

UNITED STATES COAST GUARD

FOURTH NAVAL DISTRICT

Auxiliary



DETAIL AT PORT RICHMOND

TOPSIDE

APRIL
1944

Have You an Idea?

Plenty of fish in the sea—if you have the bait to catch 'em. This message is, quite frankly, bait. We want ideas for post-war items. Peco's strength is now bent to war production. When the hurricane is over, those designing, engineering and manufacturing facilities will turn to peaceful tasks. A good supplementary product is what we want. If we've hooked your attention, drop US a line.

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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TOPSIDE

U. S. COAST GUARD AUXILIARY FOURTH NAVAL DISTRICT

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EDITORIAL

You remember, of course, the old proverb "Tis better to give than to receive."

Many boat-owning Auxiliarists, whose craft were loaned to the Government at the outbreak of war and have since been returned, would heartily agree with that statement. But let's not be too tough on Uncle Sam.

The Navy Department has worked out careful plans to recompense owners for damage done. Their choice of a financial settlement to enable boat owners to have their own boats reconditioned is much more to be desired than the alternative plan of letting the Government attempt to put the boats back in condition.

*However, we should remember that at the time we offered our boats we were deeply imbued with a high, patriotic spirit. This spirit was, perhaps, something less than that displayed by the British boat-owners who participated in the evacuation of Dunkirk; but so was the emergency less. In all fairness, however, we should remember that when we gave our boats to Uncle Sam we did so with no equivocations smacking of Shylock. In filling out our financial estimates of reconditioning costs, we should adopt the same, fair-minded attitude. We should bear in mind that,

had we been using the boat ourselves, there would have been a certain, normal amount of deterioration. In their patrol work, these boats were helping to protect their owners and families as well as the country as a whole. We derived a certain amount of personal benefit from the fact that the Government used our boats. It was not all give and no take.

Now, therefore, when we come to settle our debt with our Country, let's not make it all take and no give.

DEADLINE for copy for the next issue of "Topside" is Friday, 5 May—and we mean 5 May. Please try to get your Flotilla news in the Editor's hands by that date. Late-comers will have to take their chances.

NAVIGATORS' EXAM

An examination for the designation of Navigator, open to all regular and associate members of Flotillas, will be given on Sunday, 21 May, 1944, at the former Penn Athletic Club, starting promptly at 1000. Subject matter will cover the scope as set forth in the CGA pamphlet, "General Information." Men wishing to take this examination should notify their Flotilla Commanders at once. A passing mark in the Navigators' Examination qualifies a man to hold any deck rating from coxswain to chief boatswains mate, inclusive. All men who are properly prepared by advance study are urged to take this examination.

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FOURTH NAVAL DISTRICT

DURING PERIOD OF
16 TO 31 MARCH, 1944

Number of Men Enrolled in the CG Auxiliary	48
Number of Men Sworn in Class (T) Reserve	37
Number of Class (T) Reservists Issued Uniforms	66
Number of Men Disenrolled from Class (T) Reserve	1
Number of Additional Men Assigned to Active Duty	57

CUMULATIVE TOTALS
AS OF 31 MARCH, 1944

Number of Men Enrolled in the CG Auxiliary	2779
Number of Men Sworn in Class (T) Reserve	1915
Number of Class (T) Reservists Uniformed and Available for Duty	1762
Number of Men on Active Duty	1574



Official U.S.C.G. Photo

SOMETHING NEW HAS BEEN ADDED . . . AT 210

If you have noticed an unaccountable increase in the number of callers at the District Office who must see the Director . . . if you have observed that Mr. Dugan's usually neat appearance has become immaculate of late . . . and if you have any Sherlock Holmes in your make-up at all, you have decided by now that the answer is *cherchez la femme*.

And you will be right!

For the present Assistant to the Director, United States Coast Guard Auxiliary, Fourth Naval District, is a very personable Spar officially known as Ensign Lela M. Harrison.

Ensign Harrison is a native of the West Coast. Born and educated in Los Angeles, the outbreak of the war found her employed by the Los Angeles Board of Education. Here she had acquired an excellent background in the problems of education, personnel relations, statistics, examinations, and the many personal problems and unpredictable circumstances that are part and parcel of such work.

Her experience soon won her a rating of Yeoman 2/c and an important post in the Military Morale Division of the Coast Guard in Washington, D. C.

The Fourth Naval District is fortunate in having a Spar, with the ability and personality of Ensign Harrison, assigned to duty in the office of the Director. Her complete familiarity with business procedure, with the problems of maintaining an organization on an even keel, and with the establishment and execution of educational courses are expected to make her an invaluable addition to the District—as indeed she already is!

FROM the BRIDGE



WAR DIARY

U. S. COAST GUARD AUXILIARY, FOURTH NAVAL DISTRICT

FOR PERIOD 16 TO 31 MARCH, 1944

★ Note: On Monday, 7 February, 1944, forty (40) men from the Wilmington Flotilla 41 who are temporarily enrolled in the CG Reserve assumed the Gate Sentry Duty and Yard Watch Detail at the CG REPAIR BASE, Edgemoor, Delaware, thereby relieving eight (8) regular and Reserve personnel for duty elsewhere. This notation should have been included in the War Diary covering period from 1 to 15 February, 1944.

Thursday, 16 March—A special meeting of Little Egg Harbor Flotilla 18 was held at the Engineers' Club, Philadelphia, Pa., at which time the Vice Commodore, Captain of the Northern New Jersey Division, and the Director, CG Auxiliary, 4TH NAVDIST, addressed the Flotilla members and laid plans for a twenty-four (24) hour patrol of the Beach Haven Inlet, utilizing a Coast Guard vessel manned by Auxiliarists of Flotilla 18.

Friday, 17 March—A meeting was held in Harrisburg, Pa., for the purpose of organizing a new Flotilla, to be composed of those members of the Lancaster Flotilla 52 who reside in the city of Harrisburg. The meeting was attended by the Director and the Captain of the Delaware River Division. An organization committee was appointed, and the names of the proposed Commander, Vice Commander, and Junior Commander of the group were submitted to the CG Auxiliary Personnel Board for consideration.

Saturday, 18 March—An inspection trip was made on the CG-79001, the vessel which is to be used on the Anchorage Patrol manned by Class (T) Reservists from the Auxiliary. The inspection party consisted of: Lieutenant Commander J. S. Fletcher, Asst. Operations Officer; Lieutenant (j.g.) K. W.

Keller; Lieutenant (j.g.) J. W. Brown; Lieutenant (j.g.) F. B. Hinehine, Captain, Delaware River Division; Ensign G. Frederick Petry, Chairman, Staff Vessel Inspection Committee; and Ensign E. L. Merritt, Jr., the Class (T) Reserve officer in charge of the patrol. Lieutenant E. J. Wick, Commanding Officer of the PORT RICHMOND BASE, also was aboard, and a complete check of the motors and equipment was made. The vessel was pronounced in good condition, and the patrol will be taken over by Class (T) Reservists from the Auxiliary on 3 April, 1944. Familiarization patrols will be made by the Auxiliarists who are to take command of each day patrol, and the chief motor machinist's mates who will be in charge of the engines will be aboard for two days before the regular crew is taken off.

Sunday, 19 March—A conference was held at the PORT RICHMOND BASE of all the Class (T) Reservists from the Auxiliary who will take charge of the Anchorage Patrol. Lieutenant Commander D. N. Tompkins, Asst. COTP, instructed the men on the duties of the patrol in regard to checking the anchorages on the Delaware River. A complete set of anchorage and boarding duties was given to each man, and a lengthy explanation of each phase of the duty was given by Lieutenant Commander Tompkins.

Monday, 20 March—Seventeen members of the Atlantic City Flotilla 11, who are temporarily enrolled in the CG Reserve, assumed Tower Watch Duty at the LONGPORT TOWER, Atlantic City, N. J., thereby relieving four regular and Reserve personnel for duty elsewhere.

Tuesday, 21 March—Arrangements were made to supply a detail of thirty-five men for Interior Guard Duty at the CG RADIO SCHOOL, at Atlantic City,

N. J. Men are being recruited by the Atlantic City Flotilla 11 to assume this duty; and when completed, this assignment will release seven regular and Reserve personnel for duty outside the District.

Wednesday, 22 March—A District Board Meeting was held the Director's Office.

Wednesday, 22 March—Lieutenant Commander James H. Kimberley, Assistant Chief, Auxiliary Division, made a visit to the District and conferred with the Director.

Thursday, 23 March—The crew list was completed to make up the complement for the CG-79001 to be used on the Anchorage Patrol of the Delaware River; and in a conference with the Assistant Operations Officer, authority was granted to start the patrol on 3 April, 1944, at which time the vessel will be turned over to the Auxiliary.

Thursday, 23 March—A Board of Investigation was held to determine the desirability of retaining three (3) men in the CG Auxiliary. This Board, appointed by the DCGO, reviews all fingerprint records, and recommends to the DCGO on the basis of the facts brought out in the investigation as to whether or not it is desirable to retain the men if they have been enrolled, or to enroll them if they are not members of the Auxiliary.

Friday, 24 March—The Director received a directive from the Asst. DCGO, establishing an Up-River Patrol, to be operated by Class (T) Reserve personnel from the CG Auxiliary. A vessel from the coast is being prepared for this patrol, which will start prior to 10 April, 1944.

Saturday, 25 March—TOPSIDE was released from the publishers.

Sunday, 26 March—The Director departed for Headquarters' Conference at Washington, D. C.

Sunday, Monday, Tuesday, and Wednesday, 26, 27, 28, and 29 March—The Director attended the Temporary Reserve Conference at CG HEADQUARTERS, Washington, D. C.

Thursday, 30 March—A Board of Investigation was held to investigate fingerprint records of three Class (T) Reservists to determine the desirability of retaining these men in the CG Auxiliary and Class (T) Reserve.

Friday, 31 March—The District Operations Officer requested ten Class (T) Reservists from the CG Auxiliary per day, to be assigned to the CG PATROL BASE, Essington, Pa., to re-condition Coast Guard picket boats. The necessary men to cover this assignment will be taken from Flotillas 22, 23, and 25.



Ensign of the Revenue Cutter Service

★ The Coast Guard Ensign with its unique design and nearly a century and a half of historic background and tradition would prove to be a very interesting subject to the student of heraldry.

Many members of the Coast Guard, Coast Guard Reserve, and Coast Guard Auxiliary have been seeking more specific information about this well-loved symbol of our Service and particularly the significance of its unusual design. They are primarily interested in the reason for the sixteen vertical or perpendicular red and white alternating stripes.

With the exception of a few minor changes, this flag is basically the same as when originally created by an Act of Congress, approved March 2, 1799, nearly nine years after the Act of August 4, 1790, which established the U. S. Revenue Marine, or U. S. Revenue Cutter Service as it was subsequently known, which was the parent organization of our present day U. S. Coast Guard.

Oliver Wolcott, Jr., who had served as Comptroller of the Treasury under Alexander Hamilton and who succeeded him in 1795 as the second Secretary of the Treasury Department when Hamilton resigned that office, sent the following circular to the Collector of Customs:

Treasury Department
August 1st, 1799

Sir:

In pursuance of authority, from the President of the United States, I have to inform you, that the Cutters and other vessels employed in the Service of the Revenue are hereafter to be distinguished from other vessels, by an ensign and pennant consisting of sixteen perpendicular stripes, alternate red and white, the Union of the Ensign to be, the Arms of the United States, in dark blue on a white Field.

You will be pleased to provide such Flags if any, as may be necessary in your District, after which it will be proper to publish for the information of the Masters of Merchant Vessels, the 102d Section of the Act of March 2d, 1799, entitled "An Act to regulate the collection of Duties on Imports and Tonnage," with a description of the flag above mentioned.

I am, with consideration, sir,
Your obedient servant,
OLIVER WOLCOTT, JR.

The COAST GUARD Ensign

By
LIEUTENANT (j.g.) W. E. STURM
USCG (Ret.)



Section 102 of the Act of March 2d, 1799, referred to in the above letter, reads as follows:

"That the Cutters and boats, employed in the service of the revenue, shall be distinguished from other vessels by an ensign and pennant, with such marks thereon as shall be prescribed and directed by the President of the United States; and in case any ship or vessel, liable to seizure or examination, shall not bring to, on being required, or being chased by any Cutter or boat, having displayed the pennant and ensign prescribed for vessels in the Revenue Service, it shall be lawful for the Captain or Master, or other person having command, to fire at, or into, such vessel, which shall not bring to, after such pennant and ensign shall be hoisted and a gun fired by such Revenue Cutter as a signal; and such Captain, Master, or other person, and all persons acting by or under his directions, shall be indemnified from any penalties or actions for damages, for so doing; and if any person shall be killed or wounded by such firing, and the Captain, Master, or other persons, shall be prosecuted, or arrested therefor, the Captain, Master, or other person shall forthwith be admitted to bail. And if any ship, vessel, or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pennant or ensign prescribed for vessels in the Service, the Master or Commander of the ship or vessel, so offending, shall forfeit and pay \$100."

The above circular, while describing a new ensign, does not inform us as to why it was so designed. By noting the fact that the Navy Department was established by an Act of Congress, 20 April, 1798, and knowing that the Revenue Marine Flag was designed in that department, we begin to see why the sixteen vertical stripes are in the body of the flag. They are symbolic of the number of states in the Union as of the date (2 March, 1799) when this flag was finally adopted. To the original thirteen states forming the Union at the date of the establishment of the U. S. Revenue Marine, (4 August, 1790)



Ensign of the U. S. Coast Guard

there had been admitted as states, the following:

Vermont—3 March, 1791
Kentucky—1 June, 1792
Tennessee—1 June, 1796

making a total of sixteen states that had been admitted up to 2 March, 1799, the date of approval of this flag. The original flag was historically correct in all other details inasmuch as there were thirteen stars in the Union, thirteen leaves to the olive branch, signifying peace, thirteen arrows which signified war and thirteen bars of the shield, all corresponding to the number of states composing the Union when the Republic was founded. Thus, the sixteen vertical stripes represented the states composing the Union at the time when the flag was officially adopted.

This early Revenue Marine Flag was the same in all respects as our present-day Coast Guard Ensign with one exception; namely, the distinctive emblem of the Coast Guard in blue and white which is placed over the center of the seventh vertical red stripe that was added over a hundred and ten years later. The original flag was intended to be flown only from Revenue Cutters and boats connected with the Customs Service, but in time there developed a practice of flying this flag from certain Customshouses, and eventually, by the direction of the Secretary of the Treasury (Benjamin H. Bristow) in 1874, it was flown from all Customshouses. From then until 1910, it was flown indiscriminately on Customshouses, Revenue Cutters, and Customs Boats.

President Taft, on 7 June 1910, by executive order, prescribed that the flag flown by the vessels of the Revenue Cutter Service should be marked with the distinctive emblem of that service. This blue and white emblem was to be placed on a line with the lower edge of the union and from the center of the seventh vertical red stripe from the mast of said flag, the emblem to cover the horizontal space of three stripes.

Records seem to reveal that for sev-

eral years no exact description of the "distinctive emblem of the Revenue Cutter Service" was available and that a certain lack of uniformity in the design of these flags had gradually developed. Thus on 26 February, 1927, more than a decade after the establishment of the United States Coast Guard, the honorable Andrew W. Mellon, Secretary of the Treasury, approved and prescribed the distinctive seal and emblem of the Coast Guard. This was the present emblem of the Coast Guard as described in U. S. COAST GUARD REGULATIONS.

Emblem:—

2634. The distinctive emblem of the United States Coast Guard shall be, in general terms, to wit: A shield having 13 vertical stripes and a field; the field and 7 stripes, commencing with the outer stripes to be in solid color and the remaining 6 stripes in white—to be placed, with the words "Semper Paratus" within the inner of the two concentric circles, the word "Semper" above and the word "Paratus" below the shield, both words to be curved and centered; within the space between the two circles the words "United States Coast Guard, 1790" are to be placed, curved and centered, with the 1790 at the bottom; the whole of the above to be superimposed and centered upon two old-fashioned anchors, flukes downward, stocks in the same plane as flukes, said anchors to be crossed so that the shanks are at an angle of 90° with each other.

The specific details of this order corrected certain minor details and made authentic the wording "United States Coast Guard"—a change made necessary by the consolidation of the Revenue Cutter Service and the Life Saving Service to form the United States Coast Guard, on 28 January, 1915.

The U. S. Coast Guard Ensign is presently described in U. S. COAST GUARD REGULATIONS as follows:

Coast Guard Ensign:—

2633. The coast guard ensign shall have 16 perpendicular stripes, alternate red and white, beginning with red at the hoist. In the upper quarter, next to the hoist, shall be the union, being the coat of arms of the United States in dark blue on a white field, eight-sixteenths of the length of the flag, and extending down the hoist half-way. The whole depth of the ensign shall be ten-sixteenths of the whole length. The distinctive emblem of the Coast Guard in blue and white shall be placed with its center on a line with the lower edge of the union and over the center of the seventh vertical red stripe from the hoist of the flag, the emblem covering a horizontal space of three stripes.

Long may it wave!

OUR ACTING COMMODORE



Official U.S.C.G. Photo

★ The wide-spread circle of friends of Dr. Allen K. Brouwer, better known as "Toby", often wonder how the busy, Toms River dental surgeon ever finds time to keep up with his many interests and activities which include his active practice, the raising of a family, enthusiastic participation in sports, and devotion to the work of the U.S.C.G. Auxiliary in which he holds the rank of Lieutenant.

Dr. Brouwer was one of the organizers of Toms River Flotilla 16 and served from the start as Vice-Commander. In addition to his Staff duties, he now holds the position of Flotilla Commander as well as that of Vice-Commodore and (since the resignation of Lieut. Comdr. Lazo) Acting Commodore of the Auxiliary in the Fourth Naval District.

"Toby" was born in Toms River on 28 March, 1903, the son of a distinguished physician. After a brilliant athletic career on the football and basketball teams of the Toms River High School, he graduated in 1921 and continued his studies at the University of Pennsylvania.

Despite an arduous attention to scholastic work, "Toby" found time at Penn to make the football and court teams. After his graduation in 1926, he set up his dental practice in his home town and in January of the following year married Victoria C. Kelly.

Dr. and Mrs. Brouwer have two children. Allen K. Brouwer, a husky six-footer who, at sixteen, can hold his own with his Dad, is a member of the local football team. Victoria Jane is nine.

The assortment of clubs and societies in which Dr. Brouwer holds memberships reads like an anthology. His name appears on the roles of the New Jersey

Dental Society, the American Dental Society, The New Jersey Federation of Sportsmen's Clubs, the Ocean County Mosquito Commission (they're against 'em) and the Toms River Yacht Club—in which he took an important part last year in the revitalization and reorganization program.

Ever eager to keep abreast of the times, despite the many demands upon his time, Dr. Brouwer recently completed special dental courses at the University of Pennsylvania and the Jersey Medical Center, acquainting himself with the latest developments in Dental Surgery. He graduated with the degree of Doctor of Dental Surgery.

For many years, Dr. Brouwer has played an important part in the sporting life of Ocean County. He is an ardent fisherman, hunter, and salt water sailor. He owns his own power boat and frequently sails as crew with his son in sailboat races staged by the Barnegat Bay Racing Association.

Personally, "Toby" is sincere, warm, friendly, and cooperative. He has the sort of eyes that seem to read your mind. In any argument he is a good man to have on your side. The Auxiliary can indeed count itself fortunate to have a man of Dr. Brouwer's ability and personal magnetism in an important administrative position.

—Donald T. Applegate, CBM.



A squad of Coast Guardsmen of Lancaster Flotilla at the firing line with guns on the ready at the outdoor range at Camp Appel. Left to right: Fred Schmitt, Gardiner Wilson, Bernard McDevitt and Harry Hart, Jr. Photo by Sgt. Walter Dill, of the Penna. State Guard, who directs the instruction class.

It is with what we hope will be considered pardonable pride that we reprint below a few excerpts from letters recently received in commendation of TOPSIDE:

"I am happy indeed to have this copy of TOPSIDE." — Vice Admiral R. R. Waesche.

"Thank you very much for the handsome copy of TOPSIDE. I am glad to have it as a memento of a very pleasant time." — Rear Admiral Robert Donohue.

"Allow me to congratulate you on its excellent format, appearance, and content." — Rear Admiral Frank J. Gorman.

"Many thanks for the splendid complimentary copy of TOPSIDE. It was grand of you to remember me, particularly with such a fancy souvenir." — Rear Admiral C. E. Rosendahl.

"Thank you for the special edition of TOPSIDE. I am pleased to receive it." — Rear Admiral L. T. Chalker.

"I have read with much interest the various articles in TOPSIDE." — Commodore G. H. Mills.

"Thank you very much for your kind thought in sending this publication." — Captain C. H. Jones.

"You may be sure that I will prize it among my mementos of my service career." — Capt. L. E. Wells.

"I have enjoyed reading this and will keep it in our permanent files as a valued memento." — Capt. A. C. Marts.

"You are to be congratulated on the excellence of this publication." — Capt. E. A. Coffin.

"Thank you very much for the complimentary copy of TOPSIDE which I shall keep as a souvenir." — Commander H. W. Scott.

"It is certainly a most excellent job and I appreciate having a copy of it." — Capt. Ellis Reed-Hill.

"Heartiest congratulations on this artistic keepsake." — Lieut. Anita P. Clothier.

"TOPSIDE appears to be tops in both interest and production of the many other district papers received in this office. You are indeed to be congratulated on its excellence." — Lieut. (j.g.) R. F. Pomerance, CGA Press.



This is the first of a series of narrative reports on outstanding assistances rendered by the Coast Guard Auxiliary, Fourth Naval District. The succinct and invariably modest statements forwarded by Flotilla Commanders to the District Office are briefed down to bare essentials. Convinced that a more complete inquiry into the circumstances surrounding each incident would reveal interesting and perhaps dramatic aspects, TOPSIDE has undertaken to present some of them in this and future issues. The basic reports are authentic and are a part of the permanent record of the Auxiliary.—THE EDITOR.

By E. L. JOHNSTONE, COX.
Flotilla 31

★ It was mid-morning of the first day of May in 1943. The sky was overcast and strong northwest winds held the mercury column of the thermometer in the upper forties. Away out on Central Avenue, just beyond 52nd Street in Ocean City, New Jersey, CBM Dick Gifford together with Seamen Jim Eddowes and Ted Seidel, all of Flotilla 31, were contemplating the dreary possibilities of developing a seed-catalogue lawn surrounding the Gifford summer home.

From overhead and to seaward came the periodic drone of motors in Army pursuit planes as they passed in routine flight up and down the coast line. Suddenly the meditations of the three Auxiliaryists were interrupted as one plane, then a second, roared above them at low altitude, streaked toward the sea, and then circled and repeated the maneuver. There was an urgency, an undefinable command, about those tactics that struck the men as being something more than just a demonstration of skill and high spirit. Hastening around the house to the beach side, Gifford, Eddowes and Seidel saw the explanation of the extraordinary actions of the pursuit ships. About four hundred yards offshore, another Army plane was tilting on the surface for its final plunge under the waves. The pilot was struggling clear

of the wreckage, and floating debris indicated the force of the crash.

Without hesitation, the three men went into action. Gifford and Eddowes sped to the Pecks Beach Coast Guard Station and reported the need for immediate assistance. Seidel stood watch for the short time that the others were gone in order that he could keep track of the flyer floating near the spot that the plane had sunk. When the first two returned, they launched the only available craft, an ancient canoe, and propelled it by means of a pair of boat oars across the intervening stretch of water after the pilot.

Fortunately, a lee shore left a gentle surf, but as the canoe neared the flyer, the wind kicked up a bad sea and the heavy ground swell made the going very difficult. Reaching the side of the pilot, it was apparent that he was unhurt, but shocked from impact and immersion in the cold ocean. Attempting to take him aboard the canoe was obviously futile, but before the canoe could be maneuvered into position for towing, a heavy swell overturned it and pitched the two occupants into the water. At this point a note of humor crept into the situation when the pilot remarked that the water seemed a whole lot warmer now that he had company!

Clinging to the canoe, the three men gradually worked their way toward shore. Regular Coast Guardsmen appeared with a dory about the time the Army man reached the breaker line. He was promptly rushed to a nearby sick bay and Ocean City police took Gifford and Eddowes to Pecks Beach Coast Guard Station for dry clothing and steaming coffee. The plane was subsequently located with grappling irons and the Air Corps took over.

This incident proved, at least to one Army pilot, that the motto of the Coast Guard—and the Auxiliary—was a fact and not merely a phrase.

"SEMPER PARATUS."



Flotilla 11 played host.

More than 150 members of the local Flotilla of the Coast Guard Reserve—doctors, lawyers, judges, business men, and a good sprinkling of "average citizens" who do a weekly "trick" of twelve hours, manning the watch towers and patrolling the commercial fishing docks—gathered around the banquet tables.

Between courses, Flotilla 11 received the praise of those from the District Office who made the trip from Philadelphia. We were told that we were doing a "swell job" in aiding the regular Coast Guard and it made pleasant listening.

Commander of Flotilla 11, Ensign Frank Eskuchen, acted as toastmaster. Other speakers included Commander Huselton, Commandant of the local Radio School; Lieut. Comdr. Tompkins, Asst. Capt. of the Port of Phila.; Lieut. (j.g.) Brown, Director; Lieut. Turner, Asst. Capt. of the Port of Atlantic City; Lieut. Schimpf; Lieut. Brouwer; Lieut. (j.g.) Sturm; Lieut. (j.g.) Leonard; Lieut. (j.g.) Keller; Lieut. (j.g.) Kira-cofe; Lieut. Wick; Lieut. (j.g.) Danner; Lieut. (j.g.) Robinson; Ensign Harrison of the Spars.

Our good friend, Lieut. Brown made the keynote address of the evening. He complimented the work of Flotilla 11 and urged them to be ever on the alert for new and varied duties. "The task ahead," said Lieut. Brown, "is a tough one, and now is not the time to relax our efforts."

Lieut. Turner, Asst. Capt. of the Port of Atlantic City, and well-known local Coast Guardsman, who in the past has won fame for his daring rescues at sea, received an enthusiastic ovation from the men following his praise for a job "well done."

All in all, the affair was a gala one, and for the men who have for long winter months plugged steadily along, it was a chance to relax and "get ac-

quainted" with the men and women from the District Office who labor so splendidly in our behalf, with very little recognition of their efforts.

—J. Dooley, Publicity Officer.

FLOTILLA 24, DELAWARE RIVER—On 13 March, we had the pleasure of hearing a potent lecture on communication by RM 1/c C. W. Faber from headquarters. To a man, we were interested to have many questions cleared up regarding procedure. This hardy seaman made it clear that brevity and accuracy are basic, and require more practice than study.

We continue to enjoy the series of instructive movies every other week. They really cast a new light on our job.

Our instruction classes for advancement in ratings are progressing very well. Chiefs McDonald and Chestnut are handling the Bos'n courses, Cox'n Larkin the Cox'n course, and our old standby, Mr. Keast, the beginners' class. Harold Walker continues his blinker class with a fine new blinker rig. Bland Killpatrick gave his final report on our birthday dinner which showed the expected good results.

Four new reservists were sworn in by Skipper Holmes this month: Swift, Laird, Flanagan, Hicks. We welcome these men, and will enjoy their company.

At our 27 March meeting, Curly Dressel showed us samples of Coast Guard canned life boat rations. It seems the vanilla used is the most important ingredient.

The gang at Beck's will miss Kirby Tompkins and his "T"ales of India. Coast Guard widows should be considered.

—J. T. Elsroad, Jr., Publicity Officer.



FLOTILLA 51, READING—Seven more men were added to the roster of the Reading Flotilla. They were sworn into the organization by Ensign Theodore C. Auman, Jr., Commander, at ceremonies held in the office of CBM Theodore L. Cuyler, 3d, head instructor. Membership of the Flotilla is now about 80. The men passed their entrance examinations into the Flotilla and will now be ready to qualify as Temporary

Reservists for participation in shore watch and patrol work on the Delaware River. In the group are: Eugene E. Andes, Edward S. Daniels, Forrest G. Haas, Richard G. Kemp, Elias W. Riegel, Roy E. Sanders, and Robert E. Sellers. Two more men, William C. Eaton and Maurice Lee, passed their entrance examinations and will be sworn into the Flotilla shortly. Another group of 10 men are receiving instructions at classes held in the Y.M.C.A. and will take tests on Thursday, 20 April.

Three men from the Flotilla were chosen to make up the crew of the 79-foot vessel which was put into operation in Philadelphia by the Captain of the Port for anchorage patrol duty. Those who will put in a 24-hour stretch every Wednesday are Philip W. Ziegler, who was recently advanced in rating to BM 1/c, and Harvey Golden and Lew Hoy, S 1/c. Ziegler is third officer on the boat. J. Norman Klein, Vice Commander of the Flotilla, passed the examination for CBM, Ray Henrie was advanced to BM 2/c, and Ralph W. Eaken qualified as Coxswain.

—Matthew P. Romanski, Publicity Officer.

FLOTILLA 35, CAPE MAY — Acting upon a recommendation of Vice-Admiral Russell R. Waesche, Commandant of the Coast Guard, Flotilla 35 recently inaugurated weekly classes for a group of 'teen age boys of Cape May and its surrounding communities to instruct them in the fundamentals of seamanship, navigation, and signaling.

Starting with a total of 29 boys ranging from 13 to 17, the group has grown weekly and interest is running high as the youngsters compete with the progress of Temporary Reservists who are studying the same subjects to qualify for ratings.

Begun with the dual purpose of preparing local youths for possible military service after they reach draft age and to serve as a wholesome leisure-time activity under adult guidance to curb juvenile delinquency, the weekly classes have surpassed even the most optimistic hopes of Commander Donald Lear and members of Flotilla 35 who launched the project.

Detailed reports of the progress of the experiment have been forwarded to the District Office.

Incidentally, the astounding progress of the small fry is serving as an incen-

ive for Temporary Reservists who are a little rusty when it comes to studying.

Flotilla 35 claims the distinction of being the first Flotilla in this District, at least, to put such a program into effect. In the weekly classes, lessons taught to Auxiliarists at weekly sessions are passed along to the juniors the following evening.

Still in its infancy, Flotilla 35 is groaning with growing pains. While there has been no phenomenal soaring of memberships, the growth of the Flotilla has been steady and is expected to boom shortly as a result of efforts of several membership committees assigned to various localities.

In addition to manning the watch tower at Cape May Point lifeboat station, the Flotilla is gradually increasing the number of men assigned to Commercial Fishing dock duty at Schellenger's Landing, and it is hoped that the Cape May unit will be able to take over the docks entirely to relieve members of other Flotillas from the grilling task of long trips from their homes.

The Flotilla had its first ladies' night meeting on Thursday evening, 6 April, as a peace offering to the wives of Temporary Reservists who have found that 12 hours a week plus weekly meetings plus weekly instruction sessions plus membership campaigns, etc. mean that hubby is home less and less. The affair took the form of a dinner meeting at Arnold's Cape Club, with the ladies—God bless 'em—as honored guests.

—F. Mervyn Kent, Publicity Officer.



FLOTILLA 16, TOMS RIVER — Congratulations to Commander Brouwer on his 41st (?) birthday. The Commander was presented with a fine wallet from the Flotilla.

The Flotilla is sorry to lose Francis Conti, S 1/c to the Navy as Francis has been a good worker, both in the Flotilla and the Temporary Reserve. But the best of luck to you.

Al Ziegler reported back for duty and we are certainly glad that Al was able to return to service in the Temporary Reserve and to see his smiling face again.

Congratulations to Robert F. Snyder, BM 1/c, and to Joseph Finley, Cox., on their promotions to Chief Boatswain Mates; also to Charlie Kiefer, Cox., on his promotion to BM 1/c; Carl Rankin, S 1/c, John Ebere, S 1/c, and Everett Smith, S 1/c, also passed their Coxswain

STUPORMAN on Patrol — By "Kordy"



"Why this is the key to the city—the Mayor gave it to me personally"

examinations and are to be congratulated.

The Flotilla has secured six boats for covering the B.B.Y.R.A. races this summer. The boats doing this duty did yeoman work last year.

The bond salesmen of the Flotilla were happy to receive their citations from the Treasury Department for their efforts in the 4th War Loan drive. The boys really earned the citations as the result of a lot of good, hard work.

CBM Finley and Chas. Kiefer, BM 1/c, have conducted five classes this month in airplane identification in Beach Haven, Philadelphia, and Seaside Park. They also conducted a class at Admiral Farragut Academy. The report from this particular class is very gratifying to the instructors and also to our Flotilla. In this class there were 350 boys and after 1½ hours of instruction, they asked for the class to continue.

The Flotilla is very appreciative of the cooperation our instructors are receiving from the Army and from 2nd Lt. Stirling S. Speake, Ground Observer Officer, 2nd Signal Corp., Phila. Fighter Wing, in procuring material for classes in plane identification. It certainly shows a fine spirit and cooperation between different branches of the service.

Commander Brouwer made an official inspection of Flotilla 23 at Haddonfield.

While on a trial run with his Hi-speed garvey, CBM Robt. Conti was hailed by the Experimental yacht "Navette", which had gone aground in a strong northeast blow, off Good Luck point in the mouth of Toms River. Bob was unable to pull the yacht off and after several attempts, he called for assistance from the Barnegat Coast Guard station. He made the call at 1410 to the Commanding Officer of the Station, CBM Warren, and at 1500, two picket

boats were on the scene with Chief Warren in command. Lines were made fast to the picket boats and the yacht was freed. The men are to be commended for the fast time in which they answered this call for assistance; only 50 minutes from the time the call was made and they were on the scene which is a distance of 14 miles from their base at Barnegat City. There were strong northeast winds and high seas running. The yacht was on a run to Cape May and the Delaware River area for experimental purposes. It is duty performances such as this that have given the Coast Guard and Auxiliary the creditable records that they have. Thanks again to Chief Conti and to Chief Warren and his crew.

—Leslie W. Reynolds, Publicity Officer.



FLOTILLA 18, LITTLE EGG HARBOR — Lieut. John W. Brown, the Auxiliary's Director, together with Lieut. A. K. Brouwer, and Lieut. Earl Leonard were guest speakers at 18's meeting on

16 March.

18 has the distinction of having the first member in the country to be sworn in by an Ensign of the Spars.

After 1 May, it is expected that the Flotilla Barracks at Beach Haven will be moved to the top deck of Little Egg Harbor Yacht Club for the summer.

Commander Morton Gibbons-Neff had as his guest at a recent meeting, his brother, Lieut. Col. Gibbons (Ret.).

Chief Joseph Finley, Dr. Tilden Kirk, and Charles Keefer, of Flotilla 16, were guests of 18 at the 30 March meeting. Chief Finley and Charles Keefer talked on Plane Identification and Dr. Kirk on Ship Identification. Both subjects were illustrated by slides.

Thirty-four of Flotilla 18's tower watch men recently engaged in pistol practice on Beach Haven's strand, under the direction of Gunnery Officer Ralph S. Metzger, 18's "Pistol Packin' Papa." Every safety was provided in permitting the men to shoot seaward at targets planted on the surf-line to simulate the forms of men, by posting a guard with binoculars.

Seaman 1/c Nathaniel Ewer topped the scores with a 26 out of a possible 30; Lee J. Taylor shot 25. Walter E. Cranmer, Robert Van Meter and Jack Lamping, 23; Roy C. Miller, Jas. Stack and W. Inman, 20; and John Daniel, who was accepted for the Navy two days later, 22. Practice was part of the

weekly gunnery course being taught by Metzger.

Personnel Officer W. E. Cranmer urges a new recruiting effort to keep manpower up to the necessary 40 tower men. He announces the names of the following 34 effective and faithful volunteers: Bergen Amundson, Orville Benjamin, Wm. Burnham, M. Cranmer, W. E. Cranmer, John Daniel, Nathaniel Ewer, Randall Evans, J. W. Garwood, Norman Gerber, Harry Harris, Willard Inman, Arthur Kayhart, Thos. E. Kelley, Jack Lamping, Robert Link, Roy C. Miller, Michael Murphy, Wm. J. Noonan, Sr., Robert Owen, Leonard Palmer, G. W. Parker, J. O. Parker, Harry Pharo, Milton Phillips, Oscar Schnell, Walter Sharp, Jas. Sprague, Jas. C. Sprague, Jas. Stack, Addison Steelman, G. C. Sullivan, Reynolds Thomas, and Robert Van Meter.

QUICKIES—Chief Sidney Blake has been elected a vice president of his firm, H. M. Byllesby & Co., investment bankers, of New York, Philadelphia, and Chicago. . . . Beginning in April, Chief Frederic Remington will conduct a 12 week's course in Morse and Blinker for 18's members. Classes will be held Sundays at L. E. H. Yacht Club. . . . As of April 1st, Melville B. Horter will become the Flotilla's Finance Officer, succeeding Chief Blake, who takes over the duties of Operations Officer. . . . Chief Robert W. Graham, editor of TOPSIDE, has been deluged with complimentary letters from the "gold braid" guests of the Admiral's Banquet on the swell Special Issue of TOPSIDE which featured the banquet. . . . Roger!

—Russell K. Carter, Publicity Officer.



FLOTILLA 33, WILDWOOD

—Flotilla 33 is a very busy organization at the present time. The operation of the dock and watch towers requires every man in the Flotilla with not a one to spare. CBM Arthur Sutton, and his assistants in charge of operations, are anxiously awaiting the entrance of new men to ease the schedules. As the Flotilla expands, there are new duties added, however. New men are urgently needed and Yeoman 3/c Theodore Ritchie seems to be just the man to get them. He puts in countless hours recruiting new men who are entered in the instruction classes of our Vice Commander, CBM Russell Higgins. Twelve new men were made members from his last class.

The latest addition to the responsibilities of the Flotilla is the manning of the watch tower at Avalon, N. J. The new men have made up the larger part of the personnel on that tower and they are doing a fine job. They have named the place "Siberia" although some say that there can be no similarity because Siberia is inhabited. Others state that it certainly must be out of this country and are demanding ribbons for foreign service. The Flotilla is now operating three watch towers besides the Otten's Harbor Dock Patrol.

In the March issue of TOPSIDE, Cape May Flotilla 35 hinted that they would like to arrange a marksmanship match with the Wildwood Flotilla. Before going into any such competition they should be told, or warned, rather, about one of our members, S 1/c John Quinn. Quite some time ago, a section of our Flotilla happened to be at Bridgeton, N. J., for gunnery practice and instruction. They were using .38 caliber Smith & Wesson service revolvers. There were three targets in the Armory that night and they were strung on a single wire. Mr. Quinn stepped to the firing line, took quick aim and fired. There were astonished looks on the faces of the spectators when all three targets disappeared. He had merely shot the wire in two that held up the targets. His score that night is a military secret but an exhibition such as that should make the Cape May Commandos think twice before they challenge Flotilla 33.

Gunner's Mate 2/c Joseph Thomas has been doing excellent work with his gunnery instruction classes at Woolson's Farm. Besides his own Flotilla, he has assisted other Flotillas with their gunnery instruction.

—Ed Nesbitt, Publicity Officer.

FLOTILLA 41, WILMINGTON—Since spring is officially here, our Commander is busy rearranging the winter schedule of our Thursday night meetings. It is hard to keep the boys grinding away on the usual training schedules when the warm weather finally shows up, if it ever does.

Some very interesting plans are in the making that should be more suitable for the season, make a timely break in the routine, and be of material benefits to the over-all training program.

In keeping with these contemplated changes, our Coast Guard law study was materially livened-up by an excellent lecture on the subject by Mr. D. J. Reinhardt, Jr., a layman. Mr. Reinhardt has had considerable experience in lecturing

and was able to present the subject from such an unusual angle that we were more than pleased with the interest aroused and the knowledge gained.

At the close of the lecture, our Commander introduced Ensign Brown of the Spars, who is in Wilmington heading a recruiting drive. The balance of the evening was spent discussing ways and means of helping Miss Brown with her mission. If you fellows could have seen and talked with her, you would also agree that the Coast Guard is lucky to have such an able officer, not to mention such an attractive one. We rather suspect our Commander has an eye for the ladies which should result in Miss Brown receiving all possible help from Flotilla 41.

And now for the bad news. That new patrol boat 79001 has raised hell with our regular duties. Ten of our best men are crewing on her. Can any of you fellows let us have ten men available for daytime duty? As a matter of fact, we are proud of having had men good enough for the job.

Coxswain Bennett of Flotilla 27 has transferred to our outfit. Sorry you fellows had to lose such a good man.

—William Sellers, Publicity Officer.



FLOTILLA 27, SALEM—7 March

—In the absence of Commander Pearson and Junior Commander Sawyer, Vice Commander Doyle took full charge for the evening. Pearson and

Sawyer were both ill.

Mr. Laws and Mr. Kohler were promoted to Coxswain, and Mr. Robinson and Mr. Filer to Boatswain 1/c, while Mr. North was promoted to Boatswain 2/c. All of these fellows have passed all requirements for their ratings.

Instruction and drill proceeded as usual with S 1/c Clark assisting at gunnery.

14 March—The Commander was still unable to attend because of his illness.

Coxswain Levering displayed some war trophies that were sent to him by a boy who is overseas. Among the interesting items were a Jap helmet, gun, and a letter from home that was found on the battlefield. The letter, written in Japanese, was not decipherable to any one present, but contained some crayon sketches of the soldier's home. According to Levering, the sketches were drawn

by the children of the recipient of the letter.

Instruction in elementary and advanced blinker, piloting, gunnery, and by motion picture was given.

Drill coming along nicely.

21 March—Commander Pearson was back on deck feeling well enough to carry on for the evening.

Captain of the Second District, Lieutenant Hineline was aboard as a visitor. He made a number of announcements of impending action and congratulated us upon our muster and drilling.

Mr. Levering was promoted to Chief Boatswain's Mate to serve on board the anchorage patrol boat that is about ready to go into service manned by Temporary Reservists.

The piloting class started to use charts and parallel rules for their problems. The elementary blinker class has several fellows ready to go into the advanced class. Mr. Clark started a motor mechanic class.

28 March—The meeting progressed almost in the usual manner. A photographer was present. In order to get the pictures wanted it was necessary to pull men out of classes, which caused some consternation, but did not interfere enough to spoil the evening.

The training film was about the story of the United States Coast Guard.

4 April—Drill work had reached the point where the officers were able to institute a new procedure for opening the meeting. Mr. Sutton, as drill master, has divided the membership into a port watch and a starboard watch. Vice Commander Doyle is in command of the starboard watch, and Junior Commander Sawyer leads the port watch. Each watch is composed of two sections, one fore and one aft. Section leaders of the starboard watch are Coxswain Maier and Coxswain Dolbow. Section leaders of the port watch are Coxswain Newkirk and Coxswain Johnson. The drill hall represents the deck of our ship, with the colors in their proper places, and the entrance is the gangplank. The two watches form in their proper places on deck to start the evening's activities with muster, flag salute, prayer, and orders of the day following in their usual manner.

It was announced that the Flotilla was definitely going back on the river, but no date can be given as yet.

Examination schedules were announced for the men who are ready to take them.

Plans were made for a dance at the DuPont Country Club on 12 May.

—George Boehner, Publicity Officer.

FLOTILLA 31, OCEAN CITY—On 26 March, final touches were put on Marmora Barracks, winter headquarters of Flotilla 31, and appropriate dedication ceremonies were held following a six months' program of remodeling to adapt the structure to its present purpose. Many members of this Flotilla contributed generously of time and energy to create one of the most unique Auxiliary stations in these latitudes.



Part of the renovation program at Marmora Barracks of Flotilla 31. Commander Vandegrift and Seaman Fegley wielding brushes.

Last October, CBM Ralph Clayton philanthropically offered the property to Commander Vandegrift, it being a part of his extensive realty holdings in the Marmora tract. The building itself dwarfs adjacent houses and overlooks Great Egg Harbor Bay and the ocean from the crest of rising ground. Surrounding ground is primitively landscaped featuring native South Jersey flora. Though only a block from busy Roosevelt Boulevard, the Barracks enjoys a dignified isolation. The only expense which accrues to members of the Flotilla is the cost of electrical current, maintenance of elevator service if required and compensation to the domestic staff. It is reported that officers from headquarters and from Ocean City CG stations have visited the Marmora Barracks and been powerfully impressed with the facilities, the services, and the potentialities.



Spring housecleaning at Marmora Barracks of Flotilla 31. Left to right, Commander Vandegrift, Fegley and Eddowes and CBM Gifford.

The building itself conforms architecturally to the accepted local tradition. A severely plain exterior denies the possibilities of interior arrangements. Immediately over the threshold of the main entrance, we enter a room entirely masculine in character. Reproductions of one category of contemporary Amer-

ican Art panel the walls. An interesting antique table, flanked by senescent furniture shows the influence of the collector's urge. Two adequately-furnished bed chambers, dining hall, kitchen, unusual rustic head, and game room complete the plan of accommodations.



Commander Vandegrift, in informal dress, returns to work after greeting visitors at dedication of Marmora Barracks.

An archaic chimney, strongly suggestive of a close-hauled Chinese junk hull down on the port tack, was constructed by CBM Dick Gifford, assisted by Jim Eddowes and Charley Fegley.



Marmora Barracks of Flotilla 31. Note unusual landscaping, bowed chimney and license number on Commander Vandegrift's car (31).

With the coming of spring, it is believed that a number of informal social affairs are scheduled for coming dates.

—E. L. Johnstone, Publicity Officer.

FLOTILLA 22, ESSINGTON—This Flotilla congratulates the following fellow-members for their appointments to the new Anchorage Patrol on the "Florence B": N. P. Foster and L. Brown, Warrant Bosn's; R. E. Russell, Warrant MoMM; H. Lear and B. S. Howard, CBM's; and C. S. Brubaker and H. B. Blackburn, CMoMM's.

Other appointments within the Flotilla in the past month were Michael Biggers to Chief of the Saturday and Sunday crew, and Tom Heist, Chief of the Thursday and Friday crew.

Congratulations also to the following for winning their Navigator's certificates by passing the recent Navigator's examinations: H. C. Bertram, A. C. Howard, J. R. Rodgers, C. Bevan, J. D. Beck, J. E. Hohannson, F. S. Bremiller, E. Watson, J. E. Poley, and J. J. Crissman.

The weekly meetings at the Fleisher Vocational School, 13th and Spring Gar-

den Streets, continue with great success. The large auditorium available for assemblies and general business sessions makes it possible for the Flotilla officers to present many features for the membership that could not have been presented in our former meeting quarters at Essington.

On Monday, 27 March, Comdr. C. V. Hawk, USN, was the guest speaker and talked on "Naval Life and Customs", enlightening many new men, and a number of old-timers in the Flotilla, on those subjects.

A movie, illustrating the work of the Coast Guard in life saving and its many methods of assisting disabled vessels and saving lives at sea, featured the meeting on Monday, 3 April.

Glad to see Curt Bevan, of the Tuesday crew, back after five weeks' absence due to the illness of his daughter, whom we are happy to report is now well on the way to recovery.

Joe Torelli, selected as one of the crew for the new Anchorage Patrol, missed his first assignment due to illness.

There are more requests from the "Regulars" at the Essington base for more records for the recording machine. In the past few months, with some fine assistance of Flotilla 22 members, the Essington base has built up an attractive recreation hall. Having been primarily interested in starting the project, it is now up to the Flotilla members to see that it's kept going . . . and don't think for one minute the boys at the base don't appreciate what has been done for them.

George Longacre, formerly of Flotilla 22, who entered the Navy, is now stationed at Bainbridge, Md.

The sod around the office, sick bay, and rec hall will be prettied up. Twenty pounds of grass seed have been sown. During the summer months the boys on dock watch, who won't have to look after fires, can devote some of their spare time to keeping the grass cut and keeping their figures down.

Tom Sipple, striking for a cook's rating, is thinking about investing \$2,000 in a new boat. He has visited Ocean City, and Baltimore, Md., in the last two weeks looking boats over. Tom has a flair for getting fancy meals together and a boat without a well-equipped galley is simply out of the question as far as he is concerned.

There was supposed to have been a bowling match last month between a team from the Essington base and a team from this Flotilla, but so far no reports of the outcome have reached us. Good or otherwise, we'll use 'em if we get 'em.

—Michael A. Devitt, Publicity Officer.



FLOTILLA 34, MAURICE RIVER

— Because Flotilla 34 is one of the newest in the District, and this marks our debut between the covers of TOPSIDE, it appears a most appropriate



spot to acquaint you with our officers. The formerly youthful-looking gentleman (front and center) who, since accepting the ponderous responsibilities incidental to his office, is developing furrows in his brow deep enough at least for a small victory garden, is none other than our respected Commander, Lee Renner. The sharp-eyed, moustached individual on his right is Vice Commander Alan Thomas. Flanking Renner on the left is Junior Commander Harry "Watch Your Ashes" Rieck. Also included are Doug Johnstone (rear right), punctilious Secretary-Treasurer, and worried-looking Walt Towles, Operations Officer.

Flotilla 34 had its inception late last summer but did not really get rolling until after the first snowfall. After struggling along for weeks, a lightning transition took place. All within the space of two weeks — quarters were moved from the closely-confined loft of a fire house to the spacious and palatial expanse of the recently built 157th Field Artillery Armory—half of the members received their issue and started doing guard duty at the Gloucester Immigration Station.

Since accepting the Gloucester assignment, Thirty-Four has fulfilled its duties 100%. Lieutenant (j.g.) H. Earl Huston and Ensign Harry Attmore commended the men on their record at a recent meeting.

At this writing, Maurice River Flotilla has a membership close to fifty with more than half that number in uniform and doing active duty. This number will be increased considerably by the time the next issue of TOPSIDE hits the press. New candidates are being accepted in larger numbers than at any time since the organization meeting. Thirty-Four has also been fortunate so

far in that only one member has been inducted through draft channels. He is Lou Barber, U. S. Navy.

Dom Dalesandro was describing his boat to a group of listeners at a recent meeting. "She's a small, eighteen-footer", he said. One of his listeners asked Dom if there is any difference between a small and a large eighteen-footer. "Sure", was the reply, "she's a small eighteen-footer when she's bobbing around in a heavy sea in a storm; but when I'm scraping and painting her, boy!, she's a big one."

—C. M. Scull, Publicity Officer.



FLOTILLA 52, LANCASTER

— Twenty prospective auxiliaries answered Vice-Commander Gardiner Wilson's call for more volunteers at the first of a series of instruction

classes on 15 March. These men are needed to replace those who have left or are leaving soon for more active duty in Uncle Sam's Service.

An important meeting was held at Harrisburg recently, attended by Lieut. (j.g.) John W. Brown and Lieut. (j.g.) Frank Hineline, at which plans were outlined for the establishment of a new Flotilla by the capital city group which has, during the past year, grown to an extremely active and enthusiastic organization under the direction of this Flotilla's Commander, Oliver "Woody" Williams, and three Harrisburg men, Sterling McNees, John Appleby and William Schultz, who were nominated at the meeting for Commander, Vice Commander and Junior Commander, respectively, of what is to be the North-westernmost Flotilla in the District.

Our instruction committee gave the men one of its best programs on 20 March when C. W. Faber, RM 1/c, spoke on the proper use of radio telephone. Mr. Faber stressed the point that although there may seem to be many monotonous hours of inactivity on radio watch, there may come a time when a message received by a Temporary Reservist may prove of the utmost importance to the District and thereby be well worth the long hours of inactivity.

Now in its closing weeks, Dan Flory, MoMM 1/c, has been doing a swell job in conducting his class in Motor Mechanics, attended by the following: Marlin Bauman, J. Forrest, R. Warren, J. Rife, E. Weaver, L. Weaver, Paul Smith, all Seamen 1/c; Herbert Ott, Y 3/c, G. C. Wilson, Cn, and O. L.

Williams, Flotilla Commander.

A new note has been added to the hum of activity at the Armory on Monday nights as Close Order Drill has been added to the schedule, under Gunnery Officers J. A. Morris, GM 2/c, and Marlin Bauman, S 1/c.

—John P. Samuels, Publicity Officer.

FLOTILLA 25, FARRAGUT—Our Second Annual Spring Dance will be held at the Walt Whitman Hotel on 20 May with music furnished by Clarence Fuhrman and his orchestra. This promises to be a gala affair, so please support it. Remember the old adage, "All work and no play makes Jack a dull boy!"

That big splash heard on Wednesday evenings between 2100 and 2200 at the Camden Y.M.C.A. is made by the members of 25, where swimming in all its phases has been made possible by Lindwood G. Moses. The only ticket of admission is your uniform and every boatman is urged to attend. In addition to becoming a good swimmer, which for safety's sake alone is sufficient reason for attending, these evenings are turning into sociable and friendly gatherings. Shall we look for you next week?

The entire membership of this Flotilla has been blood-typed so that any type required can be quickly located. This was done when our Secretary, Elmer Jackson Pearl, was in Cooper Hospital for a major operation. We sincerely hope his return to good health will be very soon, for we all miss him. Many of our Flotilla men were also blood donors within the past month, helping to increase the Free Blood Bank in the Camden area.

A voluntary standby crew for the pulling boat is ready to be trained in preparation for any emergency.

Most of the members of 25 know that it's possible to take special instruction to qualify in pistol shooting under National Rifle Association. If you are interested, see your Gunnery Instructor.

Instruction in Radio Direction Finding is being held by William L. Yinst at Naval Militia Armory on Monday nights. Also conducting a class in Signaling, is our Jr. Commander, Louis A. Gray. The importance of this should now be fully realized.

And to every member of Flotilla 25: It's your duty to put your shoulder behind the wheel of this free instruction. This was so vividly pointed out to you by our Vice-Commander, Frank C. Ervin in his recent humorous and spicy pep talk. Come on then, fellows! Let's not get there too late with too little!

—John A. Bauer, Publicity Officer.



"They want me to join their Flotilla!"

FLOTILLA 15, POINT PLEASANT

—Fourteen new members of our Flotilla appeared at police headquarters on the evening of 31 March and went through the paces of having their prints jotted down on the necessary spaces under the careful guidance of Captain Russell Archer of the local police.

The candidates filled in the other necessary papers and will be sworn into the Reserve at our 7 April meeting.

That will bring our total membership up to 34 Reserves and the boys will be anxious to make that trip to the locker room in Philly for their uniforms.

A new class for the Coxswain rating has been started under the supervision of Seaman 1/c Wayne Bixby, an old salt from the Navy in the last world war, where Wayne served as a radio man. There are seven of the boys taking the lessons.

Your commentator received his rating on 5 March as Yeoman 3/c which makes for better decorations on the left sleeve.

The report from Bay Head station, where our members are standing watch at the station tower, is excellent. Not a miss to date and the old clock is getting punched a-plenty. The boys are turning in to their duties like vets and like it.

Allen Sprung, S 1/c, narrowly escaped with his life while returning home from watch duty two weeks ago when his car skidded on the icy pavement and struck a pole. His car burned up, but Sprung escaped with a few minor bruises as he was thrown clear of the car.

Plans are underway for drill sessions when the spring weather arrives and things will be really humming this summer.

—E. K. Errickson, Publicity Officer.

FLOTILLA 17, GREAT BAY—St. Patrick's Day marked the opening of another chapter in the history of Flotilla 17, operating out of Little Egg Life Boat station. On that night the Flotilla

opened new headquarters in the St. Nicholas Parochial School, Egg Harbor.

The occasion was celebrated by entrance examinations for a group of nine auxiliary members, all of whom qualified for membership in the Reserve and are now actively engaged in weekly patrol duty.

The move from Oyster Creek to Egg Harbor was necessitated by the rapid growth of the Flotilla. Quarters at the former place proved inadequate several weeks before the move. And now with the larger meeting place, another class of recruits has already started instruction.

Programs have been enlarged and plans made to launch an even greater membership drive than any heretofore attempted. Special features have been added to the weekly meetings including the presentation of Coast Guard educational films and others designed to inspire interest in the work.

Unofficial committees have been named for each community represented in the Flotilla to enroll candidates and have already shown the value of the move.

Instruction courses are in progress for ratings and within a short time it is expected that at least fifteen men will take examinations for advancement. Drill instruction is advancing under the direction of CBM Charles Luther. Flotilla 17, on 1 April, will institute a full 24-hour patrol with full crews manning each trick.

The Flotilla has lost two members during the past month but feels proud to see them enter the service of our Country. Albert Weitstine, S 1/c, 809 Wheaton Road, Millville, entered the U. S. Navy 27 March and on 10 April, Charles Bernasconi, S 1/c, will leave the Flotilla to carry on for Uncle Sam.

Activities in the Flotilla have not been entirely confined to regular duties. The personnel, being mindful of the fact that it is the patriotic duty of every member to do everything in his power for the war effort, stepped out proudly Sunday, 12 March, to aid Clayton, home of Ensign J. Robert Creely, in putting over the Red Cross Drive.

Twenty-four members of Flotilla 17 along with eight from Flotilla 27 joined forces in the parade inaugurating the drive. The boys drew commendation all along the route of march for their appearance and marching ability. Color motion pictures attest the fact.

Incidentally, in the two-hour canvass which followed the parade, Clayton oversubscribed their \$2,500 quota.

—J. C. Loughlin, Publicity Officer.

FLOTILLA 23, DREDGE HARBOR.—Still going business, but not at the same old stand. Flotilla 23, as the result of the personal effort of Commander Knorr, now enjoys the privilege of calling the Naval Militia Armory our home office, and assembly point. This fine building, located on the Cooper River in Camden, N. J., is one of the finest-equipped buildings for Reservist activities in the East. An ample "tan bark" provides plenty of elbow room for the drilling of our "boots" and drill master Luther promises plenty of activity along this line. In addition, it is planned to conduct general Coxswains', Navigators' and Motor Machinists' classes.

Our muster roll reveals 122 active and uniformed Reservists, with another full score of Auxiliaries. A full scope of activities ranging from river patrol, shore establishment duties at Pier 181, and guard duty at both Gloucester Immigration Station and the N. W. Ayer building, are being participated in by this Flotilla, with the certain knowledge that we will be called on shortly to resume day patrols on the river. So many activities, necessarily demand a large and active Flotilla membership. Accordingly, a campaign to acquire additional members is under way.

Inspection of Flotilla 23, conducted 27 March by Vice Commander Brouwer and Lieut. (j.g.) Hine line just about aged by ten years our CBM Luther, drill master, who failed to realize how effective his work had been. A missing button was the only reported infraction and sewing lessons are planned for at least one member.

Talking of lessons—this writer witnessed the greatest lesson in retreat he could ever hope to see when recently, upon reporting aboard for patrol duty, found the motor "mac" assigned by the base, already in the sack. Now that's pushing things too far! Usually we reach the patrol area before the blankets are spread by the "Service Sleepers", but this lad evidently had faith in our ability to handle the boat and slumbered peacefully through the night. As the galley adjoins this bunk, it is planned to bang bigger and better stew pots more often and louder throughout the night.

Several of our members, who have made favorable appointments, are anxiously awaiting the scheduled run of 79001 and to these fellows, we wish the best, and will regret their absence from our regular patrols. We expect some interesting reports from these fellows and will spot them as received.

—William Pyle, Publicity Officer.



words, a good eight-mile beach front with Corsons, Townsends, and Herfords Inlets thrown in for good measure. He also find much interest evidenced at the Thursday night meeting in the University Club in Philadelphia as well as the Friday night meetings in the Avalon Fire House.

He say that at recent meeting in Avalon, Vice Commander George (Buz) Folcher was pleased to present Lieutenant Sprague of the Sea Isle City C. G. Station, who, as the speaker of the evening, impressed upon the Tower Watch men the importance of their work and its value to the Coast Guard and Navy. Spy find out that the following week in Avalon the speaker was Sgt. Bartram of the U. S. Army Ground Observation Corp whose subject was the importance of spotting and identifying planes. The excellent attendance at these meetings is no doubt due to the Fried Oyster suppers. If the Anchorage Patrol is in need of Cooks, we can recommend our Sea Food specialists.

Hon. Spy very proud that some of our members were able to qualify for the Anchorage Patrol and especially pleased that Chief Finan, who was selected as CBM has since been made a Skipper with the rank of Warrant on the Monday run. Our Chesapeake Skipper, of the Southern Cross, Pete Bauer, has also been made a Skipper with the rank of Warrant for the Friday run. Other members of the Flotilla selected for the Anchorage Patrol include Lou Zimmerman, Phil Buchy and Walt Nordbruch. With men such as these, working with the boatmen of other Flotillas, the success of the patrol is guaranteed.—Carl T. Roth, Publicity Officer.

FLOTILLA 21, QUAKER CITY—

The usual, spring restlessness is sharpened around Flotilla 21 by the desire to get back on the water. 21's old-time favorite, the "Do-do", you all know, has been transferred to other and perhaps more heroic duties, and scuttle-butt describes her replacement as everything from the size of a dinghy to a small cruiser.

Meanwhile, Uncle Sam is putting the arm on so many of our erstwhile mem-

FLOTILLA 32, STONE HARBOR

—Hon. Spy pleased to report that activity of Flotilla 32 is not only confined to Stone Harbor and Avalon, but also Wildwood and Sea Isle — or, in other

bers that only a determined recruiting drive is keeping our class T membership up to anything like standard.

During the week since the last TOPSIDE, we are happy to say that the following received advances in rating: John Bielman to CBM; J. A. Ballentine, E. H. Fuiman, Charles F. Fox, Rheinhold Freitag and Bill Paschall to BM 2/c; James Steele to SK 3/c; Tom Ackley to GM 3/c.

21 is also proud of the fact that the following Flotilla members qualified for serving on the C. G. 79001: E. H. Fuiman, E. G. Wojton, N. H. Leek, H. L. Schoening, Fred Aubel.

Also newsworthy is the fact that E. H. Fuiman has been appointed Operations Officer for Flotilla 21, replacing Jerry Marcus.

—Frank T. Kessler, Publicity Officer.

"RIGHT DRESS!"

If you look more handsome in blue than you do in khaki, your days are very nearly numbered. Effective 17 April, the uniform of the day for officers will be Service Dress Blue B with white cap covers (or blue garrison caps) with the option of gray or khaki working uniform. Effective 15 May, uniform of the day for officers will be gray or khaki uniform with gray or khaki cap covers (or gray or khaki garrison caps) with the option of Service Dress Blue B with white cap cover (or blue garrison cap).

On the same dates, Chief Petty Officers will blossom out in Shore Establishment Blues with white cap covers (or blue garrison caps) or in khaki working uniform, changing on 15 May to Shore Establishment Khaki with khaki cap covers (or khaki garrison caps).

Rated and non-rated men below the rank of CPO will change on 17 April to Shore Establishment Blues with white cap covers; and on 15 May to Shore Establishment Khaki with khaki covers.

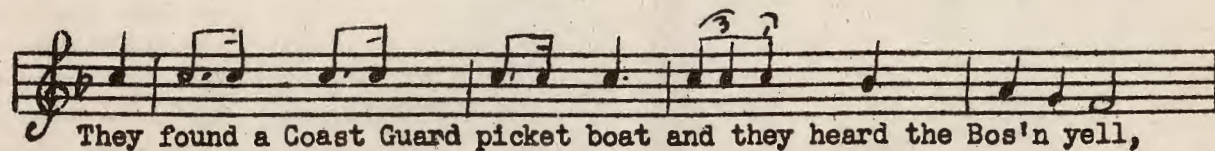
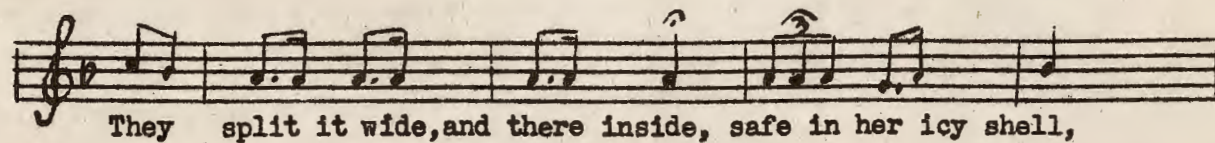
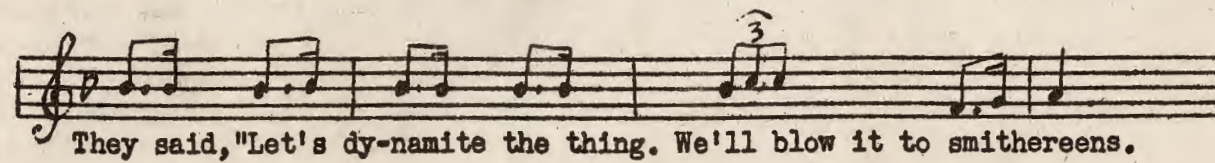
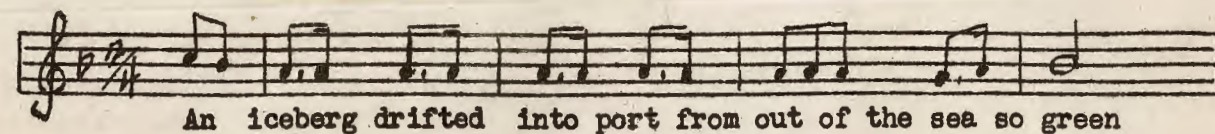
In all cases where Class (T) Reservists are operating from a Coast Guard Base, the working uniform may be prescribed by the Commanding Officer of the Base.

Officer's accessories shall be black shoes with black or gray socks when in "Grays"; tan socks and brown shoes with khaki. All others shall wear black shoes and black socks.

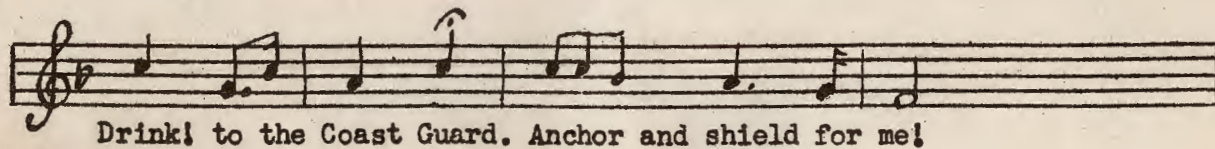
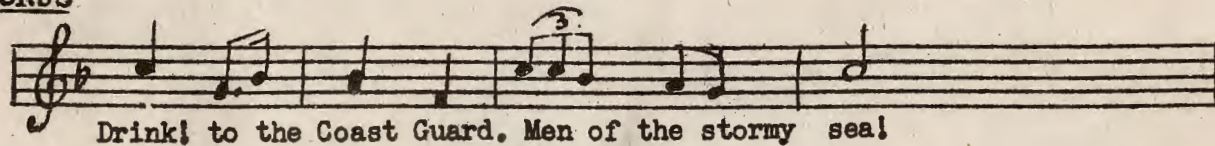
In extremely warm weather, the coat of the Shore Establishment Khaki uniform may be removed while on duty (never while traveling) at the discretion of the C.O.

A TOAST TO THE GUARD

By BERKELEY BOONE, BM 1/C, Seventh Naval District



CHORUS



I froze my nose on Greenland's shores, I lost three toes at Nome,
I've poked my face in every place a sailor can call his home!
I burned on the beach at Waikiki, with a Hula maiden fair,
And when they get any water in Hell, the Coast Guard will be there! (Chorus)

I married a lovely little thing then they sent me out to roam,
I said to a Navy lad I knew, "Please make her feel at home."
This morning I got a letter, and it's full of news that cheers,
I've got a brand new set of twins (hold) And I HAVEN'T BEEN HOME IN YEARS! (Chorus)

They tell the tale of a ship in a gale, when the people said, "No, No!"
But the Bos'n cried with a Guardsman's pride, "The Book says you gotta go!"
"You haven't a chance, you'll all be killed!" Then came the bos'n's crack—
"It's all right friends, the Book don't say THAT YOU GOTTA GET BACK!" (Chorus)

The storm was roaring high and wide, the waves a hundred feet,
They said, "The poor old bos'n's gone, he's buried in ice and sleet!"
Then up he rode on a porpoise, and he cried with a cheerful grin,
"SEND OUT A SEAMAN SECOND CLASS, TO PILOT THE NAVY IN!" (Chorus)

And when they wanted a second front, the general started to rare
"Give us a ship with Coast Guard men, to take us over there!"
They poked the Army into the ship, with many a grunt and groan,
The Coast Guard takes them over—but THE NAVY CAN BRING THEM HOME. (Chorus)

And when the war is over and the last grim battle won,
The Army and Navy can get some rest (They're fighting sons of guns)
The nation's shores are guarded yet, and there is naught to fear
We're still on active duty—and THE GUARDSMEN WILL BE HERE. (Chorus)

EXCEPTIONAL VALUES IN SAILBOATS

23-FOOT CABIN ROCKET

Similar to illustration. Beam 7 feet; draft 12 inches; cabin 10 feet 10 inches; cockpit 7 feet 6 inches; cabin headroom 3 feet 6 inches. Sail area 246 feet. Side stays are eliminated and permanent back stay is substituted; rigged to outboard brace on transom. Shaft-log bored for installation of inboard motor. Price of \$850 f.o.b. Amesbury, Mass. includes cockpit cover. Weight 2000 lbs. Two only available as of 10 April 1944. Subject to prior sale. Sample on display at Phil's Garage, Bay Ave., Beach Haven, N. J. (Auxiliary sloop "Joric").

21-FOOT
CABIN
ROCKET



18-FOOT ROCKET

Available in smooth-seam only at \$475, plus \$10 for canvas decks, plus \$15 for Permatox Chemical Anti-worm treatment of all wood in hull. Price as described \$500 f.o.b. Amesbury, Mass. Weight 900 lbs. Subject to prior sale. Four only left as of 10 April 1944. Sample will be in our show-rooms approximately 15 April 1944.

14-FOOT
KNOCKABOUT

14-FOOT KNOCKABOUT

As illustrated \$195, plus \$10 for Permatox Chemical Anti-worm treatment, plus \$5 for canvas decks. Total price \$210 f.o.b. Amesbury, Mass. Weight 400 lbs. Subject to prior sale. Six only available as of 10 April 1944. Sample will be in our show-rooms approximately 1 May 1944.

TERMS

100% net cash before shipment. Minimum 50% with order.



FREIGHT CHARGES

From Amesbury, Mass. to Bayhead, N. J., \$2.85 per C; Atlantic City, N. J., \$2.78 per C; Ocean City, N. J., \$2.85 per C; Charleston, Md., \$2.85 per C; Phila., Pa., \$2.65 per C.

SHRYOCK RADIO AND TELEVISION Co.

EST. 1926

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PHILADELPHIA 3



LET'S GIVE

- **MORE TIME** to the Coast Guard Reserve
- **MORE MONEY** to the Red Cross, and the Salvation Army
- **MORE BLOOD** to the Blood Bank

IF YOU CAN'T GO . . . GIVE!