
ACTIVITY #2

Off to the Ice Patrol

Lesson Essential Question: How did the USCGC *Tampa* play a significant role of protection throughout its history?

Objective: Students will use primary sources to examine the duty of the *Tampa* to protect ships from danger and reflect upon its service.

Materials:

- Link to online textbook, *USCGC Tampa, Tampa's Own*:
<https://www.dropbox.com/s/ha7sjsbm7eo6mpf/booksofar.pdf?dl=0>
- Video simulation of the *Titanic* striking the iceberg: <https://youtu.be/vjKGYJac0GU>
- Homemade International Ice Patrol Flag
- Tampa Morning Tribune Article September 30, 1916
- Background info on International Ice Patrol Today

Instructions:

1. Students will read *USCGC Tampa, Tampa's Own* and the Background information on International Ice Patrol Today. Ask students what other ways are people protected today? Does protection necessarily have to be provided by the military?

2. Students will open the YouTube link and view the short video simulation of the *Titanic* iceberg collision. Discuss with students that there are tragedies in history that could have been avoided, and the sinking of the *Titanic* on April 15th, 1912 is a perfect example. Have students brainstorm what tragedies have occurred in their lifetime that could also be avoided. Ask students what measures have been taken so that they do not occur again?

3. Have students view the photos on pages 8 and 9 of the text. Ask how they describe the experience off ice patrol? Students may also view the ice patrol route on page 29 for additional info. Have the students write a journal entry as a sailor aboard the *Tampa* on ice patrol. Have them reflect upon their experiences, and the importance of their mission.

Extension: Have students view the homemade International Ice Patrol Flag. Have students design their own flag based on their experiences as a sailor aboard the **Tampa**.



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Tampa Morning Tribune, September 30th 1916

9-30-16 THE TAMPA MORNING TRIBUNE, SATURDAY, SEPTEMBER 30, 1916

CUTTER TAMPA IS USED TO PATROL ICE FIELDS

UNITED STATES HAS ASSUMED THAT DUTY FOR THE NATIONS FOLLOWING TITANIC DISASTER

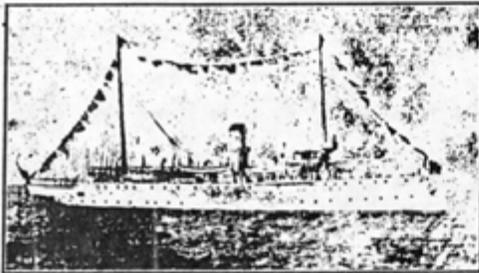
The Charleston News and Courier of September 28, contains an interesting account of the activities of the revenue cutter Tampa in the form of an interview from Captain Satterlee. The article, which will be of interest to all Tamponians, on account of the fact that the ship is named for this city, is as follows:

The coast guard cutter Tampa which was in the harbor for several days recently, but which is now docked at the Navy Yard getting a summary of the repairs needed for her, is one of the two cutters which are used on the ice patrol at the Grand Banks during the ice season, from April to July each year. The Tampa then returns to her regular station at Key West after her three-month patrol up north. Captain Satterlee, in a communication to the Tampa, recently gave a description of

plies of coal, water and provisions, remaining in port for about nine days. We would then start out to relieve the Seneca, of duty.

Are From Greenland Glaciers

"The icebergs are parts of glaciers on the west coast of Greenland, which break off when the glacier reaches the sea. Some of them melt, some go farther north, and some drift southward. It is the Labrador current which brings them south. In the spring, about the latter part of March or the first of April, the icebergs begin to make their appearance close to the tail of the Grand Banks, in the transatlantic steamship route, and remain until the end of June. Some of them melt, and some are forced back by the Gulf stream, and it is possible those which melt and may appear this summer. The patrol is discontinued in



the experiences and sights up North during the months of ice patrol duty. "It is only since the Titanic disaster in the year 1912, that there has been an ice patrol in the ice zone every year," Captain Satterlee said. "Soon after the sinking of the Titanic, there was an international conference on the safety of life at sea, held in London. It was decided at the conference that during the ice season, there would have to be a patrol, and thirteen powers agreed to have the United States supply a patrol, and the expense of keeping it was to be divided among the different governments. Previous to the conference, and immediately after the Titanic disaster, there was a demand for a patrol in the ice zone, and two American cruisers, the Chester and the Birmingham, were sent to do patrol duty on the Grand Banks. But the Navy Department was not able to spare these cruisers and after the conference the coast guard cutters Seneca and Miami, the name of the latter being changed soon afterward, were sent into the waters of the North.

Close Watch on Bergs

"The purpose of the patrol is to locate icebergs and to be able to determine the South, East, or Westerly direction of their movement, giving their situations daily until the season is ended.

The cutter on duty is required to report to the hydrographic office in New York every day. Three reports have to be sent out daily by radio. The first report is sent at 5 o'clock in the morning to the hydrographic office in New York, stating the positions of any icebergs sighted, and the position of the ship. The report is also sent to Washington, and all of the ships on the coast is notified. In the evening at 7 o'clock a report of all the ice sighted for a week or ten days, is sent out three times at intervals of two minutes, on a 500-meter wave length. Fifteen minutes later, the report is sent out three times at two-minute intervals, on a 250-meter wave length. It is not required, but of our accord, we send messages broadcast at 9 and 1 o'clock during the day, on various wave lengths. There are frequent inquiries, relative to icebergs all through the day and night from various ships.

"Only one of the two cutters goes out at a time. We would leave Halifax and in about three days, would reach the first point of patrol on the Grand Banks. For fifteen days we would go over our course, and then the Seneca would relieve us. After arriving at Halifax, we would get necessary sup-

July until the following April. During the patrol, we have a few crew which includes four radio operators. Steamships make reports to us of any icebergs they have sighted, and from May 15 to June 15, this year, twelve reports were made to the Tampa. We are always in touch with the wireless station at Cape Race.

"In coming down the coast, when the bergs strike the Gulf stream they melt very rapidly and, from hour to hour change their shape. On account of the bottom of the ocean being of a warmer temperature than the surface, the bergs melt faster on the bottom, and often turn over and over. Water, made by melting during the day, finds its way into the crevices, and in freezing expands and wedges the berg apart into fragments. Bergs, which do not disintegrate in the Gulf stream, are carried by it and southwest winds northward and eastward, where they ultimately disappear from the transatlantic steamship route.

"The popular belief that the depth of an icebergs under water is from eight to nine times the height above the surface is incorrect. Measurements above and below water should refer in mass and not to height. It is possible to have a berg as high out of water as it is deep below the surface. Some years ago in the Strait of Belle Isle, there was a berg with a pinnacle about 100 feet in a depth of ninety-six feet of water.

"If two bergs set adrift on the same day, one may drift to the Gulf stream in five or six months, while the other may not reach that point for one to three years.

"The icebergs are clear and very white, and generally have some distinguishing marks on them. There is no method of detecting their presence except by sight. The theory exploited some time ago, that icebergs can be detected by the temperature of the water about, has been exploded. Some days there is no sign of ice, and again ice is plentiful. There are a great many fogays on the Grand Banks. Icebergs move very slowly with the current and wind, averaging only about thirty miles a day.

"Great and Little Miquelon are headquarters for French fishermen at the Grand Banks. Often we have rendered medical service to the fishermen. The French hospital ship used to come to the aid of the fishermen, but since the European war, the ship has been mobilized, and cannot render assistance in dressing wounds and giving medical attention. Each French fishing boat has about fifteen dories in tow during a fishing trip.

SUES MEN WHO SAY HE IS OF NEGRO DESCENT

JOUBERT BRINGS ACTIONS AT NEW ORLEANS

Is Manager of Municipal Belt Railroad—Forty-three Defendants Named

NEW ORLEANS, Sept. 28.—Forty-three employees of the Municipal Public Belt Railroad were charged with criminal libel in affidavits filed in City Criminal Court today by Frank H. Joubert, secretary and general manager of his clients' check covering a mandamus suit filed in Civil District Court here yesterday by five employees of the Public Belt, and seeking to compel the registrar of voters to remove Joubert's name from the rolls of white voters, the petitioner charging Joubert was of colored descent.

The defendant in the suits filed today included four of the employees who entered the mandamus suit and all forty-three were signers of a petition recently presented to Mayor Behrman and the Belt Commission, requesting Joubert's removal as manager of the railroad on the allegation that he was of negro ancestry.

Joubert late yesterday filed charges of criminal libel against P. Henry Lathrop, city recorder of births, and Thomas Milliken, former employe of the Belt Railroad, who gave bonds today for their appearance.

The petitioners in the mandamus suit yesterday failed to pay costs of the suit. Today Joubert's attorney presented his clients' check covering costs of the proceedings against him. Joubert said he did this to assure that the case would go to trial and avoid the chance that it might be thrown out by default.

ALLEGED MURDERER OF JUDGE RETURNED HOME

MONTGOMERY, Ala., Sept. 28.—D. D. Overton, former clerk of the Madison County Court, charged with the murder of Probate Judge W. T. Lawler at Huntsville last June, arrived here today in charge of Sheriff Puckett of Smith County, Tenn., who captured him, and Chief of Police Dymal of Huntsville. There was a wound on the top of Overton's head, which Sheriff Puckett said was caused by a bullet he fired at Overton when he attempted to escape from him after walking three miles through the woods in Tennessee. Overton's face and hands above are scratched, caused, it was said, when he fell through underbrush after being hit by the bullet.

Overton declined to make any statement at present, but said he would have one to give out probably when he goes over the case with his attorney.

S. P. DECLARES EMBARGO

Accumulation of Freight at New Orleans and Galveston Causes

HOUSTON, Tex., Sept. 28.—The Southern Pacific Railroad announced today that freight, eastbound or northbound, through Galveston or New Orleans, via the Morgan Line, will not be received after midnight Saturday. Shipments in transit would be accepted. Accumulation of freight at the two ports and car shortages is said to have led to declaration of the embargo.

REORGANIZATION PLAN APPROVED

NEW YORK, Sept. 28.—Reorganization of the United Dry Goods Companies and the Associated Merchants' Company, of which John Claflin was president prior to the receivership of the H. B. Claflin Company, in June, 1914, was declared effective here today under the plan and agreement of December 28, 1915. More than ninety-nine per cent. of all classes of stock of both companies have been deposited under the reorganization plan, it was announced.

RECORDS HEART MOTIONS

New Machine is Known as the Electrocardiograph

CHICAGO, Sept. 28.—A machine which records every motion of the heart was exhibited today before the convention of the American X-ray Society. It is called an electrocardi-



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Homemade International Ice Patrol Flag



ACTIVITY #2: OFF TO THE ICE PATROL

International Ice Patrol Today

Share this information from the Coast Guard Website with your students. What started as a job for the Coast Guard (Revenue Cutter Service) after the Titanic sunk in 1912 is still a responsibility of the Coast Guard over 100 years later.

MISSION: Monitor the iceberg danger in the North Atlantic Ocean and provide relevant iceberg warning products to the maritime community.

VISION: Eliminate the risk of iceberg collision.

CORE PURPOSE: Promote safe navigation of the Northwest Atlantic Ocean when the danger of iceberg collision exists.

OUR OPERATIONS: The ice season runs from February 1st through July 31, during which the U.S. Coast Guard International Ice Patrol actively patrols the area of the Grand Banks of Newfoundland for the extent of iceberg danger. During the off season, this responsibility is transferred to the Canadian Ice Service, who works closely with the International Ice Patrol under the North American Ice Service (NAIS). This partnership ensures accurate products are delivered to mariners year-round. The 1992 season, the longest on record, ran from March 7th through September 26th, 203 days. Except during unusually heavy ice years, the Grand Banks are normally free of ice from August through January.

The activities of the International Ice Patrol are delineated by treaty and U.S. law to encompass only those ice regions of the North Atlantic Ocean through which the major trans-Atlantic tracks pass. There remain other areas of ice danger where shipping must exercise extreme caution. A tragic example of this occurred on January 30, 1959 when S.S. HANSHEDTOFT struck an iceberg about 40 miles south of Cape Farewell, Greenland. On her maiden voyage, this ship, equipped with the latest electronic aids, sank without a trace, taking with it the 95 passengers and crew on board.

Fixed wing Coast Guard aircraft conduct the primary reconnaissance work for the Ice Patrol. Ice reconnaissance flights are made on the average of five days every other week during the ice season. The mainstay of the Ice Patrol flights since 1962 has been the C-130 long range surveillance aircraft. IIP is currently using the HC-130J model operated out of Elizabeth City, NC. The usual patrol time for these long-range multi-engine planes is between 5 to 7 hours, with each flight covering an expanse of water of 30,000 square miles or more. Information concerning ice conditions is collected primarily from air surveillance flights and ships operating in or passing through the ice area.

All the iceberg data are fed into a computer model at the IIP Operations Center along with ocean current and wind data. Using this information, the model predicts the drift of the icebergs. Each day, the predicted iceberg locations are used to estimate the iceberg limit. This limit is incorporated into our daily products, the NAIS Iceberg Bulletin and NAIS Iceberg Chart. These products are available to users and the general public by several means, including INMARSAT SafetyNet, NAVTEX, SITOR, and the world-wide web.

Except for the years of the two World Wars, the International Ice Patrol has conducted each season since 1913. During the period, the Ice Patrol has amassed an enviable safety record with not a single reported loss of life or property due to collision with an iceberg outside the advertised limit in the vicinity of the Grand Banks. However, the potential for a catastrophe still exists, as evidenced by numerous collisions with icebergs by ships transiting through the Ice Patrol iceberg limit through the years. You may view the history of the International Ice Patrol in more detail in our IIP History section.