Importance of the Service

The Revenue Marine, as a service established to give special aid to the government in the protection of its resources to aid in upholding laws and saving its treasury from spoliation, has and does perform large service to that end.

Were its history written from the day of its origin of two vessels to its present status of the thirty-six, a record could be presented that would doubtless satisfy any reasonable mind that, as an arm of the government, it deserves to be sustained and preserved by liberal legislation. It is a short-sighted policy that would circumscribe its work and hamper its action.

U.S. Revenue-Marine Service Annual Report, 1869
Alexander Hamilton

- First Secretary of the Treasury
- “System of cutters”
- 4 August 1790- “Birth of the Coast Guard”
- Thrift and responsibility
- Servants of the people

“They [the officers] will always keep in mind that their Countrymen are Freemen & as such are impatient of everything that bears that least mark of a domineering Spirit.”
First Secretary of the Treasury (1789-1795)

Proposed a “system of cutters” to collect revenues for the new Republic

Congress enacted the legislation on 4 August 1790—”Birth of the Coast Guard”

The spirit of the service was based on Hamilton's insistence upon thrift and responsibility to the public. The service was intended to collect money, not spend it.

The officers were to be servants of the people.

They [the officers] will always keep in mind that their Countrymen are Freemen & as such are impatient of everything that bears that least mark of a domineering Spirit.
Original Cutters

- Massachusetts - first of 10
- Cost of construction
Massachusetts is recognized as the first of the ten original revenue cutters.

In keeping with Hamilton’s spirit of fiscal responsibility, seven of the ten cutters were built for the allotted $1,000 each.
Original Duties of the Cutters

- Boarding incoming & outgoing vessels
- Verifying documentation
- Sealing cargo holds
- Seizure of violators
The duties specifically assigned to the cutters and their crews as legislated by Congress and expounded by Alexander Hamilton included:

1. boarding incoming and outgoing vessels and checking their papers (ownership, registration, admeasurement, manifests, etc.)

2. insuring that all cargoes were properly documented

3. sealing the cargo holds of incoming vessels

4. seizing those vessels in violation of the law
Emergence of Additional Duties

Revenue cutter, Eagle, enforces the quarantine off Savannah, GA in 1793

- Enforcing quarantine restrictions
- Charting local coastlines
- Enforcing neutrality and embargo acts
Soon other duties, not related to protecting the revenue, were assigned to the service. These included:

1. enforcing quarantine restrictions established by the federal, state or local governments

2. charting the local coastline

3. enforcing the neutrality and embargo acts carrying official (and unofficial) passengers carrying supplies to lighthouse stations other duties as assigned by the collector of customs
Primary Purpose of Cutters

- Protect the nation’s revenue
- Deter smuggling
- Not harbor vessels
- Meant to sail out at sea
- Had to be swift

Revenue Cutter on Patrol
Their primary purpose, however, was to protect the revenue of the new nation by deterring smuggling. That meant sailing out of the ports to which they were assigned and intercepting vessels before they came too close to the shore. It was here, well out of the harbor but within sight of the coast, that smugglers unloaded part of their cargoes into smaller "coaster" vessels or directly onshore to avoid customs duties. The collectors usually had smaller boats that could check vessels as they sailed into port.

These ten cutters, therefore, were not harbor vessels; they were designed to sail out to sea, survive in heavy weather, and sail swiftly so that they might overtake most merchant vessels. They were the nation's first line of defense against attempts to circumvent the new nation's duties, the country's major source of income during this period.
Hopley Yeaton
First Officer of the Revenue Marine

- Born in 1740
- Sons of Liberty
- Held a commission in the Continental Navy
- Commissioned on 21 March 1791
- Commanded Scammel

Artist’s Depiction of Hopley Yeaton
Born in 1740 in Portsmouth, New Hampshire

Member of the Sons of Liberty

Held a Third Lieutenant's commission in the Continental Navy and served under Commodore John Barry during the Revolutionary War

Commissioned on 21 March 1791, the first commission issued to a sea-going officer of the United States

Commanded the revenue cutter, Scammel, out of Portsmouth
Maritime Protection of the New Republic

- “The system of cutters."
- Enforced national laws
- No United States Navy
- Cutters were the only maritime force
- The “oldest, continuously serving sea service”
This newly formed maritime force did not have an official name, it was simply referred to as "the cutters" or "the system of cutters."

This small force enforced national laws, in particular, those dealing with tariffs.

The Continental Navy having been disbanded in 1785, there was no United States Navy initially under the Constitution. These cutters were the only maritime force available to the new government. Thus, between 1790 and 1798, the “system of cutters” were the only warships protecting the coast, trade, and maritime interests of the new republic. Hence, the Coast Guard’s status as the United States’ “oldest, continuously serving sea service”
Immediate Success

- During the cutters' first ten years
- Imports and exports rose from $52 million to $205 million.

Cuttermen intercepting contraband in 1793
Quasi-War with France 1798-1801

- Operational area
- Prizes
- Cooperation with the US Navy
- Revenue Cutter Pickering

Eagle engages the French privateer, Bon Pere in April 1799
Eight cutters operated along the southern coast and among the islands of the West Indies hunting for French privateers.

Eighteen of the twenty-two prizes captured by the United States between 1798 and 1799 were taken by unaided revenue cutters.

Revenue cutters also assisted the Navy in capturing two others.

The cutter *Pickering* made two cruises to the West Indies and captured 10 prizes, one of which carried 44 guns and was manned by some 200 sailors, more than three times its strength.
Enforcing the Embargo

- Britain and France at war
- Violation of American neutrality
- Embargo and Enforcement Acts
- US ships were forbidden to sail for foreign ports
- Revenue cutter enforcement
- Repealed
- War of 1812
Enforcing the Embargo

- Britain and France at war
- Violation of American neutrality
- Embargo and Enforcement Acts
- US ships were forbidden to sail for foreign ports
- Revenue cutter enforcement
- Repealed
- War of 1812
Cutters sailed from all the nation’s major ports.

Britain and France were at war and both violated American neutrality. British ships, for example, routinely stopped US vessels, including revenue cutters, and impressed US seamen into the Royal Navy.

President Thomas Jefferson hoped to assert American neutrality through economic pressure with the Embargo and Enforcement Acts.

US ships were forbidden to sail for foreign ports.

Revenue cutters required to enforce the unpopular laws.

They were eventually repealed, but these acts contribute to the outbreak of war between Britain and the US in 1812.
War of 1812

- 18 June 1812- US declares war on Great Britain.
- US vs. Royal Navy
- Treasury Secretary Albert Gallatin
- The revenue cutters augment the Navy with shallow-draft craft.
- “Brown Water” combat operations
- A revenue cutter, Jefferson
18 June 1812 - United States declares war on Great Britain.

At the time the United States faced the Royal Navy’s 600 ships with 16 Navy vessels and a dozen cutters.

In the war’s opening phases Treasury Secretary Albert Gallatin requested from Congress, "small, fast sailing vessels," because there were, "but six vessels belonging to the Navy, under the size of frigates; and that number is inadequate..."

The revenue cutters augmented the Navy with shallow-draft craft. This marks the beginning of cutters being engaged in littoral or "brown water" combat operations, a mission which they have conducted throughout the history of the service.

A revenue cutter, Jefferson, was the first to capture a British vessel in June 1812.
USRC Surveyor vs. HMS Narcissus

12 June 1813

- One of the most hotly contested engagements of the war
- Surveyor was captured
- British commander’s remarks:

  “Your gallant and desperate attempt to defend your vessel against more than double your number 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...I am at loss which to admire most, the previous arrangement on board the Surveyor or the determined manner in which her deck was disputed inch-by-inch.”

  Lieutenant John Crerie, RN
One of the most hotly contested engagements of the war

Although Surveyor was captured, the British commander returned Captain William S. Travis’ sword and remarked on the crew’s bravery:

“Your gallant and desperate attempt to defend your vessel against more than double your number 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...I am at loss which to admire most, the previous arrangement on board the Surveyor or the determined manner in which her deck was disputed inch-by-inch.”

Lieutenant John Crerie, RN
USRC *Eagle* vs. *HMS Dispatch*

18 October 1814

- *Eagle* ran ashore
- The crew dragged the guns onto a bluff
- Fought *Dispatch* until late in the afternoon.
- Used logbook for wadding
- Fired back the enemy’s shot
- Cutter’s flag was shot away and replaced three times
With *Eagle* run ashore on Negros Head, Long Island, the crew dragged its guns onto a high bluff where they fought *Dispatch* and an accompanying ship from 9 o’clock in the morning until late in the afternoon.

When they had exhausted their large shot, they tore up the ship’s logbook to use as wadding and fired back the enemy’s shot which had lodged in the hill.

During the engagement the cutter’s flag was shot away three times and was replaced each time by volunteers from the crew.
USRC Vigilant vs. Dart
13 October 1813

- Capture of an enemy ship by a revenue cutter.
- Dart had captured over 20 merchantmen.
- Captain John Cahoone sailed in search of the enemy.
- Vigilant located Dart, off the east end of Block Island
- Crew took her as a prize.
One of the most impressive captures of an enemy ship by a revenue cutter.

The sloop *Dart*, formerly an American ship, was a British privateer which had captured over 20 merchantmen.

Captain John Cahoone, having placed extra men on board *Vigilant*, sailed from Newport, RI in search of the enemy.

Having located *Dart*, off the east end of Block Island, *Vigilant*’s crew fired a broadside and quickly boarded the raider and in a sharp action took her as a prize.
Suppressing Piracy

- 1793 - first anti-pirate action
- Piracy in the Gulf of Mexico
- Suppression resulted from the revenue cutters
- Pursued, attacked, and dispersed
The first anti-pirate action by the service was made in 1793 when the cutter *Diligence* drove a pirate ashore in the Chesapeake Bay.

Piracy, however, continued to be prevalent in the Gulf of Mexico during the first quarter of the nineteenth century. Its ultimate suppression resulted primarily from the actions of the revenue cutters and a relentless effort to eradicate this menace to shipping.

The service pursued pirates to their rendezvous, attacked, and dispersed them wherever found.
Louisiana & Alabama

- 31 August 1819 - Bravo vs Louisiana and Alabama
- Action was fought hand-to-hand
- Bretons Island.
- 19 April 1820 - Alabama and Louisiana attack
- Pirates lingered in the Caribbean basin
On 31 August 1819 *Bravo*, a pirate ship commanded by Jean La Farge, boldly attacked the cutters *Louisiana* and *Alabama* off the southern coast of Florida. The short action was terminated by the cutters’ crews boarding the enemy and carrying the decks in a hand-to-hand struggle.

Soon it became too hazardous for the pirates to continue to base themselves along the coast or in the numerous bayous of Louisiana, so they established themselves on Bretons Island.

On 19 April 1820, *Alabama* and *Louisiana* discovered their new hideout and drove the pirates off. They destroyed everything on the island which could make it habitable. The destruction of this hideout effectively ended pirate bases on U.S. territory.

Nevertheless, piratical craft still made frequent visits to American waters from their bases in the Caribbean basin. This resulted in continued battles with revenue cutters.
Suppression of the Slave Trade

- 22 March 1794
- 2 March 1807
- 15 May 1820
- Seizures of Note
  - 1799
  - 8 July 1820
  - 25 March 1822
- Revenue cutters freed almost 500 slaves.
22 March 1794--Congress made it illegal for US citizens to engage in the international slave trade. Revenue cutters were charged with enforcing this law.

2 March 1807--The importation of slaves from Africa was made illegal by Congress. The law became effective on 1 January 1808.

15 May 1820--Act declared engaging in the international slave trade an “act of piracy.”

**Seizures of Note**

1799, *Governor Jay* captures the slaver *Betsy* in Boston. This appears to be the first capture under the 1794 law.

8 July 1820- *Dallas* captured the 10-gun brig *General Ramirez* carrying 280 African slaves off St. Augustine, FL.

25 March 1822- *Alabama* captured three slave ships

By the end of the Civil War, revenue cutters had captured numerous slavers and freed almost 500 slaves.
Protecting the Nation’s Strategic Resources

1822 - Timber Act

Usefulness of revenue cutters
In 1822 Congress created a timber reserve for the US Navy and authorized the President to use whatever forces necessary to prevent the cutting of live-oak on public lands.

The shallow-draft revenue cutters were well-suited to this service and were used extensively.
Cruising to Aid Seamen in Distress

- 1831
- 1837
- Rescue on the high seas
1831 the Secretary of the Treasury directed the revenue cutter *Gallatin* to cruise the coast in search of persons in distress. This was the first time a government agency was tasked specifically to search for those who might be in danger.

In 1837 Congress authorized the President "to cause ... public vessels ... to cruise upon the coast, in the severe portion of the season ... to afford such aid to distressed navigators as their circumstance and necessities may require; and such public vessels shall go to sea prepared fully to render such assistance."

This addressed rescue on the high seas. Yet, during the age of wood and sail, most disasters occurred close into shore.
Tariff Enforcement & the Nullification Crisis

- 1832- South Carolina challenged the Federal government
- President Andrew Jackson ordered cutters to Charleston
- Jackson also remarked
In 1832 South Carolina tried to nullify the Federal tariff laws.

President Andrew Jackson ordered five cutters to Charleston Harbor "to take possession of any vessels arriving from a foreign port, and defend her against any attempts to dispossess the Customs Officers of her custody."

He added, "if a single drop of blood shall be shed there in opposition to the laws of the United States, I will hang the first man I can lay my hands on, upon the first tree I can reach."
Seminole Wars (1836-1842)

- Supported the Army and Navy
- Performed various duties
- Also, dispatched landing parties and artillery
- Duties performed throughout Florida
During the Seminole Wars eight revenue cutters supported Army and Navy operations.

Duties performed by these vessels included attacks on war parties, breaking up rendezvous points, picking up survivors of Seminole raids, carrying dispatches, transporting troops, and blocking rivers to the passage of Seminole forces.

Revenue cutters also dispatched landing parties and artillery for the defense of settlements.

These duties were performed along the entire coast of Florida.
The Advent of the Steam Age

- Robert Fulton
- Steam adopted by the Revenue Marine.
- Legare-class
- Experimentation
  - Propellers
  - Vertical paddle wheels
  - Horizontal side-wheel

Revenue Cutter Spencer
Robert Fulton developed the first successful steam-propelled ship, *Clermont*, in 1807.

Steam was eventually adopted by the Revenue Marine.

The *Legare*-class were the first revenue cutters to be powered by steam engines. USRC *Legare* was the first to be commissioned.

The service experimented with three different types of propulsion: propellers, vertical paddle wheels and an experimental horizontal side-wheel propulsion system built into the hull developed by LT William H. Hunter. The latter was tried on 4 cutters. It proved a failure and the ships were retro-fitted with propellers or paddle-wheels.
The First Commandants

- 1843- Captain Alexander V. Fraser
- 1848- Captain Richard Evans
- 1849- Revenue Marine Bureau dissolved
- 1869- Re-established
In an effort to centralize collections of customs, Captain Alexander V. Fraser became the service’s first “military commandant” when he was appointed the first Chief of the Bureau of Revenue Marine in 1843. He served until 1848.

Captain Richard Evans replaced Fraser, but he only served in the position until the following year.

1849--the Revenue Marine Bureau was dissolved.

With the dissolution, the service came under the control the civilian Commissioner of Customs until the Revenue Marine Bureau was re-established in 1869.
Mexican-American War, 1846-48

- Principal naval operations
- US Navy short of the shallow-draft vessels
- Five cutters were engaged
- Also served on blockade duty.
The principal naval operations were:
- blockading the enemy’s coasts
- amphibious landings

The U.S. Navy was critically short of the shallow-draft vessels needed for the landings.

Five cutters were engaged in amphibious operations and performed important services during a number of landings, particularly those at Alvarado and Tabasco.

Cutters also served on blockade duty.
Cutters to the Pacific Coast

- 1848 - US defeats Mexico; receives California
- Revenue cutters needed to enforce the law on the Pacific Coast.
- October 1848 - C.W. Lawrence ordered to Pacific Coast.
- 1 November 1849 - C.W. Lawrence arrived in San Francisco
With the defeat of Mexico in 1848, the United States received the California territory along with the rest of the Mexican Cession.

Revenue cutters were needed to enforce the tariff laws on the Pacific Coast.

October 1848 -- *C.W. Lawrence*, under the command of former Commandant, Alexander V. Fraser, is ordered to sail around Cape Horn to the Pacific Coast.

*C.W. Lawrence* arrives in San Francisco on 1 November 1849.
War Between the States

- Cuttermen were divided in 1860
- Dispatch to General John A. Dix
- Robert McClelland
- Many cuttermen joined the Confederacy
Like much of the nation, the sympathies of the cutter force were divided between the North and the South in the election of Abraham Lincoln in 1860.

In a famous dispatch to General John A. Dix, the Treasury Secretary declared that, "If any one attempts to haul down the American flag, shoot him on the spot."

Transmitted on the evening of 15 January 1861, this order was to ensure Federal control of the cutter Robert McClelland, then in the port of New Orleans.

Despite this message, many cutter men, including those on Robert McClelland, chose to join the Confederacy.
Harriet Lane & Nashville

- April 1861 - *Harriet Lane* to Charleston
- Captain John Faunce, USRM
- 12 April 1861 - South Carolina state troops fire on Fort Sumter.
- 13 April, *Harriet Lane* and *Nashville*
- First naval shot of the Civil War.
In April 1861 Harriet Lane, operating with the Navy, prepared to take part in an expedition to relieve the beleaguered garrison of Fort Sumter in Charleston Harbor.

Under the command of Captain John Faunce, USRM, Harriet Lane, sailed with two other vessels to Charleston.

On 12 April South Carolina state troops began bombarding Fort Sumter.

While the bombardment continued on the morning of 13 April, Harriet Lane, awaited the arrival of other Union ships to help in the relief of Fort Sumter. Meanwhile, an unidentified steamer approached the harbor showing no colors.

Harriet Lane signaled the vessel to hoist a flag.

The approaching vessel, the Nashville (later to serve as a Confederate cruiser and blockade runner), failed to heed the signal and continued into the harbor.

Exercising her right to stop an unidentified ship, Harriet Lane fired a shot across Nashville's bow.

In short order the latter identified herself as an American vessel by hoisting the Stars and
Stripes. As such, *Harriet Lane* allowed the steamer to continue on its way.

For this action, *Harriet Lane* is credited with firing the first naval shot of the Civil War.
Cutters during the Civil War

- Revenue Cutter Service
- Union cutters
- Confederate cutters
- Notable actions.
  - Miami
  - Hercules
  - Reliance
  - 21 April 1865
It was during the war that the Service received its official designation as the Revenue Cutter Service.

The principal wartime duties of Union cutters were patrolling for commerce raiders and providing fire support for troops ashore.

Meanwhile, Confederate cutters were principally used as commerce raiders. Cutters were also involved in notable individual actions. *Miami* supported the landing of Federal troops in the capture of Norfolk.

In December 1862, *Hercules* battled Confederate forces on the Rappahannock River.

*Reliance’s* commanding officer was killed as the cutter engaged Confederate forces on the Great Wicomico River in 1864.

On 21 April 1865 cutters were ordered to search all outbound ships for the assassins of President Lincoln.
Acquisition of Alaska

- 1865- USLHT *Shubrick* to Alaska.
- 1867- US purchased the Alaskan territory
- USRC *Lincoln* was the first vessel to visit the new territory
- Revenue cutters transported Federal officials
- RCS and fur seal hunting

![USLHT Shubrick](image-url)
In 1865, the US Lighthouse Tender *Shubrick*, then operating under the Revenue Cutter Service, became the service’s first vessel to be deployed to Alaska.

1867-- US purchased the Alaskan territory from Russia and USRC *Lincoln* was the first national vessel to visit the new territory after acquisition.

Revenue cutters transported the first Federal officials to the new territory.

RCS was charged with ending pelagic seal hunting and protecting the seal herds and rookeries in the Pribilof Islands.
USRC in Alaska

- RCS becomes the law in the territory.
- “Court Cruise”
- Bering Sea Patrol
  - *Rush*
  - seal poachers reaction
  - "Get there early to avoid the *Rush!*"
- 1908- Alaskan game laws
Revenue Cutter Service essentially becomes the law enforcement arm of the Federal Government in the territory.

An example of this was the “Court Cruise.” Cutters transported judges, public defenders, court clerks, and Deputy US Marshals to hear criminal cases in the isolated region.

Initiation of the Bering Sea Patrol. From 1874 through 1913, two cutters named *Rush* served on the Bering Sea Patrol and the ships were responsible for protecting the seal herds.

Due to the success of these patrols, seal poachers had to conduct their illegal hunts before the cutter arrived.

This resulted in one of our most used sayings, "Get there early to avoid the *Rush!*"

By 1908 revenue cutters are charged with the enforcement of all Alaskan game laws.
“Hell-Roaring” Mike Healy

• First African-American officer in the RCS
• Commander of USRC Corwin & Bear
  - "When I am in charge of a vessel, I always command; nobody commands but me. I take all the responsibility, all the risks, all the hardships that my office would call upon me to take. I do not steer by any man’s compass but my own."
• Transferred reindeer
• Court-martialed
• Reinstated
• Retired as the third-most senior
Son of a former-slave, first African-American officer in the Revenue Cutter Service

Commander of USRC Corwin & Bear

"When I am in charge of a vessel, I always command; nobody commands but me. I take all the responsibility, all the risks, all the hardships that my office would call upon me to take. I do not steer by any man’s compass but my own."

Transferred reindeer from Siberia to feed the Inuits in Alaska

Court-martialed and subsequently relieved of command of Bear.

He was later reinstated and retired as the Third-most Senior Officer in the Service.
Sumner Increase Kimball

- 1871- Chief of the Revenue Marine Division
- Re-organized the RCS and lifesaving stations
- 1878- US Life-Saving Service
- General Superintendent of the USLSS
Appointed as the chief of the Treasury Department's Revenue Marine Division in 1871.

Kimball completely re-organized the Revenue Cutter Service and the system of lifesaving stations along the nation's coast that were also under the control of the Revenue Marine Division.

In 1878 the stations were organized as the US Life-Saving Service, a separate agency of the Treasury Department.

Kimball was chosen as the General Superintendent of the new service. He served in that capacity until it was merged with the Revenue Cutter Service to form the US Coast Guard in 1915.
School of Instruction

- Predecessor of the US Coast Guard Academy
- Sumner Kimball urges its establishment
- *Dobbin* and *Salmon P. Chase*.
- Worth G. Ross was the first graduate to become Commandant.
- 1900- land purchased land at Curtis Bay, MD
- 1907- *Itasca* replaced *Chase*
- 1910 moved to Fort Trumbull in New London, CT.
Predecessor of the US Coast Guard Academy was authorized by Congress on 31 July 1876.

Established at the urging of Sumner Kimball to ensure the proper training of new officers.

Originally housed on the cutter *Dobbin* until 1878 when it was placed aboard *Salmon P. Chase*.

Worth G. Ross, Class of 1879, was the first graduate to be appointed Commandant.

In 1900 the service purchased land at Curtis Bay, MD and eventually homeported *Chase* there.

The cutter *Itasca* replaced *Chase* as the service’s training ship in 1907.

In 1910 the school was moved to Fort Trumbull in New London, CT.
Modernizing the Fleet

- Transition to Steel Construction

- USRC Gresham

- USRC Seminole

- USRC Windom

- USRC Manning
Overland Expedition

- 1897- ships trapped near Point Barrow, Alaska.
- Appeals to President McKinley
- November 1897 - USRC Bear sailed northward
- Party put ashore to drive reindeer to Point Barrow.
- Jarvis, Bertholf and Call
- 16 December- began expedition
- 29 March 1898- arrived at Point Barrow
- Gold Medal from Congress
In 1897 eight whaling ships were trapped in the Arctic ice near Point Barrow, Alaska.

Concerned that the 265 crewmen would starve during the winter, the whaling companies appealed to President William McKinley to send a relief expedition.

USRC *Bear*, under the command of Captain Francis Tuttle, sailed northward from Port Townsend, Washington in late November 1897.

With no chance of the cutter pushing through the ice to Point Barrow, it was decided to put a party ashore and have them drive reindeer to Point Barrow.

Lieutenant David H. Jarvis was placed in charge. He was joined by fellow officers Lieutenant Ellsworth P. Bertholf and Surgeon S.J. Call along with three other men.

Using sleds pulled by dogs and reindeer, snowshoes, and skis, the men began the expedition on 16 December.

They arrived at Point Barrow, 1,500 miles later, on 29 March 1898. The expedition managed to bring 382 reindeer to the whalers, having lost only 66.
For their work, Bertholf, Call, and Jarvis received a gold medal from the United States Congress.
War with Spain in 1898

- USRC McCulloch at Manila Bay
- USRC Hudson at Cardenas Bay
- USRC Manning and USRC Woodbury and the blockade of Cuba.
USRC *McCulloch* served with Commodore Dewey’s Squadron at Manila Bay on 1 May.

Dewey made his reconnaissance of the Spanish positions while on board *McCulloch*.

USRC *Hudson* at Cardenas Bay on 11 May.

Congress awarded LT Frank H. Newcomb and his crew specially minted medals for towing the crippled USS *Winslow* out of enemy fire.

USRC *Manning* and USRC *Woodbury* received special note for their participation in the blockade of Spanish-held Cuba.
International Ice Patrol

- RMS Titanic
- US Navy to patrol the Grand Banks
- 1913- Safety of Life at Sea (SOLAS) convention
- Navy could not spare ships for 1913
- RCS assumed the duty.
- Seneca and Miami conduct subsequent patrols.
- Patrol has been maintained by the US Coast Guard
14-15 April 1912- RMS Titanic strikes an iceberg and sinks in the North Atlantic.

The US Navy assigned the scout cruisers Chester and Birmingham to patrol the Grand Banks for the remainder of 1912.

The first Safety of Life at Sea (SOLAS) convention was held in London in 1913.

In 1913 the Navy could not spare ships for this purpose, so the RCS assumed the duty.

The cutters Seneca and Miami conduct subsequent patrols.

Each year since then, with exception of the wartime years, a patrol has been maintained by the US Coast Guard.
United States Coast Guard

- 1913- Legislation introduced
- 20 January 1915- Congress passed the "Act to Create the Coast Guard"
- 28 January 1915- President Woodrow Wilson signed into law
- Combined the USLSS & RCS
- 30 January 1915- Went into effect