

UNITED STATES COAST GUARD

Auxiliary

FOURTH NAVAL DISTRICT



A MAN NAMED JOHN BROWN

Story on page 5

TOPSIDE

AUGUST

1944

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TOPSIDE

U. S. COAST GUARD AUXILIARY FOURTH NAVAL DISTRICT

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PROGRESS REPORT

★ Weekly figures are prepared at Headquarters in Washington showing the number of men temporarily enrolled in the Reserve and the number of man-hours served in each of the twelve Coast Guard Districts.

Picking a report from the files at random — the report for the week ending 29 July, 1944 — it was interesting to compare the record of the Philadelphia District with that of each of the other Districts and with the average for the Country as a whole.

The relation between the number of men enrolled and the man-hours served is obvious and significant. It shows how closely we, as a group, are living up to our twelve-hour contract. The 29 July report revealed that the national average of man-hours served was only 7.6 during that week. The record of the Philadelphia District for the same period was 10.8 hours. This record was exceeded by only one District (Charleston), which showed 10.9 hours. With no thought of belittling Charleston's record, it should nevertheless be pointed out that there are 753 men enrolled in that District compared with 2,183 in Philadelphia.

Our Director, our Flotilla commanders, our operations officers, and the men who regularly and faithfully fulfill their contract deserve credit and commendation for this work. Especially deserving are those men who occasionally (and, in some cases, continually) serve more than their twelve-hour tricks in order

to make up for time lost by sick comrades and by the few in our ranks who do not fulfill the contract. The work of the men who are serving over-time is a matter of record, well-known to those to whom it matters most. Their names are not here made public because in most cases they are the type of men who are not looking for personal glory, but rather are doing their job and more because they sincerely and earnestly wish to serve their Country to the best of their ability.

Nameless though they be, we salute them!

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DIRECTOR BROWN HAS A "NEW" ASSISTANT

On 26 July, the post of Assistant to the Director of the Auxiliary in the Fourth Naval District, which had been left vacant since the transfer of Ensign Lela M. Harrison, was filled by Ensign Elvera R. Gillespie, USCGR (W).

Before her enlistment in the SPARS in September 1943, Ensign Gillespie was a resident of Long Island, where she taught elementary school in Long Beach. Following her boot training at Palm Beach, she was assigned to the Auxiliary office in Boston where she remained until May of this year when she went to the Academy for officer training. Shortly after being commissioned she was assigned to the Director in this District.

On behalf of all Auxiliarists in the District, we extend a hearty welcome to Ensign Gillespie and a sincere wish that she will be with us for a longer time than was Ensign Harrison.

AN APOLOGY

A reference to the Sea Scouts in the July issue of TOPSIDE impressed the vice commander of that organization as reflecting adversely upon the Sea Scouts. We apologize. Our intentions were strictly honorable, as we well know that many of our best Auxiliarists received their early training as Sea Scouts.

BOND DRIVE NETS 92.5% OF QUOTA

The Auxiliary came through with flying colors in the Fifth War Loan Drive, attaining 92.5% of its quota with the sale of \$153,963.25, according to Lieut. (T) F. Travis Cox, chairman of the committee. The sale of \$36,467.75 by officers and enlisted men of the regular Coast Guard, and \$17,657.00 by the Volunteer Port Security Force, raised the total for the Fourth Naval District to \$208,088.00. National figures are not yet available, but when they are it is expected that the Fourth Naval District will be among the leaders, as usual.



CHIEF DUGAN COMPLETES THREE YEARS OF SERVICE

On 17 July, 1941, Captain L. E. Wells, USCG, swore in the third man in this District to be enlisted in the Reserve — one Joseph F. Dugan, Y 3/c. It is unlikely that, at that time, the good Captain realized that he was inducting a man who was to become one of the most useful and valuable men in the office of the Director.

It was then that Commander I. E. Eskridge, USCG, now on duty in the Pacific, was Director of the Auxiliary in the Fourth Naval District. He was followed in this office by Lieut. Commander H. E. Abbott, USCGR, who, in turn, was succeeded by the present incumbent, Lieut. (j.g.) John W. Brown, USCGR.

Dugan, now Chief Yeoman, has therefore survived three changes of Auxiliary administration. All those who know him and respect him for his ability and efficiency sincerely hope that he will continue to be the right-hand man of the Director of the Auxiliary for the duration.

TWO MORE NAVIGATORS

Inadvertently omitted from the latest list published in TOPSIDE of men who had passed their Navigators' examination were the names of John C. Larkin, of Flotilla 24, and Edward C. G. Hogan, of Flotilla 11. Apologies — and congratulations!

AUXILIARY PREPARED FOR STRIKE DUTY

In the recent, crippling, transportation tie-up in Philadelphia, 500 Auxiliarists from Flotillas 21, 22, 23, 24, 25, and 26 were alerted and ready for any special duty to which they might be assigned if the need for their services developed.

A MAN NAMED JOHN BROWN

★ Pick up the telephone directory for almost any given community and the chances are you'll find a listing for John Brown. The name, like Smith or Jones or Johnson, is what might be termed a "common" one. But like many so-called common names, it is not infrequently attached to uncommon people. For instance, back in 1859 the spectacular and useless raid on Harper's Ferry was led by one John Brown, who with twenty-one adherents defied a government because of an ideal. Even if this intense character had not found a place in American history by virtue of his fanatical abolitionist beliefs, he was at least distinguished from the garden variety John Browns because he was known as John Brown of Osawatomie. Now, almost a century after his death, it is doubtful if any but the historians know just what Osawatomie Brown did or stood for or contributed to the American cause, but he left a tradition and a heritage. His sincerity was somewhat negated by his eccentricity, but "his truth goes marching on."

Then there was a modest tradesman in a small town who ran a printing shop. His name was John Brown, too. He designated his place of business as "The Brown Printing House" and always put emphasis on the "The" to distinguish it from any other print shops that might have been run by a man named Brown.

THE John W. Brown

It wouldn't be at all surprising to find a squad of John Browns listed as members of the U. S. Coast Guard Auxiliary. Certainly in the regular Coast Guard, one would not have to search many muster rolls to find a John Brown. But as far as the 4th Naval District is concerned, there is a "THE" John Brown—and he is John W. Brown, Director of the Auxiliary.

The majority of Auxiliarists in this District know Director Brown by sight. His seemingly inexhaustible energy takes him to a large number of Flotilla gatherings. Physically, he complements the Coast Guard uniform that he wears, and the ruggedness and reserve of his native State of Maine are reflected in his bearing. The hardy, pioneering stock from which he is descended is evidenced in the powerful musculature which he possesses. The sombre, almost brooding eyes have a disconcerting habit of giving the impression that he is watching the birth of thought in one's mind, and that he has grasped it before utterance. In discussion groups, he is prone to sit with a rather detached and meditative air, apparently oblivious to what is going on about him. But when he

speaks, he has unerringly separated the wheat from the chaff, methodically and concisely organized his reasoning, and he can tersely sum up and terminate a discussion that threatens to run into aimless vocalization.

John W. Brown is a dreamer. Let it be thoroughly understood, however, that this does not mean he indulges in useless fantasies or yields to vacuous imaginative mental flights. The dreams are built of solid stuff and the results of his visionary explorations are, sooner or later, evidenced in concrete and material thoughts and propositions that have a definite utilitarian application. Most of them deal in human values, and that may be the fundamental drive that forced him into the field of education. It might be appropriate at this juncture to sketch the background of the Director of the Auxiliary.

Director Brown's Background

Born in Rumford, Maine, Mr. Brown spent the first five years of his life in the vigorous country of the Blue Mountains. Son of a civil engineer, he moved with the family to Fredericton, New Brunswick, across the Canadian border, and it was during the next ten years of his life that he had his introduction to the lure of the water. On the sparkling St. Johns River he had his initial experience with canoes, power boats, and other craft, and it was from expeditions upon this body of water after school and during vacations that a deeply engrained love of things nautical found origin. In 1914, the Brown family established themselves at Camden, Delaware, where son John was intrigued with boating on the Delaware Bay. He attended the Camden and Wyoming public schools and in 1918 matriculated at the University of Delaware.

While a student at the University, Mr. Brown was an ardent track devotee and there, too, his military career began. Four years of R.O.T.C. work was preparation for enlistment in the U. S. Army from which an honorable discharge was granted at the end of World War I. The degree of Bachelor of Science was awarded Mr. Brown in 1923, and in September of the same year he accepted a position on the faculty of the Wildwood, N. J. high school. To this new home came Mrs. Harriet Hutchinson Brown, the two having been united in marriage at Wilmington, Delaware.

Athletics, Education, Business

Many a John Brown might well have settled down to a satisfied pattern of life at this point—simple and modest achievements as a small-town educator, a mildly progressive career leading to

ultimate retirement and pension. Not so John Wilmot Brown. One has but to bear in mind that, in addition to his academic work at college, Mr. Brown gave time to athletics and sports, that during summer vacations he found employment with the Pennsylvania Railroad, and that always and implacably there was the ocean that beckoned. It was inevitable that routine teaching was not, in itself, a sufficient challenge. His own track career now ended, Mr. Brown seized the opportunity to develop this sport among the students of Wildwood High School. Over a period of nineteen years, the track teams of this school carried off the lion's share of honors at a large number of contests which included the Penn Relays; many individual performers went on to make names for themselves on the cinder tracks of institutions of higher learning.

Between school sessions, Mr. Brown found plenty to do. When the realty boom descended over the eastern seaboard, he spent one summer selling building lots and residences with a total volume of business reckoned in six figures. During vacation time in 1928 and 1929, he was occupied in the Wildwood Post Office, and for three subsequent summers operated a filling station business which he later sold. Beginning in 1934, the "Wildwood Entertainment Guide", available to resort visitors, was the product of Editor and Publisher John W. Brown. He relinquished this venture upon entering the U. S. Coast Guard.

Business activities did not overshadow the basic interest in education, and from 1936 to 1939 Mr. Brown was enrolled during his "spare time" at the University of Pennsylvania from which he obtained the degree of Master of Science upon concluding the necessary studies. He was extremely active in professional circles, serving on various committees of the New Jersey State Education Association, participating in affairs of the Local and County Teachers' Association, of which he is a past-president; and for two years he was designated as Principal of Wildwood High School. Mr. Brown holds a Superintendent's Certificate for the State of New Jersey, is a member of Phi Delta Kappa, graduate association for school men; the Greek letter fraternity Theta Chi and the National Education Association.

On the civic side, Mr. Brown was identified with the Kiwanis Club and was quite active in community affairs. Realizing that many of the boys and young men who attended public school along the shore would relate their

future work to businesses having to do with maritime life, he developed in the scientific classes of the high school a revolutionary course in navigation, charts and the compass, buoys and lights. When the Coast Guard Auxiliary first came into being, these same courses were readily adapted to instruction for Auxiliarists.

Mr. Brown Joins Up

As alternate master of the 72-foot yacht "Wayfarer", Mr. Brown kept his hand in on boat work. This ketch, owned by the late Judge Palmer M. Way, was a familiar sight off the Jersey Coast and in Delaware and Chesapeake Bays.

When war threatened, and the Coast Guard Auxiliary took to sea, Mr. Brown was one of the first to enroll and give generously of his time to off-shore patrol and to organizational and instruction work of Wildwood Flotilla 33. It naturally fell to him to set up classes and teach the men that they might qualify for their duties. After the United States became a combatant nation, Mr. Brown filed his application for enlistment in the United States Coast Guard Reserve.

Called to Philadelphia for interview in connection with his application, it soon became apparent to the interviewing staff that here was a man for a job. The result was that on 30 March, 1943, Lieutenant (j.g.) John Wilmot Brown was sworn into the U. S. Coast Guard Reserve. In April, by reason of his qualifications, he became Assistant to the Director of the Auxiliary. On the twenty-first day of the following October, direct orders from the Commandant resulted in promotion to the post of Director, and Lieut. (j.g.) Brown has since served continuously in that capacity. While their father serves his country in the Coast Guard, one son, John W. Brown, Jr., is a 2nd Lieut. in the U. S. Army at Fort Benning and the other, David W. Brown, is with ATC, OTC at New Orleans.

Growth of the Auxiliary

When Mr. Brown assumed duties in the Auxiliary office, there was a grand total of 1,153 men enrolled in the Auxiliary. Some idea of the growth of this organization may be gained by reference to the "Box Score" of Auxiliarists and members of the Reserve (T) which appears elsewhere in TOPSIDE. In something over fifteen months, the job of directing the Auxiliary and all of its contingent activities has truly become big business. It has demanded totally unforeseen and unexpected administrative skill and wisdom. The manner in which the Director has met the demands made upon him and upon a depleted and changing corps of assistants, is evi-

dence enough of the sound judgment of the Commandant and other officers of the Coast Guard in turning over this complex and monumental task to Mr. Brown. Routine administrative work is enough in itself to occupy every moment of the Director's time. Yet despite a detailed handling of the manifold aspects of Auxiliary work, the Director is still, as was said earlier, a dreamer. One has but to spend an hour on the 4th deck at 210 W. Washington Square, witnessing the constant flow of traffic into Auxiliary headquarters, in order to grasp some idea of the quantity of work to be done. Problems of policy, grave and major decisions, and petty, picayune harassments crowd one upon the other to the Director's door. They must be met and disposed of in a sound and military manner, and the rawest recruit in the youngest Flotilla can sense the fact that the Auxiliary is completely administered. But still the Director can dream. He can build his visions on the record of the Auxiliary to date and project them into the future. The innate attitudes of educator John W. Brown cannot be permanently subordinated to the strenuous labors of the Director of the Auxiliary. The frantic present must not confuse the mature considerations of what lies ahead. The fact that the Auxiliary has utilized Class (T) Reservists to a maximum degree in relieving regular Coast Guard officers and men does not mean that the job is done. The Director looks to a future for the Auxiliary based on a complete educational program on a curricular basis, which will construct a post-war organization carrying over a loyalty to the creed of the United States Coast Guard. He envisions techniques whereby boat owners all over the country will emerge from the darkness of inadequate knowledge into the light of background and experience, theory and fact, of boat ownership which will, in fact, demonstrate the four cardinal purposes of the Auxiliary. It may be a dream—but it's a challenge!

The informality of the Auxiliary often gives rise to what would be insubordination in the regular service. Mr. Brown, who is definitely not Reserve (T), has amiably conditioned himself to dealing with Auxiliarists. Many are old friends and former associates. Even when they are in uniform, they find it a little awkward to conform to military etiquette, so they may greet him by the familiar nick-name of "Brownie." And maybe Webster had a flash of foreordination when he defined a Brownie as "a good-natured goblin supposed to perform important services." —E. L. Johnstone.



MORE NAUTICAL THAN NICE . . .

Contributed by the Editorial Staff and John T. Dwyer, CBM (T)

Bilgepuss wants to know if a Warrant Officer serves subpoenas.

We hear that only those men well past the prime of life are wanted for the night detail on the Wilson Line.

Johnny Samuels, of Flotilla 52, incurred the envy of his fellow-men when he was picked to ride with two Spars in a jeep at the opening of Lancaster's War Bond drive.

The finger-printing Spar at the District Office says that when she goes back to civvies, she'll moirer the first man who tries to hold hands with her.

Speaking of Spars, the P. M.'s who conduct the physical exams for Temporary Reservists are not worried about Spars sending them to sea.

Freeboard is that part of a vessel above the waterline and not what you get when you land in jail.

To "freshen the nip" means to set up the backstay again and not to put another jigger in the highball.

The beam is what two points are abaft of and also something not to get off.

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GUNNERY MEDAL

Temporary members of the Coast Guard Reserve, who qualify as experts in accordance with standards set forth in current small arms firing regulations are entitled to medal awards which will be issued by Headquarters upon receipt and checking of Small Arms Sheet 2 covering the firing.

HINELINE named COMMODORE



"The mills of the gods grind slowly, but they grind exceeding fine."

★ After five months of careful deliberation, a new commodore has been selected for the U. S. Coast Guard Auxiliary in the Fourth Naval District. He is Lieutenant (T) Frank B. HineLine, USCGR.

Mr. HineLine brings to his new post a wealth of knowledge and ability earned in the severest of all schools—the School of Experience. He has spent almost his entire life on tidewater and is a very able boatman. He first became associated with the Auxiliary back in the early days before the present war when he did off-shore patrol work in his own sea-skiff, working out of New York harbor under Lieutenant P. D. Mills, USCG. Frank was still a civilian at that time, operating with a civilian crew. To give his ship official status he carried along a Coast Guard petty officer. He patrolled regularly and conscientiously without thought of personal gain or glory.

When the Auxiliary established an office in Philadelphia, Mr. HineLine transferred to this District and continued his off-shore patrol here. Before long, it was decided to investigate the possibility of establishing a Flotilla in or near Salem, New Jersey. Mr. HineLine, together with several others, was charged with the responsibility of that investigation. He was eminently successful. Salem Flotilla 27 was established and Mr. HineLine was chosen to be the Flotilla's first commander.

He continued in that capacity for some time, directing the work of the Salem Flotilla in carrying-out twenty-four hour patrols, seven days a week, in Auxiliary vessels. These boats were manned by Auxiliarists, sworn in as temporary members of the Reserve. Under his able leadership, they piled up an enviable record of miles patrolled and missions accomplished.

Mr. HineLine's outstanding record as Flotilla commander soon came to the attention of the District Office, and he was promoted to the position of division captain of what was then the Second Division. That assignment was a full-time job in itself, for the Second Division included seven Flotillas, from No. 21 to No. 27. As other Flotillas were organized in Lancaster, Reading, and Wilmington, they were tucked under Mr. HineLine's wing until he had the distinction of having been captain of three divisions. This experience has given him a knowledge of the men and the problems in the District which is probably equalled by no other Auxiliarist and was one of the deciding factors in his selection as commodore.

Mr. HineLine's business-life as President of the Camden Lime Company has been relegated to the background ever since America's entry into the war, for two of Frank's children are in the Armed Forces and his uppermost thought is to get them back home as quickly as possible. "Home" to Frank and the boys means, as much as anything, his summer cottage at Shore Acres and his forty-foot Wheeler, the "Eight Bells."

To the responsibility connected with the position of our commodore, Mr. HineLine will bring a personality that has already won him a host of friends; a singleness of purpose that is bound to result in the greatest accomplishments with the least fuss and feathers; and a knowledge of, and familiarity with, Auxiliary affairs that will inevitably make him a willing and sympathetic listener to all Auxiliary problems.

It is with the greatest of pleasure, respect, and confidence that we pipe out board our new commodore, Lieutenant (T) Frank B. HineLine, USCGR.

CHRISTMAS MAIL

If you have a friend or relative overseas, the Post Office requests that you get your Christmas packages in the mail between 15 September and 15 October. Please cooperate.

RATINGS & COMMISSIONS CONFIRMED IN JULY

(The previous month's list should have been captioned "June")

Flotilla	Name	From	To
27	HINELINE, Frank B.	Lieut. (j.g.)	Lieut.
41	COATS, Van R.	C.B.M.	Ensign
11	COLE, Maurice T.	C.B.M.	Ensign
11	ERRIG, William F.	C.B.M.	Ensign
22	WHITEHEAD, Walter T.	C.B.M.	Ensign
53	McNEES, Sterling G.	Sea.1c	Ensign
23	HARDESTER, Henry G.	Coxswain	Boatswain
31	CLAYTON, Ralph	C.B.M.	Boatswain
11	HOOPER, Adrian E.	C.B.M.	Boatswain
32	PIKE, Horace E.	C.B.M.	Boatswain
13	MILLER, Charles J.	C.B.M.	Boatswain
23	SAVAGE, George D.	Coxswain	C.B.M.
27	BOEHNER, George	Coxswain	C.B.M.
24	LARKIN, John C.	Coxswain	C.B.M.
27	FILER, James B.	B.M.1c	C.B.M.
31	JOHNSTONE, Edw. L.	B.M.2c	C.B.M.
31	BROMLEY, John E., Jr.	Coxswain	B.M.1c
31	FEGLEY, Charles E., Jr.	Coxswain	B.M.1c
25	FINE, Richard D.	Coxswain	B.M.1c
25	HEWARD, Harry, Jr.	Coxswain	B.M.1c
25	KNAUF, Harry V., Jr.	Coxswain	B.M.1c
25	WOODCOCK, Thomas J.	Coxswain	B.M.1c
31	JONES, Paul P.	Coxswain	B.M.1c
31	KOCH, George M.	Sea.1c	B.M.1c
24	KURTZ, Franklin D.	Sea.1c	B.M.1c
27	NEWKIRK, Lowell C.	Coxswain	B.M.2c
22	TAIT, William J.	Coxswain	B.M.2c
24	WENKENBACH, Christian	Coxswain	B.M.2c
25	McGOWAN, Edward J.	Coxswain	B.M.2c
25	BRANIN, Frederick L.	Sea.1c	B.M.2c
25	BIERMAN, Robert W.	Sea.1c	B.M.2c
25	SMITH, Ernest B.	Sea.1c	B.M.2c
27	CLARK, Willard H.	Sea.1c	B.M.2c
27	BRUDER, Edgar H.	Sea.1c	B.M.2c
15	ERRICKSON, Elmer	Y.3c	Y.2c
22	PRESTON, Henry J.	Sea.1c	Y.3c
17	DAVIS, John L.	Sea.1c	S.K.3c
21	KLEIN, Edward	Sea.1c	G.M.3c
25	HUNT, Samuel P.	Coxswain	Coxswain
25	MAGUIRE, Thomas J.	Sea.1c	Coxswain
25	BROWN, Edwin S.	Sea.1c	Coxswain
21	BERADI, Eugene F.	Sea.1c	Coxswain
22	JENKINS, Theodore C.	Sea.1c	Coxswain
22	ULRICH, William O.	Sea.1c	Coxswain
22	REGNER, Henry A.	Sea.1c	Coxswain
27	KIDD, Ross R.	Sea.1c	Coxswain
31	STILES, John E.	Sea.1c	Coxswain
24	WEISS, James B.	Sea.1c	Coxswain
22	MAGUIRE, Charles J.	Sea.1c	Coxswain
22	OGDEN, James H.	Sea.1c	Coxswain
24	RIDGE, Roy S.	Sea.1c	Coxswain
24	ELSBROAD, John T., Jr.	Sea.1c	Coxswain
24	FOSTER, Joseph S.	Sea.1c	Coxswain
24	HAIGH, Stanley E.	Sea.1c	Coxswain
31	PIERCE, William T.	Sea.1c	Coxswain
31	BOOYE, Dorestus	Sea.1c	Coxswain
31	CORSON, Edgar Y.	Sea.1c	Coxswain
31	ELLIS, Clyde B.	Sea.1c	Coxswain
31	STERR, John J.	Sea.1c	Coxswain
31	HUGHES, Leslie C.	Sea.1c	Coxswain
31	KLINE, Raymond C.	Sea.1c	Coxswain
31	IRELAND, Edward	Sea.1c	Coxswain
31	AKE, Paul D.	Sea.1c	Coxswain

DON'T ABUSE FRANK

It is of paramount importance for both members and officers of the USCG Auxiliary to refrain from abusing the free mailing privilege afforded regular members of the Armed Forces. We have no right to send mail marked "Free" where the stamp should be. Also, there are definitive rules and regulations regarding the use of franked envelopes. If in doubt, ask your Commander to show a copy of Officer's Circular No. 79, dated 5 August, 1944.

P-17 PILOTS SAMPLE THE AUXILIARY'S NAVIGATION



Monjoie II with flyers aboard, heads seaward

★ The Auxiliary has put to sea again!

Some of the same craft that did such important patrol work along the Atlantic Coast in the early days of the war and the submarine menace, are again making daily trips, weather permitting, "outside." This time, however, the trips are for a vastly different but equally important service.

Working in conjunction with the United States Army Air Forces, Station No. 1, Atlantic City, ten boats from Atlantic City Flotilla 11 are taking returned Army Air Force flyers out on fishing expeditions for marlin and tuna. These trips for our flyers who have returned to this country from foreign combat service and who are awaiting new assignments, started on Saturday, 15 July and have been scheduled daily, with two boats making the trip at a time. So far, the fishermen-flyers have hooked and landed several fair-sized tuna and a couple of white marlin.

We recently went along on one of these trips with a group which included Director Brown; Bill Driscoll, sports editor of The Philadelphia Record; Joe O'Byrne, outdoors and fishing editor of the Philadelphia Inquirer; four Army Air Corps pilots, a Coast Guard photographer (who took the pictures on this page); and the crews of the Monjoie II and the Edith H II.

Not only did the crews of the two boats, made up of members of the Auxiliary's Atlantic City Flotilla, prove to be efficient fishermen, but they also had an unusual opportunity to demonstrate

their skill in navigation, before the day was over.

Lieut. Brown and the writer were aboard Maurice Cole's 39-footer, the Monjoie II. Serving on Skipper Cole's crew were Leroy Jeffries and Charles Mueller. Others aboard included Lt. Phillip G. Mack, of Flushing, Long Island, and Lt. Gordon Baker, of Owego, New York, both of whom are P-17 pilots who had

completed their missions in the European theatre and were at Atlantic City awaiting new assignments.

With Skipper Bill Hobbs on the Edith H II were Jack Hobbs and Art Schropshire as crew; Capt. and Mrs. John A. Sandra, of Baltimore; Lt. and Mrs. Val Maghee, of Oakland, Iowa; Bill Driscoll, Joe O'Byrne, and the Coast Guard photographer. Capt. Sandra and Lt. Maghee are also P-17 pilots returned from Europe.

We left the Atlantic City Tuna Club dock at 0715 and by 1100 we were twenty-three miles at sea and trolling for tuna. Our boat was not too successful. Lt. Mack hooked and boated a small dolphin. We raised several marlin but weren't fortunate enough to bring any in.

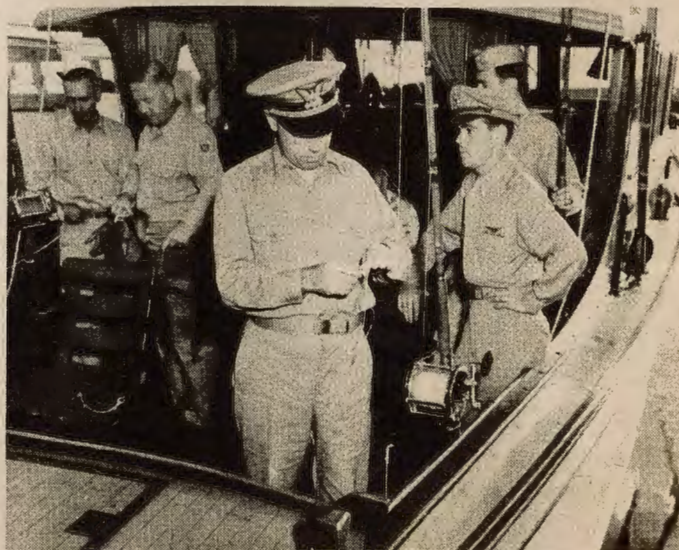
About 1400 the cry of "They've hooked one!" went up from our boat. Sure enough, about 400 yards away, a struggle had begun between a marlin and one of the fishermen on the Edith H II. Not until we returned to the dock did we learn that it was Jack Hobbs who had hooked and boated a 46-pound marlin measuring five feet six and one-half inches. The battle between the marlin and Hobbs raged for twenty minutes. From our vantage point it was a sight to see. The marlin leaped, spun,

(Continued on Page 9)



Left: Al Schropshire, Flotilla 11, lands Mr. Marlin

Below: Director Brown baits up. In the left background, Leroy Jeffries and Skipper Maurice Cole, Flotilla 11; right background, P-17 pilots Lts. Phillip Mack and Gordon Baker



and "tail-walked" on the water until his tail became fouled in the line. Then, of course, the fight was over.

Twice during the remainder of the afternoon our lines were struck, but the fish shook themselves free before we could bring them in.

Heading homeward about 1600, we were still about ten miles out when a pea-soup fog settled down around us. The visibility, which had been exceptionally good in the morning (about 15 miles) dropped to zero. That gave Skipper Cole and his crew their chance to demonstrate some real navigation.

Figuring our approximate position when the fog settled, Cole headed southeast by east, throttling down to minimum speed. It seemed hours before we finally sighted the Ventnor pier. We then headed northeast, keeping close to the shoreline until the bell buoy at Atlantic City inlet was sighted. We were safely back at the Tuna Club at 1620.

Skipper Bill Hobbs on the Edith H II naturally experienced the same difficulties but brought his boat safely back to port.

Unskilled in ocean navigation, although they were expert at navigation in the air, the P-17 pilots who were our guests for the day were enthusiastic in their praise of the skill with which the boats were handled under such circumstances. The other guests aboard the boats were also loud in their praise of the seamanship exhibited by the members of the Auxiliary.

The ten boats now making these trips, and their owners, are Monjoie II (Cole), Edith H II (Hobbs), Barbara (Eskuchen), Tranquilla II (Errig), Kit II (Mack), Joy (Casanova), Dor-Bess (Johnson), Cros-Marlin (Lindbach), Enterprise (Stanmyer), and Sweetheart II (Muller).

Boats making these trips with the returnee flyers have, through an arrangement with the Army Air Forces and the Coast Guard District Office, obtained permission to go out to the 25-mile limit. The Army generously supplies the gasoline, lunches and fishing tackle. The Auxiliary supplies the boats, the crews, and the know-how.

—Michael A. Devitt.

FOUND

The District Office is holding for the rightful owner a pair of rimless glasses found at the Custom's House Range on or about 17 July. If they're yours, please call Wal. 6830, Extension 249.

WHERE IS MY WANDERING MAN TONIGHT?

Another in TOPSIDE's series of profiles of Flotilla Commanders



Wananaker—Underwood & Underwood

★ We, of Flotilla 23, take great pride in presenting our Commander, Lieut. Edward Knorr. A "Regular" in every respect but formal enrollment, "Doc," as he is familiarly known, is fast approaching this status with his untiring and unstinted efforts behind the scenes. If ever a bundle of competent, executive energy were dropped at the right time and place, this Flotilla was said place, and the time, judging by the growth and standards of the Flotilla, was appropriate.

Doc's love of things nautical dates from his early boyhood. Born in Philadelphia in 1902, he moved to Haddonfield, N. J. as a boy and attended school there. It was there that Doc's interest in boats developed and his navigation schooling started by frequent canoe trips on the Delaware River to and from the Delaware Water Gap. With the advent of college life, Doc's nautical activities were restricted to summer vacation jaunts out of Cape May, N. J., with deep-water fishermen — an activity he has persisted in each summer.

While attending Bucknell University and the University of Pennsylvania, Doc received military training through attendance at Reserve Officers' Training School at Carlisle, Penna., attaining the Reserve rank of Lieutenant.

Graduating from college with the degree of Doctor of Dental Surgery, he was appointed to the staff of the University of Pennsylvania and there taught Advanced Practice and Surgery Technic. Doc's affable character and

general likeableness were evidenced even then through his membership in numerous fraternal organizations and professional associations. After graduation he found more time for his first love and purchased his first power boat, a sea-skiff. He corroborated every well-known map maker's judgment by making a personal survey of every inlet and body of water up and down the New Jersey coast. Learning at last that maps were to be trusted, Doc purchased his present boat, a Wheeler Lounging Sedan, which he keeps, we are told, as a member of the family at his summer home in Cape May.

By no means unacquainted with Coast Guard activities, Doc joined Dredge Harbor Flotilla 23 in June of 1942. Appointed Operations Officer, Doc, with a rating of CBM(T), started his rapid rise. His sincerity and ability resulted in his appointment as commander of the Flotilla in 1943 with a commission of Ensign and advancement to Lieut. (j.g.) (T), in 1944.

Perhaps Doc's ability and sincerity are best indicated by the growth of our Flotilla since his induction. Numbering 32 members at that time, we can at present count the noses of well over 200 Auxiliaryists, 140 of whom are sworn in as temporary Reservists. Every category of duty has been participated in by our group under Doc's brilliant management, and an enviable record has been achieved.

Residing in Haddon Heights, Lieut. (T) Knorr revolves in a wide circle of friends and in some manner finds time to conduct a lucrative practice. His comfortable home has become a virtual second Flotilla Headquarters and his very attractive and long-suffering wife, Norma Hunt Knorr, looks forward to the time when she may again reclaim both her husband and her home. In this she finds support from their two children, Edward and Sally, who believe that Daddy is as mythical as Santa Claus.

Doc, as a group we salute you and believe that in this brief tribute we do only feeble justice to your competent self.

—William B. Pyle, Y 3/c, (T).

This is the first 24-PAGE issue of TOPSIDE. Our magazine started in 1941 as a mimeographed, 8-page publication called "Auxiliary Bulletin."



Call it Fate...

★ In May of 1942, the Coast Guard decided that the bleak wastes of salt meadow, sand spits and tidal islands from Absecon Inlet north to Beach Haven offered unlimited opportunity to enemy agents. Communications to, or contacts with, U-boats, bringing ashore of saboteurs, other nefarious business of war could be, and probably was, transacted in this desolate area. The sands were frequently saturated with oil and littered with char, mute evidence of the successful ravages of marauding Axis submarines. To inhibit such activities, a patrol of the region was ordered and on 22 May, CBM William G. Hobbs, Vice Commander of Atlantic City Flotilla 11, U. S. Coast Guard Auxiliary, together with Seamen Parkhurst and Klein and a regular Coast Guardsman from the Atlantic City Lifeboat Station, set out on a survey trip and the first of a regular series of observation patrols.

Proceeding north through the winding reaches of the inland waterway, under clear skies and over calm seas, they debouched into Reeds Bay, about three miles due west of the attractive suburb of Brigantine. As their craft entered this broad and shallow body of water, they were galvanized to action with the sight that met their eyes: Ahead of them and to port, anchored in about eighteen inches of water, was a 22-foot garvey in a mass of flame. Standing in the water beside it were a man and his small son. The man was wielding a scoop shovel and hurling sheets of water at the blazing boat. The boy was ashen and rigid with fear.

In a matter of moments, the Auxiliarists grounded their vessel about forty feet from the distressed craft, leaped over the side and waded to it armed with fire extinguishers. Streams of carbon tetrachloride soon quenched

the flames and attention was directed to the victims. Burned and shaken, the man turned gratefully to his rescuers. The twelve year old boy gave way to uncontrolled hysterics. Both were taken aboard the Coast Guard boat and with the utmost speed the group returned to the Atlantic City station. Once there, the Coast Guard sent father and son to the Atlantic City General Hospital where it was found that the man had suffered extensive second degree burns while the boy received lesser injuries by fire.

Call it Fate if you will, but some benign Providence had surely guided the Auxiliary vessel into Reeds Bay at just the fortuitous moment to avert a tragedy. Even the most casual analysis of the affair reveals how serious it might have been but for the intervention of Hobbs and his crew. The fire was confined to the garvey when help arrived; but scooping water on the flames merely served to spread them, and when the boat settled and the blazing gasoline distributed itself over the surface of the water, the two victims would inevitably have received even more serious burns. Had the garvey been destroyed and its passengers left alive, the man would have been faced with the necessity of swimming the main channel and trekking across about half a mile of meadow and ditches to reach his shack at the north end of Reeds Bay. It would have taken a vast amount of courage and fortitude to accomplish this unhampered. Burned as he was, it would have been excruciating—and he would have faced the necessity of either taking his son with him or abandoning him in the shallow water and with a rising tide. Sheer fright and panic may well have caused the boy to lose his life under such conditions.

The Auxiliarists waited until the man, heavily bandaged, returned from the hospital with his son. They then took them aboard, returned to the garvey and towed it to the shack where the two lived. On the way back home, the father told something of himself and of the near-catastrophe. He was employed as watchman by the New Jersey Shell Fisheries Department to guard the bivalve grounds in that vicinity. On this morning, he and his boy had entered Reeds Bay to dig some clams. Anchoring over the beds, he had undertaken to fill his gasoline tank and some of the fuel had spilled on a hot motor. Fire resulted and the fire extinguisher, as too frequently happens, failed to function. Attempting to smother the flames, the man was seriously burned and the boy was scorched. They had no alternative except to go overboard, and it was just at the time the watchman began to shovel water on the blaze that the Auxiliarists put in their appearance.

After returning the pair home, the patrol boat continued on its assignment. Chief Hobbs and his men later received grateful thanks from the watchman; but even a greater satisfaction came to them from the knowledge that their participation in Auxiliary work had produced tangible results when they were needed the most.

—E. L. Johnstone.



REMINDER

Flotilla publicity for the September issue must be in the Editor's hands on or before 8 September. Please mark your calendar now. Better a day early than a day late.

BOX SCORE

16 TO 31 JULY, 1944

Number of Men Enrolled in the USCG Auxiliary	50
Number of Men Sworn in the Class (T) Reserve	60
Number of Class (T) Reservists Issued Uniforms	58
Number of Men Disenrolled from Class (T) Reserve	12
Number of Additional Men Assigned to Active Duty	45

CUMULATIVE TOTALS
AS OF 31 JULY, 1944

Number of Men Enrolled in the USCG Auxiliary	3374
Number of Men Sworn in the Class (T) Reserve	2231
Number of Class (T) Men Uniformed and Available for Duty ..	2134
Number of Men on Active Duty ..	1950

FROM the BRIDGE



WAR DIARY

U. S. COAST GUARD AUXILIARY, FOURTH NAVAL DISTRICT

FOR PERIOD 16 TO 31 JULY, 1944

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

★ Monday, 17 July—The USCG Auxiliary Personnel Board met with the DCGO and presented to him as the unanimous choice of that body, the name of Frank B. Hineline, as commodore. The DCGO approved the selection.

Wednesday, 19 July—A meeting was held of the commanders of the Delaware River Division Flotillas to discuss the manpower problem. The meeting was turned over to the Personnel Officer and plans were made for a closer check on all Class (T) Reserve personnel performing 12 hours' volunteer duty per week.

A meeting of the Training Committee was held at which time details concerning the boat-handling program were discussed. Each Flotilla is to be allowed two boats for instruction in boat-handling.

Thursday, 20 July—A joint meeting of Flotillas 51, 52, and 53, was held at Lancaster, attended by the Director and several members of the staff, together with the Fourth Naval District Coast Guard band and the Spar baseball team. A game was played between the Spars and the Armstrong Cork Company, sponsored by Flotilla 52. Spar recruiting was the underlying purpose of this affair.

Saturday, 22 July—The Director broadcast from Station WIP at 1730 on the "Parade of Stars" program. The program was given over to the Auxiliary and the problem of recruiting new men.

Tuesday, 25 July—Arrangements were made to have reporters and photographers from three Philadelphia newspapers taken on a fishing trip in conjunction with the returning Army Air Corps men from Redistribution Center No. 1, Atlantic City, in order to secure material and photographs for publicity stories in connection with the recreational program of Flotilla 11 and the celebration of Coast Guard Week. See story in this issue of TOPSIDE.

Wednesday, 26 July—At a meeting of the District Board, Lieut. (T) Frank B. Hineline, USCGR, was designated as commodore,

by a unanimous resolution. See story in this issue of TOPSIDE. The selection of Lieut. Hineline was approved by the DCGO, the District Personnel Officer, and the District Temporary Reserve Personnel Officer.

Ensign E. R. Gillespie, USCGR (W), reported to the District Office as assistant to the Director. Ensign Gillespie has had considerable experience in Auxiliary work, having served in the Auxiliary office of the First Naval District.

Friday, 28 July—A Board of Investigation met to determine the advisability of retaining in the Class (T) Reserve status three men, two of whom were charged with Tower Watch clock misses, and one with an adverse intelligence report. All three cases were certified to the DCGO, for retention, due to lack of evidence and because of being first offenses.

Forty-five Class (T) Reservists took over a 24-hour boat patrol from the CG Patrol Base at Essington. This is the Hog Island patrol. They relieved seven regular or Reserve personnel for other duty.

Saturday, 29 July—The Director attended the Annual Meeting of Flotilla 18 at the Little Egg Harbor Yacht Club. This Flotilla has maintained a perfect record in the manning of three Coastal Lookout Towers and one 24-hour inlet picket boat. This Flotilla bought 124% of its quota of Independence Day "Extra" Cash War Bonds, buying \$14,330.66 (maturity value) through the Coast Guard, and \$22,000 through the local banks.

A report from the Spar Recruiting Officer of the District indicates that of the 26 Spars recruited during July, the Auxiliary was responsible for eleven.

Monday, 31 July—The Director went to Atlantic City, together with newspaper reporters and photographers, and accompanied fourteen returning Air Forces men from the Atlantic City redistribution center on a recreational fishing trip aboard the Monjoie II out of the Atlantic City Tuna Club. The newspaper men obtained excellent material and pictures which were published in the Philadelphia newspapers.



LET'S FINISH THE JOB! The greatest danger that threatens the U. S. CG Auxiliary today is the same that seems to be affecting all organizations in the country. The feeling that the war is practically over and that we can relax and rest on our laurels. All of us can be very proud of the job that we have done to date, but we are not finished. When we were sworn into the Reserve we agreed to perform 12 hours of duty each week as the MINIMUM. Based upon that promise, the service was able to relieve many regular Coast Guardsmen for overseas duty. As I write this, the radio is alive with the news that the fourth front has been opened in southern France. Many of the men whom we released are there today. They are taking the landing craft onto the beachheads there as they have in every other invasion in this war. Many of those men will not return, but they will have done their jobs right up to the end. It will be some time after the victory is finally won before the regulars are back in their stations in the 4th NAVDIST. Until that time we have a duty to perform. Let's do it. LET'S FINISH THE JOB.

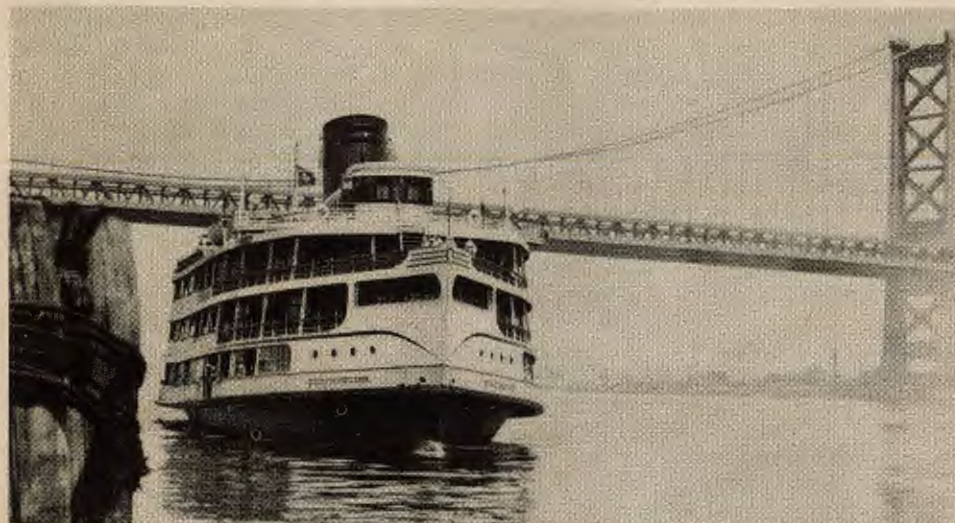
LIEUT. (T) FRANK B. HINELINE,
USCGR,
Comm., CG Aux., 4th NAVDIST.

GASOLINE FOR BOATS

Gasoline rations for motor boats will be reduced beginning 1 October. Under the proposed regulation, inboard motor boats will be permitted two gallons of gasoline for each rated horsepower, with a maximum of 24 gallons in any three-month period. Outboard motors will be permitted 2½ gallons per horsepower with a maximum of ten gallons, quarterly.

Heretofore, all inboard motor boats have been permitted a maximum of 125 gallons quarterly, under the same 2-gallon-per-horsepower formula; and outboard motors a maximum of 20 gallons, at 2½ gallons per horsepower.

The only exceptions to the proposed regulation will be a limited number of boats enrolled in the U. S. Coast Guard Auxiliary, and boats operating conducted fishing trips or chartered for that purpose. These boats will continue to receive their rations under the present formula, with maximums of 125 gallons quarterly for inboards and 20 gallons quarterly for outboards.



"State of Pennsylvania," pulling in at Wilson Line Dock to pick up Saturday passengers

★ "Much water," as they say, "has gone under the bridge," since those romantic pre-bellum days immortalized by Mark Twain, author and pilot, in his whimsical, human stories of river-boating along the old Mississippi. The cry of "Steamboat 'round the bend!" was a rallying signal that prompted many a darky worker in nearby cotton or sugarcane fields temporarily to cease his labors for old massa, and run to the river bank; there to thrill, perhaps, to the sight of the "Robert E. Lee" and "The City of Mobile," paddles churning, black thick smoke belching from stacks, as their bows knifed through the waters in one of their traditional races for commercial supremacy.

This was a part in the pattern of the old South — an exciting, colorful era which has gone, and taken its place in history.

The development of high-speed railroad transportation after the Civil War practically eliminated the river steamboat as a freight carrier, but it is still popular as a means of leisurely travel, or for pleasure.

Along the historic and industrial Delaware, The Wilson Line, which has been in existence for fifty-seven years, is in this latter category with three large modern steamers plying between Philadelphia, Chester, Pennsgrove, Wilmington, and Riverview Beach. These are The State of Pennsylvania, The Bay Belle, and The City of Washington.

The flagship of these, The State of Pennsylvania, with a capacity of 3314 passengers, is under the command of Captain Edward Savin, while the others respectively are skippered by Captains Walter Cox and Clarence Turner. Incidentally, it is interesting to note that the oldest to hold master's papers along this part of the coast is Nathan Lore, eighty-four years old and still going

the foremost shipbuilding estuary, has now had to take second position. Employment figures for the Delaware River shipyards, including the Philadelphia Navy Yard, run well over 200,000.

These are the reasons that make it imperative during wartime to maintain constant and vigilant supervision to avoid potential enemy espionage or attempts at sabotage. And in line with this protective necessity, security guards were posted on all Wilson Line Steamers. Last summer, this duty was assigned to The Port Security Force of the C. G. Reserve, but, starting on 27 May, 1944, the detail was transferred to the Coast Guard Auxiliary.

To Lieut. (jg) (T) W. Lyle Holmes,



Captain Clarence J. Turner of the "State of Washington"

distance — about 65 miles each way. There's patriotism for you; or could it be that the multitude of feminine pulchritude on board might have been an impelling motive for such over-zealousness to the cause? Well, be that as it may, a river excursion crowd represents a cross-section of humanity, but right now, due to the man-power shortage, the emphasis seems to be on the distaff side, with youth predominating. If you can believe a TR, these come under the heading of "added attractions" above and beyond the call of duty. While the guards are forbidden to mingle socially with the "customers" while aboard, there is nothing, absolutely nothing, in regulations that says a man can't look.

pursuit of pleasure and happiness. This is the American Way and it is something to cherish in a world today where there is so little fun for so many!

A word of appreciation from the C. G. Auxiliary to the personnel, ashore and afloat, of The Wilson Line for their splendid cooperation in providing meals for the Reserve guards on duty.

The Wilson Line detail is one of many assignments now required of the



STEAMBOAT 'ROUND THE BEND!

Story by John T. Dwyer, CBM (T) . . . Photos by Glover J. Sweeney, S1/c (T), USCGR



Captain Walter Cox of the "Bay Belle"

Jr., USCGR, Personnel Officer, was given the task of setting up the detail, with the writer of this article and later Boatswain (T) Raymond Kronmiller as assistant supervisors in charge.

The following watches were established:

Philadelphia to Wilmington Run —	0815-1930	State of Pennsylvania
	0915-1645	Bay Belle
	1645-2315	Bay Belle
	1930-2330	State of Pennsylvania
Wilmington to Philadelphia Run —	0815-1830	City of Washington
	1830-0015	City of Washington

Three men preferably, and no less than two, were assigned for each watch.

The principal responsibility of these guards was (ashore) to prevent passengers from taking aboard any contraband article, such as cameras and binoculars,

or to use them when steamer was underway. Also any other acts of a suspicious nature were to be investigated and reported.

To Farragut Flotilla 25 went the honor of having the initial watch on The State of Pennsylvania, Saturday, 27 May, 1944 from 1930 to 2330. This detail of "pioneers" consisted of the following Temporary Reservists: Madrios Serpos, Sea. 1/c; Donald Boyd, Sea. 1/c and John Connelly, Sea. 1/c—with the author tagging along as a sort of nautical hitch-hiker. Other Flotillas, from which men were later assigned for this new and interesting duty, were Flotilla 52, Lancaster; Flotilla 51, Reading; Flotilla 23, Haddonfield, and Flotilla 34, Maurice River.

Special credit goes to Flotillas 51 and 52 for sending men from the greatest



Captain Edward Savin of the "State of Pennsylvania"

This habit, however, if persisted in, may develop eye strain; but, on the other hand, it's great stuff for the morale. Might we elaborate this interesting, but probably irrelevant, thesis further by mentioning that, to a draftsman steeped in his art, curves are one thing, but to a Reservist on Wilson Line duty, it may be — and usually is — something else again.

Along this same trend of thought, we would like to state that the guard patrolling the hurricane—alias woo—deck on a moonlight trip sees more than meets the eye. Any star-lit night when the languorous moon is full and bright, this is the popular rendezvous—the nautical counterpart of well-known lover's lane ashore! Well, war or no war, romance goes on — and how it goes on!

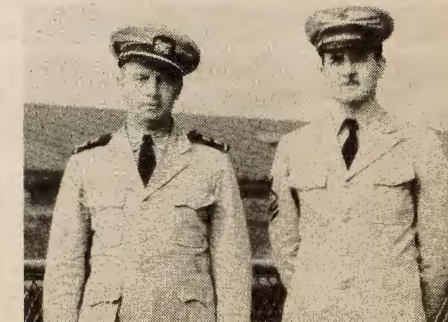
There are always a goodly number of servicemen aboard these river excursion boats, with Navy and C. G. men in the majority. In fact, strange as it seems, there are many veterans, with sea-going experience and overseas ribbons stretched across their chests, who appear to enjoy these trips, so in contrast to what they have known, — a sort of busman's holiday complex! Not like Captain Savin, who likes nothing better than a long train ride on his day off from piloting the good ship S. of P. through the winding channels of the Delaware.

Well, servicemen and civilians all have one thing in common, i. e., the holiday spirit when they hit the gangplank for a trip down or up the river. The strain of the war is temporarily forgotten for a couple of hours — or a day — in the



John J. McCormick, BM 2/c. (T), Flotilla 25, watching passengers board the "State of Pennsylvania"

C. G. Auxiliary. As it draws to a termination we can justly feel proud of the record. The fact that it has been well done is the best compliment that can be paid to the men of all ranks who consistently and unselfishly performed the duty required of them.



Bo's'n (T) Raymond Kronmiller and John T. Dwyer, CBM (T), of Flotilla 25, Bo's'n Kronmiller is in charge of Wilson Line operations

The LOG of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 21, QUAKER CITY— Anyone who may have gained the impression that Flotilla 21 was hibernating because there was no news concerning it in the July issue, is hereby warned and notified that such was not the case. We hate to admit it, but it was the Publicity Officer for 21 who dozed peacefully over his typewriter and thereby missed the deadline entirely. Fortunately, he managed to stay out of commander Klock's way long enough to give that worthy gentleman time to cool off and missed a fast drumhead court. So, except for the derelict P. O., Flotilla 21, according to the log at the District Office, has been regularly turning in its highly dependable performance.

We are particularly proud to report that even summer vacation activities have not disturbed 21's record, either in regular duty assignments, or in classwork and meeting attendance.

Perhaps the greatest lack that has been felt in the Flotilla since it began to reach its present stature, is the fact that so many of the members are not too well-acquainted with each other. The highly-g geared business and training programs operative in all Flotilla activities have provided little opportunity for the individual fellows to get acquainted as personalities. But now this is about to be offset by a two-way plan which was initiated at the August business meeting.

After some discussion of the subject, Mr. Klock appointed an entertainment committee headed by Cliff Bradley, Cox. (T). This committee is undertaking a dual job. The first is to outline a program of strictly social activity at the end of each Monday training session or business meeting. The second is to plan for an early Fall event—a dinner, dance, or other activity that will bring the gang out and guarantee a bang-up evening for all concerned. We don't know what will be in store for us, either in connection with the Monday sessions or this second event but we are confident that it will contribute substantially to the "school spirit" and help cement the pride in Flotilla performance that already exists.

—Frank Kessler, Publicity Officer.



FLOTILLA 26, TRENTON — In the midst of the boating season the men of Flotilla 26 are taking time out to "ride" the Wilson liners. We, who have been on this patrol, can say the dolls are nice, and the food is swell. One of the men even reported that he has become proficient enough to run the liner by himself — he held the wheel while the Captain lit a cigarette.

Another new group of novices are being put through the "ropes" and a number of inductees are expected to enroll in the Reserve. This is in addition to the large group inducted during July.

Temporary Reservists have been performing outside their regular assignments. When an Army plane crashed near Trenton, the boys were right on the spot and were pressed into guard duty by the local gendarmes. "No souvenirs please."

Our assignments are being filled with nearly 100% accuracy due to the good work of our new Operations Officer, B. S. Van Meter — better known as just "Van." He sure is getting the boys out, or else —

Of course we still have classes even during the hot spell. The boys are willing to sit it out at classes so the poor instructors keep one eye on the River, one eye on the moon, and an ear towards the class. Tough luck—but some people insist on being "educated" when there is so much bliss in ignorance.

Tom Long, our drillmaster and gunnery officer, is still conducting gunnery practice at the Prison and our boys are getting better.

We were honored by the visit of our director, John W. Brown, Frank B. Hineine, and Bertram K. Wolfe. Congratulations to Frank B. Hineine — our new commodore. We wish him loads of luck.

—Barnett B. Rochestie, Publicity Officer.

FLOTILLA 15, POINT PLEASANT — During the past month many of the boys have been getting a few salt sprays in their curly locks and many have actually learned where the head, galley,

cabin, port and starboard sides of the ship are really located.

Yes, sir; they know what an anchor looks like, they can splice a piece of rope and all in all they are rapidly becoming more sea-minded every day. All these experiences of knowledge have come through the boating lessons they have and are now now receiving from the decks of the yachts of former commander A. E. Carpenter and former junior commander Edwin F. Dodge.

Barnegat Bay has been the happy training ground and the day is not too far distant when they will be going to sea and then the fun will start. Many encountered a slight attack of seasickness while on the quiet waters of Barnegat so what the story will be when they start poking the bows out Squan Inlet, is something we will have to put off until a later date.

Then too, since last we met in these columns, our crew has taken to the pistol range once more with Wayne Bixby, S 1/c, pinch-hitting for instructor Lionell Williams who was under the weather. The day of days, 16 July, a Sunday, was for pistol practice and practice it was for many and despite all things the majority of the boys kept the little lead pills on the board.

Machine guns will be the next instrument of misery to be used and the rabbits in the vicinity of the targets want to look out.

Our new commander, Henry Moore, and new vice commander, Richard Hubbard, sojourned to the city of brotherly love on the last Tuesday in July and there and then they were given another physical, signed 1200 more papers, and in due time they will be Ensign and Bos'n respectively. Some class to us guys down here.

Junior commander Al Larrabee didn't make the trip but he will be a CBM when all the decorations are given out.

Yours truly made the jaunt with the two big shots in hopes of adding to his uniform wardrobe and much to his surprise he returned with a "P" jacket, raincoat, and sweater along with yard goods sufficient to make a uniform but where can we get a tailor to make the uniform?

Spike Stengel, our new galley admiral, is anxious to give the boys a real spread so some night this fall the gang can

look for some broiled lobster a la Stengel being served at them at No. 2 Fire House.

Bos'n Keough attended our last meeting and told the boys a few things about recording the proper log, reading of barometers and things, while McKelvey, CBM, officer in charge of Chadwick station, also addressed the Flotilla and his talk was straight from the shoulder and it sank in.

Due to the extreme hot weather, drills have been canceled but instructor Louis Zarges claims that things are really going to go stepping this fall so the advice is get your corns and bunions fixed now because Lou may spring a surprise on you.

—Elmer K. Errickson, Publicity Officer.



there have been no special "get-togethers." This, however, has not stopped the members from doing their duty in spite of many difficulties.

About twenty members are taking an aircraft gunnery course on the .50 caliber machine gun at the U. S. Naval Air Station in Cape May. They all report that the course is very interesting as well as instructive.

There is a request for volunteers among the boat-owners and members of the Flotilla to police the course for the sailboat races on Sunset Lake on 12 and 13 August. At that time, the Greater Wildwood Yacht Club holds its annual regatta.

Since the promotion of our Chief Operations Officer Arthur Sutton, the post is being filled by Raymond Gibbs. Ray has found that the position is far from an easy one but, although the difficulties are many, he is tackling them in his characteristic manner.

In another month or so, most of our over-worked members will be able to relax a little. When that happens, there will be more activities on the part of the Flotilla but, at the present time, most of us are just hoping we can keep going until the season ends.

—Ed Nesbitt, Publicity Officer.



FLOTILLA 18, LITTLE EGG HARBOR—At the combined meeting of the patrol and tower watch sections of the Flotilla on 29 July, at the Little Egg Harbor Yacht Club, Beach

Haven, N. J., the Director, Lieut. (j.g.) John W. Brown was guest-of-honor. Lieut. Brown's talk covered etiquette and the Auxiliary's present and future plans. Commander Wallace of the Merchant Marine (son of 18's Wallace) was also a guest.

After the meeting, the members attended a dance at the Yacht Club as guests of the Club.

Bos'n (T) (18's junior commander) Joseph Haines and his crew were cited by Frederick Griffin, CBM, of Bond's Station, for their efforts in assisting the Coast Guard and Navy during the recent tragedy when two Navy planes collided in mid-air while on maneuvers over the bay at Beach Haven. Both fliers lost their lives. Haines and his crew were on stand-by duty when the accident occurred. Guards were posted on the public dock where the townsfolk came to view the wreckage and then Haines proceeded to search for various critical plane parts which the Navy wished salvaged.

18's commander, Lieut. (j.g.) (T) Morton Gibbons-Neff recently underwent a minor operation and is now recuperating at his cottage in Beach Haven. We are sorry to report that this mars his perfect record for patrol work. The commander rightfully boasts of his patrol hours and we hope to see him on his regular Friday "trick" in a week or two.

"Close-Ups": Last seen of (Milk-Punches) Carrigan was on board his "ice crusher" with his bell bottoms at

half-mast. It has been suggested that someone donate a G.I. belt for the cause. . . . Recently your reporter visited (Bill) Mackey and his stand-by crew. Bill is a glutton for work. He wants to take on the job of instructing new members in boat-handling. More power to him. We are hoping the commander puts you "in charge." . . . Rumor has it that Bos'n (T) Wes Heilman (18's vice commander) and Fred Remington, are spending double time at the shore to rejuvenate their "salty" dispositions. Must be a pretty "stinking" cruise on that debbil river — or is it? . . . Gunnery Officer Ralph Metzger finally put his boat in the water. Now we expect to see more of him. . . . Ensign (T) Sidney Blake is again on the loose rounding up another Tower Watch unit, which makes us wonder if Walter Cranmer is going to doubly earn his new rating of BM 1/c (T). Congratulations, Walter, it was overdue. . . . Roger!

—Russell K. Carter, Publicity Officer.

FLOTILLA 22, ESSINGTON—The record July heat probably accounted for some of our unusual recent activities.

There was the incident of Dr. J. C. Neill, S 1/c, of the Thursday day crew. The good doctor was washing off a good-sized hunk of ice in the Delaware, at the Essington base, before putting it aboard a patrol boat and lost his balance. Both the ice and the doctor went into the water.

Cool heads all around are better than just one cool head. At least that's what Dan P. Gallagher, S 1/c, of the Saturday crew thinks, and he's carrying his convictions right into the base with him. A barber some 20 years ago, but now an insurance salesman, Gallagher has taken it upon himself to give the enlisted men at the base free haircuts.



Headed by Lieut. (j.g.) (T) Morton Gibbons-Neff, commander of Flotilla 18, a contingent of the Little Egg Harbor group lines up at the yacht club, preparatory to marching to divine services at the church of their chaplain, Padre Russell Clapp

Photo by Carrigan.

He puts in his 12 hours on Saturdays trimming the boys, who from one source or another have now obtained a barber's chair and a pair of barber's clippers for Gallagher to work with. This service is extended only to the enlisted men at the Essington base—so there's no need for the Auxiliary members to make a rush for Saturday appointments.

Doc French and John F. Hill, of the Monday night and Tuesday day crews both failed in recent boat-handling tests. Not only did they fail to come up to the standards set by Chief Herb Brenneman but they also swamped the Chief's prize boat.

The boat-handling test was part of the activities indulged in by the Monday night-Tuesday crew at the crew get-together and dinner held at Brenneman's home at New Chester Heights, Sunday, 9 July.

Twenty members of the crew attended the affair as well as commander Bill Griscom. They ate, drank (?), and made merry for the entire day. It was during the afternoon that French and Hill decided to do a little boat-handling with Chief Brenneman's 5 foot 2 1/2 inch flat-bottom toy boat. From all accounts, the two did not do a capable job of small-boat handling. They both tried to get into the boat at the same time and it sank in the creek.

Not being able to attend the affair I am not under any obligations to refrain from telling what else happened. Such as the business about the boys seeing snakes late in the day. A couple of the crew members swore off drinking the grape juice—or whatever it was they were drinking—when they thought they saw Chief Brenneman walking around with a snake, that looked 12 feet long, wrapped around him. They weren't seeing things. Brenneman at one time was seriously thinking of joining a circus as a snake charmer. At least he adopted snakes as a hobby. About five years ago his wife, stumped on what to get him for a Christmas present, asked him what he would like the most. He answered "A snake."

Brenneman, however, was particular about the type of snake he wanted. There are snakes and snakes—and he'll probably think I'm a snake of a type for getting this into print, but as I said before I wasn't there and not under any obligations. Besides it's "good copy."

Anyhow, his wife bought him a 7-foot Indigo snake and he's had it ever since. All he wants now is a flute so he can get the snake to do a few dances. We are waiting to get that picture for TOPSIDE.

Vice commander Walter Whitehead is now carrying a broader stripe of gold across his shoulders. He was elevated in rank from Chief Bos'n Mate to Ensign—for which he gets the congratulations of the entire Flotilla. He was sworn in by commander Griscom.

The Flotilla extends its deepest sympathy to Henry Lear, former secretary of the Flotilla, on the death of his father last month.

If you've read the story on the fishing expedition elsewhere in this issue and wondered where we figured in on the trip, all I have to say is that at times the sack felt awful, awful good. But, anything in the line of duty.

—Michael A. Devitt, Publicity Officer.



FLOTILLA 31, OCEAN CITY —

"On the beach" for over 15 months, Flotilla 31 Auks had a chance to try their sea legs on 30 July. Thirteen vessels, manned by

Flotilla members engaged in a training and instructional cruise from Ocean City to Stone Harbor and return. The voyage out through the inland waterways was made on the low water and men had an opportunity to try their skill at boat handling. Stone Harbor Yacht Club served luncheon and invited the group to witness sailboat races. Divisional and nearby Flotilla officers met the fleet at Stone Harbor and Commodore J. H. Y. Blakely, S.H.Y.C., welcomed Lieut. (j.g.) Vandegrift and men of his Flotilla at the dock. The parade of boats attracted the attention of residents of many shore resorts and kept bridge tenders on the jump.

Weekly Flotilla meetings have shaken down to a snappy schedule of order. Opening with an hour of instruction, broken down into class groups; drill, muster, and flag salute follow. The business meeting then takes place, operational assignments are settled and at the close of the meeting, advanced instruction is offered.

—E. L. Johnstone, Publicity Officer.



FLOTILLA 35, CAPE MAY —

"Man the mizzenmast! Batten down the scuppers! Reef the bilge and heave-to on the garboard strake!"

But don't get excited. . . . This is merely by way of informing all and sundry that Flotilla 35—as salty a crew

of sea-farin' men as ever trod a deck—has taken its dilemma by the horns and has shaken the dust of land from its G.I. shoes.

Henceforth, although still land-locked by its Class T duties, Flotilla 35 is as nautical as a marlinspike.

Reason for all the commotion down Cape May way is the recent arrival of the Apache II, as trim a schooner as ever split a wave. The Apache, well-known to Auxiliarists of the Fourth Navidist by virtue of the tireless U.S.C.G. Auxiliary activity of her owner, Lieutenant (T) H. Earl Huston, captain of Southern N. J. Division, will be used as a training ship by Flotilla 35, thanks to his generosity.

Among other things, the craft will be used for shakedown cruises (in the best nautical sense, we assure you) for a flotilla of comparative landlubbers. The schedule, announced by Ensign (T) Don Lear, C.O. of the outfit, calls for mid-week and week-end cruises from now until cold weather to teach 35's crew what every lad should know (before he puts to sea).

The Apache slid gracefully to a three-point landing at Scotty's Wharf, center of Cape May yachting, on Friday, 21 July, after a voyage from Essington. Almost before her lines had been made fast the rush to get her shipshape was under way, and by press time, Apache II will probably be glistening in all her queenly radiance. (Not bad, wot?)

And that, me hearties, is as important a yarn as was ever spun about the swashbucklin' crew that sails under the name of Flotilla 35.

—F. Mervyn Kent, Publicity Officer.

COMDR. ESKRIDGE SAYS

In a letter to Lieutenant Commander Henry E. Abbott, our old friend and former Director of the Auxiliary, Commander I. E. Eskridge, was kind enough to pass out this bouquet: "Have received several copies of the magazine TOPSIDE and found them mighty interesting. Somebody has done a damn good job, and deserves a lot of credit. And whoever it is, I'd appreciate it if you'd pass on to him (or them) my congratulations on an excellent publication. It sure brought back a lot of memories of some of the good, and tough, times we had, and reading so many familiar names was indeed a pleasure."

TOPSIDE staff, two paces forward.

The Commander would probably appreciate a letter from some of his old friends. Address him c/o Fleet P. O., San Francisco.

FLOTILLA 17, GREAT BAY —

Flotilla 17 continued its usual outstanding program during the past month with routine service as the feature. The daily program has now been developed until few if any of the rough spots remain. A program designed to operate 24 hours per day, seven days per week, with nothing to mar the schedule is really a creditable accomplishment.

Much credit is due the various officers of the group in designing such a program and seeing that it is accomplished each day. But to Flotilla 17 such a feature is nothing more than expected. No task has yet been assigned that has not been mastered in such fashion.

Extremely gratifying records continued to be established during the month by Flotilla members. The most outstanding of the lot is the record set by Flotilla 17 in contributions to the Coast Guard Welfare Fund.

According to a congratulatory letter received by commander Creely during the month, Flotilla 17 has contributed a sum representing 356% of its quota. Of the total contributions to the fund from this District, Flotilla 17 has contributed more than 50%. And from plans now being formulated the sum will continue to grow.

Another record which has caused much pride among the members, concerns the enthusiasm of the group for its duties. During the month, nineteen members took rating examinations ranging from Coxswain to Chief. The results will be noted elsewhere in TOPSIDE. Space does not permit the proper recognition due these men but a perusal of the results will reveal their outstanding work. Even the heartiest congratulations of the officers and membership do not pay the proper tribute to these men.

Also during the month, Flotilla 17 had nearly a score of new men sworn into active service. And when a new member joins the group in active service in this Flotilla he really begins active service. There are serious duties for each member to perform and each member, new or old, tackles those duties in true, Coast Guard style.

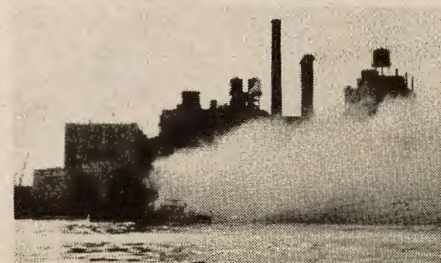
George Stafford, GM 3/c (T), an old-time member of the Flotilla, holds a remarkable record for duty which exemplifies the Flotilla as a whole. According to the official record in the District Office, Stafford stands third in the entire District in hours of service. Flotilla 17 is proud of his record and of his accomplishments while setting the record.

The one dark spot in the entire month so far as the Flotilla is concerned is the loss of two of the best friends the group ever had. Lieut. (j.g.) William

Burton, who has been in command of the Little Egg station for the past several years, and his companion officer Osborne Estelle, CBM, were both transferred during the month to other fields. It is with deep regret that we lose these two men but with a feeling of much pride that we see them take up their new duties. After working with them over a period of years we are certain they will make an enviable record wherever they are sent. Our heartiest best wishes accompany them in their future missions. And our heartiest congratulations and a sincere pledge of cooperation are extended to the new officers who, at this date, have not been assigned.

Flotilla 17 boasts of a versatile group of men and to prove that fact have gathered a softball team of championship caliber. During the month they engaged in games with the Little Egg team and are now extending a challenge to any team in the District. Name your place and time. Flotilla 17 will accept on any reasonable terms.

—C. J. Loughlin, Publicity Officer.



Record Photo

FLOTILLA 23, DREDGE HARBOR

—Yo, Ho! Ho! and a bottle of beer. The good ships, Bay Belle and State of Pennsylvania have been honored by the presence of several of our "gold-brickers" who report entire satisfaction with the duty and who display an ugly attitude when threatened with return to more active duty. Notable in this respect is that once sincere and able seaman, "Suds" Catando, whose backslide (with an "I," please) is noticeable to us older members. Ah, well, a cruise down the delightful and refreshing Delaware, in company with the opposite sex, has been the downfall of many a gull and buoy and so, we, in his own interest, are keeping a fatherly eye on "Sudsy."

We of the 43002 experienced quite an unusual activity several Saturdays ago, when we were summoned to stand-by for assistance at the Penna. Sugar Co.'s fire. Old fire-eaters that we are (as who isn't after cooking in that boat's galley?) we rushed to the scene and, pulling up to the blazing pier, succeeded in taking off a Coast Guard photographer who must have been a plumber

in civilian life. He had forgotten his plates and flash bulbs! All our heroism was repeated an hour later when he reappeared, fully equipped, and proceeded to take endless shots of deep banks of smoke. We believe that he could have done as well with no plates. Jones and Brooks, of the crew, were all for taking a fireman off the pier just to justify their presence but their efforts were thwarted by the fireman who threatened them with an axe. Ventrola, by far the calmest of the crew, displayed his utter lack of emotion by biting his fingernails back to the second joint.

The celebration of the 154th birthday of the United States Coast Guard, held at the Philadelphia Convention Hall, in which several Flotillas were asked to participate, was held on, perhaps, the hottest night of the year. However, the various members, totaling about 100 men dressed in sea-going blues, made an impressive sight and so conducted themselves as to be confused as regulars by Captain A. C. Marts, who made mention of the gallant boys in blue.

A near casualty at this event was averted when Lush, of this Flotilla, was rescued while swimming around in his own perspiration.

The foregoing should in no way indicate that Flotilla 23 is affected by the heat (as is this writer) for routine activities continue and are performed in the usual competent manner.

Several worthy advancements in rank have been made and in particular this Flotilla offers its congratulations to Henry Hardester and George Brownell.

—William B. Pyle, Publicity Officer.



FLOTILLA 13, SEASIDE PARK —

Promotion in the class (T) of the USCGR, regardless to what rank, is an honor that is borne with justifiable pride, but when a member works up

from Seaman first-class to Ensign, the pride of the Flotilla goes with it. When Chief Richter was promoted to Ensign (T) and sworn in at the 28 June meeting, every member personally felt the honor that Ensign Richter has earned for Flotilla 13. Ensign Richter has been a faithful worker and has contributed much to the success of the Seaside Park group.

Lieut. (T) Earl Leonard addressed the 26 July meeting, giving us a guarded but interesting report on the importance of the work of the Coast Guard Reserve and its relationship to the Naval Intel-

ligence. We are always glad to listen to Mr. Leonard. His talks are instructive and enjoyable.

Instruction in boat-handling is open to all members and Ensign Richter and Frank Wagner have volunteered their boats for training purposes. This course should prove very interesting and valuable to all present boat owners, and also to those who expect to operate boats after the war is won. Every member is urged to take this course.

—Leslie Broomfield, Publicity Officer.

FLOTILLA 32, STONE HARBOR

Weekly meetings of Flotilla 32 will be reduced to twice-a-month during August. The dates are Friday, 11 August, and Friday, 25 August. First meeting in September will be Friday, 1 September, at which the meeting policy for fall will be discussed and adopted.

All work and no play, etc. Thirty-two will give out with a dinner dance on the Saturday after Labor Day, at the Stone Harbor Yacht Club. No details as yet, but with an entertainment committee composed of Robert H. Paull, J. G. Merkel, and Milton T. Bingham, it's certain to be a "super-duper" affair. Better put a big red mark on the calendar now.

The sincere and heart-felt sympathy of the entire Flotilla goes out to Lieut. (T) Harry Attmore, who recently lost both his father and mother.

Promotional activities netted six new members during the past month. Sworn in were Morris Unighlight, Emil Ciaglini, Ben Cohen, Ezra Goldberg and Leonard Lieberman, all of Woodbine, and Bill Clark, of Sea Isle City. With 32 scheduled to take over the Avalon Tower, more members are needed.

Once again an Auk on tower duty proves the efficiency of the Reservists. On Sunday, 30 July, at about 1100, a Navy Helldiver passed the Sea Isle tower, motor sputtering and apparently in distress. William Field, S 1/c (T), on duty there, called the Townsends Inlet Station immediately. Townsends confirmed his information and added that the plane was crashing in the ocean off 57th St. Help was on the way at once and both pilot and gunner escaped with minor injuries.

Much interest is being shown in the .50-caliber machine gun instruction being offered at the Cape May Naval Base, on Saturdays and Sundays for members of 32. The time of the classes varies from week to week. Any member who has not yet started the course and is interested should contact his Operations Officer. Hard-working Bos'n (T) "Ed" Pike has charge of arrangements not only for our Flotilla but for all Flotillas

in the Cape May area. "Ed" recently received a well-merited promotion from CBM. Incidentally, "Les" Wingate, GM 3/c (T), announced that the Wildwood Beach Range will open soon for instruction in the .30-caliber Springfield.

Maurice Reeves, back on duty after an appendectomy, asked to stand a watch every day to make up his lost time. Operations Officer Carl Lovejoy will recover—but if his heart had been naturally weak. . . .

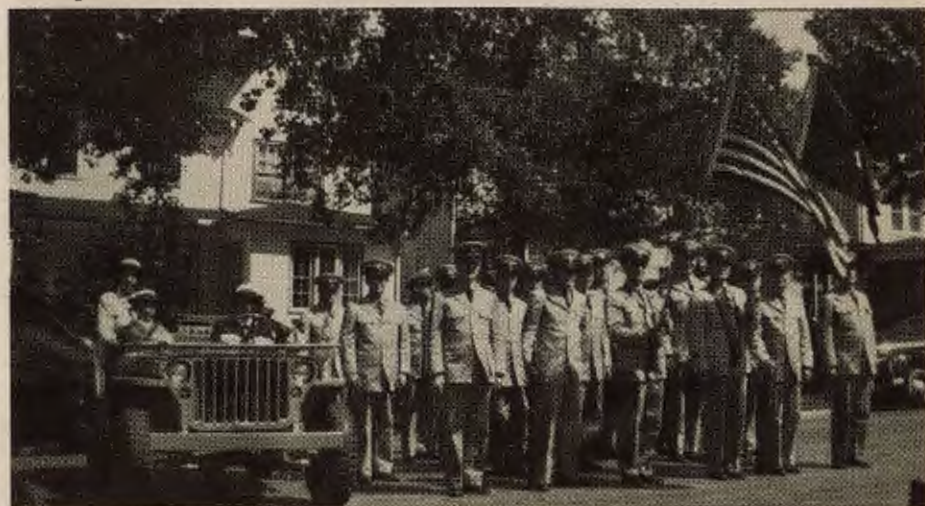
Strange tales about the Sea Isle Tower personnel come from certain fair femmes who frequent that part of the beach. They say a handsome "marine" called "Bing" stands watch certain afternoons, and that the Army takes over for the remainder of the week. Dope from the gals is that every mother's son of the outfit is married except Seaman Crothers. Mrs. C. and little C.'s please note.

—Bill Clark, Publicity Officer.

FLOTILLA 52, LANCASTER

With no impairment of its duty schedule, although some of the committee were on anchorage patrol that day, the Flotilla held its first Annual Divisional Meeting at Lancaster on 20 July.

Jupiter Pluvius won the first round however, with a twilight shower which did not deter the doughty SPARS but kept less sea-going Lancastrians away from a scheduled Softball Game with a men's team from the Armstrong Cork Company. The game was played on the 27th, the SPARS bowing to the local boys at 7-5. It was a most colorful occasion with the Coast Guard Band, Dino Cortez, S 1/c, Bandmaster, carrying off many of the honors with their parade before the game, the con-



Flotilla 52 on Parade. At Lancaster on 11 June, members of the Lancaster Flotilla, under command of Lieut. (T) Oliver L. Williams, USCGR, took part in a Flag Day Parade and celebration. It was the Flotilla's first appearance in a parade, with the labors of J. A. Norris, GM 2/c (T), and his assistant, Marlin Bauman, S 1/c (T), in charge of close-order drill, earning well-deserved praise from the assembled crowds. SPARS Ethel M. Nolan, HA 1/c Marie Deppen, GM 2/c, and Clara Leinhauser, Sp 2/c TR (from starboard quarter to the helm), assisted materially in attracting attention.

cert afterward and the dance later in the evening. Such music has not been heard in Lancaster for many a year!

To return to the meeting of the 20th which was held, in the nature of a Dutch Lunch at the Country Club Heights Golf Club, in spite of the weather. It was a fine gathering of many of our friends and fellow Auxiliaries of the three Flotillas of the Eastern Pa. Division, 51, 52 and 53, together with many Coast Guard and Auxiliary Officers, including Lieut. E. J. Wick, USCGR; Lieut. G. M. Fry, USCGR; Lieut. (i.g.) J. W. Brown, USCGR; Lieut. (T) Frank Hinehline, USCGR; Lieut. June Chapman, USCGR (W); Ensign Inez Buck, USCGR (W); Lieut. (T) Henry L. Schimpf, Jr., USCGR, and many others.

The rained-out ball-team of SPARS livened things up with an impromptu game with the boys of the band, the musicians hitting a new note in diamond strategy. Plenty to eat and a goodly supply of a popular Lancaster beverage together with general dancing rounded out an evening long to be remembered.

Those in charge of the affair, which with the rain date for the ball game, turned out to be a double feature, wish to express their appreciation to those present who bore with them in the change of plans necessitated by the weather and especially to Lieuts. Wick, Fry, Chapman and Ensign Buck for the effort and co-operation extended in arranging for the visit of the SPAR team and the Band. The writer wishes also to offer a vote of thanks to those of this Flotilla who worked hard toward the success of the affair, Lieut. (T) O. L. Williams, USCGR, our commander;

Bos'n (T) Gardiner C. Wilson, USCGR; Dan E. Flory, Jos. R. Forrest, Ralph Taylor, J. Arthur Norris, William Herwig, O. H. Schwanger, Frank Evans, Paul Rodgers, and Isadore Kleinman.

The comment expressed by one Auxiliary seemed to appear of general accord among the assembly. It was, "Why don't we do this more often?"

—John P. Samuels, Publicity Officer.

Final tribute was paid on Monday, 7 August, by members of Flotilla 52, to their beloved member, Harry Hart, Jr., who died Saturday, 5 August. One of the early members of the Flotilla, Harry was always first on deck when new duties came up and he spent many hours on patrol out of Port Richmond and Essington.

SEMPER PARATUS SEMPER FIDELIS



FLOTILLA 11, ATLANTIC CITY

— "Neither heat, nor rain, nor sleet or snow . . ." That well-known motto of the post office department might equally apply to the activities of Flotilla

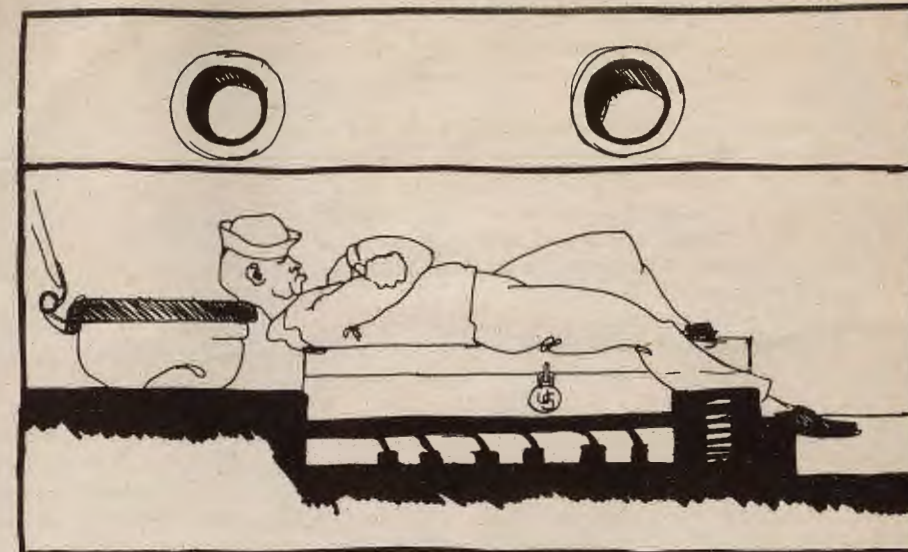
11. During the past few weeks the excessive heat has been wilting the uniforms of Eleven's men, but true to their desire to lend a helping hand, they have "kept slugging" and have taken it in their stride.

Some few weeks back, the Flotilla spent an enjoyable day at Sweetwater on the Mullica River. There, at an elaborate and beautiful summer estate, everybody enjoyed a wonderful outing.

The Flotilla's sixty-piece band, led by Bandmaster Ed Hogan, dwindled in size somewhat during the trip to the river and when last seen on the parade ground largely consisted of Ed Hogan playing a mouth organ.

The Flotilla's fleet of trim craft fared considerably better and with surprisingly little keel-scraping made the round trip uneventfully. The fleet, led by Skipper Eskuchen in the "Barbara", consisted of Bill Errig's "Tranquilla", Harry Young's "Helen", and Earl Johnson's "Dor-Bess."

Among the other history-making events of the day was the earth-shattering all-star ball game between the dock patrol and the tower men. The final score is somewhat in doubt since runs were being scored with such a frequency that with no adding machine handy, the umpire couldn't keep track of it. However, when last noted it was 110 to 109 in somebody's favor. The game was highlighted by Coffee Mueller's



Cartoon by Larkjn

With six men and two bunks—we sleep where we can on a picket boat

pitching (he was aided by a Scotch terrier who accompanied each pitch directly to home plate) and by the very unusual fielding of Joe Werner, operations officer of the dock patrol. Joe on several occasions was seen to field hot grounders while standing on his head, and catching the ball with his feet . . . very unusual! Everybody had a glorious time.—James Dooley, Publicity Officer.



FLOTILLA 27, SALEM

—A snappy salute of esteem is the order of the day on the good ship "Salem 27" for Lieut. (T) Frank B. Hinehline, USCGR, now commodore of the USCG Auxili-

ary, 4th ND, and a member of this Flotilla. Naturally, we feel exceptionally proud of the honor bestowed upon Mr. Hinehline, as he was the first salty skipper of this craft. He plotted a true course for us and laid a steady, trusting hand on the wheel to pilot our beloved ship through churning waters into a busy harbor where capable hands have since carried on. His first official port of call was Salem. On the Salem 27, the Eight Bells, or any ship he selects, from Ensign (T) Pearson, our present skipper, down to the newest boat, we are with him to a man. Echoing along the shores of Salem creek, above the strains of "For he's a jolly good fellow", we hail our happy, sailing commodore.

Although we are holding meetings in the Salem Armory only every other week during the summer months, our course is maintained. A busy log looms

ahead for the fall and winter campaign. Some interesting changes in education and operations are being stowed aboard.

Robert M. Clarke, Chief MoMM (T), the Pitman fire-flashing orator, will handle the nozzle in a series of talks on his favorite subject. We are patiently waiting the return of our craft from dry dock. In the meantime, daily duties have been performed from the Delaware City base, via Ft. Mott. Interest is being centered on the oyster schooner of Dick Sheppard, MoMM 2/c (T). We are planning a Chesapeake Bay cruise.

Members who were recently sworn in as Temporary Reservists are Clarence R. Dean, W. F. Edwards, James R. Quinn, Edward Weaver, Horace B. Davis, Leroy Pierce, Ralph Maxwell, Robert Guest, Carl Green, and James Tonkin.

Square your hats and those jibs, mates. We're going places, throwing the spray with full speed ahead.

—Horace H. Madden, Publicity Officer.

(Log Continued on Next Page)

COAST GUARD WELFARE

As of our press date, contributions to Coast Guard Welfare total \$1,555.00. Only fourteen Flotillas have reported. Great Bay Flotilla heads the list with a donation of \$500, representing 396% of their quota. Harrisburg Flotilla 53 is next with 92% of their quota. We set out to raise more than \$2,000.00 for this worthy cause. We have only until 31 August to reach our goal. Only \$1 per man is requested. Come on, fellows, GIVE.



FLOTILLA 25, FARRAGUT—As our meeting on 17 July, 1944, opened with an Invocation by our Chaplain, Dr. William Herman, so let us repeat the prayer:

"Teach us, we pray Thee, our Father, that the sincerity of the pledge we have taken is best portrayed by our honest efforts to advance the enterprise of the Nation we profess to love. Help us to so conduct our activities in the meetings that our Nation's cause may prosper. We pray in Christ's name. Amen."

Our Flotilla outing was a success and a good time was had by all those present. However, it is the sincere good wish of your Gunnery Officer that a larger attendance will come forth for the Fall get-together. The participation of Flotilla 25 men, in sea-going blues, at the 4 August Review for Admiral Waesche and his staff was gratifying. Coxswain Henry Danielson is now Timekeeper, so turn in your time to "Daniel", boys.

Bos'n (T) Francis Sharpless, USCGR, announced the names of men to appear in uniform for Pulling Boat Instruction under Chief O'Brien and Chief Anderson. Elmer J. Pearl, CBM (T), is in charge of Instruction at Pier 181.

—John A. Bauer, Publicity Officer.

FLOTILLA 34, MAURICE RIVER

—This column is respectfully dedicated to the memory of a man who was exemplary of the word "service." Edgar H. Brooks, taken ill while serving

with the U. S. Army overseas, was returned to his home in Millville following an operation in England. Feeling that his hope of serving his country had not been fulfilled after he had received a medical discharge from the Army, Brooks immediately applied for membership in Maurice River Flotilla and volunteered for Temporary Reservist duty. Shortly after being inducted, a recurrence of the ailment which caused his medical discharge from the Army necessitated his removal to the U. S. Naval Hospital in Philadelphia, where he succumbed following a second operation. Maurice River Flotilla reveres the memory of Edgar H. Brooks and extends its sincere sympathy to his family.

Thirty-four has lost two other members since the last issue. Charley Stad-

ler chose the Navy and is stationed at Bainbridge, Md. Lucius Peterson also chose the Navy, but the induction officers chose him for the Army. Tough luck, Pete.

We soared over the top with some to spare in our bond drive. Our quota was doubled with the sale of \$15,000. Drillmaster Scotty Calkins, producer of several amateur theatricals, is staging his weekly drill sessions in style. He has set up sound equipment on the drill field since he lost his voice on a very rough voyage on a fireboat recently.

Seems like every issue finds Thirty-four reporting a new activity. This time it is carnival barking. Malvern J. Nabb Post, American Legion, found itself sadly lacking in manpower at its annual Mardi Gras. They soon heard of and were thankful for Semper Paratus as six Reservists of Maurice River stepped into the gap and saved the day. The volunteers were Alcorn, Schultz, Garrison, Calkins, Thomas, and Gallaher.

One member of Thirty-four wants to know why Coast Guards are required to go through the winter with necks and throats wide open, when in summer they swelter under collar and tie. Someone explained that the procedure was dictated by tradition and the griper quipped he had never heard of any officer by that name.

Maurice River Flotilla finished its Gloucester detail with an accumulation of 4,728 man-hours, based on eight-hour tricks. We claim a record of better than 100% since we not only filled every trick assigned to us, but contributed a few extra tricks.

—C. M. Scull, Publicity Officer.

FLOTILLA 16, TOMS RIVER

—We are mighty proud to have one of our original members selected for the post of commodore. To Mr. Hineline we offer our congratulations and our assurance that we are back of him to a man.



We celebrated our existence and other things on 11 July, and even if we have to brag about our own party, we intend to tell TOPSIDE readers about it.

First, we appointed a darn good committee and one that really functioned in more ways than one. Ask our pal, Lieut. Howell, from down Barnegat City way, about that. Mr. Howell won, as door prize, one of the nicest kids you could find, and only nine days old.

Had it been a bit older, we would have known whether to call it Billy or Nanny.

Unfortunately, the kid was not house-broken and we ain't foolin'.

To our party came a number of very welcome guests in the persons of Director Brown, ex-commodore Nelms, Bill Burdge, Lieut. Robinson, commodore Hineline, Lieut. Howell, Bos'n Wogan, Ensign Richter, Chiefs Moore, Warren, Holloway, and Gunson. With them came their wives, for this was ladies' night and the fair sex appeared in their finest.

There were movies, dancing, and games in which hundreds of dollars were laid right on the line with every turn of the wheel and clack of the ivories. There would be a moment of quiet and then a bellow from Mr. Leonard, "Shoot 500" or "Bet a thousand." Yes, he was "faded and taken" along with everyone else. The band from the Lakehurst Naval Air Station provided the music. Our former commander, Lieut. (T) Toby Brouwer was his usual self with his congas and jive and our present commander, Ensign (T) Don Applegate waddled out a number or two. We hope that Mrs. Moffett still had the rooster she won and that she teaches him better manners. Many fine presents were given to the ladies. Then the Committee really spread itself with a de luxe feast. We won't forget them when we have another party.

One of our special guests was a home-town boy just back from the Pacific — Lieut. (j.g.) Hugh Worth, USCG. His talk was most interesting and his experiences something to tell about—if we could! Anyway, they proved to us that the Coast Guard is in there fighting—as if we didn't know it! The whole Flotilla wishes Hugh good luck on his next assignment.

—Leslie W. Reynolds, Publicity Officer.

SHIP BOTTOM, N. J. — J. H. Palmer, Tuckerton cranberry grower is the newest volunteer recruit to appear on watches in uniform, at the Long Beach tower in Beach Haven Terrace. Tower men are generally agreed the new scheduling system of two six-hour watches and three four-hour watches each 24-hour period is a splendid innovation and should be adhered to for the duration. Mr. Cranmer explained that Loveladies tower watch is maintained by volunteers of Flotilla 16 from Toms River because of its inclusion in the geographical area commanded by Lieut. Commander Leroy Howell at Barnegat City; otherwise, the tower which stands on the site of an ancient "whale-watch" platform would logically fall to Flotilla 18 to man. Sixteen also staffs the dock patrol guarding Barnegat Inlet.

—Jack Lamping.

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in

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