USCGC EAGLE (WIX 327)
2017
Welcome & Orientation
Welcome aboard U.S. Coast Guard Cutter EAGLE! We are glad to have you aboard and hope your time in EAGLE will be a unique and memorable experience. This should be one of the very best experiences in your Coast Guard career. If you have any questions, please ask. We all look forward to your arrival and your contributions to the program.

The information in this booklet is designed to introduce you to EAGLE and to explain how you fit into the cutter’s organization. This booklet will be your guide to a safe and enjoyable experience. Safety is paramount; please pay attention to the safety rules that apply to all hands. These rules may save your life or the life of a shipmate in the event of an emergency. Do not hesitate to ask questions. Every crewmember is willing to help you with anything you may need.

We are extremely proud of our Service’s missions, and of the dedicated men and women who perform them. Your sailing aboard, as well as your interest in the training program and shipboard evolutions, sends the same message – what we do is both interesting and important. We really enjoy the opportunity to have guests aboard EAGLE, but you can be much more than simply a passenger. Each guest that gets involved contributes to our training program. We conduct a great deal of training, stand a wide range of watches, and work hard each day.

**To our civilian guests:** Please note the two documents at the end of this booklet. All guests must complete the Release and Waiver of Liability and Indemnity Agreement and the USCGC EAGLE Medical Questionnaire. Upon initialing and signing the waiver and receiving a positive medical opinion, you are eligible to sail. If you wish to climb, you must also have a medical opinion that you are fit to climb. The medical form must be scanned and emailed to the Executive Officer at least two weeks prior to sailing. The Executive Officer will request and review these documents prior to departing. **Please do not forget these forms. If they are incomplete, you will not be permitted to sail.**

**To our TDY shipmates:** You will soon become a vital member of EAGLE’s crew. Nothing I can say will prepare you for the majesty of sailing full and by in America’s Tall Ship; there’s truly nothing like it. We’re the only Coast Guard ship dedicated to training our Service’s future leaders and representing the United States, home and abroad. We recognize that you probably have a little apprehension because of our unique missions. Rest assured, your shipmates stand ready to help you become a “Square Rigger Sailor.”

We are sending this package to introduce you to EAGLE and your role aboard as a crewmember. It should accelerate your ability to quickly qualify and contribute to the inport and underway training program. Your positive attitude and dedication towards learning everything you can while you’re aboard is essential to making EAGLE the best afloat training program possible. Please read my Command Philosophy and Standing Orders carefully. In short: be a good shipmate. We will conduct our primary missions of training and representation in an exemplary manner with a positive, enthusiastic attitude that embodies the Coast Guard’s core values of Honor, Respect, and Devotion to Duty.

**Welcome aboard!**

Matt Meilstrup
Captain, U.S. Coast Guard
Commanding Officer
Safety: This is an inherently dangerous job; be conscious of the risks and take positive steps to eliminate/minimize them.

Homefront: Take care of your families and loved ones; hopefully we can share the EAGLE experience with them. I expect you to depart EAGLE a pay grade higher and build your professional/financial base.

Integrity: Nothing is more important than your honor.

People: Take care of and respect each other! Train, teach, mentor – we are all developing our reliefs (the future of the Coast Guard).

Mission: EAGLE’s primary mission is training the future leaders of the Coast Guard. Provide a positive training environment and maximize every opportunity.

Ambassadors: We positively represent the United States in our domestic and international port calls. Showcase your devotion and pride in yourselves, EAGLE, the Coast Guard and the nation.

Teamwork: Contribute to the best of your ability. Help each other.

Endurance: Get sufficient rest, eat properly, exercise and responsibly manage alcohol consumption.

Stewardship: We must be efficient and smart in how we operate the public’s vessel. We are accountable to the public and each other.

Going to sea is challenging. It is my goal and sincere hope to make it a rewarding and enjoyable experience for each of you. I am proud to be a Cutterman; the camaraderie and respect between shipmates is not duplicated anywhere else in the Coast Guard. I am honored to sail with you and look forward to enjoying the next three years with you and your families. I hope you will be similarly excited about sailing America’s Tall Ship – this is YOUR ship – make a positive impact…every day.

*Be the very best sailor you can be – the sea demands it, the Cutterman tradition supports it and I expect it.*
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1. **SAFETY:** Safety is stressed on EAGLE. Every crewmember, trainee, and guest is required to play an active role. If you feel at any time that you are unsure or in a position in which you are uncomfortable, notify the senior person immediately. If you see something that appears unsafe, you are required to yell “avast,” which will notify all to freeze until the condition is deemed safe. If you are unsure, yell “avast.” We would much rather lose 10 seconds on a number of different occasions than have one person get injured.

2. **TRAFFIC PATTERNS:** To reduce confusion during emergencies and make for a more efficient unit, we ask that you “obey traffic patterns” while onboard. This means that while on deck, you transit in a counterclockwise motion; if you want to proceed from stern to bow, proceed forward on the starboard side. If you are moving aft, use the port side ladders.

3. **MUSTER LOCATION:**
   a. **Fair weather parade:**
      - **Crew:** Supply department forms on center portion of waist in front of laundry
        Operations/Deck departments forms starboard and forward on waist
        Engineering department forms port and forward on waist
      - **Trainees:** Foremast division forms to starboard, aft of Operations/Deck departments
        Mainmast division forms to starboard, aft of Foremast division
        Mizzenmast division forms to port, aft of Engineering department
      - **TDY:** TDY Officers muster with the Operations department. The ETO forms up with the Engineering department.
      - **Civilian:** Civilian Guests muster on the waist, forward of sick bay (Medical).
   b. **Foul weather parade:**
      - **Crew:** Messdeck
      - **Trainees:** Within assigned berthing areas
      - **TDY:** Wardroom
      - **Civilian:** Wardroom

4. **SMOKING AND TOBACCO REGULATIONS:** Smoking is only permitted in the vicinity of the port aircastle, and is prohibited in all other spaces. Smoking is not permitted under the following conditions:
   a. In any part of the ship when receiving fuel oil, diesel oil, or gasoline.
   b. During any all-hands evolution, including morning muster or Quarters.
   c. Whenever the word “the smoking lamp is extinguished” is passed.
   d. During shipboard evolutions. Examples include special sea detail, mooring stations, or drills.
   e. During meal times until after all members have passed through the serving line.
   f. Chewing tobacco and smokeless tobacco products are prohibited in interior spaces.

   Once done, cigarettes should be disposed of in the “butt-can” provided on the aircastle. **Do not “flick your butt” overboard.**

5. **SEWAGE SYSTEM:** The sanitary system in EAGLE is a vacuum flush system. **Only human waste and toilet paper** can be introduced into the system. Do not put rags, chewing gum, paper towels, etc. in the toilets. Female hygiene products (sanitary napkins) must never be placed in the sewage system. Proper receptacles are located in each female head.
6. **HEADS & SHOWERS:** At sea there is a continuous need to conserve water. Please do not waste water by taking long, multiple, or hotel showers. A max of two sea showers is allowed per day. A sea shower consists of wetting yourself down (up to one minute), turning off the water, soaping up, and then rinsing off (up to two minutes). Please take care not to run water unnecessarily when brushing your teeth or washing your hands. If we are careful about water conservation, we can avoid water restrictions (i.e. no showers).

7. **SICK CALL AND SEASICKNESS:**

   a. Sick call is held each weekday at 0730 in sickbay or as announced prior to getting underway. If you need attention over a weekend, contact the duty corpsman. All other times, contact the Officer of the Deck (OOD).

   b. Ensure all medical chits are routed through your chain of command to the Executive Officer.

   c. If you become seasick, make sure that you get help, including going to sickbay. Following the simple suggestions below will help reduce your down time:

      i. If you are sick and feel the need, clip into the lee rail with a rigging belt and wear a personal flotation device (PFD). Do not remain below decks; respect your shipmates’ living space!
      
      ii. Keep eating the meals and drinking plenty of fluids.
      
      iii. TAD personnel and trainees: you are expected to stand your watches unless you have a sick in quarters (SIQ) chit from the corpsman or doctor. This chit should be posted on your rack.
      
      iv. Try to get up and walk around, participate, work on deck, etc. It will keep your mind distracted and you will feel better.
      
      v. Contrary to popular belief, there is no miracle shot or pill that immediately fixes seasickness. It’s an adjustment your body needs to make. Everybody reacts differently; work with the corpsman if you are concerned.

8. **GENERAL SAFETY:** All hands must comply with the following general safety precautions:

   i. Always request permission from the quarterdeck (Extension 0 or 100) before opening a port light when inport.
   
   ii. When you open a hatch cover or scuttle, secure the stanchion with a toggle pin.
   
   iii. Close all watertight doors; don’t leave them swinging. Close or latch all other doors. Be aware of your fingers. The doors are heavy and can hurt you should they swing unexpectedly.
   
   iv. When under sail, lee side doors are closed to protect from down flooding in the event of a knockdown. Except for emergencies or when directed otherwise, do not open or pass through a secured Lee Side Door.
   
   v. Headphones may only be used with one ear covered; you must be able to hear pipes.
   
   vi. During heavy weather conditions, weather decks are secure to all traffic, except for necessary rounds or in the performance of specific duties.
   
   vii. You should not operate, repair, adjust, or otherwise tamper with any machinery or associated controls unless you are qualified to do so. When working on or near machinery, do not wear clothing or jewelry with loose ends or loops that might be caught by shafts, gears, belts, or pulleys.
viii. Never tamper with or render ineffective any safety device, ground strap, smoke detector or similar device intended to protect operators or equipment.

ix. When lifting objects, stand close to the load, with your feet solidly placed at shoulder-width apart. Bend your knees, grasp the object firmly, and lift by straightening your legs, keeping your back as straight as possible.

x. Walk, never run, even in an Emergency!

xi. Make sure that you learn your emergency escape routes, even in the dark. Remembering them could save your life.

9. **RIG SAFETY**: The rigging, sails and going aloft are additional hazards not found on other cutters. Always follow these basic rules and ensure your shipmates comply as well:

i. **Always obtain permission from the OOD and BMOW before laying aloft, and notify the OOD and BMOW when you are back on deck.** In addition, if you are taking medication of any type, you must be cleared by medical personnel and notify your mast captain before laying aloft.

ii. Do not wear your cover, watch, rings or any other jewelry, including necklaces and bracelets, when going aloft. You are also discouraged from wearing earrings aloft since they can get caught in lines or rigging.

iii. Ensure all loose gear, i.e. eyeglasses and cameras are attached to you with a lanyard.

iv. Always climb on the windward side of the ship.

v. Never grab running rigging. Black, white and spar colored rigging are good colors to grab when aloft.

vi. Remember the sailor’s adage, “One hand for yourself and one for the ship!”

vii. Keep at least three points of contact with the rigging.

viii. Do not go aloft near energized antennas, radar, longwire or whip unless it is determined in advance that no danger exists.

ix. Lines or rigging under heavy strain should be eased to prevent overstress or parting. You must keep clear of a heavily stressed line or wire, and under no circumstances stand in the bight of a line or on a taut fall.

x. Lines not in use should be carefully made up and stowed clear of walkways and passages. Lines must never be made fast to capstan heads, but only to fittings provided for that purpose.

xi. Materials should never be thrown from platforms or trucks to the deck or pier.

xii. All tools, buckets, paint pots, or brushes must be secured by lanyards to prevent injury to personnel below.

xiii. Do not sit on the pinrails.

xiv. Obtain the most recent version of the pinrail diagram from the Deck department.

10. **CONTACT INFORMATION**: Prior to embarking, you may contact the EAGLE quarterdeck at cellular (860) 625-0831. If we are underway, your best option is to contact your sponsor. By receipt of this packet, you have been reserved a berth and will sail; there is no need for further communications unless you have a specific question or to alter plans.

Once underway, you will be incommunicado. We do not have the capacity for you to make ship to shore phone calls or send/receive emails unless in an emergency. You may bring a cellular phone, but do not expect it receive a reliable signal offshore. **For truly urgent matters, you can be reached via the Executive Officer at Brooke.A.Millard@uscg.mil or the ship’s satellite phone: 860-237-4559/4560.** Use this sparingly! If your family has an emergency when you are underway, please have
them contact the Atlantic Area Command Center at (757) 398-6700. The Command Center will get in touch with EAGLE.
GUEST INFORMATION

1. **APPROPRIATE CLOTHING AND MISCELLANEOUS:**
   a. You should bring comfortable, casual clothing to wear while aboard, including a pair of deck shoes, tennis shoes or comparable soft-soled shoes. Keep in mind that it is often cooler on the ocean than ashore and you should bring an appropriate foul weather jacket and a set of rain gear.
   b. We request you refrain from cutoff or worn clothing. Collared and uncollared shirts are both appropriate, but T-shirts with inappropriate slogans are not.
   c. If you like to read, you may wish to bring a few books, although we do have a number of historical and nautical themed books aboard.
   d. Linen for your rack will be provided.
   e. Alcoholic beverages are not authorized.
   f. All guests shall bring two forms of picture identification. If you are on board while EAGLE is proceeding to/from a foreign port, ensure that one of the IDs is a passport.
   g. Recommended clothing and items include:

2. **ACCOMMODATIONS:**
   a. You will be assigned a berth either in a large berthing area with 8-14 others, or possibly in 2-person stateroom depending upon availability. Space is a precious commodity aboard the ship; please pack accordingly. There are separate head/shower facilities for each gender. Be prepared to transit through public spaces to access the showers (most wear gym gear as robes take up a lot of space).
   b. A locker is provided for stowage of your personal gear. At sea, items rarely stay put unless properly secured. Keep items (such as cameras) stowed when not in use. We also ask that you make your rack each day and keep your quarters shipshape, in accordance with seagoing custom. Bring enough clothing to last at least a week. To conserve our limited fresh water, you will only have access to laundry once a week. Our ship's Master at Arms (MAA) will develop a laundry schedule for you to follow.

3. **FLAG CABIN BERTHING:**
   a. Flag Cabin berthing includes a private head and shower. The space also has numerous drawers for stowage and securing items. While the Flag Cabin is removed from the majority of the ship’s foot traffic, the space is used twice a day by the Commanding Officer (lunch and dinner) and throughout the day for meetings. Unless necessary, guests are requested to refrain from using the Flag Cabin during meal times. When not in use, the flag cabin and wardroom will be the lounge area for flag cabin guests.
b. The Executive Officer is head of the Mess for the Wardroom. If you are joining the Wardroom table after the meal has begun, you must ask permission of the Executive Officer to join. If the Executive Officer is not present, you must ask the senior officer at the table. If you request to use the Wardroom as a meeting space, you must also receive permission from the Executive Officer.

4. HEALTH AND SANITATION:

   a. We will always have a hospital corpsman in EAGLE, and normally a medical officer as well. If you have any medical conditions of which we should be aware, please see one of them upon arrival.

   b. Trash is always an issue in a cutter, and we need your help. First, in accordance with International Law, we separate plastics from biodegradables. In every common space, there will be a trashcan for both plastics and non-plastics. Please separate trash at the source; you will be helping our crew and helping keep the oceans cleaner. You will also be helping your shipmates avoid sorting through the trash. Never throw any trash overboard unless directed.

5. MEALS AND PAYMENTS:

   a. Once aboard, you will be dining with your host. Trainees will eat on the messdeck. Family and guests of crew dine primarily on the messdeck, and may be invited to dine in the wardroom or Captain’s cabin, schedule depending. Family and guests of Officers will eat in the wardroom, depending on space availability.

   b. All non-federal civilian guests will be charged $19.50 for meals for each night you stay on board, regardless of the meals you eat. Reservists, Auxiliarists (on orders), CG Federal civilian employees, cadets, and members/chaperones of non-profit youth groups will be charged $11.85 for meals for each night you stay on board. You will need to make your exact payment when provided an invoice by the Master at Arms (MAA). Payments should be made by personal check payable to "U.S. Coast Guard." Credit cards or cash will not be accepted for this expense.

   c. The Coast Guard Financial Center requires checks to be exact; incorrect checks will not be accepted.

6. DAILY ROUTINE:

   a. As you would expect on a military vessel whose primary mission is training, the days are full and start early. Most events of the daily routine, from "reveille" in the morning to "taps" at night, are announced over the ship's public address system; once you become acclimated, you should have no trouble figuring out what's happening. A "Plan of the Day" is published and posted each evening listing events scheduled for the following day. Please spend a minute or two reading it each night.

   b. As a general rule, you are free to go anywhere except for berthing areas, the Captain’s Cabin and Flag Cabin, and the Engineering Spaces, unless invited.

   c. We encourage you to ask questions and become involved in the ship’s routine, either during all-hands evolutions, shipboard watches, meal preparation, or daily cadet/officer candidate training sessions. There will be moments when crew and trainees are very actively engaged in their
d. There are several restrictions on climbing aloft; the Sail Master is responsible for all climbing procedures. Any guest who desires to go aloft shall be escorted by a crewmember to the tops during an up-and-over exercise. This training will outline procedures for any future climbing you may wish to conduct.

7. **EMERGENCIES:**

   a. At sea, there is always the possibility of an emergency, such as fire or flooding. The permanent crew of EAGLE is very well trained. The crew attends firefighting and flooding schools during the winter months, and participates in a demanding two-week training availability where the crew concentrates on emergency response. The crew shall handle actual emergencies.

   b. Once underway, all members in EAGLE will be assigned to the Watch, Quarter, and Station Bill (WQSB). The bill tells you where to go and what to do in an all-hands evolution or emergency such as a fire or man overboard. Guests will go to the wardroom. If the emergency is in the wardroom, engineering space, or in the immediate vicinity, guests will muster in the Crew’s Lounge. These procedures will be reviewed during your first day on board.

   c. If during any period of the day, you experience or witness a medical emergency or suspect that something is wrong, notify someone immediately and have the word passed to the bridge so action may be taken.

8. **TRAINEES (TSA, ROTC, Sea Scouts/ Cadets, Maritime Academies, etc):** You will be placed within a division and train alongside Officer Candidates from Officer Candidate School or Cadets from the U.S. Coast Guard Academy. While aboard you will form up and participate with the trainees in all aspects of training which includes: sail handling, watch on deck, helm and lookout, engineering watch, firefighting and damage control. Please bring steel toe or composite toe boots in order to stand watch in the engine room. You should also review sections of the the TDY General Information section.

9. **EMBARKING EAGLE AND YOUR FIRST DAY:**

   a. Guests normally embark one day prior to getting underway. Arrival time should be between 1200 (noon) and 1800 (6:00 p.m.). Any times outside of this window shall be cleared individually with the Executive Officer prior to arrival. Guests should check in with the Officer of the Deck (OOD), and will be escorted to their berthing area or stateroom. All personal belongings should be properly stored at this time.

   b. On the day that EAGLE gets underway, please take the time to eat breakfast on the messdeck. Meals normally run from about 0700-0800, but check the Plan of the Day. After breakfast, Quarters will be held. You should muster on the starboard side forward (just forward of the Operations Department), as you will be introduced to the crew and trainees.
c. After Quarters, you will join the Executive Officer and Master-at-Arms in the Wardroom. They will confirm completion of required paperwork, as well as discuss safety and housekeeping topics, and provide you with the opportunity to ask questions prior to getting underway.

d. During your first day underway, EAGLE will conduct Administrative Drills to review emergency response assignments.

e. You should attend “School of the Ship,” which will go over line handling and climbing fundamentals and donning an immersion suit. You will conduct an up-and-over drill (climb the rigging). Climbing is not required, but you must climb on this first day if you wish to go aloft later in the week. You do not have to complete up-and-over drills to climb out on the bowsprit, but you must attend the pre-climb training and sign paperwork.

f. After the required indoctrination period, you may congratulate yourself on meeting the requirements to sail.

10. ACTIVITIES ON BOARD: Many activities throughout your trip will offer you the opportunity to participate. These include celestial navigation (morning, noon, and evening), damage control training sessions, fitness workouts (morning, afternoon, and evening), and sail stations (morning and afternoon). We encourage you to participate and engage with the various trainees.

11. DISEMBARKING AND POTENTIAL SCHEDULE CHANGES:

a. It is highly recommended that you purchase refundable tickets when making your travel plans. Unfortunately, schedules sometimes change. Every effort will be made to ensure you have the most up to date information with regards to any potential delay in our arrival or departure from a port of call. Your berth will be reserved for you until 1200 the day after we pull into a port.

b. Check out with the Master at Arms (MAA) to ensure your linens are turned in and your mess bill is paid. Please also check out with the quarterdeck/OOD upon final departure. We request you depart by 1200 the day after we pull into port, as we will need to prepare to embark new guests.
TDY INFORMATION

1. **RECREATIONAL AREAS:** Please respect other groups’ areas and do not loiter unless involved in ship’s work or training. Don’t lay out on deck after sunset or you may be stepped on!
   
   a. Officers and Guests: Fantail
   b. Enlisted: Forecastle
   c. Senior Trainees: Boat deck
   d. Junior Trainees: Waist

2. **SHIP’S SERVICES:**
   
   a. Laundry: Use the grease pencil to label your washer/dryer. Crewmembers are permitted to move other’s laundry from the washer to the dryer once done, but shall label the dryer. If you find laundry in the dryer still wet, you should restart the dry cycle for the other member. If a member leaves laundry in the dryer, notify the member. Laundry in unlabeled dryers may be removed.
   
   b. Underway, the laundry is assigned from 0600-2200 daily. From 2200-0600, any one may use the laundry. The Master at Arms (MAA) shall develop a week-day laundry schedule. Laundry is open for all each Sunday. Inport laundry services depend on the Engineering Officer’s discretion and pier-side service.
   
   c. Ship’s Barber: Open evenings underway in the DC shop: listen for the pipe. Inspections will be held periodically, but normal grooming standards are expected at all times.
   
   d. Lucky Bag: Personal items that are left about the deck are prone to be claimed by the MAA. Keep your personal gear stowed and locked away or you may have to repurchase it at the Lucky Bag sale, a public auction.
   
   e. Trash: Two receptacles are located in every living and work space. One container will be marked PLASTIC ONLY and the other is for everything else (except batteries, turn those into the duty EM). Use them properly! If you run out of can liners, plastic or paper, see the MAA.

3. **PLAN OF THE DAY:** The POD will be published every evening the ship is underway. It lists the activities scheduled the following day, and other pertinent information. Read it carefully every day. The POD is posted in the Pilot House, Officer’s Country, Ship’s Office, each lounge, and passageway bulletin boards.

4. **CLEANLINESS AND STOWAGE:** Aboard ship there is only a limited amount of space for each individual. Therefore, it is essential that we all work together to keep gear properly stowed and the ship as clean as possible. With this in mind, the following rules apply:
   
   a. Individuals will be assigned lockers and racks by the MAA. Use only your rack and locker. Nametapes must remain on your rack and locker and be in good condition. See the MAA to obtain replacement nametapes.
b. One pair of shoes or boots may be tied to the rack; one towel and washcloth, folded in half (not tied) may hand centered neatly; and one laundry bag may hang, but may not touch the deck. One set of rain gear and one cold weather jacket may hang from each hook.

c. If you are not sleeping, your rack should be made. The blue or tan spread should cover your sheets and pillow. The foot and sides of the spread should be tucked in. Extra blanket should be underneath the spread or folded at the foot of your rack. Rack linen should be washed at least once a week.

d. Sleeping bags are not permitted aboard EAGLE. If you need another blanket, see the MAA.

e. All other gear should be stowed in your assigned locker or the seabag locker. Keep your berthing area clean and your clothing stowed. Loose gear will be lucky bagged.

f. Keep your locker and/or rack locked when you are not in your berthing area.

g. Do not store opened or unwrapped foodstuffs in your rack or locker. Factory or store-sealed containers are permitted.

h. Food shall not be eaten and drinks shall not be consumed in crew or trainee berthing areas.

5. **DINING FACILITIES:**

a. All personnel must eat in their assigned dining area, not in lounges or berthing areas.

b. Covers are not to be worn in the serving line, even when it extends onto the weather decks. Covers are not to be worn on the messdeck except by mess attendants.

c. Watch reliefs have head of the line privileges, followed by First Class Petty Officers and senior trainees.

d. The crew’s serving line runs forward from the galley, the trainees’ line runs aft from the galley. Both lines form on the weather rail.

e. Personnel in coveralls, work out gear or rain gear are not permitted on the messdeck except for transit. Open toe shoes are not allowed on the messdeck at any time.

f. Do not loiter after you have finished your meal. Make room for a shipmate by cleaning up your mess and taking your dishes and flatware to the scullery.

g. All trash should be placed in designated receptacles; food waste may remain on your plate. Use the receptacles properly.

h. **Separate all plastic from other garbage!**

i. Officers need to ensure they bring a check to cover meals while on board, payable to “U.S. Coast Guard.” Officers also need to bring an additional check or cash to pay wardroom mess dues ($30 for 5/6 week deployment, includes coffee and snacks). Breakfast costs $2.55; lunch $4.65; dinner $4.65.
6. **UNIFORMS AND CIVILIAN CLOTHES:**

   a. The uniform for entering and leaving port is usually the Operational Dress Uniform (ODU) with blouses and boots for all hands. Tropical Blue is designated for crew assigned as Port Officers and any officers or crew involved with official port functions including tours, ride-ins, and upon mooring. The XO may modify based on the weather and situation.

   b. The inport uniform will always be Tropical Blue with combination covers. The OOD may authorize a different uniform for work parties. ODUs are permitted for engineering watchstanders and off-watch personnel remaining below decks. When authorized, civilian attire is permitted for liberty.

   c. While underway, the uniform is ODU without blouse. In addition, conservative brown boat/deck shoes are usually authorized by the Executive Officer at sea.

   d. While underway, uniform for anyone on the bridge watch team (including CIC), is ODU with blouse. The OOD may request permission from the XO to relax blouses based on weather and situation.

   e. **The only sweatshirt authorized is the blue Coast Guard crewneck.** This is to be worn over the ODU blouse. The parka and parka liner are also authorized, but must be worn over the ODU blouse. Watch caps and gloves are authorized, but must be black. The parka/parka liner is the only cold weather outer gear to be worn when entering/leaving port.

   f. We are representatives of our service and country; as such, items with inappropriate slogans, designs, tattered shorts, etc. are not permitted. The OOD is authorized and expected to require personnel in inappropriate attire to change prior to departing the ship.

   g. Upperclass Cadets and Officer Candidates are authorized to wear civilian clothing during liberty consistent with ship’s policy. 3/c Cadets are authorized to wear civilian clothes in accordance with the Cadet Regulations.

   h. Sunglass frames shall be conservative (dark brown, brown, gray, or black: gold or silver wire) and lenses shall be black or brown in color (mirrored lenses are prohibited). Personnel will not wear lenses or frames that are so large or so small that they detract from the appearance of the uniform. Retaining straps should be conservative. The XO is the final authority on appropriate sunglasses and retaining straps.

   i. The following shoes are authorized for use:
      
      i. Deck shoes (Docksiders/Topsiders), brown or tan
      ii. Black safety boots (8-10 in. above ankle)
      iii. Note: boots must be worn at all times in engineering spaces.

   j. Only blue ODU long trousers are authorized:
      
      i. The ODU trousers may be worn with black boots or deck shoes.
      ii. The ODU trousers shall be bloused when worn with boots, and bloused to the appropriate length when worn with all other shoes.

   k. Black belts with subdued buckle shall be worn with the ODU.
l. The ODU blouse shall be worn by all bridge watch personnel. Bridge personnel include the OOD, Conn, Shipping, QMOW, CIC, Bearing takers, Helm & Lookout and any break-ins. ODU shirt sleeves will be worn up from April 1 through Nov 1. If hot weather conditions exist or for operational reasons, only the XO may authorize the removal of the ODU blouse. Nametapes and rank insignia are to be worn as well as any earned or authorized breast insignia. Sewn on nametapes and insignia are standard. For crew, the only Coast Guard T-shirt authorized is the standard issue embroidered T-shirt. Unit T-shirts are not authorized.

m. Coast Guard issued or conservative bathing suits are authorized (two piece bathing suits are not authorized). If you are choosing a bathing suit, err on the conservative side. The XO will make final call as to whether or not the suit is appropriate. The wearing of bathing suits is authorized only during swim call and “Teak Beach”. Bathing suits are to be worn under workout gear during transit between berthing areas and authorized “Teak Beach” areas.

n. Permanent and TAD crew can wear civilian workout attire while working out in approved workout areas while underway. Inappropriate slogans, designs, or tattered clothing is not authorized. XO is final authority on approved workout clothing. The following workout gear is authorized for Cadets and Officer Candidates to wear in approved workout and “Teak Beach” areas:
   i. Plain blue, black, gray or CG issue shorts, or CG issue sweatpants. CGA sport team shorts are authorized. Academy, EAGLE, or any Coast Guard logo T-Shirts, and CG issue or EAGLE Sweatshirt.
   ii. White socks with any style/brand of sneaker.
   iii. Tank tops and sports bras (worn without T-shirt) are not authorized.

o. Covers are to be worn at all times in the weather except when in workout gear, mess deck, aloft, or in the chow line. Watch caps or rain covers may be worn in cold weather. Authorized covers for personnel are as follows:
   i. Underclass cadets – Their own class ball cap with year and name. If an underclass cadet has lost their ball cap, they may wear an Academy ball cap with a nametag on it.
   ii. All others – Class ball caps, EAGLE/CGA/OCS ball caps, or USCG ball caps.

p. CSs may wear white smocks with ODU pants or solid black chef pants. Other uniforms may be authorized for receptions by the FSO.

q. For transit between the heads and berthing areas you may wear either the uniform of the day, work-out gear or a closed bathrobe. Bathrobe must at a minimum be at or below the knees in length. Open toed slippers or shower shoes are authorized for transit except on the messdeck.

r. Shorts, T-shirts, sweat pants, sweatshirts or conservative style pajamas may be worn to sleep in. Consideration shall be given to the potential of members of the opposite gender entering your berthing space during the evening for emergencies, wake ups, or other routine occasions.

s. The following cold weather items are authorized:
   i. Blue “U.S. Coast Guard” crewneck sweatshirts (no hooded sweatshirts or zip-ups).
   ii. Long/thermal underwear under ODU, not showing.
iii. All CG authorized coats (blue only) are authorized with appropriate uniforms.
iv. EAGLE issued cold weather jackets and coveralls.

t. CG issued rain gear is authorized during foul weather. Rain gear is not authorized for wear on the messdeck.

u. CG issue coveralls may be worn as an underway uniform. It must be worn with collar insignia, belt, buckle and appropriate undergarments. Coveralls may be worn for short periods of time over an authorized uniform of the day without collar insignia, belt and buckle to protect the uniform. Coveralls are not authorized on the messdeck.

7. LEAVE AND LIBERTY: All hands are ambassadors of EAGLE, the Academy, the Coast Guard and the United States. Everyone’s conduct, appearance, and deportment will reflect this fact.

a. Emergency leave for any trainee shall normally be granted by the Commanding Officer only when there is a personal or family emergency as specified in the Military Assignments and Authorized Absences, COMDTINST M1000.8(series), Ch-2.

b. All crewmembers, trainees and guests embarked in EAGLE are prohibited to operate or ride on motor bikes, mopeds, motor scooters, or motorcycles in any port. This is a COMDT policy.

c. Civilian attire, recall log entry and other stipulations are required in foreign ports. Always check out with the quarterdeck watchstander prior to departing the ship on liberty.

d. EAGLE follows the buddy policy in foreign ports.

e. Overnight chits will be routed via Department Head to XO for overnight liberty in port calls.

f. POCs:

  LCDR Brooke Millard, Executive Officer: Brooke.A.Millard@uscg.mil
  LT Hillary Smith, Operations Officer: Hillary.C.Smith@uscg.mil
  LTJG Rachel Kent, Support/Training Officer: Rachel.R.Kent@uscg.mil
  CWO Glenn Lavalette, Engineer Officer: Glenn.R.Lavalette@uscg.mil
  CWO Erin Stapleton, Sailmaster: Erin.M.Stapleton@uscg.mil
  CSC Kevin Johnson, Command Chief/MAA: Kevin.J.Johnson@uscg.mil

g. Mailing address:

  (Name)
c/o Commanding Officer
USCGC EAGLE (WIX 327)
2401 Hawkins Pt Road
Baltimore, MD 21266

h. If your family, friends and relatives are sending packages, remind them it may take up to three weeks for packages and letters to reach EAGLE’s next port of call while we are underway. Encourage them not to send perishables, items that may leak, etc.
i. Emergency contact: In an emergency, death or serious illness, EAGLE can be contacted through the official message traffic by contacting the nearest Red Cross facility.

8. **WQSB.** Know where to go during emergencies. Prior to getting underway, you should review your assignment on the Watch, Quarter and Station Bill (WQSB). The WQSB is posted outside the Crew’s Lounge, outside of Trainee Berthing, and in Officer’s Country.

9. **REPAIRS.** If you find something broken aboard EAGLE, please be part of the solution. We request you contact the Engineer Officer of the Watch (EOW) at extension 121 and notify him or her of the problem.

   a. For safety issues or a piece of broken equipment that will negatively affect operations (for example, extinguished navigational lights or the scullery dishwasher being inoperative) the EOW will immediately detail the appropriate personnel to investigate and repair.

   b. Non-emergent items (an extinguished rack light, for example) will be investigated and repaired by the appropriate personnel within 48 hours. If we are unable to complete a task in a timely fashion, you will be notified, otherwise, consider it done!

   c. Do not take it upon yourself to fix it (within reason) or suffer through an uncomfortable situation. We want to make your, and your shipmates experience, to be the best we can, but we need your help.

10. **HONORS, CEREMONIES, AND SHIPBOARD ETIQUETTE.** Per Coast Guard regulations and the Command Philosophy, we adopt a shipboard culture of professional mariners aboard EAGLE:

   a. “Captain On/Off the Bridge”. When underway, regardless of time, when the Commanding Officer arrives or departs the bridge, he or she is announced. The first crewmember, trainee, or civilian guest who sees the Captain should immediately sound off. Upon hearing “Captain on/off the Bridge,” every military member shall face the Commanding Officer and render a proper salute.

   b. Saluting. Salutes are a greeting and shall be rendered when covered the first time each day that you see an officer (CWO2 through Flag). The Commanding Officer shall be saluted every time that you see him. Salutes are not required when in a work party and engaged in your work, which includes passing the bridge on the way to sail stations.

   c. Crossing the Brow. When arriving in EAGLE, you should render a salute to the National Ensign followed by a salute to the Quarterdeck (work parties are not required to salute when engaged in their work). The reverse is true when departing EAGLE. When not in uniform, you should stop, turn to the National Ensign and stand at attention. If covered, you should remove your cover.

   d. Lounge Etiquette. We are privileged to have several lounges in EAGLE (Wardroom, CPO, 1st Class Petty Officer, and Crew). If you are not a member of a particular lounge, you should knock prior to entering (even if the door is open). If a member of the lounge is in the space, you should wait to be invited into the space. This does not apply during emergency evolutions or if you are assigned to work in the lounge. The XO is head of the Mess for the Wardroom. If you are joining the Wardroom table after the meal has begun, you must ask permission of the XO to join. If the XO is not present, you must ask the senior officer at the table. If you request to use the Wardroom as a meeting space, you must also receive permission from the XO.
a. Doors, Hatches, and Scuttles. Please be respectful of your shipmates, especially after hours. Please open and shut these as quietly as possible.

b. Shipboard Evolutions/Quarters. You should not bring food or drink to shipboard evolutions or Quarters. Chewing gum and talking on the cell phone is never permitted.

c. Cell phones: Be courteous! Cell phones may only be used underway when authorized by the XO and inport when you are not doing ship’s work or while standing watch. Cell phones are not to be used during the work day, during sea detail, or during any other all hands event such as sail stations or general emergency. Cell phones can cause problems for those on the bridge at night, as the light from a cell phone will ruin or obscure night vision.

d. Harbor Parade. When EAGLE enters and departs port, we will be at Harbor Parade. Harbor parade will be announced by the OOD, and designated personnel not at an assigned station shall stand at parade rest at the rail on the forecastle (aft of the anchor), the boat deck, the waist, or aft of the MSBs. Those members with mooring stations may lay to their positions when the pipe is made, and all others shall remain at Harbor Parade until moored. During the mooring evolution, stay clear of lines.

e. Passing Honors. When you hear the pipe, “Now, man the rail to port (or starboard),” proceed to the appropriate rail and stand at parade rest. You will hear a series of whistle blasts. You will hear:

   Either ONE WHISTLE means COME TO ATTENTION on Starboard
   or    TWO WHISTLES means COME TO ATTENTION on Port
   Then ONE WHISTLE means HAND SALUTE
   TWO WHISTLES means DROP THE SALUTE
   THREE WHISTLES means CARRY ON

f. Only the Captain may sit down on the bridge when underway.

11. SHIPBOARD SAFETY:

   a. Going to sea means working with machinery, high electrical voltages, and the unpredictable, elemental forces of wind and waves. All of this is compounded aboard EAGLE by the rig. Therefore, safety is everyone’s job aboard EAGLE, both up and down the chain of command. Always be ready to shout “AVAST”. Each person aboard EAGLE must accept the responsibility of identifying and correcting unsafe activities, operations or procedures. Safety, quality and productivity are inseparable.

   b. The safety program aboard EAGLE is designed to identify and eliminate mishaps. A mishap is defined as any unplanned, unexpected or undesirable event causing injury, occupational illness, death, material loss, damage, or a loss of operational capability. As a general rule, if you are safety conscious and something seems unsafe, it probably is! Report the problem.

   c. In a general emergency situation the following apply to all hands: muster in accordance with the WQSB, maintain silence, listen to all pipes, and await directions.

   d. All personnel will receive cursory safety training upon embarking. Additionally, personnel should be familiar with the contents of the Cutter Organizational Manual (CORM), which can be
found in the ship’s office or in the electronic public folder. The following safety related topics are covered in the CORM:

i. Command Safety and Occupational Health Program
ii. Respiratory Protection Program
iii. Shipboard Heat Stress Program
iv. Working Over the Side Bill
v. Hearing Conservation Program
vi. Sight Conservation Program
vii. Electrical Safety Program
viii. Equipment Tag-out Procedure
ix. Hazardous Materials Management
x. Hazard Communications

e. The following applies to personal protective equipment (PPE) available on EAGLE. If you are ever in doubt as to the directed work, outcomes, hazards, etc., always ask. Never, never assume anything! Review the safety precautions, PPE requirements and first aid procedures found in a chemical’s MSDS prior to its use.

i. PFDs must be worn any time there is a possibility that you could slip, fall, be thrown, or be carried into the water, i.e. working over the side, working on the accommodation ladder and rigging the brow. PFDs will always be worn when in a boat, while being raised or lowered in a boat, and in boats underway.
ii. Safety shoes must be worn when handling heavy stores or equipment, and when on watch or working in the engineering spaces.
iii. Eye protection shall be worn whenever working with substances dangerous to eyes, sanding or grinding. Regular eyeglasses do not provide adequate protection; see your supervisor for proper eye protection.
iv. Respirators shall be worn when working where fumes, dust or paint is present. See the corpsman for proper fit test.
v. Gloves should be worn when carrying, lifting, or moving objects that have sharp edges or projecting points.
vi. Hearing protection is always required in the generator room, required in the engine room when the engine is running, required when around an operating P-100 pump and in the vicinity of the emergency generator (when energized).

f. Compressed gas cylinders, their use and maintenance require special handling:

i. Compressed gas/air cylinders must be kept away from high temperature areas.
ii. They must not be handled roughly, dropped, clanked against each other or the deck, or handled or transported without the cylinder valve caps in place. If you bring a scuba tank onboard, check with the Engineer Officer on stowage.
iii. Flames and sparks are not permitted in any closed space where acetylene or oxygen tanks are stored.
iv. Compressed gas cylinders are identified by the following colors:
   Yellow: flammable materials
   Brown: poisonous materials
   Green: oxidizing materials, particularly oxygen
   Blue: anesthetics and materials with similarly harmful fumes
Gray: physically dangerous materials
Red: fire protection materials

v. Do not use compressed air to force oil, gasoline, or other combustible liquids out of containers.

vi. Operate pneumatic tools in a careful and safe manner. Never point them at another person. Never play around with an air hose, and do not let it get away from you: it can whip about like a fire hose and cause serious injury. Always wear goggles and hearing protection when operating pneumatic tools.

g. Paint:

i. Stow paint, paintbrushes, rags, paint thinners, and solvents only in the paint locker. Keep flames away from open cans or paint.

ii. Paint is a volatile solvent that can cause irritation of the nose and throat, headache, dizziness, apparent drunkenness, loss of memory, and a staggering gait. When painting in the vessel or on deck where there is limited air flow, use a respirator and change the filters as required.

iii. After painting, wash your hands and clean under your fingernails using soap and water. Change out of any soiled clothing as soon as possible.

iv. All solvents, cleaning supplies and spray bottles should be labeled with the name and hazards associated with the contents of the bottle. If in doubt, ask your supervisor.

h. Electrical Safety:

i. Use of electric portable power tools must be approved by your supervisors, and then only after you have demonstrated knowledge of the tool’s operation, proper inspection and applicable safety regulations.

ii. Only use this equipment in the presence of others – never work alone!

iii. Do not paint over, destroy or mutilate any markings, nameplates, cable tags, or other identification on any electrical or electronic equipment.

iv. Electrical equipment or systems, which are inoperative or isolated, will be “tagged out” in accordance with COMDTINST 9077, to prevent their improper operation. It is imperative that all hands be aware of and comply with tag out procedures. There are two types of tags: yellow “caution tags and red “danger” tags.

v. There are also two types of labels: orange “out of calibration” labels, which are used to identify instruments that will not accurately indicate operational parameters; and red “out of commission” labels, which are used to identify instruments that are defective or isolated from ship’s systems.

vi. Do not use an electric portable power tool unless it is double insulated or equipped with a three-conductor portable cable and a three-prong grounded plug. Always use Ground Fault Circuit Interrupter (GFCI) protection when working in and around wet areas.

vii. Do not use power tools near flammable or explosive vapors, gases or liquids.

viii. Do not allow the cords of electric portable power tools to come in contact with sharp objects, oil or grease, hot surfaces, water, or chemicals. Do not allow the cords to kink or leave them where they might be pinched by a hatch cover or closing door. Damaged cords should be replaced immediately, not repaired.
RECOMMENDED PACKING LIST

ALL

☐ Medication (seasickness, vitamins, etc.)
☐ Toiletries/spit kit
☐ Sunscreen
☐ Towels
☐ Face cloth
☐ Medications
☐ Wind breaker
☐ Sweatshirt
☐ Pants
☐ Foul-weather parka
☐ Gloves
☐ Thermal Underwear
☐ Short/long-sleeve shirts
☐ Socks/Underwear
☐ Conservative active wear
☐ Civilian attire
☐ Shower shoes
☐ Close-toed shoes
☐ Cross trainer or tennis shoes
☐ Boat shoes
☐ Laundry bag
☐ Small red lens flashlight
☐ Cash
☐ Personal checks
☐ Knife (maximum four inches)

TDY CREW

☐ Three sets of ODUs
☐ Two sets of Tropical Blue uniform
☐ Ribbons, pins, and extra collar devices
☐ Foul weather parka and liner
☐ CG crewneck sweatshirt
☐ Boots
☐ Boat shoes
☐ Combination cover
☐ CG ball cap
☐ Watch cap
☐ Uniform belts
☐ Bravo jacket and tie
☐ Ear buds or headphones

OPTIONAL

☐ Camera
☐ Cell phones/chargers
☐ Sunglasses/strap
☐ Water bottle

*Please note that storage space is a commodity. Expect limited space to stow baggage and large items.
ROUTINE OF THE DAY INPORT

**MID-WATCH (0000-0400)**

0315 Call the morning watch.
0345 Relieve the watch.

**MORNING WATCH (0400-0800)**

0615 Call galley force (cooks & mess attendants).
Daylight Turn off all unnecessary exterior lights.
Sunrise Turn off mooring, sail flood, deck and aircraft warning lights. Hoist guard flags, SOPA, unit award pennants, and absentee pennants as applicable.
0645 Wake-ups for oncoming/off-going duty sections. Personal cleaning, make-up and trice-up bunks, stow personal gear and square away berthing areas.
0715-0830 Breakfast (oncoming duty section should eat prior to 0750).
0730 Liberty expires for oncoming duty section.
0750 First call for off-going and oncoming duty section muster. Oncoming duty section read and initial inport emergency billets.
0755 First Call. Hoist prep. Off-going and oncoming duty section musters on waist. OODs and Break-in OODs stand facing aft, hand salute for sections during colors.

**FORENOON WATCH (0800-1200)**

0800 Off-going watch executes morning colors. Haul down prep. OODs carry out relief for watch sections.
0815 Oncoming watch relieves watch stations.
Liberty is granted for off-going duty section at oncoming OODs discretion.
0900 Visitor’s allowed aboard.
0945 Reveille for mid-watch.
1100-1200 Noon meal.
1145 Relieve the watch.

**NOON WATCH (1200-1600)**

1200 With CO’s, XO’s, or OPS’s permission (in that order), strike eight bells, test ship’s emergency alarms and whistle.
1300 Restricted personnel formation.
1545 Relieve the watch.

**DOG WATCH (1600-2000)**

1700-1730 Evening meal.
1730 Restricted personnel formation
5 minutes before Sunset First call to evening colors. Hoist prep.
1900 Check material condition YOKE.
1945 Evening reports attended by OOD, EOW, and Break-Ins. Log YOKE. Relieve the watch.

**FIRST WATCH (2000-2400)**

2200 Taps – lights out. Visitors ashore.
2315 Call the mid-watch.
2345 Relieve the watch.
VISITING HOURS: Reveille to taps. Visiting hours will be secured 2 hours prior to any scheduled reception aboard EAGLE.

TOUR HOURS: Per XO direction. Standard tour day will be 0900-1900, and secure two hours before any scheduled reception.

ROUTINE OF THE DAY UNDERWAY
HOLIDAYS & MON-FRI WEEKENDS

**MID-WATCH (0000-0400)**

- **0030** 0030 Oiler inspects lower decks and BMOW inspects topside spaces & checks navigation lights (and hourly thereafter until reveille).
- **0045** 0045 Relieve the Helm & Lookouts (every hour, or less if weather conditions dictate).
- **0300** 0300 Call the morning watch.
- **0315** 0315 Call the trainee morning watch.
- **0330** 0330 Relieve the watch.
- **0345** 0345 Relieve the trainee watch.

**MORNING WATCH (0400-0800)**

- **0545** 0630 Call galley force (cooks & mess attendants).
- **0600** 0615 Duty cooks & mess attendants turn-to. Call the MAA & trainee MAA.
- **0630** ----- Reveille for all hands (except mid-watch). Personal cleaning, make-up and trice-up bunks, stow personal gear and square away berthing areas.
- **0630-0745** 0630-Sunset Work-out on deck.
- **0645-0730** 0730-0900 Breakfast.
- **0700** 0730-0800 ----- Sweep down, compartment clean-ups, empty all trash cans.
- **0730** 0730 Relieve the watch.
- **0745** 0745 Relieve the trainee watch.
- **0755** 0755 First call to morning muster. First call to colors (at anchor).

**FORENOON WATCH**

- **0800** 0800 Colors (if at anchor).
- **0800** ----- Morning muster (E-7 & below). Turn-to ship’s work. Sick Call.
- **0815-1100** ----- Sail stations (may be held during holiday routine), morning training.
- **0945** ----- Reveille for mid-watch.
- **1000** ----- XO’s request and complaint mast. Saturdays – Commanding Officer’s Material Inspection (as scheduled).

----- 1000 Divine services; maintain silence about the decks.
- **1100** ----- Early chow for watch reliefs.
- **1115** ----- Knock-off ship’s work.
- **1115-1230** ----- Work-out on deck.
- **1130** 1130 Noon meal.
- **1145** 1145 Relieve the watch.
- **1145** 1145 Relieve the trainee watch.

**NOON WATCH (1200-1600)**

- **1200** 1200 Strike eight bells. Test ship’s emergency alarms and whistle.
- **1240** ----- Officer’s Call.
- **1245** ----- Quarters. Department Head’s report muster to XO.
- **1300-1545** ----- Sail stations (may be held during holiday routine). Afternoon training.
- **1530** 1530 Relieve the watch.
- **1545** 1545 Relieve the trainee watch.
**FIRST DOG WATCH (1600-1800)**

- **1545** ------- Knock-off ship’s work – sweepers, compartment cleanups.
- **1600-Sunset** Work-out on deck.
- **1700** 1700 Early chow for watch reliefs.
- **1715-1800** 1715-1800 Evening meal.
- **1 hour before Sunset** QMOW test running (or, at anchor, deck & sail flood) lights and report to the OOD.
- **5 minutes before Sunset** First call (at anchor).
- **Sunset** Energize running lights. Evening colors (at anchor). Energize anchor, deck, & sail flood lights, if applicable

**SECOND DOG WATCH (1800-200) – May be combined with the first dog watch.**

- **1800** 1800 DCPO’s check material condition YOKE.
- **1815** 1815 Evening reports, YOKE and muster reported.
- **1830** 1830 Evening sail stations (may be held during holiday routine).
- **1930** 1930 Relieve the watch.
- **1945** 1945 Relieve the trainee watch.

**FIRST WATCH (2000-2400)**

- **2200** 2200 Taps – lights out.
- **2300** 2300 Call the mid-watch.
- **2315** 2315 Call the trainee watch.
- **2330** 2330 Relieve the watch.
- **2345** 2345 Relieve the trainee watch.

**NOTES:**

1. All hands on board will follow the routine of the day as modified by the Plan of the Day (POD).
2. If there is no second dog watch, the afternoon watch relieves the 1600-2000 watch for the evening meal.
3. Off-watch instruction will be scheduled daily, but not normally on Sunday or Holidays. On-watch training such as ship-handling and sail training shall continue on Sunday and Holidays.
SHIP OVERVIEW

Overview: USCGC Eagle is the seventh U.S. Coast Guard cutter to bear the name in a proud line dating back to 1792. The ship was built in 1936 by the Blohm + Voss Shipyard in Hamburg, Germany, and commissioned as Horst Wessel. (Four identical sister ships were also built.)

Originally operated mainly by Germany to train cadets for the German Navy, the ship was taken by the United States as a war prize after World War II. In 1946, a U.S. Coast Guard crew – aided by the German crew still aboard – sailed the tall ship from Bremerhaven to its new homeport in New London, Connecticut. Eagle returned to Bremerhaven for the first time since World War II in the summer of 2005, and received an enthusiastic welcome.

Built during the twilight era of sail, the design and construction of Eagle embodies centuries of development in the shipbuilder's art. The hull is half-inch thick steel. There are two full-length steel decks with a platform deck below. The raised forecastle and quarterdeck are made of three-inch thick teak over steel, as are the weather decks.

Eagle eagerly takes to the elements for which she was designed. Effortlessly and gracefully, she drives under full sail in the open ocean at speeds up to 17 knots.

Although temporarily home-ported at the U.S. Coast Guard Yard in Baltimore, Maryland for several years of extensive winter-time maintenance, Eagle typically moors in the Thames River near the U.S. Coast Guard Academy. The Academy was originally founded in 1876 when nine students boarded the Revenue Cutter Dobbin. A series of cutters followed the Dobbin and, in 1932, a permanent shore facility was established at its present site on land donated by the New London community. Currently, approximately 1,000 men and women attend the Academy, all of whom sail at one time or another on America’s only active commissioned square rigger.

Eagle offers future officers the opportunity to put into practice the navigation, engineering, and other professional theory they have learned in the classroom. Upper class trainees exercise leadership and service duties normally handled by junior officers, while underclass trainees fill crew positions of a junior enlisted person, such as helm watches at the huge wooden wheels used to steer the vessel. Everyone who trains in Eagle experiences a character building experience.

To maneuver Eagle under sail, the crew must handle more than 22,000 square feet of sail and five miles of rigging. Over 200 lines control the sails and yards, and every crew-member, cadet and officer candidate, must become intimately familiar with the name, operation, and function of each line.

A permanent crew of eight assigned officers and 50 assigned enlisted personnel maintain the ship year round. They provide a strong base of knowledge, seamanship, and leadership for the training of up to 150 cadets or officer candidates at a time.

On the decks and in the rigging of Eagle, young men and women get a taste of salt air and life at sea and they are tested and challenged, often to the limits of endurance. Working aloft, they meet fear and learn to overcome it. The experience builds character and helps future officers develop skills of leadership and teamwork that will prove to be invaluable assets throughout their careers.
SHIP’S DATA

- Length - 295 feet, 233 feet at waterline
- Beam, greatest - 39.1 feet
- Freeboard - 9.1 feet
- Draft, fully loaded - 17 feet
- Displacement - 1,816 tons
- Ballast (lead) - 344 tons
- Fuel oil - 24,215 gallons
- Anchors - 3,500 lbs. port, 3,850 lbs. starboard
- Rigging - 6 miles, standing and running
- Height of mainmast - 147.3 feet
- Height of foremast - 147.3 feet
- Height of mizzenmast - 132.0 feet
- Fore and main yard - 78.8 feet
- Speed under power - 11 knots
- Speed under full sail - 17.5 knots
- Sail area - 22,300 square feet
- Engine - 1,000 horsepower diesel Caterpillar D399 engine
- Generators – 2,320 kilowatt Caterpillar 3406 generators
- Training complement - 8 assigned officers, 50 assigned crew, up to 20 temporary active duty crew, 153 trainees
- Maximum capacity - 238 people
- Primary missions - Training vessel for Coast Guard Academy cadets and officer candidates; representing country and at foreign and domestic ports
RELEASE AND WAIVER OF LIABILITY
AND INDEMNITY AGREEMENT

Release executed on ____________________________, 20____,
By ("PARTICIPANT") ________________________________,
Whose address is ______________________________________,
City of ________________________________________________,
State of ________________________________________________,

Initial each paragraph after reading it

____ I agree to release the UNITED STATES, and all agencies and instrumentalities thereof, from all liability for loss, damage, physical injuries and even death resulting from my touring and or sailing on CGC EAGLE, or activities related thereto, even if caused by the negligence of the UNITED STATES or otherwise.

____ I agree to indemnify the UNITED STATES for any loss, liability, damage, or cost the UNITED STATES may incur due to my touring and or sailing on CGC EAGLE, or activities related thereto.

____ It is my express intent that this Release and Waiver of Liability and Indemnity Agreement shall bind the members of PARTICIPANT's family and spouse, if PARTICIPANT is alive, and PARTICIPANT’s family, estate, heirs, administrators, personal representatives, or assigns, if PARTICIPANT is deceased, and shall be deemed as a "Release, Waiver, Discharge and Covenant Not to Sue" the UNITED STATES.

____ I expressly agree that this Release and Waiver of Liability and Indemnity Agreement is intended to be as broad and inclusive as permitted by law, and that if any portion thereof is held invalid, it is agreed that the remaining terms shall continue in full legal force and effect.

____ I hereby declare that the terms of this Release and Waiver of Liability and Indemnity Agreement have been completely read and are fully understood and voluntarily accepted.

________________________________________
Signature of Participant

Dated: __________________

Received by: _____________________          __________________
Executive Officer                        Date
RELEASE AND WAIVER OF LIABILITY
AND INDEMNITY AGREEMENT FOR A MINOR

Release executed on ______________________________________, 20____,
By (parent/guardian) _______________________________________,
For (“MINOR”) _______________________________________,
Whose address is _______________________________________,
City of _______________________________________,
State of _______________________________________,

Initial each paragraph after reading it

____ I, the parent/guardian of MINOR, agree to release from any claim by MINOR or
MINOR’s family, the UNITED STATES, and all agencies and instrumentalities thereof,
from all liability for loss, damage, physical injuries and even death resulting from my
child’s touring and or sailing on CGC EAGLE or activities related thereto, even if caused
by the negligence of the UNITED STATES or otherwise.

____ I agree to indemnify from any claim by MINOR or MINOR’s family, the UNITED
STATES for any loss, liability, damage, or cost the UNITED STATES may incur due to
my child’s touring and or sailing on the CGC EAGLE, or activities related thereto.

____ It is my express intent that this Release and Waiver of Liability and Indemnity
Agreement shall bind the members of MINOR’s family, if MINOR is alive, and MINOR’s
family, estate, heirs, administrators, personal representatives, or assigns, if MINOR is
deceased, and shall be deemed as a "Release, Waiver, Discharge and Covenant Not to Sue"
the UNITED STATES.

____ I expressly agree that this Release and Waiver of Liability and Indemnity Agreement
is intended to be as broad and inclusive as permitted by law, and that if any portion thereof
is held invalid, it is agreed that the remaining terms shall continue in full legal force and
effect.

____ I hereby declare that the terms of this Release and Waiver of Liability and Indemnity
Agreement have been completely read and are fully understood and voluntarily accepted.

________________________________________
Signature of Parent/Guardian

Dated: ______________________________

Received by: ________________________  ______________________
Executive Officer                        Date
Dear Doctor:

Your patient is a guest who will be sailing aboard the USCGC EAGLE for several days. While underway, we do not have the same medical options we enjoy ashore. In order to ensure their health and safety, please fill out and return the enclosed form as soon as possible.

I prefer this form is scanned and e-mailed back to me at Brooke.A.Millard@uscg.mil. Please do not attempt to mail a printed copy as we are at sea for significant portions of the year and it is often months before mail is delivered to the ship. We have underway e-mail connectivity, but bandwidth is limited; the scanned form must be smaller than 500kb or I will not receive it. If you have trouble scanning the medical form please e-mail me so we can make other delivery arrangements.

EAGLE is a 295-foot three-masted square rigger built in 1936. Its primary mission is to train cadets for eventual commissioning as officers in the U. S. Coast Guard. The focus is therefore on drilling and training young men and women in a physically and mentally challenging environment. Life aboard EAGLE is spartan at best. EAGLE is not a cruise ship designed to accommodate passengers. Life can be difficult, even for those in the best of shape. Your patient will sleep in a steel frame bunk bed, and even may be required to climb into the upper berth. In heavy seas there is significant pitching and rolling. This in turn significantly increases the risk of being tossed out of bed and make even basic activities, such as walking and climbing stairs, extremely difficult. Ladders/stairs are steep and are often slippery in rough weather. Meals are regular and nutritious but special diets cannot be accommodated.

A physician and a Coast Guard Health Services Technician will be aboard anytime that EAGLE is underway. The medical team can provide only basic first aid, simple urgent care needs (seasickness, minor lacerations, colds, etc.) and initial stabilization of emergencies in preparation for transport. There is no lab or x-ray available. There is no medication on board for treatment of chronic illnesses such as hypertension, diabetes, or heart failure. In case of a medical emergency, there is frequently no easy way to evacuate patients.

Guests should be in good health with good balance and sustainable strength to withstand the rigors of life at sea for up to three weeks at a time. If chronic medication is required they will need an adequate supply for the entire trip. Hypertension and other chronic conditions should be very well controlled. If they have medical problems that could be aggravated by the conditions in EAGLE, seasickness, or physical exertion please advise them not to sail.

Feel free to contact me if you have any questions. You may reach me by e-mail at: Brooke.A.Millard@uscg.mil. Thank you very much for your assistance.

Sincerely,

B. A. Millard
LCDR, U. S. Coast Guard
Executive Officer
USCGC EAGLE (WIX 327)

Encl: (1) USCGC EAGLE Medical Questionnaire
USCGC EAGLE GUEST MEDICAL QUESTIONNAIRE

Patient’s Name: _________________________________  DOB: ____________
Patient’s NOK: _________________________________
NOK’s Address: ________________________________ Relation: _______________
Phone: ________________

General Medical Information (to be completed by patient):

Allergies (Food/Medications): ______________________________________________

Medical History/Health Problems (e.g. Heart Disease, Hypertension, Asthma, Diabetes, Orthopedic Problems, Psychiatric Conditions): ______________________________________

Surgeries/Hospitalizations: ______________________________

Current Medications: ______________________________________________________

Medical Recommendation (to be completed by a physician):

I have discussed the trip aboard EAGLE with my patient:

I believe that they would / would not (circle one) be medically fit to travel in EAGLE.

I believe that they are fit / not fit (circle one) to climb the rigging.

Concerns/Comments (continue on back if necessary):

_________________________________________    ______

Physician’s Name: _________________________ Signature: _____________________
Physician’s Phone Number: _______________________________   Date: ___________

THIS FORM FALLS UNDER THE PRIVACY ACT. ALL INFORMATION WILL BE TREATED AS CONFIDENTIAL. AT THE PATIENT’S REQUEST, THIS FORM WILL BE RETURNED UPON COMPLETION OF THE VOYAGE. OTHERWISE IT WILL BE APPROPRIATELY DESTROYED.

Please send this form once completed to, LCDR Millard at Brooke.A.Millard@uscg.mil and carbon copy HS1 Carter at Jared.A.Carter@uscg.mil. Thank you.