

APRIL

• TOPSIDE •

1945

LIEUT. BILL CROSBY ON IWO JIMA

FOURTH
NAVAL
DISTRICT



UNITED STATES
COAST GUARD

Auxiliary



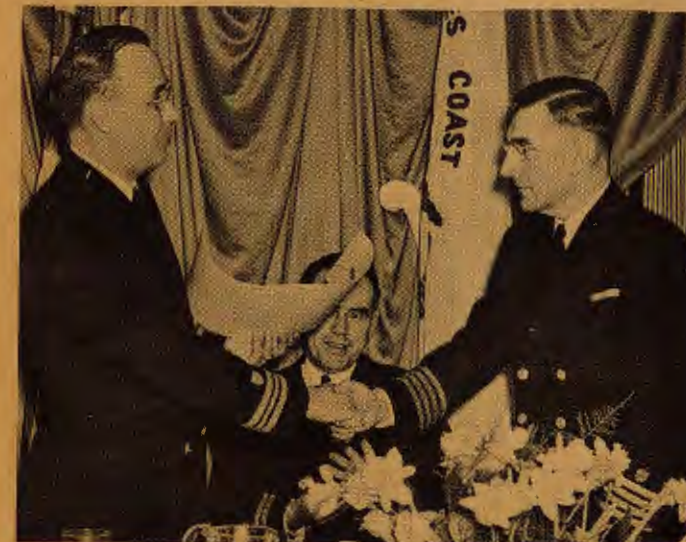
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CAPTAIN WELLS GOES TO SEA... CAPTAIN MAUERMAN TAKES OVER



Lieut. Comdr. (T) F. B. Hine, commodore of the Auxiliary in the 4th ND, presents scroll to Captain Wells, USCG.

★ In tribute to the man who, for six years, has successfully held down three tough jobs in the Fourth Navdist—and to his successor—forty officers of the Reserve, Class (T), and Regular Coast Guard attended a dinner at the Barclay on 21 March.

Captain Lester E. Wells, Assistant DCGO, Captain of the Port, and Port Security Officer is going to sea. His place will be taken by Captain Raymond J. Mauerman.

Formalities were opened by Lieut. John W. Brown, who introduced commodore Frank B. Hine. Mr. Hine presented an illuminated scroll to Captain Wells, signed by all the officers present, who had inscribed their names to the following sentiments:

"In appreciation to Lester E. Wells, Captain, USCG. With deep appreciation of your constant courtesy to us individually, your patient and sympathetic understanding of the problems of the USCG Auxiliary, and your intelligent cooperation in establishing that fine relationship now so firmly fixed between the Auxiliary and the Regular Establishment, we present this Scroll. With it go our sincerest good wishes for, and complete faith in, your continued success. Good Luck and Smooth Sailing."

The commodore then introduced the District captains who, in turn, introduced the Flotilla commanders. All paid their respects to Captain Wells and pledged the loyalty of themselves and their men to Captain Mauerman.

Lieut. Brown next introduced Lieut. (T) Henry L. Schimpf, Jr., Executive Officer, who paid tribute individually to all the staff committee officers present as each was introduced.

A picture album setting forth the pictorial history of the Class (T) in this District was presented to Captain Mauerman to acquaint him with the work that the Temporary Reservists have done in this District since the

start of the present war.

Auxiliarists will be interested in the backgrounds and personal records of Captain Wells and Captain Mauerman.

Captain Wells is a graduate of Rhode Island State College with a B.S. degree in Electrical Engineering. He entered the Coast Guard Academy and ten months later was commissioned, in October, 1918. He served in World War I as an Ensign on Atlantic escort duty. In the last two decades he has had tours of duty in the Pacific and Atlantic Oceans, in Alaskan waters, and in ice patrol off the Grand Banks. When, in 1939, he was stationed in Philadelphia, which was then a part of the Fourth Naval District with New York as headquarters, Mr. Wells had advanced to the rank of Commander.

In December, 1940, Philadelphia was named headquarters for the Fourth Naval District under the command of Captain A. E. Coffin. At that time, Captain Wells was named Assistant DCGO, Captain of the Port, and Port Security Officer — three tough jobs that he held right up to the time of his sailing orders. Two years ago, he was elevated to the rank of Captain.

Captain Wells will go to sea as skipper of a Coast Guard-manned troop transport—a post for which he is well-suited by experience. His first assignment as an Ensign 35 years ago was aboard the Coast Guard cutter Tuscarora, escorting supplies and troops to France. Other cutter assignments included duty aboard the Champlain, Algonquin, and Comanche. At the beginning of World War II, he was commanding officer aboard the cutter Ponchatrain on neutrality patrol out of New York. Captain Wells has a son, Donald, 18, who has been in the Coast Guard a year and is now in New York awaiting assignment.

Captain Raymond J. Mauerman, USCG, 46, who will assume the duties so ably discharged in the past by Captain Wells, enlisted in the Coast Guard in 1917. He was shore-bound throughout the first World War and, in fact, until he attended the Coast Guard Academy from which he was graduated as an Ensign in June, 1922. His first ship was the cutter Seneca on which he served as Junior Officer. During his years at sea he was at one time in command of the Icarus, which "sighted sub, sank same."

Captain Mauerman advanced rapidly through the ranks of Lieut. (j.g.), Lieutenant, Lieutenant Commander, and Commander until, in June, 1942, he was elevated to the rank of Captain.

In the present war, the Captain served aboard the USS Leonard Wood

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Director Brown presents Captain Mauerman with a picture-history of the Auxiliary since its war-time activities started.

MEN PRAISE CROSBY

By STUART L. PARKER, C.Sp., USCGR, a Coast Guard Combat Correspondent

★ ABOARD A COAST GUARD MANNED ASSAULT TRANSPORT AT IWO JIMA, VOLCANO ISLANDS, February 25 (Delayed) — Some 30 Coast Guardsmen, back aboard ship after more than three days and nights on Iwo Jima's mortar-swept beach, today were united in praise of a slightly built, 32-year-old former Woburn (Mass.) department store advertising man who commanded their beach party during 84 long hours on what turned out to be probably the deadliest island landing area of the Pacific war to date.

The officer who directed their work is Lieutenant William W. Crosby, of 15 Frances Street, Woburn, and to the haggard and shaken men just back from the beach, he is, "the kind of man we wanted around in a spot like that."

Lieutenant Crosby's only comment is: "We couldn't do all we were sent in to do because the mortar fire interfered. But my men did everything they possibly could and they deserve the credit. All of us were very, very lucky."

Lieutenant Crosby with Lieutenant (junior grade) William R. Howarth, of 10 Hartwell Street, New Brunswick, N. J., and the specially-trained beach party started ashore late in the afternoon of D Day. They had instructions to set up a communications system and a center to direct the landing craft trying to take in more men and equipment for the hard-pressed assault forces already on the island.

Originally, their party had been scheduled as a reserve group, to relieve earlier Navy beach parties. But the mortar fire on the landing area that first day developed into such a terrific barrage that, because of casualties and wreckage on the beach, the reserve group was needed only a few hours after H hour.

Only a part of the unit, an advance group led by Lieutenant Howarth, made it in that evening. The others, because of the concentrated fire, were ordered back but finally reached the beach the next morning, 20 hours after the first assault forces set foot on the island.

"Mortar shells had been falling all over that beach all day and night," said

William J. Doogue, a 26-year-old Boatswain's Mate, of Savin Hill Avenue, Dorchester, Mass. "When we went in, they were coming down thicker than ever. There is no way of telling anyone what that beach really was like."

Although pinned down by the mortar fire, the advance group had been able to carry on some communications work from the bit of cover offered by shell-holes. However, because of the intensity of the fire they had endured the first night, Lieutenant Howarth and his men were relieved at the end of 48 hours.

The remainder of the party, with no regular relief group available, had no

From Commanding Officer at the Essington Base to the thick of fighting at Iwo Jima was a big step for Lieut. William Crosby, known by many Auxiliaries in this District who worked under him at Essington.

Those who knew Mr. Crosby will be pleased, but not too surprised, at the accompanying story. His action reflects great credit on this District and the Coast Guard in general.

awful mess of wreckage on the beach and a lot of work for us to do. But except for radio communication, we couldn't do a thing. We had to lie in our holes and hope that a choice but to stay on the beach.

"That first 24 hours was pretty bad for us," Doogue said. "There was an

mortar didn't come down on top of us."

The men without exception declared: "We were all scared and probably Lieutenant Crosby was scared as bad as any of us. But he didn't show it and he kept moving around, getting things done."

On D Day plus 2 the mortar fire slackened off a bit and the beach party men were able to expose themselves long enough to begin salvaging boats, clearing away wreckage and assisting new landing craft into the beach.

"Lieutenant Crosby had managed to keep us all together and he urged us on so that we began to get something done," one of the men said. "But we still had to hit our foxholes pretty often. If it hadn't been for Mr. Crosby, we probably would have scattered in holes all over the island. He was right there, heaving on lines and working with us all the time."

Several of the party returned to the ship with their clothing ripped by shrapnel fragments but none was more than scratched. One man out of the entire party was missing and believed to be wounded or dead.

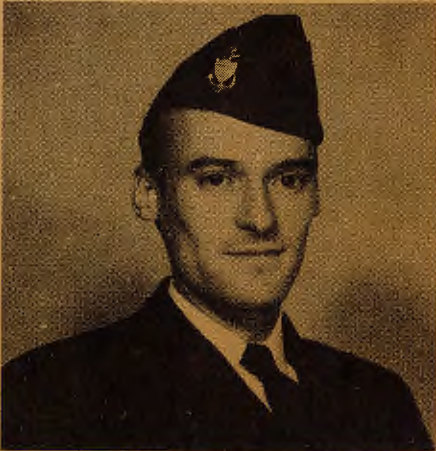
"I don't want to ever go back on another beach out here," one seaman said. "But if they ever send me, I want Mr. Crosby along. That's the way we

all feel about it."

Some of the men in the party were with the amphibious forces in the Normandy and Southern France invasions but had not served on the beach there. Many, however, were under fire for the first time.

Lieutenant Crosby is a Reserve officer who has served in the Coast Guard the last three years. He has been in the Pacific war theater only a few months, however. His wife, the former Beulah C. Carrigan, of Lewiston, Maine, is living at 618 Main Street, Lewiston.

BON VOYAGE, CHIEF



If there should seem to be a vacuum in the District Office some day next month when you walk in, it will be caused by the big hole left by Chief Dugan who has received his sailing papers. All Class (T) men who, in the past, have leaned so heavily on the Chief, will have to look around for another crutch. May they find one as good. Dugan's only comment on his departure was, "Like MacArthur, I shall return." The sooner, the better, say we.

(Continued from Page 7)

at Sicily, and was aboard the USS Dickman at Salerno, Normandy, and Southern France. In 1942, he organized and developed the Coast Guard's wartime Horse-and-Dog Beach Patrol, the principal training center for which was the Widener Estate in Elkins Park.

Captain Mauerman's tunic is bright with the decoration of this war. He wears the Legion of Merit medal for the Salerno invasion which was rewarded for the invasion of Southern France. The latter citation credited him with "extraordinary ability, cool and determined leadership, and outstanding devotion to duty." He has relinquished command of the USS Hickman to succeed Captain Wells. All who met Captain Mauerman at the Testimonial Dinner were impressed by his quiet, unassuming manner, and his warm and friendly personality.



By NEWELL J. NESSEN, Cox. (T)

★ On Friday, 28 March, the last Open House Meeting was held and was attended by the largest group attending any of these good-fellowship meetings. True to his word, commander Joseph Klock produced exceptionally fine entertainment through having Arthur V. Williamson, known on the radio as the "Fingerless Wonder of the Piano", who not only gave an inspiring talk on overcoming handicaps, but demonstrated a remarkable ability as a pianist. In addition, we heard Miss Betty Miller, blind since birth, give a remarkable demonstration of her ability at the piano accordion. Flotilla 21, as hosts, did an outstanding job and deserved the credit for a most enjoyable evening.

A special feature held 28, 29, and 30 March, was a three-session mechanics class held by the Mobile Educational Unit of the Gray Motors Company, Detroit, Michigan, under the direction of Lieut. Comdr. (T) Mulford. Capt. Jones and Lieut. John W. Brown, Di-

BRIEFS from the BASE

rector of the Auxiliary, inspected these classes and expressed gratification at the apparent interest and the large attendance. This type of educational feature is another example of the utility value and flexibility of the Training Base facilities.

A new Navigator class started Wednesday, 11 April, under CBM (T) John Larkin, and it is hoped that these classes will increase in size and popularity as the high standard of instruction and the real value of "Navigator" is more generally recognized among the newer members.

The Power Squadron, through no fault of their own, have been forced to vacate their present quarters at the Aesculapian Club, and we are glad to announce that the facilities of the Training Base have been extended to the Power Squadron, at least temporarily, for conducting their classes and business meetings.

WRITE IT RIGHT

Navy custom decrees that the date be written thus:

25 April, 1945

Note that the day of the month precedes the month. But when you date your reports, logs, or other memorandum with numerical symbols only, such as 4/25/45 to indicate the fourth month, the twenty-fifth day, 1945, you do NOT put the day ahead of the month. When using this form, you follow civilian practice. Please get this straight, as it can be very confusing to anyone checking records or logs. Unless we can depend upon your writing it right, for example, we could never be sure whether 4/5/45 meant 5 April or 4 May. It should mean only one thing—5 April.

When your C.O. comes upon you suddenly and asks, "Why aren't you working?", don't answer, "I didn't see you coming, sir."

BOX SCORE

DURING PERIOD OF 16 TO 31 MARCH, 1945, INCLUSIVE	
Number of Men Enrolled in the CG Auxiliary	0
Number of Men Sworn in Class (T) Reserve	0
Number of Class (T) Reservists Issued Uniforms	25
Number of Men Disenrolled from Class (T) Reserve	1
Number of Additional Men Assigned to Active Duty	0
CUMULATIVE TOTALS AS OF 31 MARCH, 1945	
Number of Men Enrolled in the CG Auxiliary	3480
Number of Men Sworn in Class (T) Reserve	2053
Number of Class (T) Reservists Issued Uniforms and Available for Duty	1991
Number of Men on Active Duty ..	1906

A girl who dated a Class (T) soon realized that he was A.W.O.L.(F).



★ To my mind, one of the most important happenings in the history of the Auxiliary in the Fourth Naval District, was the gift to the Auxiliary Foundation by William J. McCahan, III, of the Florence V, known to the Reservists in this District by its wartime title of CG #79001.

The magnanimous generosity involved in such an outright gift is, in itself, significant. But more than that it indicates the viewpoint of at least one man (and many others share it) toward the future of the Auxiliary. Bill McCahan's gift is, in a sense, a \$50,000 wager that when the war is over the U. S. Coast Guard Auxiliary in the Fourth Naval District will be even more important than it was before the war and certainly no less active or useful than it has been throughout the present emergency. It is one man's way of showing his faith in the future of the organization.

Not all of us can give Florence V's to the Auxiliary. But all of us can give our best, even though it be the widow's mite. And one way we can show our appreciation for this gift is to use it for the purpose for which it was intended — to make better and more competent boatmen of the men of the Auxiliary in this District.

As soon as she is refitted and proclaimed ready for duty, she will be scheduled as a training ship. Every man who wants to learn the ropes on such a craft will have an opportunity to do so. Competent officers and instructors are now being selected and a very definite program of training will be set up in order that we may all have an opportunity to make the best possible use of this fine training boat.

Let's all show our appreciation to Bill McCahan for his gift in the manner that will please him most—by fighting for places on the training schedule of the Florence V as soon as the announcement of applications is made.

—Lieut. Comdr. F. B. Hinline, commodore, USCG Auxiliary, 4th ND

EXTENSIVE SPRING AND SUMMER PROGRAM FOR THE AUXILIARY IS MAPPED BY THE DIRECTOR

If you are laboring under the delusion that things will be pretty quiet in the Fourth Naval District this summer for members of the Auxiliary, read over this list of projects presently in operation or contemplated for the coming season:



Emergency Communications Training Program

This program is under the immediate supervision of Lieut. (T) F. Travis Cox, USCGR. The object of the program is to provide an emergency communications network for use during hurricanes, floods, fires, or any emergency duty. The program consists of organizing and training Class (T) Reservists from the Auxiliary throughout the District who have a background in radio communications. The District Communications Officer has been consulted and has given his approval and active support to this program.

It is contemplated enrolling four radio stations owned by Class (T) Reservists in different parts of the District, and organizing four to six amateur radio operators from each Flotilla into a network which can function during an emergency. The plan also calls for the utilization of mobile equipment developed by Farragut Flotilla 25, together with the District mobile equipment, in order that Class (T) Reservists may relieve regular personnel during emergencies. It is further contemplated taking in radio equipment owned by amateur radio operators as Coast Guard Stations, and assigning them definite "call numbers."

Boathandling and Seamanship Training Program, Utilizing the "Florence V", ex CGC 79001

The vessel "FLORENCE V", ex CGC 79001, has been acquired by the USCG Auxiliary 4th Naval District Foundation. This vessel was presented to the Auxiliary by its owner, William J. McCahan, III. The sum of \$4000 has been set aside from Foundation funds to recondition and equip this vessel as a training ship for Auxiliarists.

Boatswain (T) F. Weir Levering, USCGR, Assistant Officer-in-Charge of the Lower Anchorage Patrol, has been selected as commanding officer of the vessel. The Chairman of the Staff Educational Committee has been given the assignment of outlining an adequate boathandling and seamanship training course, and it is contemplated that the "FLORENCE V" will be used to supplement classroom training of Auxiliarists in order to give them the practical experience afloat which a large number of them have never had the opportunity of acquiring. It is expected that this program will do much to "round-out" the program of instruction, and increase interest in the Auxiliary instruction program.

Air/Sea Rescue Program

This program has been developed through a request from the Eastern Sea Frontier for Class (T) Reserve participation in the Air/Sea Rescue Program.

Ensign (T) Sidney S. Blake, USCGR, has been appointed as USCG Auxiliary Air/Sea Rescue Liaison Officer, and Lieut. (j.g.) William E. Sturm, USCG (Ret), has been designated as Officer-in-Charge of Auxiliary participation, to be responsible for the training of Air/Sea Rescue personnel.

To date, the program has not gone into operation, but it is indicated that the Navy will supply four 24-ft. crash boats, to be manned by Class (T) Reservists from the Auxiliary. Close liaison has been maintained with the Air/Sea Rescue Group at Cape May, including the Air/Sea Rescue Task Unit Commander, Lieut. Theodore McWilliams,

USCG, and Air/Sea Rescue Group Commander, Commander J. P. Norfleet, USN.

Gunnery Program at Sea Girt, New Jersey

This program is under the direct supervision of Lieut. (j.g.) William E. Sturm, USCG (Ret) and Ensign (T) Norman H. Derr, USCGR. The program consists of utilizing Coast Guard facilities on the outdoor range at Sea Girt, New Jersey, in connection with the Gunnery Familiarization Program, particularly training with the .30 cal. rifle. It is also contemplated that certain members of the Class (T) Reserve from the Auxiliary will be given an opportunity to qualify for the Expert Pistol Medal.

One Week's Resident Training at Manhattan Beach

This program consists of one week's resident "boot" training at Manhattan Beach, to be offered to Class (T) Reservists from the 4th Naval District in conjunction with the program carried on by Class (T) Reservists from the Auxiliary of the 3rd Naval District. The program will be in charge of Lieut. (j.g.) (T) Allan M. LaSor, USCGR, Chairman, Staff Educational Committee.

Publicity and Recruiting Program For The Auxiliary

This program, in charge of Ensign (T) Michael A. Devitt, USCGR, Auxiliary Publicity Officer, is required in order that sufficient Class (T) Reservists may be obtained to fulfill all the commitments and present schedules, together with additional men for Air/Sea Rescue.

Mobilization Plan In Connection With General Orders No. 28 and No. 29

This program, in charge of Lieut. (T) William B. Griscom, Jr., USCGR, Captain, Delaware River Division, provides for mobilization of Class (T) Reservists from the Auxiliary to supplement the regular personnel in case of riots or civil disturbances in connection with Victory in Europe Day.

Coast Guard Welcoming Committee

This program, in charge of Ensign (T) Michael A. Devitt, USCGR, Auxiliary Publicity Officer, and Lieut. (j.g.) (T) W. Lyle Holmes, Jr., USCGR, Auxiliary Personnel Officer, is being developed together with the District Military Morale Officer and the Volunteer Port Security Force. The program is designed to supplement the facilities of the regular Coast Guard with those of the Auxiliary and Volunteer Port Security Force in order that an adequate welcoming and entertainment program may be established.

Revision of Rating Examinations for Deck and Engine-Room Ratings

This program, in charge of Lieut. (j.g.) (T) Allan M. LaSor, USCGR, Chairman of the Staff Educational Committee, is underway, and has for its object the writing of new examinations for Class (T) Reserve ratings, combining coxswain and boatswain's mate, second class into one examination, and boatswain's mate, first class and chief boatswain's mate into one examination. It is also contemplated printing the examinations in book form. The motor machinist's mate examinations are being revised and re-written according to the above plan.

7th War Loan Drive

Preparations are being made under the direction of Lieut. (T) F. Travis Cox, USCGR, Chairman of the Bond Drive, for Auxiliary participation in the 7th War Loan Drive. Mr. Cox has successfully conducted the previous drives with outstanding results, and it is expected that the forthcoming 7th War Loan Drive will be as successful as those heretofore conducted.

Emergency Flood Relief Plan For Eastern Pennsylvania

This program, under the supervision of Lieut. (j.g.) (T) O. L. Williams, USCGR, Captain, Eastern Pennsylvania and Delaware Divisions, has been completed, and report on the plans has been filed. Although the danger from flood due to ice and snow has passed, it is pointed out that the most devastating flood of the Eastern Pennsylvania region on the Schuylkill and Susquehanna Rivers occurred in May, 1937, due to excessive rain. The mobilization

and operational plan as set up by Lieutenant Williams can be expected to function in case of an emergency in the Eastern Pennsylvania region.

Second Term Navigator's Class

The spring term of the Navigator's Class held at the USCG Auxiliary Training Base, will start on 11 April, 1945. This class is designed to prepare men for the Navigator's Examination and all other rating examinations. Men to be eligible for this class must have passed the requirements for the coxswain's rating. Class is in charge of the Staff Educational Committee, and CBM (T) John C. Larkin, USCGR, is directly responsible for the instruction.

"Work or Fight" Legislation

A board has been formed to consider the effect of "Work or Fight" legislation on Class (T) Reservists from the Auxiliary. The personnel of the board consists of: Lieut. Comdr. (T) E. Lewis Burnham, USCGR, Lieut. Comdr. (T) Frank B. Hine, USCGR, Lieut. (j.g.) W. W. Robinson, USCGR, and Lieut. (j.g.) (T) Bertram K. Wolfe, USCGR.

Compensation for Class (T) Reservists for Injuries

A board has been formed, including Lieut. (j.g.) (T) Bertram K. Wolfe, USCGR, to consider all claims of Class (T) Reservists for compensation for injuries received while on active duty. Procedure has been set up, and a letter has been written for Captain Spencer's approval, notifying Flotilla commanders of the proper procedure to follow in case of accidents.

Auxiliary Motion Picture

A motion picture depicting members of the Auxiliary in action is being made under the supervision of Ensign (T) Michael A. Devitt, USCGR. This picture when completed will show Auxiliarists of the 4th Naval District in training and on duty in the several different types of active duty performed by Class (T) Reservists in the 4th Naval District. The cooperation of the District Public Relations Office has been received in this project.

Shakedown Cruise on Sun Ship Tankers

A limited number of Class (T) men from the Auxiliary have been invited by President Pew, of the Sun Shipbuilding Company, to be the guests of the company on a 24 to 30 hour shakedown cruise on new ships being built by Sun. This program is under the supervision of Lieut. (T) W. B. Griscom, to whom those desiring to take the trip should apply. By the time this issue goes to press, it is expected that several trips will already have been arranged.

—J. W. BROWN,
Director, USCG Auxiliary.

MEN FLOCK TO MOTORMAC COURSE BY GRAY COMPANY

Lieut. Comdr. (T) John W. Mulford, USCGR, president of the Gray Marine Motor Company, of Detroit, was the guest of the Auxiliary, 4th ND, on 28, 29, and 30 March. Mr. Mulford brought with him a mobile training unit, with instructors, to educate Temporary Reservists in the care and operation of gasoline and Diesel engines.

An indication of the popularity of this program is the fact that 564 people attended the classes. Thirty-four Class (T) men from the Auxiliary had perfect attendance records at all three sessions. The subjects discussed were illustrated with 16mm. film and cutaway models of both types of engines. The class was of great value to all who attended and we are very grateful to Lieut. Comdr. (T) Mulford and his excellent class of instructors.

Commander: Now, suppose you are on your post one dark night. Suddenly someone steps behind you and wraps two arms tightly around your neck. What do you do?

Commanded: I'd say, "Come on around front, honey."

The LOG of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 23, DREDGE HARBOR

Perhaps it's just the sulphur drugs wearing off, but every indication of spring is with us here in New Jersey, including white caps which somehow seem to give the boys a jauntier look, you handsome devils!

One of the first things learned by this writer after his return following an extended sick leave was the necessity of a paint job on our good ship #43007. Needless to say, volunteers had to be brushed off like flies and only a very few of us lucky ones were delegated for this delightful job.

Wondering about the necessity for the paint job, we stuck our noses into nooks and crannies and came up with the answer. It seems that "Jonesey", ever on the alert for advancement, had instituted a course in dock-moving with the #43007. Now, Jonesey denies this and insists he missed the dock by the thickness of a cigarette paper but since we all know that there's no cigarette paper today, we take this denial with a grain of salt. May we suggest a rating badge showing a bulldozer rampant with a pier stationary over three crossed bars. Seriously, though, we have been reminded of the 7th War Loan Drive and the necessity of meeting our Government's request. In addition to our intention to subscribe to as many Bonds as possible, our Flotilla has agreed to participate in a grand Bond Drive publicity parade scheduled for 15 May, to be held in Camden. A full attendance is hoped for and expected.

Members' faces continue to disappear from our midst due to military callings, the latest being our friend, Noe, who is scheduled for Navy duty. However, new faces are making their appearance as replacements, and these we welcome. Again we have been solicited to interest our friends in membership, so let's see what we can do in this respect to keep the Flotilla in a healthy state of membership. Just one more thought: You all read the provisions of the "Rivers Bill" dealing with compensation to members of the Class (T) appearing in the March issue of TOPSIDE, so don't pull any funny stuff like falling down a hatch or shooting off your big toe and expect to collect from Uncle.

—William Pyle, Publicity Officer.

FLOTILLA 31, OCEAN CITY



With the change to white hat covers, this outfit begins to look forward to the summer schedule of meetings which will re-unite the Philadelphia and Ocean City contingents at weekly sessions. Oh, yes, mates, Spring is creeping in the air and the birds are flying north. Soon the thumping of the paint brush on the hull will be stilled by the plaintive cry of the boat-owner begging for more gas. The Tower Watch takes on a new significance as the sun-tan popsies begin to overhaul their bathing gear in anticipation of exposing areas of integument to the ultra-violet and ultra-observant.

Saturday night may, according to Tin Pan Alley, be the loneliest night in the week, but Friday night will mean a period of hoofing around the drill hall, soaking up instruction and attending to Flotilla business as part of the schedule of procedure now in effect. Some scoundrel has set out to streamline Flotilla 31 even if it be over the dead bodies of the membership. Place your bets on whether there are more left feet than right feet in the Flotilla.

This publicity officer would like to hear news of Auks who are in the regular service. Direct or second hand, let's build a column soon on those guys.

—E. L. Johnstone, Publicity Officer.

FLOTILLA 16, TOMS RIVER

Members of Flotilla 16 and their ladies enjoyed a bang-up Ladies Night in their headquarters at the Toms River Yacht Club, 10 April. Refusal of OPA officials to allow any points for food did not deter George Eitel or his committee as they turned the affair into a covered dish supper on a "bring-your-own" basis. Dancing 'till curfew-time rounded out an evening of fun.

Chief Bos'n Bill Barkalow conducted a gunnery class on the Admiral Farragut Academy range for newer members of the Flotilla, with most of them get-

ting their first close-up of a sub-machine gun in action. Several creditable scores were turned in and field-stripping was accomplished without too much trouble.

Speaking of guns, Chief Bob Conti brought Edmund Fickert, local weapons collector and rifle enthusiast, to the 19 March meeting. Mr. Fickert, with the help of the three Contis, Bob, Henry, and Francis, lugged an elaborate display of ancient smooth bores, rifles, pistols, cartridges, and allied objects into the Yacht club and gave a splendid talk on old guns and pistols, and really sold some of the boys on his hobby.

Flotilla 16 was saddened 21 March, when Bos'n Sam Quillen, USCGR, stationed at Harvey Cedars, was killed in an automobile accident in nearby Barnegat. Sam was a real friend to all Flotilla members doing tower duty at Harvey Cedars, and was of great assistance in breaking the new men in. He always had a cheerful word for everyone and will be missed.

Several excellent war films were shown during the month, one a portion of the OWI series on "Why We Fight" entitled the "Battle for Britain" which was thoroughly enjoyed, even if a little old, and the other untouched action shots of the U. S. invasion of North Africa, which was a bang-up program.

In addition to serving as entertainment, these films teach the men just what their sons, sons' friends, brothers and others are up against in combatting the Axis, and give us a true picture of what's going on that words just can't do justice to.

Chief Joe Finley gave the men quite a talking-to one night, taking special pains to explain what he thought of those not doing their duty with regard to tower watches. He said he has found, after some steady observing, that the men attending the meetings regularly, are being assigned, and accept their watches cheerfully. The men who shirk get away with it because they do not attend meetings and in that manner skip being called on for tower watches at either Harvey Cedars or the Toms River Station at Seaside Park.

The Flotilla operations officer said he does not blame those present for not volunteering for extra tricks which must be filled, as they are doing all, and in some cases, more than they are expected

to. The only trouble with Chief Finley's remarks was that those whom they would do the most good were absent as usual.

—Richard T. Hopper, Publicity Officer.

FLOTILLA 11, ATLANTIC CITY

Now that the balmy breezes of warm, springlike air are wafting gently shoreward, the thoughts of the men of Flotilla 11 are swiftly turning to things nautical.

Those patient and plodding souls who spent long hours studying tide tables, charts, and rules of the road are now anxiously awaiting their chance to put these hard-learned principles into practice.

In the meantime, the steady punching of the clock takes place on all the towers and the number of "misses" is being kept to the minimum. In fact, Flotilla 11 is striving for a record of steady, unbroken tower-service that will make the regulars sit up and take notice. It's a tough grind, but one in which Eleven is proudly building up an imposing amount of duty hours.

From the Radio Training School come good reports. Jimmy Cullen, in charge there, tells of the new responsibility thrust upon the shoulders of Ed Hogan, CBM. So well have the regulars there appreciated the work of the Auks that Ed Hogan, on his advancement to Chief, was given complete charge of the station one night each week — a big responsibility, but one he is capably handling.

—James Dooley, Publicity Officer.

FLOTILLA 26, TRENTON



Spring is here. It is not the chirping birds that tell us this—it is the familiar remark "When are you going over?" Here on the river, activity is under way to get our boats in quick before the bottom looks like a picket fence.

Now that good weather is back, it is fitting to pat the boys on the back for sticking with their assignments through the cold, rain, and slush of last winter. It ain't no fun to be out when the wind is howling and the red in the thermometer hibernates. Congratulations to our commander, Ensign (T) Charles Wyckoff for his guidance through the past season.

The entire Flotilla extends its sympathy at the loss of Mr. Wyckoff's father. Please accept our condolence.

On 29 March, at the end of a very lively Flotilla meeting, our men were shown interesting pictures of the invasions of the Pacific Islands. We all enjoyed them although some parts were gruesome. It did make us realize how little we were doing in the war where others are sniped at, and we are only stared at.

A large class of beginners is being put through the paces by Coxswain Pelcz. We expect an addition to our family when these new recruits finally tie their knots. They are a likely gang and look like good material.

Our advance classes are still in swing and a few expect to take their rating exams in June.

—B. B. Rochestie, Publicity Officer.

FLOTILLA 15, POINT PLEASANT

Spring is in the air and the fever has some of our members right by the heels. That marching period prior to meetings is going to tell the story from here on out and arrangements have been made with the Point Pleasant First Aid Squad to be ready for an emergency.

On Sunday, 15 April, our boys, in their best-pressed uniforms and shoes shined, will attend church. Our congenial vice-commander, Dick Hubbard, has invited us over to his church, St. Andrews Methodist, and the boys can look for a different lecture from our good Brother Hubbard, than he gives down at the boat station, Bay Head. Rev. Hubbard has informed us that the ceiling of the church has been properly braced so no roof-falling is expected.

Seaman Billy Boyd, who goes in for everything from fighting fire at Ft. McHenry to appearing not entirely 100% G.I., spent part of the last week in March in the city of Brotherly Love,

where he attended a trouble-shooting school or something. The surprising thing of it all is that Billy doesn't have to go looking for trouble but we know that whatever he learned in Philly will be passed on to the boys back home.

Commander Henry Moore received notice on 29 March that effective 1 April, white caps were the order of the day. If you don't think things were humming around his office, passing on the orders to the gobs, then you don't know what action really is.

Our good friend Wayne Bixby showed up at the last meeting with two hairs on the port side of his nose and five on the starboard side and he tried to make the boys believe it was a mustache. Maybe, but we heard different. No group of hairs could so be parted.

As for the activities of Flotilla 15, aside from the Coxswain course under the supervision of past junior commander Ed Dodge, things have been rather Q.T. Several changes have been made in the station personnel at Bay Head and the new boys are just getting acquainted and we hope they stay here long enough so that we can call them by their first names.

With the change in uniforms coming up, Yeoman Errickson is again wondering. Our Yeoman had his troubles getting Shore Compliment blues and now, with the summer garb coming on, it will be winter before he gets his 300 pounds properly covered. It seems that everything happens to Elmer and it should be. He is the biggest guy in the outfit.

Plans are underway for some boat work this summer which means that a few of the salts are going to get their feet wet washing down deck. Maybe some of their feet can stand it. Gunnery Officer Williams reports some good shots in the outfit such as the Old Man, Bill Parmentier, and a few others. He didn't say anything about Wayne but



Regulars and Class (T) men of the Stone Harbor Flotilla go through a practice drill with the surf boat as part of their regular training.

Wayne can speak for himself. He's good and he admits it.

Seaman Eddie Williams, our new treasurer, is a grandpop again, this time a boy. Captain and Mrs. James Pearce are the parents.

Guess we will have to haul in the rag for this time and hit the sack as it is time for some shut-eye, so until we meet again between the covers in May, 30.

—Elmer K. Errickson, Publicity Officer.

FLOTILLA 25, FARRAGUT



The finest dance music in the East will be played by the U. S. Coast Guard Dance Band at our Annual Spring Dance on 19 May, 1945, from 2000 to 2400 in the Hotel Walt Whitman, Camden. Everyone should plan to attend this affair with his sweetheart and friends. Buy tickets now from any member of the Dance Committee.

Bang! Bang! Bang! went the pistols as our marksmen competed with the pistol team of Flotilla 31 in the Camden Naval Militia Armory on 28 March, 1945. The score was 955 to 949 in favor of the Ocean City "A" team and 910 to 861 in favor of their "B" team. However, a moral victory is claimed for Flotilla 25 as this was the first time that our team shot in competition with anyone. Wm. Gorman and John Bauer coached our teams. On the "A" team we had Hamacher, who made "a possible", Smith, Biermann, A. Horn, and Murren; and on the "B" team, Maguire, Anderson, H. Horn, Reilly, and Levering represented us.

When a Coast Guard regular joins the Auxiliary, it's something to brag about, so we proudly introduce our new member, Joseph Whittaker, Carpenter's Mate 3/c, USCG, who recently served overseas in important battles. Joe has proven to be of value to us already by making six wooden fenders for use on the 43002, the powerboat manned by men from 25 on the Pettys Island night patrol.

Unsung heroes of our Flotilla include CBM (T) Walter Miller, who is in charge of the security detail that protects the Naval Militia Armory during our meetings each Monday night, and members of the detail, who keep out unwanted people and keep in those who



The three-day class for Motormacs at the Training Base gets the facts on internal combustion engines, thanks to the work of Lieut. Comdr. (T) Mulford, of the Gray Marine Motor Corp.

would depart from the meetings and class room instructions before the prescribed closing time, in addition to keeping general order. Chief Miller has arranged that each Monday night a different rated man will act as OD for the detail and woe unto him who neglects to take his turn for any reason.

CBM (T) John T. Dwyer is still pleading for information about the past history of the Flotilla to assist him in the preparation of an historical log for the District Office and a book to be issued to all members of Farragut.

Linwood G. Moses, Y 1/c (T), who has been working so hard as Flotilla Secretary that the seat of his uniform is getting to be as shiny as his bald head, has arranged to have swimming classes each Wednesday evening at the Camden YMCA.

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

FLOTILLA 34, MAURICE RIVER



Harry Rieck, Jr., our former junior commander, paid a visit to the old ship "Maurice River" the other night. He was on a short leave from his base at Bainbridge. The fellows were glad to welcome him back and Harry appear-

ed delighted with the old surroundings, even if it was for only a short time.

By the time this scuttlebutt appears, we will have published our first issue of "Crow's Nest", Thirty-Four's new weekly sheet. The name was supplied by Harry English who was awarded a prize for the effort.

Some of the would-be marksmen who did not finish their gunnery familiarization courses are making plans to catch up. Quite a few crows are beginning to appear which also signifies that Maurice River is making progress.

Beginning in May, Maurice River Flotilla will hold business meetings every other week instead of every week. For you members of other Flotillas who would care to pay us a visit, we will be open for business at the same old stand, the 157th Field Artillery Armory, Delsea Drive, between Vineland and Millville. You're welcome. Only let us warn you in advance: Don't spill a single ash on the floor. Custodian Garton keeps the place absolutely and entirely immaculate.

The eight members of Thirty-Four who attended the three-night marine motor demonstration at the Base felt it was very well worth while to drive a hundred miles on three consecutive nights. Nice going, whoever was responsible. Let's have more of it.

—C. M. Scull, Publicity Officer.

PUBLICITY OFFICERS

Closing date for the
MAY ISSUE is
THURSDAY, 3 MAY

FLOTILLA 18, LITTLE EGG HARBOR



At the latest meeting, held at the University Club in Philadelphia, Flotilla 18 was honored to entertain on the same evening, three of the Fourth Naval District's top-ranking officers — Lieut. J. W. Brown; vice-commodore "Toby" Brouwer; and 18's first commander, Executive Officer, Lieut. (T) Henry L. Schimpf, Jr.

Lieut. Morton Gibbons Neff, 18's commander, stated that all top-flight Admirals and Generals had earned nicknames, and he felt that the Director of the Fourth Naval District was now entitled to be called "Beetle-Brow Brown."

Both Lieut. Brown and vice-commodore Brouwer were unanimously elected honorary members of the Flotilla.

Roy Stroh was appointed by the commander as assistant to Jack Scott, Chairman of the Flotilla's 7th War Bond Drive.

Ensign (T) "Sid" Blake spoke on the progress of the organizing of the Air-Sea Rescue and stated that base No. 1 would be located at Beach Haven, N. J. The operations head is to be Stokes Carrigan.

"Close-Ups" — Do tell, do tell! 18 is "dressing up"! The Philadelphia crew turned out in uniform at the last meeting — how long is that going to last? We suspect that Mort wants us to wear out our blues. . . . We want to know what Charlie Potter's new service bar covers—he was sporting it at the meeting. . . . That Jersey trio, Maynard Brown, Charlie Dore, and Bob Paul are back with us again. Keep up the good work! . . . Dick Shryock's newest line is an all-steel hulled fleet of fast pleasure boats. Says he'll deliver six weeks after VE Day. Next question before the house: What discount for 18's members? . . . Look for a second star any minute in Gibbs "E" award pennant — that vice commander Wes Heilman seems to be a good skipper both afloat and on land. . . . Big "Chief" Ewing seems to be quieted down lately. Is it from the weight of new responsibilities? . . . Fred Remington gets this month's orchid — To command the training ship is an honor. We congratulate you! . . . Roger!

—Russell K. Carter, Publicity Officer.

FLOTILLA 33, WILDWOOD

Flotilla 33, Wildwood branch of the U. S. Coast Guard Auxiliary, enjoyed an interesting month during March.

The highlight of the month occurred on 2 March, when commander Russell Higgins was given the oath of Ensign (T). Lieutenant John Brown, Director of the Auxiliary in the 4th ND, administered the oath, accompanied by Lieutenant Charles Hargis, Commanding Officer of the Hereford Inlet Lifeboat station.

Lieut. Hargis gave an encouraging talk and the sincerity of his message was deeply appreciated by all Class (T) members. He commended the members for their records of duty performance.

Lieut. John Brown, in turn, thanked Lieut. Hargis for his speech of appreciation for the work of the Auxiliary.

The resignation of Edwin Nesbitt as junior commander was accepted with regrets. His letter of resignation is reproduced as follows:

Mr. Russell Higgins
Commander, Flotilla 33

Dear Sir:

The local Selective Service Board has requested that I join some branch of the armed forces other than the Class (T) Reserve. They are even willing to pay me a salary that is a little larger than my Class (T) Reserve pay.

Since they have asked me in such a nice way, I really would hate to refuse them so I find it necessary to resign from the Class (T) Reserve of the U. S. Coast Guard.

I wish the Flotilla and members the best of luck in the future and feel very sorry that I must leave such a fine organization.

Yours very truly,

EDWIN S. NESBITT, BM 2/c (T)

Needless to say, the Flotilla will miss Nesbitt while he is away serving Uncle Sam.

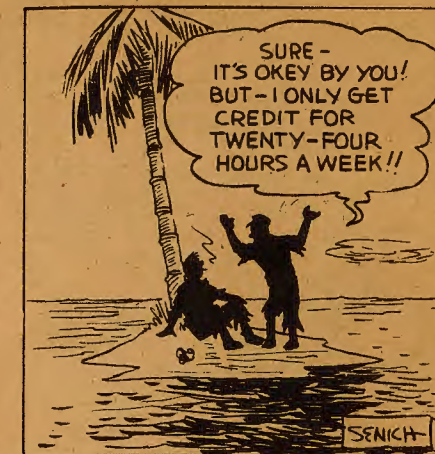
Joseph Thomas, gunnery officer of the Flotilla, was elected to fill the post of junior commander.

In recent weeks, the Flotilla has been drilling in parade formation and other drill formations under the accomplished leadership of James Kempfer, BM 1/c, attached to Hereford Station.

Word was recently received from CBM Charles "Turc" Duncan, one of the original members and instructors of Flotilla 33. Turc is presently stationed at a Central Pacific Base.

In the past 30 years, Turc has been a hooper, musician, night club emcee, championship fight trainer, wrestling promoter, yachtsman, husband, and father.

Now Turc is out in the Pacific ready to swap punches in the biggest fight



—Over The Bow, Coast Guard Auxiliary, 3rd N.D.

he's ever known. He and his shipmates are in Uncle Sam's corner, and he'll come back to Wildwood when the Japs are knocked out . . . but for keeps. His daughter, Louise, is a SK 3/c in the SPARS, stationed in Brooklyn.

—Albert S. Bailie, Publicity Officer.

FLOTILLA 24, DELAWARE RIVER

Now that the ice has gone and those familiar smells are returning to the river, we realize that our vacation from boat patrol is over and somehow everyone seems happy about it. With the new duty-schedule in effect, putting the same crew on patrol, the same night each week, there appears to be more harmony and better understanding between all concerned and above all, less work for the operations officer.

And where is the guy who says nothing ever happens on boat patrol? He should have been with the crew on 31 March for some of the unusual doings on the Delaware. With the tide running strong and a 15 mile cross-wind just before dark, the look-out called "submarine dead ahead" and all eyes tried to make out the long-black object, that later proved to be a 50' x 4' float which had slipped her moorings and become a hazard to navigation — a job for the Coast Guard. Boat handling and advanced seamanship were well appreciated at that time, — to come alongside without getting those loose lines in the wheel, to take her in to a wharf from windward without being set on, too hard, and then pull away without scraping all the paint off. The entire maneuver was well-handled and another "incident" entered in the log.

The citation and tag business is increasing, and as soon as records are available, a long list of names will be added to the 29 who had passed the 600-hour mark at the close of last year. There should be some interesting facts to disclose when the records are finished.

Classes in the advanced courses are well attended and the results at exam time have shown that the men had really been doing their homework. The studies are directed by such competent instructors as CBM John Larkin, Advanced Seamanship; CBM Ross MacDonald, Navigation; CMO MM Paul Bedesem, Motor Mack; Al Hopkins, Marlinspike; Harold Walker, Semaphore and Blinker-light.

Those open house nights at 1011 Chestnut St., are everything they're cracked up to be. The affair scheduled 23 March, with Flotilla 21 as host, was quite a success. Everyone had a good time. Ask any of the 18 men from Flotilla 24 who attended.

—Edward P. Willard, Publicity Officer.

FLOTILLA 51, READING



Our members played host to 25 officers and men from the four other Flotillas in the 4th and 5th divisions of the Fourth Naval District when they gathered at the Wyomissing Club in Reading on 6 March. Members from Lancaster, Harrisburg, Wilmington, Lewes, and Reading were called for a meeting by Lieut. (j.g.) (T) O. L. Williams, captain of the combined Divisions. Routine division business was discussed. Two nights later, the Reading boys treated their wives and sweethearts to a dinner-dance at the Mountain Springs Association in the hills of Mt. Penn, which has become an exceedingly popular rendezvous with the local boatmen. It was the first ladies' night since the Flotilla was organized by Dr. Paul Good and yours truly at the Hotel Berkshire, shortly before Pearl Harbor, 29 November, 1941, to be exact. Then on 21 March, our commander, Ensign Philip Ziegler, journeyed to Philadelphia to attend the reception and dinner in honor of Capt. Mauerman (who replaced Capt. Wells as DCGO). Hendrik Wentink, former vice-commander of the Flotilla, who enlisted in the Army Transportation Corps, is now back with the boys after having served a year and a half as an officer on a tanker. He participated in the D-Day invasion of Europe last June and had many interesting stories to tell the members. Weekly meetings are being held Friday nights in the Y.M.C.A., followed by

gunnery practice in the basement target range.

—Matthew P. Romanski, Publicity Officer.

FLOTILLA 41, WILMINGTON

To gripe is an old American privilege and custom, but it seems to me it reaches near perfection only when you clothe an individual in the uniform of his Country. There's an old saying, "That a reasonable amount of griping means a good outfit." The Auxiliary can qualify on that basis.

Just once in a while, I hear someone remark that he is doing more than his share. He doesn't mean that, I know. He means someone else is not doing as much as he. What is each one's share? We are just as much citizens of this Country as the boy in battle. He may have to give his life, or his sanity, or his sight, or an arm, or a leg. That's his share; and ours also. Anything less is just the break we are getting.

I hope if you have indulged in this kind of gripe, you will forget it. There are plenty other things to gripe about. Pick on the Officers, they can take it. Enlarge on how much better you could do their job. In the meantime, be so good at your own assignment, that no one can find fault.

SCUTTLEBUTT: I hear —

That Arthur Clark, Henry Steinle, George Lyons, and George Duncan, Entertainment Committee, are going to make the monthly meetings something to talk about. And if you know that crew, you can believe it.

That Whittaker, S 1/c, is now a full-fledged member of Class (T).

That Eskridge, SK 3/c, is now SK 2/c. Good work did it.

That those who attended the Power Squadron Quiz were not the equal of the Quiz Kids on the Radio. They are all older than the kids.

That we may soon get a boat for practical training. Believe it or not.

—James F. McCloskey, Publicity Officer.

FLOTILLA 27, SALEM



Perhaps by the time this report appears in TOPSIDE, VE Day will have occurred, radio flashes, telephotos and humming presses will be cooling a bit after expelling their media in the hot burst of stupendous news. Maybe the boys in blue of 27 will be soaking their

patrol-weary dogs in epsom salt solution. Who knows? — but we can proudly state — (if it did happen) that we were glad to have done our bit (and if it didn't happen) that we are standing by for instant action. Semper Paratus! For the last few meetings, Salem's Stalwarts have answered muster in seagoing blues with all the regulation accessories. Our Flotilla has been briefed by the commanders. It can be the ruins of Berlin, Salem, or Kyushu. Let's shove off! — that's the way a lot of us feel about it.

Spring has come to Ft. Mott. Even though the men have been "bedevilled" by housecleaning chores at home, many have turned to and our new location of quarters looks as cozy as a robin singing in a cherry tree. The gentle breezes murmuring through the nearby spruce waft a sweet lullaby of nature to our men on watch. Their thoughts rise and fall like a surging sea, but like the good Reservists they are, they know their duty calls first and they stick to their post.

The good ship "27" is yearning to feel the waters of the Delaware lapping at her hull. The wash of the waves on the beach at Finns Point seems to strum that melodic chant to our ear—"Orders might come — wait and see. It won't be long — it won't be long — You'll shove off and come to me."

A chart showing the assignment and duty hours of each member, is being displayed at our weekly sessions. According to the hours posted by some of the fellows, the chart resembles a tide and current table.

We had the pleasure of viewing the official Coast Guard film of the Normandy invasion, and several other service movies during the past month. This feature is more than popular with the members.

Several of our men are still attached to the Anchorage Patrol and are doing their usual job of — "Well Done."

Classes and drills are being conducted weekly without casualties.

All our Motormacs attended one or more of the instruction classes held at the Training Base during the latter part of March.

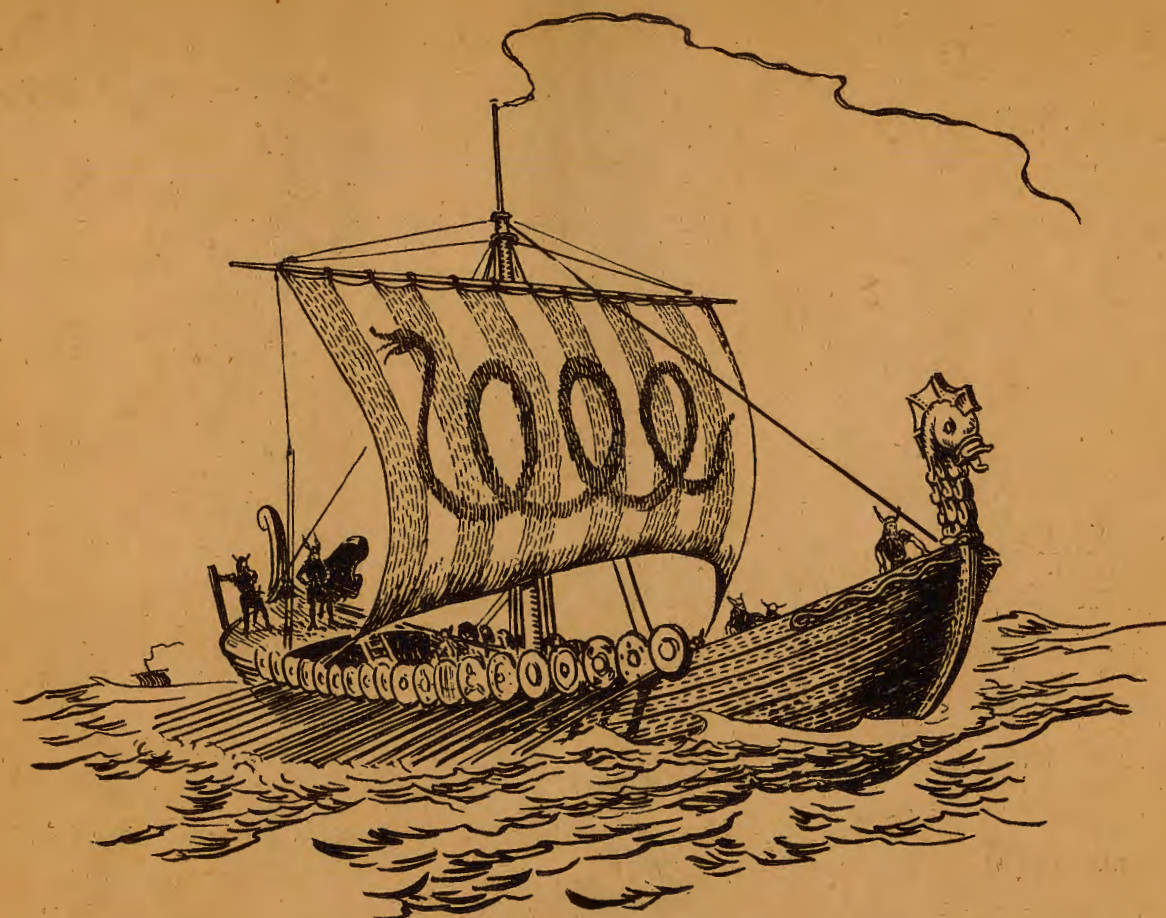
It will be a pleasure to announce the names of several new members.

This month's brief is a "The Salem" article, next issue we hope to have a names resumé. So mates, let's shake it up and pull some good ones out of the skipper's hat.

—H. H. Madden, Publicity Officer.

FLOTILLA 52, LANCASTER

Ensign Ralph A. Taylor, new Flotilla commander here, was sworn in during a recent meeting, by Lieut. (j.g.) (T)



PITY THE POOR NORSEMEN

The hardy, Norse sailors had beards like wire and no WILLIAMS GLIDER Brushless Shave. Many of today's sailors who shave daily depend upon this non-sticky, non-greasy shaving cream made especially for men whose beards grow fast and furious. WILLIAMS GLIDER Brushless Shave is packed in sturdy, attractive Peerless tubes.

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TOPSIDE

U. S. COAST GUARD AUXILIARY
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MORE MEN NEEDED

★ The Auxiliary and the Class (T) in the Fourth Naval District need hundreds of new men right now, principally for day duty in the Philadelphia area. We must get them. The DCGO has authorized the enrollment of 225 new day-men and 200 new night-men.

If it should seem strange to you that at a time when V-E day seems imminent, we should be recruiting again, consider the fact that as the war with Japan goes into high gear, the need for Coast Guardsmen in the Pacific increases. The Japanese invasion, being necessarily an amphibious one, will need more boatmen than any phase of the war so far. Also, being half way around the world from our home ports, it will require a vast amount of more shipping. In this program, the regular Coast Guard will be increasingly important. We must help to take their places at home.

The recruiting of new men will be especially difficult at this time because the man-in-the-street is very likely to feel that things are almost over and that he will no sooner get into uniform than he will be mustered out. You know better. You must convince him that there is yet much to be done.

The Publicity Committee, under the able direction of Ensign (T) Mike Devitt, has prepared an extensive program of publicity to acquaint everyone in the District with the fact that new men are wanted. But that publicity alone will

not get us the needed men. It will only help. The clinching factor will be the individual efforts of every Auxiliarist, the personal calls he will make, the effort he will put forth to get his friends and acquaintances to join up.

Every Flotilla — and especially those doing duty on the Delaware River and environs — should organize itself as a committee of the whole to put on a concerted recruiting drive to get new men. Appoint a Recruiting Officer, make plans for a man-by-man drive, get recruits to attend your meetings, arrange for speakers to address clubs and civic groups, use the "Facts" booklet, which you all have, to get the full story of the Auxiliary and the Class (T) across to your prospects. Additional copies of these booklets are available in quantities upon request to the District Office. If you need special help in the way of newspaper stories, posters, or other recruiting aids, appeal to Mike Devitt.

The first thing every Flotilla should do is to make a strong effort to get the men already enrolled in the Class (T), who are not fulfilling their contract, to go to work. Lieut. Comdr. (T) A. K. Brouwer, vice commodore, estimates that, on the average, every Flotilla has quite a few gold-brickers in its membership. Put these men to work. Shame them into it, if you must, but however you do it, get them to do their duty. When you have put the heat on those men, go out and get new ones.

Even in those Flotillas that are located in areas where no additional work is contemplated, the recruiting of new men should not stop. New men for the Auxiliary, even if they can not be processed into the Class (T), are always needed to help build a strong organization for post-war activities of the Auxiliary.

The need is great. The time is now. Go to work!



Flotilla 34 being instructed in riot control formation by Drillmaster Scott Calkins as part of an intensive drilling program.

RATINGS & COMMISSIONS CONFIRMED IN MARCH

Flotilla	Name	From	To
33	HIGGINS, Russell	Bos'n	Ensign
24	RIBBEN, Frank H.	Bos'n	Ensign
52	TAYLOR, Ralph	CBM	Ensign
33	KOENEKE, William C.	Cox.	Bos'n
22	JACOBS, Carmel H.	MoMM2c	MoMM1c
32	WINGATE, LeRoy	GM2c	GM1c
22	DRESDEN, Mark K.	Cox.	BM2c
13	HIBBERT, Edmund B.	Cox.	BM2c
13	NEWELL, Raymond	Cox.	BM2c
11	WAGG, John S.	Cox.	BM2c
25	YINGST, William L.	Sea.1c	RM1c
41	ESKRIDGE, Howell	SK3c	SK2c
26	EVANS, Owen L.	SK3c	SK2c
13	HARTMAN, Harry A.	Cox. Ch.	SK2c
51	LAMSON, John R.	SK3c	SK2c
51	ESHELMAN, Orville C.	Sea.1c	Cox.
22	SOEFFING, John J.	Sea.1c	Cox.
25	BAYLISS, Martin G.	Sea.1c	RM3c
25	BROUMBERG, Fred D.	Sea.1c	RM3c
26	BROWN, Harry	Sea.1c	RM3c
25	CARTER, Charles	Sea.1c	RM3c
25	CONNOLLY, John	Y3c Ch.	RM3c
51	DANIELS, Edward S.	Sea.1c	RM3c
25	FAY, John B.	Sea.1c	RM3c
25	GRACE, Patrick J.	Sea.1c	RM3c
51	LEE, Maurice	Sea.1c	RM3c
25	LOVELL, James H.	Sea.1c	RM3c
25	LUKAS, Matthew J.	Sea.1c	RM3c
25	MEARS, James H.	Sea.1c	RM3c
25	McHENRY, James	Sea.1c	RM3c
25	RAPPOLD, Howard O.	Sea.1c	RM3c
25	RICHARDSON, Norwood	Sea.1c	RM3c
25	ROW, James O.	Sea.1c	RM3c
21	SACKS, Lee B.	Sea.1c	RM3c
25	SHEDWICK, John A.	Sea.1c	RM3c
25	SLOAN, William J.	Sea.1c	RM3c
25	STEWART, DeWayne C.	Sea.1c	RM3c
53	WOLF, Edgar E.	Sea.1c	RM3c

HOW DID IT START? SMOKING LAMP



In the days before the modern cigaret lighter, when sailors couldn't carry matches for reasons of safety or scarcity, lamps from which a man could get a light were hung in the fo'c'sle and other convenient places on shipboard. Smoking aboard these ships of yesteryear was restricted to specified periods by the bosuns or deck officers who ordered "Smoking lamp lit" or "Smoking lamp out."

Today, the smoking lamp has survived only as a figure of speech. When the officer of the deck says "The smoking lamp is out" before drills, refueling or taking ammunition, that is the Navy's way of saying "knock off smoking."

—Bureau of Naval Personnel Information Bulletin

FROM the BRIDGE



WAR DIARY

UNITED STATES COAST GUARD AUXILIARY — FOURTH NAVAL DISTRICT
FOR PERIOD OF 16 MARCH TO 31 MARCH, 1945, INCLUSIVE

By LIEUT. JOHN W. BROWN, Director

★ Friday, 16 March—Conference was held with the USCG Auxiliary Air/Sea Rescue Liaison Officer on the possibility of procuring two shallow-draft vessels for Air/Sea Rescue purposes, to be attached to BONDS LIFEBOAT STATION and HEREFORD INLET LIFEBOAT STATION. Also, it was decided to visit the U. S. NAVAL AIR BASE, Cape May, N. J. and confer with Lieut. Theodore McWilliams, USCG, Task Unit Commander, and Commander J. P. Norfleet, USN, Group Commander, Air/Sea Rescue.

Saturday, 17 March — Conference was held with the Chairman, Staff Educational Committee, USCG Auxiliary, concerning the revision of all rating examinations. It was decided to re-write the examinations, combining coxswain; boatswain's mate, second class; boatswain's mate, first class; and chief boatswain's mate examinations. It was also decided at this conference to start a spring term of instruction at the USCG Auxiliary Training Base on Wednesday, 11 April, 1945, in all branches of deck work. Examination to be held on 3 June, 1945.

Monday, 19 March—Conference was held with the Staff Legal Committee and the Temporary Reserve Personnel Officer, to determine what interpretation is to be put on "Work or Fight" legislation as it affects Class (T) Reservists from the Auxiliary. It was decided that all Class (T) Reservists should be notified that their Class (T) Reserve participation in Coast Guard work would be recognized as essential war work.

Tuesday, 20 March — A telegram was received from Commodore E. J. Moran, USN, stating that the War Shipping Administration has released the "FLORENCE V", ex CGC 79001, to William J. McCahan, III, former owner, who in turn has presented the vessel to the Auxiliary of the 4th Naval

District to be used as a training ship.

Wednesday, 21 March — A meeting of the Coast Guard Auxiliary Fourth Naval District Foundation was held, at which time Mr. William J. McCahan, III, formally presented the "FLORENCE V", ex CGC 79001, to the President of the Foundation and gave the President of the Foundation a letter authorizing the delivery of the vessel to the Auxiliary.

Friday, 23 March — An Open House social gathering was held at the USCG Auxiliary Training Base, at which time some 200 Auxiliarists gathered to hear a returned veteran, winner of the "Purple Heart", from the Valley Forge Military Hospital, tell of his experiences on the battlefield. The meeting was declared a success and the fourth in a series of programs bringing "home" to the Auxiliarists the importance of the job which they are doing and the necessity for continuing in the Class (T) Reserve for the duration of the war.

The Director was the guest of Little Egg Harbor Flotilla 18 at a dinner meeting at Beach Haven, N. J., attended by sixty-five (65) Auxiliarists who are engaged in Tower Watch Duty. The meeting was attended by the CO, CG GROUP, Beach Haven, N. J., and men from BONDS LIFEBOAT STATION as guests of the Flotilla.

Saturday, 24 March — The Director made an inspection trip of BONDS LIFEBOAT STATION, LITTLE EGG LIFEBOAT STATION, and the scene of a recent airplane crash. Conferences were held with the Commanding Officers of both Stations to decide on Class (T) Reserve participation in an Air/Sea Rescue Program.

Sunday, 25 March — The USCG Auxiliary Publicity Officer visited the HEREFORD INLET LIFEBOAT STATION, STONE HARBOR LIFEBOAT STATION, and ATLANTIC CITY LIFEBOAT STATION, in order

to make a series of moving pictures showing Class (T) Reservists in action, in Tower Watch Duty, lifeboat drill, and station duty and boat patrols. This is part of a program to develop a motion picture showing the Auxiliary in its various phases of activity.

Monday, 26 March — A meeting was held in the office of the District Communications Officer to determine the extent and method of developing, in cooperation with the Communications Department, a program of emergency communications in which Class (T) Reservists from the Auxiliary will effect an emergency system of communications utilizing the equipment of amateur radio operators who are members of the Auxiliary and a mobile communications unit developed by Farragut Flotilla 25.

Tuesday, 27 March — The Director and Ensign (T) Sidney S. Blake, USCGR, held a conference at Cape May, N. J., with Lieut. Theodore McWilliams, USCG, Air/Sea Rescue Task Unit Commander. It was decided at this conference that Lieut. McWilliams and Ensign (T) Blake go to Washington to confer with Headquarters on the procurement of Air/Sea Rescue craft to be manned by Class (T) Reservists from the Auxiliary. An extended discussion was held with Commander J. P. Norfleet, USN, Air/Sea Rescue Group Commander, who gave his complete support to the program and made many valuable suggestions as to the method of working out the details.

— Lieut. (j.g.) W. E. Sturm, USCG (Ret.), visited Lancaster Flotilla 52 to deliver a lecture on the History and Traditions of the U. S. Coast Guard. The members of Flotilla 52 were greatly appreciative of Lieutenant Sturm's talk, and requested that he come back at a later date and lecture on Military Etiquette and Courtesy.

Wednesday, 28 March—The Mobile Motor Machinist's Mate School from the Gray Motor Company under the the command of Lieut. Comdr. (T) John Mulford, USCGR, arrived in Philadelphia and was installed in the Training Base. Arrangements for classes were made; and at 1900, Wednesday, 28 March, 229 Class (T) Reservists and regular Coast Guard personnel reported for the class. This total included 77 regular Coast Guard, 20 from Volunteer Port Security Force, 17 Spar drivers, and 115 Class (T) Reservists from the USCG Auxiliary. The class was an outstanding success.

— The DCGO, 4th Naval District, presented to the Auxiliary, through the Director, an Award of Merit from Admiral Waesche in connection with the 6th War Loan Drive.



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CAPTAIN JONES, CHIEF, AUXILIARY DIVISION, PAYS SURPRISE VISIT TO THE DISTRICT

★ On Wednesday, 28 March, Captain C. H. Jones, USCG, Chief, Auxiliary Division, arrived in Philadelphia on a surprise visit to the District. The Captain visited the meeting of the Delaware River Division at the Hotel Barclay, which happened to be scheduled for that night, and later visited the Motor Machinist's Mate Training Course in session at the Base.

The next day, the Captain conferred with the DCGO and Captain Raymond J. Mauerman, USCG, and sat on the District Board for consideration of rank of Class (T) Reservists. At 1100 that day, he visited the CG Operating Base at Port Richmond, where he was the guest of Lieut. E. J. Wick at luncheon. After luncheon, the Captain boarded the CG harbor patrol boat CGC#64305 on an inspection tour of the Delaware riverfront. The Captain was accompanied by the Director, the commodore, and several Class (T) officers, includ-

ing Boatswain (T) L. N. Brown, Officer-in-Charge of the Anchorage Patrol. That evening, Captain Jones was entertained at dinner at the Union League in honor of the staff of the Gray Company Mobile Training Unit.

On Friday, Captain Jones conferred with the Personnel Officer, 4th ND, Lieut. Comdr. H. E. Abbott, USCGR. Later that morning, accompanied by the Director and the commodore, he left for Cape May to confer with Captain W. Capehart, USN, CO, Naval Air Station, and Commander J. P. Norfleet, USN, Air/Sea Rescue Group Commander, together with Lieut. Theodore McWilliams, USCG, Air/Sea Rescue Task Unit Commander, and Ensign (T) Sidney S. Blake, USCGR, USCG Auxiliary Air/Sea Rescue Liaison Officer. During his visit to Cape May, Captain Jones was taken aloft in a Coast Guard Air/Sea Rescue plane on a tour of inspection of the inland waterway and coastal area of the 4th ND.

Before the Chief left for Washington, the commodore extended him an invitation to visit the District again, announced or unannounced.

FROM AUXILIARY OFFICE TO TARAWA AND IWO JIMA

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

★ "The answer must be that the task force which blasted Tokyo must have done a terrific job." The above remark was made by Lieut. (j.g.) John A. Friedrich, USCGR, in comparing the lack of Jap sky resistance at Iwo Jima with the aerial pasting which the American forces, of which he was a part, absorbed at Tarawa.

This young Coast Guard officer in telling the story of his narrow escape from the grim reaper while landing Marines on that "bloody little spot of hell", Iwo Jima, under deadly fire from Japanese artillery, further remarks, "We had just unloaded units of the 2nd Battalion Marines, and all their equipment, which included several tons of high explosives when a Jap phosphorous bomb landed on the main deck in the spot where the explosives had been but a few minutes before."

Lieutenant Friedrich is well known to most of the members of the Auxiliary in the 4th Naval District. He enlisted in the Coast Guard Reserve on 9 December, 1941, as a yeoman third class and was assigned to the Director's office, then located in the Brown Building, 328 Chestnut Street. Following Pearl Harbor, the recruiting office was

swamped with a tremendous upsurge of applicants for enlistment, and Lieutenant Friedrich, then a yeoman, expertly handled the interviewing and fingerprinting of these applicants.

Shortly after Friedrich enlisted in the Coast Guard, he passed the Pennsylvania State Bar Examination. Later he married the former Betty Jensen of Jenkintown, Pennsylvania.

In July, 1942, "Fred", as he was known to his intimates at the Auxiliary office, applied for and was accepted as a Reserve Officer Candidate for training at the U. S. Coast Guard Academy, New London, Conn.

Friedrich's educational qualifications were excellent for the Academy, since in addition to having graduated from Lower Moreland High School, and holding a B.A. Degree from Lafayette College, he also holds a law degree from Temple University. But like millions of other youngsters who are doing such a splendid job in the far-flung corners of the world, his nautical background at that time was almost nil. We remember "Fred" as a very modest, quiet and rather sensitive young man and most of us thought the intensive

four months' course at the Academy, with all its practical seamanship, rowing, boat handling, infantry drills and rigorous physical training would be a little too "stiff" for him. However, his mental qualifications were never in doubt and in spite of the fact that he was unfortunate enough to arrive about two weeks after the class started, which in this strenuous course is a severe handicap, his dogged perseverance, (and he had plenty of that) enabled him to complete this training successfully. He was commissioned an Ensign in the U. S. Coast Guard Reserve on 25 November, 1942, and after a short tour of duty in the 5th Naval District, he was assigned to sea duty on an LST in the Pacific. On 1 September, 1943, Ensign Friedrich was promoted to Lieutenant (j.g.).

When the Marines and the Army were landing at Tarawa, Makin, and Amemma in the Gilberts, on 20 November, 1943, Lieutenant Friedrich's ship participated in these invasion operations.

Early in 1944, Lieutenant Friedrich was given a brief respite from arduous combat duty when he was granted rehabilitation leave in the States. Friedrich's ship had been badly shaken up when a mine exploded at her stern and so horrifying had been all the action experienced by Friedrich that he was extremely reluctant to even talk of it.

And now to return to that inferno, Iwo Jima, which the Marine Corps has already designated as the bloodiest, grimmest, and most heroic battle in all its 164 years of glorious history. A very recent dispatch states that Lieutenant Friedrich, Executive Officer aboard a Coast Guard-manned LST, announced over the ship's loud speaker: "Attention all hands, the American flag has been raised on top of Mount Suribachi." This thrilling announcement coming after four days of fierce fighting was answered by a thunderous ovation from the crew members lining the rail and was re-echoed by the battle weary Marines on the beach, and although Jap mortar fire at that moment could still be seen hitting the top of the ridge, when the smoke cleared away "Old Glory" was still there and may it always remain so as the most fitting symbol of the brave young American manhood who suffered the untold agonies of Hell to make all this possible.

May God in his infinite mercy hasten the day when these gallant men can all return to their loved ones and Lieutenant Friedrich to that infant son, John Nicholas Friedrich, whom he has never seen.