

TOPSIDE

MAY
1944

KINGFISHERS OF U. S. COAST GUARD



FOURTH NAVAL DISTRICT

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TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

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MORALE

The following is a complete transcript of a resolution on morale adopted unanimously by the 45 commanding officers of the Coast Guard Auxiliary and the Volunteer Port Security forces and other Temporary Reserve units at Headquarters conference, 29 March 1944.

★ Morale is pride. Pride of organization—pride of joint endeavor.

The belief of an individual in himself would be evidence of ego if selfishly expressed; but if he believes in himself as part of a movement, in the subordination of self, he contributes to and, with his fellows, creates and maintains morale.

It follows, therefore, that the creation of morale requires careful avoidance of decisions or actions which would lower or destroy the individual's pride of performance or his belief in himself.

However, achievement of morale requires a positive program and your Committee submits the following as its considered judgment:

1. A Temporary Reservist, giving his time, thought and energy to the Coast Guard at war, must believe in the necessity for his sacrifice and the value of his contribution to the war effort. He should be given responsibility in proportion to his capacity to take it, always provided the need for his abilities exists. No assignment is too insignificant if he realizes that the task needs him and if he is not belittled or demeaned by others.

2. He must be given a goal. In this case, it would be the replacement of Regulars or Regular Reserves who are required by the Ship Manning Program of the Coast Guard. The fact that secur-

ity of his home port is his duty, calls upon his community pride and makes him innately loyal.

3. He must have outlined for him a rounded, national program, adapted to local District or Port conditions. This should be as stable and as consistent as possible under war conditions, since pronounced changes of program, policy, or approach have a markedly adverse effect on morale. Provision of proper facilities, equipment, clothing, and food is essential to morale, since it presents tangible evidence of the interest of the Coast Guard in him as an individual. Hospitalization for accident or illness suffered on active duty, as now provided, is very tangible evidence of the paternalistic care the Coast Guard takes of Temporary Reservists. If the fear of loss of insurance protection, privately carried, could be removed and some defined compensation for death incurred in line of duty were provided, morale would be higher.

4. The establishment of a sound system of promotion of both officers and enlisted personnel, containing responsibility considerations or length of service requirements, or both, would remove a very real threat to a Temporary Reservist's morale. In the absence of such a system, he feels he is a stepchild of the Coast Guard. Inferiority complexes do not develop or maintain morale.

5. He should have the stimuli to morale of military organization, discipline, and training. He should be proud of the meaning of his military garb and all that it implies in smartness, snap, and bearing. This is the product of military discipline and training, and reflects itself in comportment, influence on duty, and security alertness.

6. He should have the morale effect in his confidence, born of his knowledge of security requirements. The educational program gives him a flying start in morale building, but in practical experience he gains confidence. Knowledge of established forms and procedures adds to his value; but, again, too frequent changes, especially in orders covering functional detail, are demoralizing. It follows, therefore, that orders should be clearly and simply stated and when a new order issues, covering a detail change, it should cancel all previous orders on the broad subject and contain therein the comprehensive order, including the change.

7. He should have implicit confidence in his superiors, whether Petty Officers or Officers. This is born of equitable treatment, justice and fair play, with no favoritism. He must, of course, have confidence in the superior technical knowledge of his seniors, which requires Officers and Petty Officers to have the

equipment comparable to their rank. If they also have a knowledge of humans and their impulses, they are leaders who help create and build morale.

8. Nothing is worse for the morale of a Temporary Reservist than to be ignored or ridiculed or made to feel that he is a child who cannot be trusted to discharge the responsibilities for which he was enrolled and trained. Open-arms acceptance of the Temporary Reservist as a brother-in-arms is essential to morale and to the delivery of his best value to the Coast Guard. Steve-dores, pier officials, and ship's crews are only too eager to ape a critical or condescending attitude as an excuse to avoid compliance with security regulations. By full endorsement and unre-served public acceptance of the Temporary Reservist as a Coast Guardsman while on duty, his value, loyalty, and morale are enhanced. This involves equal treatment, authority, and responsibility for men of equivalent grades, whether Regulars, Regular Reserves, or Temporary Reserves while on duty.

9. Morale is always enhanced by praise of a task well discharged, whether such commendation is from the DCGO, COTP, or the Commanding Officer of the Temporary Reservist—hence, opportunities of this sort should be embraced. Occasional release of appreciation which reaches public opinion has a very stimulating effect on men who, because they are giving extra service to their Country, are more prone to physical weariness than other shore establishment personnel of the Coast Guard.

10. Morale may also be enhanced by tangible recognition of service rendered. This could be a letter from the DCGO or COTP when a man has served 300 hours' active duty without an adverse mark on his service record. After 600 hours' active service (the equivalent of one year) a certificate of appropriate terms with facsimile signature of the Commandant, validated with "by direction" signature, could issue. Similarly, after 1000 hours' active service, a formal certificate could be used. The issuance of identification cards which show, beyond peradventure, the service connection of the individual, is a vital need. The design and issuance of a certificate or certificates of enrollment to be delivered to the Temporary Reservist when he takes his oath, with provision therein for insertion of the date of disenrollment and the service record of the individual is urgently needed from a morale standpoint. This item should be issued retroactively to Temporary Reservists disenrolled under honorable conditions.

Eternal vigilance is the price of maintained morale.

FROM
the
BRIDGE



WAR DIARY

U. S. COAST GUARD AUXILIARY, FOURTH NAVAL DISTRICT

FOR PERIOD 16 TO 30 APRIL, 1944

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

★ Monday, 17 April—Seventeen members of Flotilla 13, Seaside Park, who are temporarily enrolled in the CG Reserve, assumed Tower Watch duty at the Mantoloking Lookout Tower, thereby relieving four regular and Reserve personnel for duty elsewhere.

Seventy members of Flotilla 27, Salem, who are temporarily enrolled in the CG Reserve, assumed the Lower Anchorage Patrol out of the Delaware City Base, thereby relieving twelve regular and Reserve personnel for duty elsewhere.

Tuesday, 18 April — A Board of Investigation was held to look into the fingerprint record of five persons who are applicants for Class (T) Reserve enrollment.

The Commercial Fishing Dock Patrol was resumed at Two Mile Dock, Cape May County, New Jersey.

Wednesday, 19 April—A Division Captain's meeting was held, including the Commanders from all Flotillas in the Delaware River, Delaware, and Eastern Pennsylvania Divisions. At this time, ten Flotilla Commanders reported to the Division Captain, and numerous matters pertaining to operations and administration were discussed.

A meeting was held in the office of the Mayor of Philadelphia, the purpose of which was to lay plans for the observance of National Maritime Day, Monday, 22 May, 1944, at which time the CG Auxiliary, 4th Naval District, will furnish twenty boats to transport relatives and friends of Merchant Marine

personnel who have died in the Service during the past year, to a marine parade and ceremonies on the Delaware River.

Friday, 21 April—The CG Auxiliary, in conjunction with the Volunteer Port Security Force, arranged a reception for the Commandant at the Benjamin Franklin Hotel. At this time, the Commandant was given the opportunity to meet the cast of the Coast Guard Musical Show, "Tars and Spars." Some 300 regular officers and personnel of the Coast Guard attended the premiere performance of the show at the Earle Theatre, as the guests of Warner Brothers. The reception, which was held at the Benjamin Franklin Hotel at 2230, after the show, was attended by the Commandant, 4th Naval District; Commandant of the U. S. Coast Guard; Captain Ellis Reed-Hill, USCG; The DCGO, 4th Naval District; The Ass't DCGO, 4th Naval District; and some 150 regular Coast Guard and Navy officers and their wives.

Saturday, 22 April — A Division Captain's meeting was held in the Northern New Jersey Division, at the Forked River House, at which time all Flotilla Commanders of that Division met with the Director to discuss plans for the CG Auxiliary and Class (T) Reserve participation in Coast Guard duty.

Wednesday, 26 April—The Coast Guard vessel #46092 was turned over to the Auxiliary to be used on the Up-River Patrol, starting Monday, 1 May. This vessel is to be reconditioned by

the Auxiliary, and to be completely manned with a minimum crew of six for a 12-hour nightly and 12-hour daily patrol on Saturdays and Sundays.

Friday, 28 April—A new Flotilla was installed at Harrisburg. This Flotilla, designated as Flotilla 53, is made up of 28 men from Flotilla 52, Lancaster, who live at Harrisburg.

BOX SCORE

16 to 30 April, 1944

Men Enrolled in the CG Auxiliary...	72
Men Sworn in the Class (T) Reserve	86
Class (T) Reservists Uniformed....	24
Men Disenrolled from the Class (T) Reserve	24
Additional Men Assigned to Active Duty	153

CUMULATIVE TOTALS

(As of 30 April)

Men Enrolled in the CG Auxiliary..	2914
Men Sworn in the Class (T) Reserve	1979
Class (T) Reservists Uniformed and Ready for Duty.....	1826
Men on Active Duty.....	1826

RATINGS & COMMISSIONS
CONFIRMED IN APRIL

Flotilla	Name	From	To
13	Burdge, William H.	Ensign	Lt. (j.g.)
16	Keough, Howard, Jr.	CBM	Bos'n
18	Remington, Frederic	CBM	Bos'n
	Heilman, Wesley M.	CBM	Bos'n
	Gibbons-Neff, Morton	Ensign	Lt. (j.g.)
21	Wojton, Edward J.	Sea.1/c	MoMM2/c
22	Heist, Thomas H.	BM2/c	CBM
	Murray, Kenneth A.	BM2/c	BM1/c
	Heald, Benjamin F.	Sea.1/c	Cox.
	Bertram, Henry C.	BM1/c	CBM
	Halvorsen, Charles W.	Sea.1/c	MoMM2/c
	Marshall, Newlin T.	Sea.1/c	MoMM2/c
	Edwards, Earl G.	Sea.1/c	MoMM2/c
	Baxter, Charles H.	MoMM1/c	Bos'n
	Foster, Norman P.	CBM	Bos'n
	Brown, Leland N.	CBM	Bos'n
	Russel, Richard E.	CMoMM	Mach.
23	Callaghan, Philip F.	Sea.1/c	MoMM2/c
	Avery, Charles E.	Sea.1/c	MoMM2/c
	Kronmiller, Raymond W.	CBM	Bos'n
	Derr, Norman H.	CGM	Ensign
24	Bancroft, John V.	Sea.1/c	MoMM2/c
	Smith, Clyde L.	CBM	Bos'n
25	Johnson, Parker H.	Sea.1/c	MoMM2/c
26	Long, Thomas A.	Cox.	GM3/c
27	McFarland, Isaac R.	Cox.	MoMM2/c
	Sutton, David L.	Sea.1/c	Cox.
31	Morford, Robert M.	BM2/c	BM1/c
	Gifford, Raymond J.	Sea.1/c	Cox.
32	Bauer, Alexander S.	CBM	Bos'n
	Attmore, Harry R.	Ensign	Lt. (j.g.)
41	Larch, William F.	Sea.1/c	MoMM2/c
51	Ziegler, Philip W.	Cox.	BM1/c
	Henri, Raymond F.	Cox.	BM2/c
52	Bowman, Raymond E.	Y3/c	BM2/c
	Miley, George F.	Sea.1/c	Cox.
	Garland, Earl F.	Sea.1/c	Cox.

The LOG of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 35, CAPE MAY—Members of this Flotilla are gradually adding Schellenger's Landing fish dock duties to their regular tower watches at the Cape May Point lifeboat station as the Cape May Flotilla begins to expand under a never-ending campaign for new recruits.

At present, five members of the Flotilla are assigned to dock watches, replacing some men of the Ocean City Flotilla who have handled the Cape May docks for several months. Efforts are being made to expand the dock watch unit to relieve Reservists from Philadelphia who have been making the trip to and from Cape May regularly in order to take the watches.

Weekly classes in navigation and signaling are being conducted by Flotilla 35, with volunteer instructors from the Cape May Naval Base teaching the Monday night classes. The Flotilla's 'teen-age classes, inaugurated two months ago, are continuing with growing attendance, and the youngsters are keeping pace with members of the Flotilla in their navigation and signaling classes.

The Flotilla has begun a new education system under which training films will be shown on a regular schedule to supplement the regular studies of Reservists. Following through to round out the education program will be weekly periods of drill plus occasional special training sessions along various lines.

Ensign Donald W. Lear, commander of the local unit, is looking forward to continued expansion of the Flotilla. In recent weeks growth has been gradual, but the result is a constantly growing list of members, and it is hoped that the original membership may be more than doubled by the time the Flotilla marks its first birthday next fall.

—F. Mervyn Kent, Publicity Officer.



FLOTILLA 33, WILDWOOD—Flotilla 33 has almost reached the point of having one hundred active Reserve members who are all putting in their full twelve hours each week.

The drive for new members is still continuing, however, as Commander John

J. Kay still has a list of further important duties that the Flotilla can take over in this locality. At the present time there are three watch towers and a dock patrol operating.

Bill Cole, who puts in his time on the towers as well as the dock, is still keeping an accurate check on things at Otten's Harbor. He knows just exactly how fast one end of the dock is sagging and has calculated the exact time that it will collapse. He is also making a survey to determine the exact parentage of the five kittens born to Alice, the cat. The midwife in this case was genial Nels, the dock watchman, who is on speaking terms with all the male cats on the dock and should be a great help to Bill in his investigation.

The unsung heroes of Flotilla 33 are such boys as Al Bailie and Jack McGarry who were called off the comfortable dock watch in the middle of the night to stand emergency dog watches on the Avalon tower (otherwise known as Siberia).

Word has reached us that Al Barsky and Tom Allen, who were members of the Flotilla until a few months ago when they left to join the U. S. Army Transport Corps, have received their second stripe and are now full Skippers. They have been sent to foreign duty, as was our former member, Ray Hyson.

Mr. Harold Haslett (who is not a member of the Coast Guard Auxiliary but would be a very welcome addition to our Flotilla) is giving a series of very interesting lectures on aircraft identification at the regular weekly meetings. Mr. Haslett is identified with the civilian spotters who have done such good work in this section.

—Ed. Nesbitt, Publicity Officer.

FLOTILLA 15, POINT PLEASANT—With old man Sol coming through the rainy clouds, things are on the beam with members of Flotilla 15. Fourteen new candidates have just completed their lectures along with filling in the usual million forms and are now ready to go before the cops for their fingerprints, while most all of them have secured their 2 by 2 photos.

If and when this group passes all their exams and are fortunate enough to get uniformed (completely), the per-

sonnel of this new-born Reserve group will reach around the 50 mark which isn't bad for three months.

The new group, which received their G. I. bag on Tuesday, will start performing on their own hook down at Chadwick tower on 8 May. They are now taking their induction periods with the boys down at Bay Head tower.

Mr. Rotcher will visit the Flotilla at our 5 May meeting where and when he will give the newest additions to our Flotilla their written examinations. The boys are anxious to get out in the open to do a little drilling and target practice. The latter might be done on the Beach Borough Police Club pistol range in Herbertsville, three miles west of here.

This spot is in the woods and it is a good thing because the aim of many of us sailors is far from being of a bull's eye nature.

Members of the Flotilla have taken to their airplane spotting lessons like ducks to water and you can see the names of most all the planes on the log down Bay Head tower way.

Bill Garthwaite, S 1/c, is going to strike for a cook's rating as he has been in the galley these past two months handing out refreshments to the boys and there was little or nothing left over.

—Elmer K. Errickson, Publicity Chairman.

FLOTILLA 11, ATLANTIC CITY—Flotilla 11 will soon be called upon to fulfill another mission—the Guard Detail at the Spars Barracks! To date, there has been no further light on this rumor. However, the operations officer in charge of the new Radio School detail, Jimmy Cullen, has stated that should Flotilla 11 be called upon to perform duty in the Spars' Barracks, only men over the age of 88 will be accepted for duty, providing their application is accompanied by the written consent of their parents. In the meantime, Flotilla 11 is still processing new men. The membership roll is now up to 175, and as quickly as new members are sworn in, they are assigned to duty in one of our three towers, or given guard detail at the Radio Training School.

—J. Dooley, Publicity Officer.



FLOTILLA 27, SALEM—The biggest event of the month was our return to patrol duty on the river. The boat in use, the C.G. 42032, is a 42 foot Wheeler, twin screw job. The boys are pleased with its accommodations, but the motors have been giving us a little trouble. This, however, will be taken care of, and then our motor machinists can keep us going.

Roland Haines, MM 2/c, is in charge of the work of the mechanics on patrol, and Robert M. Clark is continuing his classes to prepare the fellows for this work.

Our area is also increased in size. We now go farther north on the river, meeting the 79-footer at the southern end of its run.

Chief Radioman Faber, in charge of the District Primary Radio Station, attended one of our meetings and instructed us in radio procedure. This instruction took over two hours, but the men all feel that they would like to have more. It is the sort of information we need plenty of, and is given by a man who knows the subject and can "dish it out."

Ensign Petrie visited us on 25 April. His topics included information concerning plans for National Maritime Day, 22 May, the need for more men, equipment for our new craft, and matters concerning our Gloucester detail. Ensign Petrie always impresses us with his unbounded energy.

Another big event of the month was the marriage of our commander, Ensign Evan Pearson, to Miss Doris Haun, of Germantown, on Saturday, 22 April. The Flotilla wishes him and his wife many years of marital bliss.

BM 1/c Filer announced that plans were completed for the Spring Dance which is to be at the DuPont Country Club on 12 May. Bart Dutton's Orchestra is going to play for the dance. A buffet dinner is one of the features that appealed to the group. The ticket sale is progressing.

The Flotilla is looking for the return of Vice-Commander Doyle to active duty following his operation, which has kept him from the meetings recently. We miss the cheer of his presence.

—George Boehner, Publicity Officer.

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STUPORMAN on Patrol — By "Kordy"



"I don't give a damn if you took twenty pills—put those pants on right!!!"



FLOTILLA 25, FARRAGUT

—Do you remember that trip you took last Summer during your vacation? That was the first chance you had to enjoy yourself in that new environment on shore or about town. This year, however, you can go to sea again in your boats to fish and cruise.

It was with a great deal of pride that we welcomed E. A. Coffin, District Coast Guard Officer, 4th Naval District, to a recent Flotilla meeting. We were especially honored since this was the first time that Captain Coffin has ever visited any Reserve (T) meeting. He was most enthusiastic over our pulling boat and greatly impressed with the Gunnery Instruction Class, trying out six rounds of ammunition on the range and making an excellent score. We were glad to welcome, along with Captain Coffin, our Director, Lt. (j.g.) John W. Brown, Lieut. Henry L. Schimpf, Jr., Lieut. Frank Hineline, Captain of Second Division and Ensign Bryen.

During the past month, George Schatz and George Bryen passed examinations for Chief MoMM and Albert Horn qualified with the highest average for MoMM 2/c.

A hearty welcome to our newest member, J. J. O'Brien. Glad to have you join our ranks.

Our men of Flotilla 25 are still doing their hitch at the Gloucester Immigra-

tion Station and still another group is on Delaware River Boat Patrol.

All in all, Spring Fever and Victory Gardens notwithstanding, we're passing 'em all up for the job at hand. Keep up the good work!

—John A. Bauer, Publicity Officer.

FLOTILLA 23, DREDGE HARBOR—This log, we believe, should be dedicated to LeRoy Hoch, our genial operations officer, who is leaving us to take up duties as Warrant Officer in the U. S. Army Specialized Services. Over age for the draft but anxious to take an active part in the conflict led Roy to this decision and we doff our caps and wish the very best to our friend. From past performance we know that the Army is getting a very capable member.

The Flotilla loss does not stop with Roy's leaving, as the number of inductees among our younger members has increased and our membership drive continues. Incidentally, the newest group of aspirants to Flotilla membership, passed with the highest grades yet achieved — indicating the value of a planned study and instruction course.

A thorough good time was experienced by all members attending our Spring Dinner Dance held at the Walt Whitman hotel on 22 April. This dance was notable for the absence of gold braid: the only officers in attendance being Lieut. Wick and our own Ensigns Knorr and Petrie and Bos'n Kronmiller. Ensign Knorr, our commander, was the recipient of a service ring presented by the Flotilla with which we attempted to indicate our respect and appreciation for his active and wholehearted participation in Flotilla activities.

Through no fault of the membership, the steeple of the Haddonfield Baptist Church remained erect when the Flotilla, as a body, attended services at this edifice on 16 April. Some half of us, as self-styled backsliders, would have accepted blame for a catastrophe as we entered church, but evidently we're not so black as we paint ourselves as the building remained standing.

Our Phil Callaghan was the butt of our jibes as the result of the ignominious return of the proud #79001, the other day, towed by the tiny messenger cutter. Phil serves as Motor Mac aboard and swears that he wasn't even consulted when the engine broke down. It's our thought that Lieut. Wick knew what he was doing when he kept Phil away from the engines. We all know that minor repairs are less expensive than a complete overhaul.

—William B. Pyle, Publicity Officer.



FLOTILLA 52, LANCASTER, OPENS ITS SECOND SPAR RECRUITING OFFICE

Officially opening the door of the SPAR Recruiting Office at Lancaster on 15 April, Mayor D. E. Cary, of that city, stands appropriately at the portal. While in the usual order, Paul Yeomans, S 1/c, Alyce Morgan, Y 2/c, Ensign June Chapman, USCGR(W) and Dan E. Flory, MoMM 1/c, stand ready to start the campaign officially. The office, which has the aid of Spar Marie Deppen, GM 2/c, during the day, is staffed by members of Flotilla 52, its sponsors, during the evening hours.



FLOTILLA 52, LANCASTER

— Another spring finds our Flotilla well organized to handle its active duty schedule, according to Jack P. Schleenbaker, CMO-M, Operations Officer. Ten men assigned to day duty and eight at night, on Gate and Dock and Radio Watch at Port Richmond, together with five men on the Anchorage Patrol aboard the #79001 every Wednesday and Thursday, one man on duty at the SPAR Recruiting Office every night, except Sunday, keeps pretty nearly every one, who is qualified, pretty busy these days and nights together with meetings, gunnery practice, etc.

Our second campaign on behalf of the Coast Guard Reserve (W) got under way on 15 April under the impetus of the able and energetic Ensign June Chapman, SPAR Recruiting Officer for the District, and Alyce Morgan, Y 2/c, who has been recruiting at Harrisburg. They, with the assistance of Mayor D. E. Cary, of Lancaster, Paul Yeomans,

S 1/c, Committee Chairman, and Dan Flory, MoMM 1/c, formally opened the Recruiting Office. Thanks again to Ensign Chapman, Marie Deppen, GM 2/c (S—par excellence), was assigned to duty at the office for the first six weeks. Flotilla members J. A. Norris, GM 2/c, Ralph Taylor, Jos. Forrest, S 1/c, and the writer round out the Spar Committee.

Under the guidance of our officers, those members residing in Harrisburg have built up their own organization to the point where their efforts were rewarded this month by the formation of the westernmost Flotilla in the District. It will be known as Flotilla 53 of Harrisburg.

Since a more detailed description will appear elsewhere in these columns, we shall only say of the impressive inaugural, that none of the distinguished guests present was more proud than those of us who have worked with the Harrisburg men and have seen their fine cooperation and zeal for the duties assigned them. Commander McNees, we salute you and your men!

—John P. Samuels, Publicity Officer.



FLOTILLA 16, TOMS RIVER

Flotilla 16 gains another first, in the promotion of Howard Keough, CBM, to Bos'n. Chief Keough is the first person to be given this rank in the Fourth Naval District from the ranks of the Temporary Reserve. Chief Keough, pardon me, Mr. Keough has been Operations Officer since the beginning of the dock patrol and tower watches. He has done a good job and justly deserves this promotion. The members of our Flotilla are appreciative of this honor being given one of our members. Congratulations and the best of luck to our new Bos'n.

Through the efforts of Commander Brouwer, Lieut. Dungan, meteorologist at the Lakehurst Naval Air Station, has offered to conduct classes in meteorology. Lieut. Dungan, through his years of experience in the Navy and in private life with the commercial air lines, has earned an enviable reputation as a meteorologist. He gave his first lecture on 25 April and then held a general discussion, which was very enlightening and interesting. We can assure Lieut. Dungan that our members are very appreciative of his generosity in giving and imparting to us of his knowledge. And further, the time that he is giving is not in the line of duty, but is taken from his own personal time. Get this one from Commander Brouwer: he says Lieut. Dungan can look at a wave and tell whether, Is that a pip? I don't get it.

This month we have completed courses in ship and airplane identification and the members made a very creditable record in their tests, thanks to the efforts of Joe Finley, CBM, Chas. Kiefer, BM 1/c, and Til. Kirk, BM1/c, our instructors.

This month we also completed the classes in "Gunnery" on the indoor range at Farragut Academy. We thank the officials of Farragut Academy for their generous donation of the use of the indoor range. Also the efforts of our Gunnery Officers, Chief Barkalow and Ted Gabriel, GM 3/c, of Flotilla 13. We would like to know who ran out on who, on that 5-buck match. You better make a statement, Chief.

Our Jr. Vice-Commander, Marvin Campbell, CBM, and Bob Conti, CBM, are really going to town with classes of instructions to new applicants and to the boys who are going to take the Navigator's test. The lights are on every night at headquarters with some activity of our Flotilla.

We welcome our new applicants, two members of the clergy. We are proud to know that we have made great gains in the eyes of the public and think this is definite proof of it.

We have had several visitors this month. We all were particularly glad to welcome Lt. Abe Cranmer home from one of his many trips. We don't know where he sails from or to, but he is getting an English accent. Abe is in the Army Transport service. Abe also says the Army has more units afloat than the Navy. Is he kidding? Also visiting were the Rev. Clapp of Flotilla 18, W. O. Ed Wogan, Chiefs Holloway and Warren from Barnegat City. They also passed out the Flat Tops. Another visitor was Lieut. Earl Leonard, and this visit was official as he came to confer the promotion on Chief Keough.

Flotilla 16 has accepted an invitation of the American Legion to participate in the Memorial Day services.

—Leslie W. Reynolds, Publicity Director.

FLOTILLA 31, OCEAN CITY

It's Lieutenant (j.g.) Vandegrift now. The skipper of this Flotilla, veteran Reservist and Auxiliarist, has been awarded another stripe. When the Battle of Marmora Barracks is finally over, he will be eligible for the Purple Heart.

Notes from the meeting held 28 April: Lieutenant (j.g.) W. E. Sturm, USCG (Retired) gave the boys the story of the Coast Guard from 1789 to date. In detailed and dramatic phrases he described the origins and activities of the service and displayed an intimate knowledge of his subject. It left some question as to why the country needed the Army, Navy, and Marine Corps.

Lieutenant (j.g.) Harry Attmore dropped in and administered a shot in the arm by commending Flotilla 31 on fine work regarding dock patrol and tower watch. He polished off his remarks with the story of the kid who was stung by a bee. Stop me if you've heard it!

Win Haimerl, S 1/c, Flotilla Stentor, took the floor on behalf of the fellowship dinner scheduled for 10 May and separated a goodly number from three bucks.

Why, when we burn the midnight oil, And supplement our daily toil With BJM and Chapmans books On compass cards and Pelican hooks, Do the guys at Washington Square Always ask what isn't there?

A sure sign of spring has evidenced itself: Philadelphia meetings of Flotilla 31 have been discontinued and the regular weekly gatherings are now being



Pistol practice on the sands of Beach Haven by members of Flotilla 18.—Photo by Cranmer.

held on Sundays at 1030 in the Municipal pier at Ocean City. This arrangement permits better facilities for drill period.

Bob Morford, BM 1/c, silver-tongued instruction chairman, made necessary arrangements for the acquisition of a new National Flag which, from all reports, would inspire a one-armed piccolo player to come to a snappy salute.

The roster of Flotilla 31 continues to grow. New men, particularly from the South Jersey area are signing up almost every week. Spread the word around boys, there's a job to do.

—E. L. Johnstone, Publicity Officer.



FLOTILLA 13, SEASIDE PARK

The 26 April meeting was crowded with interesting activity and the attendance was excellent. The high spot of the evening was witnessing Commander Burdge taking the oath for his promotion as Lieut. (j.g.) which was given by Lieut. Earle Leonard (also a member of Flotilla 13). Naturally, we are pleased with the recognition Lieut. Burdge has received for his untiring efforts in behalf of the U.S.C.G.A. in general, and Flotilla 13 in particular and we are all basking in his reflected glory.

The tragic accident that resulted in two Seaside Park boys drowning in Barnegat Bay, Tuesday evening, 25 April, focused attention on the importance of the Auxiliary in an emergency. When the chief-of-police of Seaside Park called upon Commander Burdge for help in locating the boys, he quickly mustered in Chief Miller, Chief Marshall and Durkin, S 1/c, who put in 19 strenuous hours searching for the boys, and finally grappling for their bodies after finding the upset rowboat. The power boats commandeered were: the "Sandy Su" owned by Charles Sotorius, the "Pauline" owned by George Hughes, Jr., and the "Garvey" owned by Lawrence Marshall. This incident still

further proves (if proof is needed) that the U.S.C.G.A. is a valuable organization and is ready at all times to render assistance when called upon.

Twenty-one of our members are entitled to the \$35 clothing allowance for those who have one year's service to their credit. They are Miller, Marshall, Richert, Barlow, T. Gabriel, Purdy, Pala, Wornhold, Sotorius, Boyd, Sesselman, Hartman, Gallant, Michael Hughes, Wagner, Newman, Richter, Haughton, Errico, Bannister, and Carter.

Captain Frank Buehler, former Flotilla 13 chief, paid a farewell visit to the meeting before leaving for foreign service. We miss Captain Buehler but it's just another case where a "local boy" makes good and every member wishes him Godspeed.

Lieut. Leonard's interesting, but non-committal suggestion, that we get some practice in boat-handling stirred the imagination of a number of the boys, who are looking forward to the opportunity of getting practical boat experience in one way or another. I think the Lieutenant will find an enthusiastic group who will be ready if the "call" should come.

Another enjoyable dance for the enlisted personnel of the L. B. Stations was conducted by members of Flotilla 13, on Saturday 29 April, at 2000, at the Parish Hall, Seaside Heights, N. J., this being the third dance which has been given for the boys. The Flotilla group, acting under the direction of our Commander, Lieut. Burdge, brought 35 attractive young ladies from Trenton to the party and with the help given by Lieut. Alice B. Badeau, the affair proved to be very successful. Refreshments were served which included cakes furnished mostly by the wives of the Auxiliary members. U.S.C.G., Pier 13 Band, Philadelphia, supplied the music for the dancing. Arrangements for the evening's enjoyment were made by Earl H. Ridgeway, Robert Everett, A. T. Botts, Earl Carter, and Alice Grice, who deserve credit for their efforts.

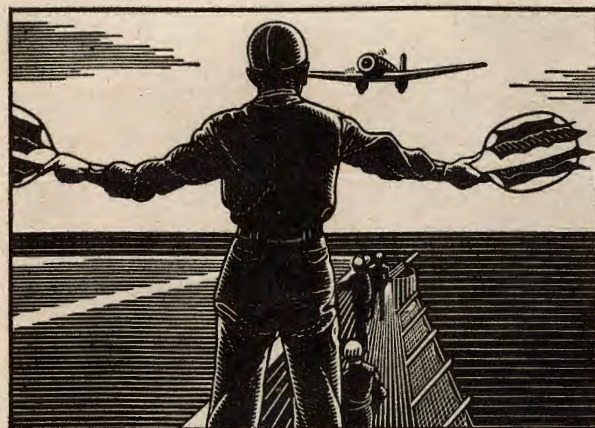
—Leslie Broomfield, Publicity Officer.



FLOTILLA 26, TRENTON

— We at Flotilla 26 are still doing our bit to aid the Coast Guard and we appreciate the praise from Operations Officer Jack Hays on the splendid job we are doing. Our men are "covering" the regulars at Port Richmond on the 0100 to 0700 and the 0700 to 1900 "Gate and Dock Watch" patrol. In

(Continued on Page 12)



"Two bi-motor planes. Flying low. Seen East 2 miles. Going North. At 0800. They are Heinkel 177's."

★ If ever such a call were received at an Eastern Air Defense Headquarters, you can imagine the activity that would follow; for all would be aware that the long-expected, token bombing of New York City was about to take place.

Pursuit planes would be dispatched immediately. Anti-aircraft crews would be alerted. Air-raid wardens and all other members of our vast defense system would go into instantaneous action.

Why?

Simply because a lookout in a Coast Guard tower has spotted and recognized two, German Heinkel 177 long-range bombers. Imagine what a proud moment it would be for the Temporary Reserve spotter, after the German planes had been shot down or scared off, whose knowledge and training in plane identification enabled him to identify the enemy ships immediately and to flash the information to our Defense System.

Fantastic or far-fetched, you say? Not a bit of it! The German Heinkel 177 is a two-motored, long-range bomber with a speed of 300 miles per hour and a non-stop cruising range of 7500 miles, carrying a crew of eight and a full bomb-load. And it is only one of several planes with which the Germans could bomb our coast.

Let us suppose, however, that the Germans never make the attempt. Is a knowledge of plane identification of any practical use to the Reservist? Can he apply that knowledge to the every-day problems that he meets? Here are several examples to prove that the answer is an unqualified YES.

The pilot of a P-47 has strayed off

his course. Travelling at 400 miles an hour, he could be pretty completely lost in a few minutes. The call has gone out to all tower men that a P-47 is lost and has only a half-hour's supply of fuel in his tanks. Through a break in the clouds, the man on duty spots a pursuit ship and calls in the information that a P-47 passed his tower at 1452, headed East. The Control Center flashes this information to the pilot and he

calculates his position and gets back to the field in safety. A life and a plane have been saved. It could never have been done unless the tower man was so trained that he could recognize a P-47 in the split second that it was in his sight.

Let's take another example. The tower man sees a plane land on the water off the coast. If he recognizes it as a Mariner or a Coronado, it would be nothing to get excited about, for these flying boats are as much at home on the water as in the air. But suppose he sees that it is a B-24 or a B-17—both land-based bombers. The tower man would not have a second to lose. Either of these planes will sink quickly. The tower man must get the information on the wire instantly. Unless he is capable of split-second identification, many lives may be lost.

Of course, the fundamental idea of aircraft identification is to be able to distinguish between friend and foe; but there are countless circumstances in which a knowledge of plane identification can be put to practical, every-day use.

General Characteristics

The system of aircraft identification instruction that is being taught to the Coast Guard Reserve (T) and to the members of the regular Coast Guard, as well, is the WEFT mass-identification system. The word WEFT is coined from the first letters of the words wings, engines, fuselage, tail.

There are certain general characteristics of planes which are more or less standardized and should be thoroughly understood by all those who attempt to do any plane identification.

Wings

Wings are classified first as to their placement with respect to the fuselage.

Army Flash!

By

J. W. FINLEY, CBM and CHAS. KIEFER, BM 1/c

They may be either a low, high, mid, or parasol wing. They may be long and slender, or short and broad. When seen from above or below, their edges may be parallel, the leading (forward) edge may be swept back, the trailing (rear) edge may be tapered, or both or either edge may be elliptical. In the case of bi-planes, the arrangement of the wings may be such that they are directly over each other (unstaggered), or stepped forward (staggered), or stepped back (reverse staggered). Then, too, the wing tips may vary in shape being either square, round, pointed, or raked.

When a plane is viewed head-on, still other wing characteristics become apparent. For example, there is the angle at which the wings are attached to the fuselage. They may be horizontal. They may be set at an angle greater than 90° (dihedral wings). They may be set at an angle less than 90° (anhedral wings). They may even be a combination of both, starting as dihedral next to the fuselage and changing to anhedral at the outer end. Such a wing is known as a gull wing. When they start as anhedral and change to dihedral they are called inverted gull wings.

Engines

Planes may be powered by one, two, three, four, or six engines. In general, all engines may be divided into two classes—the liquid-cooled type and the radial air-cooled type. The latter have blunt cowlings, which may be smooth or dished. The liquid-cooled engines have pointed, streamlined-cowlings, with a spinner on the end of the prop shaft. In the case of multi-engined planes, the engines may be mounted on pedestals or struts above the wings, mounted directly on the wings, underslung on the wings,

or (as in bi-planes) mounted between the wings. When the plane is viewed from above or below, the length of the engine nacelles (housings) becomes apparent. These may be short, stopping far short of the trailing edge of the wing, they may just reach the trailing edge, they may extend well aft of the trailing edge, or they may extend well forward of the leading edge of the wing.

Fuselages

Fuselages vary greatly in shape. They may be long and slender, or short and stubby. The sides may be circular or rectangular. The nose may be long or short, transparent or opaque. The landing gear, which is part of the fuselage, may be fixed or retractable—either fully or partially. Likewise, the tail wheel may be fixed or retractable. If the landing gear is fixed, you may see just the bare wheels, or they may be streamlined with various types of "pants."

Tail Assemblies

The tail assembly may be simple, or single fin-and-rudder, or the compound type which is divided either into twin fins-and-rudders or triple fins-and-rudders. In either case, the tail of the plane has characteristics similar to those of the wing. That is, they may be horizontal, dihedral, swept back and tapered, in high, mid, or low position, and with square, round, pointed, or raked tips.

The Mass-Identification System

Of course, if just a glimpse of a plane were caught between cloud formations, and you were to try to analyze the plane piece-by-piece according to the foregoing outline, it would seem impossible to do so. And it would be. That is why the Mass-Identification System is being taught. In this system, the plane is observed as a complete ship, rather

than as a collection of wings, fuselage, engine, and tail assembly. When this system has been mastered, it is possible to recognize a plane correctly with a one-fifth second exposure of the silhouette on the screen.

The Mass-Identification System is not new. By this method, many people have unknowingly taught themselves to recognize the different makes of automobile. Most people, observing a car coming down the road, do not bother to pick out details of radiator, hub caps, fenders, or windshield. They get a mass impression of the entire car and recognize at once that it is a Ford, or a Cadillac, or a Packard. People recognize their personal friends by this method, too. They see a "mass" a block away and know instantly that it is Jim, or Joe, or Mary before they have been able to pick out features.

If taught properly, aircraft identification can be an interesting and fascinating study. But good teaching is not enough. There must be a tremendous amount of "home work" outside the lecture room—actual practice in identifying the planes that fill our skies these days.

Obviously, before the teacher and student can come to an understanding, they must both use the same language in describing the parts of a plane. Therefore, the first step in plane identification teaching, is a study of the nomenclature of the various parts of ships. We learn, for example, that the parts of the plane that are toward the nose of the ship are called "leading"—such as the leading edge of the wing. The parts of the plane that are toward the stern are called "trailing"—such as the trailing edge of the engine nacelle. Leading edges of wings, rudders, tails, etcetera, are described as either straight or swept back; trailing edges are described as straight or tapered.

As a general rule, Army planes are designated by letters followed by numerals. Navy planes have names. For example, P-47, P-38, B-17, B-25 are all Army planes. But Corsair, Catalina, Wildcat, Avenger, Dauntless are Navy planes. The letters before the Army plane designations are aids to identification. Thus, a P-47 is a Pursuit plane; a B-17 is a Bomber; an O-52 is an Observation plane.



Likewise, there are special letter-designations for training planes. The student flying his first ship, goes up in a primary trainer which is designated by the letters PT. This is usually a bi-plane of about 225 horsepower with a speed of 125 m.p.h. It always has a heavily-built, non-retractable landing gear. From this, the student graduates to a basic trainer (BT) which is a low-wing monoplane with a horsepower rating of about 400 and a speed of 180 m.p.h. This also has a heavy, non-retractable landing gear. His next plane will be an advanced trainer (AT), with 600 horsepower and a speed of 200 m.p.h. The landing gear may be partially or fully retractable.

Bombers can be distinguished from their big cousins, the transport planes, by the simple fact that the bomber's nose is always transparent, for this is the bombardier's position and he must have a clear view of the target. Number of engines is no help in distinguishing between these two types of planes, but of course the transport will not have the easily-seen gun blisters and turrets of the bomber.

How the Course is Taught

At the time of the first lecture, each student is presented with an aircraft identification book and a set of 60 silhouettes on individual cards. Each card shows three silhouettes of the plane—head-on, side view, and belly view. These are called Flash Cards. When properly used, they are a wonderful help in training the eye to quickly recognize the different types of planes.

In teaching the members of the Coast Guard Reserve (T), we deviate slightly from the Army method, in that we teach only the fifteen or sixteen most commonly-seen planes that operate in the vicinity in which the Flotilla is active.

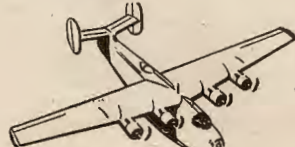
(Continued on Page 15)



LIBERATOR . . . 4-engine bomber



LIBERATOR EXPRESS . . . transport



CORONADO . . . patrol bomber



CATALINA . . . patrol bomber



RELIANT . . . navigational trainer



SENTINEL . . . "Flying Jeep"



VENGEANCE . . . dive bomber



VALIANT . . . basic trainer

addition, we are still faithfully performing at Gloucester.

At home, the Trenton Yacht Club is a hive of activity on Thursday nights. New classes are in full swing. A prospective membership instruction class is conducted by E. R. Pelcz; knot-tying and splicing by Bill Burgess; School of Recruit under B. S. Van Meter and Frank Asay; Signaling by Francis Berger and William Roeschen; and Motor Mechanics under Barney Rochestie. Gunnery is also going full swing under the able guidance of Tom Long. The boys can now really hit some high scores and will take all comers in a pistol match.

Dr. Hammerle, on 20 April, examined eight prospective members. We are keeping our fingers crossed until the returns come back. Go easy, Doc, we need the men.

The boatmen at the Flotilla are now in the midst of their sandpaper and paint. Our Commander has gone back to scraping bottoms and returned to the sea after being a landlubber for several months. Parting with the good ship Vagabond was a blow to all of us but the call of the water brought our Commander back with a forty-foot Wheeler . . . and how the mahogany does shine!

Our Chaplain, Rev. Kanopka, has left our fold as he was transferred to Carteret, New Jersey. We will miss him and so will many at 181, for the Do-Do, the nice 38-foot Wheeler, was loaned by our Chaplain to the Coast Guard and was used by the Flotillas on patrols.

This Publicity Officer regrets that he cannot mention the splendid visits received from the Gold Braid out of Philadelphia. All we can say is that we are sorry they could not be with us.

—Barnett B. Rochestie, Publicity Officer.

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FLOTILLA 53, HARRISBURG — The newest addition to the fleet of Auxiliary Flotillas in the Fourth Naval District was launched with appropriate ceremonies and under auspicious circumstances at the Penn-Harris Hotel, 28 April, 1944. Upwards of 50 persons, members of the official party from the District Office, members of Lancaster Flotilla 52 and candidates for admission to the new group were present when it was christened Harrisburg Flotilla 53.

In addition to the large, official party from the District Office, the new Flotilla was host to Governor Edward C. Martin, his aide, Major Howard Bowman, and Mayor Howard E. Milliken, of Harrisburg, all of whom wished the new group success. Both Governor Martin and Mayor Milliken indicated



"It's no go, Mae. When the joints creak like that they're Reservists Class (T)."

that they were especially interested in the formation of the group in Harrisburg because it would mean that a trained group of men would be available to serve the city and state in the event of floods or similar disaster.

Deputy Secretary of Forests and Waters William Montgomery, who substituted for Secretary James Kell, also spoke. He said that the Department was also intensely interested in the work of the Auxiliary generally and the Harrisburg Flotilla particularly because it is this department which has control of the training ship "Keystone State", presently berthed at Philadelphia. Colonel Richard Mellon, Director of Pennsylvania Selective Service, was also invited to be present but official duties interfered. He sent his regrets and best wishes for successful operation.

The Harrisburg Flotilla starts with a nucleus of 30 members, all of whom originally enrolled in Lancaster Flotilla 52. A class of 32 will complete the prescribed courses for the entrance examination in another week and plans are all ready to enroll another class of equal size immediately.

Officers of the new Flotilla are Sterling G. McNees, Commander; John W. Appleby, Vice-Commander, and the undersigned who will serve as Junior Commander. At the first meeting of the new Flotilla, which was held 1 May, Commander McNees announced the formation of several important committees and Flotilla assignments. Chalfant Ratcliff will serve as Operations Officer and Guy Johnson has been assigned as Personnel Officer. Frank Shimer is Chairman of the Investigating Committee and serving with him will be Robert Wendel and Elmer E. Swartz. The chairman of the Membership Committee is John Stapf, who will be assisted by Frank Barley and Edward Herman. James Reilly is chairman of

the SPAR Committee and has as his assistant Paul Wetzell.

The Boat Inspection Committee is comprised of John Herman, Chairman; James Bowman and John Esslinger. Other appointments include Raymond E. Bowman, Flotilla Secretary; Gunnery Officer, John Herman; Supply Officer and Treasurer, George Miley and Storekeeper Aaron Solomon.

Members of the official party from Philadelphia Headquarters included: Lieutenant (j.g.) John W. Brown, Auxiliary Director, Lieutenant Richard W. Nelms, Lieutenant (j.g.) Frank Hine, Ensign Lela Harrison, Ensign John M. Hays, Ensign Allan LaSor and F. G. Dugan, Chief Yeoman.

Guests from Lancaster Flotilla included Ensign O. L. Williams, Commander; Junior Commander William Kin, Operations Officer Jack Schleenbacher and Public Relations Officer John Samuels.

Harrisburg Flotilla now has four rated men. William Hubbard has been a BM 1/c for some time. Ray Bowman, George Miley, and Earl Garland each received crowns at the meeting. Bowman is a BM 2/c and Garland and Miley are now Coxswains.

We all feel pretty proud of the sort of party our own member Frank Moore, Manager of the Penn-Harris Hotel, put on for the occasion. The menu was excellent, the food good, and the fellowship went a long way to insure the success of the new group.

—Paul C. Applegate,
Public Relations Officer

FLOTILLA 22, ESSINGTON—It must be the gypsy in us. We're on the move again. We have vacated our former meeting place, the Fleisher Vocational School, 13th and Spring Garden Sts., Philadelphia, and are now situated at the Springfield High School, Leamy Ave. and Phila. & Western Railroad, Springfield, Del. Co., Pa.

For the Philadelphians in the Flotilla, the Fleisher School was swell for the short time it lasted. We moved there a few months ago from Essington. It was handy to transportation, had plenty of room for instruction classes, and a large auditorium for assemblies.

Members of the Flotilla living in the suburbs and closer to Springfield outnumbered the city dwellers and when an opportunity came to move, they were out-voted.

Don't think we'll ever forget the picture Commander Bill Griscom made when he stood up on the stage to address the Flotilla via a microphone.

However, we have the assurances of our officers that Springfield High School will offer as many advantages for the Flotilla's use as did Fleisher Vocational.

We are thankful to those who made it possible for this Flotilla to meet at Fleisher Vocational and are grateful to those making it possible for us to use Springfield High School.

As we change over to our new quarters, we also greet our new Junior Commander, Lloyd P. Carmen, former treasurer of the Flotilla. Lloyd, who succeeds George Houghton, now in the Navy, was sworn in 24 April by Lieut. Frank B. Hine, Captain of the Second Division.

Succeeding Vice-Commander Carmen as treasurer is Newell J. Nessen, S 1/c.

The Flotilla hopes Vice-Commander Carmen will continue with his instruction classes on Navigation. He's one of the best in that line and would be hard to replace.

Henry Morris, Personnel Officer, reports 16 new members were admitted into the Flotilla during April. There also are quite a few prospects taking preliminary instructions prior to their entrance examinations.

Chubby Henry Baxter, chairman of the Flotilla's entertainment committee, has been given a boost to Warrant Bos'n and will be assistant operations officer for the Second Division.

Henry Lear, CBM, Secretary of the Flotilla, now a member of the Anchorage Patrol (Monday night-Tuesday), passes on the word that the work is very interesting, although there's much more of it than there was when he patrolled Hog Island or Sun Ship as Chief of the Thursday night-Friday crew.

The grass seed planted by Flotilla members around the Recreation Hall, Dispensary, and Office at the base is now sprouting up as a nice green velvet carpet.

Members of the Flotilla also are doing a swell job in assisting with the conditioning of the boats at the base. Some of them are experiencing, for the first time in their lives, the feel of a paint brush and the smear of paint on hands, arms and faces.

Now that the nice weather is coming along again, the river looks a darned sight more inviting than it has in the past few months. Now's the time for that extra effort in the membership drive.

—Michael A. Devitt, Publicity Officer.

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FLOTILLA 17, GREAT BAY — The month of April saw increased activity in Flotilla 17 operating out of Little Egg Life Boat Station. With the beginning of a new season, Flotilla 17 also took on new life which has indications of increasing as the season progresses. Starting with April, demands from the District Office greatly increased the work of the Flotilla and in true Coast

Guard tradition and custom Flotilla members rallied to the cause and are now prepared to meet any requests.

Each week finds the group taking on new duties and with each added activity personnel fully-equipped with knowledge of their duties step into the picture with accomplished performance. And not to be outdone in any stage of the work, preparations have been made to meet still further requirements.

The group now maintains a 24-hour patrol with two boats in operation. Special plans have been formulated for this operation which have already shown their worth. The program also includes several other detail activities which will add materially to the duties of the group.

Special instruction classes are held weekly for all members and each member can be found diligently preparing himself for some special task for which he may be called at an early date.

Classes in navigation, coxswain, marlinspike seamanship, signaling in all its branches, and many others have been organized. Competent instructors within the Flotilla are performing in true Coast Guard style and within a short space of time many men will be ready for added duties. Interspersing the programs occasionally are instructive motion pictures which further add to the knowledge of the men.

As a result of the intensive drive during the month, Flotilla 17 now boasts of 22 rated men, 44 non-rated, 9 awaiting reserve papers, 15 who passed reserve examinations during the month and a class of 23 under instruction for reserve examinations.

And in addition to that record, the Flotilla proudly boasts of 10 men who have been called to the colors of the country, all of whom are serving with the same fervor displayed while members of the group.

Several innovations were introduced during the month, the most notable of which was the method of starting the meetings. As each member enters the room he salutes the colors and signs the log giving the evening a real seamanship touch.

Ensign Robert Creely, commander of the outfit, has planned several other new features for the coming month but in his inimitable style refuses to make any mention of them until ready to put them into practice.

Each member of the Flotilla has become instilled with the idea that "Semper Paratus" is not a mere catch phrase and as each new recruit enters into membership he is impressed with the meaning of the motto.

—C. J. Loughlin, Publicity Officer.

FLOTILLA 24, DELAWARE RIVER—Grant Wilber is badly missed at Monday night meetings, lately. Business has taken him out of town for most of the time, and has forced him to give up his Auxiliary standing. He is one of the founders of our Flotilla and used his boat for many hours on training cruises in the earlier days. We wish Grant good luck while ashore.

John P. Moore is our newly appointed assistant operations officer. Seaman Moore has charge of the detail at the Ayer building, and has already been commended on his organization.

Al Hopkin, our boat inspection officer, really has the answers ready when Skipper Holmes calls for reports on Monday night. We are just wondering how Al is going to get around to the scattered moorings of his boats. The snug harbors of Chesapeake Bay hold no mystery for Al, but between the Delaware and Jersey shore, the obscure creeks and streams where our boats put up for the winter, are another matter.

Seaman Al Heine takes to more open water, this week. He has been made a member of the Anchorage Patrol with good prospects of rating a motor machinist's mate before long. Al's consistent good work on the gate watch at pier 181 during the past winter certainly helps to boost the stock of Flotilla 24.

Gunner's Mate Joe Roach is bemoaning the fact that winter classes are over at the Customs House. Never mind, Joe, summer range work will soon put a nice fresh detail of greenhorns up for practice. Ready on the right? Why should we fire at will, Joe?

Has anybody not noticed a lot of new gold braid around on Mondays? From cooking up topnotch meals, with a few snatches of World War I ditties for seasoning, to projecting flexible schedules, Warrant Officer Lee Smith can't be beat. In our estimation it just must be those pills he recommends so highly.

Exceptional qualifications that our higher officers possess should never be kept a secret. For example, the ability to successfully clean out the bow scuppers belongs to Chief Hank Chestnut. One night the much-painted-up #44001 put in for water at New York Ship. With the tanks filled up and overflowing Al Gersitz was having a hard time freeing the scuppers, and with the water rising, Al hollered for help. His finger was too short to do the job. So up forward rolled Hank, and thereby hangs the tale of Scupper-Hole Hank. One punch, the paint broke through, and the #44001, looking like a surfacing sub, was ready once more to pick her course through the starry night on patrol area. Roger.

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



FLOTILLA 51, READING — The membership of the Coast Guard Reserve's dry-land Flotilla neared 100 today as nine more men were sworn in to the Reserve (T) by Ensign Theodore C. Auman, Jr., Commander, at ceremonies in the Reading Y.M.C.A. The new members: Eugene R. Andes, Edward S. Daniels, William C. Eaton, Forrest G. Haas, Richard G. Kemp, Maurice Lee, Elias W. Riegel, Roy E. Sanders and Robert E. Sellers. Ten other men took the examination for entrance into the Flotilla and the names of those who passed will be announced shortly. A similar number of men are receiving instructions at classes being held Tuesday and Thursday nights at the Y.M.C.A. to prepare them for the entrance examination, Theodore L. Cuyler, 3d., CBM, announced. Ensign O. L. Williams, Commander of the Lancaster Flotilla, visited Reading to conduct an examination for ten members desiring to advance themselves to coxswains. A group of boats received their indoctrination at Essington by scrubbing patrol boats before getting their uniforms.

—Matthew P. Romanski, Publicity Officer.



Captain Coffin and 18's Commander



FLOTILLA 18, BEACH HAVEN —The second year of operations for Flotilla 18 was celebrated 11 May at 1830 in the Union League's Grand Ballroom.

The guests of honor were Captain E. A. Coffin, District Coast Guard Officer, Fourth Naval District; Lieut. (j.g.) John W. Brown, Director of U.S.C.G.A.; Lieut. Kent Redgrave, U.S.C.G.; Lieut. Earle Leonard and Lieut. A. K. Brouwer.

Following the dinner, the regular meeting was held with reports from the various officers, new duty assignments,

operation schedules, etc. Then followed the various speakers. Lieut. Henry L. Schimpf, Jr., gave a brief history of the Flotilla's growth, followed by talks by Lieutenants Redgrave and Leonard.

Captain Coffin, in his talk, revealed the fact that he was born in China and has followed the sea all his life with the Coast Guard, or to be exact, starting with the Revenue Cutter Service, as seaman. The Captain spoke of the Flotilla's fine work and of the entire Fourth Naval District's splendid achievements.

Lieut. Brown gave an inspiring talk and paid tribute to the Flotilla's record of accomplishments.

The Flotilla presented the Commander, Lieut. (j.g.) Morton Gibbons-Neff, with a fitting memento as a token of the members' esteem for his devotion to his office and his guidance and understanding.

The Statistical Log of 18 shows that since its beginning, the Flotilla has logged man-hours totaling approximately six years and has cruised boat-miles nearly equal to a trip four-fifths of the way around the world at the Equator. The Long Beach Tower Watch, which started operations last September, shows a total of 9,688 man-hours up to 1 May.

The officers and staff consist of eighteen men, with nine men and officers assigned to various duties at the District Office. The total enrollment of Flotilla 18 shows one hundred and twenty-six officers and men, as of 1 May, with fifteen new members being processed.

The Committee for the dinner arrangements included Wayne Arny as Chairman, Morton Gibbons-Neff, Wesley Heilman, Stokes Carrigan, and Russell K. Carter.

The Commander announced that Robert W. Graham has been commissioned an Ensign, and that Ralph Metzger has been advanced to GM 3/c, Charles Potter, Cox., and John Hump-ton, BM 1/c.

Beginning with June, regular Flotilla meetings will be divided between Philadelphia and Beach Haven, N. J. This schedule will be continued up until the first week of September. Beach Haven meetings will be held on the third deck of the Little Egg Harbor Yacht Club and, in Philadelphia, at the Engineer's Club.

On Sunday, 14 May, special instruction on inlet patrolling was given by Frederick Griffin, CBM, in charge of Bond's C. G. Station at Beach Haven, N. J., to C.O.'s in charge of crews. This instruction was necessary, due to the new order permitting fishing craft to cruise off-shore. Roger!

—Russell K. Carter, Publicity Officer.

BEACH HAVEN DIVISION—The ancient legend of the pirate Captain Kidd's visit to Long Beach Island, home of Flotilla 18, to bury a chest of stolen loot was brought up to date by the recruiting into service of Seaman 1st Class Norman Kidd, Mayetta, for active duty at Long Beach station. Auxiliary Kidd may not find the treasure of his infamous predecessor, but he'll be on steady guard for unusual happenings at sea. In addition to Kidd, Charles Edgar Nash, author and antiquarian of Beach Haven; Raymond Cranmer, oil retailer, Manahawkin and Frederick G. Priestley, Brant Beach builder have joined the tower watch squad.

"Captain" Kidd of 18 thrilled his mates in pulling down a perfect score, 15/15 with a Rising sub-machine gun on the beachfront at target practice last week. It was the first time he had fired a weapon since the Battle of the Somme in 1918!

The tower men recorded two thrills last week on duty at Bond's Coast Guard station tower: the belly-landing of a Hellcat fighter plane on the beach south of Beach Haven and the grounding of an LST boat on a bar outside Beach Haven Inlet.

—Jack Lamping.



FLOTILLA 34, MAURICE RIVER —At this writing, Thirty Four still has a perfect service record at the Gloucester Station.

Our three officers have finally received their ratings.

They are the only rated men in the Flotilla at present, but now that a regular schedule of classes has been set up, more ratings should result. Harry Hunter is doing a swell job instructing new candidates. Harry Rieck, CBM, is teaching navigation, Lucius Peterson is teaching signaling, and Lew Haserich is giving out with first aid. Several of the fellows have benefited considerably from gunnery instruction at Woolson's Farm and training films.

Maurice River Flotilla is going to feel keenly the loss of three men, two of them being instructors. Junior Commander Harry Rieck, Lucius Peterson, and Charley Stadler have all passed their induction examinations and have been accepted for the Navy.

Vice-Commander Alan Thomas is beginning to run out of welcoming speeches. A week never passes that he does not have the pleasure of greeting a new class of applicants for Auxiliary membership.

—C. M. Scull, Publicity Officer.

Army Flash!

(Continued from Page 11)



After the men have become thoroughly familiar with these planes, we teach them to recognize the few enemy planes that are capable of making the trip across the Atlantic with a bomb-load. In order to increase interest, we inject into the lecture certain anecdotes about each plane, as we describe it. These little bits of history that are common to almost every plane, are not generally public knowledge. They therefore help to focus attention upon the particular plane with which they are associated and aid in its recognition. For example, the fact that the Catalina was the plane that located the German battleship "Bismarck" helps the student to remember that it is a patrol observation plane; and the fact that the P-47 is more heavily armed per square inch of surface than the heaviest battleship afloat helps to identify it as a fighter.

In this article, we have attempted to cover a tremendous amount of territory in a minimum number of words. In so doing, we may have made aircraft identification sound much more complicated than it really is. We hope, however, that this article has accomplished one thing. We hope that when instruction is started in your own Flotilla, you will have a foundation to start on and will be aware of what we are trying to accomplish and what will be expected of you, so far as aircraft identification is concerned.

The authors wish to express their appreciation to the First Fighter Commander, and especially to Second Lt. Sterling S. Speake, Ground Observer Officer, for their wholehearted co-operation in the preparation of instruction material.

THE SKIPPER OF THE STAR DUST

★ Anything that swims or floats has long been a hobby of Dr. C. Frazer Hadley, Jr. A zealous fisherman and an enthusiastic boatman, "Doc" owned his first boat, The Yama, at the age of sixteen. The Yama II followed in 1924 and in 1941, he built the queenly twin screw cruiser, Star Dust.

With such a background of marine activity, it was small wonder that Dr. Hadley joined Farragut Flotilla, U.S.C.G. A. in August, 1942. The following November, he enlisted in the U. S. C. G. R. (T), serving as Chief Ph. M. until he was commissioned as Ensign in July, 1943. And now, as the capable Commander of Farragut Flotilla 25, Dr. Hadley has earned the respect and wholehearted co-operation of every man serving under him.

Born in Camden on 12 March, 1906, Dr. Hadley was educated in the grade schools of Camden; attended Blair Academy and was graduated from Swarthmore College with a Degree of Bachelor of Arts. In succession followed graduation from Hahnemann Medical College and an internship at the West Jersey Homeopathic Hospital. In July, 1933, he married Elinor M. Vaughan of Haddonfield and immediately started the practice of medicine in Medford, New Jersey, moving to Westmont three years later. The Hadleys have two children; Frazer Vaughan, born in 1934 and Douglas Bruce, born in 1938.

In addition to his duties on the Gynecological staff of West Jersey Homeopathic Hospital, and the job he does so well as our Commander, together with the never-ending activities of a busy practicing physician, Dr. Hadley still finds time at his Summer home in Ocean City for his first loves . . . fishing and cruising the Star Dust.

Membership lists of a long line of societies and fraternities, show "Doc" as an active member of the Phi Sigma Kappa National Fraternity, Pi Upsilon Rho Medical Fraternity, West Jersey Medical Society, Camden County Medical Society, American Medical Association, New Jersey State Archaeological Society and the National Travel Club. The latter divulges another activity of the busy Doctor Hadley, since we know he is

a veritable Gulliver, having traveled through Europe, England, Panama, Mexico, British West Indies, Bermuda, Cuba, Costa Rica, Jamaica, Colombia, Switzerland, Canada and Nova Scotia.

Farragut Flotilla is indeed gratified to acknowledge him as its Commander. He has turned in an excellent service record of a job well done, and the origin of many of our promotional improvements and important activities can be traced directly to Doctor Hadley's efforts. Keep up the good work, Commander! We're behind you to a man.

—John A. Bauer.

"DON'TS" FOR MEN OF DRAFT AGE

Reservists who feel the hot breath of their Draft Boards on their necks are warned not to try to hide behind the skirts of the Auxiliary or the Reserve (T). Your membership in this organization has no effect whatsoever on your eligibility for Selective Service.

Even if Selective Service Boards make

the mistake of asking for a man's status in the Reserve, that Board should be promptly referred to the DCGO of the Fourth Naval District. Under no circumstances should anyone else—Reservist or Flotilla Officer—furnish any information regarding a man's status in the Reserve to a Selective Service Board.

From CAMDEN FERRY DECKHAND to SKIPPER OF THE BETTE LEE II

★ Some thirty years ago, according to all reports, Lieut. (j.g.) Vandegrift was an impish but highly vocal member of the choir of St. Paul's Episcopal Church in Camden, N. J. Time has altered neither of these characteristics except that the vocalization is no longer set to music. On the word of a boyhood friend, one of the few long-time changes in the life of the Commander of Flotilla 31 lies only in the names by which he is known. His social intimates speak of him as "Van", older friends as "Reggie", and his dwindling business associates call him "Harry". To all, he is known as a dynamic and Puckish regular fellow who would give the pants off his back to a friend and take the back out of the pants of a foe. He believes in the doctrines of the essential goodness of mankind and counts every man a pal until proved otherwise.

The Bureau of Vital Statistics logged Van in on 19 August, 1902, and there is an unverified report to the effect that he took his nurse to the old Bingham House Cafe that evening. His nativity occurred in Philadelphia but at an early age he emigrated to Camden where his father was engaged in the wholesale fish business.

Van was exposed to education in the public schools of Camden and at Drexel Institute. In 1924 he became associated with his father and subsequently took over the business upon the death of the elder Vandegrift in 1937. As a youth, he summered in Ocean City and during early High School days was occupied as Steward at the Normandie Hotel there during the summer session. There is probably no connection between this employment and the fact that the hotel subsequently burned down.

Insofar as boating is concerned, Van began as a river sailor. He started as a deckhand on Pennsylvania Railroad ferries on week-ends and during high school and college vacation periods. He was ultimately promoted to mate. In due course of time he became a member of the U. S. Power Squadron and he is entirely capable of handling small boats. The first of his own vessels was a 30 foot



Wheeler and his present craft is a 36 footer, the Bette Lee II.

When the Coast Guard Reserve was organized for harbor and offshore patrol, Van was one of the charter adherents. He was one of the most devoted and energetic members of the patrol during the early days of the war and with his associates, formed the nucleus of the present Flotilla 31 of the Auxiliary. At present, all other considerations appear to be secondary to the Coast Guard, and Van gives the bulk of his time to this work. As a master of organized disorganization, the Commander is at once the despair and delight of his Flotilla. He has an amazing capacity for getting things done and will accept and execute any task tossed in his direction. His blithe air of irresponsible informality cloaks a rigidity of purpose and philosophy of action which often confuses the unwary observer. The record of activities of Flotilla 31 is the most conclusive evidence of his boundless energy and his ability to surround himself with competent personnel.

Married in 1925, Van has one daughter, aged eleven, for whom his boat is named. His fraternal life is extensive and includes membership in many Masonic organizations. He also belongs to the Delaware River Power Squadron and St. Paul's Episcopal Church, but the choir loft in the latter is no longer graced with his presence.

—E. L. Johnstone.

GIVE THE BOYS A HAND

Most of the time we do our duty without the expectation of praise or reward. Many of us do more than our duty, with the same attitude. We feel sure that no thought of special commendation was in the minds of two members of Flotilla 34 who recently performed services "beyond the call of duty." No one, therefore, will be more

surprised than they to learn that upon the recommendation of Ensign Petry, seconded by Director Brown, TOPSIDE has been asked to call to the attention of all men in the District, the following Commendable Duty report:

Ever since Flotilla 34 has taken over a post at Gloucester, they have been supplying two men to a watch, three watches a day, three days a week, with never a single miss. At 0001 on Friday, 15 April, D. A. Parenti, scheduled for that watch, was taken ill. To protect the Flotilla's record, H. Rieck and A. Mundle, who had just served the previous watch from 1600 to 2400, volunteered to split the next watch between them, serving an additional four hours in succession and thus covering up for their sick comrade. Roger!

OUR 23rd FLOTILLA

The outstanding energy and ability of Commander Henry Hargadine and Vice-Commander Van R. Coates, of Flotilla 41, in sponsoring a new Flotilla at Lewes, Delaware, culminated on Friday, 5 May, in the swearing-in of 20 men from Lewes, Rehoboth, Milford, and Georgetown as a nucleus of a new Flotilla, Number 42.

These 20 men, 12 of them boat-owners, are extremely enthusiastic about the Auxiliary and the chance to serve the Coast Guard as Class (T) Reservists.

Lieut. Comdr. Osborne, U.S.C.G., Section CGO, Lewes, is 100% in favor of the new Flotilla and has promised full co-operation to make their duties pleasant and useful.

Tower Watch Duty will be assigned to this Flotilla with three towers to be manned as soon as possible. Commander Osborne pointed out that proficiency in blinker and semaphore is an absolute requirement for Tower Watch duty at Lewes.

The members of the new Flotilla were sworn in by the Director. Captain Hine-line, of the Delaware Division, outlined the organization plan and Lieut. Attmore, Shore Patrol Officer, spoke on the operations of the Flotilla. Commander Hargadine and Vice-Commander Coates agreed to continue with instruction class until the new Flotilla could carry on.

PRAISE FOR FLOTILLA 13

Members of Flotilla 13 deserve special praise for the recovery recently of the bodies of two boys, drowned in Barnegat Bay. The operation called for a continuous, 19-hour effort, without sleep or rest. Commander Burdge, Charles Muller, CBM, Lawrence Marshall, CBM, Edward Newman, S 1/c, and Charles Durkin, S 1/c, deserve the credit.

Fire Under Control

By E. L. JOHNSTONE, COX., FLOTILLA 31



★ The scenario writers of three decades ago, during the hey-day of movie thrillers such as "The Perils of Pauline", could scarcely have conjured up a more grim situation than to leave two men, their clothes ablaze, their boat afire and their fire extinguishers empty. Before flashing "continued next week" on the screen, they might have heaped horror upon horror by overturning one five gallon can of gasoline in the blazing vessel and leaving a second container standing in the path of the flames.

Ensign J. Robert Creely, USCGR(T), Commander of Flotilla 17 of the Auxiliary at Great Bay might have given the scenario writers of yesteryear a good plot simply by recounting his own experiences on the Mullica River on 18 October, 1942.

It happened this way: About sunset of the Sunday afternoon which fell on the above date, Commander Creely responded to the distress hail of two men in an anchored garvey about two miles below the New York Highway bridge on the Mullica River. Engine trouble forced the two men to drop their hook between Blood Point and Moss Point and the appearance of Ensign Creely's vessel *Silver Cloud* resulted in a tow to their dock at Blood Point Ditch about one mile distant. Once at the dock, the men continued to work at starting their motor. Ensign Creely tied up to the same dock, about twenty-five feet away, and was conscious of the fact that the motor in the garvey back-fired every time it was turned over.

Gasoline leaking from the carburetor accumulated in the bilges and ultimately a back-fire set the fuel ablaze. In a matter of seconds, flames spread over the entire boat and the clothing of the men caught afire. In less time than it takes to tell, Ensign Creely seized a two gallon foam type extinguisher, leaped

on the stricken vessel and killed the blaze attacking boat and occupants. The real seriousness of the situation was made apparent after the fire was out! Two cans, each filled with five gallons of gasoline and stoppered with sodden paper, lay in the cockpit. One of these was turned over in the first confusion and the second, ablaze, was tossed overboard. Two one quart hand-operated fire extinguishers were inoperative and hence quite useless. Had it not been for the prompt and competent action of Mr. Creely, the garvey must surely have been destroyed, the men horribly burned and probably killed, the dock and nearby craft put in extreme jeopardy.

Just to complete the job, the *Silver Cloud* towed the disabled boat on into Chestnut Neck where facilities were available to put her back in operation. The two scorched mariners owe a great debt of gratitude to their rescuer and to the fact that the latter was a trained and capable Auxiliarist prepared to meet such an urgent situation as this.

ALL HAIL FLOTILLA 53

With impressive ceremonies at the Penn-Harris Hotel on 28 April, 1944, Flotilla 53, Harrisburg, was formally inducted into the Auxiliary in the Fourth Naval District, bringing our total number of Flotillas to twenty-two.

Details of the induction ceremony, together with the names of the officers of the new Flotilla will be found in The Log.

In a letter to Director Brown, Sterling G. McNees, Commander of Flotilla 53, expressed his sentiments as follows: "We are taking this first opportunity to express to you our appreciation for your very effective work at the installation of Flotilla 53. Not only were we honored by your presence and that of all your fellow-workers, but there were many comments as to the orderliness and effectiveness of the program. All the members of the Flotilla join me in expressing our appreciation."

Good luck, 53, from all your fellow-Flotillas.

END OF A HEADACHE

Reservists who have wasted hours waiting in line at the Clothing Locker only to discover when their turn came that the Locker was fresh out of their sizes may now take heart from the fact that steps have been taken to increase the stock of the Locker. It should now be possible for any Reservist to obtain a complete issue in one trip.



ANNUAL BOAT INSPECTION

As you well know, Coast Guard Auxiliary regulations require that all boats be inspected annually. This is necessary if you are to maintain your status as a boat-owning member of your Flotilla, and if your Flotilla is to maintain its status as a member of the Auxiliary.

This year, a great many more boats will be put back in commission because of the easing of the regulations regarding the obtaining of gasoline. It is essential, therefore, that all Flotilla Boat Inspection Officers get busy at once on the job of inspecting boats. All inspection reports must be in the hands of the District Vessel Inspector by 1 July, 1944.

Forms 2736 and the Vessel Inspector's Guide—as well as personal aid and information on this subject—may be obtained at the District Office (210 W. Washington Square) where Ensign G. Frederick Petry, Staff Chairman of Vessel Inspection, will be on duty every Monday and Friday from 1500 to 1800. Don't put it off to the last minute. Get busy right away.

TREASURY DEPARTMENT RULES ON INCOME TAX

If you have been flirting with the idea that your membership in the Reserve entitled you to the status of a member of the armed forces and to the consequent \$1500 exclusion from gross income, you can forget it. If you're not paid by the Coast Guard, you're not entitled to the exemption and your entire civilian compensation is taxable income. Just give up the whole idea and buy another War Bond.

Are you an active member . . . or do you just "belong"?

PUBLICITY OFFICERS

Deadline for your Flotilla news stories for the next issue is 2 June—earlier than usual. Get going!!

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EVERY MAN GET A MAN!

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