

Harbor Control Post



Boston Life Boat Station saw plenty of action.

The extent of the activities of the Harbor Patrol was not generally known, particularly among members of the Guard Detail. At the time the Boat Detail was secured, Division 5A was operating ten picket boats from Constitution Base, the Boston Life Boat Station and Fore River Patrol Base.

In addition, many men, members of former active boat units, filled in on crews of these vessels. Boston Life Boat Station located $\frac{1}{4}$ m. WNW Deer Island Light at HCEP (Harbor Entrance Control Post) was staffed almost entirely by TRs, who stood galley watches, radio and deck watches, performed general maintenance, boarding duties and manned the two picket boats.

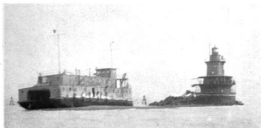
Although not realized by many, work at the B.L.B.S. was extremely hazardous. These men had many exciting and dangerous experiences and on several occasions TRs were

forced to remain at the unit 24 to 36 hours because high seas prevented crew changes.

Regular patrols were supplemented by special patrols for transporting harbor pilots, load line inspection, removal of menaces to navigation, patrol around "pinks" or explosive-laden ships, rescue of stranded vessels, fire watches and patrolling the water side of Prisoner of War ships.

Boat patrol was a hazardous watch especially at night. With the many craft pursuing their normal activities, risk of collision always necessitated constant vigilance on the part of crews.

Under boat operations came the Signal Tower which comprised 75 men who had taken special instruction in communications. This detail was maintained for the purpose of communication with patrol craft, disseminating mooring instructions and general fire watch.



Boston Life Boat Station aground off Deer Island Light.



Semaphore class drill tries for a "Q".



Galley Duty B.L.B.S. - Good chow and plenty