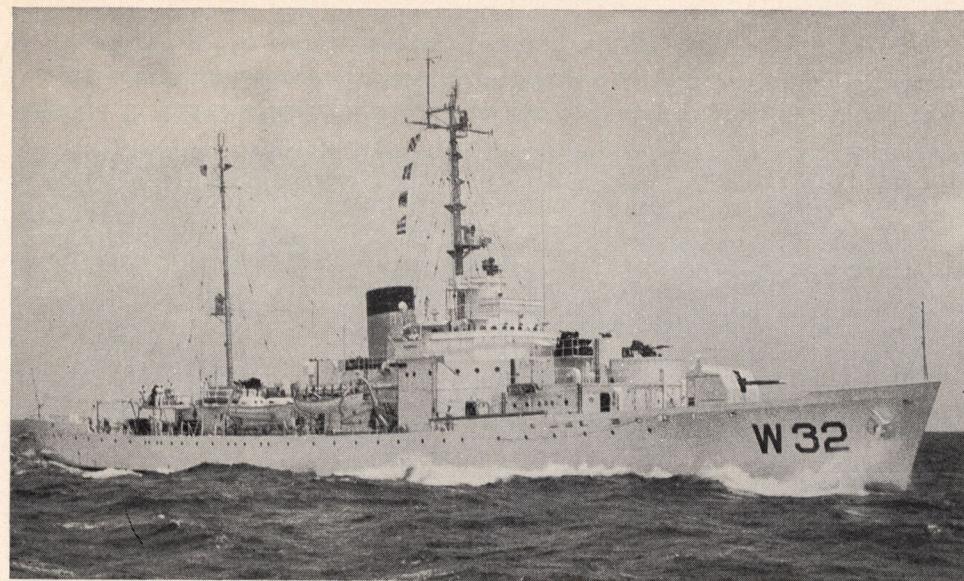


WELCOME

ABOARD

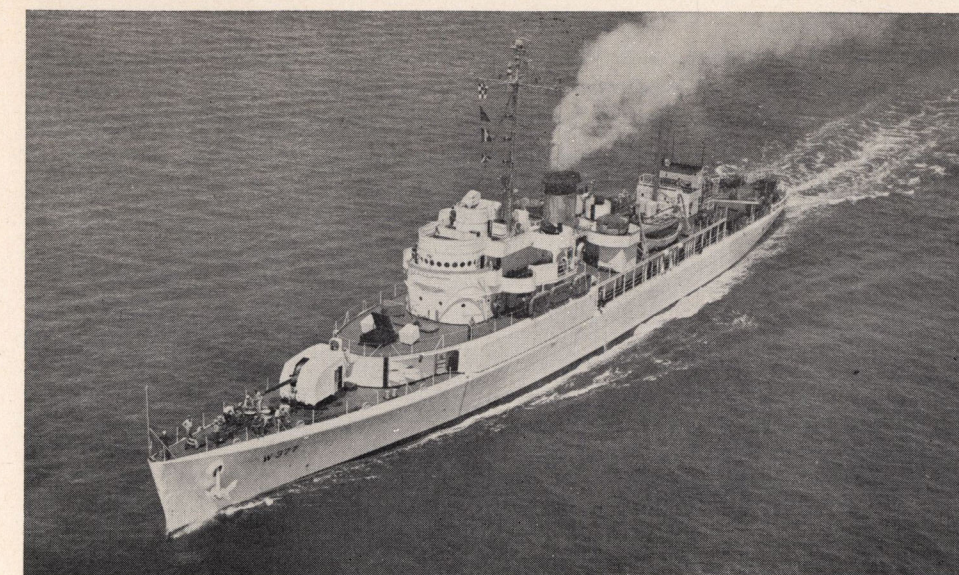
*United States
Coast Guard
Cutter EAGLE*



U.S. COAST GUARD CUTTER CAMPBELL, and others of her class are often used for cadet cruises in addition to their regular ocean station and search and rescue duties. This class of vessel, named for past Secretaries of the Treasury, is 327 feet long and displaces 2,785 tons, fully loaded.

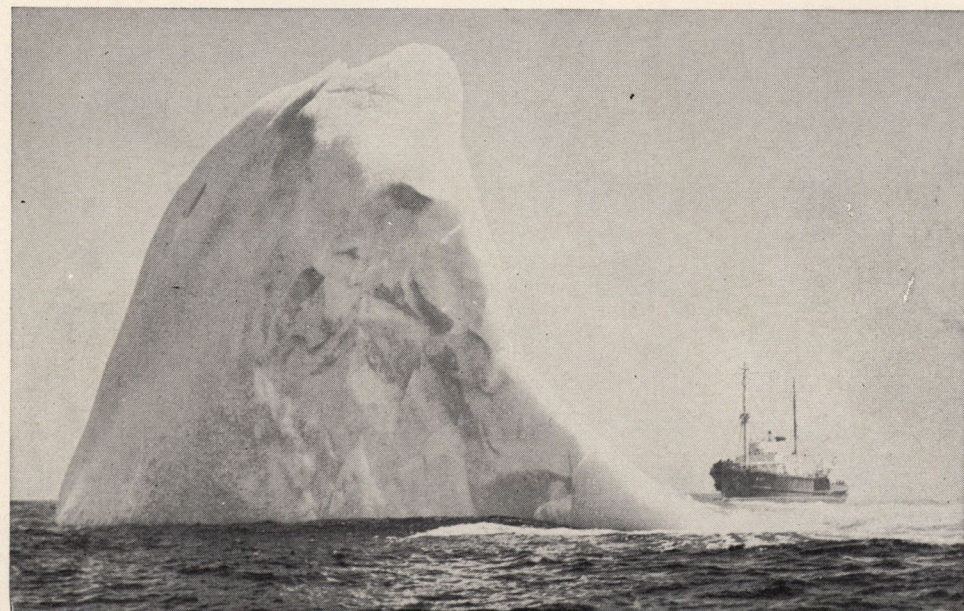


U.S. COAST GUARD CUTTER EAGLE, the Coast Guard Academy's training barque, is the only full-sized square-rigger under the American flag. Built in 1936, she is 295 feet long and displaces 1,816 tons. Her three masts support some 21,350.8 square feet of sail.



U.S. COAST GUARD CUTTER ROCKAWAY, a type of vessel normally accompanying the EAGLE on her annual training cruise, is 311 feet long and displaces about 2,800 tons. Her normal duties are ocean station patrol and search and rescue. Cutters of this class are named mostly for bays and straits.

INTERNATIONAL ICE PATROL has been an important Coast Guard function since 1913. An area of 45,000 square miles is patrolled each year by Coast Guard ships and planes on the lookout for dangerous icebergs.

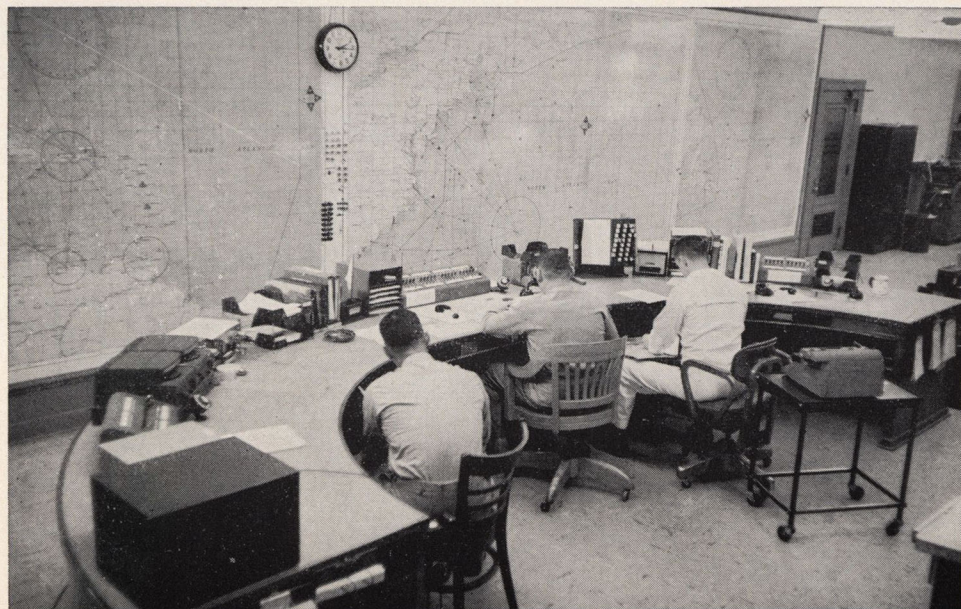


COAST GUARD AVIATION has greatly extended the helping hand of the Coast Guard. Rescue operations, once restricted to coastal waters because of limited range of early equipment, can now be carried out on the ocean.



ALL THE NATION'S NAVIGATIONAL AIDS including: lighthouses, lightships, buoys, fog signals, radio beacons, and LORAN (LONG RANGE Navigation) radio stations are manned and maintained by Coast Guard personnel.





RESCUE COORDINATION CENTERS, like the one above, act as clearinghouses during search and rescue missions, and direct the activities of all units engaged in the rescue. This modern center is located in New York.



MARINE SAFETY is one of the Coast Guard's major peacetime responsibilities. Through its marine safety program the Coast Guard keeps American vessels safe. Here a Coast Guard marine inspector observes a merchant crew during drill.



THE SPEEDY 95-FOOT PATROL BOAT is one of the Coast Guard's sizable fleet of harbor coastal craft that have a variety of duties, ranging from relatively short distance rescue and assistance work, to keeping ports secure from sabotage.

U. S. Coast Guard -- Its History...

... ten boats, two for the coasts of Massachusetts and New Hampshire; one for Long Island Sound; one for New York; one for the Bay of Delaware ...
—Alexander Hamilton

With a proposal for "ten boats" in 1790, today's modern Coast Guard was started by Alexander Hamilton, first Secretary of the Treasury of the United States.

Hamilton has asked for these boats to guard the coast against smugglers. Known first as the Revenue Marine, the name was later changed to the Revenue Cutter Service.

For nearly 8 years Hamilton's fleet of cutters was the Nation's only navy. The regular Navy was not organized until 1798.

During the early days the cutters performed convoy duty protecting American merchantmen from privateers.

During the Civil War, cutters fought on both sides. The sidewheeler *Harriet Lane*

is credited with having fired the first shot of the war.

In 1915, the Revenue Cutter Service merged with the Lifesaving Service to form the modern United States Coast Guard. The outbreak of World War I found the Coast Guard's 15 cutters in action with the Navy. They provided mostly convoy protection for merchantmen and troopships.

Over 171,000 Coast Guardsmen participated in World War II. During the war a big Coast Guard task was antisubmarine warfare.

Another wartime Coast Guard function was manning landing craft during invasions. From Normandy to Okinawa and from Luzon to Salerno, Coast Guard crews landed troops during every major assault.

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The Cutter EAGLE

*Curl'd in the blue deep, and bright the summer sun
Play'd o'er the summer ocean, when our barks began
their way. And they were gallant barks ...*

—Robert Southey

The U.S. Coast Guard Cutter **EAGLE**, the Coast Guard Academy's 295-foot training barque, began her career training German naval cadets.

Built by Blohm and Voss, Hamburg, Germany, in 1936, she was named the *Horst Wessel*, after an early leader of the Nazi Party.

During the early part of World War II 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.

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.

Statistics: length (overall) 295 ft.; length (at waterline) 231 ft.; beam (greatest) 39.1 ft.; freeboard 9.1 ft.; draft (fully loaded) 17 ft.; displacement (fully loaded) 1,816 tons; height of masts: fore 150.3 ft., main 150.3 ft., mizzen 132 ft.; fore and mainyard 78.8 ft.; sail area 21,350.8 sq. ft.; speed under power 10 kts.; speed under sail, up to 16 kts.; anchors 3,860 lbs. Electric power: three 75-kw generators. Fresh water: 56,000 gals. Fuel oil: 25,000 gals.

The main propulsion machinery consists of an 8-cylinder, 4-stroke, 750-horsepower diesel engine.

COAST GUARD AVIATION has greatly extended the helping hand of the Coast Guard. Rescue operations, once restricted to coastal waters because of limited range of early equipment, can now be carried out on the ocean.



U. S. Coast Guard -- Its Duties...

The Coast Guard, a part of the Armed Forces of the United States, is the principal federal agency for maritime law enforcement and marine safety.

—Rear Admiral Stephen H. Evans

Known as the "Active Peacetime Service," the Coast Guard has many and varied duties. Today, after 170 years, it still keeps smugglers in check as was its purpose when founded in 1790, but to that original assignment have been added innumerable other duties, which may be grouped into three general categories:

First, the Coast Guard is a safety agency. Charged with the protection of life and property at sea, it maintains ships to report on midocean weather conditions and conduct oceanographic surveys; ice patrols to warn of dangerous bergs; and loran stations, light-houses, and buoys to guide mariners safely to land. And when accidents occur despite all safety precautions, there are lifeboat stations and small patrol craft to cope with emergencies along the shore and Coast Guard

planes, helicopters, and cutters for long-range assistance operations.

Second, the Coast Guard is an enforcement agency. As such its task is to see that Federal laws are observed on the high seas and navigable waters of the United States. Violations of statutes governing immigration and customs, operation of merchant ships and motorboats, oil pollution of waterways, and the like, are a particular concern of the Coast Guard.

Third, the Coast Guard is a part of the Nation's Armed Forces. Transferred during war or by direction of the President from the Treasury Department to become a part of the Navy, the Coast Guard has fought with distinction in every war in which the United States has been involved.

ALL THE NATION'S NAVIGATIONAL AIDS including: lighthouses, lightships, buoys, fog signals, radio beacons, and LORAN (LONg RANGE Navigation) radio stations are manned and maintained by Coast Guard personnel.



U.S. Coast Guard Academy

Small in numbers, but large in scope, is the United States Coast Guard Academy at New London, Conn., which was established in 1876 to provide career officers for the oldest armed force afloat.

From the original class of nine cadets appointed by the Secretary of the Treasury John Sherman to train on the school ship, J. C. DOBBIN, the Coast Guard Academy has grown in numbers, facilities, and mission, until today it counts an average enrollment of 600 cadets and occupies an 80-acre reservation in New London, Conn.

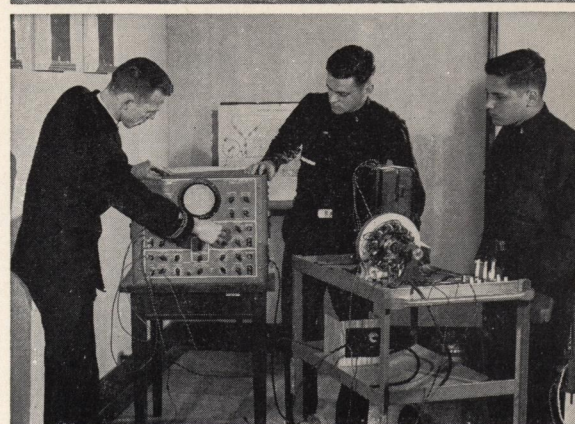
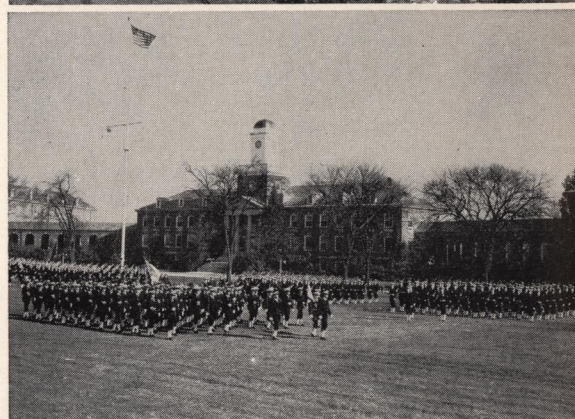
On May 25, 1877, 9 cadets, 3 officers, 1 surgeon, 6 warrant officers, and 17 enlisted men put to sea from Baltimore in the DOBBIN on the first cadet cruise. Academy life had begun.

New London became the home of the Academy in 1910, when the Academy moved to old Fort Trumbull at the mouth of the Thames River. Then in 1929, the present site was established and construction was begun on the present academy. The red-brick, white-trim Georgian colonial buildings were completed and occupied in 1932.

The present Academy curriculum is a well-rounded, carefully integrated balance of cultural, scientific, engineering, and professional subjects. During the first two academic years, each cadet takes courses in the liberal arts, mathematics through calculus, and professional subjects such as seamanship and navigation.

In his final 2 years, a cadet studies economics, government, maritime and military law, and the fundamentals of mechanical, electrical, electronic, nuclear, and marine engineering. He also receives advanced instruction in the professional subjects that prepare him for his career as an officer in the Coast Guard.

Life at the Academy is not made up of just study; extracurricular activities are many and varied. Sports play a major role, both inter-collegiate and intramural.



U.S.C.G. Cadet

Practice Squadron

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 2½-month cruise to European or other ports. When they return to New London, in mid-August, the second and "swab" (fourth class) classes make a short cruise in the Western Atlantic.

In the few short years that the EAGLE has been at the Academy she has visited over 30 foreign ports and many more on the Atlantic seaboard.

A cadet's life aboard the EAGLE is a mixture of hard work, pleasure, and sight-seeing. On his first cruises, he stands the watches and performs the duties that enlisted men carry out aboard most Coast Guard cutters: 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 hammer, 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 of the watch, 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 of the cruise—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 prosaic vessel.

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 eating. Crew quarters are forward.

English Translation