

# TOPSIDE

SEPTEMBER  
1944

Meeting Room at Training Base



UNITED STATES COAST GUARD

FOURTH NAVAL DISTRICT

*Auxiliary*



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**Automotive • Aviation • Marine •**  
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# TOPSIDE

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

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Director

HENRY L. SCHIMPF, JR.  
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VOL. 2 SEPTEMBER, 1944 No. 9

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### "SEMPER PARATUS"

★ The motto of the Coast Guard was never better exemplified than on the day of 19 August, 1944.

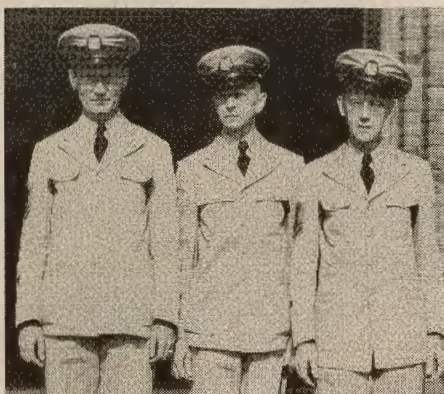
At about 1630, the Wilson Line Steamer, "State of Pennsylvania" lay tied up at the end of the long pier at Riverview Beach, N. J., prior to taking aboard hundreds of excursionists for return to Wilmington and Philadelphia. It had done the same thing many times before for years and there was nothing to indicate that this trip would be in any way different nor any foreboding of impending tragedy.

As the signal for boarding was given, the happy though tired looking crowd, consisting mostly of family groups, impatiently surged forward on the landing ramp toward the gangplank—homeward bound after a pleasant all-day outing among the picnic groves and varied amusements of Riverview Beach Park.

And then it happened! With no forewarning, a link of the hoisting chain snapped, the ramp dropped and, before anyone could realize what had occurred, about thirty-five terrified men, women and children were spilled into the murky waters of the Delaware. Their screams and cries, for the moment, caused a paralyzing immobility of the stunned on-lookers; which later gave way to confusion, almost bordering on panic. It was at this point that the three Coast Guard Auxiliarists on duty near the

gangplank sized up the situation and proved that they had what it takes. Cooperating with the ship's officers and crew, they forced back the frantic hysterical crowd from the dangerous sloping ramp, and then helped, regardless of personal risk, in the rescue work of pulling the victims from the water. After order was somewhat restored, they then aided in taking care of the hospital cases and, in many other ways, gave valuable assistance.

While two fatalities resulted from the accident — one, a young boy of twelve, drowned; and the other, an elderly woman who later died of a heart attack superinduced by shock — the death list would undoubtedly have been much larger were it not for the low, slack tide, and the prompt rescue efforts on the part of many and especially the Coast Guard Security Detail. The latter were particularly commended by Captain Edward Savin, master of the vessel,



Left to right: John J. McCormack, BM 2/c, John H. Harlos, S 1/c, Edward J. McGowan, BM 2/c.

who paid high tribute to their splendid assistance during the tragic emergency. Their names are as follows: John J. McCormack, BM 2/c; Edward J. McGowan, BM 2/c and John H. Harlos, Sea. 1/c — all from Farragut Flotilla 25 of Camden, N. J.

When interviewed they modestly minimized their role in the unfortunate incident and preferred not to discuss it. The chief worry of Harlos seemed to be whether the CG Clothing Locker would replace — for free — the visor hat he lost overboard in his successful attempts at pulling people from the water. It can be stated authoritatively that this little matter was promptly taken care of through the cooperation of Commander Hadley of Flotilla 25 and Lieut. Brown, Director of the Auxiliary. (Note: This is one method, although not generally recommended, of securing a re-issue ahead of time). McCormack and McGowan both suffered from back-strain, no doubt caused by

their herculean efforts in carrying a 250 lb. victim to a waiting ambulance. Both were heard to remark later that they now knew what was meant by the term: "Dead-weight tonnage."

But in all seriousness, the Coast Guard Auxiliary of the Fourth Naval District may well feel proud of the performance of these men. Nothing spectacular — no cheap heroics — just doing a good job, rising to a sudden responsibility and demonstrating those levelheaded, leadership qualities that mark a real CG, whether he be a regular or just "John Jones," Temporary Reservist!

—JOHN T. DWYER, CBM(T)  
Flotilla 25

### CONGRATULATIONS, MEN

F. B. Hineline and A. K. Brouwer, commodore and vice commodore, respectively, of the U. S. Coast Guard Auxiliary in the Fourth Naval District, have been elevated to the rank of Lieutenant Commander (T), USCGR. The congratulations of every man in the District go wholeheartedly to the two men who have attained so deservedly the highest rank but one that is available to members of the Class (T) Reserve.

### STONE HARBOR RESCUE

In the strong west wind of 5 September, Ed Pike of Flotilla 32 was leaving Stone Harbor for Avalon in the LENTO when dead ahead a sailboat overturned and spilled its occupants, an elderly man and his daughter, into the swift outgoing tide. Mrs. (Mim) Pike, who was acting as crew, tossed a life preserver to the nearly exhausted man and received grateful thanks from the luckless couple after they were pulled aboard. After a short period of rest, they were delivered with their boat to a friend's dock.

Ed recommends that the "Safety at Sea" and "Man Overboard" lectures be read at least once a month by every boat-owning member of the Auxiliary and also that you see to it that your First Aid Kit is kept up to date. You never know when you are going to need it.

### SERVICE BUTTON

Headquarters has authorized the issuance of a service button to be worn by Class (T) men in the lapel of civvies. A supply has been ordered for this District. Your clothing procurement officer will notify you when they are ready.

## FROM the BRIDGE



### UNASSIGNED STATUS

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

★ In the global conflict in which we are engaged, the needs for men and materiel are constantly shifting. Each day presents a new pattern in the mosaic of war. Each victory — each loss in any part of the world affects the plans and problems of all theatres. As the picture changes in Europe and in the Pacific area, so the character of operations along the coast and rivers in the Fourth Naval District changes. The Coast Guard has provided for possible fluctuations in the need for duties assigned to the temporary members of the Reserve, who are serving voluntarily and without pay, by the authorization of an "unassigned status."

Members who have successfully completed the required training and examinations and have been enrolled in the Class (T) Reserve and who are qualified and willing to perform duties which may be assigned to them are not to be disenrolled merely because there is no immediate need for their services. Instead, they will be placed on unassigned status. When the further need for their services arises they will be recalled to active duty. The creation of this status will provide a pool of trained and capable men who have proved their value in releasing regular Coast Guardsmen for duty afloat and who will be Always Ready to serve in case of an emergency or an expansion of the duties assigned to their Flotilla.

Just what does the new status mean to the individual member placed thereon? He will be entitled to retain all uniform clothing, which he may wear on such occasions as authorized by the DCGO. He retains enrollment and identification

papers which were issued to him. His name will still be carried on the muster rolls of the Coast Guard designated by the symbol "U." He will be counted in the complement for Class (T) Reservists. The new designation does not in any way affect his status in the Auxiliary; he will still be active in the affairs of the Flotilla.

Each Flotilla commander will be asked to submit to the Director a list of members for whom there are not available duties where they can serve a minimum of twelve hours a week. Form NAVCG-2527 will be sent to members who are to be placed on unassigned status for their signature. If signed acknowledgement is not received within thirty days, the men will be disenrolled and so notified in writing. The designation "U" does not apply to men who are unable or unqualified to continue to perform the duties required of them. These men will be disenrolled as usual.

The unassigned status will give some members who have been tireless in their attention to duty and now have pressing business demands, a chance to take a well-earned rest from duty and still be available for service when the need arises. The fact that they are formally unassigned will give them the convenience of being able to make plans with the expectation of not being called to service from week to week—a welcome element of certainty in the midst of the inevitable uncertainty of war. These men will constitute one of the most important parts of the service—a reserve force, trained and willing to serve wherever and whenever they are needed.

### RATINGS & COMMISSIONS CONFIRMED IN AUGUST

Flotilla	Name	From	To
13	LEONARD, Raymond E.	Lieut. (j.g.)	Lieut.
23	BROWNELL, George W.	Cox.	Ensign
18	CRANMER, Walter F.	BM2/c	CBM
17	CHEW, Ernest L.	BM2/c	CBM
17	SHOCKEY, Robert	BM2/c	CBM
18	NEIDLINGER, Newell	BM1/c	CBM
22	MURRAY, Kenneth A.	BM1/c	CBM
23	STUBER, Richard H.	Cox.	CBM
23	SANVILLE, James N.	Cox.	CBM
23	RODENBAUGH, Wm. J.	BM1/c	CBM
52	FLORY, Daniel	MoMM1/c	CMoMM
23	CALLAGHAN, Phillip	MoMM2/c	CMoMM
25	JOHNSON, Parker H.	MoMM2/c	CMoMM
21	STEELE, James B.	SK3/c	CSK
23	WARE, Kendall F.	Cox.	BM1/c
18	EWING, Frank R.	BM2/c	BM1/c
22	RODGERS, James R.	BM2/c	BM1/c
23	WILLIAMS, George H.	Sea.1/c	BM1/c
17	PHILLIPI, Theodore	MoMM2/c	MoMM1/c
27	HERZOG, Arthur G.	Cox.	MoMM2/c
25	TOPKIS, Abe W.	Y2/c	Y1/c
22	BLACK, Thomas L.	Cox.	BM2/c
23	CARLETON, Paul W.	Sea.1/c	BM2/c
23	LEE, Raymond H.	Sea.1/c	BM2/c
31	AMBROZY, Leo C.	Sea.1/c	BM2/c
25	MOSES, Linwood G.	Y3/c	Y2/c
24	KINGETER, George R.	Sea.1/c	Cox.
53	NUNEMACHER, Earl F.	Sea.1/c	Cox.
18	KNAPP, Alfred S.	Sea.1/c	Cox.
18	INMAN, Willard C.	Sea.1/c	Cox.
18	ARNY, Louis	Sea.1/c	Cox.
24	BATEY, James B.	Sea.1/c	Cox.
41	LUKENS, Paul W.	Sea.1/c	Cox.
52	BERKSTRESSER, Charles	Sea.1/c	Cox.
52	CUMMINGS, Joseph A.	Sea.1/c	Cox.
17	BYERLY, Harold M.	Sea.1/c	Cox.
18	WALL, Arnold	Sea.1/c	Cox.
22	TAYLOR, Paul M.	Sea.1/c	Cox.
22	MANSHIP, Alfred H.	Sea.1/c	Cox.
22	RANDALL, John J.	Sea.1/c	Cox.
22	NESSEN, Newell J.	Sea.1/c	Cox.
22	COUTANT, Albert E.	Sea.1/c	Cox.
22	CREASE, Alfred P.	Sea.1/c	Cox.
23	GARDINER, David	Sea.1/c	Y/3c



### BOX SCORE

16 TO 31, AUGUST, 1944

Number of Men Enrolled in the USCG Auxiliary .....	15
Number of Men Sworn in the Class (T) Reserve .....	12
Number of Class (T) Reservists Issued Uniforms .....	53
Number of Men Disenrolled from the Class (T) Reserve .....	6
Number of Additional Men Assigned to Active Duty .....	0

CUMULATIVE TOTALS  
AS OF 31 AUGUST, 1944

Number of Men Enrolled in the USCG Auxiliary .....	3409
Number of Men Sworn in the Class (T) Reserve .....	2271
Number of Class (T) Men Uniformed and Available for Duty ..	2176
Number of Men on Active Duty ..	1834



**Certificate of Enrollment**  
as a temporary member of the  
**United States Coast Guard Reserve**  
SEMPER PARATUS

This is to Certify that \_\_\_\_\_ has this  
day been enrolled as a \_\_\_\_\_ (T) for temporary duty in the  
United States Coast Guard Reserve for the duration of the war, unless sooner terminated  
by the Commandant, and assigned to the duty called for by his contract of enrollment  
at \_\_\_\_\_

*nmw*  
Vice Admiral, Commandant, USCG.  
Enrolling Officer.

This \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_

**Certificate of Enrollment**  
as Temporary Member of the  
**United States Coast Guard Reserve**

THIS IS TO CERTIFY THAT \_\_\_\_\_  
has this day been enrolled as a \_\_\_\_\_ (T)  
for temporary duty in the U. S. Coast Guard Reserve for the duration of the war unless sooner  
terminated by the Commandant, and assigned to the duty called for by his contract of enrollment  
at \_\_\_\_\_

*nmw*  
Vice Admiral, Commandant, U. S. C. G.  
Enrolling Officer.

This \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_

### CERTIFICATES FOR CLASS (T) MEN

Headquarters has prepared and authorized the issuance of Certificates of Enrollment for all Temporary Members of the United States Coast Guard Reserve. The certificate for commissioned men, shown at the top of this column, is printed in two colors in the original and measures approximately fourteen by twelve inches. The blanks will be hand-lettered with officers' names and signed by the enrolling officer.

Certificates for non-commissioned men,

reproduced directly above, are equally attractive and are also printed in two colors.

Because of the enormous amount of detail work involved in preparing these certificates, it may be several weeks before they are all issued. If you are not one of the first to receive one, please be patient. All men who have been inducted, whether presently enrolled or not, are eligible and will receive a certificate eventually.

### DON'T BE SURPRISED

If you telephone the District Office some day and ask for Mr. Brown, don't be surprised if a dulcet voice answers. It will be Miss Brown, (Ensign M. F. Brown, to you) who is the new Assistant to the Director. And if you are one of those persons who is wary about falling in love with a voice, you can throw caution to the winds. We have met her and we know.



### NEW COMMANDER FOR 27

The vacancy left by the recent resignation of Evan D. Pearson, commander of Flotilla 27, has been filled by the former vice commander of the Flotilla, "Larry" Doyle. Best of luck to both.



### POST-WAR CONFERENCES

A joint meeting of the key men in the Eastern Seaboard Districts of the U. S. Coast Guard Auxiliary was held at Martha's Vineyard on 10, 11, and 12 August for an exhaustive discussion of the position of the Auxiliary in post-war America.

This District was represented by the Director, the commodore, the vice commodore, and the Executive Officer, all of whom took a very active part in the discussion. Anyone who may be particularly interested in the details is invited to get in touch with the Executive Officer, Lieut. (T) Henry L. Schimpf, Jr., North American Building, who has a copy of the minutes of the meeting.



### GOOD BYE, KHAKI

Send your khaki uniforms to the cleaners, boys. You won't need them again until next year. Effective 25 September, Dress Blue (B) with white cap covers will be in order.

### CHANGE YOUR ADDRESS?

To be sure of receiving your copies of TOPSIDE, as well as other information that may be issued from time to time, be sure to keep your proper address on file at all times. Forward all changes of address to The Director, U. S. C. G. Auxiliary, 210 W. Washington Square, Philadelphia 6, Pa.



## LET "PETE" DO IT

★ Under date of 10 March, 1944, the United States Coast Guard Auxiliary, Fourth Naval District, issued a Directory of Officers. On page 9, under the sub-head of "Chairmen Staff Committees," like Abou Ben Adhem, Lo! the name of G. Frederick Petry leads all the rest. This is not due to alphabetical listing nor is it the result of a mathematical progression arrangement of Flotilla affiliation. It may possibly bear some relation to seniority. But it appears that the name of Petry is, and has been, comparable to the kick-off in a football game, when it comes to Auxiliary affairs. Whenever some new detail or assignment is contemplated by the District Office, it's an odds-on bet that somebody is wondering whether or not Lieut. (j.g.) (T) G. Frederick Petry will be available to take over.

Evidence of the validity of such a broad assertion as is implied above may be found in an examination of the Auxiliary record of Mr. Petry. In the early part of 1942, along with now Lieutenant-Commander William Sayre, he organized Flotilla 23 at Dredge Harbor. His own membership in the USCG Auxiliary dates from 2 November, 1941. When Mr. Sayre relinquished the post of commander of this Flotilla to enter the service, Mr. Petry took over and continued to head this unit for an eighteen months period. Named as Staff Chairman of the Vessel Inspection Committee, it became his responsibility to inspect

and approve all boats selected for patrol work and to head up inspection committees within the local Flotillas. The standard form of reporting boat inspections was promulgated by Mr. Petry, accepted by Headquarters and the District Office was credited with the preparation of this Vessel Inspectors Guide which was ultimately adopted for national distribution.

At about this same time, new Flotillas were rapidly being organized, and Mr. Petry assisted in setting up Flotillas 25, 26, 27, 34, 41, 42, 51 and 52. This work was accomplished as a special Staff assignment in addition to existing duties. His personal log indicates that hours devoted to Auxiliary work now began to average about 135 each month, and there has been little deviation from this figure ever since.

By October of 1943, with new Flotillas showing healthy maturity, there came the assignment to set up and operate the Gloucester Immigration Station. This detail fell to Mr. Petry and in short order he had it organized and running. At the time of its discontinuation on 30 June, 1944, the Gloucester station had a small crew of regular Coast Guard in permanent residence there, but nine posts were manned by twenty-seven Class (T) men for each of three 8 hour shifts daily. The entire responsibility for this important operation reposed in Mr. Petry and the man-

ner in which the job was done is an everlasting credit to him.

When the Auxiliary was called upon to participate in the celebration of National Maritime Day on 22 May, 1944, arrangements to conduct this ceremony again fell to Mr. Petry. And last, but by no means the least of his special assignments, is that of Aide to the Director on all social functions. This, from a gastronomical standpoint, is often a harrowing chore.

The normal vocation of Mr. Petry is that of electrical engineering. After graduating from Columbia University and Stevens Institute of Technology, he became a field engineer for A. T. and T. and then was employed by General Electric. Working still later with an electrical construction firm in New York, his whole career has been in the field of development of communications equipment. At the present time he is associated with the Sprague Electric Company of North Adams, Mass., which concern manufactures radio and allied communications equipment for government agencies. The exact nature of his job is shrouded in appropriate secrecy.

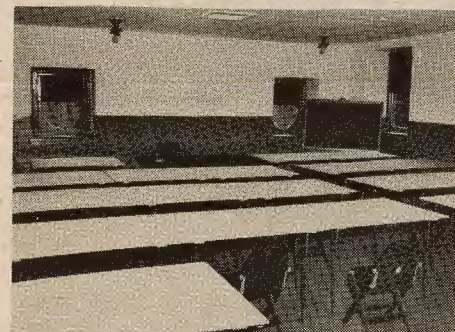
As a communications engineer, Mr. Petry served in World War I. He describes his experiences in that conflict as "lots of travelling, but no excitement." There can be little question as to the veracity of the travel statement, for in addition to operating all over the United States, he covered the Canal Zone, South Pacific, Philippine Islands and the Azores. Reluctant to offer any details as to what his duties consisted of, Mr. Petry nevertheless admits that he terminated sixteen years of service with the U. S. Navy as commanding officer of a sub-chaser. Yes, that's sixteen years! Small wonder that he keeps the 26 foot A.C.F. cruiser "Cozy" berthed at Dredge Harbor. Before the present war, he found relaxation in cruising aboard this craft and his stature in yachting circles is attested by the fact that he is a Past-Commodore of the Delaware River Yacht Club.

Mr. Petry was born in Brooklyn, N. Y. on 22 February, 1893, and for the past fifteen years has resided in Merchantville, N. J. He smokes Chesterfield cigarettes when he has matches with which to light them. The rather detached air of the scientist is a characteristic apparent to the casual observer, but when he gets down to brass tacks, he is precise, methodical and thoroughgoing. Mix a communications engineer with salt water, add liberal portions of Navy and Coast Guard, flavor with a variety of special assignments and details, set the whole over a slow fire of activity, and the result will be G. Frederick Petry.

—E. L. Johnstone.



## NEW, AUXILIARY TRAINING BASE NOW OPEN



A Typical Classroom

★ The Auxiliary Training Base, a long-cherished dream, finally has become a reality. Located on the ninth and tenth floors of 1011 Chestnut Street, Philadelphia, it has been officially opened and is now in use.

There is a long story of planning, much hard work, and determination, on the part of those who first planned the Base, then made it possible.

The Base, as it exists today, is a development of an earlier program prepared to meet conditions at a time when convoy sinkings were still taking place off the Jersey Coast, when heavy Auxiliary recruiting and training were needed and when privately-owned boats were still in general use by the Auxiliary for patrol purposes.

It was determined that the conditions enumerated could best be met by the construction of a training and operations Base located on the Delaware River in the central Philadelphia or Camden section. The Base was to contain facilities for class room and outdoor training of many men, as well as the necessary mooring facilities for many privately-owned boats used in this District, a suitable site having been leased to the Auxiliary for this purpose by the Reading Railroad at Kaighn's Point, Camden.

Lieut. (T) F. T. Coxe, a member of Flotilla 24, was directed to do what could be done to raise funds for the purpose of establishing the Base.

Contributions were solicited by Lieut. Coxe and his committee from manufacturing concerns located on the Delaware, from Chester to Torresdale, who were familiar with the work of the Auxiliary by reason of its operations being conducted off their shore frontage. Civilians representing these industries, and others having close connections with maritime matters served on the committee.

The members of the committee not only were leaders in their own particular business fields, but were for the most part yachtsmen of prominence

and familiar and sympathetic with the war- and peace-time purposes of the Auxiliary. Through the efforts of these men, funds were raised for the purpose indicated, which funds it was later determined to apply to the present training base project to meet new conditions.

Those who made this fund possible and have done so much to help us are:

F. T. Coxe, Secretary, Fidelity-Phila. Trust Co.; Jacob S. Disston, Jr., V. P.; Henry Disston & Sons, Inc.; Burleigh B. Draper, V. P., 1st Camden Nat'l Bank & Trust Co.; Norman T. Hayes, V. P., Philadelphia Nat'l Bank; William H. Lamb, Esq., Bell Telephone Co.; Arthur E. Pew, Jr., V. P., Sun Oil Co.; John Trumpy, President, John Trumpy & Sons, Inc.; Wm. K. Barkley, Jr., Stein Bros. & Boyce; C. H. Dore, Comptroller, N. Y. Shipbuilding Co.; N. Myers Fidler, President, Edwin H. Fidler Co.; Joseph Holt, V. P., Aberfoyle Mfg. Co.; K. G. LeFevre, Treasurer, Fidelity-Phila. Trust Co.; T. Leaming Smith, V. P., Ins. Co. of N. A.; C. R. Tysón, Sec'y-Treas., John A. Roebling's Sons Co.; Major A. E. Carpenter, President, E. F. Houghton & Co.; Arthur Dorrance, President, Campbell Soup Co.; Leo J. Gunson, President, Continental Distilling Co.; A. Atwater Kent, Jr., Corinthian Yacht Club; Edward M. Mann, V. P., Phila. Nat'l Bank, and H. Birchard Taylor, V. P., Cramp Shipbuilding Co.

On the "upper deck" of the Base is a large assembly room which will comfortably seat more than 300 men and will serve for meetings of any Flotillas we have. Adjacent is a suitable room for use of the commander and officers of the Flotilla meeting at the Base. The assembly room also will be available for class work and instruction by motion pictures.

The "lower deck" includes the reception room and a library containing all books used in any course conducted by the Auxiliary. A main class room, locker rooms, store rooms, etc., also are on the lower deck. In the basement is a room 127 feet long, which can be used for indoor drills and in which Deisel and gas motors will be installed in connection with the motormac classes.

Funds contributed by our sponsors are in the custody of a corporation, the U. S. Coast Guard Auxiliary Foundation, created for this purpose and for carrying out any of the purposes for which the funds are to be expended. Thus, the new training Base, supported by the funds in question, is under the

control of the Auxiliary Foundation. While its general activities are directed by the Board of Directors, its actual management is in the hands of two committees of five men each, appointed for the purpose.

The training base will be open every day, except Sunday, from 1300 to 2300 and during this time some members of the two aforesaid committees will always be in charge of an "Officer of the Day."

The management of the base will be handled by the management committee of which Lieut. (T) H. Earl Huston, Flotilla 32, is chairman. Other members of the committee are Clarence Yeager, Flotilla 32; Stanley Haigh, Flotilla 24; John Larkin, Flotilla 24; Den May, Flotilla 32; S. Leroy Wingate, Flotilla 32; Richard W. Nelms, Flotilla 31.

Serving with Lieut. (T) Coxe on the finance committee are Frank Harris, Flotilla 31, Librarian; N. J. Neison, Flotilla 22, and George Pasfield, Flotilla 18.

Mr. Yeager, manager of the building in which the Base is located, has been assigned as permanent O.D. and will handle the engagement book so that any one desiring to use the quarters may contact him by telephoning LOMBARD 4730.

An Education Committee has been established with John Larkin appointed to act as Principal of the educational features to be held in the quarters. It is hoped to run, every Wednesday evening, three continuous classes, one in celestial navigation, one for the proper knowledge necessary to pass the CGA Navigator examination, and one in general gasoline motor maintenance. The best available instructors will be secured for these classes.

The following Flotillas have been assigned the following evenings at the Training Base: Flotilla 24, Monday; Flotilla 31, Tuesday; Flotilla 32, Thursday, and Flotilla 18, Friday.

(Continued on Page 9)



The Hard-Working Committee

## AUXILIARY FUNCTIONS LIKE CLOCK-WORK IN NEW JERSEY HURRICANE EMERGENCY

**FLASH REPORT ONLY!**  
Complete Details in Next Issue



Stranded civilians are moved to safety by boat.

★ On 14 September, at 1330, the Director ordered all Flotillas throughout the District to mobilize all men and cars with equipment to stand by for emergency orders.

At 1430, one car from Flotilla 25, with four men, left Camden, N. J. for Ocean City, N. J.

At 1500, all flotillas had been contacted, and the shore flotillas had mustered all men, and had reported to their local CG Station for duty.

Reports were received from Cape May, Wildwood, Stone Harbor, Ocean City, and Atlantic City, at 1700, that the storm was at its height and conditions looked bad.

At 1800, reports from Beach Haven, Seaside Park, and Toms River indicated that extensive damage was being done by the storm to real estate and personal property, especially small boats and automobiles. All men from Flotillas 17, 13, 16, and 18 were on active duty, assisting the local Coast Guard and municipal authorities. Communications by telephone were wiped out along the beaches, and communications from Toms River and Seaside Park were made with difficulty. One small boat, called "Esquire," was reported missing in Barnegat Bay with one man and five women on board. This boat was later located in Forked River all on board and safe.

At 2145, 101 men and 30 cars from Flotilla 25 under the command of Lieut. (j.g.) (T) C. F. Hadley, Jr., USCGR, left the Camden Militia Barracks for Ocean City, taking with them one ambulance and first aid unit. Camden Militia Barracks was put in readiness to receive evacuees from Ocean City, which at that time was reported under water and large numbers of the population were unable to remain in their homes.

At 2145, 35 men and 10 cars were dispatched from Flotilla 26, Trenton, N. J., to Seaside Park, under the command of Lieut. (T) R. Earle Leonard, USCGR. This group experienced considerable difficulty on the road, due to fallen trees, etc., but were able to get to Seaside Park and reported to the CG Station.

At 2200, 35 men and 10 cars from Flotilla 26, Trenton, N. J., were dispatched for Ocean City under the command of Ensign (T) C. H. Wyckoff, USCGR. Communications were set up at Ocean City by CBM Moses, of Flotilla 25.

At 2230, 10 men and 4 cars from Ocean City Flotilla 31, who are residents of Philadelphia, were dispatched to Ocean City under the command of CBM J. Bromley.

At 2300, 75 men and 15 cars from Flotilla 22, left Essington, Pa., for Ocean City, with Lieut. (j.g.) (T) W. B. Griscom, USCGR in charge. At this time it was reported that no cars could enter Ocean City, due to the high water over the roads. Auxiliary communications were set up at Somers Point, N. J., and all cars were ordered to proceed to Somers Point, and move into Ocean City at the first opportunity.



Coast Guardsmen save lives and property.

At 2300, 3 men and 1 car from Flotilla 18, left from Philadelphia for Manahawkin, N. J., with orders to set up a communications center, and report back to Auxiliary Headquarters immediately on their arrival.

At 2315, 61 men and 13 cars were dispatched from Flotilla 23 to Ocean City, N. J., under the command of Lieut. (j.g.) (T) E. A. Knorr, USCGR. This group were ordered to contact Lieut. (j.g.) (T) Hadley, USCGR, at

Somers Point, N. J., and proceed to Ocean City as soon as the water subsided sufficiently to allow automobiles to cross the road into Ocean City.

At 2315, 50 men and 13 cars from Flotilla 24 were dispatched to Ship Bottom L/B Station under the command of Ensign (T) J. Kirby Tompkins, USCGR. This group were instructed to report to the CG officer in charge of the Ship Bottom Station, and to report back to Headquarters through Manahawkin on their arrival.

At 2400, 4 men and two cars from Flotilla 18 were dispatched to Ocean City under the command of Lieut. (T) H. L. Schimpf, Jr., USCGR, with orders to contact all Auxiliary members in Ocean City and set up a Headquarters.

A total of 281 men and 69 cars were dispatched to Ocean City, N. J., up to midnight. These men were put under the command of Lieut. (j.g.) (T) W. B. Griscom, USCGR, captain of the Delaware River division.

A total of 88 men and 24 cars were dispatched to Seaside Park, Ship Bottom, and Manahawkin.

20 men and 10 cars left at 0130 for Wildwood, and reported to the Commanding Officer of the Hereford Inlet Station, Wildwood.

70 men from Flotilla 24, with 15 cars in charge of Ensign (T) J. E. Klock, were standing by for orders.

...

## NEW, AUXILIARY TRAINING BASE NOW OPEN

(Continued from Page 8)

The Base is not a separate project but forms a definite portion of a general training program, portions of which are carried out in the individual Flotillas, others at the Base, and others in actual practice on boats used for training purposes.

As originally approved by our sponsors and contributors, portions of the funds donated and not used in the Training Base, will be used to further the other objectives of the Auxiliary conducted elsewhere than at the Base. Funds have all been carefully budgeted to carry over a period of four years.

All members of the Auxiliary are invited to inspect the Base any day between 1300 and 2300, except Sundays.



# "THE DCGO... COMMENDS..."

By  
E. L. JOHNSTONE



★ Some day the whole shuddering story may be told of that grim and bitter spring and summer of 1942. Those were "the good old days" for the wolf packs of Nazi submarines that boldly and almost without opposition wrought havoc and chaos with shipping on our Atlantic seaboard from Cape Sable to the Dry Tortugas. The whole story will be the sullen and remorseless sum of countless episodes of terror and destruction; of floating funeral pyres of blazing oil; of bruised and bleeding bodies mangled by the torpedoe's blast; of gaunt and haggard men in open boats exposed to all the furies of the sea; of the merciless and cold-blooded throb of the machine gun on the U-boat deck.

And when the story is finally told, the honor roll of heroes will hold the names, not alone of those whose deeds were spectacular, but of those whose small courage and wise judgment and devotion to duty brought peace and succor to their fellow men.

During these malevolent early days of our participation in the war, members of the Coast Guard Auxiliary stoically turned deaf ears to such uncomplimentary references as "feather merchants" and "sea-going Cox's Army." No unimportant part of the total job that they were doing was that of keeping silent to the jibes and dim-wit sallies of their critics, and continuing earnestly about their tasks. Many months went by before credit was given for the organized and valuable work that they were accomplishing. On patrol or off, men of the Auxiliary were constantly on the alert for trouble at sea, and they held themselves in readiness to respond to any emergency.

How well they were prepared to swing into action was dramatically illustrated on 1 May, 1942. Commander

William H. Burdge, of Flotilla 13, was pacing the boardwalk at Seaside Park just after lunch on this day. Unconsciously his eyes constantly turned toward the east and he scanned the Atlantic horizon, almost with apprehension that something *would* come into view. The weather was clear and sparkling and the range of visibility extended for miles to seaward. Suddenly a mere speck appeared where the dome of the sky met the distant water's edge. Without delay, the Commander entered his automobile and hurried to the Toms River Coast Guard station. Powerful glasses were turned toward the sea, and through them the aftermath of another tragedy became clear. About five miles off shore lay two boats and by their shape and the manner in which they were occupied, there was no question but that they contained victims of another submarine depredation. The alarm was given and the crew of the Toms River station launched surf boats and started to the rescue.

Mr. Burdge went into action at the same time that the Coast Guard put out to sea. He knew that rescue meant more than just bringing survivors ashore. Picking up the 'phone, he called Vice-commander Charles J. Miller, Flotilla Operations Officer, and issued his orders. Within the brief space of twenty minutes, Miller had rounded up other Auxiliarists and delivered them by truck to the CG station. Meanwhile the commander kept the wires hot. Calling another Flotilla member who was a local hotel man, arrangements were quickly made to borrow beds, linens, blankets and so forth, and these were loaded on trucks and transported to the Seaside Park fire hall. The idea of using the hotel as a billet was not considered because of the fact that the building was

not heated and therefore not suitable to house men suffering from injury or exposure. Members of the Auxiliary took over with alacrity, set up and made beds and prepared to receive the shipwrecked men.

During this time, Coast Guardsmen had brought in the two lifeboats and thirty-five survivors who were taken ashore through the surf. Three men were wounded as result of flying deck gear when torpedoes had crashed into the sides of their ship. The remaining thirty-two appeared in fair physical condition but were over-wrought and nervous as a result of their harrowing experience. Many were scantily clad because of the haste with which they had to abandon ship.

As soon as the victims were brought ashore, they were taken to the firehouse to recover from their period of exposure, and given food and rest. Mr. Burdge purchased necessary food at once and an appeal to local citizens brought substantial contributions of clothing to cover the nakedness of the men from the lifeboats. Food was prepared and served by Auxiliarists and the wants of the survivors were sympathetically ministered to. Including the commander and vice-commander, a total of ten men from Flotilla 13 served without interruption from 1300 on 1 May to 0840 on 2 May. After the ill-fated mariners had been removed by the Coast Guard, these ten men cleaned up the firehouse, returned beds and equipment to the hotel and delivered linens to the laundry. As to occupancy of the firehouse as an emergency station, no questions were asked Mr. Burdge about this, for, as City Manager of Seaside Park, his word was a command insofar as use of public buildings was concerned.

(Continued on Page 21)

## POST-WAR and the AUXILIARY



Forty-Four Foot Elco Cruiser

★ When the last shot of this war has reverberated on some far flung battle front; when the wild cheering has died away and the last ticker tape been thrown on our returning victorious heroes; when the uniforms, bedecked with service-ribbons, are carefully folded and packed among the moth-balls—then the main concern of all, veteran and civilian alike, will be how best to face the new life in a Post-War Era.

It is not the purpose of this article to dwell upon the economic or sociological problems of such a period of readjustment. We are concerned here only with the part that the U. S. Coast Guard Auxiliary may, and should, have in the future years when the world will be—we hope and have reason to expect—a more harmonious and less dangerous place to live in; when, once more, people will have the opportunity to enjoy and have time for the things that add a zest and meaning to living.

Foremost among these, we would surely include the pleasure of yachting and motor-boating. There is a boat for every purpose and every purse; whether it be the trim sailing craft running free before the wind, an improvised put-put outboard, a small cabin cruiser, or the sleek, streamlined yacht of the Palm Beach millionaire class.

With the end of the war and a more normal and leisurely way of life, there is bound to be an increased interest in things nautical. This can easily be explained: First of all, the tremendous growth of the Navy and Merchant Marine personnel during the war emergency cannot fail but to have stimulated in many, a permanent love of the sea; a feeling which will eventually seek expression in the ownership and operation of some sort of pleasure craft for nearby lake, river, or ocean and bay. Another factor in this nautical outgrowth of interest is the Coast

Guard Auxiliary itself. Established by Act of Congress in 1939, it has expanded from a skeleton organization of a few Flotillas to a membership of approximately 60,000. And but a small percentage of this number represents those, who, prior to their joining the Auxiliary and becoming temporarily enrolled in the Reserve, were experienced boatmen. The great majority had no knowledge nor predilection for boating, but through patrol duties and educational facilities of the various Flotillas, have since acquired a fair measure of proficiency in small craft operation; plus an enthusiastic interest that will make of them nautical devotees for the remainder of their years. Right here it is well to sound a note of warning to wives. Many, so help us, are doomed to become "sailor's widows" unless they replace the latest best-seller of love and romance with hubby's B. J. M. and Chapman's Motorboating. Even at that, they can always be ship's cook, for, after all, except in size, there isn't much difference between a galley and a kitchen. So the transition should be comparatively easy for the average wife an an Auxiliarist.

So much for the reasons behind expansion of the C. G. Auxiliary during the post-war period. The question arises just how can the organization best serve in the year's ahead. It can do so in many ways. To mention a few:

1—By keeping its organization intact and its membership active. Many Class (T) Reservists, after receiving disenrollment, will, as mentioned before, wish to continue their theoretical and practical training in small boat operation. Naturally, they can do this more readily through continued membership in a going, efficient, Auxiliary Flotilla.

2—The Auxiliary to augment and revise training programs to fit peacetime, rather than wartime, needs.

3—Since many members will want to become boat owners, there should be formed within each Flotilla an Advisory Board, composed of experienced boatmen, to give advice on boat-buying, and an inspection service to insure that the prospective purchaser will get his money's worth in boat value. To the enthusiastic, but inexperienced, a second-hand, or even a new boat, might be the worst possible investment, entailing avoidable expense in operation, and otherwise be unsuitable.

4—By establishing District Bases, such as the one once planned on the Delaware at Kaighn's Point, the Auxiliary can make available to the average boat owner of limited means all the facilities and even the social life of a Yacht Club.

5—Promotion and supervision of regattas and cruises whereby members may have the opportunity of friendly inter-competition with other Flotillas; while at the same time putting to pleasant and practical use their knowledge of navigation.

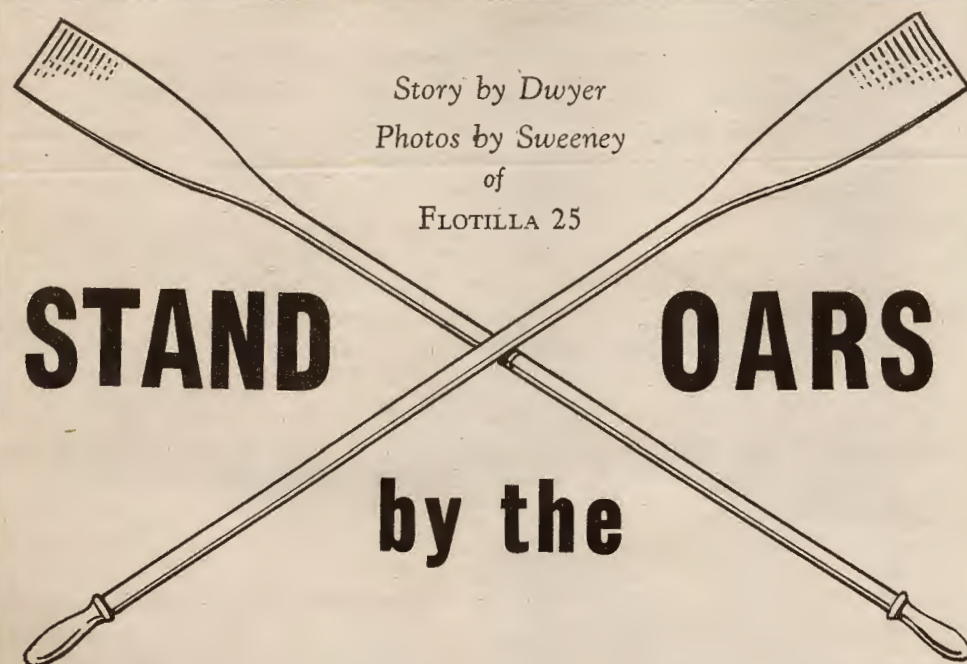
6—In conformity with the intent of Congress, an active, well-organized Auxiliary can lessen the work of the regular Coast Guard.

7—By forming a Cooperative Stores Plan for each Auxiliary District. It is a well-known fact that the one thing which frightens most boat lovers from ownership is the usually excessive cost of operation. A Cooperative Store could buy in large quantities wholesale, and at a considerable discount: gasoline, oil, motor parts, boat equipment, etc., and pass this saving on to Auxiliary boat-owning members.

8—Establishment of a junior group within each Flotilla to consist of the under-age sons of regular members. They could participate in a limited training and educational program to fit them for full membership in the

(Continued on Page 21)





Story by Dwyer  
Photos by Sweeney  
of  
FLOTILLA 25

# STAND OARS by the

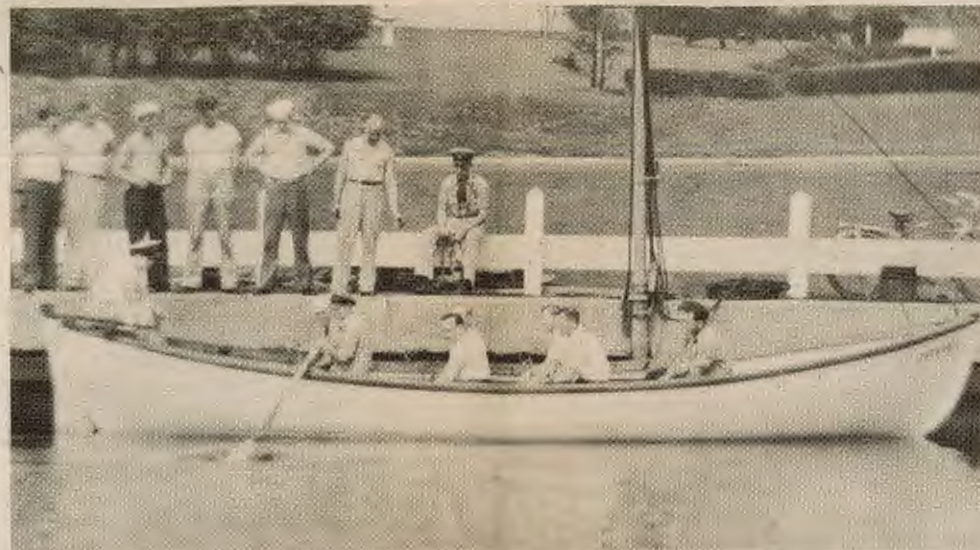
★ Farragut Flotilla 25 recently began a practical course on pulling boat training, which has proved popular as well as interesting. The program is under the supervision of Chief O'Brien, and all Temporary Reservists are required to take it so as to fit them for emergency duty in life saving, etc. Rated men were the first to undergo instruction so that they in turn might be qualified to train the others.



Two men of Flotilla 25 lower pulling boat at start of instruction class.

Chief John O'Brien, who handles the practical end of the course, is eminently fitted by his prior service of thirty-five years in the United States Navy to handle the job. Recently, on his retirement from the Navy, Chief O'Brien, who, incidentally, also serves as drillmaster of Flotilla 25, was sworn into the Reserve with the same rating of CBM (T).

The training is, and has been, given every Sunday morning at the New Jersey State Naval Militia Armory in Camden, where a real seaworthy pulling boat of regulation length swings from davits along nearby Cooper River.



Chief O'Brien instructing men how to use oar in pulling boat.

The course is mainly practical in scope, including instruction on the use and purposes of lines, falls, boat handling, and stowage. Every man from Chief down has to take his place at an oar to gain first-hand knowledge of the wrong and right way of pulling boat duty. This, of course, leads to many awkward and, at times, amusing situations. The author, having gone through the rookie training, can readily attest to the fact that there is all the difference in the world between handling an oar of an amusement-park rowboat and the kind you stroke in a pulling boat. The latter at first, and until the knack of balancing and even stroking is acquired, has the feel of a fair-sized flagpole. Hand blisters, sore wrists — from attempting to master the art of feathering — and an equally sore back, are all natural aftermaths; especially for those "softies" who live the sedentary life. But these minor physical discomforts are temporary and more than compensated for by the satisfaction of newly-acquired knowledge and experience in a technique that is as old and traditional as the history of marine navigation. After all, no one is a real sailor or Coast Guardsman until he has mastered the art of pulling an oar.

For members of Flotilla 25, the knowledge may come in useful some day. Already a stand-by crew has been selected to serve in any emergency that may arise on the river or ashore in the Camden County area. Then again, those assigned to duty as security guards on the Wilson Line steamers, may also find the training invaluable in the event of fire or collision while afloat.

These, as well as other training courses, exemplify the aims and purposes of The U. S. Coast Guard as best expressed in its motto: "Semper Paratus."



Actual pulling boat practice at Flotilla 25.

## SUPPLEMENT

### Nomenclature of Pulling-Boat Commands by the Coxswain

(A ready reference for those who read Esquire instead of B. J. M.)

- (a) "STAND BY THE OARS"—The men seated on thwarts and facing toward stern, seize the handles and lay their oars on the gunwhale fore and aft close against oar locks.
- (b) "OUT OARS" (1)—Given when boat is clear of dock or ship's side. Oars are thrown horizontally outward, after insertion in locks. With hands on handle, the blades are trimmed flat and abeam.
- (c) "STAND BY TO GIVE WAY"—At this command, men bend forward, thus bringing the oar blades back just above the surface of the water and ready for the beginning of the stroke and the next command of—
- (d) "GIVE WAY TOGETHER" (2)—To caution men to begin in unison.
- (e) "STROKE" (3)—The oar blades are dipped into the water and the pulling stroke completed. The coxswain will measure the timing and speed by repeatedly calling this command.
- (f) "FEATHERING" (4)—This is the method of turning the oar with a wrist movement, first down and then upward, whereby the flat or blade end of the oar is kept horizontal to the water's surface, thus presenting less resistance to wind and chop.



Men of Flotilla 25 pull boat out of water at completion of day's instruction.

- (g) "HOLD PORT—GIVE WAY STARBOARD" (or vice versa)—Men on port thwarts, finish stroke, then drop blades vertically in the water, hold them perpendicular to the keel line; while those on starboard thwarts continue with pulling stroke. This will cause the boat to turn to port.
- (h) "OARS" (5)—After completion of stroke, the oars are brought back abeam where they are feathered. Stroking ceases.
- (i) "IN BOW"—At this command, the two bowmen boat their oars; one stands by with the painter and the other with the boat hook prior to coming alongside landing or ship's side.
- (j) "WAY ENOUGH"—To cease pulling and boat the oars, i. e., take them out of locks and place them in the boat fore and aft. Generally given when the coxswain has properly gauged the distance that the boat's momentum, without further stroking, will carry it easily to the desired landing.

### Explanatory Notes

- 1—Be careful not to take this command too literally by throwing the oar overboard. This might make the coxswain mad!
- 2—And we do mean—~~w~~ether! You pull with, not compete against, your fellow oarsmen.
- 3—What the coxswain nearly always has, when trying to train a "green" crew. So try to keep him from an early grave by being attentive and cooperative.
- 4—Also an old Indian custom. Most everybody knows that oars don't have feathers.
- 5—This command is usually given just a split second before you are about to collapse from exhaustion—proving that coxswains are considerate guys—or are they?



# The LOG of AUXILIARY FLOTILLA ACTIVITIES

**FLOTILLA 15, POINT PLEASANT** — With the summer season of 1944 having passed into history on Monday, 4 September, and the many moments of enjoyment being looked upon as just things that have passed, one impression left upon members of Flotilla 15 that can't be looked upon as just a passing fancy, is the pleasure that we, as members of Flotilla 15 had on the evening of 26 August when we had the distinct honor of meeting our new commodore, Frank B. Hinehline.

Members of Flotilla 15 are pretty frank in their expressions and if you were to take a poll of those who shook the hand of our new "boss" and had the pleasure of listening to him talk, you would record a 100% vote that Frank was a regular guy and a swell leader and we down here in the northern-most tip of The Fourth District are for him 100%—or more if need be.

Commodore Hinehline spoke on post-war activities for the Auxiliary and he spoke straight from the shoulder and that's what we like about him. He went into details and from the time he first started to talk he gained the respect of us would-be gobs.

Lieut. (T) Earl Leonard, who by the way, is no stranger to us in Flotilla 15, and a fellow that every one of us deems it a pleasure to have as a friend and to know as an officer and we respect him to the fullest, was again with us on 26 August. He spoke on absentee balloting and believe me had the boys signing up on the dotted line. Yes, sir, we are going to vote this year, in town or out, thanks to the U. S. C. G. Auxiliary.

Not only was the 26 August meeting blessed with the presence of our new commodore and Lieut. (T) Leonard but Bos'n (T) Keough was one of our guests and Howard, our new district operations officer, gave the boys his usual instructive talk on tower duty. All in all, it was one of the most enjoyable meetings we have had this summer. No eats but galley chief Stengel promises to do better the next time the Gold-Strippers visit us.

We are taking in four new members which brings our Class (T) membership up to an even 50 and we are going to stop here and make some real guardsmen out of our group instead of having a large Flotilla with laxity prevailing.

With the fall months ahead, Drill

Master Zarges announced that he intends to keep his promise of taking the boys up and making them pick them up and lay them down and the boys have promised that their dogs will be in a non-barking condition for the ordeal.

Gunnery Officer Lionell Williams announces another shooting instruction for September and he reported that the last instruction proved successful but only one rabbit and two pheasants were found dead behind the targets following the shoot. Not bad and at least it is a mess.

Commander Moore has announced that one of the bright spots for the coming fall months is a dinner party to which the better half of the family will be invited. That means that the boys will have to put on their bib and tucker and get their shoes shined; and what a night that promises to be!

Dick Llewellyn, our gasoline officer for the Lakewood district, has been appearing at meetings of late all smiles. And why not? Somebody up at the Lakewood rationing board has been told a few things all to the advantage of our members from that neck of the woods.

Something is going on between commander Moore and boat owners of our Flotilla and when we get more dope on the inside transactions we surely will let all the readers of TOPSIDE in on the know.

Oh, yes, before we close we must not forget to tell you readers that our newly-elected vice commander, Richard Hubbard, who by the way, happens to be a minister as well as operation officer is the proud papa of another son. Yes, sir, "Doc" is going to have a Flotilla all his own if the war lasts long enough.

—Elmer K. Errickson, Publicity Officer.



**FLOTILLA 53, HARRISBURG** — It's good news to our fellows that our skipper, Sterling McNees, has been allowed to leave the hospital after a siege of about a month. He is still confined to his home but even while tied down in bed by a formidable-looking and heavy cast he continued to run the

affairs of this outfit by telephone and bedside conferences.

Vice-commander John W. Appleby has been handling the meeting details, reading the district office notices and orders, and the million other things a presiding officer has to attend to. Meantime the educational program has gone on apace. Within the next couple of weeks our entire enrollment of 73 Auxiliaries will have completed instruction designed to bring them up to the Navigators' exam. The course of instruction has been running for 14 weeks through the summer and the outline was designed to take in all the subjects included in the top examination.

Of the total of 73 men enrolled in the Auxiliary we now have 53 men uniformed and doing duty. During June, we had 17 men to do 16 jobs and we ran up a total of 852 duty hours, exclusive of travel time which runs up to six hours per trip from this city. During July and August we added 30 new men to the roster of uniformed members and took on a high quota of new assignments. Guy Johnson, personnel officer, reports that for July we performed a total of 815 hours of duty and in August, hours of duty totalled 1,345.

In addition to the radio and gate and dock duty at Pier 181, we now have a healthy complement of men doing gate and dock and boat patrol at Essington.

Speaking of Pier 181 brings to mind the improvements which have been made for the comfort of Reservists at that base. Because no one has beaten us to it we want to pass along orchids, or their nautical equivalent, to Mr. Wick and Mr. Marquardt for the window in the radio shack, the screen door, the clean towels, bed linen for the sacks and the mosquito nets which go a long way towards making a tour of duty easier. It's now a soft life compared with the times when there were no sacks, no towels, no ventilation in the radio shack, etc., and a whole lot more enjoyable.

Jim Reilly and Chal Eatcliff, both S 1/c (T), the former chairman of the Spar Committee and the latter Operations Officer, got the radio shack painted, the floor waxed, and everything ship-shape. It's sure good to

have someone to turn to when you want to do a job of work without having to bother Mr. Wick with the details.

Three boat-handling classes reported to Pier 181 during June and Mr. Wick took one of them out himself, running the route of the up-river patrol as far as the Burlington-Bristol bridge. Two classes have also reported during August.

Vice-commander Appleby, the undersigned, and Operations Officer Johnson, attended the first meeting of the Fifth Division in Reading, which was presided over by O. L. Williams, captain. It was an interesting session and all hands enjoyed it and, what is more, got a lot accomplished. The report of commodore F. B. Hinehline on post-war plans as discussed at the inter-District conference was especially enlightening and augurs well for a continuation of interest and activity after the cessation of hostilities. Phil Ziegler, skipper of the Reading Flotilla and with whom we served on 79001, proved a grand host.

We have also started publication of a monthly bulletin on which Hu Bert Eicher and George Milley are working. The tentative name is "The Ditty-Bag" and it should prove an excellent means of keeping all the Flotilla members in touch with affairs.

When are you other fellows going to visit us?

—Paul C. Applegate,  
Public Relations Officer.

**FLOTILLA 52, LANCASTER** — With so many men getting replacement issues of clothing, it is called to mind that next month Flotilla 52 will have another birthday — its second. From an original enrollment of ten boats and eleven men it has grown almost tenfold with about seventy percent of its members in uniform as Temporary Reservists. A good record, of which we will write more for next month's issue.

On 14 August a handsome memorial plaque, in honor of eight of our members now serving Uncle Sam in active service, was unveiled at Flotilla headquarters. The idea and accomplishment of our treasurer and supply officer, Arthur Norris, GM 2/c, it is a fine and lasting tribute to those who have been called upon for greater service to their Nation. They are: Richard R. Norris, Harold Hildum, Fred Haecher, J. S. Kaylor, Samuel J. Magee, H. A. Verwohlt, Fred Schmitt, and Leroy Weaver.

August means corn in this part of Pennsylvania, and corn is best when roasted, (contrary to the ideas of actors and hill-billys) so that energetic triumvirate on our refreshment committee, Bob Edwards, Frank Evans, and Paul Rogers staged a good old-fashioned corn and doggie roast at the Edwards' manor on Saturday night, 2 September. 'The moon was shining brightly' and a goodly crowd was there, to misquote a popular baseball poem, daring even and notwithstanding those "Barber-shop Blues" of Joe Forrest et al. While on the subject, Isadore Kleinman was one of the organizers of that refreshment committee and deserves a big hand for his work on it.

An accolade to one of our valued members who has submitted the bit of verse which follows.

—John P. Samuels, Publicity Officer.

**HAIL THE COAST GUARD**  
By H. W. HOTCHKISS, S 1/c, USCGA  
FLOTILLA 52

The sea may be rough and the going real hard  
But that is one part of the good old Coast Guard  
In fair weather or foul, they always stand by  
No questioning orders, no asking of why.  
Sometimes life is easy, sometimes it is fun  
But there's sometimes the life of some mother's son  
They are called on to save, and as in the past  
They never have failed, all aides standing fast  
They never will lose sight of the fact,  
That they have to go out, but don't have to come back;  
So no matter the weather, be it foul or quite fair,  
They're still standing by, and will always be there.  
They ask no favors, nor recommendation  
But there's plenty who know from all over the Nation  
And there's wives and mothers who'll come forward and say  
They thank God and the Coast Guard,  
That their boy's here today.



**FLOTILLA 27, SALEM** — Cast off bow line! Cast off stern line! All clear! (we hope)  
we're now underway with our fall and winter cruise.  
Ensign (T) Laurence G. Doyle, the platinum-thatched skipper with the sil-

ver-toned voice is now barking the commands in his inimitable style during the absence of commander, Ensign (T) Evan D. Pearson.

Chief BM (T) George Boehner serving with Bos'n (T) George J. Sawyer, has puffed out many smoking lamps in plotting the course for an intensive but interesting educational campaign. Members will regret missing any of the instructive cruises.

A. Robinson, BM 1/c, has charge of the classes for Coxswain. F. North, BM 2/c, is the steersman in the navigation classes, while F. Darlington, MoMM 2/c, will prime the future "motormacs." Cox'n Richard Day will aid the seamen to become more proficient.

Special teachers have been assigned as follows: Lowell C. Newkirk, BM 2/c, nomenclature and nautical terms, Edgar H. Bruder, BM 2/c, military etiquette, Willard Clark, BM 2/c, marlinspike, Chief BM (T) James Filer, D. Sutton, Cox'n and E. Bouillet, Cox'n, will flash the instructive signals in blinker and semaphore. Educational films will be arranged by J. Campbell, S 1/c, and the art of gunnery will be shown by Seamen John Craig, Roy Lodge and Carl Green.

Lieut. Comdr. (T) Frank B. Hinehline, USCGR, and Salem's own commodore of the U. S. Coast Guard Auxiliary, 4th ND, paid us another welcome official visit. Mr. Hinehline gave a revealing report of the recent Interdistrict Conference held at Martha's Vineyard. We absorbed his comments with much interest.

It is with regret that the Flotilla has accepted the resignation of CBM (T) L. F. Tice who had done a remarkable job with operations. The genial and ever persevering Chief BM (T) C. Harvey will "carry on."

Chief BM (T) James Filer and Daniel Loder, S 1/c, qualified as marksmen during the Wildwood school sessions.

Meetings are now being held weekly and the breezes are rippling the ensigns on the masts.

George Johnson, Cox'n, heads a committee to look for permanent quarters for the good ship "Salem 27."

Donald Henderson is proudly awaiting his commission as Ensign in the U.S.N.R.

We welcome Earl Rhoads and M. Doody as new members.

The axe is in the Axis but it's no time to relax. SEMPER PARATUS!  
—Horace H. Madden, Publicity Officer.





**FLOTILLA 34, MAURICE RIVER**—Just when Reservists of Thirty-Four began to learn the meaning of "sea legs" on the Wilson Line run, it appears that we are about to be beached

again. The vacation season is over and winter cruises are not looked upon with favor by the pleasure-seeking public, although they would be honey in the mouth of any Reservist. Anyway the detail, although not particularly salty, was a welcome change from pounding the concrete at Gloucester Immigration station.

Although essentially a pleasure cruise for the paying customers, the Wilson Line detail was not without its educational features for observing Auxiliarymen. They learned a lot about river traffic as well as the handling of craft over eighteen feet. All members of Thirty-Four are enthusiastic in their appreciation of the treatment accorded them by the City of Washington crew and Wilson Line employees in general.

The officers of Maurice River Flotilla do not intend to be caught in an extended suspension in case the need for active duty of their men suddenly ceases. They have already held post-war planning meetings and have a program fairly well lined up. An expansion of the social and boating angle of the Auxiliary will form the nucleus of the program.

Thirty-Four will be represented at the fire-fighting school at Fort McHenry, Baltimore, by Al Mundle, John Klem, and Ted West. Bob Gibbs, Rocco DiBiaso, Dante Parenti, and Dom Dalesandro took a fling at the all-day marksmanship course at the North Wildwood range and returned in good shape except for a few sore shoulders and a swollen cheek or two. Most of the other members have profited from the gunnery familiarization courses at the Customs House and Cape May Naval Air Base. Only one man, whose name is being withheld, got himself lost on the base.

Our Flotilla boasts a "league of nations" family quartet. Charley Stadler, Joe Guida, Ed Levy and Bill O'Brien, of German, Italian, Jewish and Irish descent respectively, are all cousins by marriage.

Co-ordination of the different branches of the armed forces was demonstrated here recently. Maurice River Auxiliarymen helped out the Nabb Post American Legion when they

suffered a manpower shortage at their annual Mardi Gras and the Legionnaires reciprocated by sending their state championship band up to play for the weekly drill of the Flotilla.

—C. M. Scull, Publicity Officer.

**FLOTILLA 32, STONE HARBOR**—Big news of the month around 32 is the closing of the tower at Sea Isle City on 3 September. Sea Isle Reservists have been furloughed for the present, pending assignment to new duty elsewhere. Wildest scuttlebutt so far is that the Government will donate the Sea Isle Tower to Reservists after the war for a poker and pinochle clubroom.

J. N. "Jerry" Alexander, operations officer for the Stone Harbor tower, is back on duty again after a two week vacation spent in western Pennsylvania.

Eric W. Strandberg, Flotilla commander, received a letter recently from a newly-outfitted member which we are privileged to quote in part:

"Dear Mr. Strandburg:

I was at the Coast Guard office in Philadelphia yesterday and received my clothes allotment. I received the entire outfit except undershirts and khaki trousers. I can well do without the undershirts but I feel that the dignity of a Seaman 1/c in the United States Coast Guard Reserve would require that I wear trousers . . ."

P. S. Ben got his pants.

Closing press date precludes any details on the much-anticipated dinner dance, except that well over a hundred reservations have been made as we go to press. The complete lowdown will be available for next month.

—Bill Clark, Publicity Officer.



**FLOTILLA 13, SEASIDE PARK**—The 30 August meeting was held in the auditorium of the Seaside Heights firehouse and was attended by seventy or more members, mustered in and inspected by Lieut. Leonard and Ensign Theo. Richter.

Postcards requesting absentee ballots were personally presented to each member by commander Burdge.

Lieut. Leonard gave an informal talk about the future of the Auxiliary and while no definite information was presented, it is gratifying to know that consideration is being given to the

extent that high officials are taking notice of the work which the "Reservists" are doing. We are all proud to wear the Coast Guard uniform and honored to have had the opportunity of serving our country even in a small way (which is its own reward) but we are interested in the possibility that we may in some way fit into the peacetime picture.

On Saturday, 2 September, Cedar Creek Tower passed into history as far as we are concerned, with Charles Moffet punching the clock at 2400 for the last time. Many of us of Flotilla 13 will experience a feeling of sadness at the closing of this tower as we consider "Cedar Creek" our Alma Mater. Most of our members have at one time or another served in this tower, and for over a year we met and mixed with many fine boys of the regular service, practically all of whom have been transferred outside the District. We had a personal feeling that we were keeping watch for them and that some day we would spot their boats as they returned home to stay. God bless each one of them. We reverently offer in supplication the last two lines of the sailor's hymn:

"Hear us while we pray to thee,  
For those in peril on the sea."

—Leslie Broomfield, Publicity Officer.

**FLOTILLA 24, DELAWARE RIVER**—Flotilla 24 popped another button on 14 August. Our summer outing was celebrated from Delaware River Yacht Club. At 2030 we boarded the boats BETTIJACK, MARJOLY, ALPERA, ALMENA, TWO RIPS, FLOJON, and PIXIE for the upper reaches of the river. It was a cool, clear evening as the crews cast off. To the strains of an accordion, the Flotilla lined up in the wake of the leading boat. When we arrived at our rendezvous, the lead boat swung about and anchored. The next three boats came up and anchored alongside. The remaining boats tied up astern, and when many spring lines and bumpers had been made fast we opened the meeting.

Boxes of iced drinks and sandwiches were broken out and the show was on. Bashful seamen loosened up in short order, and barber-shop harmony reigned. If you have never heard Fuller from 181 breathe a southern melody from a picket boat you don't know the meaning of parody. During the course of the evening everyone was invited to inspect each boat. The whole gang swarmed above and below decks, examining and comparing all the appointments, gauges, and gadgets. Not a rope locker or

galley stove was missed. To a man we agreed that a more beautifully equipped and kept Flotilla of boats would be hard to find. Some up and coming seamen from Flotilla 24 are going to cause headaches to boat builders in the postwar period. Combining the spacious quarters of Lieut. (j.g.) (T) Holmes' boat with the beautiful equipment of Ensign (T) Tompkins' boat and the featured galley on Grant Wilbur's ALMENA will take unusual skill.

Mr. Tompkins finally called for a change of watch, a last drink, and the Coast Guard song. Anchors were weighed and we headed down river for our home port. The party was a great idea and thanks again goes to Bland Kilpatrick, our indomitable committeeman, who expedites new plans as easily as our commander makes them. (P. S. Some of the Anchorage Patrol attended too!). Out oars.

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



**FLOTILLA 31, OCEAN CITY, NEW JERSEY**—Situations Wanted: Group of citizens of various and sundry ages, sizes and dispositions available for immediate part-time service.

Experience includes familiarity with wind and water, clock punching and operation of telephone. No compensation other than transportation from home to job and back. Full details from Ralph Clayton, Bosun (T).

LAMENT OF THE TOWER WATCH, OR  
BACK TO BUSINESS, GENTS;  
ROVER'S DEAD

We've scaled the ladders of many towers,  
Observed the sea and sky for hours,  
Punched the clock and cursed the stations,  
Damned the guys who locked up rations,  
Wrestled with winds and cloud formations,  
And labored (with minor protestations).  
We've braved the gale and snow and sleet,  
Stood on our numb, unfeeling feet,  
Sweated it out on torrid heights,  
Logged all shipping and aircraft flights,  
Watched all manner of curious sights  
On dunes, and under the boardwalk, nights.  
From mid to six or six to mid  
The job was ours and the job we did.  
We put it over and rarely shirked—  
And now we're clipped, washed up, or jerked,

Fubar'd, Snafu'd and slightly irked,  
But proud as hell that the system worked!  
We'll sign our names, now that we're fired,  
As "Bill Jones, Seaman (T), (Retired)."

L'ENVOI

Since this was written days ago,  
The situation has changed, as you might know.

P. S. — And we quote from the DCGO's letter of 7 September to C.O.'s of Coast Guard Key Stations:

"You are therefore directed, where a sufficient number of Temporary Reservists are available, to delegate them to Lookout Duty."

Added Attraction: Director Brown visited this Flotilla on 1 September, at which time an informal discussion on activities of the Reserve (T) was held. Considerable attention was also paid to post-war thoughts relating to the Auxiliary. The outlook, my lads, is just as good or just as bad as we make it.

—E. L. Johnstone, Publicity Officer.



**FLOTILLA 16, TOM'S RIVER**—Our 8 August meeting was made additionally interesting by the presence of Sgt. Robert Novins, of Tom's River, who had just returned from overseas where he had participated in the Allied landings on the beaches of Normandy. Sgt. Novins, who besides being a very observing person, also has the ability to talk interestingly of what he has seen, kept the members spellbound.

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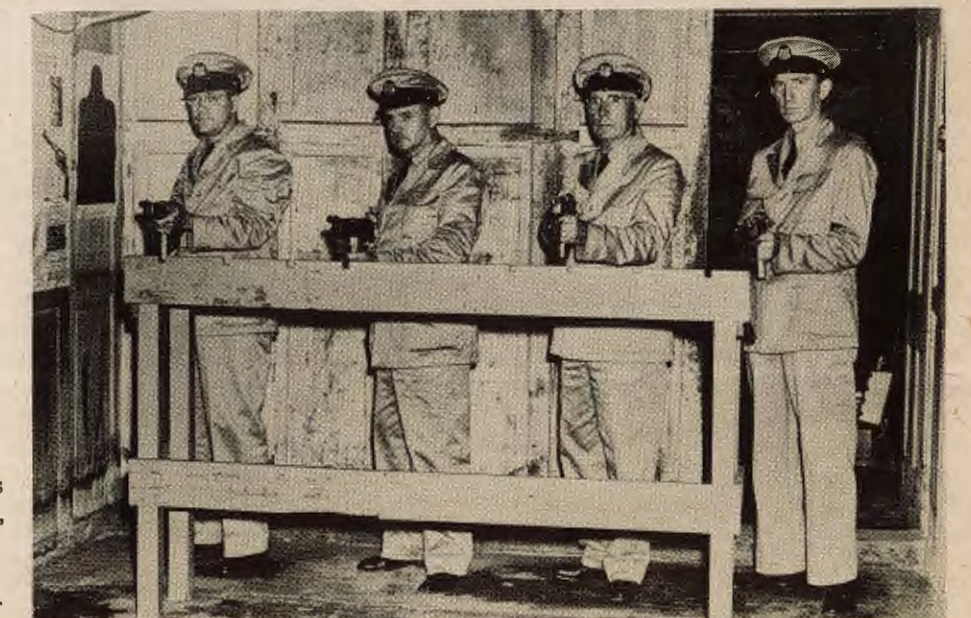
The meeting held 15 August was perhaps one of our most colorful. It was opened with the dedication of the recently-erected flagpole and plaque in memory of our late member, Dave Grimes, who was killed in an airplane crash while on a secret mission for the U. S. Navy. To those of us who had been in the off-shore convoy patrol with "Dave" and in his navigation classes, this was a very solemn and touching occasion, as his memory is linked very closely with the early days of Flotilla 16.

At this same meeting an event of world-shaking importance in the field of athletics took place when we formed a bowling team.

Clarence Chadwick, MM 3/c, U.S.S. New Mexico, was present at the 29 August meeting. Clarence had just returned from duty in the Pacific and had Jap souvenirs, Australian money, and a host of battle experiences to talk about.

This custom of bringing to the meeting those men who have come home from active war theaters on furlough is a very interesting development. Let's have more of them.

At our meeting on 5 September, we received the sad news that we had closed Loveladies Tower at 2400 on 2 September as the result of orders from the District Office. This tower was especially valuable to us because its mosquitoes had electric drills and hydraulic blood pumps and we had learned to man this tower with members who were too well-supplied with blood and who could thereby be kept down to normal. But after the skeeters took three men away bodily to feed to their



Four members of Flotilla 31, Ocean City, "ready on the firing line", at the Longport, New Jersey, police range.



young, we had to give up. We should like to take this opportunity to express our appreciation for the fine cooperation we received from Sam Quillan, BM 1/c, and Russell Brown, BM 1/c, during our time of service at Love-ladies.

—Leslie W. Reynolds, Publicity Officer.



Long Beach Island. New schedules are being prepared by Boat Patrol Officer Guy Watton and CBM Walter Cranmer in charge of the Beach Haven Tower force.

The importance of Tower Watch was brought home by the recent experiences of Mike Murphy and Leonard Palmer. Murphy, while on Tower Watch at Long Beach Station, observed a light blinking in a house in a very irregular way, and at the same time heard a police whistle. This was reported to the C.O. and upon investigation they discovered a woman with bursted appendix, who had used this method of attracting their attention. The ambulance was called and the woman has recovered.

In the early morning of 21 August, Palmer, on duty at Bond's Tower noticed planes flying over, and then about two miles off-shore, a parachute dropping. When the C.P.O., Fred Griffin, received this report he immediately took a boat off-shore and in conjunction with a pound fisherman, who was nearby, was able to rescue an unconscious aviator. Congratulations — two swell jobs well done!

A joint meeting of the members of Flotilla 18 was held 26 August, 1944, at the Little Egg Harbor Yacht Club, with commander Neff presiding. Our guest for the evening was Lieut. Earl Leonard, Captain of the North Jersey Division. Before getting into the business of the meeting, the commander distributed to those present the official War Ballot Application. He then introduced as prospective members, Julius Robinson, Carl Gold, and Philip DiPaola.

Lieut. (j.g.) Morton Gibbons-Neff read a letter from Earl Noonan, who has taken a position with the Army Transport Corps, and gave credit to his Flotilla work for enabling him to pass the examination.

Warrant Officer Frederic Remington

announces new classes in Communications, starting 10 September at Little Egg Harbor Yacht Club. Each class will be three hours duration and the entire course will last three months.

Close-Ups: "Junior" Neff is sporting a new pair of G.I. trousers, so we hear. Reason why is censored! . . . Wayne Army, who dug a 16-ft. scow out of the mud bank at "Stricklands," has christened it "Kee Bee." The four-foot cabin is labeled "Sex Parlor" — what ambitions! . . . Warrant Officer Heilman is seen pacing the Basin at L.E.H.Y.C. at night — his furlough from the "Smellaware" seems to be agreeing with him. . . . Auxiliarist Maynard Brown's battle-scarred "Wanderer" has been recommissioned with shiny bright work and paint. You can't keep a good boat down! . . . Ensign Blake and several others of 18 have an eye on decommissioned "48044." One of you millionaires should buy her for sentimental and tuna reasons. . . . "Clam Diggers" Atherton Seeley and DeWitte Cook are urged to pick out a new clam bed near their Tower if they are to keep their C.O. happy. . . . Don (Captain Bligh) Gibbons, Mr. Christensen, Horter, and The Old Mariner Ridgeway invite early risers to "chow" at 0600 any Saturday. The galley is on West Avenue — cover charge is 50c. Proceeds go to paying off mortgage on Mr. Christensen's house. . . . Roger!

—Russell K. Carter, Publicity Officer.



#### FLOTILLA 11, ATLANTIC CITY

We were somewhat jolted at our latest meeting by the announcement that our commander, Frank Eskuchen, will leave us shortly for permanent residence in Chicago. Frank has been with us since the organization of the Flotilla, one of the first in the country, and his loss will be felt considerably by every man in the outfit.

In appreciation of his fine and painstaking efforts on our behalf, the Flotilla is tendering him a farewell dinner at the Atlantic City Tuna Club on Wednesday, 13 September, at which time we hope to express our regards for a job "well done."

Otherwise, Flotilla Eleven's greatest bit of excitement recently has been the influx of beautiful bathing beauties for the annual selection of Miss America.

Warren Somers, duty officer of the Towers run by the Flotilla, has had no trouble filling his schedules these days.

Those glamorous gals parading the boards in full view of the men in the towers have made life very interesting for them.

—James Dooley, Publicity Officer.



#### FLOTILLA 35, CAPE MAY

The first phase of the 'teen-age instruction program inaugurated last spring by Flotilla 35 was completed recently when 10 youths of Cape May and vicinity received certificates signifying passage of the course in fundamentals of seamanship, navigation, boat handling, signaling and other subjects.

The certificates were awarded Friday, 2 September, at Cape May's Convention Hall by Lieutenant (T) H. Earl Huston, captain of the Southern N. J. Division. Ensign (T) Donald W. Lear, commander of Flotilla 35, assisted in the brief ceremony which was witnessed by a capacity audience.

Youths receiving the certificates are Carrol Brown, David Devlin, Raymond Brown, Jack Ploughman, Edward Haggerty, Jr., Donald Ploughman, Richard Hoopes, Robert Peck, James Woolson, and Robert Denny.

The boys — the first class of 'teen-agers to receive instruction under an organized training program sponsored by an Auxiliary flotilla — successfully completed an intensive three-month training course. Classes were taught by members of the Flotilla who relayed knowledge they had gained in classes during the winter.

This program was launched shortly after Vice Admiral R. R. Waesche had announced hopes of training future boatmen as part of the Auxiliary's post-war program. The Cape May class was the first of its kind in the Nation and is being used as a model for other flotillas throughout the country. Plans are under way for resumption of the training program this fall with advanced courses for boys who were enrolled last year and elementary courses for new groups.

Ensign Lear lauded the diligence and aptitude of the youths disclosing that all had passed examinations comparable to the Auxiliary's entrance examination and that the majority of the youngsters had attained grades higher than the average class of prospective Auxiliarists.

Spurred by Admiral Waesche's suggestion, the local Flotilla launched its training program to help instill the principles of good seamanship in youths who are naturally interested in boating

by virtue of their proximity to some of America's finest waters and to help alleviate a troublesome juvenile delinquency problem in Cape May.

Success of the venture was so marked that after the first two classes 'teen-age youngsters virtually stampeded to enroll, and were reluctant to suspend their weekly classes during the summer vacation rush season.

—F. Mervyn Kent, Publicity Officer.



#### FLOTILLA 26, TRENTON

Trenton is back from its vacation and we expect everyone to be on his toes. More intensive training is in store for the boys although they are not yet aware of it. Hal Phillips, our head boss on instructions, tells us we are going to get down to business and turn out some boatmen or bust in the attempt.

We are initiating a new class in boat handling, in which each landlubber will get actual boat experience handling a boat by himself. We feel this will arouse interest among the boys and also build up our "boat-minded" group — "Maybe we can sell him a boat after 'V' Day."

A big "shindig" is scheduled for the end of September. The odds are that it will be good. If we make half the noise that Bordentown did on Labor Day week-end, Bill Feaster says it ought to be a success. This writer will take all odds Bill wants to give. We can make the noise.

Don't know what our assignments are going to be now that the Wilson Line is off but I hope they still let us take the Spars out on Saturday afternoons. As a suggestion—we would rather make it a midnight patrol.

—Barnett B. Rochestie, Publicity Officer

FLOTILLA 17, GREAT BAY — Change seemed to be the order of the day during the past month, changes in both personnel and work. And Flotilla 17 with its versatile officers and customary ability met the challenge in true Coast Guard style.

With the elimination of the boat patrol, which greatly reduced the work of the Flotilla, plans were immediately devised and for other duties. As the press deadline approaches, progress is being made in an entirely new program. The work will be new to the Flotilla members and to the Coast Guard Reserve as well. Lack of confirmation prevents further discussion at this time.

The change in personnel brought to Little Egg Station CBM Wilbur W. Dowe, a veteran in Coast Guard work. Chief Dowe immediately set about making himself beloved by Reserve members and the work of the station and the Flotilla continued without interruption. Chief Dowe, who visited the Flotilla meeting early this month, has had sixteen years' service in the U. S. Coast Guard. He is a native of North Carolina and came to Little Egg from Ocean City. Prior to that post, he was stationed at Corson's Inlet and Strathmere.

The highlight of the month socially for Flotilla 17 is a picnic to be held late this month. Coxswain Larry VanHorn is in charge and indications point to a bang-up affair. Larry will release no details for publication.

A shining example of the worth of the Reserve movement and its effect in fulfilling the purpose for which it was organized was shown this month in no uncertain terms. Two pilots who bailed out of their planes following a mid-air collision during a training flight, were rescued within a few moments from the time they landed. The rescue work was directed by Commander Creely, who was off duty but near the scene. By the time the pilots bailed out Creely had a rescue party under way. Both men were returned to their base with only slight injuries. Thus another score was marked for Flotilla 17.

—C. J. Loughlin, Publicity Officer.



#### FLOTILLA 33, WILDWOOD

The "all work and no play" policy has been in force during the busiest summer season that Wildwood has ever known. Most of the members heaved

a large sigh of relief on the day after Labor Day and wondered how they had ever made it. Things will be different now, however. Mr. Kay, Flotilla commander, has requested the presence of every member at a meeting on 8 September and before this article appears in print, plans will be formulated for a lively winter program. A number of ideas will be presented and will no doubt be acted upon with enthusiasm. There are enough boats available to make an overnight training cruise a possibility. That is about the best thought that has yet been advanced. A committee is trying to get a sea-sick remedy manufacturer to sponsor the trip. Bos'n (T) Russell Higgins is once

more starting his instruction class for new recruits. The Wildwood Beach range will be used for gunnery practice in an effort to make every man an expert. It is therefore with a feeling of pleasure that we look forward to the coming months.

Harold "Butch" Hamilton is trying to figure just where he is getting credit for his duty hours. He is scheduled for the Ottens Harbor Dock patrol but usually finds a note or telephone message waiting there which causes him to wind up in one of the Watch Towers. It must be interesting not to know where you will finally land.

Carroll Koeneke, our junior commander, has served at every post in the vicinity. He seems to be a stand-by for Flotilla 35 of Cape May, too. He has served on the Cape May docks and was last seen standing a watch in the distant Cape May Point Watch Tower. We have heard a vicious rumor that they want to trade four or five of their men for him.

Al Benezet, while standing his watch on the Leaming Watch Tower one early evening this summer, proved that the man in the watch tower can offer invaluable service through his vigilance. The life guards had gone off duty and no one seemed to notice that a lone woman bather was in distress. Al summoned the Coast Guard and brought immediate aid which saved her life.

J. Bush and R. Watson are two of our nautical-minded members who recently purchased boats. We hope they get a good deal of post-war pleasure from them.

—Ed. Nesbitt, Publicity Officer.

FLOTILLA 23, DREDGE HARBOR—I understand that my sitting on the pier at Gate 181, staring at the activities with my tongue hanging out, is beginning to cause a bit of anxiety as to whether or not I shall survive the condition I have been in recently. Perhaps that accounts for the fact that I did not get my Flotilla publicity written in time to make this issue.

—William B. Pyle, Publicity Officer.

#### PUBLICITY OFFICERS

Please note now—where you won't forget it—that all copy for the October issue of TOPSIDE must be in the Editor's hands not later than Friday, 6 October. Circumstances beyond our control make this date absolutely inflexible!



**FLOTILLA 21, QUAKER CITY—**  
It is very easy, this month, to comply with TOPSIDE's editorial request for brevity. This is not so much due to the fact that nothing newsworthy has been happening as it is that our regular monthly meeting was postponed because of the Labor Day holiday. Normally, these monthly meetings provide the official news source for our contribution to TOPSIDE.

So instead of news . . . a brief forecast. With the summer behind us and most vacation schedules over, the Flotilla looks forward to a tighter job accomplished in every division. This not only goes for duty assignments, but for meeting attendance and classwork.

None of us is going to accept the fact that the war is over until Admiral Nimitz and General Eisenhower say it is. So meanwhile, 21's watchword will be . . . "Reporting for duty, sir!"

—F. T. Kessler, Publicity Officer.



**FLOTILLA 51, READING —**  
With 59 men in the Class (T) Reserve, the Reading Flotilla is serving Uncle Sam on several fronts—radio, dock and sentry duty at Pier 181; patrol,

dock and sentry service at Essington; and special patrol work at Dredge Harbor. Philip W. Ziegler, Commander, reports that special classes for coxswains, navigators and motor mags will start on Thursday, 21 September, with a large enrollment. The dry-land Auxiliarists went in for some social activity on two occasions. On 30 June the yachtsmen enjoyed a clam bake at a mountain resort not far from the city. It was not only a treat for the local boys but the following guests as well: Lieut. E. J. Wick, Lieut. (j.g.) (T) John M. Hays, Ensign (T) Ed Merritt, Boatwains' (T) Fred Marquardt, F. Weir Levering, and Norman Foster and several regulars from the base. Another social evening was held at the same place on 25 August. During the summer, one meeting a month was held indoors and the rest of the gatherings were outdoor drills on the Shillington High School athletic grounds. A number of casualties have cut into the ranks of the Flotilla. Coxswain Ed Mitchell suffered a dislocated arm in an accident and several other men contracted severe cases of poison ivy.

—Matthew P. Romanski, Publicity Officer.

**FLOTILLA 22, ESSINGTON —**  
Changes among the officers of the Flotilla and at the CG base, Essington, were made during the past few weeks with our Commander William B. Griscom advancing another step up the ladder when he was appointed captain of the Delaware River Division. He succeeds Lieut. (T) Frank B. Hinehine, who recently was named commodore of the Auxiliary.

The nomination of four members of Flotilla 22 to succeed Griscom as Commander took up the business session of our first meeting in September. Those named by the vote of the Flotilla were vice commodore Walter Whitehead; William H. Leavitt, Operations Officer; Dr. Leland Brown, chairman of the membership committee, and Dr. George Connor.

The selection of the new commander will remain in the hands of the District Office, which will make its selection from the four men named by the Flotilla.

At the base, Lieut. Elwood J. Wick, the Commanding Officer at Pier 181, succeeds Lieut. Crosby as Commanding Officer as Essington. This is a tipoff for the members of the Auxiliary to be on their toes. Commander Wick believes in efficiency both in the regular enlisted personnel and members of the Auxiliary.

Lieut. Wick built base 181 from a spot in the wilderness to its present fine base. He started the Pier 181 band, which has since become nationally famous and is one of the best Service musical units in the country.

Vice commander Whitehead reports there were 100 boats at the Labor Day rendezvous at Morton's Creek.

Most of the boats were Auxiliarists' craft and there also were a number of Power Squadron boats. It is sufficient to say that the Auxiliary made itself known and made a number of friends down the Chesapeake way.

Ensign (T) Robert W. Graham, Editor of TOPSIDE, has limited Flotilla Publicity Officers to 400 words each for this issue of TOPSIDE, and we've just about exhausted our allotment.

—Michael A. Devitt, Publicity Officer.



**FLOTILLA 25, FARRAGUT —**  
"Give way together!" "Stroke!" are the sharp commands of Chief "Jack" O'Brien as he so capably grooms our ten-oar crew for the pulling boat race scheduled for 24 September at 1100 between our boat and one manned by

the Coast Guard "regulars" of Pier 181. The race is to be the mile from Delair bridge to Pier 181, the U. S. Coast Guard Port Richmond Base. Chief O'Brien said he will choose the crew for our boat from such huskies as Phillips, Teall, Miller, Bowden, Small, Moen, Broumberg, Row, Cunningham, the Horn Brothers, Bruno, Toath, Russian and Lucas.

Lieut. Wick, commander of the Base, is preparing his boys for this unique race, which has been heralded as the greatest sporting event between the Auxiliary and "Regulars" of the Fourth Naval District. He has offered a prize to the winning crew.

No! Those Flotilla members you see gazing at the sky at night are not airplane spotters. They are merely the "star gazers" who are studying to be Senior Navigators under the leadership of our vice commander, Frank Ervin. His able assistant is that amateur astronomer, Bill Yingst, who built his own telescope and sextant.

Now that cool weather is here, better attendance at the gunnery familiarization program at the U. S. Custom House is expected.

Some fortunate members of the Flotilla attended the U. S. Coast Guard rifle instructions at Wildwood, recently, which were arranged thru Ensign (T) Norman Derr. All who did are pleased with the knowledge and experience they acquired and the friendly association with the Wildwood Base regulars.

The Walt Whitman Hotel in Camden will be the scene of our annual Fall Dance. Chief Elwood Anderson is again working with a very able committee to make the affair the best yet.

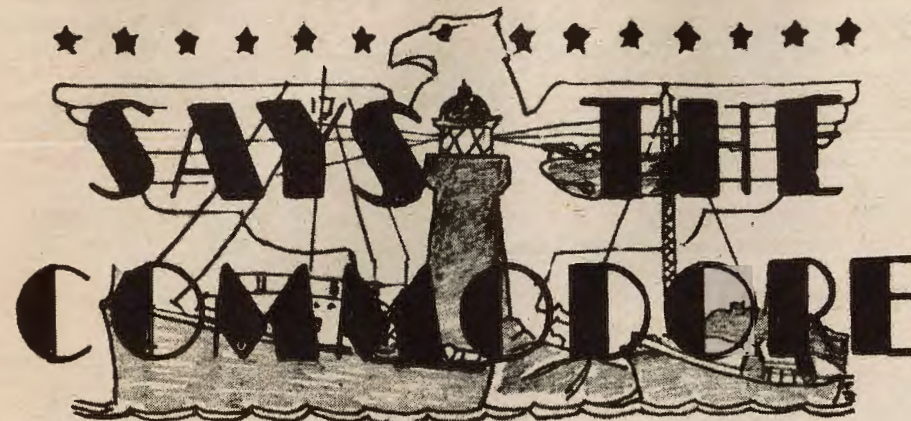
Mr. Hadley, it is rumored, had much better luck fishing from a small row boat off the 34th Street Pier at Ocean City, this past summer, than he did while fishing from his luxury cruiser "Star Dust."

At each meeting, our members contribute and buy a war bond which is awarded to a lucky member. As contributions increase, more bonds will be bought and awarded weekly.

Chief John Dwyer was appointed Assistant Operations Officer to work with Ensign (T) Charles Sprowles. He did such a splendid job as liaison officer between the Wilson Line and the U. S. Coast Guard Reserve during the summer that he has now been entrusted with the problems of the small boat patrol.

Arrangements for absentee ballots should be made by all members who will be on duty during voting hours of 7 November. Ensign (T) Sprowles is the officer in charge of this work.

—John A. Bauer, Publicity Officer.



★ When you first inspect the new Training Base at 1011 Chestnut street, the many months of arduous labor on the part of a small committee responsible for it will not be immediately apparent. It will grow upon you as you make use of its facilities. But I doubt that any of us, except those closely associated with the project from its inception, will ever fully appreciate the trials and tribulations that marked every step in its progress.

I know that the men who did the work do not seek any personal glory for their accomplishment. Nevertheless, they deserve the heartfelt thanks of every one of us for a job well done.

This Training Base, more fully de-

scribed elsewhere in this issue, fulfills a long-felt need of the Auxiliary in the Fourth Naval District. Its value to us will increase in direct proportion to the use we make of it. It is important that representatives of every Flotilla inspect the Base's facilities and report their findings to their Flotillas, so that the individual men, for whom the Base was created, may derive the maximum benefit from it.

I should like to extend my personal congratulations to Lieuts. (T) Francis T. Coxe and H. Earl Huston and their committees for giving reality to a dream we have long cherished.

—Lieut. Comdr. (T) F. B. Hinehine, Commodore, USCG Auxiliary, 4th ND.

## "THE DCGO . . . COMMENDS . . ."

(Continued from Page 10)

Thus another "Assistance Rendered" was logged in the archives of the Coast Guard Auxiliary. And, thanks to the energy and ability of Commander Burdge and members of his Flotilla, thirty-five men who cheated Davey Jones ended their ordeal in an atmosphere of comfort and consideration. Flotilla 13, which was organized as far back as 22 December, 1940, is justly proud of the part it played in this incident, proud of its consistent record of performance of routine duties, and proud of the following commendation from the DCGO of the Fourth Naval District:

Philadelphia, Pa.  
21 May, 1942

From: District Coast Guard Officer, 4th Naval District.

To: Commander, Flotilla 13, Seaside Park, N. J.

Subject: Assistance rendered to Coast

Guard by Coast Guard Auxiliary. Reference: (a) Letter, Commanding Officer, Toms River Coast Guard Station, 13 May, 1942 (056)

1. This office is in receipt of a report from the Commanding Officer of Toms River Station commending the excellent service rendered by the members of your Flotilla to the Toms River Station on the 1st and 2nd of May, 1942.

2. It is indeed a satisfaction to know that there are so many members of the Coast Guard Auxiliary who are not only willing, but thoroughly qualified to assist the Coast Guard in such periods of emergency and to perform in such an able manner the duties assigned to them.

3. The District Coast Guard Officer of the 4th Naval District wishes to extend the thanks and appreciation of the Coast Guard to the Commander of Seaside Park Flotilla and to commend the members of the Flotilla for their splendid cooperation and devotion to duty in upholding the high standards and traditions of the Coast Guard.

(Signed) E. A. COFFIN.



## NAUTICAL AND NICE

By BAUER, DWYER AND STAFF  
"After Quarter Spring"—The movement a porter makes as you leave the Pullman.

\* \* \*  
"Bag"—Said of a sail when set too full; not your blind date.

\* \* \*  
"Stem Winder"—A steam vessel with engines aft and not that watch your grandfather gave you.

\* \* \*  
"Billboard"—Not a place for your pin-up gals, but a sloping shelf on the side of a vessel to support the old-fashioned type of anchor.

\* \* \*  
"Chart-house"—Parlor version used in that familiar phrase, "she was built like a brick chart-house."

\* \* \*  
Brigantine is that stuff the barber puts on your hair.

\* \* \*  
No, Bootie, a Kayak is not a camera.

\* \* \*  
A "Lighter" is what you threw away and went back to matches.

\* \* \*  
"Milk Punches" wants to know why a boat can get water-tight and he can't.

## POST-WAR AND THE AUXILIARY

(Continued from Page 11)

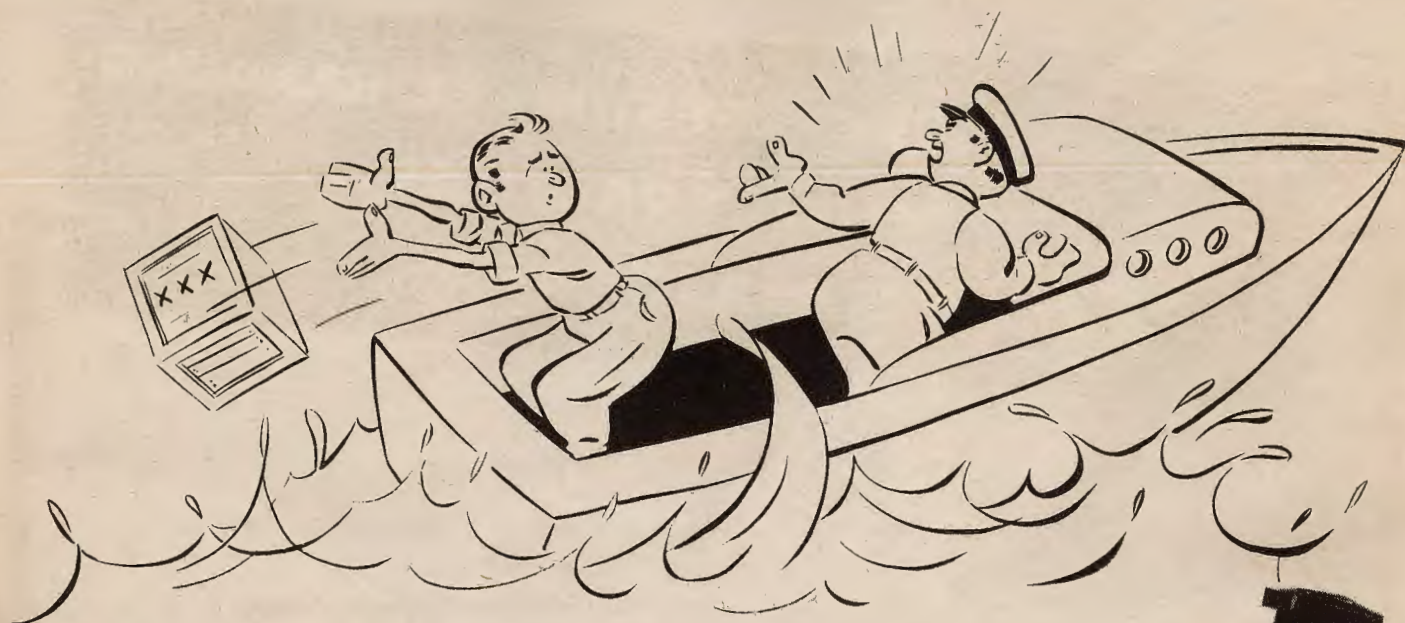
Auxiliary upon becoming of age. Many fathers would, no doubt, heartily welcome such a plan, as it would foster a closer family relationship, and act as a healthy outlet for restless and energetic youth. Who ever heard of juvenile criminality and delinquency among kids who can pal around with dad in a boat?

These are but a few of the possibilities for service by the Auxiliary and, no doubt, could be augmented as time and circumstances might require.

One thing is plain. Now is the time to think and plan ahead so that the Coast Guard Auxiliary may become, what we all would like to see — a permanent, pleasurable and valuable part of our POST-WAR World!

—John T. Dwyer, CBM (T)





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- ★ 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.