

# TOPSIDE

MARCH 1944

ANCHORAGE PATROL



UNITED STATES COAST GUARD

*Auxiliary*

FOURTH NAVAL DISTRICT





# Have You an Idea?

We don't care where you pack your aces — in the deck or up your sleeve. Just show us! Post-war expansion calls for new products to supplement our regular lines. Our outfit is experienced in designing, engineering and manufacturing metal precision parts, assemblies, and machines. When our war efforts are over your idea may lead the way to a new peacetime item. Deal us in, fellow!

## NEW PRODUCT IDEAS

Ideas for new patentable items (preferably of metal) will be considered and purchased outright or on a royalty basis if accepted. Write briefly the nature and intent of your idea and, if interesting, we will send complete instructions on how to submit full details for fair consideration.



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DEVELOPMENT AND MANUFACTURING IN THE AIRCRAFT, AUTOMOTIVE, MARINE AND INDUSTRIAL FIELDS



**"I KNOW  
WHERE YOU  
CAN GET A  
38-FOOTER  
FOR  
FIFTY BUCKS"**

*With* THE ADVENT of spring weather, it will again be open season for suckers. Just about this time every year, a new crop of boat enthusiasts takes a beating.

With the recent expansion of the Auxiliary, there will probably be more men than ever, who never owned a boat before, flirting with the idea of being a skipper. They'll be a little over-anxious, too. Remember YOUR first boat?

Unless the older, wiser men in the Auxiliary give these boys a hand, some of them are going to take a terrific shellacking. If you're a real boatman, make it your business to go down and look at that tub your pal wants to buy. Maybe he'd be a lot better off to put the money into WAR BONDS.



**BUY MORE WAR BONDS**

THIS ADVERTISEMENT CONTRIBUTED THROUGH JOHN J. SADER, USCGA



# TOPSIDE

## U. S. COAST GUARD AUXILIARY FOURTH NAVAL DISTRICT

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VOL. 2 MARCH, 1944 No. 3

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, Fourth Naval District. It is issued monthly to approximately 3,000 members. Contents are 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.

### GUEST EDITORIAL

By COMMANDER J. E. KLOCK  
Flotilla 21

★ Although Flotilla 21 did not turn out the full complement of men for whom tickets were available, I was more than pleased that over fifty of us were able to attend the dinner given in honor of Admiral Waesche.

The most important thought I carried home with me, I believe, was the continued importance of our work as members of the Temporary Reserve.

Now that the Allied forces have so definitely taken the offensive in the European theatre of war, I know that many of us must occasionally wonder if our work is worth carrying on. We wonder why we should continue to seek new members . . . train them . . . uniform them . . . when the likelihood of emergency seems to become more remote with each passing week.

Those of us attending the dinner, I am sure, know the answer now. And the answer lies in our Coast Guard motto: "Semper Paratus."

We have no right to listen to Armchair Admirals. We have no right to be Guessing Generals. But as Americans, we have a clear responsibility to be Always Ready. If we are ready, if we have not let our enthusiasm get lukewarm because we see no chance to be home-grown heroes . . . then nothing

will ever happen that we are not prepared to cope with.

Don't let up on a single phase of your work as a Reservist. If you are taking one of the courses, give it all you have. If you are still assigned to gunnery . . . or still waiting . . . get every bit out of it you possibly can. Be just as ready to defend your Country against that "outside chance" as you would be if the enemy were pressing our shores.

You all read recently of the fire aboard one of the freighters berthed in Philadelphia. To our brother organization, the Volunteer Port Security Force, goes full credit for the alertness that prevented serious results.

Let us be just as ready for fire, flood or foe . . . no matter how remote the need may seem.

—21's PELORUS.



### DAY MEN NEEDED

There is a crying need right now in the Fourth Naval District for men temporarily enrolled in the United States Coast Guard Reserve who can do twelve hours of day duty each week. Recent assignments accepted by the Auxiliary have taxed the available man-power to the limit. If you are ready, willing and able to perform a patriotic service for your Country, and can so arrange your time that you can give twelve hours a week, every week, during the daytime, contact your Flotilla Operations Officer at once. You will find that several important and interesting assignments are open to you—assignments that are vital to the war and that will release able-bodied younger men for overseas duty.

## FLOTILLA 16 DOES OUTSTANDING JOB IN FOURTH BOND DRIVE

★ Inspired, perhaps, by the success of the Auxiliary in selling Pearl Harbor War Bonds, Flotilla 16 took it upon themselves to campaign for the Fourth War Loan—with remarkable and commendable results.

Although he would be the last to admit it, we suspect that the idea of participation in this drive, and the plans that resulted in its success, were brain children of Vice-Commodore Brouwer.

The membership of Flotilla 16 was divided into four teams. Teams One and Two competed against each other and against Teams Three and Four. The losing combination had to buy dinner for the winners. This incentive undoubtedly helped the Flotilla to set up the proud total of \$215,773 in sales of Fourth War Loan Bonds to 1235 individuals.

Top men in individual sales were C. Elwell, E. F. Conover, G. Pike, C. Kiefer, J. Finley, W. Gruler, R. Snyder and H. Wellbrook.

Flotilla 16 deserves the admiration of the entire Auxiliary for this work, more especially because they undertook the job voluntarily, with no suggestion from outside.

### AUKS CAPTURE THE GOOD SHIP AYER

Those able-bodied seamen who used to waste their talents acting as guards in the Ayer Building where the District Office and many other departments of the Coast Guard are located have been released for combat duty by—whom do you think?—none other than the good old U.S.C.G. Auxiliary. Did we hear someone say that the usefulness of and need for the Auks was on the wane? Not a bit of it!!

### A LETTER

From CAPT. WELLS to LIEUT. (j.g.) BROWN

"The participation of the Coast Guard Auxiliary, Fourth Naval District, in the 'Red Cross War Fund Campaign' Parade on 1 March, 1944, in Philadelphia, was in every respect most commendable.

"I was present in the reviewing stand and was more than pleased with the excellent military appearance of the Auxiliary personnel.

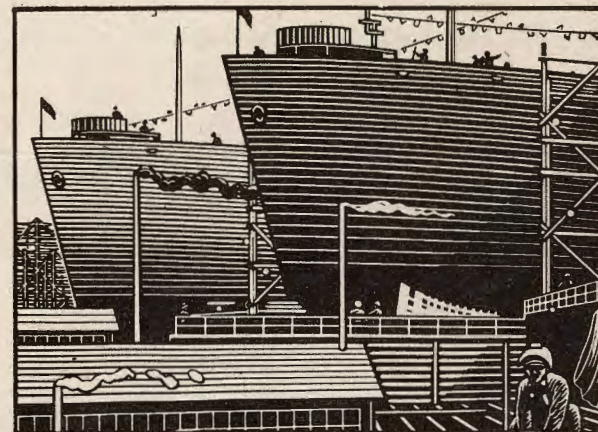
"Please convey my appreciation to Ensign C. Frazer Hadley, USCGR(T), Commander Flotilla 25, and to the men under his command who participated in this parade, for their splendid cooperation."

# MERCHANT SHIP IDENTIFICATION

By

E. TILDEN KIRK, BM1/c

Flotilla 16



In preparing this short treatise on ship identification, the author has in mind those salient features of all ships with which all Coast Guardsmen should be familiar as a form of basic training in order to assist intelligently all functions of the Coast Guard pertaining to sea duty, and with particular emphasis on Coastal observation duty as it may function with Coastal information.

The following treatment of the subject is taken from many different sources and broken down to such parts as will apply chiefly to Coast Guard Activities in as brief a manner as possible in order to simplify such identification and necessitate no extensive study or complicated instruction.

To begin with, all ships have certain salient features which distinguish one ship or one class from another. These consist chiefly of different types of bows, sterns, stacks, superstructures, masts, kingposts, cranes, and ventilators—plus other features which are used only when attempting to place a ship not only in a definite class but to practically name the particular ship in question. Such close identification is neither practical nor desirable for our use, so the features to be stressed here will consist only of the following: Bows, sterns, superstructures, and whether or not the particular vessel falls in a type known as Class A (engines amidship) or Class B (engines aft).

This last class (A or B) is probably the cause of most confusion at the present time as most Coastal observers have assumed that all ships having their engines aft are tankers, which is definitely false, and all other ships having their engines amidship are freighters or cargo vessels, which, generally speaking, is true but not necessarily. In order to differentiate between these similar types it is first necessary to bring out those features characteristic of all ships with regard to design and function, so we will start with the bow characteristics and work aft.

There are four types of bows to be

considered: A—Plumb; B—Raked; C—man, or Swedish and Norwegian vessels Clipper; and D—Maierform. (D is and is used where vessels have to break rare and seen generally on Dutch, Ger- ice.) See illustration.

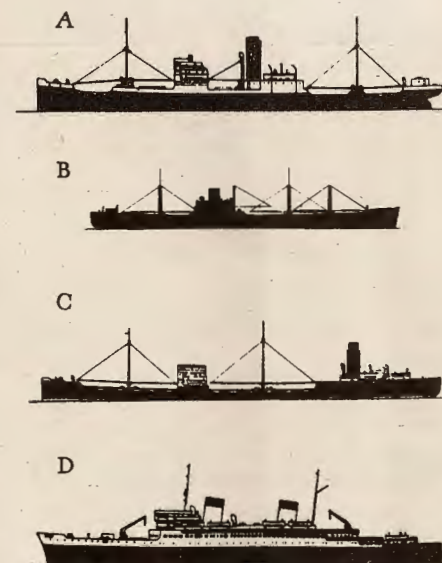
### BOW TYPES



The next characteristic is superstructures of which there are four chief types for our consideration: A—Split; B—Composite (or Block); C—Wide Split; and D—Passenger Composite (This type generally includes one-third or more of the vessel's entire overall length).

Other general features which come under the classification of superstructure or its lighter parts are masts, kingposts, stacks, ventilators and cranes of which there are various types of each. The Coastal observer should familiarize himself with these features as a matter of general information in order to call them properly if questioned or to log them accurately if such were ever necessary.

The common types of Masts, Kingposts, Cranes, Ventilators and Stacks are shown below:

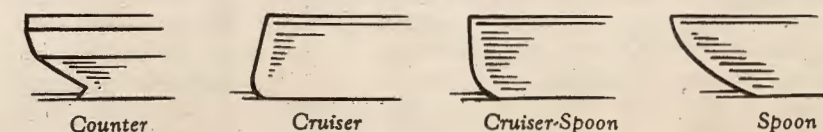


### MASTS AND KINGPOSTS



Next on the list but not least in importance are sterns of which there are three; A—Cruiser; B—Cruiser-Spoon, and C—Counter.

### STERN TYPES



(Continued on Page 6)



# MERCHANT SHIP IDENTIFICATION

(Continued from Page 5)

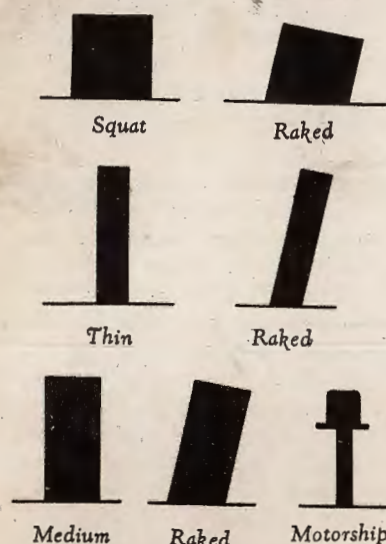
## ELECTRIC CRANE TYPES



## VENTILATOR TYPES



## FUNNELS (STACKS)



After having these ship characteristics firmly fixed in our minds we can now take up that Class of ships (B—engines aft) which are the most difficult to differentiate between. In this class there are four types: Tankers, Colliers, Cargo and Ore vessels or Lake Steamers, and Whale factories. Of these we will take the tanker (or oiler) first. The chief or outstanding features are *catwalks* which extend from the bridge, which is generally amidship, forward to the foremast and aft to the engine structures. Also the masts are light as they do not function in handling of cargo and are generally devoid of booms or kingposts although single kingposts or sampson posts are sometimes used for handling hose for fueling, etc. These ships are generally of low freeboard, particularly when loaded and vary greatly in length. A typical tanker is shown at the top of the next column.



Colliers, on the other hand, are generally of higher freeboard, have no *catwalks*, and carry several masts and rows of kingposts for handling the hatches necessary for loading and unloading their cargo. Some Colliers have only several short sampson posts for handling hatches but show plainly on profile view of ship. This vessel at times has two stacks abreast.



The engine-aft Cargo vessel is simpler to distinguish as it carries no *catwalk* and heavy masts with booms attached along with various kingposts, cranes and other gear for the handling of heavy cargo through her hatches. Below are shown two illustrations.



The Lake steamer is similar in appearance to Collier except that no kingposts are displayed and the bridge is well forward in the bow of the vessel.

The Whale factory is generally large and of high freeboard with two stacks abreast and a slipway running up the stern between them for brining the whale aboard ship. This cannot be seen profile or silhouette. Two illustrations of whalers are shown below.



Class A (engine amidship) Vessels present no problem and come under the general heading of freighters or cargo ships. They carry two or more masts with a variety of booms, cranes, kingposts and sampson posts to enable them to handle various cargoes and various conditions of loading and unloading. Several different types are shown at the top of the next column.



In addition to merchant ships, Coastal observers should also learn many other types of vessels common to our seacoast such as L.S.T.'s, L.C.I.'s, different patrol craft, mine sweepers, motor barges, lighthouse tenders, net tenders, Destroyer Escorts and many others that are observed from the towers or offshore.

It would be impossible to incorporate such information in an article of this kind as it would require too many cuts and too much space but it is possible to collect many valuable pictures for study from current magazines such as *Yachting*, *Rudder*, *Life* and others. Also, if Flotillas can secure such restricted material as O.N.I.'s 208 and 209 along with "Merchant Ship Identification for Airmen" put out by Northern Air Patrol, Boston, Mass., April 25, 1943; Also, "The Ships and Aircraft of the U. S. Fleets" by James C. Fahey and published by Ships and Aircraft, 1265 Broadway, New York, is excellent.

In closing, I wish to express my appreciation and thanks to Commodore George H. Mills and other officers of the U. S. Navy at the Naval Air Station, Lakehurst, New Jersey, who so willingly gave their time and assistance in getting together the material which has made this article possible and which I hope will lead to more accurate identification and thereby greater efficiency in the duties of Coastal Observation.

## GET YOUR FLAT-TOP?

In order to complete the sea-going Dress Blue uniform, authorization has been obtained to issue flat-top blue caps. Members living near the Clothing Locker may obtain them there. Coast Flotilla members will get them from the Key Station in their locality.

**DEADLINE** for copy for the next issue of TOPSIDE is 7 April. Make your plans accordingly. Don't be late with Flotilla news or you'll be left out.



**FLOTILLA 25, FARRAGUT**—Out of constant preparation and follow-up, with men plodding laboriously for many months, we have finally succeeded in developing so efficient a Flotilla as Farragut 25. Nor is this evolution to be passed lightly by as of small importance, for many duties have been, and are still being performed at a tremendous cost of manpower hours, all voluntarily given. However, it is not without its reward. The value of the training in our various educational courses is illustrated by the speedy advancement received by our men after induction into regular service.

The second phase of instruction in the Gunnery Familiarization of United States Coast Guard is under way, after a successful first course completion boasting of no accidents. This accomplishment is due to CPO Norman Derr and GM1c J. H. Chapman, not forgetting a list of Instructors.

It is with deep regret that we learn of the passing of Samuel Hughes. Sam was Assistant Secretary to Harry Rambo and although he knew his health was in a precarious state, he was vigilant in his duty. We bow with reverence and respect to the loss of so fine a man. To those he left behind goes our deepest sympathy.

Constant reports of advancement are being made, such as the procurement of a 26-foot pulling boat in which the men of 25 will go out every week-end for training practice in the hope that the fresh air and additional exercise will be beneficial to spirit, mind and body.

A new class has started in Signalling, so take it as seriously as you have all the rest of the program . . . it will take you a long way.

The turnout of men participating in the Red Cross War Fund Parade, headed by our own Commander, Ensign C. F. Hadley, Jr., was very commendable.

It is with a great deal of pride that we announce the installation of a loud-speaker system at N.M.A. where Farragut Flotilla 25 holds its meetings, classes in all branches, Drill, Gunnery

Instruction and Range Practice. With the completion of this speaker system, we are now able to open our meetings with the playing of the Navy Hymn.

—John Bauer, Publicity Officer.

**FLOTILLA 17, GREAT BAY**—Flotilla 17, Great Bay, held their 2nd Annual Dinner on the evening of 17 February, 1944 at the White Sparrow Inn, Vineland, N. J. The dinner had an attendance of 250 people and due to the untiring efforts of Cox Stanley Altman, Chairman, Cox Moey Lihn and Robert Shockey, BM2c, members of the committee, the affair was an overwhelming success. Flotilla 17 donated to the COAST GUARD WELFARE, out of the proceeds, a check for \$500 which was presented to Lieut. (j.g.) John W. Brown by Stanley Altman.

Among the distinguished guests were Lieut. (j.g.) and Mrs. John W. Brown, Lieut. and Mrs. Richard K. Nelms, Lieut. Allan K. Brouwer, Lieut. (j.g.) and Mrs. Earl Leonard, Lieut. (j.g.) and Mrs. Wolcott Robinson, Lieut. (j.g.) and Mrs. William F. Burton. The guest officers each had a message for our Flotilla which was greatly appreciated by the Flotilla members. The entertainment consisted of five acts of floor show and dancing. The recognition which we have received in writing from Admiral Waesche and Captain Coffin, relative to our dinner, is very much appreciated.

Our recruiting has been quite successful during the past month and it looks as though we shall be able to hold entrance examinations in the near future for at least 15 more members. Step on the gas, fellows; we will need them shortly. Moey Lihn, Ivor Winterbottom, Charles Higbee and Albert Wettstine all took the examination for Coxswain this month and made the rate—Congratulations! George W. Stafford has passed the GM3/c examination and has been recommended by Commander Creely — Nice goin', George; you've done a swell job "out on the range."

Commander Creely has been running instruction classes for ratings at his home every week, exclusive of our meetings. The attendance has been very good. Why not have some more

of these classes in Egg Harbor, Hammononton, Vineland, etc.? We need the rates in the Flotilla.

Henry Tomkinson, BM1/c, is our new Personnel Officer. Anybody who knows Tomkinson real well, knows that we have a swell guy on the job. Keep 'em sailing, Henry.

Gunnery school has kept up its high average of attendance this month Ernest Chew, BM2/c, deserves the nickname of "Dead Eye Ernie." He surely puts them in there.

—Albert N. Wettstine, Publicity Officer.

**FLOTILLA 35, CAPE MAY**—Making up in vitality for what it lacks in age, the baby of the Fourth Naval District this month is in the midst of an intensive membership drive and an ambitious educational program.

Designed to convert a group of landlubbers into a crew of seafarin' Auxiliaries and Temporary Reservists, the educational schedule, under the guidance of Milton Pilot, education officer, now includes classes every Monday evening, alternating between signalling and navigation. Both are taught by officers and enlisted men from the Cape May Naval Base. Signal practice sessions are held at regular meetings every Thursday along with brief drills and other Flotilla business.

Between cramming to prepare for rating examinations and standing regular watches at the tower of the Cape May Point Lifeboat Station, men of Flotilla 35 are scouring the tip of the Jersey Cape for new members.

Sharp expansion in the Flotilla's personnel is sought to enable the Cape May unit to take over additional duties which headquarters has in store for Temporary Reservists in this area.

With the membership committee digging for new material and the education committee gearing itself to begin a series of preparatory classes, Flotilla 35 is anticipating a real boom before the vacation season starts at this seashore resort.

A number of summer residents of Cape May have indicated a desire to enter the ranks when they arrive for their vacations.

When the infant 35 hits its stride, plenty of friendly competition with the

(Continued on Page 8)



# THE LOG



(Continued from Page 7)

Wildwood Flotilla is expected, for Cape May and Wildwood have been traditional rivals for years.

A start of the inter-resort competition took place during the last month when Commander Don Lear, of 35, made an official visit to Wildwood's outfit, and the compliment was returned by Commander Jack Kay, of Wildwood, and Chief Higgins.

Already there have been whispers of a marksmanship contest between the two Flotillas . . . if and when it can be arranged.

Fred R. "Bud" McAdams, S1/c, attended fire school at Fort McHenry for a week during the last month and returned as a fire fighter de luxe and bubbling with enthusiasm about Auxiliary and Temporary Reserve work. Reported McAdams: "You don't appreciate what extensive organizations the Auxiliary and Temporary Reserve are until you've had an opportunity to get together with fellows from other Flotillas."

Now it can be told—Milt Pilot, who has become the general utility department of the Flotilla, recently volunteered to do an extermination job at the Point station. He borrowed an electric pump and prepared to launch an all-out offensive against the roaches, but when the pump was started, nothing came out but bubbles. Adjustments and the kibitzing of the crew were of no avail. The bubbles kept bubbling. Finally, a check-up of the fumigating agent disclosed Pilot had borrowed a can of liquid soap by mistake. Latest reports from the battlefield indicate the roaches are retreating since Pilot switched ammunition.

Herb Harris, S1/c, president of the Cape May Kiwanis Club and one of the first to answer the call of the Auxiliary in Cape May, leads the Flotilla in the number of hours served to date. Other Reservists are expecting a photo-finish when the hours of duty are tabulated at the end of this month.

—F. Mervyn Kent, Publicity Officer.



**FLOTILLA 27, SALEM** — Steady growth and progressive change seem to be the characteristics of Salem Flotilla. Our membership has now reached 130, and several members have won promotions or are taking on new duties.

Since January the following new members have been sworn into the

STUPORMAN on Patrol — By "Kordy"



"Those d . . . seagulls would make good bombardiers."

Flotilla: Charles W. Sparks, James F. Endres, Alonzo Betson, Frank Darlington, Donald S. Henderson, Floyd Penal, Richard Sheppard, Milton Miller, Linwood Miller, Peter P. McEvoy, John M. Pedrick, Elmer R. Hamscher, William H. Allen, Adam R. Stevens, Byron J. Johnson, Richard O. Bender, George VanUffel, Jr., Robert L. Graybill, John J. Jackson, Clifton T. Holton, S. Lawrence Riley and Daniel Terry.

William T. Hilliard, 3rd, was advanced to Coxswain and Donald Willis was advanced to Yeoman 3/c. Hilliard is the financial secretary of the Flotilla, as well as an apt retort thrower.

With all proper apologies, we wish to announce that Cox'n North also passed the recent Navigator test, but somehow was not congratulated for it in the last issue. North finished fourth from the top of the list in the test.

Our regular meeting night is now to be on Tuesdays, starting with 7 March. Our dues are changed from one dollar per month to six dollars per year. Cox'n Levering is our new gunnery officer. Cox'n Tice is the new assistant operations officer.

Chief Doyle, our Vice Commander, has been elected as Commander of the South Jersey Power Squadron. Congratulations, Doyle. You are a brave man to take these added duties on with all your Flotilla work.

Mr. Madden and Mr. Boehner visited Farragut 25 on one of their regular meeting nights. Commander Hadley is fortunate to have such an active group of workers and the most appropriate surroundings for a Flotilla. John

A. Bauer, publicity officer, took very good care of us. Thanks, boys, for an inspiring evening.

While waiting for the boats to go back on the river, our boys are eating up the instruction that Tice has organized for us.

—George Boehner, Publicity Officer.

**FLOTILLA 21, QUAKER CITY** — We can't give anything like a complete list, but all the signs point to the fact that a good many of the fellows most active in Flotilla 21 are soon going to swap their class T status for a full time job in one or the other divisions of Uncle Sam's armed forces.

John Kerwick, MoM2/c, of the Friday night patrol, seems to have earned the Flotilla's award for the fellow with the toughest break. At his pre-induction ceremony a few days ago, John lost the chance to continue to wear the navy blue on the flip of a coin. On latest reports, however, there is still an outside chance that he can make it, but if Johnny's record in the Flotilla is any criterion, he'll give his best even if he does miss making his favorite branch.

Max Coren and Jules Hyman are both on their way with the A. T. S. Good luck, fellows!

In spite of the inroads Uncle Sam is making, Flotilla 21 continues to grow, both in size and duty assignments. All class work is well-attended, and at the present time covers signalling, boatswain 2nd qualification instructions, as well as the perennial boot training.

Monday, 28 February, incidentally, was the examination date for 13 candidates. Unless Ray Bradshaw, their instructor, has lost his usual skill, this means that another 13 members will be available for active reserve duty.

This seems to about fill the available quota of space for news about 21 for this time.

—F. T. Kessler, Publicity Officer.



**FLOTILLA 51, READING** — A class of 18 men is receiving instruction in preparation for examinations which will make them eligible for membership in the Temporary Reserve. The

potential boatmen are attending classes in the new headquarters of the Flotilla in the Y. M. C. A., where they are being given lessons in navigation, seamanship, signalling and other nautical subjects by a corps of instructors under the direction of CBM Theodore L. Cuyler, 3d. On the teaching staff are:

CBM George L. Kreider, junior commander; Frank Satterthwaite, gunnery officer, who was recently promoted from coxswain to boatswain's mate second class; Philip W. Ziegler, operations officer; Ray Henrie and William E. Walter, all coxswains; O. Eugene Dellinger, and David Hill. The latter, who was advanced to Yeoman third class, was recently elected secretary-treasurer to succeed C. E. Keefer. Ensign Theodore C. Auman, Jr., commander, said that with the addition of the new members the strength of the temporary reserve will mount to 75 in the Flotilla. Ralph N. Kaufman, keeper of the log, was promoted from coxswain to yeoman third class.

—Matthew P. Romanski, Publicity Officer.



**FLOTILLA 52, LANCASTER - HARRISBURG** — Although a short month, February was one of the most eventful in the annals of the Flotilla.

The Admiral's Dinner, which was attended by twenty-five members, headed by their genial Commander "Woody" Williams, was, of course, the highlight of the month with the added distinction of having our Commander appoint an Aide to Admiral Waesche during his visit to the district.

On 14 February, the Harrisburg boys got together and gave a large contingent from Lancaster a swell lesson in ship-board etiquette with a quartermaster, O.D., and the Commander, all in their proper places.

Saluting the quarterdeck, then the O.D., with the usual "Seaman 1/c Jack Scuttlebutt reporting on board, sir," the men were then conducted through a most interesting and instructive evening. Chief Frank Crozedale and Gunner's Mate Steinman, from Port Richmond, spoke on the correct procedure of the Gate and Dock Watch and handling of small arms, respectively. Spar Recruiting Specialist Morgan eulogized the work of the Flotilla in their assistance to her branch of the service and Paul Applegate, Assistant Publicity Officer, spoke most intelligently on the rig, type, and construction nomenclature of various types of sail and power craft, covering part 3, of the Coxswain's Examination.

The O.D. at the meeting was George Milley, with Sterling McNeas, Asst. Operations Officer, and William Hubbard BM1/c assisting. John Esslinger, was Quartermaster.

Plenty of action has been taking place at the Lancaster headquarters with 16 men being graduated on 23 February at the entrance examination. Gardiner Wilson, Membership chairman, announced that another class will start early in March. Close Order Drill was inaugurated during the month with surprisingly good results under Commander Williams and Gunnery Officers J. A. Norris and Marlin Bauman, and Jack Schleenbaker's film programs have added a great deal to the instruction classes now held on meeting nights. Rating promotions were awarded to Jack Schleenbaker, now CMM, Dan Flory, MM1/c and J. Arthur Norris, GM2/c.

The writer visited his home city of Boston recently and learned some interesting facts about operations in the 1st Naval District in which about 14,000 auxiliarists are enrolled. To cap the climax, Seven Spars were sworn in on the 29th "Leap Year Day" at Harrisburg at a special meeting of the Flotilla, by Ensign Brown from Spar Recruiting Headquarters at 210 Washington Square. All these recruits were secured through the Spar office of Flotilla 52 at Harrisburg.

—John P. Samuels, Publicity Officer.



**FLOTILLA 33, WILDWOOD** —

Flotilla 33 has had a successful membership drive and the last group of about twenty new members has already been placed on active duty. Just when it appeared that Cox'n Theodore Ritchie, of the membership committee, could relax for a while it was announced that new duties would be assigned the Flotilla in the future and it will be necessary to enroll more men.

While the Flotilla has been gaining more men it has also been losing some of the "old reliables." CMM Dick Lore has changed his residence to the state of Florida while our Vice Commander, CBM Al Barsky, along with BM1/c Thomas Allen and S1/c Charles Allard, has joined the U. S. Army Transportation Corps.

At a recent meeting, CBM Russell Higgins was unanimously selected Vice-Commander of the Flotilla. "Russ" was highly praised by Commander John J. Kay for the fine work that he has done. Besides his excellent work on the dock patrol he has held an instruction class once each week, preparing the new recruits for their entrance examinations.

BM1/c Arthur Sutton passed a Chief Navigator exam many months ago but did not receive his CPO rating until an opening occurred a short time ago. Chief Sutton is the Operations Officer in charge of the tower and dock watches. He has Cox'n Frank Jones and Cox'n Raymond Gibbs assisting him with the tower operations.

Under the guidance of Ensign Kay, the Wildwood Flotilla has developed into a well-organized group. Besides the Ottens Harbor Dock Patrol, the Herfort Inlet and Leaming Ave. Towers are being manned by the Auxiliary. The fellows in the Herfort Tower feel sure that there are not many telephone switchboard operators in the world who must also punch a time clock every half hour. Perhaps the members will make more requests to be put on day watches in the towers, when summer rolls around again and bathing suits put in their appearance on the famous Wildwood bathing beach.

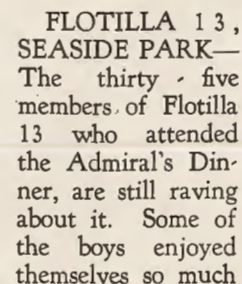
The Ottens Harbor Dock Patrol still keeps things in order on the fish docks. Occasionally the tide uses a full moon or Northeast storm for an excuse to pay them a visit and rolls right into their office. To date, several members have found it uncomfortable but they can get along by wading and have not found it necessary to ask for an issue of life belts.

Richard Harrison spent a week at the Fort McHenry Fire School where he went through a regular Coast Guard training course on fire fighting. (See PO). He gave a very interesting talk, when he returned, stating that he met Auxiliary members from all over the country and was impressed by the importance and variety of duties that Auxiliary Flotillas have taken over in various sections.

On Friday, 25 February, Flotilla 33 held a fine get-together at Woolson's Farm. The mess, which was served in the spacious and comfortable cabin, was enjoyed by everyone while the "Clam Brigade" provided and prepared steamed clams over a large, outdoor fireplace. The clams were a delicacy few could resist and the whole affair will long be held in fond remembrance. Our Junior Commander, W. C. Koeneke, worked just as hard to insure its success as he consistently does in all operations of the Flotilla. Lieut. (j.g.) William E. Sturm and Ensign Harry Attmore were present and gave very interesting talks. Ensign Strandberg, Commander of the Stone Harbor Flotilla, was also a very welcome guest. Two reels of Army and Coast Guard pictures were shown.

—Edwin S. Nesbitt, Publicity Officer.

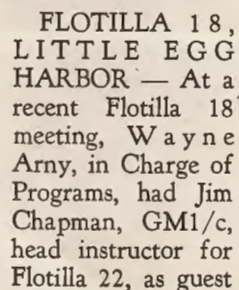




Lieut. (j.g.) Earle Leonard who, as we all know, has a reputation for doing a thorough job, took charge of one of the Admiral's hats, and since the owner did not claim it until the next morning, Lieut. Leonard retained a room at the Bellevue and faithfully guarded the illustrious cap, assuming the night watch without complaint. We, of the Tower Watch, who stand guard duty four hours from 2400 to 0400, know just what a strain it must have been to keep such a long faithful vigil—but it's all in the day's work of a Coast Guard man.

A new beginner's class started at the regular Wednesday meeting with seven new members attending. Charles Stone is doing a good job of instruction, as the passing marks of previous students prove. It takes a lot of patience to carry on this type of work, but Charlie has what it takes.

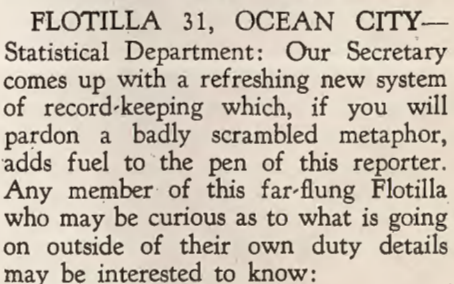
—Leslie Broomfield, Publicity Officer.



**QUICKIES**—In this Flotilla, the only way to avoid double duty is to wear black glasses, so you are not recognized by the Commander, or remember—"A slip of the lip, etc." Loy-al Patton now finds himself "Commis-sary Officer" and from seamen to CPO's, great work is expected. . . . Chiefs Wesley Heilman and Frederic Remington have been assigned to duty on the Delaware River Patrol. Crews are now being selected. Both "Wes" and "Fred" are continuing with their patrols at Beach Haven. . . . Chief Sidney Blake has been appointed by Com-mander Morton Gibbons-Neff to take over the duties of Operations Chief. This will be in addition to his duties as the head of the tower watch at Long Beach Island. . . . Stokes Carrigan is now in charge of the new membership committee and the handling of process-ing. Jr. Commander Haines starts a new series of instruction classes begin-ning 9 March. 18 is now processing six new members which will bring the Flotilla up to 122 members. . . . Roger!

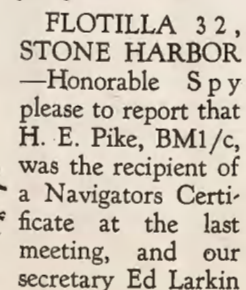
—Russell K. Carter, Publicity Officer.

—Elmer K. Errickson, Publicity Officer.



—E. L. Johnstone, Publicity Officer.

—William Pyle, Publicity Officer.



Gunnery instruction for members residing in the third division of the Fourth Naval District will be given any time of the day at Woolson's farm on route S49, one mile south of Goshen, N. J. Members will be notified as soon as gunnery officer Roy Wingate prepares the schedule.

—Carl T. Roth, Publicity Officer





**FLOTILLA 16, TOMS RIVER** — Five new men were sworn into the Temporary Reserve. They have been uniformed and are on active duty. They are Louis Tilton, George Eitel, Har-

old Hagaman, Harvey Cox, and Joseph Britton.

We welcomed back Alvin Hall, CPO, a member of our Flotilla who has been on active duty in the Southwest Pacific, but is now home, having been honorably discharged. Another Flotilla member, Warrant Officer Edward Wogan, who is on active duty, paid us a visit recently and gave an interesting account of his duties. Lieut. (j.g.) R. C. Woodside, who is a son of Capt. Woodside, was also a recent visitor. He congratulated the members on the service they are rendering their country in relieving younger men for sea duty in the regular service.

A mass semaphore is being practiced at each muster on meeting nights, under the instruction of Charles Kiefer, Cox.

Commander Brouwer and his staff attended a meeting of Flotilla 18 at Beach Haven. It was the starting of their classes in plane identification. These classes are conducted by J. W. Finley, Cox. and Chas. Kiefer, Cox. They are also instructing Flotilla 13 at Seaside Park. The men of our own Flotilla have become quite proficient in their identification of planes under the able instruction of these two men. If there are any other Flotillas in our district who would like to start classes, both Finley and Kiefer would be willing to cooperate in any way they can in organization and instruction.

The gunnery classes are making fine progress each week at the Farragut range under the instructions of W. A. Barkalow, CBM of our own Flotilla, and T. Gabriel, GM3/c of Flotilla 13.

The ship identification classes conducted by E. T. Kirk, BM1/c, are very interesting. In addition to slides, he has secured movies which have been very helpful in identification and fine progress is being made.

Flotilla 16 is appreciative of the promotion of Herbert Trenery, S1/c to Yeoman 3/c, as he is really a hard worker.

All those attending the Admiral's Dinner report having a fine time.

The Flotilla wishes to express its thanks for the movies sent down from the District Office. They have been both entertaining and instructive.

We hope that the campaign for SPAR recruits will be fruitful. The Spar Recruiting officers who visited us recently did a grand job of publicity and campaign work, speaking before our different organizations and Flotillas. We are proud of the dignity which they give to the Coast Guard and to our organization.

—Leslie W. Reynolds, Publicity Officer.



**FLOTILLA 24, DELAWARE RIVER** — March marks the First Anniversary of this Flotilla. To honor this occasion, a dinner-dance held at the Sylvania Hotel, Saturday, 4 March,

was the event of the month. Bland Kilpatrick, Chairman of the Committee, did a swell job.

Ensign Lyle Holmes opened the business meeting with the introduction of our honored guests. The guest list included Lieut. Allan K. Brouwer; Lieut. Francis Coxe; Lieut. (j.g.) J. W. Brown, Lieut. (j.g.) W. W. Robinson; Lieut. W. W. Crosby, who is in command of the Essington Base; Lieut. (j.g.) Frank Hinehine; Ensign John M. Hays; Ensign E. A. Knorr, Ensign W. B. Griscom.

The high spot of the evening was the presentation of a Coast Guard ring to our able Commander, W. Lyle Holmes, in recognition of his untiring efforts both at the District Office and in our Flotilla activities. Mrs. Holmes was presented with a bouquet of gladiolus with best wishes, for being a splendid Coast Guard "widow."

After dinner, the remainder of the evening was devoted to dancing and to entertainment. A vote of thanks to the other members of the Committee for making this affair a successful event.

After each of our meetings, the members have been receiving instructions on the duties of Coxswains, the saving of life at sea, riding the surf to shore, and swimming in burning oil. These interesting classes are made possible by the U. S. Coast Guard training films.

Meetings and classes are held every Monday night at 2000, visitors welcome.

—W. R. Peterson, Publicity Officer.

## NO NEWS?

Flotilla news from Flotillas 41, 22, and 11 failed to reach TOPSIDE for this issue. The news for Flotilla 26 was received too late for publication—four days after the deadline. Sorry!

## Fire School Eulogized



A recent letter to Lieut. (j.g.) John W. Brown, Director, from R. N. Harrison, Sea.1/c, Flotilla 33, is here reprinted in full, because it expresses so well the appreciation felt by all Auxiliarists who were privileged to attend the Fort McHenry Fire School:

"As you know, I just completed a week's training in fire fighting at the Fort McHenry Training School, at Baltimore, Maryland.

"I would like to take this opportunity to express my appreciation to you and those who made this fire training course, and my being there, possible.

"Words fail me in expressing my reaction to this school and its instructors.

"Looking back over that past week, it still seems unbelievable. To learn that liquids do not burn in their solid form; that the saying: "Where there is smoke, there is fire" isn't so; to think that a three thousand gallon fuel oil fire can be extinguished in ten to fifteen seconds, using water. Impossible? I thought so, but before the week was over, I was doing it myself.

"Before entering Fort McHenry, a feeling kept persisting within me, that being a Temporary Reservist, I would be looked on as a "second-rater." I wasn't there long before I found they held us in their highest esteem. They were proud of the Class (T) Reservists who preceded us, and knowing what a job the Class (T) Reserve is doing, handed us many bouquets that were meant in all sincerity.

"Talking with the other thirty men in my class, who came from as far South as Florida, and from as far North as Maine, my eyes were opened to what an outfit I really belonged to; to what a gigantic undertaking the Class (T) Reserve has taken upon itself, and most important, the manner in which this job is being done.

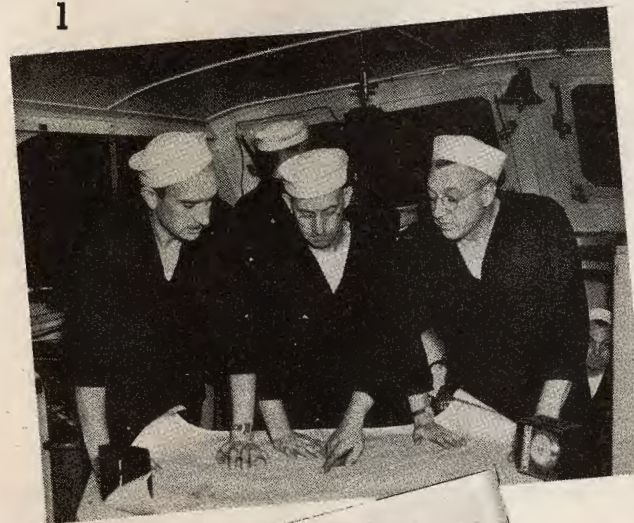
"Getting back to the school; never have I met instructors who could put across their points so clearly, teach so much in so short a time, and at the same time, be so pleasant, good natured, and friendly.

"Again, I wish to thank you and fire school, for one of the most pleasant and outstanding events of my life.

R. N. HARRISON, Sea.1c,  
USCGR(T)."

# PICTURE PARADE

1



2



3



4



6

5



LEGEND: 1. LEFT TO RIGHT—Tom Watson, Bill McClay, and George Wolf, of Flotilla 21, settle a chart argument. 2.—Jerry Marcus, of 21, smacking the anchor pin home. Looks like he might be telling a fish story. 3. Dot MacFeeters, now stationed in Seattle, many miles away from Pop MacFeeters, of Flotilla 21. 4. George

Wolf, of 21, babying one of the DoDo's motors. 5. Commander Burdge, of Flotilla 13, swearing in a quintet of likely-looking members. 6. One of the first parades ever to be participated in by the Auxiliary was the Red Cross Fund Raising Campaign Parade in Philadelphia on 1 March.



# FLOTILLA COMMANDERS

Number Two of a Series



FRANK ESKUCHEN

Flotilla 11

★ Commander Eskuchen's membership in the Atlantic City Tuna Club was responsible for his joining the Coast Guard Reserve shortly after it was authorized by Congress in 1939. It was here that invitations to join were sent from New York which was then the Headquarters for the Atlantic City District. It was also here that the Organization Meeting of Flotilla 11 was held in March of 1940 at which meeting the Commander was among those organizing this First Flotilla in the Fourth Naval District.

When the United States entered the war, he was Chairman of the Instruction Committee and in July of 1942 was elected Jr. Commander. December 1942 saw him elected to the office of Commander.

Frank, as he is better known afloat and ashore, is employed by the RCA Mfg. Co. in Camden as a design engineer in the Aviation Radio Section. For the past few years, he has been working on the design of radio apparatus for the U. S. Navy. This is, however, the old story of the sailor hiring a rowboat on his day off, for radio is Frank's hobby at home and afloat.

Prior to going with RCA fourteen years ago, two years were spent vagabonding in Europe. Few countries, large or small, were missed in his travels. Boating of all kinds was participated in from the canal boats and sail boats of Holland to the gondolas of Venice. Much time was spent on the Danube River between Vienna and Budapest fishing and boating with the flat bottom boats and poles characteristic of the countryside.

The Commander is the proud father of a four-year-old girl, Barbara, (for whom his boat is named) and a year and a half ago he announced to the Flotilla that he had hit the jackpot as he became the father of twin boys, Raymond and Leonard. The boys are now in training to become crew members in a few years. The entire family is ocean-minded, living about half the year at their Atlantic City home while the Commander commutes daily to his office in Camden.

Before the war brought "radio silence" to the boats equipped with ship-to-shore transmitters, his former boat the "Betty" was well-known along the Atlantic coast airways as station WTRV. The Commander's present boat, the "Barbara", is a fine, 32-foot, twin-screw Chris-Craft sedan cruiser equipped for deep-sea game fishing. Worthy of special note in the equipment of this cruiser is the RCA transmitter, receiver, and radio direction finder.

Boating and fishing have been a hobby for so long that Frank is always happy when at the wheel of his boat or in the cockpit trolling for the sometimes elusive tuna. His fishing and boating season starts with winter flounder fishing early in March and ends (before the war) with occasional cod fishing in January.

JAMES DOOLEY.

EDITOR'S NOTE:—This is the second of a series of personality sketches of Flotilla Commanders. Send in a story about YOUR Commander, and a picture — preferably a candid camera shot.

## TWO NEW FLOTILLAS

In line with our expansion program, plans are being made for the organization of two new Flotillas at the extreme opposite ends of the Fourth Naval District. One is at Lewes, Delaware, under the able guidance of Commander Henry Hargadine and Vice-Commander Van Coates of Flotilla 41. Meetings have been held with more than 50 men who are now undergoing preliminary training. The immediate duty for this Flotilla will be the manning of the three Coast Lookout Towers at Lewes, Rehoboth, and Indian River.

The other proposed new Flotilla will be built around those members of Lancaster Flotilla 52 who live in Harrisburg. At a recent meeting, the Director, Lieut. Frank B. Hineline, and Commander Williams of Flotilla 52 discussed with the members of the Harrisburg contingent, the plans for an early organization of this group.

Let's all hail the new Flotillas, 42 and 53.

## BOX SCORE

Interesting statistics covering the activities of the Auxiliary in the Fourth Navidist for the final quarter of the year 1943:

Major Assistances . . . .	4
Other Assistances . . . .	151
Vessels Assisted . . . . .	122
Patrol Hours Afloat . . .	14,393
Patrol Miles Afloat . . .	42,667
Man Hours . . . . .	64,152

## DARN CLEVER—THESE BLINKERS

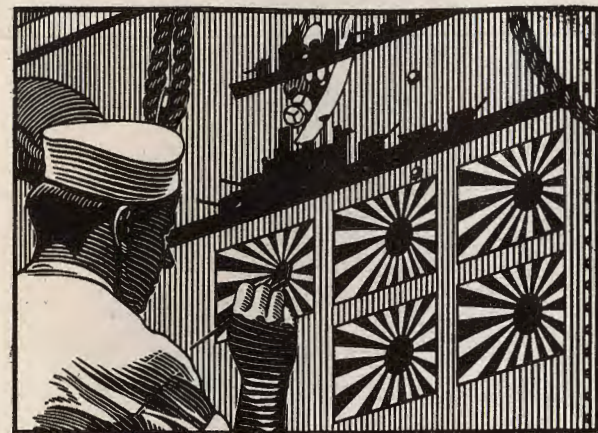


Those men who are anxious to practice their blinker at every possible moment (and that's the only way to learn it) need no longer wait for dark or hide in closets. Nor need they worry about the shortages of batteries.

Auxiliarist N. J. Leigh, President of Einson-Freeman Co., the well-known New York lithographers, and a member of Flotilla 1201, has developed an ingenious cardboard blinker that fits in the palm of the hand. Operated by squeezing, it sends a clear-cut blinker message that is visible clear across a big room.

We have tried this blinker on several of our own experts and they have pronounced it a distinct success. Mr. Leigh suggests that anyone interested in purchasing a quantity of these ingenious devices write to Lieut. R. F. Pomerance at the C.G.A. Press, 210 Fulton Street, New York 7, N. Y., who will be glad to quote prices in various quantities and may even be willing to send a sample to anyone interested.

## AUKS ARE HONORED BY ASSIGNMENT TO DELAWARE RIVER ANCHORAGE PATROL



★ No greater evidence of the confidence reposed in the Auxiliary in the Fourth Navidist by the Assistant DCGO has ever been manifested than the recent assignment of Coast Guard vessel No. 79001, pictured on our cover this month, for an anchorage patrol of the Delaware River from the U. S. Coast Guard Patrol Base at Pier 181 to the U. S. Coast Guard Repair Yard at Edgemoor, Delaware.

This vessel is 79 feet long and is considered to be one of the finest in Coast Guard service. Its assignment to the Auxiliary is a direct challenge to our organization and is being accepted with the great consideration which is its due. Director Brown has taken every precaution to crew this vessel with the best qualified men available, skimming the cream of the boatmen from all our Flotillas.

This vessel calls for a crew of thirteen men which will be in charge of a commissioned officer with the rank of Ensign or Lieut. (j.g.). There will be a Warrant Officer in charge of each day patrol, assisted by a CBM, a BM 1/c, a Signalman rated 3/c or higher, a CMoMM, 2 MoMMs 2/c, a Ships Cook 2/c, and five Seamen 1/c.

Originally planned as a twelve-hour patrol from 0700 to 1900, present indications are that it will, for all practical purposes, be a twenty-four patrol for most of the crew members. This is necessitated by the problem of transportation to and from the boat's bases and by the need for emergency night duty stand-bys.

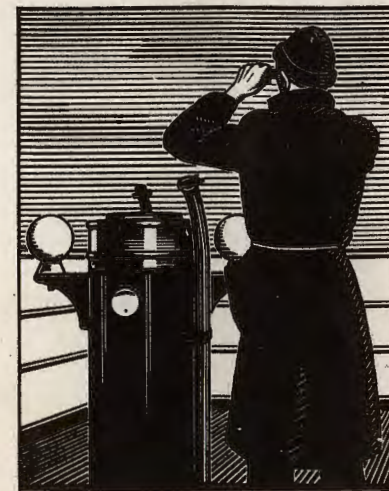
Considerable progress has been made in the selection of the top men for the various crews. Ensign Merritt of Flotilla 31 is in charge of the complete patrol. Skippers have been assigned as follows, starting with Monday—Pearl of 25, Heilman of 18, Foster of 22, Remington of 18, Bauer of 32, Brown of 22,

and Smith of 24. CPO's, starting with Monday, are Levering of 27, Lear of 22, Finan of 32, Schantz of 31, MacDonald of 24, McLees of 31, and Howard of 22. Chief Motor Machinists Mates, starting with Monday, are Batezel of 23, Zimmerman of 32, Boos of 23, O'Keefe of 31, Brubaker of 22, Blackburn of 22, and Russell of 22, who is the Warrant in charge of the MoMM's, whose duty it

will be to see that the vessel's twin Diesels are kept in apple-pie order.

These crew men were selected after careful consideration of all recommendations forwarded by Flotilla Commanders. The Board that selected them was composed of Vice Commodore, Lieut. A. K. Brouwer, Lieut. R. W. Nelms; Captain of the Delaware River Division, Lieut. (j.g.) Frank B. Hineline; Captain of the Southern New Jersey Division, Lieut. (j.g.) H. Earl Huston; CG Auxiliary Personnel Officer, Ensign W. Lyle Holmes, Jr.; Chairman, Staff River Patrol Committee, Ensign John M. Hays; Chairman, Staff Vessel Inspection Committee, Ensign G. Frederick Petry; Ensign Edward L. Merritt; and C. MoMM Richard E. Russell.

At a recent meeting with Commander Fletcher, under whose jurisdiction the Patrol will be operated, plans for its inception were discussed in detail. The manning of this vessel is an opportunity that the Auxiliary has been waiting for, for it will give us a chance to prove that we have capable boatmen who can handle a real vessel as well as a pleasure cruiser or picket boat. Let's go!



## NAVIGATORS

voted the necessity to make an examination for the sought. of Navigator, open to all who wish to associate members of Flotillas. given on Sunday, 21 May, 1944 for former Penn Athletic Club, under promptly at 1000. Subject matter in cover the scope as set forth in the Cng pamphlet "General Information." As wishing to take this examination should notify their Flotilla Commanders, once. A passing mark in the Navigators' Examination qualifies a man will hold any deck rating from coxswain to chief boatswains mate, inclusive, and have a good turn-out and prove their worth are in earnest about our jobs.

## SILLY SEMAFORE



Communication authorities are pretty generally agreed that there is no shortcut to learning blinker or code; but those who have seen it are also agreed that Silly Semaphore is of definite help in learning to remember the various signal flag positions.

Silly Semaphore is the creation of Dr. P. A. Mattison, who is a member of Flotilla 9, Division 1, Winona, Minnesota. His work first came to our attention through an article in *Upstream*, the Auxiliary magazine of the Ninth Naval District (St. Louis).

Silly Semaphore is a cartoon booklet, humorously depicting each letter of the alphabet in semaphore in such a way as to insure quick and easy memorizing. Who, for example, could ever forget the position of the flags for the letter "U" after having once looked at the cartoon of Useless Ulysses, reproduced above? This is typical of the other cartoons in the book. Some of the gals used to depict certain letters are eligible for *Esquire*. Copies of Silly Semaphore can be had by sending 25c to Dr. P. A. Mattison, Winona, Minnesota. Every Flotilla should have one.



# F L O COMROM

## the BRIDGE

### WAR DIARY

U. S. COAST GUARD AUXILIARY, FOURTH NAVAL DISTRICT

FOR MONTH ENDING 29 FEBRUARY, 1944

By LIEUT. (j.g.) JOHN W. BROWN, Director

★ In this copy of TOPSIDE, the Director wishes to utilize the space allotted to him to present to the members of the Auxiliary a picture of the Coast Guard duty performed by members of the Auxiliary temporarily enrolled in the Coast Guard Reserve. This picture takes the form of a War Diary, and covers the duty performed during the month of February, 1944.

There are many items of interest which are not reported in the War Diary, but the over-all picture of Class (T) Reserve participation is rather complete. It will interest you to know that the 4th Naval District stands in third place among the Districts as a whole in the matter of Class (T) Reserve participation.

Naval District	Location	Number Engaged
1st	BOSTON*	8121
3rd	NEW YORK	1576
4th	PHILADELPHIA	1336
9th	ST. LOUIS	624
7th	MIAMI	553
8th	NEW ORLEANS	548
5th	NORFOLK	355
12th	SAN FRANCISCO	192

\*NOTE: In this District, the Volunteer Port Security Force and the Auxiliary are one.

Wednesday, 2 February—A meeting was held of all Gunnery Officers in connection with the Gunnery Program. Thirty-six Gunnery Officers were present and were lectured by GM1/c James H. Chapman, Jr., USCGR (T). Lieutenant (j.g.) William E. Sturm, USCG (Ret.) who is in charge of the Gunnery Program outlined the duties of instructors for the second phase of the program.

Friday, 4 February—Lieutenant (j.g.) Willard Perry, USCGR (T), of the

Boston District, reported to the Director's Office, and was shown every courtesy in respect to operations, training, and administration of the Auxiliary in the 4th Naval District. Lieutenant Perry remained in the District for two days, and inspected the operations on the Delaware River in connection with Auxiliary work and Volunteer Port Security work.

Sunday, 6 February—Two men reported to the FORT MCHENRY FIRE SCHOOL, Baltimore, Maryland, for one week's instruction in Fire Control work.

Monday, 7 February—Seventeen members of the Atlantic City Flotilla 11, who are temporarily enrolled in the CG Reserve, assumed Tower Watch Duty at the RIVIERA APARTMENTS, ATLANTIC CITY, N. J., thereby relieving four Regular and Reserve personnel for duty elsewhere.

Thursday, 10 February—The Second Annual Banquet in honor of Admiral Waesche was given by the Auxiliary of the 4th Naval District at the Bellevue-Stratford Hotel. The banquet was an unqualified success from every stand-



point, particularly from the point of view of being a completely Auxiliary affair, organized and executed by the Class (T) Reserve officers of the CG Auxiliary.

Friday, 11 February—The Acting DCGO, 4th Naval District, informed the Director that the 79-ft. CG-79001 would be turned over to the Auxiliary for complete operation, including crew and officers, for patrol work on the Delaware River and Bay. This assignment is evidence that the Acting DCGO has complete confidence in the ability and experience of Auxiliary members to man and operate vessels up to the "83-footers". This vessel is to be completely self-sustaining, and under the supervision of the Director, CG Auxiliary, and will be used to operate an anchorage patrol in the River and the Port of Philadelphia.

Sunday, 13 February—Two men reported to the FORT MCHENRY FIRE SCHOOL, Baltimore, Maryland, for one week's instruction in Fire Control work.

Monday, 14 February—Seventeen members of the Point Pleasant Flotilla 15, who are temporarily enrolled in the CG Reserve, assumed Tower Watch Duty at the BAY HEAD TOWER, thereby relieving four Regular and Reserve personnel for duty elsewhere.

Monday, 14 February—A letter was directed to all Flotilla Commanders notifying them to recommend their best boatmen for possible crew members for the Anchorage Patrol.

Tuesday, 15 February—A Board of Investigation was convened to consider five cases of fingerprint reports sent in by Intelligence in connection with Auxiliary enrollment. As a result of the investigation, three men resigned from the Auxiliary, one man was recommended to be retained, and one case was held over for further investigation.

Tuesday, 15 February—A meeting was held in the Director's Office of all Flotilla Commanders on River Patrol work to discuss the assumption of duty on the Anchorage Patrol. It was decided by the Flotilla Commanders that the best boatmen and the most experienced men in River Patrol work should be utilized as commanding officers and crew members on the Anchorage Patrol. The Flotilla Commanders decided that no Flotilla Commander would be eligible for the officers-in-charge of each day patrol or to take charge of the complete patrol, but that chief petty officers should be advanced to the rank of warrant in order to provide the proper authority for this patrol. It was decided by the Flotilla Commanders that the

one officer who would be in charge of the complete patrol should hold the rank of Ensign or higher.

Thursday, 17 February—Eighteen men temporarily enrolled in the CG Reserve from Maurice River Flotilla 34 assumed duty at the U. S. IMMIGRATION STATION, Gloucester, N. J., at 0001. These men bring the total complement of Class (T) Reserve serving on Sentry Duty at the Immigration Station to 178.

Thursday, 17 February—Great Bay Flotilla 17 held its Annual Meeting at Vineland, New Jersey, at which time the Vice Commodore, the Director, together with the Captain of the Northern New Jersey Division, attended the meeting. Flotilla 17 presented the Director with a check for \$500, made out to the COAST GUARD WELFARE, which check was subsequently delivered to the DCGO, 4TH NAVDIST.

Thursday, 17 February—A report was received from Toms River Flotilla 16 that the members of that Flotilla had sold a total of \$215,773 worth of War Bonds in the Fourth War Loan Drive. This was a outstanding accomplishment, and received wide publicity in the local papers of Toms River, N. J., and surrounding communities reflecting considerable credit on Flotilla 16.

Saturday, 19 February—The last two men of a group of eight that were assigned for instruction to the FORT MCHENRY FIRE SCHOOL, Baltimore, Maryland, returned to the District, and reported a successful and valuable week spent at Fort McHenry. This concludes a program which provided fire-fighting instruction for eight Auxiliarists temporarily enrolled in the CG Reserve. A copy of a letter from Richard N. Harrison is printed in this issue, indicating the reaction of the men who attended the school.

Monday, 21 February—Eighteen Auxiliarists temporarily enrolled in the CG Reserve assumed the Sentry Detail for the N. W. Ayer Building, Philadelphia, Pa., as night guards. This detail when completed will release twenty-two Regular and Reserve personnel for duty outside the District.

Wednesday, 23 February—Commodore Victor Lazo resigned as Commodore, CG Auxiliary, 4th Naval District. It was with regret and a sense of loss that the District Board unanimously accepted Mr. Lazo's resignation.

Friday, 25 February—The CG Auxiliary, 4th Naval District, Magazine, TOPSIDE, for the month of February, was mailed to all members of the CG Auxiliary in the 4th Naval District.

## LAZO RESIGNS AS COMMODORE



★ One of the greatest set-backs suffered by the Auxiliary in the Fourth Navidist was the resignation on 25 February of Lieut. Comdr. Victor Lazo, who, as Commodore, has fought the battles of the Temporary Reservists as only a man with the courage of his convictions and the forcefulness to carry them out could have done.

Everyone who has ever had occasion to come in contact with "Vic" in the course of his Coast Guard work has had the greatest admiration for his spirit of go-gettiveness, his drive, and his singleness of purpose—to make the Fourth Naval District the outstanding District in the entire country. There was never a problem too big for him to lick. Nor was he one to try to solve it by devious and time-wasting diplomacy. "Get to the heart of the matter" seemed to be his motto. And if that meant a trip to Washington for a conference with Admiral Waesche or Lt. Comdr. Kimberly,

DURING FEBRUARY, 1944	
Number of Men Enrolled in the CG Auxiliary .....	35
Number of Men Sworn In Class (T) Reserve .....	140
Number of Class (T) Reservists Issued Uniforms .....	138
Number of Men Disenrolled from Class (T) Reserve .....	36
Number of Additional Men Assigned to Active Duty .....	96

CUMULATIVE TOTALS AS OF 29 FEBRUARY, 1944	
Number of Men Enrolled in the CG Auxiliary .....	2641
Number of Men Sworn In Class (T) Reserve .....	1831
Number of Class (T) Reservists Issued Uniforms .....	1764
Number of Men on Active Duty .....	1459

Vic never hesitated to devote the necessary time, money, and effort to make the trip and to get the answer he sought. The Auxiliary will be hard put to it to find a man of his stature to replace him.

To those readers who have looked for inspiration to his monthly articles under the "Says the Commodore" caption in TOPSIDE, it will seem especially fitting that we reprint here his parting remarks as included in a letter to the Division Captains, Flotilla Commanders, and Staff Chairmen:

1. In the course of a few days it will become necessary for me to move from Philadelphia, for business reasons, and while I will still reside within the Fourth Naval District, the time available for Auxiliary work will be so limited that I feel I should tender my resignation to the District Board. This has been done and the resignation has been accepted.

2. I cannot withdraw from office however without writing to you to express my sincere and deep appreciation for all the help you and the men under you have rendered me whenever you have been called upon. The Office of Commodore cannot be administered successfully by any single individual. If success is attained it must be thru "team work." Certainly no one could expect nor receive greater "team work" than you have rendered and this makes our parting doubly difficult for me. The Coast Guard Auxiliary in this District has registered many "firsts" during the past months. Outstanding have been the Pearl Harbor Bond Drive, Spar Procurement activities, and the Second Annual Admiral's Dinner. These and our other successes have been the result of YOUR work. You have certainly acquitted yourselves beautifully in whatever you have undertaken.

3. Your new Commodore will require the same kind of cooperation you have given me and I know you will give it to him. It is virtually a full-time job and the going is not always smooth so work with him and facilitate his efforts in your behalf.

4. As soon as I am definitely located you will hear from me again and I hope that we may continue the close friendship which has guided our footsteps in these troubled times.

5. Best of luck to you and your men!

*Victor Lazo*

As of the closing date of this issue of TOPSIDE, the new Commodore has not been appointed. When he is, the least that we can do as a final tribute to our friend "Vic", is to give him our whole-hearted cooperation, whoever he may be.—ED.



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