was destroyed by fire during seizure on December 2, 1932.  
1933 Feb. 24 Headquarters' letter to Base 9, Cape May, New Jersey, assigned in Class B.  
1934 Apr. 22 Arrived at Base 6, Fort Lauderdale, Florida, permanent transfer.

CG-9260 (1933-----) (Scow - no identification)

1933 Mar. 20 Headquarters' letter to 7th District assigned in Class B.  
1933 July 15 Letter Commander, Eastern Area (23-601), advises boat stationed Oak Island Station.

CG-9261 (1933) (#231490)

1933 Apr. 8 Numbered CG-9261 and assigned to Base 17, San Pedro, California.  
1933 Apr. 8 Headquarters approved survey of March 8, 1933. Sold to H-10 Water Taxi Co. Ltd., San Pedro, for \$107.55.

CG-9270 (1934-----) (N-2526)

1934 Mar. 23 Headquarters' letter to Ninth District assigned in Class B.  
1934 Aug. 29 Cleveland Division letter (601), advises assigned to Louisville Station, Ninth District.

CG-9273 (1934-----) (Boat - no identification)

1934 Sep. 8 Headquarters' letter (CR-2091), assigned to Base 4, New London, Connecticut, in Class B.

CG-9276 (1935-----) (Boat - no identification)

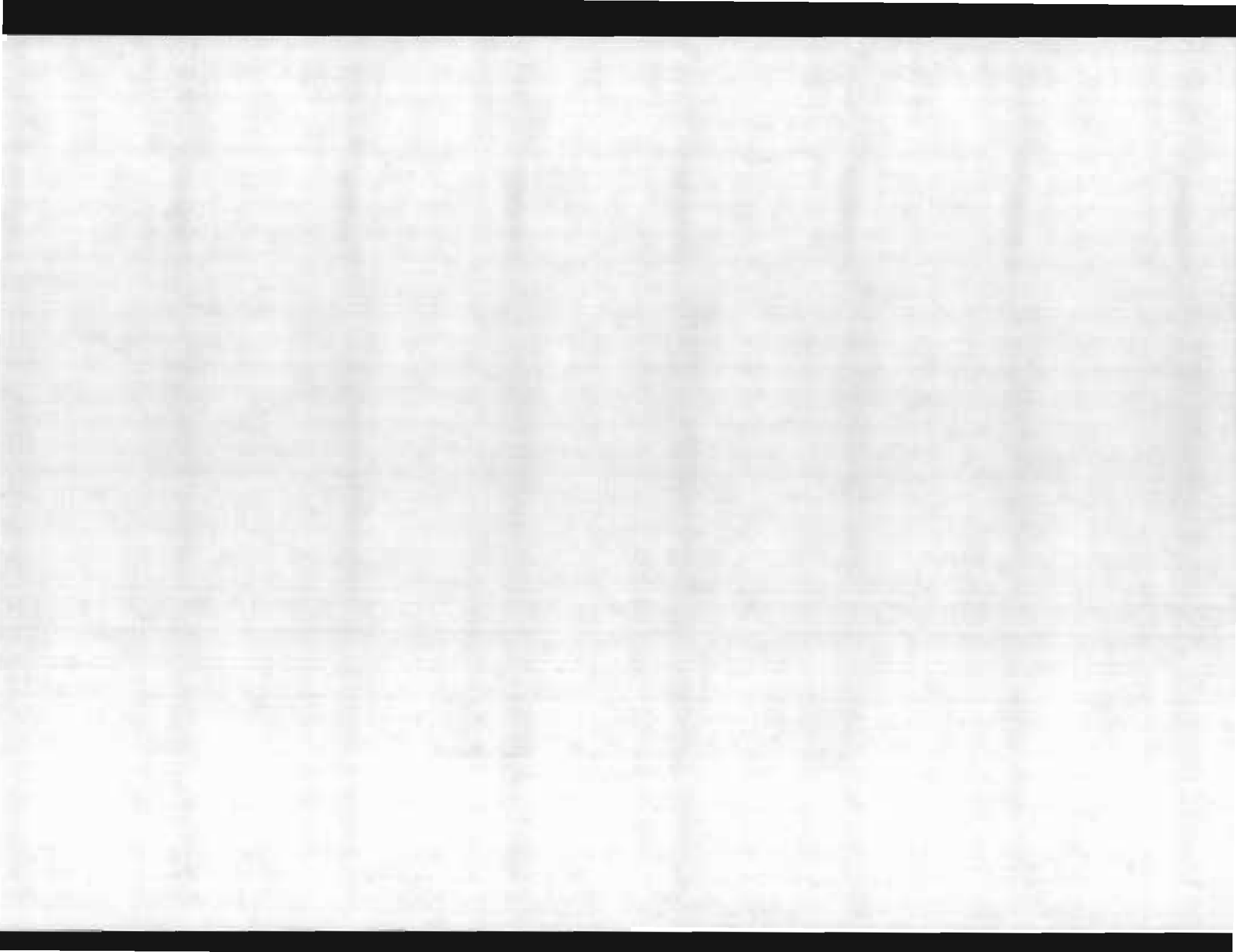
1935 Feb. 20 Headquarters' letter to Eighth District (CR-2081), places in Class B.  
1935 Mar. 9 C&R Section advises stationed at Galveston, Texas, attached to AB-52.

TREASURY DEPARTMENT  
United States Coast Guard  
WASHINGTON

AIRPLANES OF THE COAST GUARD

1920 - April 23, 1935

Compiled in Office of Assistant Commandant, U. S. Coast Guard  
U. S. Coast Guard Headquarters  
Washington, D. C.  
May 15, 1935



AIRPLANES OF THE COAST GUARD 1920 - April 23, 1935

R E C A P I T U L A T I O N

Coast Guard Number	Type of Plane	Date Accepted by Coast Guard	Assigned to Station named	For Data on See Page No.
*UO-1	Biplane-Seaplane	May, 1925	Gloucester, Mass.	665
CG-1	OL5 Amphibian	Dec., 1926	Gloucester, Mass.	665-666
CG-2	OL5 Amphibian	Dec., 1926	Cape May, New Jersey	665-666
CG-3	OL5 Amphibian	Dec., 1926	Gloucester, Mass.	665-666
CG-8	Biplane Flying Boat	Dec., 1931	Cape May, New Jersey	666-667
CG-9	0-38-C Biplane	11 Dec., 1931	( 5 Aug., 1932 Cape May, New Jersey ( 6 Feb., 1934 Miami, Florida	667
CG-128	Sinbad Amphibian	1932	( 5 Aug., 1932 Gloucester, Mass. ( Feb., 1933 Cape May, New Jersey (25 Mar., 1933 Miami, Florida	667-668
CG-129	Dolphin Amphibian	July, 1932	( Feb., 1933 Gloucester, Mass. (18 July, 1934 Cape May, New Jersey	667-668
CG-130	(Patrol Transport	27 Nov., 1934	Cape May, New Jersey	668-669
CG-131	(Amphibian-RD-4	18 Feb., 1935	St. Petersburg, Fla.	668-669
CG-132	(	18 Feb., 1935	Biloxi, Mississippi	668-669
CG-133	(	18 Feb., 1935	Miami, Florida	668-669
CG-134	(	15 Mar., 1935	Port Angeles, Wash.	668-669
CG-135	(	28 Feb., 1935	Miami, Florida	668-669
CG-136	(	11 Mar., 1935	San Diego, Calif.	668-669
CG-137	(	11 Apr., 1935	Salem, Massachusetts	668-669
CG-138	(	13 Apr., 1935	Cape May, New Jersey	668-669
CG-139	(	23 Apr., 1935	Salem, Massachusetts	668-669
CG-161	(Utility Amphibian	27 Oct., 1934	Salem, Massachusetts	668-669
CG-162	( JF-2	2 Nov., 1934	Cape May, New Jersey	668-669
CG-163	(	9 Nov., 1934	Biloxi, Mississippi	668-669
CG-164	(	9 Nov., 1934	Biloxi, Mississippi	668-669
CG-165	(	23 Nov., 1934	Miami, Florida	668-669

AIRPLANES OF THE COAST GUARD 1920 - April 23, 1935

R E C A P I T U L A T I O N

Coast Guard Number	Type of Plane	Date Accepted by Coast Guard	Assigned to Station named	For Data on See Page No.
CG-166	(Utility Amphibian	23 Nov., 1934	Miami, Florida	668-669
CG-167	( JF-2	23 Nov., 1934	Cape May, New Jersey	668-669
CG-168	(	3 Dec., 1934	St. Petersburg, Fla.	668-669
CG-169	(	2 Jan., 1935	San Diego, Calif.	668-669
CG-227	Sinbad Seaplane	Feb., 1931	(May, 1931 Cape May, New Jersey (Jan., 1932 Gloucester, Mass. (Mar., 1933 Cape May, New Jersey (Apr., 1935 St. Petersburg, Fla.	667-668
CG-251	(FLB Flying Boat	12 June, 1932	Cape May, New Jersey	666
CG-252	(	10 Aug., 1932	Cape May, New Jersey	666
CG-253	(	1 Sep., 1932	Cape May, New Jersey	666
CG-254	(	17 Sep., 1932	Cape May, New Jersey	666
CG-255	(	3 Nov., 1932	Miami, Florida	666
CG-301	(O2U2 Biplane	Mar., 1934	San Antonio, Texas	669
CG-302	(	Mar., 1934	San Diego, Calif.	669
CG-303	(	Mar., 1934	Miami, Florida	669
CG-304	(	Mar., 1934	San Antonio, Texas	669
CG-305	(	Mar., 1934	Miami, Florida	669
CG-306	(	May, 1934	St. Petersburg, Fla.	669
CG-310	YIPT Biplane	Aug., 1932	Cape May, New Jersey	668
CG-311	Biplane	1934	Miami, Florida	670
CG-312	Biplane	1934	Cape May, New Jersey	670
CG-381	(QR1 Transport (Monoplane	19 Sep., 1934	Cape May, New Jersey	670
CG-382	Transport RT-1) Monoplane )	20 Feb., 1935	Cape May, New Jersey	670
CG-404	UC4 Seaplane	Dec., 1926	Cape May, New Jersey	665-666
CG-405	UC4 Seaplane	Dec., 1926	Gloucester, Mass.	665-666

NOTE: \*Navy Number - Plane loaned to Coast Guard by Navy Department, for one year.

In addition to the above, six planes were loaned to the Coast Guard by the Navy Department, in 1920, and stationed at Morehead City, North Carolina. These were surplus World War aircraft and upon decommissioning of the Coast Guard Air Station at Morehead City, in 1921, they were destroyed, inasmuch as they were unsuitable for further use.

AIRPLANES OF THE COAST GUARD 1920 - APRIL 23, 1935

A Coast Guard Air Station was operated at Morehead City, North Carolina, during 1920. Six planes were procured by loan from the Bureau of Aeronautics, Navy Department. Four were of the flying boat type designated by the Navy as HS2L seaplanes. These were of the biplane boat type, equipped with low compression Liberty engine installed as a pusher, and manufactured by the Galaudett Flying Boat Company, College Point, Long Island, New York. Two biplane type flying boats, designated by the Navy as Aeromarine Model 40, were included in this group, equipped with Curtiss QX5 engine. These two planes were manufactured by the Aeromarine Corporation, Keyport, New Jersey. The six planes above described were surplus wartime aircraft and upon decommissioning of the Coast Guard Air Station at Morehead City, in 1921, they were destroyed, inasmuch as they were unsuitable for further use.

UC-1 (1925-1926)

In May, 1925, a Coast Guard Air unit was established at Gloucester, Massachusetts, on an island in the harbor known as Ten Pound Island. One seaplane designated by the Navy as a UC-1 was operated. This plane was loaned by the Bureau of Aeronautics, Navy Department, for a period of one year, and was of the biplane type seaplane, manufactured by the Chance Vought Aircraft Corporation, Hunters Point, Long Island, New York, and equipped with one Wright Whirlwind engine, model J4A, developing 200 horsepower, and manufactured by the Wright Aeronautical Corporation, Paterson, New Jersey. This plane could transport only two persons and its cruising speed was 75 miles per hour; top speed 110, and cruising radius 300 miles. The gasoline consumption per hour was 11 gallons and gasoline capacity 40 gallons. The radio equipment of this plane was constructed by Service personnel and was battery operated, the transmitter using a simple oscillator amplifier circuit arrangement, while the receiver was of the conventional regenerative detector type. The UC-1 was returned to the Navy in April, 1926.

CG-1, CG-2, CG-3, CG-404, CG-405 (1926----

In December, 1926, the Coast Guard procured five planes, three of the Loening OL5 amphibian type and two of the UC4 Vought seaplane type. The three Loening amphibians were numbered CG-1, CG-2 and CG-3. Numbers 1 and 3 were stationed at Gloucester, Massachusetts, and number 2 at Cape May, New Jersey. These planes were of the biplane amphibian type, each equipped with one inverted Liberty engine of 400 horsepower. The cost of numbers 1, 2 and 3, manufactured by the Loening Aeronautical Corporation, New York, N. Y., was \$32,710. per plane; their cruising speed was 65 miles per hour; top speed 90; with cruising radius of 500 miles; gasoline consumption per hour 20 gallons, and gasoline capacity of 135 gallons. Numbers 1, 2 and 3 could each transport a crew of two persons and one passenger. CG-1 crashed on June 21, 1930, and CG-3 on November 10, 1929, and each was subsequently stricken from the Service list. CG-2 was surveyed, due to age, and stricken from the Service list in



AIRPLANES OF THE COAST GUARD      1920 - APRIL 23, 1935

CG-1, CG-2, CG-3, CG-404, CG-405      (1926----) Cont'd

April, 1935. The radio equipment of CG-1, 2 and 3 consisted of Type T-13 transmitter, Model CGR-23 receiver.

The two UO4 planes were of the biplane seaplane type, each equipped with one Wright Whirlwind J5 engine, developing 220 horsepower. The planes were manufactured by the Chance Vought Company, Hartford, Connecticut, for \$18,000 per plane, and the engines by Wright Aeronautical Corporation, Paterson, New Jersey. They were given numbers CG-404 and CG-405, the former being stationed at Cape May, New Jersey, and CG-405 at Gloucester, Mass. CG-404 and CG-405 can transport only a crew of two persons; cruising speed 85 miles per hour; top speed 100; cruising radius 350 miles; gasoline capacity 60 gallons, with gasoline consumption of 16 gallons per hour. No radio equipment has been designated for CG-404. Plane CG-405 is equipped with Type T-20, Model CGR-45, trans-receiver.

CG-251, CG-252, CG-253, CG-254, CG-255      (1932----)

In 1930 the Coast Guard contracted with the Fokker Aircraft Corporation (name afterward changed to General Aviation Corporation), Dundalk, Maryland, for five flying boats. These were of the monoplane type with the boat structure or hull fabricated from Duralumin. The planes were equipped with two Wasp C engines, each developing 420 horsepower at 2000 revolutions per minute. The contract price per plane was \$74,343. Numbers 251, 252, 253 and 254 were assigned to Cape May, N. J., and CG-255 to Miami, Florida. CG-251 was accepted June 12, 1932; CG-252 on August 10, 1932; CG-253 on Sept. 1, 1932; CG-254 on Sept. 17, 1932, and CG-255 on November 3, 1932.

The cruising speed of numbers 252, 253, 254 and 255 is 95 miles per hour; top speed 121; cruising radius 1100 miles; gasoline capacity 440 gallons; gasoline consumption 38 gallons per hour, and each plane can transport a crew of three and one passenger (stretcher case). CG-251 has a cruising speed of 110 miles per hour; top speed 145; cruising radius 1000 miles; gasoline capacity 440 gallons; gasoline consumption 44 gallons per hour. This plane can also transport a crew of three and one passenger (stretcher case). The Wasp C engines were manufactured by Pratt & Whitney Aircraft Corporation, Hartford, Conn. CG-251 was supplied with the following radio apparatus: Main transmitter, Type T-19; auxiliary trans-receiver, Type T-20-1, Model CGR-45-1; Model CGR-19-C, radio direction finder; Model CGR-57 frequency indicator. Planes CG-252-255, inclusive, have the following radio apparatus: Main transmitter, Type T-19; auxiliary trans-receiver, Type T-20-1, Model CGR-45-1; Model CGR-19-C or CGR-19-D direction finder; Model CGR-57 Crystal frequency indicator.

CG-8      (1931-1934)

During December, 1931, this Service purchased on contract one Viking flying boat from the Viking Flying Boat Company of New Haven, Conn. This plane was of the biplane type flying boat and used for seaplane training purposes, and for inshore patrol over rivers and beaches. CG-8 cost \$6,500 and was equipped with one

AIRPLANES OF THE COAST GUARD      1920-APRIL 23, 1935

CG-8      (1931-1934) Cont'd

#760 Whirlwind engine of 225 horsepower, manufactured by the Wright Aeronautical Corporation, Paterson, N. J. Its cruising speed was 90 miles per hour; top speed 105; cruising radius 400 miles; gasoline capacity 60 gallons; gasoline consumption per hour 12 gallons, and could transport a crew of 2 and 2 passengers. CG-8 was assigned to Cape May, N. J., December 16, 1931 and was destroyed by fire March 2, 1934. CG-8 had no radio equipment.

CG-9      (1931-1934)

During December, 1931, the Coast Guard purchased on contract one O-38-C convertible land or seaplane from the Douglas Aircraft Corporation, Santa Monica, Calif., for general utility service. The plane cost \$17,900 and was assigned to Cape May, N. J., on August 5, 1932, and to Miami, Florida, February 6, 1934. CG-9 was equipped with a Hornet engine of 525 horsepower, manufactured by Pratt & Whitney Aircraft Corporation, Hartford, Conn. The cruising speed of CG-9 was 100 miles per hour; top speed 135; cruising radius 1000 miles; gasoline capacity 235 gallons; gasoline consumption 23 gallons per hour; only a crew of two could be carried. This plane was equipped with SBR radio beacon receiver. CG-9 crashed April 14, 1934, and was stricken from the Service list.

CG-227, CG-128, CG-129      (1931---)

In 1931 this Service purchased from the Douglas Aircraft Corporation, Santa Monica, Calif., one plane of the amphibian monoplane type, equipped with two Wright Whirlwind engines, manufactured by the Wright Aeronautical Corporation, Paterson, N. J. This type plane proved its worth and usefulness as the desired type for making rescues at sea in cases where medical assistance was required. The patients could be taken aboard and transferred to the mainland and the plane landed on a land field, if necessary, where an ambulance could be made available for serious emergency cases. Two other planes similar to this type were purchased during 1931, from the same manufacturer.

CG-227 cost \$31,500; and was accepted in February, 1931; has two 300 horsepower engines; cruising speed 110 miles per hour; top speed 132; cruising radius 600 miles; gasoline capacity 130 gallons; gasoline consumption 40 gallons per hour, and can carry a crew of 3 and 3 passengers. This plane was assigned to Cape May, N. J., in May, 1931; to Gloucester, Mass., in January, 1932; to Cape May, N. J., in March, 1933, and to St. Petersburg, Florida, in April, 1935. The radio equipment of CG-227 consists of Main transmitter, Type T-19; auxiliary trans-receiver, Type T-20-1, Model CGR-45-1; Model CGR-19-C radio direction finder; Model CGR-57 frequency indicator.

CG-128 cost \$36,500 and was assigned to Gloucester, Mass., August 5, 1932; to Cape May, N. J., in February, 1933, and to Miami, Florida, on March 25, 1933. The plane is powered by two 300 horsepower engines, model Whirlwind R-975-E; cruising speed 110 miles per hour; top speed 140; cruising radius 600 miles; gasoline capacity 120 gallons; gasoline consumption 40 gallons per hour, and carries a crew of three and three passengers. The radio equipment of CG-128 consists of: Main transmitter, Type T-19; auxiliary trans-receiver, Type T-20-1, Model CGR-45-1; Model CGR-19-C radio direction finder; Model CGR-57 frequency indicator.

AIRPLANES OF THE COAST GUARD    1920 - APRIL 23, 1935

CG-227, CG-128, CG-129    (1931---) Cont'd

CG-129 cost \$43,350 and was accepted in July, 1932. The plane is equipped with two Wasp C engines of 420 horsepower each, manufactured by Pratt & Whitney Aircraft Corporation, Hartford, Conn., and was assigned to Gloucester, Mass., in February, 1933, and to Cape May, N. J., on July 18, 1934. CG-129 cruises at 120 miles per hour, with top speed of 147; cruising radius 720 miles; gasoline capacity 240 gallons; gasoline consumption 40 gallons per hour; carries a crew of three and can transport 3 passengers. The radio equipment of CG-129 consists of: Main transmitter, Type T-24; auxiliary trans-receiver, Type T-20-4, Model CGR-45-4; Model CGR-19-D, radio direction finder; Model CGR-57-1 frequency indicator.

CG-310    (1932----)

In 1932 the Coast Guard procured on an Army contract one training plane manufactured by the Consolidated Aircraft Corporation, Buffalo, New York. This is a Y1PT biplane, equipped with a 680-Engine developing 200 horsepower, manufactured by the Lycoming Engine Corporation, Williamsport, Pa. CG-310 cost \$8,000, was accepted in August, 1932, and assigned to Cape May, N. J. The cruising speed of CG-310 is 85 miles per hour; top speed 100; cruising radius 300 miles; gasoline consumption 10 gallons per hour; carries a crew of two and no passengers. This plane is used in flight elimination tests for Coast Guard personnel assigned as student aviators. The radio apparatus of CG-310 consists of Type T-20, Model CGR-45, trans-receiver. The gasoline capacity of CG-310 is 40 gallons.

CG-130 to CG-139, inclusive - - - CG-161 to CG-169, inclusive    (1934----)

In 1933 ten Douglas transport RD-4 amphibian planes were contracted for, with the Douglas Aircraft Company, Santa Monica, Calif., at a cost of \$60,000 per plane. These are equipped with two Wasp engines each developing 450 horsepower at 2100 revolutions per minute. The engines are the product of Pratt & Whitney Aircraft Corporation, Hartford, Conn. The cruising speed of planes CG-130 to CG-139, inclusive, is 110 miles per hour; top speed 147; cruising radius 660 miles; gasoline capacity 240 gallons; gasoline consumption 40 gallons per hour; crew of three and four passengers can be carried. The radio equipment of planes CG-130 to CG-139, inclusive, consists of Main transmitter, Type T-24; auxiliary trans-receiver, Type T-20-4, Model CGR-45-4; Model CGR-19-E radio direction finder; Model CGR-57-1 frequency indicator. These planes were accepted on the dates indicated below and assigned to stations named:

CG-130	Accepted Nov. 27, 1934 and assigned to Cape May, New Jersey.
CG-131	Accepted Feb. 18, 1935 and assigned to St. Petersburg, Florida.
CG-132	Accepted Feb. 18, 1935 and assigned to Biloxi, Mississippi.
CG-133	Accepted Feb. 18, 1935 and assigned to Miami, Florida.
CG-134	Accepted Mar. 15, 1935 and assigned to Port Angeles, Washington.
CG-135	Accepted Feb. 28, 1935 and assigned to Miami, Florida.
CG-136	Accepted Mar. 11, 1935 and assigned to San Diego, California.
CG-137	Accepted Apr. 11, 1935 and assigned to Salem, Massachusetts.

AIRPLANES OF THE COAST GUARD 1920 - APRIL 23, 1935

CG-130 to CG-139, inclusive - - - CG-161 to CG-169, inclusive (1934----) Cont'd

CG-138 Accepted Apr. 13, 1935 and assigned to Cape May, New Jersey.

CG-139 Accepted Apr. 23, 1935 and assigned to Salem, Massachusetts.

Also in 1933 nine Grumman JF-2 utility amphibian planes were contracted for, with the Grumman Aircraft Engineering Company, Farmingdale, New York, at a cost of \$45,000. per plane. These are of the biplane type equipped with one Cyclone engine developing 700 horsepower at 1950 revolutions per minute, manufactured by the Wright Aeronautical Corporation, Paterson, New Jersey. These planes were numbered CG-161 to CG-169, inclusive; cruising speed 120 miles per hour; top speed 174; cruising radius 550 miles; gasoline capacity 150 gallons; gasoline consumption 33 gallons per hour, and carry a crew of two and four passengers. The radio equipment of CG-161-169, inclusive, consists of Type T-CGR-60 trans-receiver direction finder; Model CGR-57-1 frequency indicator. These planes were accepted and assigned as indicated below:

CG-161 Accepted Oct. 27, 1934 and assigned to Salem, Massachusetts.

CG-162 Accepted Nov. 2, 1934 and assigned to Cape May, New Jersey.

CG-163 Accepted Nov. 9, 1934 and assigned to Biloxi, Mississippi.

CG-164 Accepted Nov. 9, 1934 and assigned to Biloxi, Mississippi.

CG-165 Accepted Nov. 23, 1934 and assigned to Miami, Florida.

CG-166 Accepted Nov. 23, 1934 and assigned to Miami, Florida.

CG-167 Accepted Nov. 23, 1934 and assigned to Cape May, New Jersey.

CG-168 Accepted Dec. 3, 1934 and assigned to St. Petersburg, Florida.

CG-169 Accepted Jan. 2, 1935 and assigned to San Diego, California.

CG-301 to CG-306, inclusive (1934----)

During 1934, the Coast Guard procured six O2U3 Vought Corsair planes from the Navy Department, on a no-cost basis. These planes were of a type more or less obsolescent but were suitable for anti-smuggling duty and so assigned. They were manufactured by the Chance Vought Aircraft Corporation, Hartford, Conn., and equipped with one Wasp B Engine developing 420 horsepower, manufactured by Pratt & Whitney Aircraft Corporation, Hartford, Conn. The cruising speed of these planes is 110 miles per hour; top speed 145; cruising radius 725 miles; gasoline capacity 110 gallons; gasoline consumption 15 1/2 gallons per hour; carry a crew of two with no passengers. The radio apparatus of CG-301-306, inclusive, consists of Type T-20-3, Model CGR-45-3, trans-receiver. Planes numbered CG-301 to CG-306, inclusive, were assigned as indicated below:

CG-301 to San Antonio, Texas, Air Patrol Detachment, in July, 1934.

CG-302 to San Diego, California, Air Patrol Detachment, August 3, 1934.

CG-303 to Miami, Florida, in May, 1934.

CG-304 to San Antonio, Texas, Air Patrol Detachment, February 15, 1935.

CG-305 to Miami, Florida, in May, 1934.

CG-306 to St. Petersburg, Florida, March 22, 1935.

AIRPLANES OF THE COAST GUARD      1920 - APRIL 23, 1935

CG-382      (1935----

In 1934 the Coast Guard awarded a contract to the Northrop Aircraft Corporation, Inglewood, Calif., for a Transport RT-1 monoplane, at a cost of \$45,000. This plane is equipped with a Wright Cyclone engine of 700 horsepower, manufactured by the Wright Aeronautical Corporation, Paterson, New Jersey. CG-382 was accepted February 20, 1935, and assigned to Cape May, New Jersey. Its cruising speed is 182 miles per hour; top speed 213; cruising radius 900 miles; gasoline capacity 230 gallons; gasoline consumption 44 gallons per hour; carries a crew of three and can transport four passengers. The radio apparatus consists of: Type T-20-4-A, Model CGR-4-A, trans-receiver; CGR-57-1, frequency indicator; CGR-19-E direction finder with special streamlined loop housing.

CG-381      (1934----

In 1934 this Service also contracted with the Stinson Aircraft Corporation, Wayne, Michigan, for a convertible type plane to be used as a radio experimental unit. This plane is of the monoplane type, equipped with engine manufactured by Lycoming Engine Corporation, Williamsport, Pa., which develops 245 horsepower at 2300 revolutions per minute. CG-381 cost \$11,370. and has a cruising speed of 120 miles per hour; top speed 132; cruising radius 560 miles; gasoline capacity 75 gallons; gasoline consumption 17 gallons per hour; carries a crew of two and one passenger. CG-381 was accepted Sept. 19, 1934, and assigned to Cape May, New Jersey. This plane carries radio equipment undergoing flight test.

CG-311, CG-312      (1934----

In 1934 the Secretary of the Treasury transferred all aircraft previously seized by the Customs Bureau, and operated by that unit, to the Coast Guard. Most of this equipment was of the obsolescent type and was found upon inspection to be undesirable for Service use, due to deterioration. However, two planes of this group justified the expense of overhaul and repair. They are known as New Standard utility planes and are of the biplane type, each equipped with one R-760 Wright Whirlwind engine, developing 225 horsepower, manufactured by the Wright Aeronautical Corporation, Paterson, New Jersey. These planes were given numbers CG-311 and CG-312, the former having been assigned to Miami, Florida, on July 10, 1934, and CG-312 to Cape May, New Jersey, October 25, 1934. CG-311 and CG-312 cruise at 85 miles per hour; top speed 100; cruising radius 250 miles; gasoline capacity 60 gallons; gasoline consumption 12 1/2 gallons per hour, and carry a crew of two and one passenger. These planes were manufactured by the New Standard Company, Paterson, New Jersey, at an estimated cost of \$12,000 per unit. No radio apparatus has been supplied CG-311 and CG-312.



## DESCRIPTION OF COAST GUARD AIRCRAFT RADIC EQUIPMENT

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Covering the period from 1920 to April 23, 1935  
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### Early Equipment

The use of radio communication between Coast Guard aircraft, and between such aircraft and ship and ground stations, had its original inception at the Gloucester, Massachusetts, air unit of the Coast Guard during the year 1925. The equipment was constructed by Radic Electrician A. G. Descoteaux, U. S. Coast Guard, and installed in a Navy Type U01 seaplane. This equipment was battery operated, the transmitter using a simple oscillator amplifier circuit arrangement, while the receiver was of the conventional regenerative detector type. In December, 1926, the acquisition of three OL5 Loening amphibians (CG-1, 2 and 3), and two U04 Vought seaplanes (CG-404 and 405), created a specific demand for standard aircraft radio equipment. The nature of the duties these pioneer Coast Guard aircraft performed precluded the use of any Navy or commercial type of aircraft radio equipment available at that time. To meet this requirement, the first standard Coast Guard aircraft radio equipment was developed and designed by Mr. Descoteaux. This equipment was designed for battery operation entirely independent of the aircraft electrical system, in order to assure communication in the event of a forced landing. As these aircraft were intended for rescue work as well as scouting operations, communication while on the water was immediately recognized as a necessity. The above mentioned original equipment provided two-way continuous wave telegraph and high quality voice communication. The transmitter, which was designated as type T-13, had a rated output of 5 watts, covered a frequency range of 2000 to 3500 kilocycles, employed three 11C or three 112-A vacuum tubes in master oscillator, power amplifier and speech input amplifier array, the primary power being derived from a 6 volt, 14 ampere hour, storage battery and a 315 volt bank of dry "B" batteries. The receiver, which was eventually included in the cabinet along with the transmitter, was of the radio frequency coupled, tuned radio frequency, regenerative detector type, utilizing two Type 30 and three Type 32 vacuum tubes, and covered a frequency range of 2645 to 2705 kilocycles. The total weight of this equipment, including batteries, head telephones, telegraph key, microphone and all accessories, was slightly more than ninety pounds. The results obtained with this equipment were highly gratifying.

The efficiency of this equipment was demonstrated at Old Orchard Beach, Maine, on June 13, 1929, when the take-off and departure of the plane YELLOW BIRD on its historical trans-Atlantic flight was broadcast over an extensive commercial network, utilizing the Coast Guard trans-receiver equipment installed in a Loening amphibian plane, which flew over the scene of operations. Mr. Descoteaux, who operated the above equipment in the Loening, verbally described the event in detail. This transmission was picked up by the ground equipment of a commercial broadcasting company, which placed it directly on a national hook-up. The transmission from the Coast Guard plane was of such quality that Mr. Descoteaux's word-for-word description of the event was clearly heard by listeners throughout the United States and several foreign countries. So far as is known, this was the first time in history that a broadcast of this nature was successfully accomplished.

## DESCRIPTION OF COAST GUARD AIRCRAFT RADIO EQUIPMENT

Covering the period from 1920 to April 23, 1935

### Original Standard Patrol Plane Equipment

The addition, in 1931, of three Douglas amphibians (CG-128, CG-129 and CG-227), and five FLB flying boats (CG-251 to CG-255, inclusive), for long range offshore patrol and rescue work, to the Coast Guard aeronautical organization created a demand for highly specialized radio and electrical equipment. These patrol and rescue aircraft were found, by the nature and scope of their duties, to require two-way telegraphic and, in many instances, telephonic communication, not only with Coast Guard aircraft, vessels and land stations, but with Navy and commercial ships and stations as well, in order to operate with maximum efficiency. The problem soon revealed itself as one closely analogous to that of Coast Guard cutters insofar as classes and types of service, distance ranges, frequency coverages, and radio navigational aids were concerned. The demand for communication over long distances, under all conditions, required the use of extremely sensitive receiving equipment. This involved the complete shielding and bonding of the entire electrical equipment and associated circuits throughout the aircraft, as well as thorough metallization of non-metallic members, such as main and auxiliary wings, in order to suppress interfering noises arising from the operation of the electrical equipment and the intermittent contact between adjacent but electrically isolated metallic parts. The five FLB flying boats, constructed by the General Aviation Corporation (CG-251 to CG-255, inclusive), were, it is believed, the first aircraft to be thoroughly shielded, bonded, and metallized throughout as a major item of original construction. This procedure, in addition to proving highly satisfactory insofar as the operation of radio equipment is concerned, has tremendously diminished fire hazard, which previously existed in the form of unbonded metallic objects which constituted potential sources of sparking incident to the accumulation of electrostatic charges on their surfaces, which, when eventually discharged, were likely to ignite any gases present in the vicinity. This hazard has been definitely eliminated in all present-day Coast Guard aircraft by means of shielding and bonding which had its original inception in the FLB craft mentioned. Other Government as well as outstanding commercial aircraft organizations were quick to follow the Coast Guard in adopting similar methods of shielding, bonding and metallizing. The radio equipment for the above mentioned aircraft, in addition to the shielding and bonding systems employed therein, was developed under the direct supervision of Radio Electricians A. G. Descoteaux and C. T. Solt of the Coast Guard Headquarters' Communications Section. The equipment consisted of the following:

- (a) Main transmitter: Type T-19, power output 100 watts, continuous and modulated continuous wave emission, frequency range 285 to 600 kilocycles, master oscillator power amplifier circuit, employing two type 111 vacuum tubes; total weight 82.5 pounds.
- (b) Auxiliary trans-receiver: Transmitter, Type T-20, power output 5 watts, continuous wave and telephone emission, master oscillator power amplifier speech input circuit arrangement, employing four 112-A vacuum tubes, power supply derived directly from separate six volt storage battery and 270 volt bank of dry "B" batteries. Receiver, model CGR-45, frequency ranges 2464 to 2704 and 3500 to 4050 kilocycles, tuned radio regenerative detector circuit, employing two type 39 and one type 37 vacuum tubes. Transmitter and receiver



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units contained in common cabinet. Total weight of entire trans-receiver equipment, including power supply, battery box and all accessories, 67½ pounds.

- (c) Radio direction finder: Model CGR-19-D, frequency range 250 to 550 kilocycles, superheterodyne circuit, employing four type 30 and four type 34 vacuum tubes, continuous wave and modulated continued wave reception. This equipment, which is of the rotatable loop type, is installed in tail compartment of the airplane and remotely controlled from the radio operator's position, which is forward in the main compartment; total weight 75 pounds.
- (d) Frequency indicator: Model CGR-57, crystal monitored, frequency ranges 250 to 600 and 2600 to 8100 kilocycles, operates from auxiliary trans-receiver batteries; weight 7½ pounds.

This equipment, which employs temperature correction, is used to keep transmitters on assigned frequencies.

The total weight allowance for the above five FLB and three Douglas amphibian types of aircraft is 300 pounds.

It is interesting to note that the above group of aircraft were probably the first in the world to employ the rotatable loop type radio direction finder successfully as a standard navigational instrument. While aircraft of other organizations previously used the radio direction finder with more or less success, the Coast Guard was responsible for refinements which removed this equipment from an experimental status and placed it definitely within the category of reliable navigational instruments.

During 1934, the six O2U2 Vought Corsair land planes transferred to the Coast Guard from the Navy (CG-301 to CG-306, inclusive), were provided with type T-20-3, model CGR-45-3 trans-receiver. This equipment, which is somewhat similar to the auxiliary trans-receivers used on the FLB and Douglas aircraft described above, has a total weight of less than 90 pounds. The transmitter covers a frequency range of 2600 to 6000 kilocycles, provides continuous wave and high quality telephone types of emission, and employs the master oscillator, power amplifier, speech input circuit arrangement, utilizing four type 112-A vacuum tubes. The receiver uses two type 39 and two type 38 vacuum tubes which function as radio frequency coupling and amplifying with an improved regenerative detector. The receiver covers a frequency range of 2600 to 6000 kilocycles.

### Equipment as of April 23, 1935

The recent procurement of ten RD-4 Douglas patrol transport amphibians (CG-130 to CG-139, inclusive), and nine JF-2 Grumman utility amphibian aircraft (CG-161 to CG-169, inclusive), was coincident with the development of radio equipment of highly advanced and special types, to meet the specific and manifold requirements of these aircraft as operated by

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the Coast Guard. The ten RD-4 amphibians carry the following radio apparatus:

- (a) Main transmitter: Power output 75 to 100 watts, frequency ranges 275 to 600 and 2600 to 8500 kilocycles, oscillator-amplifier, continuous and modulated continuous wave emissions, rigid frequency stability, power supply rectified A.C. from 110-volt, 800 cycle, engine driven alternator, employs two type 66-A vacuum tubes and two type 111-A. During recent transcontinental ferrying trips, Coast Guard planes have been able to work stations on both coasts of the United States simultaneously, and distances of more than 2000 miles have been worked overland when employing but half power and fixed antenna on the aircraft. The total weight of this transmitter, exclusive of alternator, is 97 pounds.
- (b) Auxiliary trans-receiver: Type T-20-4, model CGR-45-4, power output 5 watts, continuous wave and telephone emissions, high degree of frequency stability, transmitter frequency range 2600 to 5000 kilocycles, receiver frequency range 2660 to 8150 kilocycles. High ratio micrometer geared drives, assuring exceptional accuracy in tuning and resetting to frequency, 2500 scale divisions on transmitter and receiver tuning indicators.
- (c) Radio direction finder: Model CGR-19-E, superheterodyne circuit, employing three type 30, two type 34, one type 32 and one type 1A6 vacuum tubes, arranged for reception of continuous and non-continuous or modulated continuous waves. The frequency ranges of 2000 to 5000 and 200 to 750 kilocycles are covered by means of a double loop system which rotates as a common assembly. Receiver and loop system arranged for installation in tail section of aircraft and remotely controlled from the radio operator's position forward in the main compartment. The sensitivity of this equipment is better than two microvolts over its entire frequency range as determined by standard I.R.E. method of measurement. The radio bearing sensitivity and other electrical characteristics are considerably above those of other aircraft radio direction finding equipment. Unilateral operation is provided.
- (d) Frequency indicator: Model CGR-57-1, frequency range 250 to 8500 kilocycles, high degree of stability obtained by reference to crystal operating on a fundamental of one megacycle. Accuracy of adjustment obtained by high ratio tuning drive and 2500 scale division indicator. Includes provision for temperature correction to assure optimum accuracy.

The nine JF-2 Grumman utility amphibians now in service (CG-161 to CG-169, inclusive), and six more of the same type which are now being constructed, will be equipped with the radio apparatus described below which has recently emerged from the development stage and is now undergoing manufacture:

- (a) Main equipment: Consists of transmitter, receiver and direction finder in one composite and highly compact unit assembly. Designated as Model T-CGR-60, the transmitter normally employs four type 210 vacuum tubes and

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one type 112-A, and is powered by a dynamotor operating from the plane's 12-volt starting and lighting battery, which arrangement gives a power output of from 15 to 30 watts. To provide for emergency operation, this transmitter operates with five 112-A vacuum tubes which are interchangeable with the 210 type and derive their power direct from a small six volt storage battery and dry "B" batteries, which are contained in a suitable cabinet. Continuous wave, modulated continuous wave, and high quality telephone emission are provided when using either type of tube. The power output ranges from 3 to 5 watts, when using 112-A tubes. The frequency ranges of this transmitter are 275 to 600 and 2660 to 3300 kilocycles. The oscillator modulator circuit arrangement is employed in conjunction with push-pull speech input and modulated continuous wave emissions. The receiver operates over the low-intermediate band of 200 to 750 kilocycles as a bilateral and unilateral radio direction finder, and covers the 2600 to 3300 kilocycle band as a non-directional receiver. The tuned radio, regenerative detector circuit arrangement is employed utilizing three type 78, one type 77, and one type 37 vacuum tubes. Micrometer tuning is employed for the receiver and the transmitter oscillator. Special construction and the adherence to very exacting specifications throughout has produced equipment which, for use in aircraft of the JF-2 Grumman amphibian type, is unsurpassed by any similar equipment known. The total weight of this trans-receiver direction finder outfit is 138 pounds. During development tests distances as great as 1000 miles have been frequently worked successfully both ways.

- (b) Frequency indicator: In order to keep the above transmitter exactly on frequency, a model CGR-57-1 crystal frequency indicator, which is described under the patrol plane equipment, is employed.

THE END

