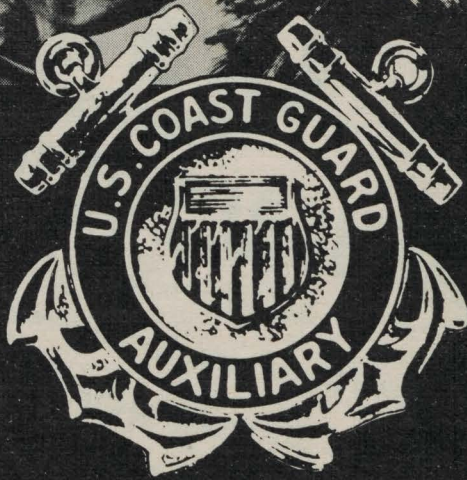
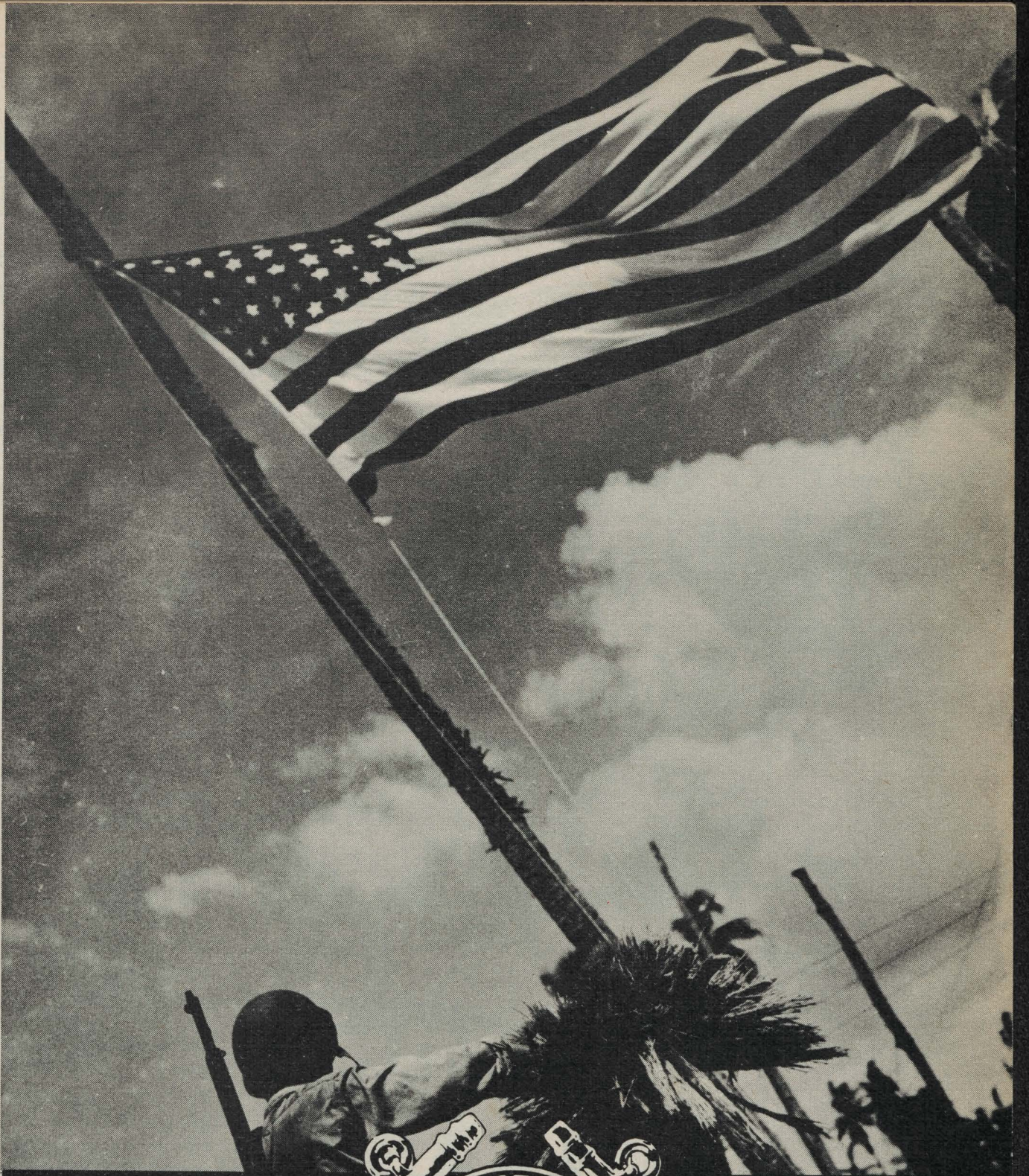


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JULY
1945



FOURTH NAVAL DISTRICT



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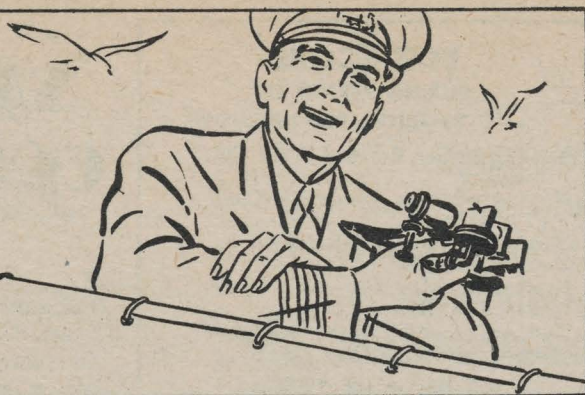
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We are glad to discuss the development of postwar product ideas.

FROM the BRIDGE



WAR DIARY

UNITED STATES COAST GUARD AUXILIARY — FOURTH NAVAL DISTRICT
FOR PERIOD OF 16 TO 30 JUNE, 1945, INCLUSIVE

By LIEUT. JOHN W. BROWN, *Director*

★ *Saturday, 16 June* — The Northern New Jersey Division Meeting was held at the Little Egg Harbor Yacht Club, Beach Haven, N. J., at 1400. All flotilla officers of the Northern New Jersey Division, together with the district officers and certain staff officers, met to discuss the problems pertaining to the flotillas of the Northern New Jersey Division. The arrangements for the meeting were under the jurisdiction of Lieutenant (T) R. Earle Leonard, USCGR, Captain, Northern New Jersey Division. Little Egg Harbor Flotilla No. 18 acted as the host flotilla. It was decided at this meeting to accept the unassigned status, and to immediately put into operation plans for the expansion of the Auxiliary, especially among the boat-owners of the flotillas located from Atlantic City north to Point Pleasant, New Jersey.

Monday, 18 June — The Director attended a luncheon meeting with Commander (T) Amos J. Peaslee, USCGR, Lieut. Comdr. (T) Anita P. Clothier, USCGR (W), and Commander (T) Arthur S. Gow, USCGR to discuss the unassigned status and certain other phases of the Class (T) Reserve problem. It was intimated at this luncheon by Commander (T) Gow, who is Commanding Officer of the Volunteer Port Security Force (PHILADELPHIA REGIMENT), that a number of the men in the Regiment were interested in membership in the Auxiliary. A meeting was arranged by the Commodore of the Auxiliary to discuss this matter with certain officers of the Volunteer Port Security Force.

Monday, 18 June — A meeting was held in the office of the Asst. District Coast Guard Officer, at which time a revision of the recommendation of the DCGO in connection with H/L of 21 May, 1945, pertaining to unassigned status was discussed. It was brought

out at this meeting that all Class (T) Reserve activity would cease on 1 July, 1945, and that only those people would be ordered back to active duty who are absolutely necessary in order to carry out the work pertaining to the unassigned status and ultimate disenrollment.

Tuesday, 19 June — The Director, together with the vice commodore and captain, Northern New Jersey Division, attended a meeting of Toms River Flotilla No. 16 at the Toms River Yacht Club. At this meeting, the entire flotilla was present in uniform. The unassigned status was explained, and unanimous acceptance of the unassigned status was voiced by the members of the flotilla. This group has been serving on offshore patrol, commercial fishing dock security duty, and coastal lookout tower duty. They have a substantial program of Auxiliary activities under way, with excellent facilities, including a splendid meeting place with moorings, docks, and all facilities for an interesting Auxiliary program.

Wednesday, 20 June — A division meeting was held at the Barclay Hotel, Philadelphia, at which time all flotilla commanders, vice and junior commanders, and operations officers of the Delaware River Division met and discussed the unassigned status. Lieutenant (T) William B. Griscom, Jr., USCGR, Captain of the Delaware River Division, received reports from all flotillas in his division. It was the unanimous opinion of the flotilla commanders that unassigned status would be accepted by all the men of their units. At this time, the officers of the Auxiliary presented a beautiful wrist watch to Lieut. (jg) William E. Sturm, USCG (Ret) as an evidence of their appreciation of his cooperation and assistance in matters pertaining to the Auxiliary. Lieutenant Sturm is returning to retired status.

Wednesday, 20 June — The District Board met to discuss ways and means of presenting the Security Shield of Honor to all Auxiliary Class (T) Reserve units. It was decided to combine units in order to cut down the number of individual ceremonies. However, it was pointed out that in certain localities flotillas had particular pride in their local standing; and in those cases, separate ceremonies were authorized. Division captains were instructed to make arrangements for public ceremonies, and to take charge of details in connection with the presentation of the Coast Guard Shield of Honor to the units in their divisions.

Saturday, 23 June — An Eastern Pennsylvania and Delaware Division Meeting was held at the Lewes Yacht Club, Lewes, Delaware. This was a combined Division meeting and Auxiliary Birthday Party, commemorating the Sixth Anniversary of the establishment of the Auxiliary, 23 June, 1939. The meeting was attended by flotilla officers and their wives from the Eastern Pennsylvania and Delaware Divisions. The host flotilla under the leadership of flotilla commander, Ensign (T) Raymond R. Atkins, USCGR, of Lewes Flotilla No. 42, took charge of all arrangements, and the anniversary celebration was outstanding. The highlight of the program was a trip afloat through the Delaware Breakwater and the Harbor of Refuge at the mouth of Delaware Bay.

Sunday, 24 June — Thirty members of the Auxiliary, together with five regular Coast Guardsmen from the Communications Department, and two mobile communications trucks equipped with five "Walkie-Talkie's" spent the day working from the Toms River L/B Station on field work in connection with the Emergency Communications Program. The detail was in charge of Lieutenant (T) F. Travis Coxe, USCGR, Chairman of the Committee on Emergency Communications. The mobile truck unit, property of Farragut Flotilla No. 25, took part in the maneuvers. This program is being conducted in connection with the District Communications Officer, and consists of 70 Auxiliarists who are divided into teams to cooperate with the regular personnel in handling emergency communications.

Tuesday 26 June — Members of the staff and certain Class (T) Reserve officers from the Volunteer Port Security Force (PHILADELPHIA REGIMENT) and the USCG Auxiliary, attended a buffet supper in honor of Captain Eugene A. Coffin, USCG, DCGO,

(Continued on Page 11)

HOW TO LEARN YOUR KNOTS

★ The knot board now on display at the Auxiliary Training Center is designed for educational purposes, so that an interested person can stand in front of the board with a piece of rope in his hand, and, unaided, learn to tie most of the knots. The knots displayed are those that the modern boat owner can use. The field of marlin-spike seamanship is covered as thoroughly as such a board can cover it, with a diversity of good knots.

The same knot may be known by different names. The nomenclature used is based on "Encyclopedia of Knots" by Graumont-Hensel. Other names may be just as correct.

Beginners seem to have more trouble with the eye-splice than other rope work, so the eye-splice has been shown in four stages, with the No. 1 strand uncolored, No. 2 strand green, No. 3 strand red. Until thoroughly experienced, it is easier to temporarily whip the ends of each strand, as well as the point where the unlaying of the strands stops. Note well the position of the three strands at the first tuck; the right strand to tuck first is important. The second tuck goes in where the first tuck comes out. Turning the splice over the third tuck has only one place to go, to complete the first round of tucks, but be sure it is in the proper direction. Keeping the strands well twisted, pull all up taut, and repeat the three tucks, starting with No. 1 again. Two sets of tucks are sufficient for any strain. To taper the splice and finish it off, cut off half of each strand and tuck the remainder as before. Cut off the excess, and roll under the foot to round up the job.

Two and a half sets of tucks are standard Coast Guard and Navy practice; nothing is gained by a long series of tucks as seen on some anchors. Some make a smoother taper by cutting off a third at a time and making two supplementary sets of tucks, four in all.

The short splice is on the same principle as the eye-splice. Put a temporary whipping around the centre of the junction after the strands have been interspaced and proceed as in the eye-

splice, with two main series of tucks each way, followed by the taper tucks.

The long splice is made when no increase in diameter is desired. Undo one strand as you lay the other in its place, keeping the twist tight in the inserted strand, taper the two ends and tuck under. Do this with all three strands, keeping the junctions some distance apart.

Continuing with our examination of the board, two half hitches is a safe way to tie out a boat. The Larkspur must have tension on both ends. The clove hitch is easy when you learn the knack of "throwing" it, but it is for

towing a long spar, take a half hitch, also, near the end, to prevent yawing.

The inside rolling hitch can be tied around a smooth surface without slipping, and unties easily. It can be applied either perpendicularly or parallel to a spar. The one shown is considered the best all-around rolling hitch. The stopper hitch, as shown, is the one most widely used, and will hold when wet or greasy. The bottom end is made fast and the upper end is held in the hand. The pull is to the left. The Midshipmen's bend is very secure and can be used in place of two half hitches.

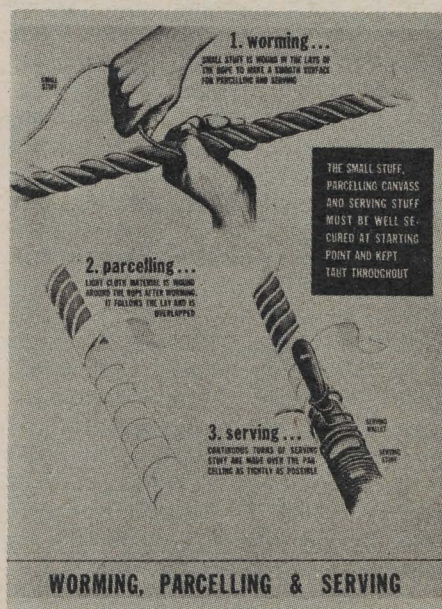
The double Carrick bend, as shown on the board, is valuable in connecting two hawsers, as it does not jam hard. Also used in fancy knot work, it has many variations. The becket bend has many names and uses, sometimes it is called a swab hitch.

There are many kinds of bowlines, but the four shown well represent the field. It pays to learn to "throw" a bowline the sailor way, instead of trying it the amateur way. The simple bowline is the handiest everyday knot, fast holding and easily untied. The running bowline makes a lasso. The French bowline makes a sling seat for over the side. The bowline on a bight shows how to tie a bowline in the middle of a line.

It is always best to use a needle when making permanent whippings, as the stitches through the rope make it more secure. The width of a whipping should be the same as the diameter of the rope, and the turns made against the lay of the rope. Whipping line should be waxed. Loop whipping is commonly used to wrap silk on fishing rods. Lay a loop along the rope, wrap over it the required turns, pass the end through the protruding loop, and pull back under the body of the wrap.

In the square knot, be sure the end comes out parallel to the way it enters, or you will have a slipping "granny." The mast head knot has many forms; it can be used in rigging a temporary mast, also as a jar sling.

—"Dick" Nelms



temporary use only. Put another hitch on, or a half hitch on the standing part of the line, if you are leaving the vicinity. If the clove hitch can slide down the pile it is made on, put a full round turn between the hitches, and it will stay put.

The Fisherman's bend has strength, won't jam, unties easily and is a good one to use on an anchor when the usual shackle and thimble are absent. The Timber hitch is a quick way to take hold of a spar, but keep it taut. The twist should be in the same direction as the lay of the rope. When



"THEY BUILT IT AFTER I LEFT LONDON"

A Portrait of Lester R. Parker, USNR,
Former Member of Flotilla No. 18

★ The spirited Yankee remark of S1/C "Les" Parker, former member of Little Egg Harbor Flotilla 18, on his return to Northern Ireland after a seven-day visit to London, "Any part of London I haven't seen, they must have built after I left!" is typical of the refreshing approach of our boys in getting along with their Allied Nation good neighbors. Before the ink is dry on this story "Les" will probably be a full yeoman, serving in special service work at Londonderry, arranging U. S. O. Camp shows once a month, frequent motion pictures, dances and social affairs for the men on his base.

The Beach Haven, New Jersey Navyman is the son of Councilman Leslie Parker, and entered Uncle Sam's service 4 May of last year. He took his training at Sampson Naval Training Station, arriving overseas just a year ago, serving as assistant, doing office work for a Protestant Chaplain. He was early chosen to stand on Color Guard at one base in ceremonies as it disbanded. His collection of English and Irish monies sent home makes us wonder if our Allies will have any currency and coins left when this war is over, since all the lads want the home-folk to sample the funds they use from day to day!

The prize mascot of "Les'" base is "Boots," the goat, so-called because of her four perfect black boots, a sharp contrast to her fleecy white coat. "Boots" has been the constant companion of the boys and is photographed in every conceivable way, including perched on top of the galvanized iron hutment, which forms the comfortable office and barracks for the men. Naturally, his souvenir collection sent back to the States includes a good old-fashioned Irish shillalee, which is a dangerous instrument to fool with in a street fight.

The trip to London included two days in Belfast and a look at Glasgow. Other interesting curios sent back include a hand-made stickpin with the symbols of masonry and a small hand-carved pipe which holds only a pinch of

tobacco. The most unusual duty which "Les" has had to perform was to inform his Irish Chaplain a few months ago that the churchman's mother had passed away.

Right now his camera is broken, waiting for repairs in Belfast, but "Les" has taken a lot of mighty interesting photos. Forbidden, however, are blitz pictures of the British Isles. His patriotism and his patience were tested in those early days after Pearl Harbor, when he tried to enlist at five different times in all branches of the service. Unable to get in, "Les" worked steadily for eighteen months in the Ventnor Boat Works building small craft after a lengthy stretch of wartime work in the New York Shipyard at Camden. When the draft came, he was instantly accepted

and chose Navy. He entered as a carpenter and ship repairman, but was shunted into special services work, including social, recreation, and welfare duties in cooperation with the Red Cross.

The Commander of Flotilla 18, Lieut. (jg) (T) Morton Gibbons-Neff recalls fondly young Parker's faithful volunteer service in the tower watches of Little Egg Harbor group, saying: "I'm glad our good friend, "Les," is being written up for TOPSIDE; he deserves plenty of credit for his splendid service with us before he entered fulltime military service!" His father pulled a clever mailing stunt the other day when he sent "Les" a valuable wrist-watch he had requested in double wrappings, both addressed airmail, in case one was torn off, the other would serve to get it over the seas to Ulster, Ireland. Needless to say, the watch arrived in good shape.

Recently, "Les" had to take a British driver's test, so that he could officially drive cars on the "wrong-side" of the road, according to Yankee standards. His interest in home and Long Beach Island is sharp as a razor's edge, like all who bravely serve our cause of liberty and justice around the world.

—Jack Lamping.



Les Parker with his Navy mascot, "Boots", a prize Irish Goat, at barracks in Londonderry in Ulster. "Boots" has four black legs and is the constant companion of the men on base, where "Les" does special service work in cooperation with Red Cross.



AUXILIARY PASSES WAR BOND QUOTA

On 7 July, 1945, the Coast Guard Auxiliary's participation in the Seventh War Loan Drive came to an end.

THE REVISED QUOTA FOR
AUXILIARY\$235,350.00
CASH VALUE OF BONDS SOLD
BY AUXILIARY\$345,789.25
147% OF QUOTA

From the above figures it can be seen that sales made by the Auxiliary greatly exceeded the quota set us. Our hearty congratulations and thanks should go to the Flotilla War Bond Chairmen and the members of their committees who worked so hard to obtain this fine result.

The returns from the individual Flotillas indicate that the leader is Flotilla 52, whose sales totalled \$60,357.00 against a quota of \$7,200.00, or 838%. Flotillas which exceeded their quota with the amounts and percentages follow:

	Sales	% of Quota
2—Flotilla 11—	\$101,668.75	722
3—Flotilla 53—	18,702.50	332
4—Flotilla 24—	24,347.50	240
5—Unassigned	5,506.25	229
6—Flotilla 34—	11,781.25	218
7—Flotilla 25—	31,155.25	142
8—Flotilla 51—	9,543.75	141
9—Flotilla 18—	13,812.50	105.8
10—Flotilla 15—	5,146.25	105.6

It will be recalled that in a printed circular sent out at the beginning of the Drive, the goal was set at \$262,200.00, which represented one \$75.00 (cash value) bond for everyone of our members whose number was given as 3,496. Subsequently it was found that this figure included many of our members absent in the service and we were authorized by headquarters in Washington to use the correct figure of 3,138 members which accounts for the revised quota figure as given above.

While it has been possible to correct the total enrollment figures for the District, it is not possible for us to change the quota figures of the individual Flotillas as our records of enrollment are incomplete. For this reason, in figuring percentages, we have taken the figures given in our circular even though a slight inaccuracy results. However, this would not materially affect the standing of the Flotillas themselves.

At a suitable time, arrangements will be made for presentation to the winner of the Certificate of Merit and the Coast Guard Treasury Department's banner for outstanding achievement. Certificates will also be presented to those Flotillas having reached or passed their quota.

Emergency Communications Program

By LIEUT. (T) F. TRAVIS COXE

★ In the realization that in the event of hurricane or other disaster normal communications might be interrupted and, therefore, some emergency arrangements would be needed, the Director, Lieutenant John W. Brown, together with the District Communications Officer, Lieutenant J. L. Hartnett, on 5 March, 1945, approved a plan for the training and setting up of an Emergency Communications Unit.

With the cooperation of flotilla commanders, the names of licensed professional and amateur radio operators, members of the Auxiliary, were obtained, as well as of other men having radio experience. On the basis of this information it was then decided to form seven (7) radio units of ten (10) men each, two of those men to serve as instructors and leaders of their units. All likely men were interviewed at the Training Base and following, the present set-up was determined upon:

Headquarters Organization

Lieut. John W. Brown, Director of the Auxiliary

Lieut. (j.g.) J. L. Hartnett
District Communications Officer

Lieut. (T) F. T. Coxe
701 Sussex Road, Wynnewood, Pa.

William L. Yingst, CRM (T)
39 Ardmore Ave., Runnemede, N. J.

Charles Carter, RM1c (T)
702 Washington Street, Camden, N. J.

John C. Larkin, BOS'N (T)
1161 Herbert St., Philadelphia 24, Pa.

Unit No. 1 — North New Jersey Shore (composed of men from flotillas 13, 15, 16, 18)

Leaders: Louis Neese, 1135 Chambers St., Trenton, N. J.; Wayne Bixby, St. Louis & Trenton Ave., Point Pleasant, N. J.

Unit No. 2 — Central New Jersey Shore (composed of men from flotillas 11, 19, 31)

Leader: John S. Wagg, 32 S. Ohio Ave., Atlantic City, N. J.

Unit No. 3 — South New Jersey Shore (composed of men from flotillas 27, 32, 33, 34, 35)

Leaders: Edw. I. Seigle, 3705 Pacific Ave., Wildwood, N. J.; Walter Nickelson, 418 W. Main St., Millville, N. J.

Unit No. 4 — Upper Delaware River (composed of men from flotillas 24, 26)

Leaders: O. K. Bauhof, 352 Church Lane, Philadelphia 44, Pa.; James Stolcz, 413 Grand St., Trenton, N. J.

Unit No. 5 — Delaware River-Philadelphia (composed of men from flotillas 21, 22, 41)

Leader: H. D. Williamson, 7325 Miller Ave., Bywood, Upper Darby, Pa.

Unit No. 6 — Delaware River-Camden (composed of men from flotillas 23 and 25)

Leaders: Robert A. Long, 201 Cinnamonson Ave., Palmyra, N. J.; C. A. Marchant, 216 N. 2nd St., Camden, N. J.

Unit No. 7 — Reading, Lancaster and Harrisburg (composed of men from flotillas 51, 52, 53)

Leaders: Maurice Lee, 1604 Perkiomen Ave., Reading, Pa.; L. E. Maynard, 920 First St., Lancaster, Pa.

The men mentioned above completed a special course in radio procedure conducted at the Auxiliary Training Base in Philadelphia during the period 27 April through 1 June, including, in addition, one day of practical operation in the field.

The course taken by the Unit Leaders, a course prepared by Chief Radioman Faber, USCG, and Chief Radioman Yingst, USCGR (T), was repeated locally by all the seven Units. Following completion of the course in theory, arrangements were made for having all units participate in radio work in the field in or near the sections where the flotillas are located. To date, such field work has been conducted from Bay Head to the points south of Seaside Park, from Barnegat Light to south of Beach Haven, and, in the area centering around Millville and the Maurice River. At this writing, further tests have already been set for the coast from Atlantic City south to Cape May; also for the inland flotillas to be conducted at Wrightsville on the Susquehanna.

In recognition of the work being done by the members of these radio units, the Director of the Auxiliary and the District Communications Officer approved granting the rating of Radioman Third Class to all twelve Unit Leaders not already holding a higher rating; also the rating of Radioman First Class to Charles Carter in charge of the Auxiliary Communications truck, and Chief Radioman to William Yingst, of the Staff.

The equipment used in the field tests includes the Regular District Communications truck, the Auxiliary Communications truck and six portable sets (walkie-talkies). In this case it should be noted that the Auxiliary truck is

actually the property of Farragut Flotilla, No. 25, to whom it was presented by the city of Haddonfield. The radio equipment included in the truck has been loaned for the purpose by the Coast Guard, but all installations were made by members of Flotilla 25, some of whom form the actual crew of the truck. While the property of Flotilla 25, this truck is actually used as an Auxiliary Communications truck for the district for the general benefit of all radio activity.

At the conclusion of the present field tests further plans have been completed for the manning by local resident members of the Auxiliary in times of emergency of certain fixed equipment on potentially dangerous sections of the New Jersey coast. In addition, Unit Leaders have been authorized to enlarge their original squads of ten men to include other members of their flotillas who may have some radio knowledge but were unable, because of other duties, to join in this work before. Plans are also under way to provide a course in radio instruction at the different flotillas for any of the members of the Auxiliary who care to take it, such courses to include technical matters as well as those having to do with operations and procedure.

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ISLAND COAST GUARD AUXILIARY GIVEN UNASSIGNED STATUS

★ The patriotic volunteer service of tower watch personnel, Flotilla 18, U. S. Coast Guard Auxiliary, Class (T) of Little Egg Harbor, was personally thanked by its commander, Lieut. (T) Morton Gibbons-Neff, at a special meeting last Friday evening on the top deck of the Little Egg Harbor Yacht Club, Beach Haven. Speaking with emotion, commander Neff transmitted the personal greetings of Secretary of War, Jas. V. Forrestal, received earlier in the day by telephone, to each of the men, fifty in number, who were present in full uniform. "We thank you fellows from the bottom of our hearts," said Lieut. Neff, speaking for the command and Captain Eugene A. Coffin, "You did a magnificent job!" He closed with a dramatic charge that the war is far from over in the Pacific and asked each man to accept unassigned status, remaining in a stand-by capacity for emergency service if needed by the Coast Guard.

Chief Bos'n, (T), Walter E. Cranmer, assistant chief operations officer in charge of Tower watch assignments,



was presented by Lieut. Neff as the newly-named junior commander of Flotilla 18, by popular acclaim. He has been recommended for advance in rank; after achieving the almost impossible job of covering the two stations, Bond's and Long Beach, with volunteer personnel, largely from Island men, for nearly two years. The official order of the service which took the men out of active duty as of midnight 30 June, read in part: "No present need exists for the type of service given by Class (T) reservists. They are asked to assume the unassigned or inactive status to stand by for emergency call." The order was interpreted to mean that the cessation of hostilities in Europe and the abandonment of convoys in the Atlantic made the tower watches with civilian volunteers no longer necessary.

Other officers who spoke to the conclave were: Ensign (T) Sidney S. Blake; Bos'n (T) Jos. Haines, retiring junior commander; Ensign (T) Wesley Heiman, vice commander, and Mr. Cranmer. Bos'n Stilts of the regular service was a guest of S 1/C Ned S. Carlton, of Beach Haven. The last man who will appear on duty will be Lee J. Taylor of Beach Haven Park.

Wm. J. Noonan, Sr., gave a detailed report on the purchase of War Bonds in the mighty Seventh Drive by auxiliaries of the Tower Watch amounting to more than \$8,000.00; coupled with \$5,000.00 bought by boatmen under the direction of Jack V. Scott, Flotilla 18 claimed a victory over its assigned quota. Vice commander Heilman spoke on the training ship, 79001 which will spend a week at anchorage at Beach Haven this summer for classes of reservists. Mr. Haines will teach aboard the luxury yacht of the former sugar owners of Philadelphia.

Mr. Scott's certificate of patriotic service by volunteers to their employers was discussed by commander Neff and praised as a worthwhile piece of wartime recognition for long hours of vigil in tower service. He said that the Government would probably wish to continue at least 50,000 men in an Auxiliary set-up in the post-war era among boat enthusiasts for any civil or war emergencies.

Ensign Blake spoke at length on the effectiveness of air-sea rescue patrol work, which he largely developed as an operative arm of the Auxiliary through countless conferences with service personnel in Washington, Philadelphia and Baltimore. He praised towermen as "gentlemen of the highest rank," calling them also, "the salt of the 4th District."

MEET THE COMMANDER OF FLOTILLA 24



★ Frank H. Riepen is the third Commander of Flotilla 24, and as capable in his leadership as were his predecessors, W. Lyle Holmes, Jr., who moved up to Lieut. (j.g.) (T) for a bigger job at the District Office, and J. Kirby Tompkins, who was forced to step out by order of his physician. In the short time that Commander Riepen has held office, he has proved beyond doubt that the men knew what they were doing, when they elected him by unanimous vote.

Mr. Riepen was one of the first ten boat-owners who helped organize Flotilla 24 at the Delaware River Yacht Club, and has been right in there pitching ever since. He served on boat patrol as S 1/c and as Cox'n; was Gunner Committee man for one year, and is chairman of the Membership Committee. In June 1944 he was elected Vice Commander and in October of the same year was made Warrant Bos'n. Taking the Commander's chair in January 1945,

Predicting enlistment for a peacetime Auxiliary, he dubbed as criminal any action which will allow unprotected the vast expanding post-war aviation along the seaboard of the Nation. Mr. Cranmer revealed that additional 600 service hour awards would soon be made, forecast certain benefits which will accrue to volunteers who have served the Auxiliary all during the wartime emergency, and cited the loyalty of S 1/C Robert Van Meter, Ship Bottom, whose life was endangered last week in the Long Beach Tower by a strike of lightning. Lieut. Neff asked that a monthly meeting be continued for the Flotilla.

—Jack Lamping.

he was sworn in as Ensign (T) at the flotilla's second Annual Banquet, 3 March, 1945.

Born in Philadelphia 16 January, 1896, he attended Grade School, Northeast High, and Pierce Business School. Then came World War I, and Mr. Riepen enlisted in the U. S. Army, November 1917, and evidence of his leadership came to light when he was commissioned Second Lieutenant in the Construction Division in September 1918. A capable business man, Frank is a partner in the firm of Amos H. Hall & Sons, manufacturers of wood tanks, many of which have gone to all parts of the globe for the storage of drinking water for our armed forces. Associated with a number of clubs and organizations, a member of Northeast Chamber of Commerce, a member of Frankford Post No. 211, American Legion for 25 years, where he was on the executive committee for 6 years and Finance Officer for 2 years, he is a Past Commodore of D. R. Y. C. and at present the club's secretary.

Boating and swimming are his hobbies. His wife, Margaret, is an able "skipper" on the 34 ft. cruiser which Frank built and launched in 1927, christened "TWO RIPS" after his twin sons who are now in the armed forces. Harrison is 3rd Mate in the Merchant Marine and Frank is in the Submarine Service somewhere in the Pacific. The boys, following in Pop's footsteps, started young with an interest in sailing and built a Comet and later a Lightning class sail boat. The Lightning is now being used as a training ship for the flotilla's sailing class.

Flotilla 24 is indeed happy to present to you, Frank H. Riepen, Ensign (T) U.S.C.G.R., a commander who is doing a real job, and to Frank we can only say, "it's all yours, commander! We're with you one hundred percent."

—Edward P. Willard

He was properly trained

Aboard a large transport carrying personnel to the South Pacific, a lookout reported a "can" off the port bow. General quarters alarm was sounded immediately. Passengers and crew ran to their stations and prepared for action.

After a short period during which all hands strained for the sight of the expected destroyer, the lookout was questioned. Confused by all that had happened after he had made what he thought a routine report, he had seen a milk can and had reported it.

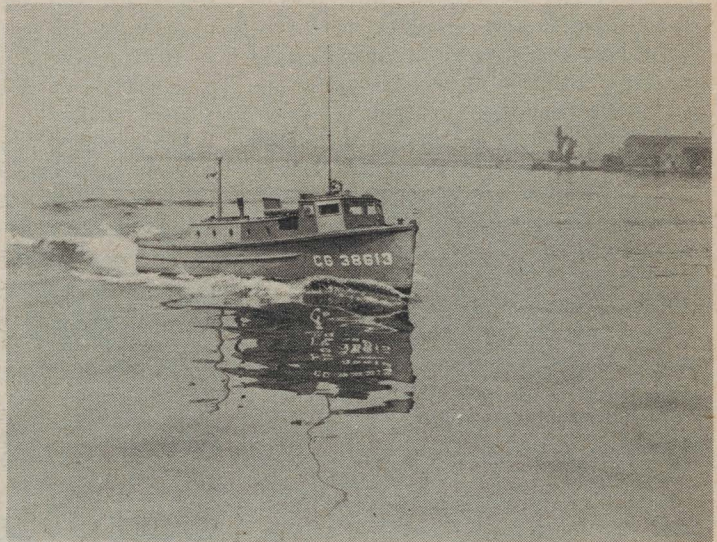
The lookout was commended by the captain for being alert and carrying out orders as instructed.



REMINDERS of the "Good Old Days"

★ As a reminder of the "good old days," these photos—taken by Al Ward of Upper Darby—might be welcomed by the members of the various Flotillas that helped 22 in its work at Essington. While most of the day-patrolling was done on craft like the 38613 there are still several crews that have done their tricks on both the 74330 and the Cardita. The last-named was really a prize to handle because she was so comfortable and responsive to the controls—not to mention the cooking!

THE 38613 shown above is 38 feet long—and carries a 165 HP Kermath motor. The Essington fleet boasted four of these boats.



THE CARDITA was never assigned a number. She is commissioned by the Navy—although CG manned. Great fun to handle—fast and responsive.



THE SIX-BITTER is 74 feet overall. Though a work-boat, she has spent many a day on regular patrols. On boats of this type the Auxiliary lived more comfortably than on little picket-boats.



All Secured at FORT MOTT FOG-WATCH DETAIL!

Story by JOHN T. DWYER, CBM (T) Flotilla 25

Photos by CHARLES SMITH

★ At exactly 2400 on 30 June, 1944—in accordance with recent CG directive—the lock was turned and, figuratively speaking, the key thrown away at the Fort Mott Fog-Watch Detail.

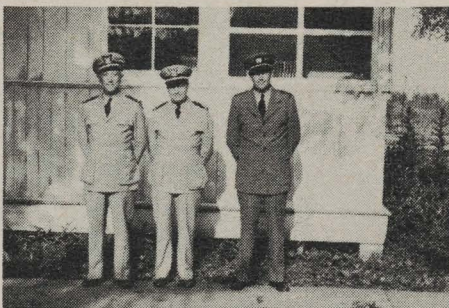
In a final tour of inspection, which included Ensign (T) Larry G. Doyle, Ensign (T) G. W. Sawyer and Bos'n (T) C. Harvey—commander, vice-commander and jr. commander, respectively, of Flotilla 27—all inventories were checked and accounted for.

Thus was brought to an official termination, and not without some regret, one of the most isolated, but nonetheless important, assignments of an Auxiliary flotilla during wartime.

If the reader will take a map of the lower Delaware river, he will note that there are three forts located at a point just above and across from the Delaware and Chesapeake Canal; i.e., (from

where one may see the towering obelisk that marks the common trench grave of 2436 Confederate prisoners of war, and 8 recent graves of German P. W. of the present conflict.

Off a shaded woodland driveway, just a short distance behind the abandoned fort, are located the observation tower and house used as central post quarters of the Auxiliary CG detail.



Group picture of Flotilla 27 officers in front of Fort Mott CG Post quarters. (Reading l. to r.) Commander Larry Doyle, vice-comdr. G. J. Sawyer and jr. comdr. Carl Harvey

This house, while not pretentious, was adequate for all general needs; having a large kitchen, a head, recreation and bunk rooms. All furnishings were provided by Flotilla 27 itself, as there were no conveniences nor facilities whatsoever when they moved in during mid-winter of '45; having been dispossessed of their former quarters. As a matter of fact, lights were had by the simple and necessary expedient of having one of the flotilla members—who happens to be a lineman for the local Electric Utility Company—climb a nearby pole, spurs and all, and make the required "adjustments." The said Electric Company raised an awful fuss when they learned about it later, but eventually everything was settled amicably.

This assignment was different from all others covered by the Auxiliary in the Fourth Naval District in that it came under the department of Aids to Navigation, with Lieut. Commander McKinstry in charge.

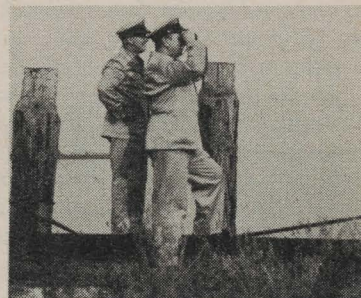
The principal responsibility of the detail was to act as a Watch on weather conditions, and to operate, by remote control, the fog signal on Pea Patch Island when poor visibility existed. This was done by means of a button switch and receiver-phone communication hook-up, located in the central post quarters.

Low point of visibility, due to fog, heavy rain, sleet or snow, could be determined when the Delaware & Ches-

apeake buoy light, or the buoy light off Finn's Point was completely obscured to those on watch either at the end of Fort Mott wharf or atop the observation tower.

The importance of this fog-watch detail was more clearly apparent to the writer when, in company with commander Doyle, vice-commander Sawyer and jr. commander Harvey, we made a run on the area in Mr. Sawyer's beautiful and powerful 32 ft. cabin cruiser, the JEANOLAH II.

At this point in the river, the main channel is very narrow and hugs the eastern shore of Pea Patch Island, after making a turn just below the entrance to the D. & C. canal. Without proper warning facilities and supervision, the course could be extremely hazardous to up-river craft during poor visibility. Just the slightest deviation of



Watch, with binoculars, looking toward fog-signal and Fort Delaware on Pea Patch Island. (From l. to r.) R. O'Brien, Richard A. Day.

course would pile a vessel on the island, or nearby dangerous shoals.

This, therefore, is the reason for having a fog signal—an automatic vibrator at 15 sec. intervals—located on the wharf at the lower end of Pea Patch Island.

As set up by the flotilla Operations Officer, Bos'n (T) Harvey, the watch duty covered 'round the clock; 0600 - 1800, 1800 - 0600. The day-trick consisted of two men, while an extra man was assigned at night to permit sufficient relief for sleeping.

The matter of duty hours in a particular trick was discretionary so long as the posts were adequately covered at all times.

In arranging the week's schedule of operations, the system was used of assigning an Officer of the Day for every day in the week. His was the responsibility of providing men and replacements for a particular day. In this way, the usual "headache" of operations was lessened or at any rate diversified.



OBSERVATION TOWER

(Reading left to right) B. Mealey, S 1/c; Richard A. Day, Cox'n; James F. Endries, S 1/c; C. O. Hewitt, Jr., SK 2/c; A. L. Denny, S 1/c; R. O'Brien, S 1/c.

W. to E.) Fort Dupont, Fort Delaware on Pea Patch Island, and Fort Mott on the Jersey shore.

All three forts at one time had a certain military importance, but, at present only two are garrisoned.

Fort Mott, which this article concerns, has had a comparatively brief and uneventful history, as we learned from information furnished by William MacMurray, Superintendent of grounds.

Its origin dates back to the Civil War when it was used as an ammunition depot. Later, during the Spanish-American war, it was converted into a fort, with nine powerful batteries; while in World War I it served as a training camp.

Now completely dismantled, nothing remains but the bare topographical outlines of the fort, and abandoned gun emplacements.

With its macabre air of desertion and loneliness, it is a fitting neighbor to nearby Finn's Point National Cemetery,

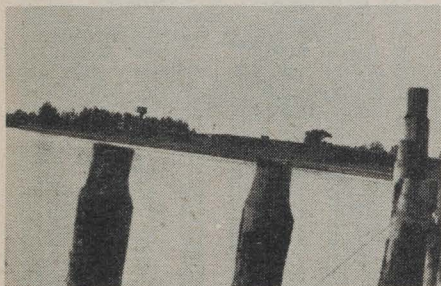


The following served in this capacity:
 Sunday—R. Sheppard, Cox's'n.
 Monday—J. Maier, Cox's'n.
 Tuesday—A. Herzog, C. M.M.
 Wednesday—P. Berry, Cox's'n.
 Thursday—L. Newkirk, G.B.M.
 Friday—R. Elbertson, M.M. 2/C.
 Saturday—B. Mealey, C. M. M.
 (striker).

During the intervening months from 27 November, 1944, when the first watch reported, until 30 June when the detail was secured, there were no particularly exciting incidents. Just a routine but important job well done, with hardly a 24-hour period passing by without the fog-signal in operation.

This was one of those CG assignments where no definite estimate of value or utility could be made, because no one can say with a fair degree of certainty just how many ship disasters might have happened were the fog-watch not on the alert at all times.

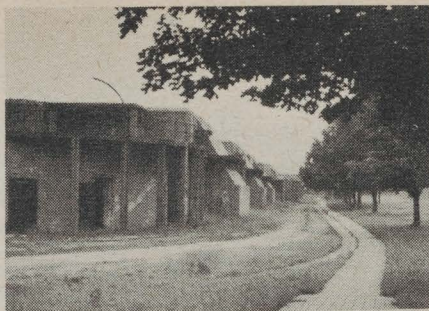
However, this much is certain: There was never any doubt of the importance



Looking toward Fort Mott and observation tower in rear.

of the detail to the men of Flotilla 27 themselves, especially those who, in all kinds of weather, through the long hours, kept a regular and lonely vigil on this, which has been aptly described as the "Siberia of Auxiliary duty in the Fourth Naval District. Credit goes to the following named who served so faithfully and well: M. Beebe, P. Berry, A. Betson, R. Boger, E. Bouillet, E. Bruder, (*) C. Burkett, C. Christowski, R. Clark, J. Craig, E. Davis, (*) R. A. Day, C. Dean, (*) L. Denny, M. Doody, R. Elbertson, J. F. Endries, F. Fenton, W. Fewkes, E. Frieble, H. Garrison, F. Gentieu, C. Green, R. Guest, R. Haines, J. Harbeson, A. Herzog, (*) O. Hewitt, F. Hunsinger, W. Jacquett, J. Kavanaugh, J. Kohler, (*) L. E. Laws, D. Loder, R. Lodge, H. Madden, J. Maier, (*) B.W. Mealey, J. Miller, F. Miller, M. Miller, L. Newkirk, H. North, (*) R. O'Brien, J. Pardee, J. Pedrick, R. Pierce, E. Rhodes, G. Rice, L. Riley, R. Sheppard, C. Sparkes, H. Strickland, D. Sutton, D. Terry, E. Waddington, P. Walker, F. Wallace, E. Weaver.

(*) Served on last watch: 1800-2400, 30 June.



Rear of Fort Mott—dismantled gun pits.

On the theory that there never was an Auxiliary duty that couldn't produce its quota of yarns and scuttlebutt, we dug up a couple of stories on this detail, which we are passing on with a slight mental reservation:

There's the one which that effervescent personality, commander Larry Doyle told, as having happened to himself:

Towards dusk of a certain winter's evening, he had gone over to Finn's Point National Cemetery to see the grave of the notorious Nazi, Hans Bergman, recently deceased. As Doyle stepped across the grave, one of his rubbers was suddenly jerked from his foot. Of course, it may have been due to other plausible reasons, but, to this day, Larry insists that it was the spectral hand of the buried Nazi that reached up and vindictively tore off his overshoe. (Remember, we tell them, not vouch for them!)

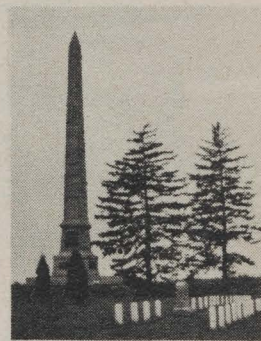
Then, there was the time—also at night—when Jim Endries was walking the lonely, dark trail out to the river wharf. Without warning, a huge object loomed right in front of him from out of the darkness. Before he could make up his mind to retreat, or challenge whatever it was, a well-defined and resonant "neigh" reverberated through the wooded silence! The so-called "enemy" proved to be nothing more than an itinerant horse which had broken loose from a nearby farm stable.

Ever since, the gang on the Fort Mott Detail have ribbed Jim about the incident. "It was the one time," they say, "when he got a horse laugh right in his face!"

But, taking it altogether, it was serious business for those who, at considerable expenditure of time and money, served their required 12 hours per week on the Fog-Watch.

Now that it is finished, Flotilla 27 members as well as others in the Fourth Naval District placed on an unassigned status, have a feeling of being adrift. To many, this thing of reporting regularly for weekly duty had become almost a habit—a part of their lives that

they will miss. They will miss also the scuttlebutt and the intimate companionship of those with whom they served on various details throughout the long and interesting months or years of enlistment in the Coast Guard Reserve.



Monument to Confederate P.W. dead—grave stones at extreme upper right mark eight recent graves—German P.W. World War II.

WAR DIARY

(Continued from Page 4)

4ND. Captain Coffin is leaving the District for a new assignment.

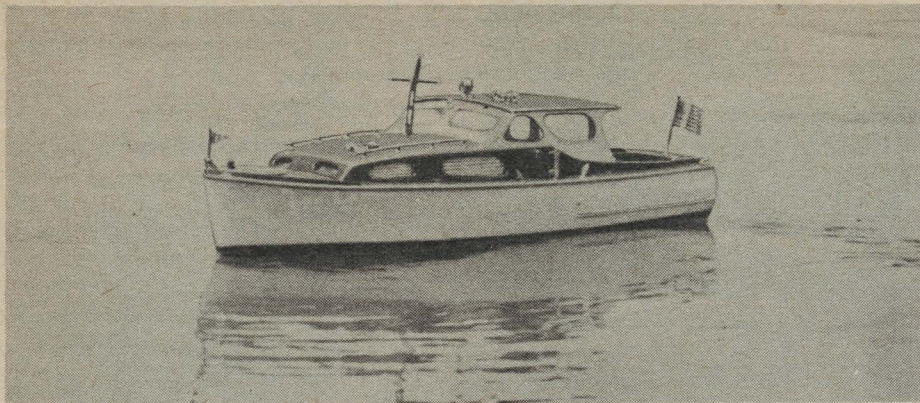
Thursday 28 June — An inspection was made of the CG 64304 and CG 64305, at which time, photographs were taken of the Class (T) Reserve crew turning over the command of the vessels to the CO, CG OPERATING BASE, Port Richmond, Philadelphia.

Friday, 29 June — Notices were sent out to approximately 2100 temporary Reservists from the Auxiliary, putting them on unassigned status as of 1, July, 1945. 47 Class (T) Reservists from the Auxiliary were immediately ordered back to active duty. This group consisted of 22 flotilla commanders, 18 division and staff officers, and 7 Class (T) Reserve women.

Saturday, 30 June — The Director of the Auxiliary, together with the CO, VPSF (PHILADELPHIA REGIMENT), and the CO of the Class (T) Reserve women, appeared on the regular Coast Guard radio broadcast over Station WFIL, Philadelphia. The program consisted of an official announcement of the cessation of active duty by Class (T) Reservists in the 4ND, and expressions of gratitude on the part of the Coast Guard for the work done by the volunteers in furthering the war effort.

Saturday, 30 June — All Class (T) Reserve duty, both ashore and afloat, performed by Class (T) Reservists from the Auxiliary was ordered secured by the Asst. DCGO, 4ND, at 2400, this date.





AUXILIARY MAN BUILDS SCALE MODEL OF BOAT . . .

One of the most perfect and beautiful scale models of a post-war cruiser it has ever been our privilege to see, was designed and built in eight weeks by Harry V. Knauf, Jr., of Flotilla 25.

By a trick of the photographer, the model is here shown as it will look some day after it has been launched. Boat-minded Auxiliary men will be interested in the following details: The hull was designed by Atkins and the superstructure by Mr. Knauf. The overall length

will be 39 ft., beam 11 ft. 6 in., draft 2 ft. 6 in. She will be powered with a Gray marine motor of six cylinders developing 121 h.p. with a 2:1 reduction gear and a 20:20 wheel.

The model, which required about 200 hours to build, is accurately constructed to the scale of one-half inch to the foot. She is built with sawed frames. Her planking is 1/16 inch cedar. Her decks are mahogany and her bright work and fittings are of polished brass.

A TYPICAL REPORT OF FLOTILLA ACTIVITIES

At a recent meeting of the Northern New Jersey Division, held at Beach Haven, a report made by the commander of Flotilla 16 deserves printing verbatim not only because it is so well-prepared, but also because it is typical of what most of the Flotillas in this District have been doing to help in the war effort. Commander Applegate's report follows:

On 30 May, 1944, I was sworn in as Commander of Flotilla 16 and the following is a brief on one year 15 days of operation of Flotilla 16.

We have 142 members in the Auxiliary. Of this number, 27, are in active service and of these 27, twenty-one are, or have been, in the Coast Guard Regular Service.

We have 87 men in the Class (T) Reserve. Two of our members in the Reserve are on the staff of the Fourth Naval District, namely the vice-commodore and the Assistant District Operations Officer.

We have, incidentally, paid in full, our annual dues to the Auxiliary.

We are operating two full tower watches—Toms River Station and Harvey Cedars, as well as part time at Surf City.

We hold weekly meetings and have been doing this since June 1941, a little over four years, without missing a single weekly meeting.

We are the only Flotilla in the District that can boast of having the commodore and the vice-commodore as regular members—and *their* dues are paid to date.

We have held classes in Rules of the Road; Coast Guard Regulations; Law Enforcement; Navigation; Small-Boat Handling; Airplane Identification; Ship Identification; First Aid; Fire Fighting, and Gunnery. We have had lectures on Barometer Reading given by officers from the Naval Air Station.

Our average weekly attendance at meetings has been 49 men. We have—

4,694	Administrative Hours
2,193	Staff Officer Hours
1,031	Hurricane Hours
18,600	Tower Watch Hours
7,662	Dock Watch Hours
560	V-E Day Hours

Total 34,740 Hours

We have had two clock misses, both of which were first offenses.

In addition, we have 7938 Hours in Flotilla meeting attendance.

Our men have driven in this period over 100,000 miles in Coast Guard Ser-

vice, using nearly 10,000 gallons of gasoline, at a cost of \$1800.

We have bought, or sold, in Bonds by members of the Auxiliary up to this Seventh War Bond Drive, over One-Half Million Dollars.

We are having some difficulty filling some of the watches due in part to sickness and also due to some of the personnel changing their business set-up. Our Operations Officer states that most of the excuses given are legitimate, but some are not doing all they should in the way of duty.

All our bills are paid and we have several hundred dollars in the bank.

We have a fine group of men and hope that a good workable program can be arranged so that a lively interest can be maintained and that Flotilla 16 can continue to be a credit to themselves and an honor to the Coast Guard.



AMONG OUR SERVICE MEN

Dick Norris, an old member of Flotilla 52 from way back in the beginning, writes us from Austria about the type of fishing everyone should love. He tells us they have no fishing tackle, so they are content to shoot the fish, which are very nice-sized trout. We know Dick enjoys this type of hunting—or fishing.

Bill Noonan, former member of Flotilla 18, recently in action on Okinawa, has been reported transferred to a base hospital, as a result of wounds received in action. The severity of Bill's injury has not yet been learned, but all of us wish him the best of luck and hope that his injury is slight.



The LOG of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 21, QUAKER CITY

The Quaker City guardsmen received the news of "unassigned status" with the same mixed emotions that were no doubt repeated in every Flotilla of the Fourth Navidist. On the one hand was relief from duties which, if not always arduous, had occasionally interfered with personal plans. This feeling was further enhanced by the knowledge that release from active duty had been made possible because of our victory in Europe.

On the other hand, the sudden change-over leaves a hole in our routine, and in the feeling that we do make a direct contribution to the war effort that will be hard to replace.

In any case, the members of Flotilla 21 are unanimous in feeling that they will be proud to continue as members of the United States Coast Guard Reserve, Class (T) for the duration or any other period Uncle Sam chooses, regardless of active or unassigned status.

At the July business meeting a poll was taken to discover the desire of the majority concerning the continued pace of the Coast Guard Auxiliary activities. Best evidence of the spirit still alive in "21" is the fact that the vote for continued weekly meetings was the winning vote. All training activities will, therefore, continue and the District Office can depend on it that if a need for return to active duty requires all or any part of Flotilla 21, it will have lived up to the Coast Guard motto, "Semper Paratus."

Further in line with this general feeling, Flotilla 21's vote for a continuance of TOPSIDE is a ringing "aye." Even 21's local rag, PELORUS, survived and will continue its publication life indefinitely.

The fellows at Flotilla 21 feel that all other Flotillas in the district will be right alongside of them in their determination to help make the Coast Guard Auxiliary in this District a greater-than-ever factor in the promotion of boating interests and safety as well as a close-knit, well-trained outfit available for any peace-time, as well as war-time emergency.

—Frank T. Kessler, Publicity Officer

FLOTILLA 18, LITTLE EGG HARBOR



The curtain drops—but is it the last act? Commander Morton Gibbons-Neff called two special meetings of Flotilla 18—one on 19 June at the University Club for the Philadelphia crowd; and one at Beach Haven on the 22nd for the shore crew—to break the "news" that TR's were to be put in mothballs.

Plans were immediately laid out, and are still in the blueprint stage, for carrying on as Auxiliarists. 18 will not disband after V-J Day—there is still a peace-time job to do, particularly at Beach Haven. Boatmen will be required to assist the "regulars" in an emergency. Many of us have our boats, or are planning to buy new ones. They will carry the Auxiliary pennant in the Little Egg Harbor area. 18 will be ready to serve as always.

To keep fit, commander Neff is trying to make arrangements to use several private ships owned by members, as regular training craft. Instruction would continue and the Auxiliary would be kept to a full complement. Details on this to come later.

Among the loyal members of Eighteen's Tower Watch personnel to receive 600-hour Service Awards from the hands of their commander, Lieut. (j.g.) (T) Morton Gibbons-Neff, at the recent dinner at Wida's Brant Beach Hotel on Long Beach Island, were: Harry E. Pharo, Jas. C. Sprague and James Stack of Beach Haven, and Roy Childs Miller of Spray Beach. That's the equivalent of 200 days of full-time service. Good work, men! — Roger!

—Russell K. Carter, Publicity Officer

FLOTILLA 52, LANCASTER



Now that we are on unassigned status, we will have lots of time to spend toward the making of a bigger and better Auxiliary. At the time of this writing, this Flotilla is putting on an extensive drive to increase the funds of our special account which is to be used to buy a boat and equip a base located along the Susquehanna at Peach Bottom.

Congratulations are in order for V. F. Kingston, Bond Drive Chairman, and his committee for the wonderful job they have done in putting us way over the top. The Flotilla has exceeded its quota by eight times.

Sunday, 10 June, found our Flotilla here in Lancaster pounding the streets on a very warm day in a Flag Day Parade. We were in the first division of this parade and as we swung into the grounds of Franklin & Marshall College, we sympathized with Commando Kelly who stood there to review the whole procession. Any minute we expected to hear the commands "Halt" and then "Dismissed." To our regret we found we were marching around the rear of Kelly, where we stood for two more hours to watch the whole parade which followed us. When the last unit passed, we were given the order "Dismissed."

We recently received a letter from one of our chubby piano-playing mates, Howard Hotchkiss, who is now associated with Flotilla 711, at Bridgeport, Conn. Also, we have heard from another old mate, Jim Ferguson, who is way out in Portland, Oregon, trying to find himself a Flotilla out there.

It has been the local scuttlebutt that Paul Rodgers, BP 1/C (That's Brass Polisher) worked one whole day at Trumpey's Yards, polishing the long speaking tube on the 79001. (It's 3 feet long). Another item of interest to all in the District should be the fact that Lieut. (j.g.) (T) Woody Williams one



evening had a snack before hitting the sack, after which his wife asked him what he had eaten. When he told her which dish he had raided in the refrigerator, she told Woody he had eaten the dog's food. Woody and Gardener Wilson are also due congrats for passing their U.S.C.G. Institute Navigator exam.

This Flotilla has changed having its business meetings from every week to every two weeks, until the summer is over. The off-weeks are expected to be spent mostly at Peach Bottom—our new home.

Our good friend, Park Behm, arranged a sight-seeing trip through the Middletown U. S. Army Air Depot and on Sunday, 1 July, a good many of the members and their families took the trip.

Certificates for the completion of instructions in gunnery and firing were received by eight members recently, awards being given by J. A. Norris, GM 2/C, gunnery officer and instructor.

Our next meeting on 9 July will be our first outdoor meeting this year. This will be a preview of what our meetings will be like from now on, so let's shove off on our newly *unassigned* cruise of preparation for a good post-war Auxiliary.

—Wm. L. Bomberger, Publicity Officer

FLOTILLA 13, SEASIDE PARK



On 24 June, Flotilla 13 held a clam-bake at Toms River, N. J. All told, about 110, including the wives and children of the members, enjoyed the afternoon on the inlet. There was a bountiful supply of raw and baked clams, fish, fresh corn, sweet and white potatoes, rolls (yes, and real butter). A variety of soft drinks on ice pleased the youngsters and a few oldsters seemed to appreciate the cold beer. Lieut. (T) Earle Leonard and commander Burdge were among those present. Maurice Brink did a good job cooking and Doc Burtis should get the "merit badge" for opening clams, with Earle Leonard running a close second. It was an enjoyable affair and provided an opportunity for our families to get acquainted—one thing about a clam-bake, it isn't formal.

The Last Watch

30 June, at 2400 the curtain came down on the last act of our service in the Coast Guard Towers. For nearly

two years, Flotilla 13 members have seen duty at four Coast Guard Stations: Cedar Creek, Forked River, Mantoloking, and Island Beach. Mantoloking was taken over as a recreation center for the Spars and later Cedar Creek Station was closed, leaving the two other towers in our charge.

Recently, Flotilla 13 and Flotillas 15 and 16 jointly operated the Ship Bottom Tower.

At 2400, the Towers were turned over to the regular Coast Guard personnel, and every man who has served in these Towers cannot help but experience a sense of loss. They will miss the responsibility and the many fine officers and men with whom they came in contact. The work was trying at times, but we feel that the experience gained compensated for the effort.

Harold Conover had the honor of serving the last trick at Forked River and Leslie Broomfield punched the clock for the last time at 2400 at Island Beach. So with one last look around the tower and a sad farewell to the boys on duty, we left the stations for the last time. When the history of the Class (T) is finally written, we will all feel proud of the service that was rendered during the crisis.

Flotilla 13 is planning to conduct at least one meeting each month. This will enable us to keep in touch with one another and maintain contacts that may develop into many post-war activities—this is good and undoubtedly the majority of Flotilla 13 members will respond.

We are advised that TOPSIDE will continue to be published each month and all members are urged to contribute their views and comments. Send in your suggestions to your publicity officer by the 3rd of each month, which is the publication deadline.

—Leslie Broomfield, Publicity Officer

FLOTILLA 31, OCEAN CITY



As far as news of the Flotilla is concerned, no space will be given in this column to attempting a mundane report under all the circumstances. It is a coincidence that almost simultaneously with a celebration of five years of activity of 31, comes the word that Class (T) duties are now terminated. This news brings relief to some and regret to oth-

ers. It has frequently been noted that during the war emergency, our membership held an enviable record of duty performed. It would be an unfortunate situation if, now that the work is suspended, any process of disintegration should evidence itself. There is little doubt but that a portion of our membership will drift away from the Flotilla. The strongest bond of unity in many cases was the desire to serve the country. The fact that through this service many new and fine friendships were formed is reason enough why the Flotilla should continue as an organization fulfilling the purposes for which the Auxiliary was created.

Your Publicity Officer makes a deliberate effort in these paragraphs not to inter Flotilla 31 or to make a post-mortem presentation. The let-down from active duty has left us all at loose ends in our attitudes toward Flotilla activities. Perhaps we can best, at this turning point in our common destiny, read a moral in the recollection that the mythological Phoenix bird is said to have been consumed by fire after having lived for 100 years, but that it sprang renewed from its ashes. The flame of war has subsided to the point where our existence for duty purposes has been concluded. It is up to each of us to see that our peacetime being springs forth anew.

—E. L. Johnstone, Publicity Officer

FLOTILLA 27, SALEM



Accompanied by the musical words of "Thanks, Well Done," the curtain has been lowered on the Class (T) stage at the Armory Theatre in Salem. The transition took place without any fanfare of trumpets or outbursts of spontaneous applause. The real celebrating will come when Japan kneels to commit hara-kiri in a final dramatic gesture of a dying rodent. In the opinion of the critics, the Salem cast gave a very good performance and deserved the long run of recognition. The bright lights are only dimmed and ready to flash in brilliance again with any emergency curtain call.

At this writing, almost every member of Twenty-Seven has accepted unassigned status and has signified his intention of being ready to answer any emergency call to muster by commander



Doyle and his superior officers. In remarking about the change, "CO" Doyle stated, "This transition period will probably be the hardest of our career as a unit, so now, more than ever, we need calm, clear thinking and direction. My orders to you for the moment are Carry On."

The Fort Mott Fog-Watch was secured at 2400 on 30 June. Duty nights at that navigation outpost will seem strangely missing on the individual members' weekly engagement schedules. Salem's proud sons on the 64305 will also feel like fish out of water.

Air/Sea rescue has been a weekly topic of discussion at the musters. The HQ announcement on status came at a time when the boys, becoming so interested in the ASR possibilities, were about ready to take off. They haven't given up hope and that's a good sign of morale in any outfit. Interesting first-aid discussions have been held at meetings, pointing toward any flash from that sector.

A "loan gift" from the Service has been made to the Flotilla. It is a valuable link bubble Sextant. Its mysteries are intriguing the navigators.

Serious thinking is now being directed toward plans as an active Auxiliary unit. Members have been requested to submit any ideas that would weld the membership into a company of service and fellowship, one that would also sustain the ideals and tradition of the historic U. S. Coast Guard.

It is the opinion of most members of Twenty-Seven that TOPSIDE should continue to be published. It has become a valuable book binder for all the Flotillas as a whole. Without it, the Auks would be likened to many pages flying aimlessly in the breeze. Several promotions are expected to be officially announced in the next issue. In the meantime, our job is not finished. We have only laid our tools aside while we get a shower, a rest, and a change of clothes, ready for work in the morn if the alarm sounds.

—Horace H. Madden, Publicity Officer

FLOTILLA 22, ESSINGTON



With the close of 22's activities at the Essington Base, the Flotilla has begun discussions as to post-war activities. Many suggestions have been made.

Many have been discarded. But judging from the general tone of conversations, most members would like to remain active in boating. This shouldn't be too difficult since so many of the boys own craft of one kind or another. Of course, their boats are scattered generally throughout the east with the Chesapeake the home waters of many.

It is too early yet to give any guess as to the final decision of 22's membership. Probably, the great majority will remain on the Temporary Coast Guard Roll and will be waiting for any jobs in which the USCG may require help.

In the meantime, our discussions will go forward and if TOPSIDE is continued, we will endeavor to keep its readers up-to-date. It could be that various Flotillas might entertain each other every so often, so that the pleasant contacts developed during the past three years would not be lost.

We know of one day-crew that plans to get together once or twice a month, either at members' homes or aboard members' boats. Whether or not all crews will adopt this, or some similar procedure, is a question the crews must decide for themselves.

Flotilla 22 had a real treat at the Base just before reverting to Inactive Status. Victor V. Scott, SK 3/C, was married in the Recreation Hall. Vic is a nice guy and a good shipmate. Also reasonably good-looking. But the bride was one of those beautiful gals "the other fellow" is always fortunate enough to marry. (That ought to get Ye Ed put in the dog-house brig for an undetermined sentence). 22 wishes Mr. and Mrs. Scott smooth water for their voyage together.

The Thursday day and night crews on their last tours of duty received the Commandant's approval to set up a slight barrel or two of refreshment. It served as a token of goodwill and good fellowship that was enjoyed by all—both regulars and Class (T) Reservists. There were many photos taken and also some movies which will be more and more fun in the years ahead. We don't believe there is any man who served at Essington who will forget "Uncle Walt" or Chief Boker. Uncle Walt's stories—all of them true—are really in a class by themselves. (Lowell Thomas and his Tall Stories Club please note).

However, everyone of us has been enriched by contacts made with men who have been in there pitching—and still are.

May they live forever! And may they never forget the Flotilla's twelve hour wonders—just as 22 will never forget them!

—W. L. Bunnagar, Publicity Officer

FLOTILLA 24, DELAWARE RIVER



18 June marked a meeting of much talk and activity of DRYC. With the reading of letters placing us on the inactive list, the questions began to fly and there was a feeling of uneasiness in the room. Lieut. (T) Holmes was our guest that night and he did a good job of answering many of the questions.

When the Friday crew eased the good old 44001 into her berth for the last time at 2400, 8 June, a reception committee was at hand to take the lines. The commander, vice commander and jr. commander were there, too. Some of the men celebrated, some went home, and there are still some who just feel kinda lost. Now "Admiral" Palmer will never have the chance to show some of those tug boat pilots that his was the "privileged" vessel, but hang on to that Navigator's Certificate anyhow, Charlie, there might be another war.

Now that we have been gypped of our *one night out*—especially a night on the beautiful river—we are planning to have our business meeting the first Monday of each month and a social somewhere between meetings. The instruction in boat handling, both power and sail, will continue and all advanced courses are open to those who are interested, every Monday night. Many of the boys are shooting for that real test, NAVIGATOR. There is also talk in the breeze, about a party in the near future for all hands AND their ladies. Yeah, that includes our new Warrant Bos'n, too, vice commander Ross MacDonald. Congratulations, Mac.

Our Emergency Communications Unit is progressing well, and is headed by O. K. Bauhof who was recently made RM 3/C. The crew of 5 men is working with Flotilla 26 of Trenton where they made a visit 11 June, after being hosts to the Trenton boys, 4 June. The Emergency Unit is under the direction of Lieut. (T) F. Travis Coxe at the Training Base, and from all accounts is becoming quite efficient. A group of about 25 men from various flotillas report good progress in a test held at Seaside Heights, all day Saturday 23 June. Their equipment consisted of two "Com" Trucks and walkie-talkies. The session broke up with a Clam Bake and swimming.



And now comes the question—Should TOPSIDE be continued? Flotilla 24 thinks it should be (all hands went up). Especially since we won't be seeing the men of other flotillas, on duty, we can think of no better way to learn of their activities and to tell them of ours. We like TOPSIDE the way it is, with the "LOG," the occasional story of an unusual happening here and there and the usual messages from the "Gold Braid" relative to the things that have happened, are happening, and that are going to happen. Perhaps a "FOR SALE" column could be added, for the prospective boat owners, and someone else suggests a bit more humor. Okay Fellows, looks like it's up to us, if we write the stuff, Mr. Graham will publish it. Let's make it a bigger and better Auxiliary.

—Edward P. Willard, Publicity Officer

FLOTILLA 25, FARRAGUT



Well, how do you like our Flotilla flag? In reality, it is more attractive as it has gold fringe and is on a staff topped by a golden eagle.

Among our unsung heroes are the men who never applied for extra gas rations with which to operate their cars in Coast Guard work; the men who attended Coast Guard activities in public conveyances; and those who took any kind of an assignment at any time they could possibly serve.

Anyone who thinks Farragut is made up of a bunch of "Jersey hicks" should remember that our vice-commander, Operations Officer, Asst. Operations Officer, Personnel Officer, Asst. Publicity Officer, and about twenty other men all come from Pennsylvania. Also our commander and many other men either received part of their education in, or are employed in, the Keystone State. Furthermore, all the New Jersey members are not "hicks."

One of the fattest Coast Guardsmen, who has the important title of Yeoman in Charge of Merchant Shipping in the Fourth Naval District, Ralph Sesso, Y 2/c, USCGR, misses the Auxiliarymen who were on the day radio detail in the Communications Center of the Philadelphia Coast Guard Barracks. He especially misses the two red-headed Irishmen, "E.J." and "J.J.", Bos'n Mates

from Flotilla 25 who helped him swab the deck and dust up each Saturday morning in preparation for inspection. The inspecting officers after searching hard for flaws, just like it's done in the movies, invariably commented, "Right on the ball."

When two of our bachelor members, the S. & S. boys (Serposs and Shedwick) wanted dates for a dance in the Benjamin Franklin Hotel recently, they discovered that Spars are Semper Paratus for an evening of fun with Auxiliarymen and had no difficulty in getting two Spars to trip the light fantastic with them in the Betsy Ross Room of the hotel.

Classes in Navigation, Senior Navigation, Motor Mechanics, and Radio will continue and our Gunnery team hopes to have several matches soon.

The preparation of a history of Flotilla 25 is being continued by our historian, John T. Dwyer, who will finish it as soon as it is definite that the war with Japan has progressed sufficiently to determine that there will be no further call for our services in the USCGR(T).

In thinking of our experiences, achievements, or disappointments in our USCGR(T) work we should remember the words of John Henry Newman, "A gentleman interprets everything for the best."

—J. J. McCormack,
Publicity Officer

GATE WATCH

If Walt Whitman were living today, no doubt he would be one of the sea-going members of Camden's 25 who pinch-hit with Flotilla 22 crews at Essington. It would thrill him to the marrow to serve his trick at the gate. The man assigned to gate duty in watching the regulars go by has a daily parade of these United States, as he registers in his log names like these: — Hess, Clark, Brewer, Fried, Purcell, Smith, Layton, Todd, Matlack, Forrest, Maslowski, Schmookler, Garza, Streater, Hostettler, Morris, DeKeyn, Pela, Titus, Crisp, Drayton, Perry, Christ, Clark, Earnhart, Goldberg, Sutton, Bailey, Kelly, Pierpont, Ene, Costello, Baird, Persia, Lloyd, McDonald, Rutkoski, Rothermel, Capello, Simpkins, Rodgers, Siren, Bruno, Torpey, Popovich, Kaiser, Phillips, Silers, Robb, Czachorski, Hopkins, Brugger, Yerger, Hamilton, Campo, Hurloch, Leighton, Voloski, Dericle, Christoff, Poole, Thacher, Drego, Schmick, Draze, Selzler, Rosmarynoski, Belowski, Donovan, Gachorski, Erical, Mitkowski and Atzert.

RATINGS & COMMISSIONS CONFIRMED IN JUNE, 1945

Flotilla	Name	From	To
18	BLAKE, Sidney S.	Ensign	Lt. (j.g.)
22	BROWN, Leland	Ensign	Lt. (j.g.)
25	LEVERING, F. Weir	Ensign	Lt. (j.g.)
23	KRONMILLER, R. W.	Bos'n	Ensign
22	HOWARD, Barton S.	CBM	Bos'n
24	LARKIN, John C.	CBM	Bos'n
24	MacDONALD, Wm. R.	CBM	Bos'n
25	BIERMAN, Robert W.	BM1c	CBM
13	BOTTS, Adelbert K.	Cox.	CBM
25	BRANIN, Frederick L.	BM1c	CBM
22	BULLINGTON, Frank E.	BM1c	CBM
19	FRICK, Anton	Cox.	CBM
25	HEWARD, Harry, Jr.	BM1c	CBM
41	HOLDER, Daniel S.	BM1c	CBM
22	JOHANSEN, John E.	BM1c	CBM
27	KOEHLER, John B.	BM1c	CBM
22	OGDEN, James H.	BM2c	CBM
13	PANEK, Victor H.	Cox.	CBM
22	RIEGER, Harry R., Sr.	BM1c	CBM
25	SMITH, Ernest B.	BM1c	CBM
13	STONE, E. Charles	Cox.	CBM
25	YINGST, William L.	RM1c	CRM
25	BAUER, John A.	GM1c	CGM
22	MORRIS, Henry F.	Y1c	CY
25	MOSES, Linwood G.	Y1c	CY
22	JACOBS, Carmel H.	MoMM1c	CMoMM
31	AKE, Paul D.	BM2c	BM1c
27	BRUDER, Edgar H.	BM2c	BM1c
25	CHONTO, Albert B.	BM2c	BM1c
31	ELLIS, Clyde B.	BM2c	BM1c
11	GEARY, Walter C.	Cox.	BM1c
22	JENKINS, Theodore C.	BM2c	BM1c
41	LUKENS, Paul W.	Cox.	BM1c
25	McGOWAN, Edward J.	BM2c	BM1c
24	MAYNE, Lester T.	Sea.1c	BM1c
27	MILLER, John R.	Sea.1c	BM1c
31	SEAMAN, Earl R.	Cox.	BM1c
13	ERRICO, George C.	MoMM2c	MoMM1c
22	EVANS, Harry R.	MoMM2c	MoMM1c
22	EWING, James H.	MoMM2c	MoMM1c
25	FOSTER, Thomas	MoMM2c	MoMM1c
27	GREEN, Carl W.	MoMM2c	MoMM1c
13	HOCH, Arthur E.	MoMM2c	MoMM1c
22	MacMULLEN, Stewart G.	MoMM2c	MoMM1c
42	MOORE, Raymond E.	Sea.1c	MoMM1c
25	MURREN, Walter H., Sr.	MoMM2c	MoMM1c
34	PARENTI, Dante A.	MoMM2c	MoMM1c
13	SUTORIUS, Charles H.	MoMM2c	MoMM1c
11	BROWN, Eugene J.	GM3c	GM1c
27	LODGE, Roy P.	GM3c	GM1c
25	GORMAN, William R.	GM2c	GM1c
23	GRIFFITH, Horace, Jr.	GM2c	GM1c
23	YEAGER, Franklin A.	GM3c	GM1c
25	CARTER, Charles	RM3c	RM1c
25	DANIELSON, George H.	SK2c	SK1c
27	HEWITT, Charles O.	SK2c	SK1c
53	JOHNSON, Guy R.	SK2c	SK1c
21	JACKEL, George W.	Y3c	Y1c
21	KESSLER, Frank T.	Y3c	Y1c
21	OBERMILLER, Lewis	Y3c	Y1c
25	BROWN, Edwin S.	Cox.	BM2c
22	COOPER, William T.	Cox.	BM2c
22	DEVONSHIRE, Jesse	Cox.	BM2c
22	EELLS, Thomas S.	Sea.1c	BM2c
52	FORREST, Joseph R.	Cox.	BM2c
25	HOLMES, Stephen G.	Cox.	BM2c
51	KEHN, Irvin H.	Cox.	BM2c
25	MAQUIRE, Thomas J.	Cox.	BM2c
24	MERTZ, Harvey	Cox.	BM2c
31	NYMAN, Forrest	Cox.	BM2c
11	REID, Albert G.	Sea.1c	BM2c
31	SEIDEL, Theodore	Cox.	BM2c
22	SIPPLE, Thomas M.	Cox.	BM2c
22	SMITH, Charles L.	Cox.	BM2c
27	STILL, Samuel L.	Sea.1c	BM2c
24	TOMASZEWSKI, John	Cox.	BM2c
21	APEL, Harry	Sea.1c	MoMM2c
52	BAUMAN, Marlin H.	Sea.1c	MoMM2c
53	BOWMAN, James K.	Sea.1c	MoMM2c
19	BUTTERHOFF, Henry J.	Sea.1c	MoMM2c
31	CRAMER, Benjamin F.	Sea.1c	MoMM2c
24	DAVIS, James F.	Sea.1c	MoMM2c
24	DAVIS, Winfield E.	Sea.1c	MoMM2c
24	DOBBS, Russell S.	Sea.1c	MoMM2c
25	DOLL, Horace M.	Sea.1c	MoMM2c
51	EARLY, Charles G.	Sea.1c	MoMM2c
27	ENDRES, James F.	Sea.1c	MoMM2c
31	FOGG, Albert R.	Sea.1c	MoMM2c
27	HARBESON, Jesse D.	Sea.1c	MoMM2c
22	HERBERT, William M.	Sea.1c	MoMM2c
33	HIGGINS, Elmer	Sea.1c	MoMM2c
25	JONES, Harry I.	Sea.1c	MoMM2c
25	KENDALL, Ralph E.	Sea.1c	MoMM2c
33	KROGMAN, George W.	Sea.1c	MoMM2c
21	LAWRENCE, Harold P.	Sea.1c	MoMM2c
21	LEEK, Nelson H.	Sea.1c	MoMM2c
31	LOCKARD, William A.	Sea.1c	MoMM2c
21	MATERA, Joseph M.	Sea.1c	MoMM2c
27	MEALEY, Ben W.	Sea.1c	MoMM2c
31	MONCRIEF, William A.	Sea.1c	MoMM2c
23	PREBLE, Herbert N.	Sea.1c	MoMM2c
33	SOUTHWICK, George W.	Sea.1c	MoMM2c
52	STALEY, Benjamin H.	Sea.1c	MoMM2c
23	TIPPENHAUER, George	PM3c	PM2c
27	STRICKLAND, Herbert	Sea.1c	SK2c
42	VESSELS, W. Allen	SK3c	SK2c

(Continued on Page 17)



Where do we go From Here?

★ Since 2400 on 30 June, 1945, when the Class (T) Reserve activities of the Coast Guard Auxiliary were secured, many questions have been asked as to what the Auxiliary program is to be in the future. In order to answer those questions, it seems advisable to go back into the record to see what the Auxiliary has done in the past; and from that broad basis, to look forward into the months ahead.

Beginning with the early months of 1942, when the first Auxiliarists were called upon to perform duty in connection with the Observation and Rescue Patrols, until the time when Coast Guard Headquarters, due to the successful conclusion of the war in Europe, decided that they could relax some of the war-time restrictions on the Eastern Seaboard, the men of the Auxiliary served well.

Soon after Pearl Harbor, it became a source of grave concern to Coast Guard Headquarters that innumerable sinkings of vessels off the coast of the United States as a result of German U-Boat activities were going on unchecked. The Coast Guard and the Navy did not have the proper number of ships and men to adequately combat the submarine menace. The call went out to the Auxiliary, and members volunteered their boats and their services.

In the first hectic days of the war, stress was put on time — things had to be done quickly — red tape had to be cut — rules and regulations were not developed; but as the situation became less acute, the Coast Guard Auxiliary developed a training program and proper regulations for recruiting, uniforming and scheduling members for Coast Guard duty.

Thus, the Temporary Reserve came into being, for the duration of the war. The story of the Temporary Reserve and the Auxiliarists' part is an interesting one.

Recruiting of new members took on a quickened tempo, and the month to month report of membership showed a continued and rapid growth — until by June, 1944, there were 2070 Class (T) Reservists from the Auxiliary on active duty. By August, 1944, the Class (T) Reserve from the Auxiliary numbered 2278.

With the growth of the Class (T) Reservists and the corresponding growth of membership in the Auxiliary, the enrollment has reached more than 3600 men. Large numbers of Auxiliarists entered the Armed Forces for duty outside the District, and a considerable number of Auxiliarists did not accept Class (T) Reserve enrollment.

When the unassigned status was put into effect, Headquarters did not intend to lose completely the services of those men who had been trained and experienced in Coast Guard duties; but, for the duration of the war with Japan, wished to keep this large group of men on inactive duty, but ready for emergency call. **THAT IS THE STATUS IN WHICH WE FIND THE CLASS (T) RESERVE TODAY.**

The Auxiliary has elaborate plans for expansion and growth. Headquarters, under the new law passed in September, 1944, has set up an Auxiliary consisting of four branches: boat owners, owners of amateur radio stations, owners of airplanes, and a special group consisting of men who by their special qualifications may be admitted to full membership in the Auxiliary.

In the 4th Naval District, plans are well underway to convert to a peacetime basis in the Auxiliary, and flotillas throughout the district have set up programs, mainly concerned with boating and boat activity. However, we have a well established and smoothly functioning Emergency Communications Group, which has rapidly expanded its activities, until now it contains seven units consisting of ten experienced men each, and a training and field program which is designed to work directly with the regular Coast Guard in the handling and using of regular Coast Guard equipment. A trailer truck has been procured, "walkie-talkies" and "handy-talkies", and an Emergency Communications Plan designed to furnish emergency communications throughout the district in case of need.

Many flotillas have revised their programs — in some instances, meeting once each week, and in some instances, meeting once a month — with training groups meeting each week.

In order to standardize the boating instructions, a comprehensive program is being put into effect, using the Auxiliary Training Ship, "FLORENCE V", which has been procured and re-conditioned, to be used by each flotilla for a short period, in order that the methods of instruction and the instruction, itself, may be standardized throughout the district by actual practical application aboard ship.

Plans are underway to expand the boat training to include all boat owners, whether members of the Auxiliary or not, using Auxiliary members as instructors, and teaching the Rules of the Road and Safety at Sea to all persons who own small boats.

The success of the future of the Aux-

iliary rests largely within the flotillas, themselves, and the leadership in those flotillas. Headquarters stands ready to advise and guide, and make suggestions; but in the last analysis, it will be the ingenuity, the earnestness, and interest which each individual flotilla member takes in his own flotilla.

Membership in a boating organization sponsored by the U. S. Coast Guard and composed of men from all walks of life who have a common interest and a mutual love of boats will create an organization whose voice will be felt in the future legislation pertaining to small boats and the inland waterways of the Nation. Nowhere can a boat owner find an opportunity to associate with other boatmen in an organization as widespread and powerful as the Auxiliary; and by serving the Coast Guard in the Class (T) Reserve capacity, a bond of fellowship has sprung up which makes it even more desirable to continue one's membership. No one need have any fears for the future of an organization based on a willingness to serve and with a record of war activities of which every single individual may be proud.

**Where do we go from here?
WE GO STRAIGHT AHEAD TO A
BIGGER AND MORE POWERFUL,
AND MORE WORTHWHILE COAST
GUARD AUXILIARY!**

J. W. BROWN,
Lieutenant, USCGR,
Director, USCG Auxiliary.

RATINGS & COMMISSIONS CONFIRMED IN JUNE, 1945

(Continued from Page 16)

27	BEEBE, Melbourne H.	Cox.	Y2c
27	MADDEN, Horace H.	Y3c	Y2c
42	MARSHALL, James W.	Y3c	Y2c
27	RICHMOND, William L.	Y3c	Y2c
22	RISHEL, David H.	Y3c	Y2c
51	ADAMS, Paul A.	Sea.1c	Cox.
24	ALTEMUS, Edwin R.	Sea.1c	Cox.
51	ANDES, Eugene	Sea.1c	Cox.
22	BECK, Frederic C.	Sea.1c	Cox.
27	GARRISON, Hoyt D.	Sea.1c	Cox.
51	HERB, Paul P.	Sea.1c	Cox.
51	KINSEY, Robert D.	Sea.1c	Cox.
21	LINDSAY, Charles W.	Sea.1c	Cox.
21	LISS, Siegfried E.	Sea.1c	Cox.
24	MOORE, Norman G.	Sea.1c	Cox.
22	PHILLIPS, Leslie T.	Sea.1c	Cox.
24	PUGH, William H.	Sea.1c	Cox.
22	SCHWARZ, John H.	Sea.1c	Cox.
27	SHEPPARD, Richard D.	Sea.1c	Cox.
51	SHUMAN, Bernard T.	Sea.1c	Cox.
25	TARPINE, Everett C.	Sea.1c	Cox.
25	TEALL, William H.	Sea.1c	Cox.
21	ESPENSCHADE, Joseph	Sea.1c	SK3c
25	HERMAN, William J.	Sea.1c	SK3c
27	PIERCE, LeRoy P.	Sea.1c	SK3c
27	TONKIN, James W.	Sea.1c	SM3c
24	BAUHOF, Otto	Sea.1c	RM3c
15	BIXBY, Wayne W.	Sea.1c	RM3c
53	CHARLES, Russell J.	Sea.1c	RM3c
25	FLOWERS, Ellsworth	Sea.1c	RM3c
26	GARRY, William J., Jr.	Sea.1c	RM3c
23	LONG, Robert A.	Sea.1c	RM3c
25	MARCHANT, Chester A.	Sea.1c	RM3c
23	MULLER, Alois, Jr.	Sea.1c	RM3c
13	NEESE, Louis F.	Sea.1c	RM3c
34	NICKELSON, Walter P.	Sea.1c	RM3c
33	SEIGLE, Edward I.	Sea.1c	RM3c
51	EISEMAN, Robert C.	Sea.1c	Y3c
31	IMBESI, Anthony E.	Sea.1c	Y3c
15	MESEROLL, Walter B.	Sea.1c	Y3c
15	STENGEL, George F., Sr.	Sea.1c	Y3c
15	WILLIAMS, Edward	Sea.1c	Y3c

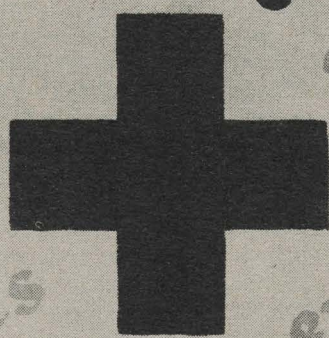


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floods



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explosions

now

wars

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accidents

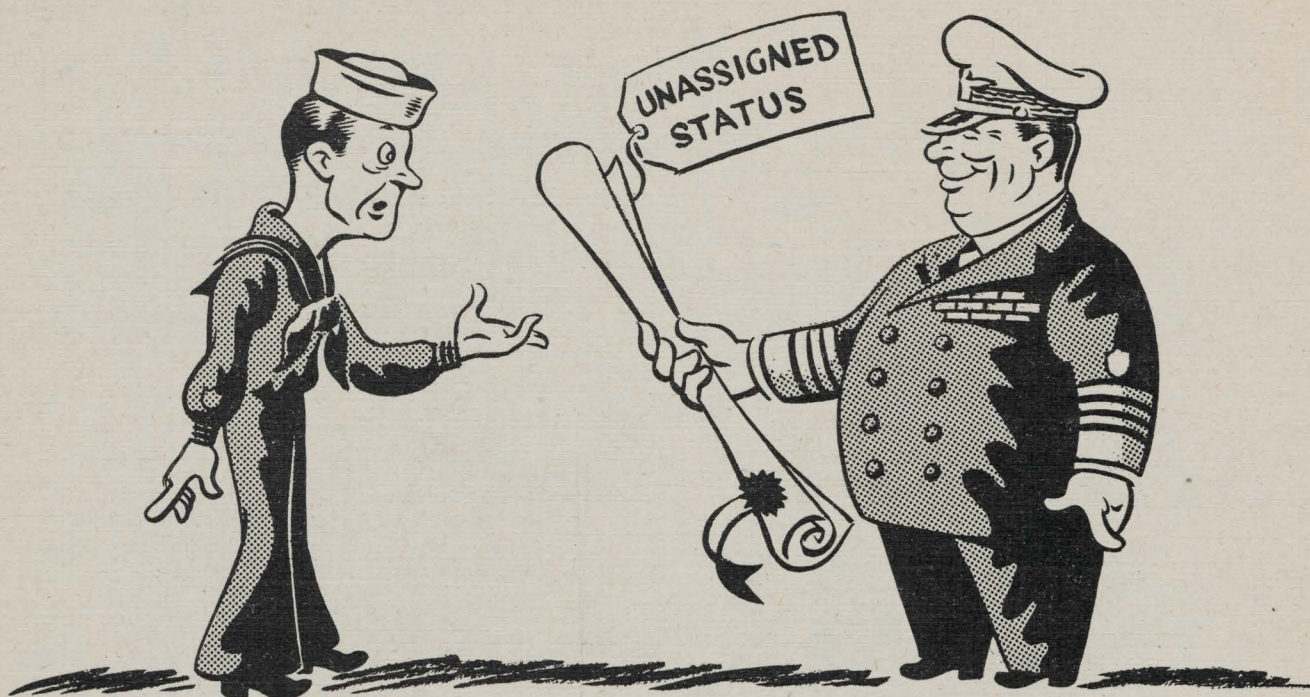
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- ★ To promote safety and to effect rescues on and over the high seas and on navigable waters.
 - ★ To promote efficiency in the operation of motorboats and yachts.
 - ★ To foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts.
- ★ ★ ★ ★ TO FACILITATE OTHER OPERATIONS
OF THE COAST GUARD.