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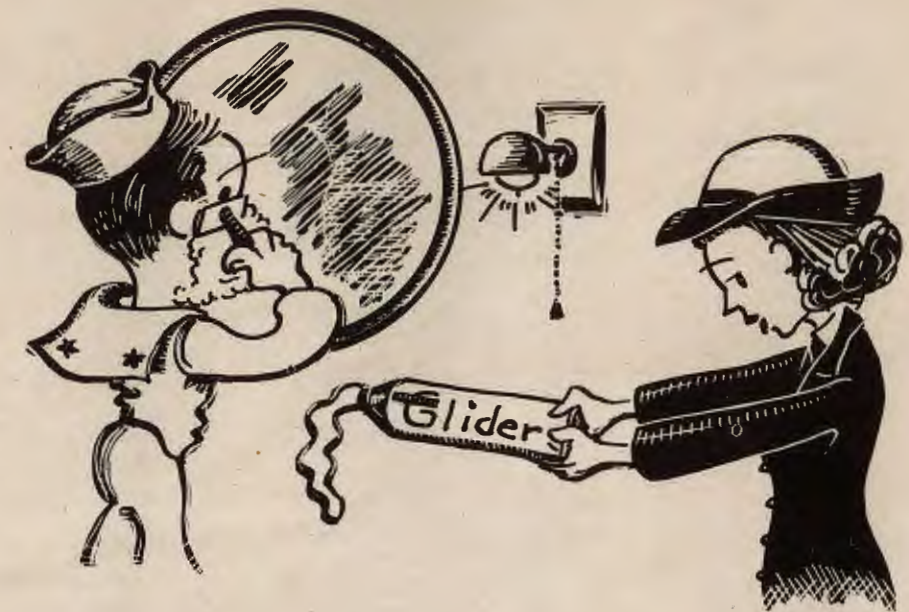


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The LOG of AUXILIARY FLOTILLA ACTIVITIES



FLOTILLA 26, TRENTON — Flotilla 26 has had a genuine rescue!! A sailboat aground filling up with water. Ahoy!!! The Coast Guard comes to the rescue. As fate would have it, a "regular" is sighted on our stern and we tell them to stand by as we are going in for the rescue. But some "regulars" just don't like to take orders. We again in loud G. I. fashion, "Stand by, we, the Coast Guard, are going in for the rescue. We will call you if aid is needed." —How were we to know that Lieut. Wick and Mr. Marquard were there? We went back—our tails hanging low.

Instruction classes are going strong under the supervision of Hal Phillips and he hopes to get his "Kollege of Knowledge" on a par with the best of other Flotillas.

Jim Aker, Ed Pickering, and John Severns have passed their "Navigator's." Lots of luck to you on your next Ferry boat assignment.

New members are coming in. We have a class of 30 in elementary instruction and the following have been sworn into the Auxiliary: Casole, Logan, Varga, Stewart, Brown, Harwick, Posner, Lincoln, and Spirito. The Reserve has also been fattened by temporary members Kurst, Livesey, Palsno, Smyrl, Swan and White. We are now assured of having enough men for patrol duty. —Barnett B. Rochestie, Publicity Officer.

FLOTILLA 41, WILMINGTON — Anchorage patrol boat 79001, being tied up for repairs, has given some of the men unexpected shore leave and none too soon, either. The manpower shortage being what it is, some wives have been heard to complain of their husbands' too frequent absence from home. For further particulars, see BM 1/c Holder.

Vice-commander Van Coats has also been away from home for a few days. He has been in Philadelphia for a week undergoing an operation which, we are happy to report, has been entirely successful and Van is now home again and

coming along well but not yet back on the job with the Flotilla.

It's about time that some one in authority took official notice (a medal of honor would do) of the hard work the Operations Officers are doing during the summer months. What with sick babies, important funerals, must weddings, ailing aunts and all the other excuses, it's a wonder that they can get the job done at all. And every one is entitled to a vacation, just to make it harder. Both Berg and Eskridge assure me that we have not missed a duty yet, so ask them for details on how it's done.

One way, is to have men like E. F. Kelly in your organization. He goes to work on the night shift, leaving home Wednesday afternoon; reports for day duty at the Edgemoor Base Thursday; then the swing shift hits him for the night shift at his plant on Thursdays and he comes whistling home late Friday morning. But that ain't all. He gets docked an hour every Thursday since he must leave early to be at Edgemoor on time to relieve the watch.

We are meeting the first Thursday of the month during June, July, and August but will be back on our regular schedule of meeting every Thursday beginning 7 Sept. This arrangement, of course, was made to give our men more freedom during the summer months and should prove beneficial.

—William Sellers, Publicity Officer.



FLOTILLA 16, TOMS RIVER — Flotilla 16 has six new men uniformed this month and assigned to duty. Congratulations to Fred Weber, Ernest Parkyn, Willis Stivers, Lester Ayres, John Gladney, and Edwin Herr, all S 1/c and do they look snappy in their new uniforms!! Also to another new Auxiliary member, Harold Hoffmire, who is starting off doing a fine job with George Dorfner in instructing First Aid with the newest type of artificial respirator.

Seven new applicants took their entrance examinations on 28 June after an extensive training course under our

vice commander, Boatswain (T) Marvin Campbell, assisted by Bob Conti and John Ehere.

Our Flotilla is planning for our first get-together with our wives and "sweetie-pies" on 11 July and from all reports of the committee we are in for a grand time. For another thing we want to prove to our wives that we really do go to meetings and classes.

At our meeting of 13 June we had as our guest a home-town boy, "Ricky" McLean, Elec./M who has been on duty on a submarine in the South Pacific for the past two years. He gave a splendid talk on his experiences in active service. Other guests at this meeting were Ensign Yoder, William Holloway, CBM and Kenneth Moffett, BM 1/c. Bill Holloway brought some very fine movies which we all enjoyed.

Charlie Kiefer has been appointed to Personnel Officer to replace Boatswain Keough who is attached to Headquarters Staff.

Lieut. (T) Brouwer and Ensign Don Applegate, our past and present commanders, were guests of Flotilla 15 at the Bay Head Yacht Club on 16 June at a very impressive ceremony when the colors were presented to the Flotilla. These two were also guests of A. J. Cascaden, the newly-elected commander of the Delaware River Power Squadron at their installation of officers in Philadelphia on 21 June. Messrs. Brouwer, Applegate and Keough were guests of Flotilla 13 at their annual Ladies Night held at Bay Shore Inn on 24 June.

The month has been hot and so has our attendance. It seems to the writer that the District Office should in some way recognize the men who are doing continuous service without any thought of personal gain—we mean men who never miss a watch or meeting or any other assigned duty. But after all, that's no more than they signed up to do!

—Leslie W. Reynolds, Publicity Officer.

FLASH!!

Just as TOPSIDE goes to press a final total for FIFTH WAR LOAN BOND SALES of \$175,198.00 is made known.

FLOTILLA 17, GREAT BAY—The month of June was observed as "commander Creeley month" by Flotilla 17 and we would be guilty of neglect of duty did we not follow the custom set and devote this column to our beloved commander. We have no intention nor desire to become overly sentimental but there comes a time in the life of every man and every organization when credit should be placed where credit is due, regardless of how it may appear to a casual observer.

Ensign T. J. Robert Creeley, commander of Flotilla 17 is one of those quiet, unobtrusive persons who has the unusual and happy faculty of doing a job with seeming little effort. And when the job is started it is done thoroughly, sincerely, and without fanfare. In addition to the above mentioned characteristics, he is imbued with that spirit which is contagious and is caught by everyone with whom he comes in contact.

It is little wonder that Flotilla 17 has reached the point where it stands as one of the leading outfits in the District. And it goes without saying that so long as he remains commander of the outfit it will continue to become more and more outstanding.

Mr. Creeley started in the reserve back in the days when men had to be real men to do the job. He was rated as a BM 2/c. in those days and was skipper of a crew of three including himself, William Williamson and Hilliard Gale. Williamson is now Chief Williamson, operations officer and Gale a BM 2/c. They served on the Silver Cloud, the pride and joy of Creeley, and from the start proved a credit to the Reserve and the Coast Guard.

That was back in the days when all operations started at Oyster Creek and a 48-hour trick was not unusual with the group. Many was the time they served 72 hours a week in order that the work allotted them would not be slighted.

Creeley became commander of the flotilla eight months ago when barely more than 50 men were enrolled. Since that time the group has grown until now it numbers well over the 100 mark. There are 23 rated men, 56 non-rated, 12 members of the Auxiliary and 10 members now serving in the armed forces. In addition to that number, at least another score are in the process of becoming members.

Mr. Creeley was the guest of honor at a party given by members of the Flotilla and attended by practically every member of the Flotilla as well as

many members of the Coast Guard stationed at Little Egg Life Boat Station, base of the Flotilla. Chief Estelle of that station represented the Coast Guard and lauded the commander for accomplishments and ability. Other members of the Coast Guard and Flotilla made short, congratulatory remarks, and refreshments followed.

George Stafford, GM 3/c, of Flotilla 17, is a member of a group of reservists who have established an enviable record. The group has instructed more than 1250 men in gunnery without loss or damage to any equipment and Flotilla 17 assumed a new duty during June when tower watch was started. The program was organized and set in motion within two weeks and the first watch begun on 12 June. Since that time, a 24-hour program has been in effect. Motion pictures showing actual battle scenes in the South Pacific and machine gun care were shown 3 June. The patrol boat was completely overhauled, reconditioned, and painted during the month, with Flotilla members doing a large portion of the work.

—C. J. Loughlin, Publicity Officer.



FLOTILLA 27, SALEM—The feature of our June news is the advancement in rating of the vice and junior commanders. Vice commander Doyle was advanced from Chief Boatswain to Boatswain. Every man in the Flotilla is pleased with the promotions, and feels that these two men have done and are doing a thorough enough job on their numerous responsibilities to be entirely deserving of the new ratings. Commander Pearson read off the duties of vice and junior commander during the ceremony of administering the oath and swearing into office. Everyone was impressed by the great number of responsibilities that go with these offices.

Mr. Pearson announced the results of the navigator examination in the 26 June meeting. He said that Flotilla 27 can be proud of its record on these exams. All seven men who took it passed. No one from our group has failed on this examination to date, and once more we had several men within the first four on the list. The men who passed are Lieut. (T) Hineline, Ensign (T) Doyle, Sawyer, Newkirk, Boehner, Clark, and Bruder.

Chief Clark's motor machinist class has just completed preparations for the rating examinations that are to be given in July. This is the first such class to have finished the course. Ten men will take the exam.

The river patrol has been going along smoothly, twenty-four hours per day, seven days per week, fully manned by our own members.

Vice commander Doyle has been having a series of "Bull Sessions" with the Coxswains. In these sessions every one has an opportunity to air his "gripes," and be dragged over the coals himself by someone else. The boys like it, though. It gives us a chance to iron out little difficulties as well as an opportunity to find out how the other fellow does things. These get-togethers should go a long way toward standardizing procedures in so far as it is desirable to do so.

R. M. Clark and W. L. Clark put on two sessions in the handling of lines that proved so popular that junior commander Sawyer is now planning to have some sessions of real marlinspike seamanship with no knots barred.

During the summer months, the Flotilla is going to have its regular indoor meetings at the Salem Armory once every two weeks instead of every week. Present plans are to have the meeting that comes between these meetings on the dock from which we start our patrols. It was further announced that a new series of gunnery lessons was to be started soon, and our program of instruction for next fall and winter would be entirely revised. Full details of the revisions are to be announced later.

—George Boehmer, Publicity Officer.

A Letter to the Editor

It has been called to my attention that members of the Temporary Reserve from the Auxiliary have been wearing Expert Pistol ribbons on their uniforms using as a basis for this proficiency the District Gunnery Program now in operation.

This cannot be condoned simply because the gunnery program is not set up to cover scoring possibilities. It should be pointed out that the program is merely a familiarization with small arms.

NORMAN H. DERR,
ENSIGN, USCGR (T)
Chairman, Small Arms
Familiarization Program.



FLOTILLA 52, LANCASTER

An announcement was made at the Monday meeting on 3 July which is of great importance and satisfaction to the Flotilla. Our commander, Oliver

L. Williams was commissioned Lieutenant (T), USCGR with the duties of captain of the Delaware and Eastern Pennsylvania Divisions of the Auxiliary. Naturally, we are very proud of this honor to our commander who has worked hard for the Auxiliary, as well as this Flotilla, ever since he started the Lancaster group with eleven men almost two years ago. We, of the Flotilla and, I am sure, of the entire Division, wish him every success and are with him 100% in his new duties.

"What coast, brother!" is the querulous query of many a Coast Guardsman nowadays on far flung beachhead or foreign sea, and it might well be asked by our members, so numerous and varied are our activities this summer.

Really showing Lancaster what almost two years of the Auxiliary has meant to the community, a detachment lead by our commander, Lieut. (j.g.) (T) "Woody" Williams, USCGR, stepped out in a fine military manner for the Flag Day Parade at Lancaster on Sunday, 11 June. Many favorable comments were heard all along the line, and with a jeep and three attractive Spars—Clara Leinhauser, Sp 3/c Tr; Marie Deppen, GM 2/c; and Ethel Nolan, HA 1/c, bringing up the rear, the comments became considerably more audible.

The new "Log of 52," our monthly bulletin came off the presses in mid-June and it is a fine piece of work on the part of the committee headed by Ralph Taylor, Cox. From the excerpts from Admiral Waesche's address at Boston on 7 May, to the final page of notes and instructions it has everything and will do much to keep up the interest of all the members new and old.

A class of about twenty men took the examination for membership in the Flotilla on 27 June and at last reports, all made the grade. Welcome aboard, men! There is work to be done.

The Bond Drive is on, and Victor Kingston, S 1/c, is getting results as chairman of the Flotilla's Bond Committee. The local Bond Drive was given a lift on 22 June when the jeep stationed here for Spar Recruiting was used to create interest at the BOND

House in Penn Square. Spar Leinhauser did a nice job that day.

Incidentally, our Spar campaign is still progressing with several more referrals to Spar Recruiting Officer Lieut. (W) June Chapman, USCGR. To help the cause along, ye scribe has cooked up a Soft Ball Game between the District Office Spars and an Armstrong Cork Company team for 20 July at Lancaster. It looks like a big time for all hands and if there are no casualties to this columnist, it will be reported anon.

—John P. Samuels, Publicity Officer.



Nurse, to Doctor: "What's the matter with this Auxiliarist? Every time I lean over to listen to his heart beat, it beats faster. What shall I do?"

Doctor: "Button your blouse."

—Soundings.

FLOTILLA 23, DREDGE HARBOR—Congratulations to a grand guy and a willing worker—Bill Rodenbaugh, appreciated by all the Flotilla, has been confirmed as our junior commander. This post, with its many duties, is a responsible one and we can not think of another better qualified for it.

Our good friend Ben Sinclair, we are happy to report, has been advanced to Chief B/M and we also congratulate members Savage, Sanville, Williams, Carleton, Stuber, Ware, and Lee who successfully passed their examinations for Navigator's ratings.

With the Gloucester Immigration Station duty closing up this month, our new Operations Officer, George Brownell is hard put to keep the entire membership on active duty as this detail was comprised of a fairly large quota of men; however, some of our newcomers are enjoying boat patrol duty that has been heretofore denied them.

The thrill of a rescue while on patrol was recently experienced by one of our crews headed by Chief Dallet. While patrolling on area, a sharp-eyed member of the watch perceived what appeared to be an obstruction to navigation in the river. Skillful handling brought the boat along side the object at which time it was seen to be a large horse, floating legs up. Proving the versatility of their talents, members of the crew were finally successful in lassoing this horse after which it was made fast and towed to Cramps' pier where it was turned over to proper authorities. No publicity was sought by the modest crew as they believed this job only a routine detail of their patrol duty. We believe that the members of this crew should be congratulated and their names made public. They are: Chief Dallet, Seamen Thomas, Brooks, and Ventrola who we believe showed their complete mastery of this unusual situation. It must be stated however, that the horse in question proved to be of the carpenter's variety and made of wood but you can't say that the boys weren't trying.

Harry Hunter says that as long as he is rated as Cook 3/c, he can't see why the crew expects 1st class cooking. With this theory in mind and as we hold Y 3/c rating we can't see why anyone should expect an opus from this column.

—William Pyle, Publicity Officer.



FLOTILLA 31, OCEAN CITY — DIVISION OF SENILITY: Bellowing Bromley, self-appointed sounder-offer of the cadence during close order drill, is in the market for an oxygen

mask. The avowed purpose is to restore breathing to normal after a brisk march, and keep his arteries open. It would also serve as a muzzle during business sessions and as a moustache screen.

RELIGIOUS NOTE: Auks on Tower Watch the night of 18-19 June during the spectacular lightning storm, are reported as having paid up back church dues and taken a refresher course on the Psalms.

SEA DOG: Recently enrolled Lee Goldstein stated on his application blank, under "Boating Experience," "Four days on rubber raft." Shot down at Attu, he and his mates from a B-17

held an impromptu cruise while the Japs were scrambling for Nippon.

AERIAL STANDBY: Two Army planes made unscheduled landings at Clarke Field, Ocean City during June. Nobody hurt, but some fine skidding. In the name of USCG Auxiliary, Coxswain Ray Gifford and Seaman Charley Smith stood by and rendered assistance, thereby receiving Army thanks. CBM Ralph Clayton has a habit of being around when planes get in trouble.

THANKS, MISS RUSSELL: Interesting historical reading was found in two copies of the "Auxiliary Bulletin" dated February 1942 and March 1942. Progenitors of the lusty infant TOPSIDE, the Bulletins carried stories of aid at sea, a message from commodore R. W. Nelms, training material, and news items.

MISSING: While duty assignments are all being met, absenteeism at weekly meetings is noticeable. Some of you guys crawl out from under the log or you'll have to prove your identity to get in.

ENSIGN (T): Not a man in this Flotilla is other than pleased to see Dick Gifford appear in his gold stripe. Well earned and well deserved!

RATINGS: An epidemic of ambition came to fruition on 2 July at the Ocean City High School when Auk Examiners Larsen and Kurtz put some twelve would-be Coxswains, one candidate for BM 2/c and three seeking BM 1/c ratings over the hurdles. A tough time was had by all in spite of the cordial holiday atmosphere.

—E. L. Johnstone, Publicity Officer.



FLOTILLA 13, SEASIDE PARK—On Saturday, 24 June, we held our annual Rendezvous and Dinner Dance at the Bay Shore Inn, Toms River, N. J. It was a gala affair and attended by a large number of our members, their wives and friends, with Lieut. (j.g.) (T) Earle Leonard, USCGR, presiding as Toastmaster.

We had the honor of entertaining the following guests: Lieut. Comdr. H. E. Abbott, Lieut. (j.g.) and Mrs. John W. Brown, Lieut. (j.g.) W. W. Robinson, Lieut. (T) Henry L. Schimpf, Jr., Lieut. (T) and Mrs. A. K. Brouwer, Lieut. (T) and Mrs. R. Earle Leonard, Lieut. Irving Anthony, Ensign (T) and Mrs. Donald Applegate, Bos'n (T) and Mrs. Howard Keough, Lieut. and Mrs. Abbott Salters, Mr.

and Mrs. Mathis, Mr. and Mrs. Gibbs, Mr. and Mrs. Denny, Mr. and Mrs. Warren, and M. M. Barnet.

From the opening invocation by our chaplain, Rev. John Wagg, to the last waltz, the members and guests enjoyed an evening that will long be remembered. The printed souvenir program also contributed to the success of the affair. It consisted of a book containing 28 pages and a two-color cover featuring the Coast Guard Ensign and included pictures of Commandant Vice Admiral Russell T. Waesche; Captain E. A. Coffin, Lieut. (j.g.) John W. Brown; Lieut. (T) A. K. Brouwer and Lieut. (T) R. Earle Leonard, USCGR, along with the officers of Flotilla 13. We appreciate the support of the advertisers who made the program possible.

The group pictures of practically the entire Flotilla, Tower Men and Dock Patrol, with intimate scenes showing the various Towers and Boarding Docks will, in years to come, remind us, long after the war ends, of the service we rendered. We will look back with justifiable pride to the activities of the temporary Reservists in the USCGR during World War II.

—Leslie Broomfield, Publicity Officer.



FLOTILLA 18, LITTLE EGG HARBOR — During the summer months, the Flotilla has planned numerous combined meetings and activities of the Boat Patrol and Tower Watch

divisions, to be held at Beach Haven, N. J.

The Flotilla's commander, Lieut. (j.g.) (T) Morton Gibbons-Neff, announced that 18 would hold their annual "Church Day" and march in a body to Reverend Russell Clapp's Chapel for services (Reverend Clapp is one of 18's most active patrol chiefs).

Messrs. Bowen and Passmore have been added to the Instruction Faculty. Bos'n Fred Remington is now holding weekly classes in Signaling on the third deck of Little Egg Harbor Yacht Club.

At a recent meeting, Lieut. Comdr. James Dyer, U.S.N., who has just returned from the Southwest Pacific, talked on his experiences with the Japanese Navy. Chief Boatswain's Mate Fred Griffin of Bond's Station was also a guest.

Close-Ups — Padre Clapp, after two years' work, finally launched his famous

boat on 4 July. The Padre should have cut four feet off the keel—this reporter's last view of the ship found it still on the railways awaiting a higher tide. Good sailing, Padre—you built a swell craft. . . . Those "sea-farin'" C.O.'s Stokes (Milk Punch) Carrigan and Richard (Crosby Shirt) Shryock are still bailing their unnamed garvey. Note: We expect the Commander to commission this yacht as the official ice-breaker during the winter freeze. . . . Word has it that C.O. Donald (Captain Bligh) has now worked between ten and fifteen pounds off his crew — except Tubby Webster who stands watch in the galley during Stand-by. . . . Lieut. (T) Henry Schimpf, Jr., has been reported as again going nautical. Last seen conditioning his National at L.E.H.Y.C., he is also sporting a coat of sea-shore tan. . . . Roger!

—Russell K. Carter, Publicity Officer.

BEACH HAVEN DIVISION—The Tower Watch personnel was increased by a trio of Trenton volunteers who were recruited through Philadelphia. They are Pley, Miller and Ligos, all of whom work full shifts in war plants and sacrifice their valuable leisure time to drive to the Island and stand 12-hour watches at Bonds and Long Beach.

Walter E. Cranmer is Personnel Officer of the Tower Watch and aids Ensign (T) Blake as Assistant Operations Officer. Special, summer, joint meetings of Tower Watch and Inlet Patrol personnel are being held during the summer at the Little Egg Harbor Yacht Club once a month. Regular instruction meetings for Tower men are held fortnightly. "Old Faithful" Roy C. Miller has returned from a business trip and is now standing substitute watches for too-busy volunteers. His record for a single week of service is six, 6-hour watches!

"There is additional responsibility for each member of the Tower Watch personnel", said Cranmer recently, in commenting on the discontinuance of certain beachfront patrols by the regular personnel.

One station, supplied with a Tower Watch by 18, now has less than a score of regular service personnel manning it. Thus, the importance of close cooperation with key stations and Coastal Command is heightened on the home ocean-front as the war goes well for the Allied cause around the world.

—Jack Lamping.

(Log Continued on Page 12)

ANCHORAGE PATROL - CG-79001

By E. L. JOHNSTONE, BM 2/c (T) USCGR

"There's some is bums from city slums
That ain't so strong on knowledge;
There's some that hails from county jails
And some that hails from college;
There's some is mild an' some is wild
An' some is smart an' chipper —
The kind that climbs an' gets, sometimes,
To be a mate or skipper." *

★ Any libelous, calumnious, or defamatory implication stemming from the above quotation, as it may be applied to officers and crews of the Anchorage Patrol, is denied on the grounds of poetic license and justifiable plagiarism. The Muse being temporarily disconnected on account of D-Day, this author shamelessly resorts to anonymous poetry for inspiration and comes up with verse more lusty than accurate. Mention of the professions, arts, and sciences in place of reference to the less aesthetic sections of the city and the penal world would, in point of fact, make the borrowed rhymes more seemly. Yet retaining only the good in the above lines would ruin the metre and might, by some rare chance even serve to white-wash some lone iniquitor.

To continue: This purports to be a story on the Anchorage Patrol; specifically, activities aboard CG79001 plying between Port Richmond and the general vicinity of Marcus Hook on the Delaware River. Some rhetorical attention might advantageously be paid to this body of water itself and to the industrial and pastoral congeries that impinge upon it. In years to come, some Auxiliarist, retrospectively scanning his file of TOPSIDE and seeking to recapture a spent mood, may glance upon these lines and have awakened within his senile bosom an old nostalgia. Kipling and Sir Arthur Conan-Doyle, in gifted poetry and prose, have dwelt affectionately upon the stench of the waters that lave Limehouse in the vicinity of London's India Docks. The sounds and smells of the Thames shipping basins are immortalized in their words. By the same token, no man who has served aboard CG79001 can fail to be reminded of his Coast Guard career when future pungent aromas assail his olfactory centers, and the day and night sounds of the roadstead penetrate his ears. Yes, the Anchorage Patrol, quite aside from its GI character, bears an undeniable flavor of robust romance that lights the jaded eye and speeds the flagging pulse.

Permission Required to Board

By special dispensation, this reporter pocketed an order signed by Lieutenant (j.g.) John W. Brown, Director of the Auxiliary, 4th ND, which authorized a day of duty on the patrol vessel. Ensign



Ensign Merritt, Bos'n Heilman, C.O., and Lieutenant Wick, USCGR, going over the course before shoving off.

(T) E. L. Merritt, officer in charge of the Anchorage Patrol, gave brief directions as to time and manner of reporting aboard the 79-footer at the Port Richmond Coast Guard Base. Singularly, 6 June, 1944, now an historical date because of the Allied invasion of France, was the day selected for the expedition.

After a two-hour drive from deep South Jersey, during which time the early morning was filled with radio accounts of Allied landings, Port Richmond was reached, the pass was honored at the sentry booth, and Bos'n (T) W. M. Heilman, of Flotilla 18, in private life President of Gibbs Underwear Company, gave permission to come aboard. CG79001 lay near the river end of the pier in a basin tightly packed with all manner of Coast Guard vessels. A genial welcome was extended by the skipper and members of the crew. A substantial breakfast was coming up from the galley and strong hot coffee steamed from mugs on the table. The Port itself was a scene of bustling activity and the day's supplies, operating and commissary, were being stowed.

About 0900 Mr. Merritt came aboard and talked with the skipper and both went to the operations office. The watches for the day were posted, men stood by their stations and just before 1000, Mr. Heilman expertly maneuvered the vessel from the berth and moved out into the stream. The two powerful Diesel engines presided over by the engine room watch, propelled the vessel forward to the routine day's work.

Part Time Sailors

"It's true we ain't
Exactly 'quaint'
Like 'hale old salts' the painters paint.
But we can do
The work for you
And that's the business of a crew." *

The crew this day, short-handed, consisted of nine men in addition to the skipper. All-in-all it probably represented an average crew for any given patrol; and remarkable crews they are. Successful men of many callings man the Anchorage Patrol boat. They give 24 hours and 12 hours on alternate weeks to this important job. Of the 102 men which normally constitute the total assignment to CG79001, this day's sampling will serve to illustrate the calibre and character of Auxiliarists who have taken over this task from the regular Coast Guard.

CBM R. M. Morford, plumbing contractor of Philadelphia, ruled the deck department in calm and competent manner. Under his direction the following Seamen 1/c attended to the business of the vessel including standing watches, preparation and serving of mess, and general duties: T. R. Thompson of Roses, Inc; G. Miller, an insurance man; J. B. Weiss, of the Department of Labor; J. B. Batey, furrier; and E. M. Lynch, a cotton merchant. In the engine room were CMoMM, J. H. Zimmerman, Philadelphia garage owner; MoMM 2/c N. T. Marshall, of the Viscose Corporation; and MoMM 2/c L. R. McFarland, of Duponts.

Delaware a War Highway

As to the nature of the patrol itself, it was one of observation, inspection and caution in the fullest sense of each word. Much as the cop pursues his beat to insure the peace and security of a neighborhood, so the Anchorage Patrol represents the full military authority of the Coast Guard in the river area from Port Richmond to Marcus Hook. It is at once the enforcement agency for maritime law and order, the alert sentinel protecting harbors and waterfronts, and the strong arm of aid and assistance if need should present itself. Entries in the log are running comments concerning the busy war-choked traffic of the river, each a page in the martial history of the land. And let there be no doubt about the fact that the Delaware River is one of the highways of war; Hitler and the Son of Heaven would hear the echoes of their doom in the multitude of sounds emanating from the sprawling shipyards and see the shape of their ends in the refineries, the military installations, and the industries which pour unlimited tons of materiel into the holds of unlimited ships. The might of America, colossal and staggering in its proportions, unfolds upon the banks and the bosom of the Delaware.

There's work to do aboard CG79001 and each crew is rigidly charged with the responsibility of turning the vessel over to relieving crews in shipshape order. While informality appears to be the rule, this does not mean that there is any laxity or carelessness. An *esprit de corps* exists which stems from a fine sense of loyalty and desire to serve in the best tradition of the Coast Guard. No man who gives his time to the Anchorage Patrol will ever regret the unique experience, the opportunity to increase his knowledge, and the comradeship which prevail. The respect for officers is based, not upon rank or rating, but on a genuine admiration for ability and experience. The Anchorage Patrol is remote from any semblance of a yachting party and although discipline is benign, it is definitely present.

Dramatic Events Occur

On the day that this narrative embraces, there were no spectacular incidents. But scuttle butt has it that dramatic and thrilling events, subjects for post-war recanting, have occurred from time to time. Such episodes are locked behind the sealed lips of witnesses and filed in the archives of the service. There is, however, no dearth of exciting

scenes as one observes the ships and flags drifting down on the tide; the Liberty ships laden with the stuff of war, Mercy Ships of the Red Cross, the fighting craft of every class.

As the sun began to run its circle home, CG79001 sought its berth. On this day, the skipper surrendered the wheel to the CBM who did a thoroughly masterful job of docking in extremely limited space. Once tied up, the crew went about routine tasks preparatory to going off watch and the Bos'n reported to operations. Mr. Merritt again came aboard for a final check-up on the day's work and the evening mess was served up. Permission being granted, this reporter went ashore after a salute to the quarter-deck that was a gesture of admiration to the United States Coast Guard Auxiliary and all its magnificent works.

"We wouldn't please
At balls or teas,

Where high-toned folks is what you sees,
But don't you doubt
This fact, old scout,

We're guys they can't get on without." *

* The quotations are from an anonymous poem memorized by the author of this article in his youth, and called if recollection serves, "The Deckhands."



Seventy-nine feet of Power-packed Home Afloat for Anchorage Patrol.

LOG

(Continued from Page 9)

FLOTILLA 22, ESSINGTON — Congratulations are in order for our commander Bill Griscom once again. This time for his advance in rank from Ensign to Lieut. (j.g.) (T) USCGR. There isn't anyone in the organization more deserving of recognition for his hard work and many efforts in behalf of the Auxiliary and this Flotilla than commander Griscom. Henry Morris, Personnel Officer of the Flotilla and the commander's right hand man, also gets a few nods of appreciation long due him. Henry informs this department that 14 new men from "22" were sworn into the Reserves Class (T) in the past month.

And speaking of new men, Dr. Leland Brown, Bos'n; Tom Heist, CBM, and Charles Maguire, S 1/c of the membership campaign committee conducted a meeting at the Norristown Elks Hall two weeks ago, which netted a dozen new members.

A program consisting of official U. S. Coast Guard moving pictures, talks, and a quiz session by Doctor Brown made it an interesting evening.

This Flotilla now has approximately 300 members. One wonders, however, what they all do on Monday evenings instead of attending meetings at the Springfield High School.

If it isn't one innovation springing up within our ranks, it's another. A. C. Howard, who was advanced in rate from BM 1/c to CBM, has charted a service record of the entire membership of the Flotilla. The record includes hours on patrol, hours on sentry and Quartermaster, and hours for special services.

We hereby suggest that all Flotillas make up similar charts for their own use. Our A. C. Howard is willing to show officers of other Flotillas his handiwork and offer suggestions.

This one was too good to keep despite the fact it involves a "Regular" at the Essington base. Jim Taylor, S 1/c of the Saturday Night Sunday crew passed it on to us:

Ken Murrar, MoM 2/c, back from 17 months' convoy duty in Greenland and Iceland waters, and a stretch at the Diesel Engine School in Florida, arrived at the base at 1630 and was sent out on Patrol with the Saturday Night crew at 1830.

And, reports Taylor, Murray who

had gone through a long stretch of duty in the North Atlantic without batting an eyelash, was seasick on his first patrol since returning to the Essington Base.

All we can say for Murray in his behalf is that it must have been the fragrant odor of the Delaware that turned his stomach.

There has been a suggestion made that the Flotilla hold an outing for its membership some time this summer. The idea sounds good but it would look a whole lot better if the entire membership turned out more frequently for the weekly meetings.

—Michael A. Devitt, Publicity Officer.



"This Dock Patrol detail is getting better and better!"

FLOTILLA 15, POINT PLEASANT

—On 16 June, the Flotilla had a swell dinner party at the Bay Head Yacht Club. There were about 55 present. Max Kieberman, S 1/c, of our Flotilla, presented us with a large, pure-silk Flotilla banner and the banner was accepted on behalf of the Flotilla by our new commander, Henry Moore.

Several officers were present with gold stripes predominating and Lieut. (T) Earl Leonard was the honored guest and principal speaker. After he praised us for our wonderful showing, stating in part that our Flotilla had one of the best records in the 4th Naval District, he administered the oath of office to our new commanding officers who were commander Henry Moore, vice commander Richard Hubbard, and junior commander Albert Larabee.

Other speakers at the party were ex-commander A. E. Carpenter and ex-junior commander Edwin Dodge. Lieut. (T) A. K. Brouwer, Lieut. (j.g.) (T) Abbott Salters, junior commander Theodore Richter, Ensign (T) Donald Applegate, commander Richard Nelins and Hilton Lewis, CBM.

Last Sunday morning, range officer Lionell Williams got the boys out of the sack at 0700 and they reported to the pistol range at 0800—four miles west of here. A goodly crowd showed up

and we were given instruction in the rifle and then taken to the range and most all the bullets stayed on the target but they were not all bull's-eyes.

We are anxiously awaiting ex-junior commander Dodge's and ex-commander Carpenter's orders to report for boat drill and it is safe to wager some of the boys will be feeding the fishies.

Another class has been started and they are mostly all day men which are needed very badly.

Mr. Moore has appointed several committees, and things are floating smoothly down here on the Flotilla 15 pond.

Seaman Spike Stengel has been named head of the galley force and he promises some rare treats for the gobs at future meetings.

We are expecting any day now to hear that our new commander will be an Ensign, which means salutes, that our vice commander will be a warrant officer which means one salute and that our junior commander will get the CBM rating. All in all we are taking on color along with a few sunburns as the result of drill practices.

—Elmer K. Errickson, Publicity Officer.

FLOTILLA 25, FARRAGUT — A bit of advice to start us off. Take time to do things do them promptly and completely on every occasion where the welfare of your Flotilla is affected.

And now for the news. Flotilla 25 members, Emery Kates and Joseph Chiacchio, spoke at a Kiwanis Club meeting in Riverside, New Jersey, recently. The boys went with every idea in mind to acquaint the Kiwanis members with the very necessary and important work being done by the Flotilla. Let's hope some of the facts fell on fertile ground and will help to gain us some new members.

Although the exact date has not yet been set, Flotilla 25 is planning an outing very soon at Malaga River. The committee, consisting of Albert Horn, Lynwood Moses, John Bauer, and Emery Kates, are knee-deep in ideas and judging from the plans which are almost complete, this affair promises to be one of those old-fashioned family picnics with plenty of fun for everyone.

We are really quite proud of our Pulling Boat and the progress which Chief O'Brien has made with it. For the benefit of new members who may not be familiar with it, every Sunday a different crew mans the pulling boat,

receiving instruction and practice in its proper use. Chief Elmer J. Pearl is in charge of the well-trained Rescue Crew.

Please cooperate with your Gunnery Officers. Men, whose names are posted on the Bulletin Board, must be present at the Customs House on the nights to which they are assigned. This is a necessary and important part of your Coast Guard training. There is still a call for members to attend the Broomall National Rifle Association meets. These meets, unlike the regular monthly gunnery class, are not compulsory but are for the sole purpose of individual pleasure. The fee is small and the pleasure great. Come out and see if you can qualify for sharpshooter, marksman, or defense marksman.

And now with the Fourth of July (or Independence Day as it is properly known) come and gone, let us not lose sight of the ideals, sacrifices, and unbounded courage which are symbols of the Day. The best and only way to demonstrate our faith is to buy Bonds and then more Bonds.

—John A. Bauer, Publicity Officer.



FLOTILLA 51, READING — In a diversion from business meetings, classroom instruction, drills, radio watch, dock watch and patrol duty, members of the Fourth Naval District's dry-

land flotilla held a clambake at the Mountain Springs Association Home in the hills near Reading. Feature of the affair was a ceremony during which the rating of coxswain was conferred upon five members of the Auxiliary. Lieut. E. J. Wick, commanding officer at the Port Richmond Base, where the Reading boys have done much of their work, presented the ratings to Edward Mitchell, G. Frank High, D. L. Witman, C. N. Seitzinger and K. W. Guldin. C. G. High was promoted to third class yeoman. An American flag was presented to the Flotilla by Dr. Joseph Liefert on behalf of the several merchants of the city. Guests included Lieut. O. L. Williams, division captain; Lieut. Jack Hays, river operation officer; Ensign Edward Merritt, commanding officer of the Coast Guard Cutter 79001; Boatswains F. W. Biting and Norman Foster, of Cutter 79001; Boatswain Fred Marquardt, operations officer at Port Richmond; Harry Woodlyn, second class petty officer, and Mario Cocchi and Frank A. Markley, third class petty officers. Maj. Carl Hill, of the Army

Air Service was also a guest. William Eaken, who was recently named operations officer of the Flotilla by Philip W. Ziegler, commander, was chairman of the committee which arranged the clambake. Frank G. High, personnel officer, will be Eaken's assistant. Irvin Keehn was appointed boat inspector with Karl Dorman as assistant and already has examined a number of boats in the Chesapeake Bay. The following other committee chairmen were named by Ziegler: Kenneth Guldin, gunnery officer; D. L. Witman, gas rationing; J. R. Lamson, flood control; Frank Satterthwaite, instruction; L. M. Machmer, recruiting, and O. C. Eshelman, first aid. C. G. High is the new secretary and C. R. Eiseman is the new treasurer. The service members of the Flotilla are rendering Uncle Sam was brought before the attention of the citizens of Reading when Commander Ziegler addressed the Schuylkill Navy Club in the Abraham Lincoln Hotel recently at the request of Carl E. Keefer, a member of the Auxiliary, who is commodore of the Club. Ziegler told the members that the Flotilla has served more than ten months on the Philadelphia waterfront and has made one of the best records of all groups engaged in that volunteer service. According to Ziegler, 65 members temporarily enrolled in the Reserve have put in more than 16,000 man-hours of study and preparation for their assignment and have traveled more than 53,000 miles in carrying out their duties. The Flotilla personnel and equipment at present comprises 24 boat-owning members, 63 associate members and 19 boats, Ziegler declared. Uniformed members number 49, nine are waiting to be put into uniform and seven are awaiting induction into the Auxiliary.

—Matthew P. Romanski, Publicity Officer.



FLOTILLA 34, MAURICE RIVER

—Up to now, Thirty-Four has been all business. But you know how it is—"All work and no play . . ." So commander Lee Renner has decided we need a little well-earned recreation and has appointed a committee to arrange a social get-together. It will be in the

form of a buffet dance to be held in the headquarters at 157th Field Artillery Armory. It will be the first fling since our Flotilla had its inception shortly before Thanksgiving last.

You've heard the radio program, "The Navy Goes to Church." Maurice River Flotilla took the title literally as may be seen by the above photo of the group just before entering Christ Church in Millville for special services.

Another extra-curricular activity was added to the roster last week when the chairman of the Millville blood bank committee was invited to make a plea for blood donors. Needless to say he was promised several quarts of the stuff.

Doug Johnstone, Y 3/c, our faithful secretary-treasurer, is a staunch advocate of "deflation", since his affliction with, of all things, at his age, the mumps. The rumor is that he "blew up" after a recent exasperating experience in the line of duty. Seems that Doug was called a few minutes before 1500 and told that the man taking 1600 to 2400 at Gloucester had been drained unexpectedly to help a fellow-worker who needed a blood transfusion and was in no condition to do his trick. So Yeoman J. drops his work, changes, and gets off for USIS at 1505 in a cloud of dust. At Pitman the local cops didn't think the CG needed men that badly (45 mph) and so expressed that opinion on a little pad. Doug pulled into Glo. at 1602, told his tale of woe to Chief Welfare, and was accorded real encouragement by sympathetic support therefrom.

New classes have been set up with the addition of a motor mac course conducted by Alan Thomas, CBM, and Al Mundle. Walt Nickelson and Jim Sutton are expounding communications while Lew Haserich is still first-aiding and Harry Rieck, CBM, is revealing the wonders of navigation while awaiting call by the U. S. Navy.

Scotty Calkins, like a racehorse at the barrier in anything that concerns the Auxiliary, jumped the gun the other day. The announcement had hardly been made that an Auxiliary bond drive was to be made before Scotty had not only solicited over \$3,000 worth, but had purchased the bonds at Millville post office and delivered them to their rightful owners, only to learn that the bonds should have been purchased at Auxiliary headquarters in order for the Flotilla to receive proper credit.

Little man what now, is the thought of all Thirty-Four reserves as this goes to press. Their duties concluded at Gloucester, they are wondering just what is in store for them in the months to come.

Membership Chairman Harry Hunter and Mark Scoble, instructor of new candidates, have been doing a fine job of "you get 'em and I'll teach 'em" for Thirty-Four. Keep it up fellows.
—C. M. Scull, Publicity Officer.

Ye Ed Takes The Rap

There wasn't a spare line of space in the June issue to announce the closing date for Flotilla news for the July issue; but, as usual, The Editor sent personal letters to all Flotilla Publicity Officers one week in advance—all, that is, except Flotillas 35, 42, and 53. In some inexplicable manner, the notices for these Flotillas were never mailed and the error was not discovered until midnight of the closing date when Ye Ed was going through his files. Please accept humble apologies. In case this happens again, please remember that it is always the first Friday in the month, except where that day falls on the first of the month—in which case we close on the second Friday.

FLOTILLA 24, DELAWARE RIVER—The Ayer Building detail certainly do fare badly at chow time. The writer, standing watch from 1900-2230 heard many unsavory tales of what was to be expected from the kitchen at 3rd and Spruce. At 2230 the following menu arrived, piping hot; string beans, mashed potatoes, gravy, pork chops, lettuce and tomato salad, hot coffee and cake. But there were no signs of salt and pepper at this skimpy snack, which certainly shows there was some room for beefing.

Our junior commander Frank Riepen reports, as head of the war bond committee, that Flotilla 24 is over \$12,000 subscribed at this writing. Not bad for a bunch of boys from up river. Uncle Frank also heads up the new membership committee and under his quiet salesmanship the boys are bringing in a few new men each meeting. Let's carry on under his suggestions and get that 44001 boat of ours running 24 hours instead of 12. It will just double our seagoing detail, and that's what every-one wants.

We are having a special on MoMM. How about it fellows? Do we need base men to complete our crew, or do we dig in and get those ratings ourselves? Let every man get his hand in this C. G. Auxiliary job, and each assist in his own small way.

Seaman first class McCrane has just taken over the first-aid instructor's job. His lectures are good but wait until the class demonstrates artificial respiration on him. That will be the day.

Results of the last navigators' exam show more bashful talent coming to the top all the time. Wenkenbach, Larkin, Kurtz, and Ridge have come up from the ranks at last.

Stanley Haigh and Caleb Brinton are to be praised on their very expert work in compiling our new filing system. Personnel statisticians these men are, no less.

The drillmaster reports having trouble on the parade ground. Due to limited space we are having to use close order dress. Greatest trouble is when column movements are given both men are having a hard time getting off the pivot on the correct foot.

Secretary Arthur Lakey wants to know "is there anyone who hasn't signed the log"? Roger.

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

FORTY-NINE MEN PASS NAVIGATORS'

On 18 May, 64 men presented themselves for examination for the designation of Navigator. Of this number, 49 passed. Following is the official list of those who passed:

Aker, James C.	Knauf, Harry V., Jr.
Arndt, Robert N. D.	Kurtz, Franklin D.
Arny, L. W., Jr.	Lee, Raymond H.
Beirman, Robert W.	McGowan, Edward J.
Black, T. L.	Newkirk, Lowell C.
Boehner, George	Pausser, A. E.
Boucher, James H.	Piper, Mark
Branin, Fred L.	Pickering, Edward
Bruder, Edgar	Regner, Henry A., Jr.
Carleton, P. W., Jr.	Ridge, Roy S.
Clark, Willard H.	Sansone, Charles
Dillman, Carl R.	Sanville, J. N., Jr.
Doyle, Laurence G.	Savage, George D.
Dresden, Mark	Severns, John T.
Ewing, F. R.	Sawyer, G. J.
Fine, Richard D.	Smith, Charles L.
Geary, Walter C.	Smith, Ernest B.
Held, Charles	Stuber, Richard H.
Heald, Benjamin F.	Tait, William J.
Heward, Harry P., Jr.	Williams, George J.
Hill, David J.	Woodcock, Thomas J.
Hineline, Frank B.	Ware, Kendall F.
Hickman, David	Wenkenbach, C. L.
Jones, Paul P.	

REPORT BY FLOTILLAS

NAVIGATOR EXAMINATION—21 MAY, 1944

Flotilla Number	Number Taking	Number Passed	Number Failed
11	4	2	2
16	3	1	2
18	3	2	1
22	17	12	5
23	7	7	0
24	6	4	2
25	9	8	1
26	3	3	0
27	7	7	0
31	2	1	1
32	1	1	0
41	1	0	1
51	1	1	0

TOTAL 64 49 15

FIFTH WAR LOAN REPORT

Just as TOPSIDE goes to press the final figures on bonds sold by the various Flotillas during the Navy Week Drive are coming in. At that time the total figure was \$150,738.25. There will be some corrections to these figures as every return was not then in, but, the total given will not be very greatly changed.

By the time the next issue is out it will be possible to tell you how our District fared nationally; also report on our own winners.

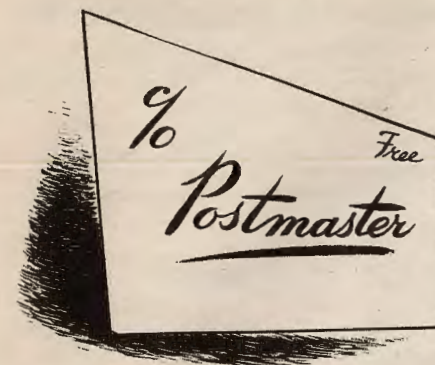
While the final figure reached by us during the Pearl Harbor Drive was greater, conditions this time were very different. Then we had no National drive on and thus we had not the problem of our community contribution to think of. Also, we solicited pretty generally outside the Auxiliary during the other Drive. This time the contribution was pretty generally confined to members of the Auxiliary and their families.

The figures show that certain Flotillas were quite outstanding in sales made while others had what at first glance appears to be pretty poor records. However, those who took part in the drive know that in certain communities a very high quota had been set and that our members, many of them members of their local teams, found it almost impossible to give through the Auxiliary. Their home demands were too great.

Generally speaking it is felt that the showing of the Auxiliary of the 4th District has been a good one and the men who worked so hard to put over these sales deserve our thanks for the good work they did.



Pictured above are two of the 140 Store windows throughout the Fourth Naval District that were trimmed with special window displays supporting the 5th War Loan. The material was donated and the installations made by John J. Sader of Flotilla 21. Each installation carried a card stating that it was made thru U. S. Coast Guard Auxiliary effort.



John W. Crother, S 1/c (T), USCGR, of Flotilla 32, has a daughter in the seventh grade of the Sea Isle City school. Recently, as a project in English, she wrote a letter to Bill Haffert, former editor of the Cape May County Times, who is now a Coast Guard war correspondent. Mr. Haffert's reply to Jean Crother is well worth reading:

What a fine letter I received from you not long ago, and what a splendid thought—your writing to former students of the Sea Isle grammar school!

So your daddy is temporarily enrolled in the U. S. Coast Guard Reserve! You must be mighty proud of him. I know I am. If mothers and fathers all over the country, who work hard and long at their daily jobs, would volunteer for extra duties like that—why, we'd lick these Germans and Japs much sooner!

And speaking of the Japs, let me tell you that little exciting story you asked for:

We were down under the Equator, about 8,000 miles from Sea Isle, not long ago, and invaded some important islands, so that we could get a little closer to Tokyo. There were lots of Japs there, and we killed most of them. If you don't kill them, they kill you!

I watched some of our own Coast Guardsmen capture nine very much alive Japs in a fox hole and took some pictures of them for the newspapers back home. Another time I had a chance to shoot at some of them, but this time with a gun instead of a camera. We were laying a smoke screen on the water while a plane laid another one over our heads. That was to protect the big ships behind us, which were carrying hundreds and hundreds of Marines and Sailors in close so that they could get at the Japs.

Well, those little Sons of Nippon didn't like the idea so much, and they saw that our smoke screen was going to blind their aim. So they fired on us several times with a machine gun. The bullets zinged by, just like they do in Gene Autry pictures. We had to zig-zag and fire back to protect ourselves.

We were in a small Higgins boat, which is very fast and very powerful. I don't know whether we got any Japs, but pretty soon they didn't shoot any more. We were rather far away . . . about from the school house to the Times Building.

Later, the planes and tanks finished off that island, and there wasn't much left of it. All of the Japs were killed and a big power plant that supplied all the lights and electricity for motors was blown up. Along with it a radio station and three big towers, as tall as the flagpole out in front of City Hall, were shot to pieces.

We were pretty scared, but we didn't get a scratch, even though the bullets came so close we could have scooped them in with our helmets. Everybody gets scared out here, Jean. It's like when you get on a swing and someone pushes you up too high. You don't think you will get hurt, but you MAY, and that's what scares you. But that doesn't keep you off the swing, does it?

Yes, Jean, your boys from Sea Isle—I'm only one of a couple of hundred of them, I suppose—are out here, or over on the other side, where the Germans are, trying to give our enemies a lesson they can never forget. To do this, we need ships to get there in, and fight with. And we need tanks and bullets and shells and bandages and food in our holds.

That is where your mother and dad, and everyone's mother and dad, can help. And many of them are doing just that. They buy bonds, they work overtime, they do without an extra pat of butter or an extra pair of shoes, so that we'll have those tanks and munitions and clothes and food with us when we do battle with our enemies.

That's why I'm particularly proud of your dad, the way he sacrifices extra hours right there at home to guard the coast. If he didn't do that, maybe one of us would have to take his place . . . and then we couldn't be out here fighting the Japs, could we?

You know, Jean, I used to sit in some of the very class rooms you are in, and use the same desks and blackboards. We used to bring canned foods to school to help feed the people in Europe just after the first World War. They would pile them up in big heaps and a truck would come and take them away.

Even then, I remember how our parents told us the Germans already were preparing for another great war. But it didn't mean much to us then. We didn't think WE would be in the war ourselves . . . not for generations. But we all know now we have the biggest fight on our hands in the entire history

of the United States . . . and we're going to win it, too.

But when we come home again, we don't want to have to tell you we think another war is in the making. If we thought that when you grew up and got married, your husband would have to go to a third world war, or your brothers or your sweetheart — well, there wouldn't be much use fighting right now, would there? No, we're going to do it right this time, and pray that the Good Lord will inspire our President and his advisers to bring about a just and lasting peace, whatever means they may have to adopt.

Write me soon again, won't you, Jean, and tell me all the news about yourself and Sea Isle. We all miss Sea Isle and our friends very much. Many, many thanks for your splendid letter,

Your friend,
Bill Haffert



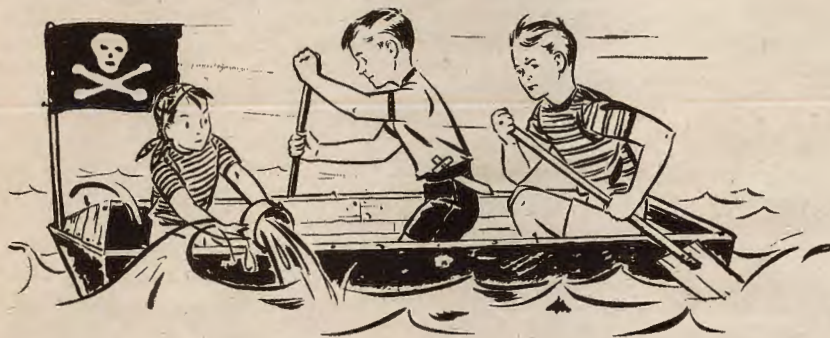
POST-WAR PLANNING

Remember the questionnaire on post-war planning that was sent to all members on 12 April? Committee Chairman R. W. Nelms reports that on the basis of 434 questionnaires answered, things look very interesting for Auxiliary activities after the war.

For example, almost three times as many members expect to own a boat after the war as own one now. Almost 99-44/100% want to remain a member of the Auxiliary. All but a mere handful indicated their interest in post-war instruction classes. An overwhelming majority favored a central headquarters in Philadelphia (It's "on the fire," now). Almost everyone endorsed a young people's boat-handling training program.

Many other interesting suggestions relative to the future welfare of the Auxiliary were made. These, and other post-war plans, are in the capable and competent hands of "Dick" Nelms who will see that the proper action is taken at the proper time.

PIRATES (j. g.)



★ Edward Teach, commonly known as Blackbeard, along with Captain Kidd and Jean Lafitte met at the appointed rendezvous on the coast. For three days they had hacked their separate ways through the fetid jungles from sacked Campeche. The Indian slaves, laden with loot, were mercilessly slaughtered when the shore of the Gulf was in sight. The three buccaneers, cutlasses dripping with gore, carried the spoils aboard the carefully hidden pirate ship Bucket-of-Blood. Breaking out the Jolly Roger, the two laid a course for Port Royal in anticipation of days and nights of riotous revelry following the greatest of all of their exploits.

In this case, however, the three terrors of the Spanish Main were aged fifteen, thirteen, and eleven. The Caribbean Sea was none other than the docile Delaware River, and the loot was filched from domiciliary ice boxes and pantries in Edgemoor. The pirate ship, product of the boys imaginative but rudimentary carpentry, was about eight feet in length, four feet in beam, and had a ten-inch freeboard. It was constructed of distinctly non-priority lumber, and some degree of resistance to external water pressure was achieved by covering the hull with discarded awning material and liberally coating the whole with several applications of pitch. To say that the craft resembled a scow would be a gross canard against the category! It came close, however, to being the vehicle by which three adventurous youngsters, in the glorious delusions of childhood, crossed both the Delaware and the Styx.

All of this is by way of introduction to the incident of 2 July, 1943, when four Auxiliarists, aboard CGR 38613, engaged in what might be termed a "preventive rescue" just off the ferry piers at Pennsgrove, N. J. On the morning of this day, the three swash-buckling juveniles had launched their vessel at Edgemoor and, over the flat surface of the Delaware River, proceeded to the gold-coast at Pennsgrove. The day was spent in fanciful emulation of deeds of

derring-do which characterized the freebooters of yesteryear. The descending sun warned them that a return to the home port was indicated lest parental ire ruin an otherwise successful day. Consequently they boarded their dream ship and sought to re-negotiate the two mile stretch of water that separated them from their bailiwick.

CBM L. N. Brown and Seamen Watson, Beck and Heist were on routine boat patrol between Marcus Hook and Pigeon Point. A force four wind, opposing an ebbing tide, had kicked up a substantial chop as they proceeded up-river in the East Channel at about 1700 o'clock. As they approached the ferry terminal, the watch observed the three boys paddling about in the lee of the slip. When the CG boat was about 400 yards upstream, a glance astern revealed that the youngsters had swung out into the channel and while two of them bore down on paddles, the third was energetically bailing. Chief Brown sized up the situation, came about and drew alongside. Three badly scared boys were happy indeed to pass a line and clamber aboard the rescue ship. Their water-logged scow had been propelled by shingles nailed to broomsticks, and the Argonauts were tired after having pried it only a few hundred yards over the sea. So cumbersome was the little tub that it could not be towed astern, therefore it was lashed alongside for return to Edgemoor.

Once aboard the CG boat, the recent fears of the boys underwent a remarkable transition as intriguing odors were wafted up from the galley. In the words of S 1/c Heist, "It is always mealtime when any action occurs on the river" so before long the boys were zestfully attacking a hearty mess.

Returning to the Edgemoor Coast Guard Station, the boys regretfully stepped ashore to greet the OD who made disposition of their craft and sent them to their homes. Thus again, in the historic tradition, Coast Guard Auxiliarists averted a tragedy and turned a day of vicarious thrills into one of realistic adventure.

—E. L. Johnstone.

RATINGS AND COMMISSIONS CONFIRMED IN JULY

Flotilla	Name	From	To
32	Huston, Harvey E.	Lieut. (j.g.)	Lieut.
52	Williams, Oliver L.	Ensign	Lieut. (j.g.)
22	Griscom, William B.	Ensign	Lieut. (j.g.)
13	Richter, Theodore A.	CBM	Ensign
16	Applegate, Donald T.	CBM	Ensign
18	Blake, Sidney S.	CBM	Ensign
21	Bielman, John J.	CBM	Ensign
24	Tompkins, J. Kirby	CBM	Ensign
25	Sproles, Charles H.	CBM	Ensign
27	Doyle, Laurence G.	CBM	Ensign
31	Gifford, Richard H.	CBM	Ensign
16	Campbell, Marvin S.	CBM	Bos'n
18	Haines, Joseph W.	CBM	Bos'n
21	Fulman, David	CBM	Bos'n
25	Sharpless, Frances	CBM	Bos'n
27	Sawyer, George J.	CBM	Bos'n
33	Higgins, Russell L.	CBM	Bos'n
41	Bradford, William D.	CBM	Bos'n
52	Wilson, Gardiner C.	CBM	Bos'n
16	Farenwald, Arno S.	Cox.	CBM
21	Wolf, George J.	Cox.	CBM
22	Howard, Almer C.	BM1/c	CBM
23	Sinclair, Benjamin	BM2/c	CBM
25	Adams, Joseph	BM1/c	CBM
25	Miller, Walter S.	BM1/c	CBM
25	Anderson, William E.	BM1/c	CBM
31	Morford, Robert M.	BM1/c	CBM
51	Hill, David J.	Y3/c	CBM
52	Kinn, William, Jr.	Cox.	CBM
26	Berger, Frank H.	SI/c	BM1/c
41	Berg, Holger	SI/c	BM1/c
16	Brownell, Earl	SI/c	BM1/c
22	Hickman, David	Cox.	BM2/c
22	Rodgers, James R.	Cox.	BM2/c
31	Beck, John D.	Cox.	BM2/c
33	Johnstone, Edward L.	Cox.	BM2/c
33	Gibbs, Raymond F.	Cox.	BM2/c
33	Nesbitt, Edwin S.	Cox.	BM2/c
33	Jones, Frank A.	Cox.	BM2/c
11	Rosenberg, Aaron M.	Cox.	BM2/c
17	Phillipi, Theodore, Sr.	SI/c	MoMM2/c
25	Horn, Albert	SI/c	MoMM2/c
25	Horn, Hugo	SI/c	MoMM2/c
25	Beswick, George L.	SI/c	MoMM2/c
25	Winters, Gerald	SI/c	MoMM2/c
25	Bauer, John A.	Cox.	GM2/c
22	Hill, Clarence S.	Y3/c	SM3/c
23	Griffith, Horace, Jr.	SI/c	GM3/c
25	Gorman, William R.	SI/c	GM3/c
27	Wakefield, George W.	SI/c	SM3/c
51	High, Conrad	SI/c	Y3/c
16	Reynolds, Leslie W.	SI/c	Y3/c
11	Cullen, James W.	SI/c	Cox.
11	Pedrick, Charles A.	SI/c	Cox.
11	King, John W.	SI/c	Cox.
11	Schwarz, Joseph	SI/c	Cox.
11	Hogan, Edward C. G.	SI/c	Cox.
11	Collins, George D.	SI/c	Cox.
11	Gary, Walter C.	SI/c	Cox.
13	Stone, Charles F.	SI/c	Cox.
13	Allen, Clarence L.	SI/c	Cox.
13	Bauer, Charles H.	SI/c	Cox.
13	Burtis, Bud W.	SI/c	Cox.
13	Farr, Drew F.	SI/c	Cox.
13	Wagg, John S.	SI/c	Cox.
13	Mackler, Benjamin	SI/c	Cox.
13	Moffett, Charles E., Jr.	SI/c	Cox.
13	Newell, Raymond	SI/c	Cox.
13	Shinn, Walter A.	SI/c	Cox.
16	Ebere, John G.	SI/c	Cox.
16	Rankin, Carl A.	SI/c	Cox.
51	High, George F.	SI/c	Cox.
51	Witman, David L.	SI/c	Cox.
51	Seltzinger, Charles W.	SI/c	Cox.
51	Guldin, Kenneth W.	SI/c	Cox.
51	Mitchell, Edward W.	SI/c	Cox.
52	Forrest, Joseph R.	SI/c	Cox.
52	Taylor, Ralph	SI/c	Cox.
52	Wagner, Linwood W.	SI/c	Cox.
52	Herwig, William C.	SI/c	Cox.



PUBLICITY OFFICERS

In the event that the mails miscarry or that the Editor pulls a boner (as he did this month) it is suggested that you mark your calendars *now* with the closing dates for future issues. The following dates are *final*—it's smart to mark your calendars two days ahead of each. August 11, September 8, October 6, November 10, December 8.

SOME FACTS AND FIGURES ABOUT THE GUNNERY FAMILIARIZATION PROGRAM

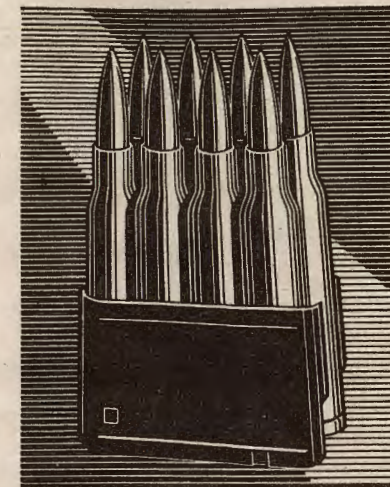
★ Through the medium of TOPSIDE your Gunnery Familiarization Officer wishes to congratulate all Gunnery Committeemen and Gunnery Instructors on a job "Well Done." The schedule completed on 5 May, 1944 was initiated on 21 November, 1943, and was highly successful from every viewpoint. Some very interesting statistics are presented herewith to show what has actually been accomplished.

When the Gunnery Program was first proposed by Lieutenant (j.g.) K. T. Scott, USCGR, it was to include 860 temporary Reservists. By the time it got underway on 21 November, 1943, the number of men increased to 1153. A standardized course of 6 lessons was prepared, and each man who qualified received instruction in all 6 lessons. The entire complement was divided into 58 groups of approximately 20 men each.

The Fourth Naval District was divided into 8 separate areas: Philadelphia-Camden, Atlantic City, Reading, Lancaster, Salem, Toms River, Trenton, Wildwood, and Wilmington, to eliminate traveling great distances to receive this instruction.

The schedule was originally arranged to include 248 classes covering the 24-week period and averaging slightly more than 14 classes per week throughout the District. After the classes got underway, there were several important jobs of guard duty turned over to Reservists, such as the Immigration Station at Gloucester, Edgemoor Repair Base, and N. W. Ayer Building. Men required for this guard duty were given a supplementary course of instruction at the Naval Militia Armory in Camden, and at Wilmington, Delaware. This instruction had mostly to do with the .38 caliber Smith & Wesson revolver, which was the standard side-arm carried for this particular type of guard duty.

A total of 375 Gunnery Familiarization Classes were held and altogether 1250 temporary Reservists attended these Classes. The supplementary courses were additional to the regular schedule. Each class consisted of two hours instruction, one hour of which was devoted to Bench Instruction and one hour to Range Instruction, making approximately 7500 hours for each type of instruction and a complete total of 15,000 man-hours of instruction. These lessons involved the handling, care and operation, nomenclature, and actual firing of the .22 caliber revolver, .38 caliber Smith & Wesson revolver, .22 cal-



iber rifle, .30 caliber Springfield rifle and the .45 Reising sub-machine gun.

The successful operation of this course was made possible through the time, effort, and whole-hearted devotion to duty of the Flotilla Gunnery Committeemen and Staff Gunnery Instructors throughout the District. The men whose names are included in the following list collectively devoted 4027 hours of their valuable time to this schedule:

STAFF GUNNERY INSTRUCTORS

Flotilla	Name	Hours
No.		
23	Norman Derr, Chairman.....	451
22	James Chapman.....	409
13	Theodore A. Gabriel.....	188
16	William A. Barkalow.....	261
17	George W. Stafford.....	275
18	Ralph Metzger.....	175
21	Thomas Ackley.....	112
21	Walter L. Heppenstall.....	42
22	James H. Chapman.....	409
23	Clinton C. Baeky, Jr.....	172
23	Frank P. Glenn.....	158
24	Joseph H. Roach.....	225
25	John A. Bauer.....	214
26	Thomas C. Long.....	70
26	Edward Pickering.....	57
27	Frederick W. Levering.....	87
27	George J. Sawyer.....	58
31	Raymond Heron.....	128
31	William McCahan, III.....	55
32	Leroy Wingate.....	187
33	Joseph Thomas.....	77
41	Alexander Sellers.....	255
51	Frank Satterthwaite.....	60
52	J. A. Norris.....	52
52	John C. Herman.....	20

FLOTILLA GUNNERY COMMITTEEMEN

18	Ralph Metzger.....	
21	Thomas Ackley.....	Philadelphia
22	James H. Chapman.....	Camden Area
23	Clinton C. Baeky.....	
24	Frank Riepen.....	167
25	John A. Bauer.....	
31	Raymond Heron.....	
32	Leroy Wingate.....	Wilmington
22	James H. Chapman.....	Area
41	Alexander Sellers.....	
17	Charles Luther.....	72
18	Ralph Metzger.....	Atlantic City
31	Raymond Heron.....	Area

51	Frank Satterthwaite.....	Reading Area
13	Theodore Gabriel.....	Toms River
15	Area
16	William A. Barkalow.....	
52	J. A. Norris.....	Lancaster Area
27	George W. Sawyer.....	Salem Area
26	Thomas G. Long.....	Trenton Area
32	Leroy Wingate.....	Wildwood Area
33	Joseph Thomas.....	

TOTAL HOURS 4027

The number of miles that boxes of small arms were transported between the C.G. Auxiliary Small Arms Armory in the Customhouse, Philadelphia and other places of instruction in New Jersey, Pennsylvania, and Delaware would be staggering.

Nothing we can say here speaks more eloquently than the simple fact that this program was initiated and carried through to its successful conclusion with not the slightest injury to any member or instructor participating. No loss of any fire arms and no damages other than a very minor repair to a Reising sub-machine gun were incurred.

—W. E. STURM,

Gunnery Familiarization Officer.

WHAT HAPPENED TO OUR PROMOTION PROGRAM?

In the June issue of TOPSIDE, we made quite a to-do about plans that were under way for a thorough and professional job of promotion and procurement. Window displays, booklets, posters, newspaper ads, radio scripts were promised. A committee was organized and notices were sent out indicating that a meeting would be called the week of 15 July to turn over all the material. Suddenly... Puff... it all went up in smoke. The long and short of it is that Headquarters simply couldn't see why we needed more men at the present time, when a considerable number of those already in uniform were not doing 12 hours. Put that in your pipes and smoke it! There is still a possibility that the booklet may be issued; but if it is it will be as an Auxiliary booklet and not a recruiting piece.

Members of the Committee are asked to "stand-by" for further orders. A month from now something may happen that will call for the immediate launching of the proposed program. These days, you can never tell from where you sit.

COVER PICTURE

Conforming to the Government request that all publications feature the American Flag on the covers of their July issues, we selected this photo of Old Glory waving over a convoy taken by H. Armstrong Roberts, noted Philadelphia shutter expert.

AUXILIARY

E. E. JANDREY, Lieutenant,



PATROL

USCGR, Auxiliary Division.

★ The Coast Guard Auxiliary, organized 2 years before Pearl Harbor, has enrolled 50,000 members, of whom 30,000 are members of the Temporary Reserve. Among the several purposes for which the Auxiliary was formed was the provision that it should "facilitate the operations of the Coast Guard." Shortly after war was declared, Auxiliaries, who, like the Coast Guard itself, were primarily interested in the use of boats to patrol and protect our shore lines, volunteered to use their own vessels and to invest their own time in coastal patrol. In the Third Naval District alone some 600 privately owned craft were employed in this capacity.

As the war progressed, the need for so extensive a patrol of coastal waters has been lessened. There was less danger from submarines operating in our coastwise shipping lanes and less likelihood of saboteurs being landed on our shores. However, it is still considered necessary to maintain patrols and tower lookouts and to be on guard against the activities of saboteurs already within our borders. So the emphasis of the Auxiliary's contribution to facilitating the operations of the Coast Guard has changed. The duties now most essential include border and inlet patrol, emergency stand-by duty with vessels, watch tower duty, beach patrol, the patrol of docks and storage installations, and administrative work. In all these fields thousands of Auxiliaries are doing their weekly trick of 12 hours.

Much of this duty is routine and does not provide the element of exciting participation which the Auxiliary shared earlier. It is the more credible therefore, that they have been so very faithful in carrying out their new duty assignments. Thousands of Auxiliaries enrolled in the Temporary Reserve take pride and credit in knowing that now and then their vigilance is visibly rewarded, that fires are prevented, and that assistance is rendered.

A Coast Guard Auxiliary vessel on patrol duty last July discovered a blazing mattress drifting toward one of the large piers in an important Atlantic seaport. The vessel went to the scene immediately, but by the time it reached the mattress, it had drifted under the pier. The pilings of the pier were creosoted and would have ignited easily were it not for the quick action of the Auxiliary crew. The fire was immediately extinguished, and no damage was

done. Investigation failed to reveal any explanation for the floating fire trap.

In another instance, an Auxiliary, a civilian employee of a contracting company, while working on a Naval Operating Base contract job, prevented the sinking of a Coast Guard patrol boat. The vessel had been rammed and was going down rapidly when the Auxiliary took charge of the salvage outfit and managed, through the use of hydraulic pumps, to raise the nearly sunken craft and prevent severe damage. He worked untiringly over a period of 8 hours. A large quantity of gasoline covered the water, and had it not been for the rescue squad under the cautious command of the Auxiliary, a waterfront catastrophe might have occurred.

Some time ago a patrol boat manned by three Auxiliaries gave the exact location of an upheaval in a bay, which was thought to be the result of the explosion of a shell from a nearby firing range. Later the Temporary Reserve was asked to render assistance in that area to the Army Air Corps in recovering a plane and the body of its pilot. An Auxiliary crew and six men rigged a cable 300 feet in length, strung at close intervals with heavy sheet metal to which sharp hooks were attached, secured between two boats, for the purpose of sweeping the bottom. The material was furnished by a member of the Flotilla. In the vicinity of the upheaval noticed earlier, four Auxiliary vessels dragged the sea for approximately 12 hours despite heavy weather and succeeded in locating an object that could not be moved with the combined power of all four boats. Extreme high winds for 2 days prevented further search, but the location was well marked, and the search was continued later. The object was again located, and the crew was successful in bringing to the surface parts of the plane as well as the aviator's body, and recovered all necessary identification data.

Early in May, 1943, two Auxiliaries received a call that a Navy patrol plane had caught fire and was forced to land in rough water a short distance off-shore, but a considerable distance from the patrol base. The position given by radio call was found to be untrue, varying several miles from the correct location. The patrol, therefore, searched the bay until the plane was located. Moving in close to the burning plane, the Auxiliaries pumped water over the motors and fuselage, picked up several survivors, and with complete disregard for

their personal safety boarded the plane and extinguished the flames inside the cabin.

When two tankers collided a few months ago, five Auxiliary vessels arrived at the scene of the accident within 45 minutes. The Captain of the Port, aboard one of the vessels, took charge of operations. Auxiliaries assisted in picking up the 29 survivors and carrying them to the nearest hospital for medical attention. These vessels continued on duty throughout the night searching for survivors and bodies. After fireboats had arrived and the fires were under control, Temporary Reserve officers were selected among others to board the vessels and assist in the recovery of 21 additional bodies while the vessels were still partially afire.

During the last week of October, a howling northeaster smashed its fury against the shores of the North Atlantic coast. Particular havoc resulted along New Jersey's "storm coast" where beaches were shifted, sea walls crumbled, homes were carried away, roads were washed out, and vessels broke and dragged their moorings. The Coast Guard immediately assumed its usual task of rescue, aid, and salvage. In the midst of the storm a number of strandings occurred, among which was a large freighter blown onto the beach at Bel Mar. The Section Coast Guard Officer for northern New Jersey, at whose stations Auxiliaries enrolled in the Reserve were serving, requested the Jersey Shore Division of the Auxiliary to mobilize. The Division Captain responded to the call at once and eight Flotillas reported for duty. The unusual high tide accompanying this storm had swept into some of the shore towns flooding streets and highways and creating disruption of communications. Auxiliaries were rushed to key points to divert traffic from the washed out roads and to establish communications. Others aided the Coast Guard in evacuating families from inundated homes and salvaging vessels which had broken their moorings. At Bel Mar Auxiliaries joined the station's regular surf crew at the scene of the stranding, helping to set up and man the breeches buoy, and assisted in removing the crew of the stricken vessel. All hands were brought ashore without loss, a noteworthy achievement under the existing storm conditions. Later when the sea subsided slightly, Auxiliaries boarded the vessel with a Coast Guard detail to inspect the hull plates.

SEE THAT SMILE?



IF YOU HAVE
A FRIEND WHO
"JUST BOUGHT
A BOAT" ... WHY
NOT INTRODUCE
HIM AT YOUR
FLOTILLA?

"UNCLE SAM"
IS HAPPY
ABOUT THE
WHOLE MATTER*

* More and more, the boat owners in the Fourth Naval District are joining the U.S. Coast Guard Auxiliary.

Mr. Aaron W. Solomon
1902 Lenox St.
Harrisburg, Pa.

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PURPOSES OF THE COAST GUARD AUXILIARY

- ★ Furthering interest in safety at sea and upon navigable waters.
- ★ Promoting efficiency in the operation of motorboats and yachts.
- ★ Fostering a wider knowledge of, and better compliance with the laws, rules, and regulations governing the operation of motorboats and yachts.
- ★ ★ ★ ★ FACILITATING OPERATIONS OF THE COAST GUARD.