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MAY
1945**

*At Cntrs H.E. Abbott
Presonal*



TO THE AMERICAN PEOPLE:

Your sons, husbands and brothers who are standing today upon the battlefronts are fighting for more than victory in war. They are fighting for a new world of freedom and peace.

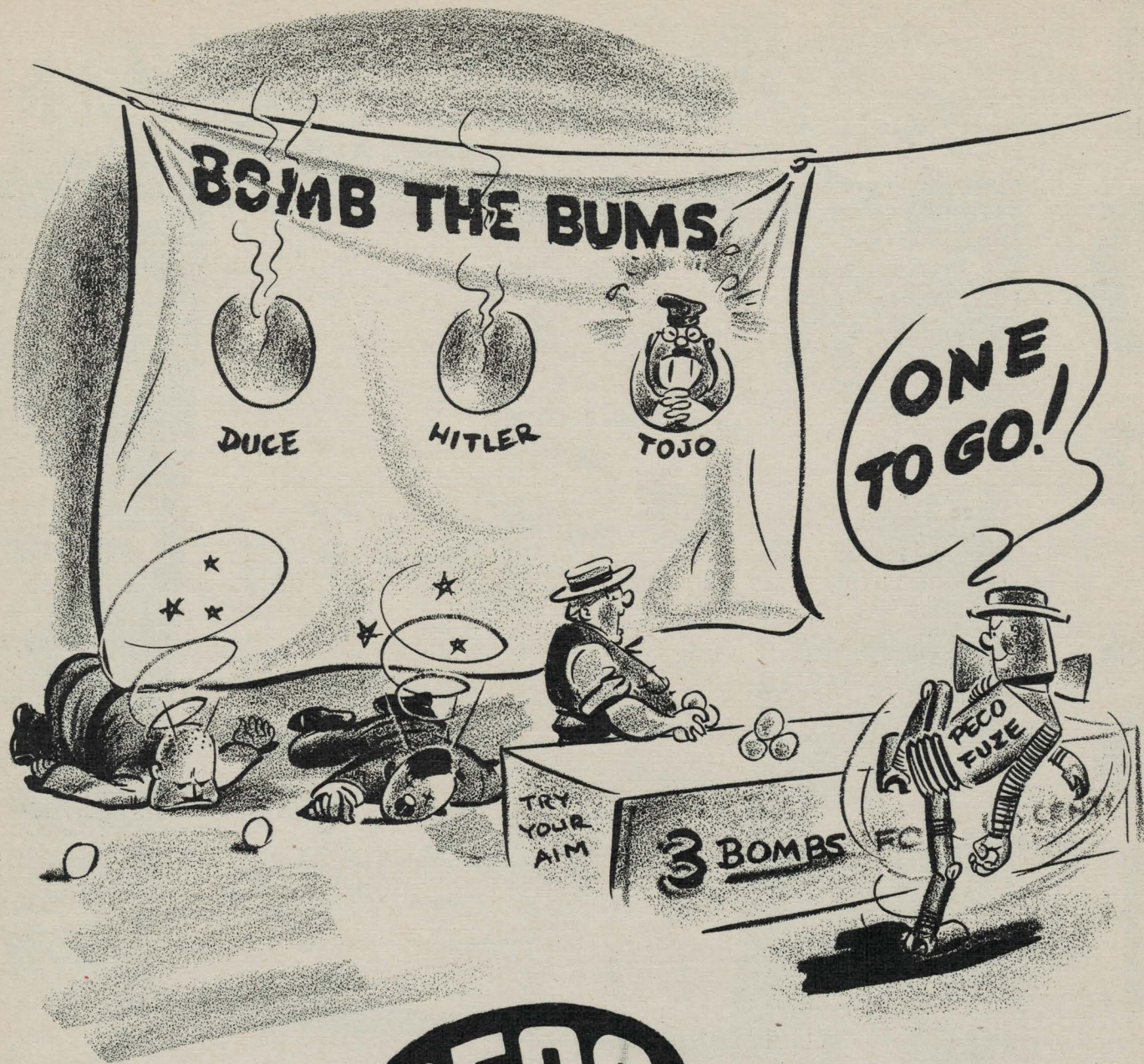
We, upon whom has been placed the responsibility of leading the American forces, appeal to you with all possible earnestness to invest in War Bonds to the fullest extent of your capacity.

Give us not only the needed implements of war, but the assurance and backing of a united people so necessary to hasten the victory and speed the return of your fighting men.

*William B. Leahy
Douglas MacArthur
Dwight D. Eisenhower
C. M. Minnifield
A. H. Arnold*



FOURTH NAVAL DISTRICT



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TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

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VOL. 3 MAY, 1945 No. 5

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, Fourth Naval District. It is issued monthly to approximately 3,800 members. Contents not copyrighted, but the courtesy of a credit line is requested when material is reprinted. Address all communications, regarding TOPSIDE to Robert W. Graham, Editor, 12 South 12th Street, Philadelphia 7, Pa.

THE JOB AHEAD

★ Half a war has been won. The Nazi beast has been beaten to a pulp. For almost four years, some of us have contributed our mite toward the victory. We are ready to roll down our sleeves and say, "Well, that's that."

But wait.

Has *half* a war been won? Or is it less than half? Can we finish off the Japs with one hand tied behind our back? Let's face the facts.

The war in the Pacific will stretch our supply lines to twice what they were for the war in Europe. The war in the Pacific will be an amphibious operation with no chance to get a foothold on friendly land. We must step right in the rattler's den with our first step. The invasion of Japan will be a water-borne invasion. That means that everything that floats and every man who knows how to float it will be needed at the scene of action. That means, too, that the Coast Guardsmen whom we are supposed to replace will be needed more than they ever were before; and *that* means that *we* shall be needed even more until the day the rising sun sets for good.

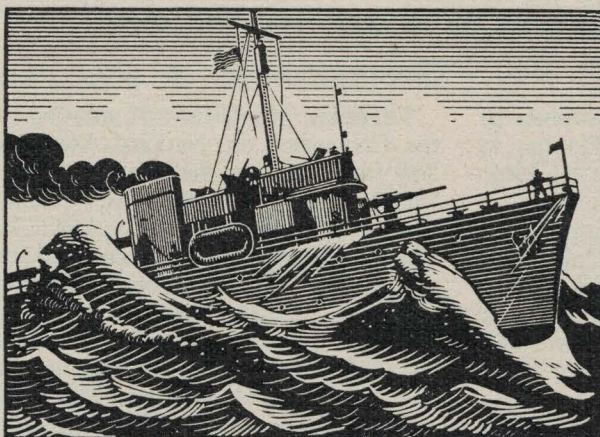
So never mind picking up your coat or rolling down your sleeves. Better, take another notch in your belt, get your second wind, and stay in there pitching just the way the regulars are going to do.

Then, when the kids finally come home, you'll be able to hold up your head, and look 'em in the eye, and say, "Well, I stuck it out, too."

• • •

DON'T FORGET 3 JUNE

If you're tired of being a yard bird, remember that opportunity knocks at your door at 1000 on 3 June at the Training Base when examinations will be held for Cox, BM 2/c, BM 1/c, CBM, MoMM 2/c, MoMM 1/c, and CMoMM. Your application to take one of these exams must be in the Director's office by 28 May.



SALUTES

There is a marked tendency on the part of officers and enlisted personnel, both male and female, in this district to disregard various explicit instructions heretofore issued relative to the exchange of salutes.

The salute is an act of courtesy which has been handed down to us through the ages and which forms an integral part of military life. As such an act, *the officer receiving the salute is as responsible for returning it as the junior is to give the salute first.*

SALUTE PROPERLY — when saluted; a sloppy salute is more discourteous than a failure to salute. Nothing gives a better indication of the sort of discipline ashore or afloat than the proper observance of the forms of military courtesy.

Salutes should be exchanged between officers and between officers and enlisted personnel on every occasion of their meeting, passing near, or being addressed — with such exceptions as are indicated in the Regulations.

All commands, department heads, and activities of the district are requested to publish this directive to all personnel under their command.

/s/ R. J. MAURMAN,
Ass't DCGO.

DUGAN IN DOLDRUMS

★ Becalmed in a sea of Chief Yeomen, our own favorite Chief Yeoman is just one of nine or ten aboard APA-12, c/o Fleet Post Office, San Francisco, Calif.

He writes that he has so little to do that he gets in and out of the sack about four times a day, just to keep busy. His toughest assignment so far has been giving out four liberty passes. Knowing the Chief as you do for a man who eats work like a baseball fan eats peanuts, you can appreciate how low he is right now.

If you really want to do something for your country and for a friend, send Dugan a postal card or a letter. Wouldn't he be surprised if *every* one of us sent him a letter the day this item is read, and he received some 3500 pieces of mail within a week. Why, he'd be almost as busy as he was back at the District Office! Let's do it, what do you say? Address Chief Yeoman Joseph Dugan, APA-12, c/o Fleet

Post Office, San Francisco, Calif.

• • •

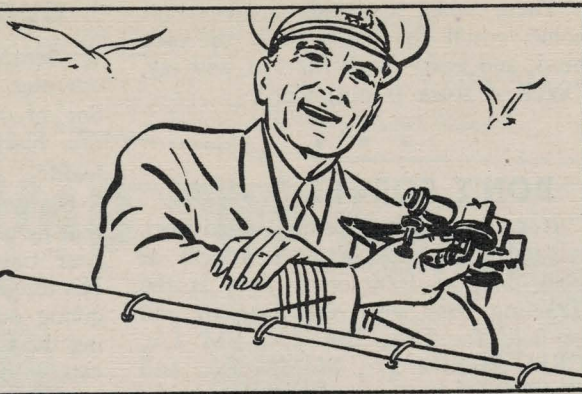
CAPTAIN ESKRIDGE WRITES

★ By the time this issue is off the press, Captain (get it?) Eskridge will probably have paid a flying visit to Philadelphia as one of the many things he hopes to accomplish during his brief leave from the U.S.S. Aquarius. In a letter to Mr. Sturm, dated 21 April, the Captain says that he is already on his way back to the States. He asked to be remembered to all his old friends in this neck of the woods and went on to say, "Have been receiving TOPSIDE regularly, and thoroughly enjoyed reading it. Wish you would pass the word on to Lieut. Brown and Editor Graham how much I appreciate and enjoy getting the magazine, and what a good job they are doing. Have often thought of sitting down and dashing off a few lines to them myself, but you know how I am about writing."

Captain Eskridge is our favorite TOPSIDE fan and those of you who know his reputation for giving praise only where it is doubly due, will forgive us if we ask the Staff of TOPSIDE to rise and take a bow. Thank you, Captain, and good luck and good sailing.



FROM the BRIDGE



WAR DIARY

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

By LIEUT. JOHN W. BROWN, Director

★ *Monday, 16 April*—28 members of the new, Mullica River Flotilla 19 started Watch Tower duty at the Little Egg Lifeboat Station Tower.

— Class (T) Reserve Officers entertained Chief Yeoman J. F. Dugan at a dinner at the Barclay Hotel. Other guests included the District Personnel Officer, Temporary Reserve Personnel Officer, and the USCG Auxiliary Training Officer. Chief Dugan was presented with a complete set of luggage. He also received the very best wishes of all the officers present for success in his new assignment as a Chief Yeoman aboard a Coast Guard-manned transport.

Tuesday, 17 April—A conference was held in the Auxiliary Office at which time Mr. William J. McCahan, III, former owner of the Florence V, discussed with the Director and the Executive Officer, the ways and means of procuring certain equipment for the Florence V which had been removed from the vessel when she was requisitioned by the Government.

Wednesday, 18 April — The Delaware Division meeting was held at the Barclay, at which time all Flotilla commanders, vice-commanders, and Operations Officers were present. The special guest of the evening was Mr. William J. McCahan, III.

— The Personnel Board met and interviewed Mr. Joseph Thomas of Wildwood Flotilla 33 and Mr. Robert Shockey of Mullica River Flotilla 19, who have recently been selected by their respective Flotillas for junior-commander and vice-commander, respectively.

— The Foundation received as a gift from J. Edgar Hires of Ocean City Flotilla 31, a new Bell-Howell sound projector. This splendid gift adds a very necessary piece of equipment to the Training Base.

Thursday, 19 April—A meeting of the Committee on National Maritime Day was held at the Mayor's office. The Auxiliary was represented by Lieut. (j.g.) (T) G. Frederick Petry, USCGR. The DCGO, 4th ND, also attended the meeting. In connection with this program, the Auxiliary furnishes boats and crews to take friends and relatives of deceased merchant seamen out on the river on National Maritime Day as a part of the ceremony of casting wreaths of flowers on the water in memory of the brave seamen who have lost their lives in the present war.

Friday, 20 April—The Director attended a meeting of Ocean City Flotilla 31, at which time plans for the spring and summer activities of the Flotilla were discussed. This was the first combined meeting of the Philadelphia and Ocean City groups of the Flotilla.

— 77 Auxiliarists from Mullica River Flotilla 19 were sworn into the Class (T) Reserve by the Flotilla commander, Lieut. (j.g.) (T) J. Robert Creely, USCGR.

—A meeting of the Emergency Communications Group was held at the Training Base. This group consists of four men from each Flotilla and is under the supervision of Lieut. (T) F. T. Coxe, USCGR, Chairman of the Emergency Communications Committee.

Saturday, 21 April—All Flotilla commanders, vice-commanders, and operations officers of the Southern New Jersey Division met at a Division captain's meeting at Ocean City.

Monday, 23 April — The former owner of the Florence V, together with the Class (T) commanding officer of the vessel, and the Director, visited the Essington Yacht Yard in order to identify and acquire certain equipment stored at that place belonging to the vessel. A visit was also made to the CG Oper-

ating Base, Essington, and certain equipment stored there was identified, and arrangements made to put the equipment back aboard the vessel.

— The Class (T) Reserve officer-in-charge of the Anchorage Patrol vessel CG 64305 accompanied the Director on a visit to the vessel at Port Richmond. Everything was found in excellent order, the vessel fully crewed and repairing for patrol.

Tuesday, 24 April—A Division captain's meeting was held at the Hotel DuPont, Wilmington, embracing the Eastern Pennsylvania and Delaware Divisions. Twenty-seven Class (T) Reserve Officers were present. The Director led a discussion on postwar plans and activities growing out of the publication in the Federal Register of 24 April, of Title 33, Navigation and Navigable Waters (a complete revision of the regulations of the U. S. Coast Guard Auxiliary).

Wednesday, 25 April—The District Board met in the District Auxiliary Office. The training program to be put into effect starting 15 June in boat-handling and seamanship aboard the Florence V was discussed, and it was decided that the training program should come under the Chairman of the Staff Educational Committee, and not to be a responsibility of the commanding officer of the vessel. It was decided to revise the administration of the Auxiliary entrance examinations, putting this responsibility on the junior commanders of the several Flotillas.

Wednesday, 25 April — Brown, W. F., S 1/c (T) USCGR, of Seaside Park Flotilla 13, was commended for his alertness in reporting a plane crash, while on Tower Duty at Forked River Lookout Tower. As a result of his alertness and promptness of action, the pilot was rescued.

— A report of the Staff Gunnery Committee indicates that as of this date 461 Gunnery Certificates have been awarded.

Friday, 27 April — Word was received from Headquarters that four Air/Sea Rescue Boats and one swamp glider would be furnished to the District for Air/Sea Rescue work. Personnel to man the boats is to be furnished by the Auxiliary.

— A radio school was started at the Training Base with sixteen radio amateurs in attendance. This school is being instructed by regular Coast Guard personnel, with the approval and cooperation of the District Communications Officer.

— Permission was requested by the District Training Officer to use the

(Continued on Page 9)





AMONG OUR SERVICE MEN

Joseph "Eggs" Atzert, a member of Farragut Flotilla 25, recently joined the USNR and is in training at Bainbridge, Maryland. Members of Flotilla 22 and 25 may recall that Joe was nicknamed "Eggs" while on duty at the Essington Base when he put a left-over egg in his companion's suitcase but found it in his own bag when he arrived home one Saturday night. He wrote that his Coast Guard training was invaluable in getting him adjusted to his new life in the Navy.

* * *

Don T. Horter, of Flotilla 16, now in the U. S. Coast Guard as a CBM, assigned to North Atlantic convoy duty, found himself on the ship on which Admiral Waesche's son was the Executive Officer. He also found one day that the ship no longer had any bow, it having been sheared off in a collision. He has recently been assigned to duty in the Fourth Naval District on Atlantic City crash boat duty.

* * *

Robert L. Reitz, R 3/c, Flotilla 52, is now at the Sheepshead Bay U. S. Maritime Training Center. He says the training he received in the Auxiliary is proving invaluable to him now. He also said he met an officer who was a former Class (T) man. Through him, he has had an offer to join ship's company as a boat maintenance man, with a rating of BM 2/c.

* * *

From the mother of George Allen Longacre we learn that George has recently celebrated one year in the Navy. He is a watchmaker aboard a submarine repair ship, now somewhere in the South Pacific. If any of his buddies in Flotilla 22 would like to write to him, his

address is U.S.S. Clytie AS-26, Div. 5M, c/o Fleet Post Office, San Francisco, Calif.

* * *

Flotilla 24 has a brand new "Former Auk." He is Edwin McDaniel who was sworn into the Reserve (T) 9 December, 1943, and served on Anchorage Patrol as S 1/c from March, 1944.

Ed was called for induction into the Armed Forces a short time ago and immediately applied for enlistment in the Navy and on 23 April, 1945, was accepted for the service of his choice.

There is no question that his experience in the Auxiliary and the Reserve (T) will help him through his Boot Training and we'll give you his version of it when we hear from him.

RATINGS & COMMISSIONS CONFIRMED IN APRIL

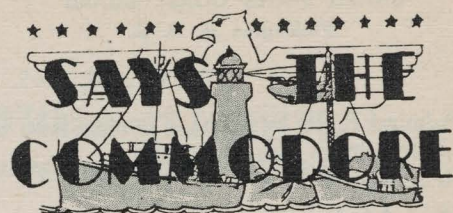
Flotilla	Name	From	To
22	BROWN, Leland N.	Boatswain	Ensign
18	HEILMAN, Wesley M.	Boatswain	Ensign
25	LEVERING, Frederick W.	Boatswain	Ensign
22	BEVAN, Curtis B.	BM1c	CBM
33	THOMAS, Joseph	GM2c	CBM
19	TOMPKINSON, Henry R.	BM1c	CBM
13	RICKERT, Alfred L.	MoMMM1c	CMoMM
25	TOPKIS, Abe W.	Y1c	CY
22	ANDERSON, John L.	BM2c	BM1c
23	CARLETON, Paul W.	BM2c	BM1c
22	HEALD, Benjamin	BM2c	BM1c
22	REGNER, Henry A.	BM2c	BM1c
31	STILES, John E.	Cox.	BM1c
13	GABRIEL, Theodore A.	GM2c	GM1c
25	HIRST, Louis B.	MoMMM2c	MoMMM1c
23	MACHT, Lester	MoMMM2c	MoMMM1c
25	STEEN, William	Y2c	Y1c
22	JENKINS, Theodore	Cox.	BM2c
26	VAN METER, Brainerd S.	Cox.	BM2c
22	WATSON, Edward	Cox.	BM2c
23	GRIFFITH, Horace	GM3c	GM2c
22	SCHREY, John W.	Sea.1c	MoMMM2c
24	TRABER, Charles G.	Cox.	MoMMM2c
23	GARDINER, David	Y3c	Y2c
23	PLYE, William B.	Y3c	Y2c
11	RODGERS, Joseph W.	BM2c	Y2c
11	MULLER, Walter H.	SK3c	SK2c
52	BARNES, Robert L.	Sea.1c	Cox.
25	JACKSON, F. P., III	Sea.1c	Cox.
31	ROGASNER, Milton	Sea.1c	Cox.
25	SHERWOOD, Emerson E.	Sea.1c	Cox.
27	LODGE, Roy P.	Sea.1c	GM3c
24	McCRANE, Wallace D.	Sea.1c	GM3c
52	BRACHENDORF, Lynn	Sea.1c	RM3c
52	BOMBERGER, William	Sea.1c	RM3c
23	COMPTON, John C.	Sea.1c	RM3c
52	HART, William J.	Sea.1c	RM3c
52	HERR, Clarence W.	Sea.1c	RM3c
52	HURST, Henry G.	Sea.1c	RM3c
52	KULMAN, Benjamin H.	Sea.1c	RM3c
52	LEBO, Howard K.	Sea.1c	RM3c
23	MEARS, James W.	Sea.1c	Y3c
26	SHOEMAKER, Lester B.	Sea.1c	SC3c
26	WALKER, William J.	Sea.1c	SC3c

A young couple had just returned from their honeymoon. One of the bride's friends immediately called on her, and by way of conversation asked:

"And how did John register at the first hotel you stopped at?"

"Oh just fine," replied the bride proudly.

—The Stand-By.



★ For the past month, Division captains have been making the rounds of Flotilla meetings and reporting their findings to the District Office. Their reports on some Flotillas have been very favorable. Others have not fared so well.

Most Flotillas have had very favorable reports on their educational programs. But some Flotillas have been sadly lacking in this important category of their activities.

This is serious. If we are going to hold a respected place in the post-war boating field, we must have an organization of men who are real boatmen. You do not get to be a boatman just by being a good fellow, by associating with a gang of other good fellows, by doing your routine duty on patrol or watch.

You get to be a good boatman by constant application to, and study of, the fundamentals and niceties of small-boat handling, coupled with practical instruction in the application of what the books tell you. There is no shortcut to success. No one ever knows all the answers. There is always something more to be learned.

The responsibility for setting-up and carrying-on an adequate Educational program in the Flotillas rests squarely on the shoulders of the Flotilla commander. He may delegate the details to an Educational Committee Chairman, but it is still the commander's responsibility to see that his delegate does the job and does it well.

The number of men who have completed the gunnery course, the number of men who show up for the Navigator exams, the number of men who attend the classes at the Base, are clear evidence that the thirst for knowledge and proficiency has not been instilled into the membership of the Auxiliary to as great a degree as is desirable. The Flotilla commanders must display the leadership necessary to instill that spirit of wanting-to-learn in the members. The responsibility can not rest elsewhere, in the final analysis.

—Lieut. Comdr. (T) A. K. Brouwer,
USCGR, vice-commodore, USCG
Auxiliary, 4th ND.



14 April, 1945.

Admiral R. R. Waesche, Commandant
United States Coast Guard
Washington, D. C.

Dear Admiral Waesche:

May I take this opportunity on behalf of myself and the U. S. Coast Guard Auxiliary to offer heartiest congratulations on your recent promotion to the rank of a full admiral.

It is justly merited and brings signal honor to you and the service for which you have labored so diligently and well.

May we pledge at this time, our support to the service in the war effort and in whatever capacity we may be used for the duration of the emergency. And furthermore, may we pledge our support in the broad program the Coast Guard will play in the post-war era.

Again may we offer our congratulations and best wishes for a most successful tenure of office.

For the Auxiliary as a whole,

Most sincerely,

J. H. KIMBERLY

Commander, USCG

Asst. Chief, Auxiliary Division.

• • •

THE COMMANDANT OF THE
UNITED STATES COAST GUARD
WASHINGTON

16 April, 1945.

Commander J. H. Kimberly, USCGR
Assistant Chief, Auxiliary Division
Coast Guard Headquarters
Washington, D. C.

Dear Commander Kimberly:

Thank you very much for the congratulations and good wishes which you extend on behalf of yourself and the Auxiliary upon my promotion to the rank of Admiral. I am especially pleased that this rank comes to the Service as an organizational setup — a recognition which our officers, men, and women, in all branches have earned by their good work and in which they all may well feel a share.

The Coast Guard has leaned heavily upon its Auxiliary branch throughout the war, and always has its membership met the challenge. This is to me an assurance of the capacity and eagerness of the Auxiliary members to serve, and I appreciate the pledges you make along those lines.

Very sincerely yours,

/S/ R. R. WAESCHE.

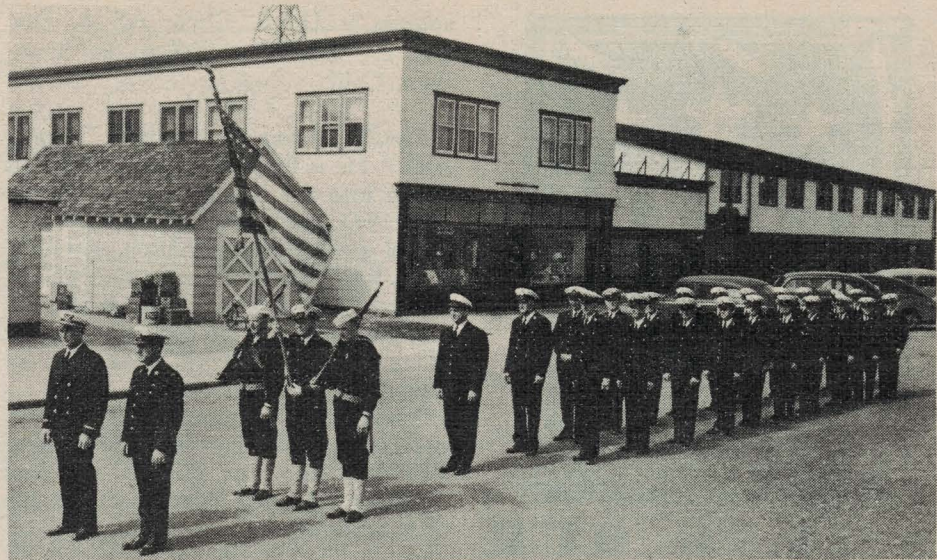


Photo by "Lynn"

FLOTILLA 18 MARCHES TO MEMORIAL SERVICES FOR PRESIDENT ROOSEVELT
Thirty officers and men of Flotilla 18, in formation on Center Street, Beach Haven, preparatory to marching to memorial services for the late President at the Church of 18's chaplain, Rev. L. Russell Clapp.

NEW NAVIGATORS

The following men, who passed the Navigator's Examination held at the Auxiliary Training Base on 4 March, 1945, are to be highly congratulated on having successfully completed a difficult task:

Name	Flotilla
Schwartz, J. H.	22
Panek, V. H.	13
Urbaniak, E. T.	13
Bailey, R. J.	26
Sheard, D.	34
Phillips, L. T.	22
Deuter, C. W.	25
Shinn, W. A.	13
Cox, E. A. L.	25
Botts, A. K.	13
Newton, C.	34
Fenton, E. G.	24
Kinkead, W. K.	24
Towles, W.	34
Stone, C. F.	13
Thomas, H. F.	23
Maguire, T. J.	25
Koehler, J. L.	27
Jenkins, T. C.	22
Stiles, J. E.	31
Bradshaw, W. R.	21
Cunningham, W. C.	24
Bullington, F. E.	22
Miller, J. R., Jr.	27
Bleam, E. C.	21
Hunt, S. P., Jr.	25
Holmes, S. G.	25
Holder, D. S.	41
Saal, C. F.	23
Frick, A.	17
Devonshire, J.	22
Ingersoll, C.	27
Palmer, C. C.	24
Brown, E. S.	25
Johnson, G. A.	27

COMMENDATION

The following is quoted from a letter from Director Brown to George Boehner, CBM(T), Commanding Officer of the CG-64305, Friday-Saturday patrol:

1. This office has received a report from the Officer-in-Charge of the Lower Anchorage Patrol which indicates that on Saturday, 14 April, 1945, the CG-64305, under your command, picked up two boys from Chester Island during the wind storm occurring that afternoon.

2. You are to be commended on your alertness and reaction to a situation which might have developed into considerable discomfort on the part of the two young boys.

3. Please convey to your crew my congratulations for another evidence that the Anchorage Patrol is performing its duties in the traditional Coast Guard manner.

BOX SCORE

DURING PERIOD OF
16 TO 30 APRIL, 1945, INCLUSIVE

Number of Men Enrolled in the CG Auxiliary	8
Number of Men Sworn in Class (T) Reserve	23
Number of Class (T) Reservists Issued Uniforms	21
Number of Men Disenrolled from Class (T) Reserve	21
Number of Additional Men Assigned to Active Duty	26

CUMULATIVE TOTALS
AS OF 30 APRIL, 1945

Number of Men Enrolled in the CG Auxiliary	3496
Number of Men Sworn in Class (T) Reserve	2023
Number of Class (T) Reservists Issued Uniforms and Available for Duty	1977
Number of Men on Active Duty ..	1939

The **LOG** of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 23, DREDGE HARBOR

With the favorable news breaking so fast and the bitter end of the war in Europe growing imminent, we are nonetheless told that there will be no slackening of our Class (T) duties and that increased membership is still desired. Accordingly, we have added several new members to our organization and are in hopes of gaining even more. Flotilla activities showed a marked increase during the past month and indicate a need for more rated men. We congratulate H. F. Thomas and H. Saal, who successfully passed the recent Navigator's examination and it is hoped that we will have several representatives at the rating examinations to be held in June. It was with deep reverence that this Flotilla attended, as a body, the memorial services held for our late President on 15 April, at the Haddonfield Presbyterian Church. The great respect in which Franklin Roosevelt was held was evidenced by the great turnout to the services held nationwide on this day. Our group was entertained on 17 April by our guest, Capt. Azud, USMC, who related his many experiences during the invasions in the Pacific Theater of war. Capt. Azud, a veteran of 12 years' service, has a wealth of interesting and informing experiences. Binding up our bloody but as yet unbowed head, the Flotilla has seriously gone to work to avenge our late defeat by Flotilla 21 on the Pistol Range. With the acquisition of several target pistols, a group of us is now banging away at the targets at the range located in our own headquarters, the Naval Militia Building. This program is under the supervision of Griffiths and Yeager, and woe betide the next ambitious group to challenge us. Contributions are being taken to purchase throat gargles for Chiefs Stuber and Savage, who are preping us in drill for our appearance in the 7th War Loan Drive Parade to be held 8 May, in Camden, New Jersey. These drill masters are doing a swell job but we are afraid it will take them at least six days to get their voices back after each drill session.

—William Pyle, Publicity Officer.

FLOTILLA 31, OCEAN CITY



Director John W. Brown made Ocean City a port of call on the evening of 20 April. In anticipation of hearing current Auxiliary affairs reviewed, a good representation attended the meeting, stood in formation for flag salute and, following the business meeting, listened to Mr. Brown describe present activities and future plans. Of particular interest was the information that the McCahan ship, formerly CG 79001, would be available to members of this Flotilla for training purposes sometime during the summer.

Certificates of completion of supplemental gunnery work have been well-received by various members, these having been presented with appropriate remarks by CGM (T) Roy Heron.

At the Ocean City meeting on 27 April, additional 600-hour service awards were made to South Jersey members and on 1 May, the same were handed members from the Philadelphia area. The citations which accompanied the wrist tag were a handsome bit of typography and a thorough shot in the ego.

The request for news of Auxiliarists from this Flotilla who are now serving in the Armed Forces resulted in drawing a total blank. Any former 31 member, presently doing full-time duty in Coast Guard, Army, Navy, etc., is cordially invited to send this Publicity Officer news of himself that is fit to be quoted. In accord with the wishes of TOPSIDE Editor Bob Graham, exotic stories of love-life will be strictly omitted.

For your information, this column will be devoted to a brief history of Flotilla 31 just as soon as the material can be assembled and written. Lieut. (j.g.) W. E. Sturm, USCG (Ret.), and Lieut. (T) R. W. Nelms are cooperating in furnishing basic informa-

tion for what should prove to be an interesting presentation.

—E. L. Johnstone, Publicity Officer.

FLOTILLA 11, ATLANTIC CITY

Probably of considerable interest recently to Flotilla Eleven was the coast-to-coast broadcast of Ensign Maury Cole, made on behalf of the present recruiting drive. Maury related some of his experiences during the early days of the war when subs were rampant, and Flotilla Eleven was participating in the patrol work then going on along the coast. P.S.: That's the way it was *planned*, but the broadcast was called off at the last minute, for security reasons.

For the first time in the history of our Flotilla, instruction work is being avidly absorbed by the largest group of men ever to prepare for rating exams. The enthusiasm that was shown months ago not only continues at the same high pitch, but even increases as each week goes by. This is not simply an accident. Other classes of instruction were started in the past several years, but after a short time, interest was lost and the classes stopped.

Now, owing to the planning and effort of one man, Warren Davis, S 1/c, the instruction classes are holding the interest of every student. No finer comment could be made of Warren Davis' work than just to watch one of his classes in action . . . everyone is so intent on his chart, compass and tide table that you can almost hear the waves breaking over the bows. Warren is doing an excellent job and one of which the Flotilla is proud.

—James Dooley, Publicity Officer.

FLOTILLA 21, QUAKER CITY

Another of 21's grand business (?) meetings was scheduled for 21 April, at A. O. H. Hall, but it was cancelled, owing to the regrettable death of President Roosevelt. Although it was expected that this would be a better-than-ever affair, all of us felt that cancelling it was little enough in tribute to a leader, our Commander-in-Chief, who joined the immortal great.

Although the forthcoming (as this is written) May Flotilla Meeting will settle it, it is possible that further or-

(Continued on Page 10)



STORMY PATROL ON THE DELAWARE

By JOHN T. DWYER, CBM(T), Flotilla 25

★ "What a night to go out on patrol," I thought as, with three others from Flotilla 25, I carefully climbed aboard the lurching 46029 at the Port Richmond Base one wild, stormy evening late last fall.

All of us were chilled, and already drenched from the penetrating, slashing rain of a Nor'easter that howled and whipped across Pier 181, causing the numerous craft in the mooring basin to rear and plunge like so many nautical broncos.

Once aboard, we changed into dry work-uniforms and made use of whatever foul-weather gear was available.

There were six of us in all in the crew that night: Bos'n F. Sharpless, Chief Lou Gray, Seaman Ed Coxe and the writer; also a coxswain and motor mac from the Base.

Ensign Charley Spowles, of Flotilla 25, who was originally scheduled to be with us, was on hand, but was unable to make the trip owing to last-minute change of orders from the District Office.

This patrol, known as the up-river or Salt Works run, was regularly manned by Flotilla 21, but on this particular night, Flotilla 25 was pinch-hitting by special request.

The 46029 appeared to be a staunch, seaworthy craft. Forty-six feet from stem to stern, a flared hull and spacious accommodations, she was powered with twin motors and we were confident that she could take anything that the storm might offer.

Promptly at 1855, we cast off the lines. The warning siren seemed to be almost inaudible against the howling of the wind, as the helmsman cautiously headed out of the Base and pointed the bow up-river into the teeth of the Nor'easter now blowing harder than

ever. Off portside, the lights of the receding Base were obscured somewhat by the intervening curtain of slanting rain, while beyond starboard there was an impenetrable wall of darkness completely blacking out the Jersey shoreline — a backdrop against the silver capped waves racing by in rapid progression. Directly ahead in the distance could be seen the red lights of Delair bridge, our immediate objective.

We were definitely on our way — no turning back now, storm or no storm. Our ultimate destination was the Salt Works; about 13 nautical miles up-river along the winding channels of the Delaware — a beautiful and picturesque run in the daytime, and under different weather conditions. Five ranges and numerous buoys mark the route and are the chief navigational aides which help the boatman make good the course.

With a fair speed, it is possible to make three round trips in a patrol period of twelve hours from 1900 to 0700. But, considering the storm and uncertain hazards ahead, we were not so sure that we could make one full patrol; or two at the most.

The 46029, staunch and seaworthy as it might be, nevertheless strained and pounded a little in the rough sea, as she alternately dipped and rose through the onrushing waves which, at times, broke over the bow with such force as to send a spray clear back to the windshield.

This was the situation around 2200 when the schedule of watches was set up. The two regulars took the first trick, Bos'n Sharpless and myself, the second; followed by Chief Gray and Ed Coxe.

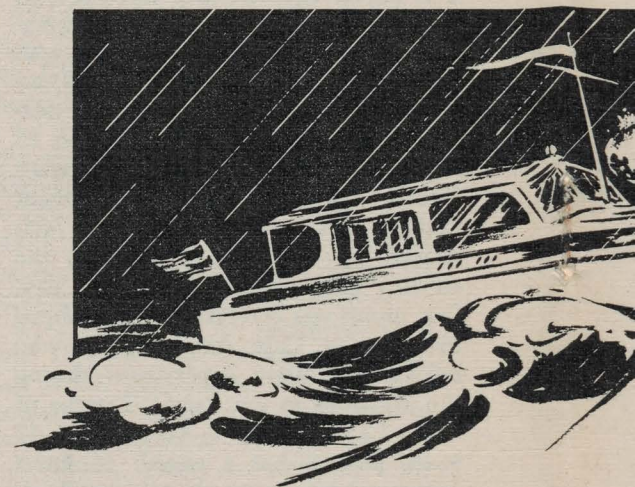
Under such rough conditions, the usual cooked meal around midnight

was out of the question. Improvised sandwiches, fruit and plenty of coffee were the chief menu items. In fact, even the coffee pot had to be wired to the stove to keep it from spilling all over the galley.

Beyond the halfway mark, Sharpless and I took over, with a bit of nautical kibitzing by Lou Gray who, fortunately for us, had been over the course a few times before and was somewhat familiar with the channels and hazards.

To me, it was a brand new experience to be handling the wheel of a forty-six footer in a furious storm over strange waters.

Visibility being extremely poor, it became increasingly difficult to pick up and stay on the ranges. One had the "Hobson's choice" of trying to look through a dripping closed windshield, or leaning far out the starboard window to peer ahead — getting your face smacked by the driving rain that



always seemed to be coming from the wrong direction. There were times, when the only way to navigate was, as they say, "by the seat of your pants." Both helmsman and lookout had to be constantly alert for what might lie ahead. Our greatest worry, of course, were those lumbering buoys, and drifting logs; which seemed to spring out of nowhere and always close enough to be a potential danger. To hit one in this storm could cause plenty of grief, if not disaster.

I remember one in particular that almost landed right in our lap. The time was around 0130 and we were headed down-river. Bos'n Sharpless was at the wheel while I was lookout, peering ahead with face pressed against the rain-drenched windshield. Somehow or other, we had gotten off course along a particularly dark and bad stretch of the river. The bow had just dipped into the trough of a wave,



when I saw the vague but unmistakable outlines of a buoy rising like a spectre just about five feet beyond 1 point off starboard. Even as I yelled to Mr. Sharpless, he saw it too and spun the wheel to swing her away from what seemed a sure collision. Both of us sweated out the next few seconds and momentarily expected to feel the shock, and hear the sound of splintering wood as it smashed into the hull. But instead, we saw the ominous shape of the buoy slip by — so close that Mr. Sharpless could have reached out and touched it.

"Whew!" we both said together, "was that a narrow squeak!" — and the dampness I wiped from my forehead wasn't exactly rain.

Well, after that we both needed a drink — so, I brought up the coffee pot, and we poured ourselves a couple of nerve-bracers.

A few minutes later, we passed around a bend in the river and saw



the lights of the Tacony-Palmyra bridge directly ahead. We went through and were just about to make a swing for a second trip up river, when, out of the rain and darkness, approached the running lights of a CG picket boat. They hailed us and told us that, for the rest of the night, we were to patrol the Frankford Arsenal area. This was welcome news, as we could at least see where we were going most of the time; what with the green lights of the Frankford range and the illumination of the plant itself, on the Penna. shoreline.

While the storm had eased up somewhat, the water was still plenty rough, especially on the turns. In fact, later, on one such swing the 46029 rolled so far over that one end of my upper bunk dropped out of the wall clamp and I abruptly slid to the bottom, much to my own surprise, and the alarm of Mr. Sharpless in the berth

below. If it had been the other end, he might have had his face pushed in a bit.

For the rest of the night, I bunked in the wheelhouse, where, in spite of the cold and rain coming in through an open window, I could feel secure, if not too comfortable.

This article would be incomplete were I to fail to mention the incident of the little ship that wasn't there — as we called it:

Lou Gray and Ed Cox were on watch at the time; which was the 0200- to 0400 shift. I, also, was in the wheelhouse and a witness to what happened.

Shortly after we were directed to transfer our patrol activities to the Frankford Arsenal area, we noticed a small cabin cruiser riding low at anchor a short distance off from one of the piers. By the dim beam of the searchlight, we could see that it was about 32 ft. in length, weatherbeaten, with no lights or sign of any life aboard; that is, except for a pair of green eyes peering through one of the ports, according to Ed Cox who claims to have seen them. With the wind whistling, and the rain beating down on the apparently deserted craft, it looked for all the world like a ghost ship as it stood there, silhouetted against the bright lights of the shoreline.

Now, the sequel of this story was sort of dramatic — or so it seemed to us. On the fourth trip around, we were startled to note that the boat was no longer in its original position, or anywhere else for that matter. It had completely vanished — no doubt waterlogged and sunk. At least, it seemed reasonable to believe that such happened, since there were some bits of deck gear floating around nearby.

Of course, if I were to spin a real fo'c'sle yarn, I could add a real macabre finish by telling how, later, to the amazement of those aboard the 46029, our ghost ship suddenly broke the surface of the water and once again took up its lonely post at anchor — with the same green eyes glaring through the porthole! But what's the use? No one but a Cape Cod fisherman, or an old salt steeped in the traditions and superstitions of the sea, would give credence to the story, so, as far as I know, the craft is sunk for good and is permanently at the bottom of the Delaware.

Before the night ended, we had one more brush with a buoy. The two regulars were on the final trick when the lookout saw it in time to warn the helmsman (and jolt the rest of us out

of the sack) with his sudden cry of "Buoy dead ahead!" As before, nothing serious happened, although it came close enough to scrape some paint off the stem of the bow. This was getting to be a habit!

Well, after that, things quieted down; the wind veered, the storm cleared somewhat, and the sea became less choppy. No longer was the 46029 like a nautical roller-coaster. Sleep came more easily. As a matter of fact, I was just getting deep into a swell dream, where I had rescued the Admiral's beautiful daughter from going over Niagara Falls, when the cry of "hit the deck" brought me back to the more real and prosaic things like, for instance, helping to clean and tidy ship at 0630.

Each was assigned a specific chore; mine was the galley.

With six aboard, the "housecleaning" was all finished by the time we finally tied up at Port Richmond Base at 0700 — a tired, storm-weary group, thankful at last to be ashore after a long eventful patrol, which, while no bones were broken nor any lives lost, was not exactly a pleasure cruise!

Yes, the going was rough, but we came through right side up, and not a green complexion in the whole crew; which reminds me that I promise to kick in the store teeth of the next guy who wisecracks about the "subway sailors" of the Auxiliary.

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WAR DIARY

(Continued from Page 4)

Training Base to conduct a school for Spar radio technicians, starting Monday, 7 May, from 0800 to 1600 daily, except Sunday. Permission was granted by the commanding officer of the Base.

Monday, 30 April—The first annual meeting of Flotilla 53 was held at Harrisburg. The Director, commodore, Executive Officer, Staff Chairman of the River Patrol Committee, Auxiliary Personnel Officer, and the captain of the Eastern Pennsylvania and Delaware River Division attended. This Flotilla has increased in membership from 26 in April, 1944, to 72 as of 30 April, 1945. They have an enviable record of Auxiliary and Class (T) performance.

PUBLICITY OFFICERS

Deadline for June Issue
WEDNESDAY, 6 JUNE
Let's have 100% showing!



(Continued from Page 7)

ganized social activities will now be postponed until Fall.

According to our various spies, Frank Coll had done a fine job in lining up the affair and 21 hopes he'll be able to head up the committee whenever the next event is possible.

We had hoped to be able to report in this issue the number of Quakerites who were sporting their 600 hour tags, but Ye Ed pulled an early closing date on TOPSIDE . . . consequently the regular monthly meeting has not yet been held and the accurate score not available. Periodically, the TOPSIDE closing date beats the monthly meeting date and turns up a paucity (wahoo!) of news.

However, you can be sure that all the Flotillamen with bottoms under them are dividing their time between scrape and paint detail, and arguing with the OPA about how that much gas isn't enough to lift the dirt off the bottom of the tanks.

—F. T. Kessler, Publicity Officer.

FLOTILLA 51, READING



This outfit of boat-loving enthusiasts, who are temporarily enrolled in the Reserve, will not be dry-land sailors for long if present plans materialize. The Flotilla is after one of the boats being disposed of by the Government now that victory is in sight. Theodore Cuyler, 3rd, vice commander, has been authorized to keep his sights trained on the next Government sale of vessels so that one might be picked up at a reasonable price. Once the boat becomes Flotilla property, there will be enough hands available to do painting and carpentry which might be needed to put her in shape. Seven members comprised the first group to take advantage of the Coast Guard rule under which a Flotilla may take over one of the picket boats for a day providing they can provide a competent Coxswain and MotorMac. They took out one of the boats from Pier 181 in Philadelphia on Sunday, 22 April. Philip Ziegler, commander, is still limping as a result of an accident he sustained recently. He twisted his leg. Our Temporary Reservists are now dividing their time between dock watch

and maintenance work at Essington and radio watch at Pier 181. The Flotilla will make its first public appearance in a body in its home town soon. Plans are under way to march in the next War Bond parade. In preparation for it, drill will commence on the grounds of the Shillington High School on Friday night, 4 May, at 1900. An inspection of uniforms and equipment is scheduled at the same place at 1000 on Sunday, 29 April.

—Matthew P. Romanski,
Publicity Officer.

FLOTILLA 33, WILDWOOD

The last day of the month closed a period that kept most of the boat-owning members of the Flotilla in dry dock, owing to high winds and very unseasonable weather. Little was accomplished toward getting their vessels in shape.

The month was marked by several promotions, among them the elevation of William C. Koenke, vice commander, from Cox to Bos'n. At about the same time, Joseph Thomas, a Philadelphia-commuting bulwark of Flotilla 33, was sworn in as junior commander, replacing Ed Nesbitt, who resigned to enter the Armed Forces on a 24-hour-per-day schedule. Joe was also sworn in as Chief Bos'n, stepping up from the rank of GM 2/c.

James Rowland, of North Wildwood, active in many Flotilla projects, was appointed Secretary.

Plans are now underway for the Flotilla to be represented in Wildwood's Memorial Day celebration. Daylight drilling is being held every meeting night in preparation for the event. At the present writing, all those participating in the event are giving their best and a fine showing is expected.

A dinner-meeting is planned for 18 May, and it is anticipated that many Auxiliary Officers will attend. This meeting was originally scheduled for the early part of the month, but the unfortunate demise of our noble Commander-in-Chief caused commander Russell Higgins to cancel the date until a later day.

—Albert Bailie, Publicity Officer.

FLOTILLA 41, WILMINGTON

Your Publicity Officer warned you that you were going to miss something worthwhile if you did not attend the monthly meetings. Last month's meeting proved it. Ask those who were there. That Navy man sure knew his stuff.

The weekly meetings are going to be devoted to teaching some phase of Coast Guard work. First will come the

teaching and then the opportunity to try it out. Bring along that prospective member. Let him find out what it's all about for himself.

The War Bond Drive will start officially on 10 June. This time, you can ask that friend or neighbor to make his purchase through the Auxiliary.

The 600-hour bracelets are being distributed as fast as they can be secured.

Scuttlebutt: Arthur Clark says he doesn't know much about Lend-Lease but believes we should try to lend-lease Edgemoor Base to Great Britain for the duration. No, no! No showing of hands was asked for!

—James F. McCloskey, Publicity Officer.

FLOTILLA 34, MAURICE RIVER



Thirty-Four has just completed a whirlwind recruiting publicity campaign; full page ads in the newspapers of Millville, Vineland, and Bridgeton; elaborate window displays in each of the three cities. A follow-up of personal contacts will be employed for the final build-up.

Our latest meeting produced one of the finest programs we have ever enjoyed. We had the pleasure of hearing Lieut. Comdr. (T) F. B. Hineine, Lieut. (T) Earl Huston, and Lieut. (j.g.) (T) Harry Attmore. Their remarks concerning both our accomplishments and shortcomings were much appreciated.

One of Hineine's chores was to swear in Doug Johnstone as Bos'n. Doug has been saddled with the top-heavy assignment of secretary-treasurer-operations officer for the past several months.

Another distinguished guest introduced by commander Lee Renner was Chief Warrant Officer Rainey, retired, former torpedo instructor at Newport, R. I.

Commander Renner announced in a chagrined manner that we only stand second in the District in hours of service per man. Up to 31 December, 1944, Thirty-Four averaged 36 hours per man per month.

Of four men from Maurice River Flotilla who took the recent examination for Navigator, three — Walt Towles, Charles Newton, and Don

Sheard, were successful. Gunnery certificates have been awarded to Scott Calkins, Harry Hunter, and C. Scull.

Speakers Hineine, Huston, and Attmore all commended Drillmaster Scott Calkins on his showing in the drill hall.

—C. M. Scull, Publicity Officer.

FLOTILLA 18, LITTLE EGG HARBOR



The University Club was the scene of the next-to-the last 18 meeting in Philadelphia until Fall. As has been the custom, 18's members will meet during the summer months at their principal duty area — Beach Haven, N. J. It is expected that the Little Egg Harbor Yacht Club will offer the facilities.

One of the high-points of the meeting was a film released by the War Department titled, "Birth of the B-29." Other Flotillas should put in a bid for this enlightening movie.

"Close-Ups" — Wes Heilman now joins the "gentlemen's group." His Ensign's stripe finally arrived. That just proves the advertising slogan — "Keeping everlastingly at it brings success." . . . Which brings up the next subject — When does our skipper get that next stripe, or has he been a bad boy again? . . . Chief Frank Ewing says, "Chauncey High-Ball Smith is the only Coast Guardsman who has been able to make the city place buoys in Rittenhouse Square." . . . Ensign Sid Blake was among the missing at the last meeting — More secret stuff on air/sea rescue patrol, so we hear. . . The old English tea-planter, Junior Potter, has solved the matter of handling air/sea rescue work in lieu of boats — He has bought water wings and is attaching an outboard motor to his stern. That we want to see! . . . This month's orchid goes to Passmore. . . (Uncle Joe Haines is elated) — finally one of 18's boys is studying to become a navigator. . . We are worried about our commander, Morton Gibbons-Neff. He was seen hiding his fifth "rum and coca cola." Is it change of life, or something like that there? . . . Rumor has it that those two arch insurance adjusters, Pop Gibson, and Mel Horter, are incollusion — adjusting hurricane claims on Long Beach Island. Will probably take another year

or longer, just so they can spend every week-end at Beach Haven. . . Flash! Whisperings are going on that the summer will see an influx of Spars at Beach Haven this year. We hope to report further on this, as a result of personal investigation. . . Roger!

—Russell K. Carter, Publicity Officer.

FLOTILLA 15, POINT PLEASANT

What a hectic month our membership has gone through! And in spite of it all, no one was hurt, the Church stood up through the "invasion", and our change in Headquarters left no sad impression.

Yes, on 15 April we got all dressed up and went to Dick Hubbard's Church in Spring Lake. Dick is our operations officer and is pastor of St. Andrew's Methodist Church. Dick preached a swell sermon. The topic was "Watch in the Tower" and Dick really spread it on good.

As for moving again, we are right back at No. 2 Firehouse. We were kicked out, body and soul, from Bay Head Station because of alterations being made. The old boat house at the Station that was turned over to us for a meeting room, they are now changing into a sack quarters, so out we went. We are so used to moving that it wouldn't surprise us any day now if Allen Sprung would be having us up on his chicken farm.

Commander Moore taught the boys a new formation during drill period at our latest gathering and before long we shall be qualified to walk down Pennsylvania Avenue if Washington ever needs some good paraders.

Our chief objector, Billy Boyd, was absent last meeting, owing to illness. Everyone hopes Billy's recovery will be soon and complete. We are going to miss Harry Wardell who is now in the Maritime Service. Harry was a swell guy, a good man in the tower, and we wish him all the luck in the world on the choppy seas.

We do hope that the boys get a chance to eat some of Jay's grilled hot dogs down at the Station. Jay is not only quite a ladies' man, but is also a fairly good cook!

The Coxswain course is nearing its end and if we get any rating out of it we can say "Well Done" to Ed Dodge because he sure has been faithful in coming all the way from New York twice a month to put the candidates through their paces.

Missed our junior commander at our latest meeting; also at the Church gathering. Hope Albert isn't on the sick list. And by the way, has anyone heard from Seaman Jack Klass, who has been ill

for some time? Would like to see you at a meeting, Jack, if you can make it.

The "Battle of Russia" film shown by Gifford at our latest meeting was thoroughly enjoyed by all. Here's hoping he keeps it up with such pleasing entertainment.

—Elmer K. Errickson, Publicity Officer.

FLOTILLA 26, TRENTON



Trenton has an intensive drive on for new men and we expect to get 25 novices within a few weeks, as soon as Peltz can cram Chapman through their ears and eyes, and he can push them through. In addition to beginner's instruction, our club is packed with classes each Thursday. Navigation on the lower deck, signalling on the second deck, and advanced on the third. It sounds like an educational machine as one wanders through the building. Boat handling groups are attending instruction classes held at Port Richmond. Every Sunday the boys go out and run a boat under a capable instructor. This will build up our "boat handlers" and give them confidence in themselves. The day is coming for the boys to start thinking of their own boats.

On 12 April, moving pictures of the invasion of the Islands were shown to the entire group.

On 26 April, the famous sound picture "Fighting Lady" was enjoyed by the Auxiliary. After seeing this, it was our opinion that the least we could do was just our little bit. Those boys were in there fighting and it looked like it was hot. We here at home and in the Reserve are so far from the actual fighting that we are missing the perspective of the War.

—B. B. Rochestie, Publicity Officer.

FLOTILLA 24, DELAWARE RIVER

On 30 April, Flotilla 24 moved to the home grounds at Delaware River Yacht Club, where weekly business meetings and classes will be held during the summer months. That is the way it was planned when we elected to hold our winter meetings at the Training Base, beginning 11 September, 1944.

With warm weather just around the corner, there is a sort of craving for the open, and the yacht club offers such



facilities as a spacious drill ground (nobody's gonna like me for bringing that up), plenty of air, and practical boating — both power and sailing.

The boat-handling for beginners is a new feature for this year, but the 12 men who had started a course in the art of sailing last year are eager to get back on the river again. It sure makes a difference when one has a real tiller in his hand.

So much for the fun; there is work to be done, too, and some of the latest achievements in our ranks include several advancements in rating. Harry Medernack is the "Cookie" who fixed such a swell chicken dinner on Anchorage Patrol that the crew insisted on his taking it easy while they washed dishes and cleaned up the galley. Fenton, Kinkaid, Cunningham, and Palmer were next to take a bow after successfully steering through the right answers in that tough proposition, NAVIGATOR'S EXAM. Nice going, fellows. In the Candidates department, we are awaiting word from the D. O. on men who took the exam 23 April, and have two more lined up for the next one, 14 May.

Now that FLORENCE V is getting her face lifted, there will be 8 men on hand from this Flotilla to assist in her beautification. Whether it's work or play, "24" has the men who are ready to go, but we don't have a separate group for each category. Okay, fellows; when you've finished with the schmearing on 6 May, remember that B. J. M. says "don't use turpentine to clean your hands."

—Edward P. Willard, Publicity Officer.

FLOTILLA 52, LANCASTER

The rescue of two boys from Chester Island in the Delaware River by three local men in a crew on Anchorage Patrol may bring the first United States Coast Guard Auxiliary citation to a member of Flotilla 52 — Coxswain Vic Rhoads, who brought off the stranded pair in a small boat. Ensign (T) Ralph Taylor, commander, has recommended an official citation for Rhoads.

It happened this way:

On 14 April, while running Anchorage from Pier 181, the 64305, under command of CBM (T) George Boehner, Flotilla 27, was proceeding up the river during an extremely bad storm. Crew members of the 64305 included, besides Rhoads, these men: William Edwards, S 1/c, Vincent Kingston, S 1/c, Thomas Nichols, MoMM 2/c, Walter Murren, MoMM 2/c, Thomas Sabbe, C 3/c, and Ronald Chapman, CMM 2/c.

Nichols first noticed someone waving from Chester Island. He reported to

Chief Boehner who, using glasses, identified the signalmakers as two boys, obviously trying to attract our attention. The 64305 hove to and the small boat was put over, with Rhoads under orders to row in and pick up the boys. The storm at this time was at its height, and Rhoads had a long, perilous pull to the Island, quite some distance from the channel. Wind and tide conditions were at their worst. Rhoads reached the Island and took aboard the boys.

Enroute back, they told Rhoads that their small boat had upset after an oar broke, and they had been forced to swim to the Island.

Meanwhile, a picket boat manned by regulars came up the river, and its shallow draught permitted it to run in closer to the Island. It came alongside Rhoads in the small boat and picked up his passengers. Then it towed him back to the 64305.

The boys were from Chester, and the picket boat was out of Chester, so it offered to land them.

While the rescue itself seemed prosaic, Rhoads was in very real danger all the time and deserves any commendation that may be given.

An executive election was held during the 23 April meeting. The committee consists of the regular officers of the Flotilla, plus six elected members. These members were elected for a three-year term: Joe Cummings and Vin Kingston. Two men for the two-year term were: Abe Herr and Frank Evans. Two men for a one-year term were: Joe Forrest and Dan Flory. The service period ends 31 December of each year.

Our friend, Walt Splain, almost had the whole Port Richmond Base under quarantine a couple of weeks ago. Walt was about to shove off from Lancaster to Philadelphia with his group, but was persuaded to remain home when he complained of "not feeling well."

Later it turned out that Walt had scarlet fever. However, he is now well on the road to recovery.

Ben Kulman recently received word that his son was wounded in Germany. He is now in England, convalescing. The Flotilla joins in wishing him a speedy recovery.

Harold Leber, R 3/c, and Homer Zong, S 1/c, have had their pre-induction examinations and are now awaiting call. Both hope to get in the Navy. The Flotilla wishes them both luck.

—Vincent F. Kingston, Publicity Officer.

FLOTILLA 25, FARRAGUT

The 7th War Loan Drive was inaugurated for our Flotilla by a parade on the evening of 8 May, 1945, when we marched along Broadway in Camden. As the U. S. Coast Guard band, as well as the regulars from Philadelphia Barracks and Pier 181, participated, this gala event was especially inspiring to all to aid more than ever to make the Bond Drive a success.

As predicted, the Spring Dance held by Farragut Flotilla in the Walt Whitman Hotel, 19 May, 1945 was a grand success. The Dance Committee is to be congratulated for its work and the happy results attained.

An off-the-record talk about real battle conditions was given by Commander Max White, USN, at our meeting of 9 April, 1945. The Commander was a medical officer on board an airplane carrier in the Battle of the Philippine Islands and told us much of what our fighting men have to undergo to bring victory for the Allies. Lieut. John W. Brown, our Director, was present to hear Commander White and to tell us about the 79001 training boat and about the eighteen-point Spring and Summer Program.

Another of our Boatswains has been elevated to the rank of a commissioned



"I've got mike fright."



officer. We refer to Ensign (T) F. Weir Levering, who did such a splendid job as Assistant Officer-in-Charge of the Lower Anchorage Patrol that he has been selected as Commanding Officer of the 79001.

Betty Nugent, Y 3/c, USCGR(W), is still trying to learn the name of the Farragutman who inveigled her to sew a Coast Guard shield on to his work jumper while at the clothing locker recently. He looked so helpless at the time that, without ascertaining his name, Betty demonstrated how well a Spar can sew.

We know of no gentleman-farmer in the Flotilla but do know of at least one farmer and gentleman in the person of Boatswain (T) Francis W. Sharpless, who deserves much praise for the honest and efficient manner in which he has cared for our Flotilla funds and the Farragut Foundation funds as Treasurer. Likewise, he is in charge of both the pulling boat and power boat instructions.

The last Monday of each month marks an uptrend in the morale of all who attend our meetings and see the stirring motion pictures which show our comrades overseas in actual combat.

**BUY WAR BONDS THROUGH
THE FLOTILLA WAR BOND
COMMITTEE NOW!**

—John A. Bauer, *Publicity Officer.*
(J. J. McCormack, *Assistant*)

FLOTILLA 27, SALEM



Order arms. Right shoulder arms. Present arms. Such commands reverberated throughout the Salem Armory during the past month as the sturdy, "seagoing" men of 27 perspired in hours of rifle and close-order drill. The salty sons of Salem were initiated into the maneuvers by Captain John W. Weldon and Sergeants William J. Pollack and Max Eisner, of the N. J. State Guard, Co. D, 11th Bat. When the State Guards drill the Coast Guards, that's news. The boys in khaki got a kick out of giving orders to the boys in blue who had to like it because the rifles and the Armory belong to the Army. The Flotilla is a little bit wiser and stiffer, but it was worth it. The more beads of perspiration, the more

beams of smiling sunlight shine on commander Doyle's countenance. Vice-commander Sawyer, in his quiet and unassuming manner, seems to delight in the drill antics of certain men, particularly a few Chiefs.

It's a pleasure to report that more Auks have been sworn into the Class (T). They are Clarence Burkett, Arthur L. Denny, Byron C. Haskell, John J. Kavanaugh, Frank O. Miller, and Raymond O'Brien.

Several mates are volunteering for the reconditioning work on the former Florence V. Under the careful nursing of Ensign (T) Levering, the boat should recuperate and be a real glamour girl when she takes her shakedown cruise.

At a recent meeting of the Kiwanis Club, many of our members could be seen seated around the festive board, as Lieut. John W. Brown gave an interesting talk on the recruiting drive.

A few members have expressed the desire to participate in the Emergency Communications Training program. Our Motor Macs are grateful for the knowledge gained during the recent course of instruction held at the Base.

John Koehler is always eager to prepare classes for their entrance exams. Under the direction of CBM George Boehner, the Flotilla educational program is cruising along with the able assistance of CMoMM Robert Clark, first aid; Albert Robinson, BM 1/c, navigation; CBM Willard Clark, marlinspike; CBM Lowell C. Newkirk, drill and miscellaneous subjects; and D. Dutton, Cox, signalling.

Some musters have been attended in sea-going blues, presenting a very effective appearance. Surprise inspections keep the boys on the alert.

Bos'n Harvey reports that the Fort Mott fog horn continues favorably with R. Sheppard, John Maier, Arthur Herzog, C. Berry, Lowell Newkirk, R. Elbertson, and Ben Mealey serving as crew chiefs and each man responsible for the operations on his day.

Salem has its share of men serving capably on the Anchorage Patrol both as skippers and as crew. A few men are aiding the VPSF in pier duty at Philadelphia.

We've heard that morale is what keeps your feet moving when your head says it can't be done. Keep moving, feet!

—Horace H. Madden, *Publicity Officer.*

SAGE SAYING.

The fellow who keeps pulling at the oars, doesn't have time to rock the boat.

FLOTILLA 53, HARRISBURG



The last couple of months have been mighty busy ones for the so-called "Mountain" Flotilla. The highlight, of course, was the celebration of the First Anniversary of the formation of Flotilla 53, at the Penn-Harris Hotel, 30 April, under the auspices of a committee of which Franklin Moore was the Chairman. An auspicious group of District officers was on hand to celebrate with sixty of the seventy-five members of the Flotilla. The room was decorated with the flags of the United Nations, and made a mighty impressive setting for an anniversary party. Dinner got underway with the singing of the Star Spangled Banner, following which the invocation was asked by vice-commander John W. Appleby. Our Skipper, Sterling G. McNees, acted as Toastmaster and had as his first order of business the presentation of three 600 hour citations earned in 1944. George Miley, CBM, and Earl Garland, Cox, were on hand to receive theirs, but Aaron Solomon, S 2/c, whose present address is U. S. Navy, will have his sent to him. All these citations were earned on Anchorage Patrol. A fourth citation was made to the Skipper by Lieut. Brown.

Among those who made up the official party from Philadelphia were Lieut. Commander (T) Frank Hineine, Lieut. John W. Brown, Lieut. (T) Henry L. Schimpf, Jr., Lieut. (j.g.) (T) Lyle Holmes, District Personnel Officer, and Lieut. (j.g.) (T) Jack Hayes, District Operations Officer and Ensign Mina Brown, Assistant to the Director. Alice Morgan, Y 2/c, Spar recruiter in Harrisburg, was also present and spoke. Lieut. Brown reviewed the record of the Flotilla and pointed to the four 600 hour citations awarded to the men in the ranks and the similar citation which he awarded to our Skipper as an evidence of good service on the part of members of Flotilla 53. He said that men from Harrisburg had contributed a total of 10,316 hours of duty in 1944. He stressed the need for 450 additional men, which the district is recruiting at the moment and urged Harrisburg to contribute its share of new men to the Auxiliary and Reserve (T) roster. He



then reviewed the program for the future, which includes the operation of the Florence V as a training ship for the district, the emergency communication training program, the air/sea rescue program, the Seventh War Loan Drive, in addition to the instruction courses which are available or in prospect for members of the Reserve (T).

Mr. Williams pointed out that it was exactly a year and two days since the keel blocks were knocked out from under Flotilla 53 and paid a high compliment to the members of Flotilla 53, who began their Coast Guard activities as members of the Lancaster Flotilla, when he was its Skipper. Mr. Hineline discussed at some length the plans for the operation of the Florence V and urged all eligible men to give some time to the reconditioning of the boat so that it could be put in operation at the earliest possible moment.

Miss Brown recalled that the Harrisburg Flotilla had established and maintained the best record in Spar recruiting of any Flotilla of the district and recounted several incidents which occurred during the time that she was assigned to Harrisburg in charge of Spar recruiting.

During the month of April, the Flotilla published the first issue of its new publication which is known as the "Range." Hubert C. Eicher, Editor-in-Chief, and George F. Miley and Russell Charles, Editors, are certainly to be complimented on the first issue. The new publication is printed with an illustrated cover and consists of eight full pages of news about the Flotilla and its activities.

Right now, the only course of instruction which is being offered by the Flotilla is the course in first aid, under the direction of Dr. Samuel B. Fluke. Quoting the Editor of the "Range" best gives expression to the way the boys feel about "Doc" Fluke, when he said, "we are more convinced than ever that there is no better first-aid teacher in the business than Dr. Fluke."

It was during April that eight new men were admitted to membership in the Auxiliary. Raymond E. Bowman, BM 2/c, was their instructor and the uniformly high grades that were received attest to the thoroughness with which he put them through their paces for six weeks. The new men are J. M. Blanchard, W. H. Eby, Albert Goho, D. F. Lawver, R. L. Rineer, I. M. Shipp, G. A. Schreiner, Jr., and J. G. Stewart. 53 also gained another member when Loy A. Wallace transferred from 22 at Essington.

Two new ratings came to the Flotilla during the month, but one was too late

because the draft board caught up with Richard A. Light before the crow did. Edgar Wolfe now sports a rating of Radioman 3/c. Light is now in the U. S. Navy.

53 is all ready to go on the Seventh War Loan campaign and George Riley, 3rd, is Chairman of the committee again. George has established a fine record in previous drives with the help of William Eby and Thomas Cleckner, with the other members of the committee.

The members of this Flotilla and their families will make a tour of Olmsted Field at Middletown, which is the headquarters of the Air Technical Service Command. This tour is especially worth while because it demonstrates graphically what the Army is doing to girdle the globe with aircraft and other Flotillas may want to undertake such a tour for their own members. It is more than worth while.

Recently, Aaron Solomon, S 2/c, U. S. Navy Reserve, on a seven day leave, visited the Flotilla and gave a very interesting report of his experiences since he left Flotilla 53 to join the Navy on 18 January, 1945. Aaron was one of our faithful members for thirteen months prior to entering the Navy.

—Paul C. Applegate, Publicity Officer.

FLOTILLA 13, SEASIDE PARK



Whenever the USCGR (T) is mentioned as performing outstanding service, we are all naturally pleased; but when one of the members of Flotilla 13 is signalled out and honored, we fellow-members feel mighty proud and important.

It is with deep satisfaction that Flotilla 13 is able to report the citation which Chief Vernon A. Suydam sent to Commander Burdge, commending the alertness of William Brown. All of us will be happy to read the citation as received 21 April, 1945:

Seaside Heights, N. J.
CG Group
CG-056
21 April, 1945
To: Commander, Flotilla 13, Seaside Park, N. J.
Subj: BROWN, William F. (5142-282) S 1/c, USCGR(T); commendation of.

1. It gives me great pleasure to inform you of the alertness of subject

named man while on lookout duty from 0800 to 1200, 20 April, 1945, at the Forked River Lifeboat Station.

2. At 1000 Brown observed a plane crashing in the vicinity of the Barnegat outlet and immediately reported same to the CO, GROUP, Seaside Heights, N. J. As a result, a boat was dispatched to the scene and the pilot was rescued within seventeen minutes from the time of the disaster.

3. This performance of duty is in keeping with the fine traditions of the service of saving lives and property. It is therefore, desired that an appropriate entry be made in subject man's record.

VERNON A. SUYDAM.

If Bill Brown's hat still fits, I'm not so sure that some of ours will after reading the above.

Members of Flotilla 13 will not be surprised to learn that Al Richert has been advanced from MoMM 1/c to CMoMM. Al has worked hard and faithfully from the very beginning of Flotilla 13 and we all congratulate him.

Maurice Brink is back on his old job as Chief Boatswain's Mate. We no doubt will benefit by his two years' service in the Navy; anyway, Maurice Brink can be listed among the members who have made Flotilla 13 a better group by his presence.

Classes in instruction are advancing splendidly. The members who are attending these classes on seamanship report that considerable progress is being made and that they are pleased with the training received — proving that we only get out of life what we put into it.

The Class on Blinkers, conducted by Vic Panek, is going places. It is surprising how fascinating this work is and the knowledge obtained can contribute to the enjoyment of ocean trips that may be taken after the war.

Chief Brink is putting us through our drill paces, and while he has a job on his hands whipping us into shape, we will surely make a better appearance on parade after he gets through. He is also tackling the job of preparing us for the coming War Bond Drive. His goal is to get every member of Flotilla 13 to buy, or be responsible for, the sale of one \$100 Bond.

Three more members have received awards for 600 Hours: Theodore Gabriel, Harry Hartman, Benj. Mackler.

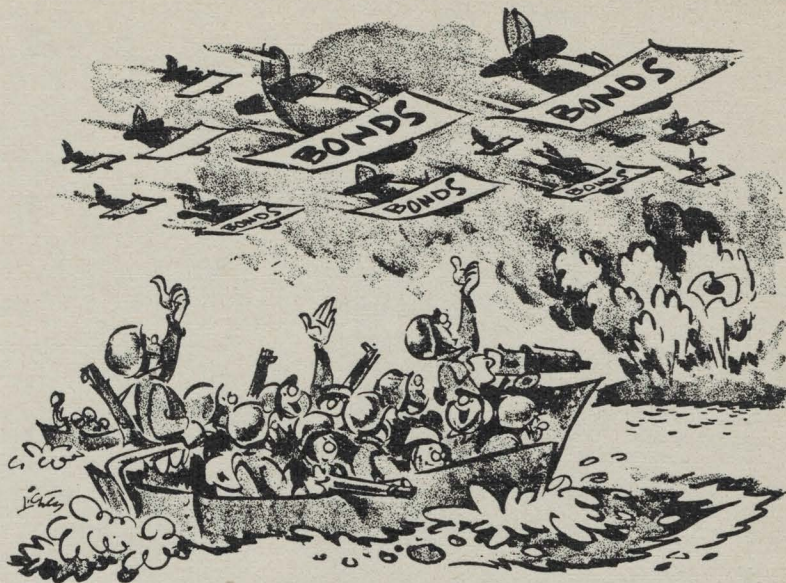
Congratulations are in order for Adelbert Botts, Charles Stone and Eugene Urbaniak, on passing the Navigator examination, and special compliments are added to Vic Panek, who was tie for high man with a rating of 93 on his paper.

John Arthur's cooperation in furnishing material which is written in this column each month should not be overlooked — it is a great help in preparing news of Flotilla 13. Thanks, John.

—Leslie Broomfield, Publicity Officer.



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- ★ 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
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