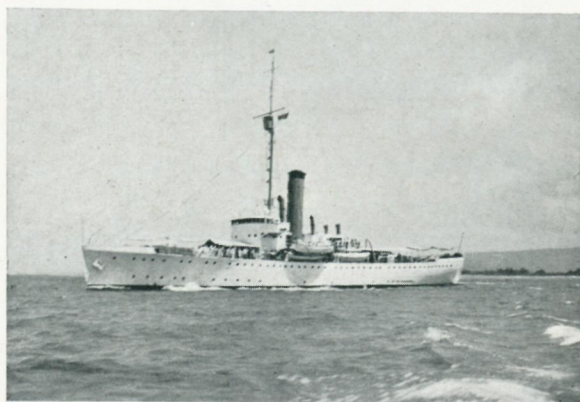


The Coast Guard in Hawaii

By LIEUTENANT-COMMANDER FRANK T. KENNER, U. S. Coast Guard



U. S. C. G. CUTTER "ITASCA"

MAINTAINING a proud record which extends back to the year 1790, when President George Washington founded the Service and issued the first commission to Captain Hopley Yeaton, the United States Coast Guard is today performing its important and varied duties in Hawaiian Waters with its traditional efficiency and thoroughness.

The Coast Guard, in its present form, was created in 1916 by the amalgamation of the Revenue Cutter Service and the Life Saving Service. The Revenue Cutter Service was established as a branch of the Treasury Department, under Secretary of the Treasury Alexander Hamilton, on August 4, 1790. Since that time, save for a brief period in the middle of the nineteenth century when it was under the Department of Commerce, and during National emergencies when it acted as a part of the Navy, it continued under the jurisdiction of the Treasury Department. The Coast Guard is one of the oldest military services of the United States and has enforced the laws and served

the nation in many ways for the last 146 years.

Repeated attempts to change, transfer, or dissolve the Coast Guard have been unavailing. Today, the Coast Guard, with modern equipment and an admirable organization, performs its duties necessitated by modern conditions in many different localities, with the same thorough efficiency as it displayed in suppressing mutinies and piracy, and executing laws, at the end of the eighteenth century.

The Coast Guard has participated in every national emergency and wars of the United States since its creation. This includes the Naval War with France (1798-1801), the War with Tripoli (1801-1805), the War of 1812 (1812-1815), the Seminole Indian War (1836-1842), the Mexican War (1846-1848), the Civil War (1861-1865), the Spanish War (1898), the World War (1917-1918), and the Cuban Revolt of 1933.

One of the most famous incidents of naval history is that of the Revenue Cutter **Hudson** towing the American gunboat **Winslow** to safety after she had been disabled by the enemy's shore batteries. It was during the Spanish-American War. The **Winslow** was drifting helplessly toward the beach under the terrific fire of the Spanish guns. The **Hudson** steamed to the rescue, took the **Winslow** in tow, and steamed out to safety.

During the same war we find the Revenue Cutter **McCullough** with Admiral Dewey at Manila Bay, and she carried the first news of the outcome of that engagement to the outside world.

The Coast Guard suffered the highest percentage of loss of personnel of any American

HOWLAND
ISLAND





CONSTRUCTING A HOUSE ON JARVIS ISLAND

service (killed in action), during the World War. The greatest loss to the American naval forces in the World War was when the Cutter **Tampa** sank in the Bristol Channel with all-hands in September of 1918.

Glorious as is the war-time record of the Coast Guard, it is small in comparison with its peace-time service. The Cutter Service, the Life Saving Service, and the Coast Guard Air Service, all cooperate under the Commandant of the Coast Guard, in the daily duties of the Service.

In 1893 the Cutter **Corwin** brought despatches to Honolulu on December 14th from President Grover Cleveland, demanding the restoration of Queen Liliuokalani. President President Sanford B. Dole did not agree to this suggestion.

"When the town woke up this morning" reported the Hawaiian Star of December 14, 1893, "it was to hear that the Revenue Cutter **Corwin** (Munger) had arrived from the coast, having left there on Monday evening, December 4th, with important despatches to United States Minister Willis."

"The arrival of the **Corwin**, yesterday, was again the signal for all sorts of wild rumors to be started" and "it was said that 'Paramount' Blount was on board, and had come here to immediately restore the monarchy," wrote the Daily Pacific Commercial Advertiser of December 15, 1893. This newspaper also reported: "The U. S. Revenue Cutter **Corwin**, Commander F. M. Munger, arrived in port

early yesterday morning." She returned to the Mainland late in December.

The year 1906 finds the Revenue Cutter **Manning**, together with the U. S. S. **Iroquois** and cableship **Restorer** dragging the stranded **Manchuria** 150 feet over her coral cradle toward blue water at Waimanalo, Oahu. The **Manchuria** had previously grounded.

The first Coast Guard vessel to be regularly stationed in Hawaiian Waters probably was the **Thetis**. She based at Honolulu prior to the World War, and was succeeded by the **Mojave** which was at the Islands from 1922 to 1924. In 1930 the **Itasca** was completed at the General Engineering Company, Oakland, California. She took station at Honolulu, under Commander James Pine, who is well-known in the Islands. The **Itasca**, now stationed in the



UNLOADING SUPPLIES AT JARVIS ISLAND



UNLOADING LUMBER AT JARVIS ISLAND

Islands, is a two-thousand ton ship, 250 feet in length, with a complement of eight officers, four warrant officers, and ninety enlisted men.

At Hilo is the **Tiger**, a 125-foot Patrol Boat, commanded by Chief Boatswain J. B. Krestensen. This vessel has a crew of three officers and twenty men. The **Reliance**, similar in type to the **Tiger**, is stationed at Honolulu. She is in charge of Boatswain B. L. Bassham. The CG-838, a speed boat, and the boarding boat, the AB-60, are the other vessels of the Coast Guard "Fleet" in Hawaii.

The **Itasca** patrolled to the westward, in the summer of 1934, and examined the islands of the Hawaiian Bird Reservation, continuing on to Midway and Ocean Islands. These islands are visited periodically to prevent poaching and to render any assistance that may be required for persons or vessels in distress.

From the Spring of 1935 until the present date the **Itasca** has participated in the aeronautical survey and colonization in the Line Islands of Jarvis, Baker and Howland. In the beginning this project was under the jurisdiction of the Department of Commerce but later was transferred to the Interior Department. The Coast Guard vessels stationed in Hawaiian Waters will continue to cooperate in this unique work. The **Itasca**, while on cruises

incident to this survey, twice visited American Samoa. On one occasion a large quantity of food was landed at Swain's Island to relieve the destitute condition of the few inhabitants caused by a hurricane.

The principal law enforcement duties of the Coast Guard in Hawaii consists of executing the law covering the proper numbering, documenting and equipping of small boats, and the prevention of smuggling aliens and narcotics. The **Itasca** has cooperated with all enforcement agencies on many occasions and assisted in several seizures of contraband.

Whether it is a lost boat, a steamer on fire, a dope or alien smuggler, a sampan that might be a death-trap to personnel, a drowning human, or an expedition to the Line Islands, the requirements will be promptly met by the Coast Guard which is always prepared to carry out its motto—**Semper Paratus** or **Always Ready**.

On July 7, 1936 the Honolulu Advertiser published the following editorial: "The United States Coast Guard service goes ahead serving the Islands, month in and out, without ostentation, without blare of trumpets, but scarcely a week passes without some unit being called upon to lend assistance. Potential tragedy rides the ocean waves where small craft is concerned, and it may be a sampan, a motor launch or just a rowboat that is in trouble, but unless the Coast Guard cutter gets there in a hurry, lives may be lost.

"Twice within the past few days sampans were in trouble. The Coast Guard Service came to their aid. Recently a yacht was shipping heavy seas and was in danger. The Coast Guard went to the craft's assistance. Many and diverse are the calls for help. And always these boats respond to the call. Through their eternal vigilance many a tragedy has been forestalled in Hawaiian Waters."



U. S. C. G. CUTTER "ITASCA" AT BAKER ISLAND