

UNITED STATES COAST GUARD

NEWS RELEASE



PUBLIC INFORMATION OFFICE
13th Coast Guard District
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Rel. No. 65-3-9

For Immediate Release

Seattleites and visitors to Seafair will have the chance to see their country's largest and only military square-rigged sailing ship this summer when the Coast Guard Cutter Eagle visits Seattle during the Seafair celebration.

Arriving on August 3, the training barque will help to celebrate the 175th anniversary of the Coast Guard. The Coast Guard was founded on August 4, 1790. It is the oldest sea-going service in the United States.

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Eagle visit

For Immediate Release

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Mooring at Pier 50, the Eagle will be open to visitors during its stay here.

Celebration of the Coast Guard's birthday is sending the Eagle on its 1st State side cruise. This is the first visit of the three-masted barque to Seattle. It will visit six ports of call throughout the United States. Normally, the Eagle cruises in European waters.

While in Seattle, Cadets from the Eagle will act as escort for Seafair Princesses during the Grand Parade. They are scheduled to take part in a number of Seafair events.

Commanding Officer of the Eagle will be Commander A. B. Howe, a 1946 graduate of the Coast Guard Academy. CDR Howe is also Head, Seamanship Section, at the Coast Guard Academy, New London, Conn.

13CGDPIO:JUL'65

Public Information Office
U. S. Coast Guard Academy
New London, Connecticut

Rewritten:
13 MARCH 1964

EAGLE FACT SHEET

The Revenue Cutter Service School of Instruction, forerunner of the modern Coast Guard Academy, was founded aboard the old Revenue Cutter Dobbin at Baltimore, Md., on May 15, 1877. The Dobbin was a two-masted topsail schooner similar to all the other cutters then in service, of which she was one of the oldest. For better instruction, it was decided to build a training ship especially for the Academy. This vessel was the Bark, Samuel B. Chase, commissioned in 1878. She served until 1908, when she was replaced by the Itasca. This vessel had been built by the Navy as a training ship, and was not too successful, principally because she was scaled down in all dimensions including hatch sizes, bunk length, overhead clearances, etc. In 1921, the Coast Guard secured the old gunboat Vicksburg from the Navy, and renamed her the Alexander Hamilton. She was an auxiliary barkentine built for the China Station in 1898, and served as a training ship until 1930. From 1930 until the beginning of the war, cadets were taken on as supernumeraries aboard one or more vessels of the regular Coast Guard fleet. This practice was necessary because funds to build a new training ship were not available.

Our present training ship is the former German naval cadet vessel, the Horst Wessel. Square rigged, the 1,800-ton, three-masted auxiliary barque was built by the German Navy in 1936, to accomodate about 220 cadets. She operated as Germany's school ship until early in World War II, and then turned to transferring supplies and passengers between East Prussian ports and Germany proper. Acquired as war reparations in January of 1946, the Coast Guard sent officers and men to Bremerhaven, Germany, to arrange the details of taking over the vessel.

Their first act was to re-christen her with a proper Coast Guard name, and in June, the Eagle left Germany, and arrived at the Coast Guard Academy in early July.

The present Eagle is the sixth Coast Guard vessel to bear that name. The first Eagle was built in 1798 at Philadelphia. She was armed with 14 six-pounders, and manned by a crew of 70. A 187-ton brig, 58 feet on the keel, 20-foot beam, and a nine-foot depth of hold, she was commanded by Captain Hugh G. Campbell in the quasi-war with France. Most of her duty consisted of convoying and protecting American cargo vessels in Caribbean waters from attack by the 60 to 80 French privateers operating out of Martinique and Guadeloupe. During the two and a half

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years she was so employed, the Eagle captured five Frenchmen, recaptured seven American vessels, and assisted in capturing or retaking 10 other French or American vessels. Following the close of hostilities in 1801, the vessel was sold.

The second Eagle operated out of New London, Conn., from 1809 until 1814. She had a crew of about 25 men, and was armed with four 4-pounders. Her principal duty was to prevent smuggling, and protect our commerce in Long Island Sound. During the War of 1812, the British used small captured American craft, manned and armed by themselves, to attack our shipping in the Sound. To prevent this, the Eagle would escort our merchant vessels up and down the shores of Long Island, and Connecticut. In October of 1814, our sloop Susan of New Haven was set upon and commandeered by a Long Island sloop which had been manned and armed by the British Frigate Pomone. The Eagle left New Haven with her crew and 40 volunteers in an effort to recapture the Susan. She was met with superior opposition from the enemy in the form of the Pomone's tender and the British 18-gun brig Despatch. These vessels closed in on the Eagle, running her ashore under the lee of the bluff at Negro's Head, Long Island. The Eagle's crewmen hauled the cutter's guns ashore, and fought the British ships by firing the guns from the heights. During the action, the Eagle's masts were shot away, as was her Flag a volunteer erected on the stern. A tar quickly replaced it, and it remained flying throughout the rest of the engagement. During the fight the Eagle's men were forced to tear up the ship's log to make cartridges. The British finally withdrew, and several days later, Captain Frederick Lee of the Eagle refloated the dismasted and badly holed cutter. Unfortunately, while she was being towed back to New Haven, a British force seized the vessel.

Through the courtesy of Mr. Alexander Victor, the librarian of Yale University, the Academy is now in possession of a bill of sale for powder and shot purchased by the men of this Eagle while in New Haven. This ammunition was undoubtedly used to repel the British during the engagement at Negro's Head.

The next two cutters to bear the name "Eagle" were both operated out of New Haven, and commanded by Captain Frederick Lee, who had fought the British so heroically at Negro's Head. A later Coast Guard cutter was to bear Captain Lee's name. The third Eagle was in commission from 1816 to 1824, and the fourth one operated from 1824 to 1829.

Nearly a hundred years passed between the commissioning of the fourth Eagle, and the fifth vessel so named. In 1925, a staunch 100-foot patrol boat was completed and bore this name. She was built for the Coast Guard's rum patrol. Fast destroyers were used to sweep the sea for several hundred miles from the coast, and when a rumrunner was found, vessels of the 100 and 125 foot classes were sent out to picket the "black." They stayed with the runner until he abandoned his attempt to contact faster and smaller shore craft that went out to run the inshore blockade.

Add 2 - STORY OF THE "EAGLES".....

The fifth Eagle spent nine years doing this type of work, and in the other humanitarian services. She was decommissioned in 1934.

It is interesting to note that all the Coast Guard vessels bearing this name, except the first, have been based along Connecticut shores.



U. S. C. G. C. Eagle

The Coast Guard Academy's 295-foot cadet training barque *Eagle* was built in 1936 by Blohm and Voss, Hamburg, Germany. She was one of three ships built that year to serve as training vessels for German Naval Cadets.

She started her career in September, when commissioned *Horst Wessel* by the Germans. During the early part of WWII, she was converted into a cargo ship and was used principally in the Baltic, transferring supplies and passengers between East Prussia and Germany proper. She was credited with shooting down three Russian planes.

Acquired in 1946

In 1946 a U. S. Coast Guard crew was sent to Bremerhaven to claim her as a war reparation. Upon her arrival in the United States she was renamed *Eagle*—taking her American name from a long line of famous U. S. Revenue Cutters.

During the month of June each year, cadets of the first and third classes board the *Eagle* and her two accompanying modern Coast Guard cutters, and depart on a two-and-a-half month cruise to Europe or the Caribbean. When they return to New London in mid-August, the second and "swab" classes make a short cruise in the Western Atlantic.

In the few short years that the *Eagle* has been at the Coast Guard Academy, she has visited 28 foreign ports and many more on the Atlantic seaboard.

Life Aboard the Eagle

A cadet's life aboard the *Eagle* is a mixture of hard work, pleasure, and sightseeing. On his first cruises, he stands the watches and performs the duties that enlisted men carry out aboard the average Coast Guard cutter: helmsman, lookout, signalman, messenger, oiler, and others. He must be familiar with

every part of the *Eagle*—on deck and aloft. He must be able to locate every one of the 154 lines in the dark. He must learn the hard way, with brass polish and chipping hammers, that the maintenance of a ship, even a sailing ship, is a never-ending task. He also finds that vigilance and an alert attitude are qualities that constitute a good watch at sea.

The upperclassmen on the cruise are given the jobs with added responsibility: Officer of the Deck, Engineering Officer, Communications Officer—jobs that would normally be carried out by officers or senior petty officers.

The *Eagle's* economy of operation is an important feature, but more important is her value as a training vessel. She is not only ideal for teaching seamanship, but she also offers many opportunities for the development of leadership and initiative not afforded by a more prosperous vessel.

Cadets Sleep in Hammocks

Cadets live in the second deck amidships in two large compartments, each of which sleeps about 90 men in hammocks. The hammocks are stowed during the day to provide space for

training and messing. Crew quarters are located forward.

The galley, scullery and washrooms are located under the forecastle, and officers' wardroom and staterooms are located under the quarterdeck. Store-rooms and repair shops comprise the platform deck. Engine spaces and fresh water and fuel tanks are on the hold deck.

The *Eagle* is built of German steel on the transverse framing system. Details of construction are very similar to American practice of the same time. When this vessel was built, the fully welded technique had not yet been developed. In general, the seams are riveted and the butts are welded. Fittings are generally bolted on, while strength members such as knees and gussets are welded into the frame.

There are two full length steel decks, a platform deck below these, and raised forecastle and quarterdeck. The second deck has a 3-inch pine deck covered with dextotex. The platform deck and the tank tops are steel.

Has Modern Machinery

The main propulsion machinery consists of an 8-cylinder, 4 stroke cycle, direct reversing diesel engine, which drives the propeller through a single reduction gear with a 2.9:1 ratio. At 580 rpm, the air started main engine is rated at 750 horsepower. When the vessel is under sail, a special "sailing clutch" permits the disengaging of the propeller drive shaft from the reduction gearing, allowing the propeller to run freely as the vessel moves through the water.

The electrical power is furnished by three diesel driven 75 kw generators. The fresh water system consists of eight tanks with a total capacity of 56,000 gallons, and an evaporator with a rated capacity of 2500 gallons of fresh water per day. The fuel oil system has five storage tanks with a total capacity of 23,000 gallons.

Length, overall	295 ft.
Length, at waterline.....	231 ft.
Beam, greatest	39.1 ft.
Freeboard	9.1 ft.
Draught, fully loaded.....	17.0 ft.
Displacement, fully loaded	1816 tons
Ballast (iron pigs)	344 tons
Fuel Oil	24,215 gals.
Water	56,140 gals.
Height of foretruck	150.3 ft.
Height of maintruck.....	150.3 ft.
Height of mizzen truck	132.0 ft.
Fore and Mainyard.....	78.8 ft.
Sail area	21,350.8 sq. ft.
Motor (M.A.N. Diesel)	750 hp.
Speed, under power	10 knots
Speed, under sail up to	17 knots
Anchors	3,860 lbs.



IF PUBLISHED PLEASE CREDIT
OFFICIAL U.S. COAST GUARD PHOTOGRAPH
RELEASE DATE:

13CGD 070865-01

USCG P. O. Box 1000 Office
13th COAST GUARD DISTRICT
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IF PUBLISHED NO CREDIT
OFFICIAL U.S. COAST GUARD PHOTOGRAPH
RELEASE DATE:

13 CGD 070865-02

USCG Public Office
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