

UNITED STATES COAST GUARD *Auxiliary*
FOURTH NAVAL DISTRICT

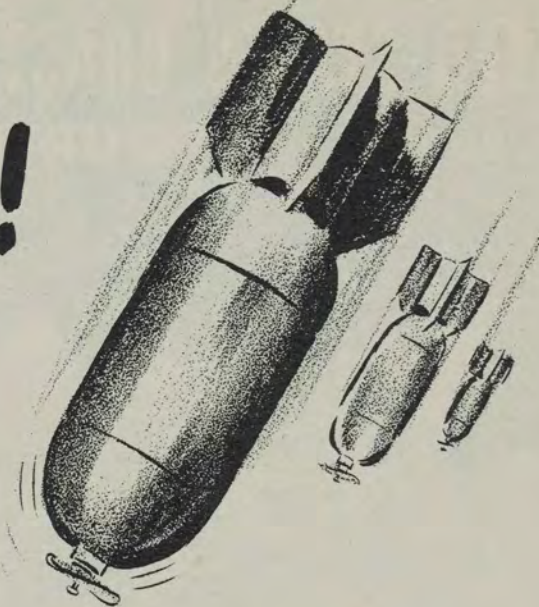


HOW WOULD YOU LIKE HIS JOB?

TOPSIDE

FEBRUARY
1945

PECO-BOO!



* "BOO" - WHICH MEAN
IN HON. JAPANESE,
"RUN LIKE HELL."

WM. F. ERRIG, President



Established 1918

PECO MANUFACTURING CORPORATION

Subsidiary of Bendix Aviation Corporation

Engineering • Developing • Manufacturing of Automotive • Aviation • Marine • Industrial Appliances

Hope St. and Indiana Ave., Philadelphia 33, Pa.

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of postwar product ideas.

TOPSIDE

U. S. COAST GUARD AUXILIARY FOURTH NAVAL DISTRICT

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Don't Be Caught With YOUR PLANS DOWN!

★ The time to prepare for an emergency is *before* it happens. That's elemental. That's why schools have fire drills. That's why we have instruction in handling small arms. But what emergency must we prepare for? What is the Coast Guard likely to be called upon to do before the war is over? There is only one safe answer to that question: we must be prepared for *any* emergency.

No one could have foretold the September hurricane or the part we would be asked to play in it. We had to be prepared. No one can foretell whether the East Coast will be subjected to V-bomb attacks or what the result may be if we are. We must be prepared to do our part in such an emergency. No one can foretell when floods may strike this District. As this is written, there is danger that a sudden thaw may be disastrous. We must be prepared. The recent landing of German saboteurs on the Maine coast indicates that even that danger is not past. We must be prepared.

This latter danger is especially in our line of duty. So that all of us may know exactly what to do if we should observe any questionable activities that might be classed as the work of enemy agents, we list below the eight centers in this District to which such information should be telephoned. When you are sure of your facts, get in touch with the commanding officer of the nearest station. If necessary, reverse the charges. The names,

addresses, and telephone numbers of these Key Stations are as follows:

Toms River Lifeboat Station
U. S. Coast Guard
Seaside Heights, N. J.
Seaside Park 567

Barnegat Lifeboat Station
U. S. Coast Guard
Barnegat City
Beach Haven 4-8571 or
via Beach Haven 4-4401

Bonds Lifeboat Station
U. S. Coast Guard
Beach Haven, N. J.
Beach Haven 3-8971 or
via Atlantic City 4-6594

Atlantic City Lifeboat Station
U. S. Coast Guard
Huron Avenue & Clam Creek
Atlantic City, N. J.
Atlantic City 4-6594

Corsons Inlet Lifeboat Station
U. S. Coast Guard
Strathmere, N. J.
Sea Isle City 3-4091 or
via Sea Isle City 3-5531

Hereford Inlet Lifeboat Station
U. S. Coast Guard
North Wildwood, N. J.
Wildwood 503

U. S. Coast Guard Base
Naval Section Base
Cape May, N. J.
Via Cape May 250 or through
Joint Operations Center (Navy)
Cape May 460

Lewes Lifeboat Station
U. S. Coast Guard
Lewes, Delaware
Lewes 5121

In apprehending saboteurs, it is of the utmost importance that their whereabouts and activities be reported with the least possible loss of time. It is therefore suggested that you clip the above listing and carry it with you in your wallet at all times. The few minutes you may save in looking up a telephone number may mean the difference between capture and escape for the enemy.

This matter of being ready for any emergency is a matter for individual Flotilla initiative. Many of our Flotillas have gone to considerable trouble and expense to train and equip themselves for instant emergency action of any sort. They have had meetings and discussions with Civilian Defense authorities, with the Red Cross, and with officials of local and state governments. They have discussed every possible emergency and have made plans for the participation of Flotilla members along very definite lines. Other Flotillas have done absolutely

nothing of this sort. When trouble comes, they may be more hindrance than help. It is time we got ourselves organized 100%. If your Flotilla commander does not take the initiative or your Operations Officer does not present any such concrete plan, let even the lowliest Seaman speak up in meeting. He will be doing a favor for his Flotilla, for the Coast Guard, and for America for which we may all some day thank him.

DATES SET FOR NEW RATING EXAMINATIONS

It has been decided to hold an examination for the designation of Navigator, open to all Flotilla members, on Sunday, 4 March, 1945, at the Auxiliary Training Base starting promptly at 1000. Men wishing to take the examination will so indicate to their Flotilla commander. A passing mark in the Navigators' Examination qualifies a man to hold any deck rating up to and including Chief Boatswain's Mate. It is suggested that Flotilla Education Officers immediately start classes to prepare as large a group of men as possible to take this examination.

Arrangements have also been made to hold rating examinations on Sunday, 3 June, 1945 at 1000 at the Base for the following ratings: Cox, BM 2/c, BM 1/c, CBM, MoMM 2/c, MoMM 1/c, and CMoMM. All applications for these ratings must be on file in the District Office prior to 28 May.

PLEASE FORWARD TOPSIDE

If TOPSIDE is coming to your home addressed to a man who is now overseas, he will appreciate it if you will re-address it to him. Put it in an envelope or wrap it as you would a newspaper, affix the proper postage and put it in the mail. Thank you.

BOX SCORE

DURING PERIOD OF

16 TO 31 JANUARY, 1945, INCLUSIVE

Number of Men Enrolled in the CG Auxiliary	0
Number of Men Sworn in Class (T) Reserve	1
Number of Class (T) Reservists Issued Uniforms	0
Number of Men Disenrolled from Class (T) Reserve	27
Number of Additional Men Assigned to Active Duty	0

CUMULATIVE TOTALS

AS OF 31 JANUARY, 1945

Number of Men Enrolled in the CG Auxiliary	3478
Number of Men Sworn in Class (T) Reserve	2162
Number of Class (T) Reservists Issued Uniforms and Available for Duty	2088
Number of Men on Active Duty ..	1805

FROM the BRIDGE



WAR DIARY

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

By LIEUT. JOHN W. BROWN, Director

★ Wednesday, 17 January—The Auxiliary and Class (T) Personnel Boards met and interviewed Boatswain (T) Frank H. Riepen, CBM (T) William MacDonald, and CBM John Larkin for commander, vice commander, and junior commander, respectively, of Flotilla 24. This change was made necessary by the resignation of Ensign (T) J. Kirby Tompkins, commander of Flotilla 24, who has been ordered by his physician to discontinue his activities in the Coast Guard. Mr. Tompkins has been an outstanding commander and his loss will be severely felt by the men of his Flotilla and by the District as a whole. Three members of Flotilla 34 were interviewed to fulfill the office of junior commander, made vacant by the enlistment of Harry E. Rieck, Jr., in the Armed Services. Heber A. Loveland was selected for the office.

Friday, 19 January — The Director and the commodore met with Flotilla 33 and inducted into office, Boatswain (T) Russell Higgins as commander, William G. Koenke as vice commander, and Edwin S. Nesbitt as junior commander. This change was necessitated by the resignation of Lieut. (j.g.) (T) John J. Kay, commander, who resigned to devote his entire time to the duties of vice captain of the Southern N. J. Division. Mr. Kay has been commander of Flotilla 33 since its organization in May 1942 and has built the Flotilla into an organization of 141 men, 89 of whom are in the Class (T) Reserve.

Saturday, 20 January — 379 Gunnery Award Certificates were mailed to Flotilla commanders to be presented to the men at the next Flotilla meetings.

— The Director visited the CG Station at Hereford Inlet and discussed plans

for the utilization of Class (T) Reservists at the station with the commanding officer in charge. It was proposed that Class (T) men report to the station at 0700 and take their places as regular members of the Station complement, participating in drills and work details.

Monday 22 January—Boatswain (T) F. H. Riepen was sworn in as commander of Flotilla 24. CBM (T) William MacDonald and CBM (T) John Larkin were sworn in as vice commander and junior commander respectively.

Tuesday, 23 January — The Director, commodore, and staff officers attended a combined meeting of the Eastern Pennsylvania and Delaware Divisions to discuss emergency flood duty in the Lancaster, Reading, and Harrisburg area.

Saturday, 27 January—Authorization was received to establish three additional security posts at the CG Radio School, Atlantic City, using 42 Class (T) men, to start 5 February.

Tuesday, 30 January — Lieut. (j.g.) W. E. Sturm, USCG (Ret.), Gunnery Familiarization Officer, visited Flotilla 27 and delivered a lecture on the background and history of the U. S. Coast Guard. Lieut. Sturm has delivered this lecture at nearly all Flotillas in the District.

Wednesday, 31 January—The Director, commodore, vice commodore, Chairman of the Staff River Patrol Committee, and the Auxiliary Personnel Officer, together with the Division captains of the Delaware River and Southern N. J. Divisions, visited the CG Operating Base at Essington as guests of the commanding officer. An inspection was made of the Base's facilities and boats. The group was entertained at dinner at the Corinthian Yacht Club.

RATINGS & COMMISSIONS CONFIRMED IN JANUARY

Flotilla	Name	From	To
25	FINE, Richard D.	BM1c	CBM
33	GIBBS, Raymond F.	BM2c	CBM
11	HOGAN, Edward C.	BM1c	CBM
25	KNAUF, Harry V.	BM1c	CBM
26	PICKERING, Edward	Sea.1c	CBM
51	SATTERTHWAITE, Frank	BM2c	CBM
26	ACKER, James C.	BM2c	BM1c
31	AMBROZY, Leo C.	BM2c	BM1c
25	BIERMAN, Robert W.	BM2c	BM1c
22	BLACK, Thomas L.	BM2c	BM1c
25	BRANIN, Frederick L.	BM2c	BM1c
27	INGERSOLL, Clarence	Cox.	BM1c
27	JOHNSON, George A.	Cox.	BM1c
24	LAKEY, Arthur B.	BM2c	BM1c
53	MILEY, George F.	Cox.	BM1c
24	RIDGE, Roy S.	BM2c	BM1c
25	SMITH, Ernest B.	BM2c	BM1c
25	BAUER, John A.	GM2c	GM1c
22	DENNIS, Alfred C.	MoMM2c	MoMM1c
41	EWING, Joseph A.	Sea.1c	MoMM1c
25	MOSES, Linwood G.	Y2c	Y1c
31	AKE, Paul D.	Cox.	BM2c
31	BOOYE, Derestus	Cox.	BM2c
31	CORSON, Edgar Y.	Cox.	BM2c
31	EDDOWES, Earnest E.	Cox.	BM2c
31	ELLIS, Clyde B.	Cox.	BM2c
24	FOSTER, Joseph S.	Cox.	BM2c
31	IRELAND, Edward A.	Cox.	BM2c
22	OGDEN, James H.	Cox.	BM2c
31	STERR, John J.	Cox.	BM2c
24	WILLARD, Edward P.	Cox.	BM2c
25	GORMAN, William R.	GM3c	GM2c
26	LONG, Thomas G.	GM3c	GM2c
24	BENGE, James R.	Sea.1c	MoMM2c
31	CAREY, George H.	Sea.1c	MoMM2c
31	CLARK, Robert E.	Sea.1c	MoMM2c
17	DILKS, William T.	Sea.1c	MoMM2c
27	DOUGHTY, Stephen H.	Sea.1c	MoMM2c
17	ENGEL, William C.	Sea.1c	MoMM2c
22	EWING, James H.	Sea.1c	MoMM2c
22	FERRELL, Jacob H.	Sea.1c	MoMM2c
22	GUYER, John P.	Sea.1c	MoMM2c
22	JONES, John H.	Sea.1c	MoMM2c
51	KAUFMAN, Ralph N.	Y3c	MoMM2c
22	KOCH, Elmer C.	Sea.1c	MoMM2c
34	MUNDLE, Alfred	Sea.1c	MoMM2c
34	PARENTI, Dante	Sea.1c	MoMM2c
31	RATH, George M.	Sea.1c	MoMM2c
17	RIEDEL, William C.	Sea.1c	MoMM2c
41	SIDWELL, Walter	Sea.1c	MoMM2c
22	SILCOX, Frank J.	Sea.1c	MoMM2c
25	STEWART, Joseph B.	Sea.1c	MoMM2c
31	TITUS, Frank W.	Sea.1c	MoMM2c
51	WALKER, Carl E.	Sea.1c	MoMM2c
33	RITCHIE, Theodore W.	Y3c	Y2c
31	SMITH, Walter	SC3c	SC2c
31	BENNER, Herbert	Sea.1c	Cox.
22	COOPER, William T.	Sea.1c	Cox.
24	CUNNINGHAM, W. C.	Sea.1c	Cox.
26	CURBISHLEY, Edwin	Sea.1c	Cox.
34	DEBIASO, Rocco J.	Sea.1c	Cox.
34	DEVONSHIRE, Jesse	Sea.1c	Cox.
22	DILLMAN, Carl R.	Sea.1c	Cox.
31	DUBERSON, Charles H.	Sea.1c	Cox.
23	ELLIS, William R.	Sea.1c	Cox.
31	FRY, Lionel T.	Sea.1c	Cox.
22	GARDINER, William H.	Sea.1c	Cox.
53	GARLAND, Earl F.	Sea.1c	Cox.
31	HEMMING, Harold	Sea.1c	Cox.
52	HERR, Abram E.	Sea.1c	Cox.
22	HILL, John S.	Sea.1c	Cox.
25	HOLMES, Stephen G.	Sea.1c	Cox.
23	HOOPE, Harvey T.	Sea.1c	Cox.
31	JENNINGS, Walter D.	Sea.1c	Cox.
22	LOSTER, William J.	Sea.1c	Cox.
34	NEWTON, Charles	Sea.1c	Cox.
31	NYMAN, Forrest	Sea.1c	Cox.
26	PELCZ, Emil R.	Sea.1c	Cox.
53	POTTEIGER, Stanley B.	Sea.1c	Cox.
52	RHOADS, Victor I.	Sea.1c	Cox.
22	ROSSE, Henry L.	Sea.1c	Cox.
22	RULE, John	Sea.1c	Cox.
23	SAAL, Clarence F.	Sea.1c	Cox.
52	SAMUELS, John P.	Y3c	Cox.
23	SCATTERGOOD, Thos. J.	Sea.1c	Cox.
31	SEAMAN, Earl R.	Sea.1c	Cox.
26	SEVERNS, John T.	Sea.1c	Cox.
31	SHARP, Roland A.	Sea.1c	Cox.
31	SIMPSON, Robert L.	Sea.1c	Cox.
22	SIPPLE, Thomas M.	Sea.1c	Cox.
52	SNAVELY, Benjamin	Sea.1c	Cox.
53	SOLOMON, Aaron N.	Sea.1c	Cox.
22	STANBRIDGE, Horace	Sea.1c	Cox.
52	STOVER, Richard W.	Sea.1c	Cox.
22	STREET, Carol J.	Sea.1c	Cox.
22	TAYLOR, Everett E.	Sea.1c	Cox.
23	THOMAS, Henry F.	Sea.1c	Cox.
31	VAN DOREN, Milton D.	Sea.1c	Cox.
51	MARKLEY, Frank E.	Sea.1c	GM3c
22	WEDGE, Franklin W.	Sea.1c	SM3c
23	TIPPENHAUER, George	Sea.1c	PM3c
22	KREIG, John A.	Sea.1c	CM3c
25	CONNOLLY, John	Sea.1c	Y3c
35	STEVENS, Furman M.	Sea.1c	Y3c
25	MACK, Edwin R.	Sea.1c	SC3c
32	MacVAUGHN, Edwin S.	Sea.1c	SC3c
27	MATHERS, Frank N.	Sea.1c	SC3c
22	SOBBE, Thomas N.	Sea.1c	SC3c
18	WENIGER, August W.	Sea.1c	SC3c





AMONG OUR SERVICE MEN

With this issue, TOPSIDE begins a new department that will grow or die, depending upon how much cooperation we get from you fellows who pick up news about former Auxiliary members who are now in the regular service. Send your items in to the Editor before the first Friday of each month. If you're a former Aux, who is now in the regular service and who still gets TOPSIDE, write us direct about yourself, including your complete name and address.

* * *

We hear that Walter Ennis, formerly active in Flotilla 22, is back here for a visit wearing two citations for valor in the Mediterranean invasions. They tell us he commandeered one of Bill Strauk's jeeps in Bizerte one day and left a Volkswagen in its place. The German jeep broke down in the middle of the desert in a tropical storm.

* * *

Chad Foller, the first commander of Flotilla 22, is by now probably the Skipper of a very large vessel — still hush-hush.

* * *

Ashe Mardenly, also a former 22-er, is CBM on the USS Bisbee. Here are some quotes from a recent letter he sent to Lieut. (T) Al LaSor: "We were sailing along nicely, minding our own business, when a typhoon sneaked up on us and banged us in the teeth. Half the time I didn't know whether we were in an airplane or a submarine, and the other half I didn't care. I have seen a few rough seas in my time but this one must have been a special recommendation by the King himself. Everything broke loose, including the filling in my teeth. A few waves about a mile or so high descended on me and banged my head on the deck so many times I had protrusions like a hat-rack." . . . "The next day, after landing the Rangers, we were

still hanging around when the big wagons came in and pounded the hell out of the Leyte invasion coast. That's some sight to see those big boys do their stuff." . . .

"The next time you pass your Draft Board you can give them a dirty look for letting you miss all the fun." In a later letter, Ashe hints that his ship is headed for the icebergs on a new assignment.

* * *

Sergeant William J. Noonan, USMC, one of 18's early recruits—was Assistant Secretary under Russ Carter during the Henry Schimpf regime. Bill is an old salt from way back. He was raised on Long Beach Island.

Bill, at one time, was Advertising Manager of the Edgar Hurff Packing Co., and before joining the Marines, was Assistant Sales Promotion Manager of Gum, Inc. Shep Knapp was his boss.

Bill entered "boot training" at New River, N. C. He had the "guts"—and I mean it takes "guts"—to get through New River. His food experience earned him a course in the Marine Quartermaster Training School, where he graduated at the top of his class, with a Sergeant's three stripes.

At present, he is located at the Marine camp at Oceanside, California. His address is: Sgt. W. J. Noonan, USMC, Ser. Co., Ser. Bn., MB, Camp Jos. H. Pendleton, Oceanside, Calif.

* * *

James A. Dare, of Flotilla 33, is now a BM 1/c on the USS Cepheus, KA18.



OCEAN CITY TOPS QUAKERS IN GUNNERY COMPETITION

A series of revolver matches conducted between ten men from the Philadelphia area and nine men from the Ocean City area, over the period from 24 October, 1944, to 9 January, 1945, resulted in a victory for the Ocean City shots. Final team scores were Ocean City 943, Philadelphia 941—but Ocean City had seven qualify as Sharpshooters and Philadelphia had two.

This supplementary gunnery was conducted under the leadership of Raymond G. Heron, CGM (T) and William McCahan, GM 2/c (T). A Philadelphian, P. Jones, had the highest overall score of 195. The matches were shot with the



BILL ERRIG'S COMPANY GETS FOURTH "E" AWARD

The men and women of Peco Manufacturing Corporation, Hope Street and Indiana Avenue, Philadelphia, have been awarded a fourth star for their Army-Navy Production Award flag as a symbol of their continued high achievement in the production of war material.

This award is the first award of a fourth star to an ordnance plant in the Philadelphia Ordnance District. The Peco organization received its original Army-Navy "E" Award on 11 December, 1942.

In his letter to the men and women of Peco, Robert P. Patterson, Under Secretary of War, said: "This fourth renewal is a symbol of high achievement over a long period, and you may now fly the Army-Navy Production Award flag, with its Four White Stars, for a full year before being considered again by the Army and Navy Boards for Production Awards."

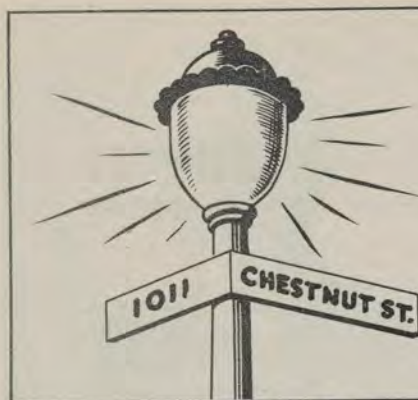
Before engaging in war production the Peco organization did contract machine work in the automotive, aircraft, and marine fields. William F. Errig, president, is one of the founders of the company which started in 1918. He is commander of Flotilla 11.



A beachhead worth taking.

.22 calibre revolver, slow fire. Medals were awarded to the Sharpshooters and Marksmen at the Flotilla 31 banquet on 26 January.





BRIEFS

from the

BASE

By NEWELL J. NESSEN, Cox. (T)

★ At the first Open House meeting at the Auxiliary Training Base, held on 12 January and sponsored by Flotilla 24, Albert Breidegan, of the host Flotilla, won commander Kirby Tompkins' prize of a carton of cigarettes for having travelled the greatest distance to attend the meeting. Who knows but perhaps other prizes will be offered from time to time, so don't let distance keep you from enjoying these affairs.

* * *

The class in Motor Mechanics is well under way, with another class for beginners due to start within the next few weeks. You will hear more of this through your Flotilla commander, and this column, in due course.

* * *

The Power Squadron party was a "howling" success if one can judge by the competition between the Auxiliary and the Squadron songsters who took over after hearing a most entertaining and highly enlightening talk by Mr. H. P. Adams, senior meteorologist of the Philadelphia Weather Bureau (Weather Man, to you) who spoke on Weather Changes, their causes and effects. In addition to his talk, Mr. Adams showed an excellent movie film illustrating various cloud formations and explaining their connections with wind and barometer readings in determining weather conditions. Lieut. (T) R. W. Nelms, commanding officer of the Base, was host to the National Commander and National Vice-Commander of the U. S. Power Squadron, Commander Larry Doyle of the South N. J. Power Squadron, and Commander Cascaden of the Delaware River Power Squadron, who, by the way, trips a mean "light fantastic." Those who let the bad weather scare them away missed a good time, to say nothing of plenty of eats.

* * *

Speaking of eats, keep in mind that the Base now boasts a completely-equipped galley which comes in handy for Flotillas using the Base facilities for regular or special meetings. Such meetings

may be arranged for such times as the Base is not otherwise being used, by applying to and getting approval from the commander, Auxiliary Training Base, 1011 Chestnut Street, Philadelphia 7, Pa.

* * *

DON'T FORGET—23 February, the Friday evening after Washington's Birthday, is the next Open House at the Training Base. Flotilla 22 will be the host and commander Walter T. Whitehead predicts a large turnout to hear Mr. Murray Watt, an outstanding naval architect, discuss "Post-War Small Boats, Their Design and Construction"—a subject which should interest every Auxiliarist who intends to have his own boat after the war. This should be a "must" on your calendar, come sleet or high water. It might be well for that Flotilla 22 quartet to practice up a little. We understand they are going to be challenged.

* * *

Anyone wishing to join the Navigators' Class (there's an exam coming up in March) may do so at any time. Simply come to the Base any Wednesday evening at 2000, prepared to start. Ask for Chief John Larkin, who will gladly put you to work.

* * *

Might as well mark your calendars now for the March meeting—23 March, Open House, Training Base, 2000, rain or shine, speaker to be announced later.

* * *

OUR COVER PHOTO

"Fields of Death" is the title of the Official U. S. Coast Guard Photo on this month's cover. Row on row of 2000 lb. blockbusters are shown waiting at the seaside for shipment to Allied airmen busy pulverizing the Axis. A sharp-eyed regular Coast Guardsman walks through the rows of bombs that represent future "crosses among the poppies" for the enemy. Guarding the bombs from saboteurs is part of the regular Coast Guard's port security job. Like to change guard duty with this man?



There is considerable scuttlebutt going the rounds as to whether or not there is going to be an Admiral's Banquet this year. The question has been discussed in official and unofficial circles and while there can be little doubt that such an affair would be highly desirable, it has been decided not to undertake it this year.

The principal reason for this decision is the Government's ban on travel and conventions of fifty or more people. While it is true that we could probably get permission to hold such an affair in view of its nature, it is felt that it is our patriotic duty not to ask the favor. There is more to be gained for the country as a whole by not having an Admiral's Banquet.

Plans are being seriously considered, however, for certain other group meetings that may be held later in the year under circumstances that will involve the minimum of travel and hotel accommodations yet which will enable us to get together as an organization to discuss in a body the many present and future problems with which we are faced and which can best be solved by a free discussion in which everyone has an opportunity to present his personal views and opinions.

As soon as these plans "jell" and we are able to give you some definitive information on the subject, you will be informed.

In the meantime, if anyone has any thoughts on this matter I shall be most happy to have him write to me in detail, and his suggestions will be given every consideration.

Lieut. Comdr. (T) F. B. Hinline,
USCGR, commodore, USCG
Auxiliary, 4th ND.

* * *

RADIOMEN IN THE MAKING

On Sunday, 4 February, forty men took an examination at the Auxiliary Training Base to qualify for Radioman 3/c rating. The examination, in charge of Lieut. (j.g.) (T) Al LaSor, was a stiff one, lasting a full two hours. Bos'n (T) John Larkin, "school principal" and radio experts from Flotilla 25 assisted in the conducting of the examination. In addition to passing this examination, candidates for the Radioman 3/c rating must also serve a minimum of 100 hours on radio duty at Pier 181 or the U. S. Coast Guard Barracks. Results of the examination were not available at press-time.

The LOG of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 42, LEWES—Flotilla 42 had its first party the other night at the Milford Armory, and the whole gang was there to do honor to the new members of the Class (T) Reserve, namely, John C. Jankus, Roy Simpler, William S. Walls, Jr., Harry Gruber and Edgar V. Adkins. It was a grand party, thanks to the efforts of Rem Barnard and George Lindenkohl.

Operations Officer Allen Vessels has an honor roll for those men who are really cooperating to get our particular job done. Of course, the honor roll is really in his mind, and here is the list of the faithful: C. M. Wright, William H. Tyndall, William F. Henning, Edward Stephens, R. Edward Moore, James W. Marshall, and rumor has it that Roy Collins will soon be there. We are not a very large Flotilla and it is tough when Allen has a mess of colds to contend with. Small wonder he refers to ones under the weather as his "cripples."

Ray Atkins, commander, and vice-captain Van R. Coats have done a job of nursing this Flotilla through its growing pains. They have reduced the number of pains to one every two months.

At the meetings, vice-commander Whitney is in the process of pounding a bit of navigation into a few thick heads. The gunnery classes to be held in Milford by Gunner "Jim" Chapman, starting 26 January, are being anticipated with an eagerness seldom seen in this end of the woods.

—J. A. McManus, Publicity Officer.



FLOTILLA 31, OCEAN CITY—Bring on your hurricanes, robot bombs, tidal waves and other ancient and modern catastrophic elements. Thirty-one is awaiting them to try out the emergency operational schedule now lined out and standing by for what nature or Herr Adolph (if is) may impose on the South Jersey coast. In more sober vein, it is hoped that the emergency call will never come, but it is a source of satisfaction to know that an organization has been established to swing into action if the tocsins are sounded.

This Flotilla looked to the morale side of Auxiliarists' lives by observing a social evening on 26 January. As usual, a good time was had by all and the arrangements for a festive occasion were competently handled by the able committee in charge.

A rash of stripes has occurred in the Flotilla with many men having successfully passed examinations that they boned for in months past. Those who have taken advantage of the instruction offered have reaped the reward of effort even if the old mental processes are not what they used to be. Oddly enough, so much emphasis appears to have been placed on theoretical work and book larnin' that knot tying was one of the subjects where falling-down was almost unanimous.

Dull and prosaic as this column may appear, we ask you is it is or is it ain't your own reflection? If it ain't, your publicity officer hereby agrees to eat crow *en brochette*. If it is, then go out and create a little Flotilla news—provided it's decent.

—E. L. Johnstone, Publicity Officer.

FLOTILLA 41, WILMINGTON—If the officers, and some of the men who have ratings, in Flotilla 41, have to attend many District Meetings in places as far away as Harrisburg, Pennsylvania, they should be capable of taking over the night watches at the Base. Getting home around 0300 or 0400 should help them qualify for staying up all night. And, I understand, some of them had a little difficulty explaining to their respective wives after they reached home the other night. The weather that night: cold out, cool at home.

The Motor Mac class is apparently doing itself proud. Everyone was pleased to learn that Ewing and Sidwell had passed the examinations taken in Philadelphia.

The A. P. class is still trying to point out to the instructor that the books are wrong and the questions are improperly worded. Warrant Officer Bradford, however, is a tough fellow to convince.

It would be a waste of time to describe the cold at the North Pole to the men on Yard Watch, at Edgemoor Base, after the weather we've had this

past month. It gets cold along the river and that stove in the Gate House isn't much help at times. If it stays cold, Arthur Clarke suggests that a course in fire-tending should be given the Gate Watch.

—James F. McCloskey, Publicity Officer.

FLOTILLA 32, STONE HARBOR—Carl Lovejoy, Cox., and Irving Fitch and Milton Bingham, S 1/c, while in Philadelphia recently, paid their first visit to the Auxiliary Training Base at 1011 Chestnut Street.

Philadelphia members of Flotilla 32 held a meeting in the city on 25 January. Present were Lieut. (T) Earl Huston, who made an impressive talk on the performance of duty, and Lieut. (j.g.) (T) Harry Attmore, who also stressed the pledge of duty made by the men. The meeting was followed by movies and refreshments.

Wingate, GM 3/c, recently celebrated his golden wedding anniversary. Didn't think you were that old, Uncle Windy.

Milt Bingham and Bob Paull have plans nearly completed for another of those justly-famous dinner-dances to be held around St. Patrick's Day. Date, time, and place will be announced in the near future. Brother Secretary has announced that he wants no part of handling the funds for this affair. Must have been some red ink involved in the last one.

Members who are not attending the meetings are missing the excellent movies shown every meeting night by Chap Johnson, of Public Relations.

The first aid classes being conducted under the direction of Bos'n (T) Pike will be completed, it is hoped, in two more weeks, after which the Motor Mac course will be started. It will be given on Friday nights at 2000 at the Avalon Fire Hall to members from the Wildwood, Cape May, and Morris River Flotillas, as well as Stone Harbor Flotilla 32.

Your correspondent, after being in the Auxiliary since July and the Reserve since Thanksgiving, was somewhat surprised this month to receive a letter stating that his application for membership had been received, approved, and membership granted as of January,

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THE MYSTERY of the DELAWARE

OR HOW FANNY FOUND LOVE WITH A SAILOR

By BOS'N (T) L. N. BROWN

★ The line snaked out to finish a perfect heave. The helmsman kicked the stern in, then the bow. Other lines came ashore and were made fast. There was a gentle bump, the motor died, and someone breathed, "She's docked." The Commanding Officer hurried ashore, phoned the O.D., and reported, "C.G. 64304 docked 1330." Another Anchorage Patrol was over.

The sentry, a T.R., fell in beside the Officer in Charge of the Anchorage Patrol. Together they headed for the office.

"Pretty soft berth," said the sentry as he jerked his head in the general direction of the tug. The OIC just stared. He knew that that crew, commanded by Boatswain (T) Norman Foster had docked after completing forty-three hours of duty, twenty-six of which had been rough, dangerous but delicate work in the bitter cold. He had noted that when the ship docked, the crew, full of their experience were telling their relief all the details and were gloating at the envy on the faces of their listeners—an envy, engendered by the disappointment in not having had the luck to get the job.

"You think it's pretty soft, do you?" questioned the OIC by way of answer as he thought of the cramped quarters, the tight ship with the enforcement of discipline, the longer hours of duty and the busy daily routine. Without waiting for an answer he continued, "Because it's a happy ship, you think it's a soft one. Don't be fooled. Those men keep an anchor watch and at 0600 the man on duty breaks out the cook and the galley slave. Turn to is fifteen minutes before chow's down at 0700. After chow the men make the boat shipshape, shave, and put on their undress blues for colors. Then comes a change to dungarees. The cook is off to the commissary. The motor macs draw their stores and fuss over the machinery—tuning, adjusting and oiling. The deck crew falls in to scrub and mop down the whole outside of the ship. The bright work glows from elbow grease.

The OIC was wound up and a little bit irritated too. "And when they shove off it's not just another boat ride either. Those crews work. There is always an officer on the deck, a helmsman and a lookout on duty. The men off watch are not in their sacks. There'll be one cleaning a locker, another the



This is "Fanny"

white work and others painting or scrubbing the bilge. The motor macs are constantly standing watch in the engine room. As if this were not enough, the crew has to change from undress blues while on watch, to dungarees for rough work and do it a couple of times a day."

"Yes, but they get to see the sights, just the same," said the sentry, "they don't go around with their shoes full of feet and bunions like us."

"That's right. The patrol is never dull. Lots of things happen which make it so they never want to miss. But don't forget, there is always the Station Bill to devil them. That keeps them on their toes. When the 'Man overboard' alarm is sounded, the dummy is already in the water. The precious seconds are ticking by on the C.O.'s watch. The life boat is lowered, 'Oscar's' rescued and returned to the ship, the boat stowed, and the report made, 'All secure!'"

Fire Aboard Ship Drill is real except for the absence of fire. Even the hose is used and woe betide the man who starts the pumps before the hose is put out a port or over the side. Fire Fighting Drill is just as realistic. From the time the alarm is sounded, the gear broken out, the pumps started and water squirts out the nozzle, it is a matter of seconds.

"I've never been aboard a boat that had those drills," said the sentry.

"You've been talking about how soft it was," he was reminded.

"Oh, I wouldn't mind doing anything like that," was the reply.

"Neither do they. They have a Collision Drill and an Abandon Ship Drill. In all these drills every man has a spe-

cific station and duty. It's no place for a shirker. Indeed, one of the reasons why the men are so regular in reporting is because they know that if they don't report somebody else has to do their work. If one of these drills should turn into the real thing and a key man is missing, perhaps someone may be killed or a lot of property damaged. "Say, come back here a minute," said the OIC as he led the way back to the ship. "I just saw something that I want you to see. See those two men on the deck? Know what they're doing?"

"Sure. They're practicing artificial respiration."

"Right. That's part of the Resuscitation Drill. Did you know that every man in the Coast Guard is held responsible for knowing what to do when he fishes an unconscious person out of the water?"

"No I didn't. Oh, I agree that all those drills are important but I never could understand why you have the men salute the National Ensign when they board or leave ship. That's just a lot of hokey. Nobody else does it."

"Sentry, you are all wrong. That salute is an outward expression of an inward feeling in addition to being a naval custom. Those men are trained to respect custom. Take the manner in which they act toward their commanding officer. They don't call him Bill, Jim or Charley. They call him Skipper and they use the title Mister. The C.B.M. is Chief. Yes and they call the cook, Cookie. These men don't go through those ceremonies in a perfunctory manner, standing on their inalienable rights as free Americans. They don't do as

they darn well please because they are 'just as good as the next guy.' Instead there is a deadly seriousness in the performance of their duties. They have learned that the day may come when their lives may depend on this discipline and training. Then again, suppose the Old Man came aboard with a visitor. They don't want him to be ashamed of them because they look and act like a bunch of civilians dressed up in sailor suits. They want him to be proud of them and think of them as 'his boys.'

"Look at them out there now. Working like dogs. When they are relieved you would never suspect from the appearance of that vessel that a crew of ten men had lived aboard it for the past twenty-four hours. Everything is cleaned and the vessel is shipshape before they go ashore."

"I'll admit they may have it tough in the day time but they have a pretty good time in the evening. I see them sitting around, taking it easy, smoking and fanning the breeze."

"Yes, and did you ever see them tumble out of their sacks and hit the deck at three in the morning when a special call for assistance comes in?"

Without waiting for a reply the OIC went on. "I have never been able to explain what it is that drives these men on, week after week until the months pass on to years. Boiling sun, freezing cold, fog, hail, rain or snow, and back they come for more. I can only judge them by incidents which occur and try to draw conclusions. When the Anchorage Patrol was first organized, a directive was issued that half the crew was to report for 24 hour duty. The other half was to report for 12 hour duty. Well, it just didn't work. No one wanted the 12 hour duty. They all reported for 24 hours."

"I've heard them mention sons in the service. There'll be a funny little laugh and the man will say, 'Got a letter from the boy. He said, Hey pop, you still only a seaman?' I don't wonder about those men. Then we have crew members whose sons have made the supreme sacrifice in this war. I wouldn't dare question their motives. I know about them. Then we have the old sea dogs who are too old for the regular service. They are happy just to have a deck under their feet."

"I don't know why I do it either," said the sentry, "I walk up and down this lousy dock and smell that stinking river all day and all I do is slack off those filthy lines. There is plenty to gripe about around here. Yeah, you make it sound like there are no gripes on that boat. You've got 'em."

"Oh, we have plenty of gripes. I've listened to lots of them. I've noticed

that a lot of them come from men who want to do something extra for the boat that Coast Guard regulations forbid and they can't understand why it can't be done. We have one man who is a carpenter. One day, all on his own, he built a new stem for the boat. We didn't need the stem, and I hope we never do, but that man made it and it's ready. Mister, you can't buy that kind of interest with money. Similar incidents have occurred dozens of times."

"I've heard different gripes than that."

"Sure, so have I. I've heard them gripe about everything under the sun. But strangely enough, I've seldom heard them gripe about the chow. I believe that most of the crews are proud of their cooks. I heard them boasting back and forth. That reminds me of an amusing situation. On the Upper River Patrol, Lew Rodgers is rated Ships Cook 3/c. I can attest to his splendid cooking. Rodgers rates two or three hash marks for previous service. He wears a seaman's uniform with the hash marks but he refuses to wear his rating badge. He says that if he wears it every sailor he meets would think, 'Look at that dumb cluck, three hitches and only a third class cook!'"

"I've heard them gripe about ratings."

"Oh, my, here it comes again. Ratings are certainly a big cause of gripes, especially on the Upper River Patrol. That patrol is suffering from growing pains. The men are becoming efficient and proficient. Boatswain (T) Wesley M. Heilman who is the Officer in Charge of the Upper Patrol says that

his men scare him. He says that he can't decide whether they are as good as they seem to be or whether they just think they are good. Ratings are a problem. Man after man has qualified for advancement by examination and experience and still has not moved up. The table of organization restricts it. Every time we have a vacancy there will be two or three men fighting for it. The Commanding Officer of the crew makes the decision and, as far as I know, the man is selected for merit alone. Ensign (T) E. L. Merritt, Jr., the first Officer in Charge of the Anchorage Patrol, established that policy and I never want to see it changed. There is nothing that would wreck the morale of the Anchorage Patrol like a political appointment. God grant that it never occurs! I'll bet that the Director would never stand for it."

"I know an awful lot of men who have left the Patrol."

"Yes, so do I. Some leave for business reasons. Others leave because of promotion to important positions in their Flotilla. When the size of the crew was reduced from 14 to 10 men we lost 28 men. Then there are the men who just don't fit. They resign or we get rid of them quickly. Both Mr. Heilman and Mr. Levering are working to make their respective units the crack unit of the Class (T) Reserve in the whole country. They are both determined that no individual in any crew is going to spoil it. They care nothing for the judgment of some selfish, disgruntled person. Rather they expect that the work of these crews will be so outstanding that

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These are some of the sailors "Fanny" found love with.

1945. (Not quite as bad as the GI who, after a year in the service, received a letter from his draft board stating that he was 4-F and would not be called for active duty.) At least it's unanimous now.

—Bill Clark, Publicity Officer.



FLOTILLA 51, READING — Members of the Fourth Naval District's dry-land Flotilla had a chance to mingle with Gold Braid when twenty-five Reservists attended the Banquet

marking the presentation by the city of Reading of a costly and handsome silver service to the crew of a frigate which was named after this Pennsylvania city. The affair took place in the Abraham Lincoln Hotel with Rear Admiral Frank J. Gorman as the principal speaker. Two members of the Reading Flotilla, Carl E. Keefer and Theodore Cuyler, 3rd, are affiliated with the Schuylkill Navy Club—the organization that raised the money for the gift and sponsored the presentation banquet. Keefer is commodore of the club. In addition to the silver service, Mayor J. Henry Stump presented to Commander Howard A. Morrison, skipper of the frigate, an assortment of athletic equipment for members of the Coast Guard crew that mans the vessel. The ship recently returned to an Eastern port after seeing action in the invasion of Leyte. Other Coast Guard dignitaries who witnessed the presentation were Captain E. A. Coffin, Lieut. E. J. Wick, Lieut. Sprague, and Lieut. J. W. Brown. Music for the dinner and dancing which followed was furnished by the Philadelphia Coast Guard Band. Ensign (T) Phillip Ziegler, commander of the Reading Flotilla, announced that plans are under way for a ladies' night to be held at the Mount Springs Association Home on Friday, 2 March.

A school for Coxswains has been concluded for a class of twelve men. Instruction in navigation will start next week. Six men are also registered in the Motormac course.

—Matthew P. Romanski,
Publicity Officer.

FLOTILLA 15, POINT PLEASANT —With all the extreme cold weather that we, along the Jersey Coast, have been experiencing during the past month, members of Flotilla 15 have braved these chilled wintery nights to attend their Flotilla meetings, which are being held at the Boathouse at Bay Head Station.



Members of the Reading Flotilla participated in the ceremonies at which this handsome silver service was presented to the commander of the frigate Reading, recently returned from the Leyte invasion.

Our congenial host, CBM Dave McKelvey, the "Old Man" of the station has turned the old boathouse into a meeting room fit for a king and the motion pictures shown by him at our meetings are a source of instructive education; and boy, are we old salts sipping it all in! Yes, maybe we can pack a seabag as good as a three-striper.

Commander Moore, who has been suffering from salute cramps since he has been sporting that gold stripe around his sleeve, imparted some good news to the members during our 15 January meeting when he said that some of the boys would be supporting crows before spring rolled around. We can stand a few more crows, even if we have to eat them due to the meat shortage. A couple of promotions are expected in the stripe below the crow rank and that will also add color to the marchers from Flotilla 15.

"Iceberg," a pet mongrel at Bay Head station, is the proud mother of 8 puppies and where do you think she picked her home? You guessed it! Right in the middle of our meeting room. Well, Iceberg and all the little Icebergs are welcome within but not without.

Our crewmen who are taking the Coxswain course will soon be getting their final exams and then watch the crows fly and light on the arms of our brethren.

We might report that the gang, 17 of us charter members, have completed our first year laboring for Uncle Sam, minus the do-ra-me but we are proud and happy and some of us will be rolling in that 600 hour group before another month rolls 'round.

Just when Spike Stengle, our galley hound, will bring out that oyster stew supper is a cause for considerable concern. Billy Boys and a lot of the boys

love oysters and it is rumored that our Boatswain, Rev. Hubbard, is going to furnish the oysters.

We were sorry to hear that Seaman Israel Stout has been under the weather; but he is now able to be about and to return to duty. Yes, Seaman Stout is our oldest member and he'll be in there for that 600 hour award before it's time to go swimming in the ocean this coming summer.

As a whole, everything is running smoothly except when K.P. or Cleanup duty is proclaimed by the "Old Man" and then the facial expressions change but orders are orders and Bill Parmentier and Claude Edlehauser along with Wayne Bixby and Howard Chadwick wonder how it is that they are always on the call list. Must be a drag, boys, must be a drag.

Enough said for this month and we might ask Mr. Leonard and Mr. Brouwer when they are going to pay us another visit.

—E. K. Errickson, Publicity Officer.

FLOTILLA 17, GREAT BAY — Flotilla 17 is already making rapid strides toward the goal set for 1945, that of establishing an even better and more noteworthy record than the enviable one of 1944. The program mapped at the beginning of this year has been put in motion and is being entered into with enthusiasm by every member of the Flotilla.

The educational committee named by commander Creely has planned an instruction course covering practically every subject of interest and value to Auxiliary members. The entire plan is being accomplished within the Flotilla with capable members serving as instructors of the various subjects. Classes are of such size that individual instruction is possible. Each subject will be covered during a four-week period and members will progress to new classes. Figured over a period of a year; each man will have completed a course in twelve subjects by the end of 1945 and should be thoroughly versed to accept any responsibility he may be given.

February marks the banner event of the year for Flotilla 17, the annual banquet. The affair is being held Thursday evening, 15 February, so details must wait for a future issue. However, it is the intention of the committee in charge to make the event both social and beneficial. A large portion of the proceeds will be donated to the Coast Guard Welfare Fund.

Flotilla 17 already stands out as the greatest contributor in the Fourth Naval District to the Fund and from indications at this writing will far surpass the mark of last year. Tickets for the ban-



quet were completely sold weeks in advance. Scores of persons were unable to obtain them, much to the regret of the group.

Guests at the dinner to be held at Vineland will represent practically every branch of the Coast Guard from Captain E. A. Coffin to every officer of the Reserve in the District. In addition, many officers and members of the regular Coast Guard will be among the guests.

Stanley Altman, CBM, who headed the affair last year, is again the guiding hand in the program this year and promises one of the most outstanding events of the season in South Jersey.

—C. J. Loughlin, Publicity Officer.



FLOTILLA 16, TOMS RIVER —

Flotilla 16 started the new year with a hang-up re-dedication ceremony. At our meeting of 9 January, 1945, we were visited by R. Earle Leonard, cap-

tain of the Northern New Jersey Division, who, at muster, read a re-dedication which was repeated by the men, in which we re-affirmed our pledge of duty to the Class (T) Coast Guard Reserve, and, realizing the seriousness of the present conditions, agreed that it was no time to let down.

Also, captain Leonard gave a pep talk which had its well-meant effect. He was followed by our own Patrick Henry, Chief Finley and when Finley gives a pep talk he does it with plenty of gusto and fire. That is one reason every one stands his watches. For if only three men asked to be relieved of their watch they know Finley is off on another speech.

This month the attendance has increased appreciably. At our meeting of 22 January, Chief Conti and Earl Brownell, MoMM 1/c, gave a very interesting lecture on ignition with charts and equipment which was well received by the men and all agreed that it was very helpful.

The writer is not sure he can make the same comment on the lecture Fred Weber gave on fire and what to do with it. For if the boys start fooling with it as Fred did it is going to be tough on the insurance companies. But seriously, it was one of the most interesting lectures we have had and from the comment by the men he is going to give a lot more lectures and experiments for us. I think the most important thing he brought out was; when a fire starts, "Don't lose your head, use it."

The men of the Flotilla have offered blood plasma to the Red Cross Bank as a group, and will donate at the convenience of the Red Cross.

Commander Applegate, vice-commander Campbell, Jr., and commander Barkalow represented Flotilla 16 at the commanders' meeting held in New Gretna and a very interesting and helpful report was made to the Flotilla by them. Also present from our Flotilla were Lieut. Comdr. (T) Brouwer and Bos'n (T) Keough.

Gunnery classes have started again, under the direction of Gunnery Officer Barkalow and Ted Gabriel of Flotilla 13.

We have had as our guests this month two local boys home from overseas. Lt. Edgar Tilton who is a bomber pilot and who has seen plenty of action on 50 missions over the German-held part of Europe, four of his missions being over the Ploesti oil fields, and on his last mission Lt. Tilton was wounded for which he received the Purple Heart. Edgar has also received the D.F.C. medal with three oak leaf clusters and the Italian campaign ribbon. His comments on side-lights as well as the comments on real action were very interesting. Our other guest was Albert "Butch" Erath, G.M. 2/c, who is attached to a cruiser. Butch has been around the world for the last two years and saw plenty of action and gave the boys a swell time answering questions and relating his experiences. I think he was kidding about those South Sea Island girls. They just can't look like that. But if you fellows want to hear what these boys tell us, just come out to the meetings and get some real facts.

We are glad to welcome in our Flotilla three new members, Kenneth Beck, Milton Parker, and Richard Hopper. We know they are going to be very active in the Reserve. The first two mentioned we will depend on for the



... "and I swear to do my
twelve hours faithfully . . ."

spirits as they are Revenue men and from Hopper our news and publicity as he is a newspaper editor, editing our local paper, the N. J. Courier.

—Leslie W. Reynolds, Publicity Officer.

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FLOTILLA 23, DREDGE HARBOR

—We wonder whether or not most of us, while performing our routine Reserve duties, haven't at times wished for a more active part in the actual war effort. This feeling is greatly increased when any former Flotilla member, who made the step, returns for a visit with tales of his activity and progress. Two such members recently visited us and with great interest we heard their accounts. Former Operations Officer, Leroy Hoch, now Warrant Officer in the Army Air Force, engaged in crash boat activities, described his training and duties. He emphasized the period of navigational training and credited our own Captain Olsen with having prepared the way for his own successful passage of this difficult course. Many times, at Captain Olsen's class, we may have wondered whether we would ever benefit by the study of Celestial Navigation and associated subjects and Leroy's experience only proves the soundness of our motto, "Semper Paratus." Walt Frazee, formerly and actively associated with this Flotilla, also made a welcome appearance after many months attachment with the Army Transport Command. Sporting gold braid and with an account of serving as Third Officer aboard a sizable ship, Walt gave an interesting account of his varied activities. More power to these fellows and their companions and may they soon return to resume their membership in the Flotilla.

Incidentally, speaking of navigation studies, our examination for Navigators is scheduled for 4 March, 1945, and we hope for a successful passage for those participating.

Walter Jones, MoMM 2/c, is offered every good wish for an early recovery from his illness, which confines him to the Northeast Hospital in Philadelphia. Good men are not too easily found and Walt's swell personality is missed by this group.

A challenge has been extended this Flotilla by Flotilla 31, for a pistol shoot to be held at the Custom House in the near future. Some consternation was registered by various members of our group when this was announced, it being their understanding that Flotilla 31 meant to decimate our numbers. When it was explained that targets, and not members, would be the object of our sights, these back-woodsmen calmed down. We hope to report a successful



meet at an early date, for to hear some members talk they gave Dan'l Boone lessons, and come to think of it, damned if they don't look old enough to have done that little thing.

—William B. Pyle, Publicity Officer.



FLOTILLA 27, SALEM — Thanks to Lieut. John W. Brown, to Lieut. Comdr. (T) F. B. Hineline, and to our commanding Flotilla officers, the men of "27" stand rejuvenated with square

jibs and a gleam in their eyes. They are ready to answer "Aye, Aye, Sir" to any order directed in our channel.

Our ship has been overhauled, scrubbed from stem to stern, and the flotsam cast ashore.

When Bos'n Mates are entered on the log of the Glory ship, we will know that Lieut. (j.g.) W. E. Sturm, USCG Retired, had something to do with putting them there. Whenever we leaf through the pages of our Flotilla log, we shall always hesitate at the entry of his visitation. It will be a fond recollection. How can anyone forget the man with a Coast Guard memory (with your permission, sir) — Barnacles Bill Sturm. He's C.G. and tops with us!

Al Robinson, BM 1/c, with his combination of blunderbusses, horse pistols and seamanship quizzes has added a refreshing fizz to our class sessions. His illustrated talk on the firearms of yesterday was a revelation. Al has an interesting collection. The nautical quiz idea is proving very popular while offering keen competition to the various sections as they chalk up the scores on the blackboard.

Commander Doyle is now issuing his weekly bulletin by mail to all members. It has proved a welcome binder in the spirit of duty and comradeship.

Our Flotilla publicity has been published in city, town, and country newspapers in a wide area. Folks are realizing that we are more than just a "dress outfit."

"Doc" Roy Lodge, Pitman's leading pharmacist, has been assigned as Gunnery Instructor and familiar shots are echoing on the range. Ducks were always set-ups for "Doc" and our marksmen should make the feathers fly under his tutelage.

Salem's list of "600 Hour Men" includes F. Hineline, L. Doyle, G. Sawyer, G. Wakefield, F. Wallace, C. Harvey, O. Hewitt, J. Filer, G. Bochner, R. Clark, R. Elbertson, C. Ingersoll, G. Johnson, J. Maier, L. Newkirk and F. North. Several of these Coast Guards-

men are a few hundred hours over the mark and still going strong. More will be added to the honor list within a few weeks.

Operations officer, Bos'n (T) Carl Harvey has named the following as his assisting O.D.s: Dick Sheppard, John Maier, Art Herzog, Lowell Newkirk, Paul Berry, R. Elbertson and Ben Mealey.

Recently, it was Front and Center! —for several stalwart sons of Salem 27. Collars bulged, hat bands tightened and coat buttons popped into distant corners of the Salem Armory as the commander spoke words of praise and raise while presenting new rating credentials to CBM (T) Lowell C. Newkirk, John Kohler, BM 1/c, CMoMM (T) Arthur Herzog, George Johnson, BM 1/c, Carl Green, MoMM 2/c, Otis Hewitt, SK 2/c, Fred Mathers, SC 3/c, and H. Strickland, (Striker), SK 3/c. John Miller also passed the Cox'n exam.

Boatswain (T) F. Weir Levering who rose from the ranks at Salem has transferred to Flotilla 25. Farragut should be glad to have the Bos'n aboard.

After a recent meeting, even the boys who haven't bowled for years, tasted of the new-born spirit, trekked across the way and proceeded to bombard the pins like a crew of gunners' mates.

Duty continues at Fort Mott and on the C.G. 64305 with a resounding All Secure!

—Horace H. Madden, Publicity Officer.

FLOTILLA 21, QUAKER CITY — The most interesting event on 21's horizon at this writing is the annual Flotilla Meeting to be held Saturday evening, 24 February, at 2000. If all the signs are reliable, the business end of the meeting will be more than brief, or perhaps it's less than brief. In any case, it is certain that the decks will be quickly cleared for action and here is the action: After business, Flotilla 21, its families and friends, will turn to a gala evening which will include dancing and two separate floor shows. The first, to be the same stupendous kind of production Buckey Fox is so famous for turning out at the drop of anybody's flat hat. The second will be strictly a home-grown affair. Both shows will be M.C.'d by the already mentioned Buckey Fox. The committee in charge of arrangements is as follows:

Buckey Fox, Chairman, Clif Bradley, Carol Houghton, "Doc" Zukerman, Lee Sacks, "Mac" McGovern, Bill Coll, "Jake" Jacobs, Gene McGonigle.

By special arrangement, this annual meeting will be held at the A.O.H. Hall. Needless to say, all of 21 are looking forward to a bang-up meeting and to reporting in next TOPSIDE that it proved to be a huge success.

Just to prevent leaving the impression that Flotilla 21 is not still in there slugging, this seems to be a good time to drag our Gunnery Officer, Ed Klein, from behind his modest camouflage. Ed



Lieut. (j.g.) (T) Hadley, commander of Flotilla 25, Ensign Mina Brown, of the District Office, and Lieut. (T) F. Travis Cox, chairman of the Pearl Harbor Day War Bond Committee, hold the pennant and certificate awarded to Flotilla 25 in recognition of their having sold the most War Bonds in the second Pearl Harbor Day drive.



has been doing a particularly swell job not only in organizing his gunnery classes, but in stimulating interest in them to such a degree that "forgotten dates" are a thing of the past. Ed won't be satisfied unless he ends up '45 with every eligible man having completed the full course. He deserves everybody's whole-hearted support.

—Frank T. Kessler, Publicity Officer.



FLOTILLA 13, SEASIDE PARK—

On 3 January, 1945, we enjoyed a visit from Lieut. Comdr. (T) Brouwer who spoke about Admiral Waesche's speech concerning the work of the Class (T)

Reserve. Commander Brouwer's talk was interesting and all who heard him were stimulated and encouraged. It's a mighty fine outfit we are in and the future has a lot in store for us after the war ends.

Gunnery school has started again at Admiral Farragut Academy under the supervision of our capable gunner's mate, Theodore Gabriel. Ted has always been mighty patient and helpful. Let's all cooperate with him in this important part of our training.

On 17 January, General Muster was ordered by commander Burdge who with Lieut. (T) Leonard and Bos'n (T) Keough conducted inspection. We had a large attendance and no meeting is dull where Lieut. Leonard is on deck.

Ensign (T) Richter, our junior commander, was stricken with a heart attack recently and is still in a critical condition. Dr. Richter has worked hard and given a great deal of his time to the interests of the USCGR in general and Flotilla 13 in particular. Everyone of us is anxiously waiting to hear of his recovery.

Maurice Brink, one of our old timers who contributed a great deal to the early success of Flotilla 13, is expected back after serving about two years in the Navy. Come aboard, Maurice, we are pleased to have you back.

Through the courtesy and good fellowship of Lieut. (T) Leonard, Henry E. Poss, USCGR, S 1/c, of Island Beach Station No. 110, was given passage in a Navy plane from Mercer Naval Airport at Trenton to his home in Fort Worth, Texas. Lieut. Commander Worth, Operations Officer of Mercer Naval Airport,

made the arrangements. Our hats are off to the Lieuts. for promoting good fellowship among the seamen.

Charles Sutorius and Andrew Pala have been transferred to the Delaware River Patrol.

About fourteen members of Flotilla 13 are taking the MoMM course at 1011 Chestnut Street.

The tower men have been giving the members of the old dock patrol a taste of the tower watch procedure, so when and as they are needed they can be called upon to do as good a job as the boys are doing at the present time.

—Leslie Broomfield, Publicity Officer.



FLOTILLA 33, WILDWOOD

"No man is indispensable," stated Lieut. Comdr. (T) Hine as he tried to console the members of Flotilla 33. "So what if your commander, John J.

Kay has always been the guiding hand and one of the mainstays of the Flotilla? You will soon find that your new commander, Russell Higgins, will do just as well—and Jack Kay will still be in the vicinity if his advice is needed."

Commodore Hine made those statements on Friday, 19 January, when many changes took place in Flotilla 33. Lieut. (j.g.) (T) John J. Kay left the post of commander to take up more intensive duties in the Division. Lieut. (T) Earl Huston assured everyone that he would pass on plenty of work to keep Mr. Kay busy. (We wonder what poor devil will have it passed on to him and who he, in turn, will pass it on to, etc.)

Anyway, we now have a new commander in the person of Russell Higgins. We are fortunate to have such a conscientious and capable person as Mr. Higgins to carry on where Mr. Kay left off. He is a good all-around nautical man who not only has a thorough knowledge of the things he has taught the Flotilla members in the past, but would be capable of applying them if he were ever called upon to do so. The Director, Lieut. John W. Brown, was present to install the new commander and spoke very highly of him. During his talk, Lieut. Brown reminded us that he was, himself, one of the founders of Flotilla 33 and still retains his membership. (Check up on his dues, boys).

That same evening, our hard-working junior commander, W. C. Koeneke, was promoted to vice commander. He is an

experienced veteran of the intricate records and correspondence that are a part of Flotilla management.

The month of January was important for our Chief Operations Officer, Raymond Gibbs, for not only did he receive his Chief's rating, but he also became a proud father once again. The stork also visited the homes of John Fisher and Bill Cole not so long ago. Theodore Ritchie, a very experienced father, is going to start an instruction class on the care and feeding of babies. Mr. Ritchie, the best recruiting officer in the District, recently advanced to Y 3/c.

A five-dollar attendance prize was given the other night by our gunnery officer, Joe Thomas. The commander called on Ed Seigel to pull out the lucky number. He pulled his own! Joe Lauria is recovering from an injured back which he suffered while on the Leaming Avenue coal detail. Keep trying, Joe; you'll get the Purple Heart yet.

—Ed Nesbitt, Publicity Officer.



FLOTILLA 18, BEACH HAVEN

— 25 January marked the third anniversary of Lieut. (j.g.) (T) Morton Gibbons-Neff as commander of Flotilla 18. The occasion was marked by

a celebration at the Union League. The members presented the commander with a parchment testimonial, signed by each man.

The whole affair was a complete surprise to the commander and was staged as a regular Flotilla meeting, except the routine was in complete reverse. For the evening, all "gold braid" were demoted to seamen, and a complete new set of officers "took over," headed by Frank Ewing as "commander."

At the last Tower Watch meeting held at Beach Haven, Captain Patterson, U.S.N., was the guest speaker (long-time friend of Lieut. (j.g.) (T) Neff and remembered for his activities in the N. J. Ocean Racing Association). Captain Patterson related many of his experiences in the Pacific and in Africa.

Close-Ups — Now that 18 sports two brand-new navigators — "Air-Brush" Ewing and "Wolf" Arny—almost anything can happen to "our" ships of the future! Tip to "Wolf": Before you allow "Air-Brush" on board the "Kee-Bee," search him for scuttling tools. You know his reputation! . . . Vice commander Heilman, for your info, was "hand-holder" for the commander's dinner. Congrats on such swell chow. . . .

—Russell K. Carter, Publicity Officer.

PUBLICITY OFFICERS:

Mark your calendars now to indicate that the
CLOSING DATE FOR MARCH
is Wednesday, 7 March



THE MYSTERY of the DELAWARE

[FINAL INSTALLMENT]

(Continued from Page 9)

sooner or later the excellence of these men will come to the attention of those high in authority in the Coast Guard. Tired of listening?"

"No, indeed. I'm off watch until 1700."

"I try to think of these men as individuals. They are all different. Sometimes a man is relieved from duty when he does something and another man will do almost the same thing and is kept on. We had a case of insubordination. The man refused a duty and went home without permission. He was so mad that he requested disenrollment from the Class (T) Reserve. His Commanding Officer reported that he was efficient, a hard worker and had never missed reporting for duty. He was well liked by the officers and crew, he was ambitious and wanted a rating. He could not get one because there were no vacancies and he had not passed any examination. Here was a man who worked all day in one job and half the night in another. He gave his only free day to the Coast Guard. The result was that he had no time to attend classes. It finally got too much for him and over he bubbled. His going was a distinct loss to his crew.

I talked to this man, pointing out what he had done to himself, his crew and his country, and that here was a distinct need for his services. He volunteered to return. He was told to go to his C.O., admit his error, and request forgiveness and reinstatement. He emphatically refused.

"I asked him to listen to a story and I want you to follow it. I wish that every man in the T.R. could hear it. It is about a man who owns a yacht and has spent his spare time as boy and man, on the water. In January, 1942, he joined the Auxiliary. In the summer of 1942 he used his boat for Coast Guard patrol and acted as a member of the crew without any position of authority. As time went on he became a member of the Class (T) Reserve. He was given a rating and command of a boat. He had to substantiate his rating in compliance with Coast Guard regulations. At his Auxiliary meetings he was kept so busy that he could not follow the course of study. Finally, without preparation he took the Navigator's examination. His success meant a C.P.O. rating and increased responsibility. He flunked. Sick at heart, pride hurt, rating missed and an assignment afloat gone, he resigned from his Flotilla. The Flotilla commander went to see him. Their talk

got them nowhere and they parted in disagreement.

"Several days passed. The Flotilla commander was surprised to have a visit from him. The man stated that he was going back to duty and would start over again. He explained that he was not in the Coast Guard because it payed him money or because his personal ego swelled if he were given a rating or because he looked good in a uniform and could strut before his friends. No. He was there because his way of life was challenged by another nation and that that nation was trying to put his nation out of business. He was there because his country had been good to him. He was there because his wife and children could go to bed at night and sleep in peace and safety for he and millions of others stood between those he cherished and the enemies of the United States. He could picture the dead and dying on the battlefronts of this war, the misery and the heartaches which enabled him to go to his office each day and conduct his business in an orderly manner and without fear. He felt that one day each week with the Coast Guard was all too little for him to give in return.

"There was a moment of silence when I finished speaking. Then it came. 'I will report tonight.' A big man had spoken. Oh, how little are they who won't play unless they have stripes on their arms or gold on their hats.

"I want you to listen to another one. I'll show you how the greed for gold kicked one guy in the face. It has happened so many times that it is pathetic. In the service you work along and think that nothing will ever happen to you. You become discouraged and wonder whether there is any use in your staying on. You feel like quitting. Don't do it. Instead, do your best and you will find that sooner or later your ability and enthusiasm will be recognized.

"But here is the story. A B.M. 1/c requested assignment to the Patrol. He is a successful businessman and an excellent boatman. He has served his Flotilla well. There is little chance for him to advance his rating, in his Flotilla. A berth was found for him as third officer. After a week of consideration he refused the berth, because the job was too small for him. He made no bones about his reason. The berth was filled by another man. Before this second man could serve, the second officer aboard the vessel had to be relieved. The third officer went to second, a berth which

rates a C.B.M. Two weeks later, exactly the same situation repeated itself. The Anchorage Patrol cannot afford to have men more interested in themselves than they are in the welfare of the country from whom they get protection."

"Well there is one thing about the patrol that I don't like," said the sentry as he pulled on his gloves. "I don't like the idea of working with those regular motor macs you have aboard."

The OIC gave a real belly laugh at that crack and ended up with a snort. "Listen Mister," he said, "Did you ever hear of anybody giving a Christmas present to someone they didn't like? Well, the regular motor macs got Christmas presents from the enlisted temporary personnel. And they were nice presents too."

"How do you get on the Anchorage Patrol?" asked the sentry.

"Ouch!" answered the OIC. "I am not permitted to tell you. Flotilla commanders swear that I go around and steal all their best men. If you want to find out, go see Lieutenant John W. Brown, Director of the Auxiliary, 4th Deck, 210 W. Washington Square, Philadelphia."

And with a wave of his arm and a cheery, "Take it easy", he was off.

The characters and incidents in this story are not fictitious; any resemblance to real persons is neither accidental nor unintentional.

LOG (concluded)

FLOTILLA 22, ESSINGTON — A flying squadron of crew chiefs payed a visit to a meeting of the Farragut Flotilla 25, Camden, recently. The unexpected trip probably was occasioned by the frigid atmosphere of the Springfield High School where members of this Flotilla have been training for service in the Arctic regions. At least they have been taking navigation, blinker, and motor mac instructions while heavily bundled up. A high school building with no heat, especially in the weather we've had for the last few weeks, is no warmer than a hut on a Newfoundland base.

Lieut. (T) Bill Griscom, Jr., former commander and now captain of the Second Division, and Lieut. (j.g.) (T) Lyle Holmes, Auxiliary Personnel Officer, payed a visit to the Flotilla on 22 January.

Landlocked as we are, for the present, we are looking towards the future and are now preparing to purchase 10 13-foot flat bottom rowboats for the Flotilla's use. They will be purchased from the U. S. Army.

—M. A. Devitt, Publicity Officer.



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