

UNITED STATES COAST GUARD

Auxiliary

FOURTH NAVAL DISTRICT



CAPTAIN R. J. MAUERMAN, USCG

Ass't DCGO, Fourth Navdist

TOPSIDE

JUNE
1945



Established 1918

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TOPSIDE

U. S. COAST GUARD AUXILIARY FOURTH NAVAL DISTRICT

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ALLEGIANCE

This is but a meagre tribute to the Class (T) women who work unsung in the District CG Auxiliary Office striving each week to do their share of the hundred-and-one things that make up the burden of administering the Auxiliary and the Class (T) Reserve.

Mighty proud are we of our women: key punch operator, laboratory technician, P.B.X. operator, stenographer, housewife, one and all have contributed and are contributing vastly to our work by the performance of their respective duties. Their unselfish cooperation and faithful attendance to their call to duty have made them practically irreplaceable in their assignments of typing, mimeographing, filing, posting time record books, in the addressing of countless envelopes, and the task of mailing "Topside."

These women were enrolled under the same conditions as the men of the Class (T) Reserve. They were sworn in, given a service number, were uniformed and pledged to work twelve hours per week. The first women Reservists (T) were enrolled 3 May, 1944 after two months of probation. All were sworn in with the rate of Seaman, first class. To date, with the addition of others, there are six Yeoman, second class, five Yeoman, third class, and four Seaman, first class.

WOMEN IN THE CLASS (T) RESERVE

Caroline H. Corcoran
Matilda Huberman
Anna C. Fields
Edith J. Hamilton
Mary L. Smith
Anna Furda
Dorothy A. McGee
Lillian S. Hughes
Florence A. Millerich
Martha M. Piper
Dorothy N. Mendrey
Eva E. Kessler
Zelda C. Lutz
Mary B. Miltner
Ruth M. Lawsen

To date, they have served a total of 5,000 work-packed hours. Our women come from as far as Trenton and from as near as Camden and Philadelphia.

At a recent Headquarters conference, the CG Auxiliary office, Fourth Naval District, was represented by housewife, Mrs. Edith H. Hamilton. One of our past assistants, Yeoman, third class Ann Mikitich, had her ambitions realized when she was made a member of the USCG Women's Reserve.

These women have indeed borne true faith and allegiance to their country.

LLOYD L. EMMONS
Yeoman, first class
USCGR

• • •



OVER THE TOP!

If you haven't scraped the bottom of the barrel, emptied the old sock, up-dumped the safety deposit box for your quota AND MORE of war bonds, remember that the current drive does not end until 7 July. We have to help the Navy raise three million dollars. Our share of that is only \$262,000—a drop in the bucket compared to our ABILITY to buy. If you've bought all YOU can, go out and sell them to your friends. It all counts for the Coast Guard. Lots of people are willing to buy who haven't bought. They're just waiting for someone to ask them. Show your pride in yourself, your Flotilla, the Coast Guard, and the good old U. S. A. by buying at least one big bond yourself and selling as many more as you can. Only a few days left. Get going.

United States Coast Guard Auxiliary CERTIFICATE OF APPRECIATION



Presented to

*for splendid cooperation in making it possible for employees to serve the
United States Coast Guard in the capacity of
TEMPORARY RESERVISTS DURING WORLD WAR II*

Drawn, USCG Auxiliary, 6th ND

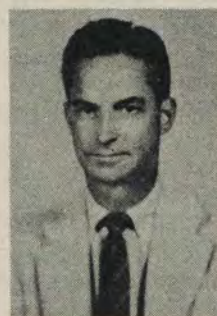
Captain, U. S. Coast Guard

FOR YOUR EMPLOYER

At the suggestion of Jack V. Scott, of Flotilla 18, attractive Certificates of Appreciation have been printed for presentation to the employers of men who have been given time off from their business duties for the performance of Class (T) work. If you feel that your employer deserves such a certificate, talk it over with your Flotilla commander.



ED JOHNSTONE TO HEAD HISTORICAL COMMITTEE



For the purpose of preparing a history of the Flotillas in the Fourth Naval District, to be forwarded to the Chief, Auxiliary Division, in Washington, where it will be made a part of the National History of the USCG Auxiliary, Ed Johnstone, of Flotilla 31, staff writer for *Topside*, has been appointed Chairman of the Staff Historical Committee. The assignment could not be in better hands.



BOAT INSPECTION

Don't forget to complete your boat inspection form 2736 (or the Supplement to this form) and forward it to the Office of the Director on or before 1 July.



FROM the BRIDGE



WAR DIARY

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

By LIEUT. JOHN W. BROWN, Director

★ *Wednesday and Thursday, 16 and 17 May*—The Director attended the Temporary Reserve Conference at Headquarters.

★ *Friday, 18 May*—The Annual Dinner of Wildwood Flotilla No. 33 was held at North Wildwood, N. J.

★ *Friday, 18 May*—The Annual Meeting of Little Egg Harbor Flotilla No. 18 was held at Beach Haven, N. J.

★ *Friday, 18 May*—The Officers' Pistol Team shot a match with the USCG Auxiliary Team at the Customs House Range, Philadelphia. The District Officers' Team won the match by a margin of 17 points.

★ *Friday, 18 May*—A meeting was held of a committee to choose a name for the Ex CGC 79001, and it was decided that the original name of the vessel, "FLORENCE V", should be retained.

★ *Saturday, 19 May*—The Annual Dance of Farragut Flotilla No. 25 was held at the Walt Whitman Hotel, Camden, N. J., and about 200 officers and men with their wives were present. This proved to be one of the outstanding social affairs. Music was furnished the flotilla by the U. S. Coast Guard Orchestra.

★ *Monday, 21 May*—28 Class (T) Reservists from the USCG Auxiliary assumed Tower Watch duty at the SHIP BOTTOM L/B STATION, at 1200 noon, relieving for duty outside the District five (5) regular Coast Guard personnel.

★ *Tuesday, 22 May*—Class (T) Reservists from the USCG Auxiliary supervised the boat program in connection with the celebration of National Maritime Day. Lieut. (jg) (T) G. Frederick Petry, USCGR, Boat Inspection Officer of the Auxiliary, was in charge of the program. The DCGO, Director, and Lieutenant Petry at-

tended a dinner at the Bellevue-Stratford Hotel, Philadelphia, given by the Mayor's Committee on National Maritime Day.

★ *Tuesday, 22 May*—The District Board on advancement in rank for Class (T) Reserve officers met and Boatswain (T) R. W. Kronmiller, USCGR and Ensign (T) S. S. Blake, USCGR, were approved for advancement in rank to Ensign (T) USCGR and Lieut. (jg) (T) USCGR, respectively.

★ *Wednesday, 23 May*—The District Board met in the District Auxiliary Office. Discussions were entered into on the following:

a. Mr. Edward J. Johnstone, of Ocean City Flotilla No. 31, was appointed USCG Auxiliary, 4ND Historian.

b. A certificate to be presented to employers of Class (T) Reservists from the Auxiliary in appreciation of their cooperation was approved.

c. Copies of the Coast Guard Auxiliary Reserve Act of 1941, Titles I, II, and III, as amended, and Regulations, USCG Auxiliary, as set forth under Title 33—Navigation and Navigable Waters—Chapter I, Coast Guard—Navy Department—Part V—were distributed and discussed. Suggestions relative to corrections and alterations of the proposed Regulations were forwarded to the Chief, Auxiliary Division.

d. Communication to all flotilla commanders in connection with the Auxiliary Birthday to be celebrated on 23 June, 1945 was discussed and authorized by the District Board.

e. A complete report of the finances of the Coast Guard Auxiliary Fourth Naval District Foundation was read and discussed.

★ *Thursday, 24 May*—The District Board on advancement in rank for Class (T) Reserve officers met; and as a result, HOWARD, Barton S.—LARKIN, John C. and MacDONALD William R.—all CBM (T) USCGR—were recommended for advancement in rank to Boatswain (T) USCGR.

★ *Friday, 25 May*—A directive was received from Headquarters approving a plan for a Welcoming Committee to take care of Coast Guard veterans returning to the District. This plan was originated in the 4th Naval District, and has been approved for compliance with by all DCGO's.

★ *Friday, 25 May*—The harbor tug, CG 64305, was placed in dry dock after severe patrol duty on the Delaware River throughout the winter season, and it was noted that practically no damage had been done to the vessel, which has been commented on very favorably, in view of the fact that the entire crew of this vessel is made up of Class (T) Reservists from the Auxiliary.

★ *Sunday, 27 May*—The Class (T) Reserve Emergency Communications Unit, with mobile field equipment, spent the day at Ship Bottom, N. J. on practice maneuvers in conjunction with the regular Coast Guard radio personnel. Twenty-four members of the Communications Unit took part in this field maneuver, which was pronounced very successful by the District Communications Officer.

★ *Sunday, 27 May*—Twenty Class (T) Reservists from Wilmington Flotilla No. 41 cooperated with the War Bond Drive Chairman of Wilmington, Delaware in assisting aboard the Merchant Marine Training Vessel, "AMERICAN SEAMAN", which made several trips on the Delaware River, carrying passengers. The price of admission for the cruise was the purchase of a \$100 war bond.

★ *Wednesday, 30 May*—Class (T) Reserve members from six flotillas participated in Memorial Day Parades throughout the District. Salem Flotilla No. 27 had 50 men in line at a parade in Salem, New Jersey. Farragut Flotilla No. 25 had 50 men in line at a parade in Camden, New Jersey. Wildwood Flotilla No. 33 had 50 men in line at a parade in Wildwood, New Jersey. 100 men from Flotillas Nos. 13, Seaside Park, 15, Point Pleasant, and 16, Toms River, participated in a parade at Toms River, New Jersey.

★ *Thursday, 31 May*—The Coast Guard Auxiliary Fourth Naval District Foundation placed an order with Johnson and Towers, Inc., Philadelphia, Pa., for two Super Six Gray Marine Gasoline Engines—145 H.P. each—to be installed in the training vessel, "FLORENCE V". These motors are to be secured through the cooperation of Lieut. Comdr. (T) John W. Mulford, USCGR, President of the Gray Motor Company, of Detroit, Mich.



AMONG OUR SERVICE MEN

Flotilla No. 31, Ocean City. "Saw Dave Schantz, now Lieut. (j.g.) USNR and stationed in Norfolk, Va., prowling around the local boat yards the other Sunday. You can't keep even a sailor away from the water, but Dave hopes he can get back to practicing law again before long."

"T/5 Pee Wee Moyer, with the Army in the South Pacific avers that between mud today and dust tomorrow, the old Submarine Patrol off the Jersey coast had its advantages. And as for hula-hula girls, he'll take the Hollywood version any time."

"Jack Dougherty, regular Coast Guard, and formerly assigned to the Lagoon Lifeboat Station, sends his regards from Honolulu and vicinity. The only thing that saved him from being homesick was the happy fact that his girl showed up for a couple of days en route to another area."

In a letter to Lieut. (j.g.) Bill Sturm, J. A. Dare, BM 1/c, of Wildwood Flotilla 33, writes that his ship, the U. S. S. Cepheus now has three "nips" to its credit. He would like to get some mail from his former buddies in the Flotilla. Address: U. S. S. Cepheus (KA-18), First Div., BT-1101, c/o Fleet Post Office, San Francisco.

Quotes from a letter from Chief Dugan to the Editor: "Received a copy of the April *Topside*, and for the first time I read every word. It really surprised me to find that by reading *Topside* from cover to cover, a fellow can keep track of every phase of Auxiliary activities, even though no physical contact is made with the office or the Flotillas.

"I sure do miss you and all the members of the Staff and the District Board. I never realized how much a part of my every day life you all were.

Often, many of you "ganged up" on me for something or other, but I sincerely say that I really enjoyed it and admired you all for your tireless efforts. You have heard many times that 'Some day the good work of the Auxiliary can be told' and 'some day you will all receive your just recognition and praise'. It will be swell if that day does come, but even if it doesn't I'm sure that you are all being rewarded day by day through your own personal self-satisfaction of doing a grand job."

Of the ten men of Maurice River Flotilla in the regular armed forces, the first casualty to be announced is Marine Private First Class Francis R. Ciancaglini, of Malaga, N. J. PFC Ciancaglini is listed among the wounded. Details of the seriousness of his wounds have not been learned as yet.

• • •

RATINGS & COMMISSIONS CONFIRMED IN MAY

Flotilla	Name	From	To
24	MARQUARDT, H. Fred	Bos'n	Ensign
27	BOEHNER, George	CBM	Bos'n
22	BRUBAKER, Claude S.	CBM	Bos'n
27	CLARK, Willard	CBM	Bos'n
27	FILER, James B.	CBM	Bos'n
25	GRAY, Louis A.	CBM	Bos'n
34	JOHNSTONE, Douglas D.	Y2c	Bos'n
22	MURRAY, Kenneth A.	CBM	Bos'n
25	O'BRIEN, John J.	CBM	Bos'n
26	AKER, James C.	BM1c	CBM
26	BERGER, Francis	BM1c	CBM
21	BLEAM, Edwin C.	BM2c	CBM
21	BRADSHAW, William R.	BM2c	CBM
27	INGERSOLL, Clarence	BM1c	CBM
27	JOHNSON, George A.	BM1c	CBM
24	LAKEY, Arthur B.	BM1c	CBM
53	MILEY, George F.	BM1c	CBM
24	RIDGE, Roy S.	BM1c	CBM
24	FOSTER, Joseph S.	BM2c	BM1c
25	MCCORMACK, John J.	BM2c	BM1c
34	NEWTON, Charles	Cox.	BM1c
24	NORTHROP, John C.	BM2c	BM1c
52	WAGNER, Linwood W.	BM2c	BM1c
24	WILLARD, Edward P.	BM2c	BM1c
25	DAVIS, Richard J.	MoMM2c	MoMM1c
51	KAUFMAN, Ralph N.	MoMM2c	MoMM1c
51	WALKER, Carl E.	MoMM2c	MoMM1c
11	CULLEN, James W.	Cox.	Y1c
33	RITCHIE, Theodore W.	Y2c	Y1c
11	RODGERS, Joseph W.	Y2c	Y1c
25	MESTER, George B.	SK2c	SK1c
26	BAILEY, Robert	Sea.1c	BM2c
22	BOUCHER, James H.	Cox.	BM2c
25	COX, Edward A.	Cox.	BM2c
24	CUNNINGHAM, W. C.	Cox.	BM2c
25	DEUTER, Conrad W.	Cox.	BM2c
22	DILLMAN, Carl R.	Cox.	BM2c
25	HUNT, Samuel P., Jr.	Cox.	BM2c
24	PALMER, Charles C., Jr.	Cox.	BM2c
23	SAAL, Clarence F.	Cox.	BM2c
26	SEVERNS, John T.	Cox.	BM2c
34	SHEARD, Donald	Cox.	BM2c
23	THOMAS, Henry F.	Cox.	BM2c
34	TOWLES, Walter R.	SK3c	BM2c
15	WILLIAMS, Lionel, Sr.	MoMM2c	GM2c
53	POTTEIGER, Stanley B.	Cox.	MoMM2c
34	WEST, Theodore H.	Sea.1c	MoMM2c
18	MATTHEWS, James D.	Y3c	Y2c
15	LEMKE, Charles	SK3c	SK2c
18	SMITH, Chauncey	Y3c	SK2c
24	FENTON, Edwin G.	Sea.1c	Cox.
51	KEMP, Richard G.	Sea.1c	GM3c
51	ROTHERMEL, Samuel H.	Sea.1c	GM3c
23	McKINNEY, Thomas	Sea.1c	GM3c
25	HARLOS, John H.	Cox.	RM3c
25	HILES, George M.	Sea.1c	RM3c
25	HOYT, Joseph D.	Sea.1c	RM3c
31	KOLB, Joseph E.	Sea.1c	RM3c
26	REBMAN, Charles A.	Sea.1c	RM3c
52	RODGERS, Paul E.	Sea.1c	RM3c
53	RUNK, Robert E.	Sea.1c	RM3c
53	PROWELL, Harold R.	Sea.1c	RM3c
25	SMITH, Arthur	Sea.1c	RM3c
26	STOLCZ, James	Sea.1c	RM3c
52	TEMPLETON, Daniel S.	Sea.1c	RM3c
51	TURNER, Joseph G.	Sea.1c	RM3c
52	WEAVER, Everett G.	Sea.1c	RM3c
33	ROWLAND, James E.	Sea.1c	Y3c
31	MOYER, Alfred E.	Sea.1c	SK3c
26	WHITEHEAD, William J.	Sea.1c	SC3c



With the advent of warm weather, activities at the Auxiliary Training Base will be much restricted, though classes will continue in some subjects all through the Summer.

Since the Base was first opened last August, more than 7,600 men have availed themselves of its facilities for training and meetings of various kinds. When the Coast Guard goes back to its peace-time status under the Treasury, after the Japs are licked, the Auxiliary will continue to function and, in all probability, will expand in its primary peace-time purpose of lessening disaster on the water.

When that time comes, the Base at 1011 Chestnut Street may well prove to be of inestimable value in the operation and administration of the Auxiliary in the Fourth Naval District. As a civilian institution, it may grow to be the centre of boating interests in this locality.

It may well be the centre of activity for the planning of regattas, rendezvous, races and joint cruises, as well as a meeting-place centrally-located for the "rocking chair fleet" in winter time.

This district is indeed fortunate in having such a suitably-located home for the post-war Auxiliary.

RICHARD W. NELMS

Lieut. (T) USCGR

Commanding Officer of the Base

BOX SCORE

DURING PERIOD OF
16 TO 31 MAY, 1945, INCLUSIVE

Number of Men Enrolled in the CG Auxiliary	11
Number of Men Sworn in Class (T) Reserve	11
Number of Class (T) Reservists Issued Uniforms	46
Number of Men Disenrolled from Class (T) Reserve	15
Number of Additional Men Assigned to Active Duty	28

CUMULATIVE TOTALS
AS OF 31 MAY, 1945

Number of Men Enrolled in the CG Auxiliary	3511
Number of Men Sworn in Class (T) Reserve	2105
Number of Class (T) Reservists Issued Uniforms and Available for Duty	2046
Number of Men on Active Duty ..	1739

"THE STURM, A MIGHTY MAN IS HE"

Now that V-E Day has been officially proclaimed, the Coast Guard is looking toward reconversion, and one of the first steps to be taken is to return those men who, at the time of "Pearl Harbor" were the backbone of this greatly-expanded Service — **THE RETIRED MEN**. Our own Lieutenant Sturm, who many of the Auxiliarists affectionately refer to as "Bill", is one of these men.

In 1941, after fifteen months of retirement, Lieutenant Sturm received a letter from the Secretary of the Treasury, Henry Morgenthau, asking him voluntarily to return to active duty. The Auxiliary in the Fourth Naval District was just being organized, and the first Director, Lieutenant Commander I. E. Eskridge, USCG, (now Captain), was keenly interested in having assigned to his department a man who not only had years of regular Coast Guard experience, along with a knowledge of yachting circles in this District, but a man who had the ability to "talk any man's language". Mr. Sturm "measured up" so well to the needs of the new Director, that after a brief interview, he was, on 1 September, 1941, returned to active duty in his permanent rating of Chief Boatswain's Mate (retired).

The great burden placed on the Auxiliary Director in administering this organization in addition to his duties as Director of the Reserve, was greatly lightened by the capable and versatile Mr. Sturm.

Mr. Sturm was responsible for recruiting for the Reserve the best-qualified manpower available. And, more than once, he recommended applicants for higher ratings than his own. In one instance, he suggested the rank of Lieutenant for an applicant, and soon after, the authorization was granted by Headquarters for an even higher rank. He likes people and understands them; and is, therefore, quickly able to recognize their value for whatever the need may be. The hundreds of expert boatmen enrolled in the Rescue, Observation, and Anti-Submarine Patrol were recruited by Mr. Sturm in a very short time.

Lieutenant Sturm started his Service career on the "ground floor" as a coal-heaver in the USCG, and advanced



himself through the ratings of Fireman 1/c, Ordinary Seaman, Seaman 1/c, Surfman, Boatswain's Mate 2nd, 1st, and Chief, the warrant grade of Boatswain up to his present rank of Lieutenant (j.g.). Is it any wonder that when the "answer" cannot be found, many Regular, Reserve, and Auxiliary personnel of all ranks, ratings, or stations in civilian life call on the well-informed "Bill" Sturm?

His Coast Guard Service has been on the Cutters Guthrie and Chenango; at the Lifeboat Stations at Cold Spring, Monmouth Beach, Wildwood, Barnegat, Stone Harbor, Avalon, Sea Isle City, Mantoloking, Sandy Hook, and Corson's Inlet. His Special Assignments other than six-months service on the U. S. Silver Guard at New York in 1938, have been at the floods of the Susquehanna River at Sunbury, Pa., in 1936, and the Ohio River Valley Floods of 1937, in which he was in charge of a detail of ten boats and forty-three men engaged in evacuating the cities of Louisville, Ky., and Jeffersonville, Indiana.

He was chosen from among all the Chief Boatswain's Mates in the Fourth District to represent his District at the Criminal Investigation and Law Enforcement School for Treasury Department Agents at New York City. He attained a very high average in this course and also scored high in a Law Enforcement Course required of all deck rated men in the Coast Guard from BM 2/c up to and including the rank of Lieutenant Commander.

Admiral R. R. Waesche, on 8 November, 1937, forwarded a personal

letter of commendation to Lieutenant Sturm as a result of his cooperation in a criminal investigation by the Bureau of Internal Revenue. His thorough knowledge of his life's work is brought out in his interesting talks on many subjects, and his expert knowledge of the "surf" is officially supported by a Headquarters' Certificate of Competency, which authorizes him to be designated as officer-in-charge of Picket Boats and Coast Guard Stations. During the "rum-running" days, each commanding officer of these Units was required to possess such a certificate.

Lieutenant Sturm's ability as a lecturer and after dinner speaker is well known to us all, despite his favorite protestation that as a speaker he's "about as much good as teats on a boar." In addition to the members of the Auxiliary, the members of the U. S. Power Squadrons, Kiwanis, Rotary, Lions, Optimists, Craftsman's Clubs, various Yachting Clubs, and Schools and Colleges throughout the entire Fourth Naval District have enjoyed very much the manner and versatility of his many talks. Surely his packed-full file of requests for return engagements is ample testimony to his ability as a lecturer. His articles published in TOPSIDE and its forerunner, the Auxiliary Bulletin, have been read with much interest. Some of his writings have been re-published by other Districts in their monthly papers, and the magazines *Yachting* and *Motor Boating* have used his material.

While it is with deep regret that we must carry on without "Bill" Sturm, it is a comfort to know that he will always be nearby in his home at Cape May Court House, New Jersey. Even now, as we read this article on our very good friend, he is making plans to finish his book on our Auxiliary and Temporary Reserve history. This book promises to be a comprehensive coverage of our activities as individuals and, collectively, as Flotillas, and will begin with the early days of our organization up to the final phase of World War II.

Lieutenant Sturm—on behalf of your broad vision and tireless efforts towards the furtherance of our Auxiliary organization in the Fourth Naval District—we salute you!

—J. F. Dugan



★ The one question that seems to be uppermost in the mind of every Auxiliarist today is this:

"What effect will VE day have on the Coast Guard Reserve duties that I have been performing?"

I would like to answer that question for you. VE day will have a very definite effect on our duties and upon the duties of every one of the 50,000 Class (T) men in the country. Now that Germany has surrendered, there will undoubtedly be many posts along the Atlantic seaboard that can be secured. Already, some entire units have been put on unassigned status.

But, at the same time, for other units, there will be increased duties. It all depends upon where you are and what you have been doing and what you can do in the future. So far as this District is concerned, we are largely engaged in performing the tasks that the Coast Guard performs in peacetime. We shall have to continue those duties until the regulars come back to take over. Our District will continue to be an important shipping center . . . and wherever there is shipping in port there is need for the Coast Guard.

I am not trying to wave the flag. I am just as anxious as any member of the Reserve to be relieved of duty and to return to civilian life. But I do not want to return to that life—and I do not believe any other Class (T) man wants to return until he can do so with a feeling of satisfaction at having seen the job through to the bitter end. As long as our sons and brothers and friends are dying in the Pacific that we may live, we have no right to quit them.

On the other hand, I also believe (and I have gone on record to this effect) that no member of the Auxiliary wants the Coast Guard to manufacture a job for him just so he can wear a uniform once a week. When Headquarters decides that our work is no longer essential to the security and safety of the Fourth Naval District, then—and not before—is the time for us to say "Amen".

—Lieut. Comdr. (T) F. B. Hine, USCGR commodore, 4th Naudist.



LAST WEEK IN JUNE IS CG WELFARE WEEK

At the request of Rear Admiral Thomas W. Molloy, (ret) USCG, we should like to bring to the attention of all Flotillas once again the desirability of taking up a collection for Coast Guard Welfare.

It has been our custom in the past to appoint one man in each Flotilla to canvass the membership for contributions of at least one dollar in order that we may do our small share toward promoting this worthy cause. The time is short for the drive, as the last week in June has been designated as Coast Guard Welfare week; but contributions will not be turned down, of course, if they are received after that date.

Coast Guard Welfare has proved of inestimable value to our buddies in the service all through this war by providing them with non-interest-bearing loans, in assisting them with personal problems, and in advising and helping to provide for their families.

One dollar is all you're asked to give. If you're short of cash, skip the movies or those extra drinks or some other little luxury and send your dollar where it will do ten times more good.



MOTOR MAC MAKES HOOKED RUG

Carl W. Green, MoMM 2/c (T), of Salem Flotilla 27, earned his stripes for his knowledge of motors, but to demonstrate his versatility, in his spare time, he has just completed a beautiful hooked rug that is the envy of all his mates—including the "gold."

The black and white reproduction above does not do justice to the masterpiece in colorful yarn.

Coastguardsman Green spent approximately 412 hours in handworking the 18" by 30" rug which required over 1800 yards of hooked rug yarn.

The gold anchors are outlined in black. The blue circle contains gold lettering "U. S. COAST GUARD RESERVE." A gold center forms the background for the tri-colored shield. Flotilla 27 is lettered in gold and is offset by a crimson background forming the body of the rug. The whole is bordered with a black and gold imitation rope effect.



SHE'S STILL THE FLORENCE V

Despite the contest announced in a previous issue of TOPSIDE, it has been decided that the Auxiliary Training Ship will continue to be known as the Florence V. Not to go back on our word, however, we selected the winner of the contest and he will get his free cruise. The name "The Silver Shield" was considered the best among more than fifty names that were submitted and had it been decided to rechristen the vessel, she would have taken that name. It was submitted by Emil R. Pelcz, Cox (T), of Flotilla 26. Picture shows a work party reconditioning the vessel.

The LOG of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 41, WILMINGTON

Weren't we the busy people last month! War Bond Drive Parade, New Auxiliary Members, Motion Picture "Fighting Lady," Practicing heaving the Monkey Fist, Lecture on Anchors, War Bond Drive.

Your Publicity Officer was on the Reviewing Stand for the 7th War Loan Parade. I was proud of the showing you made. The applause you heard was deserved. Your appearance was the equal of any outfit in the line . . . and that's saying a lot. Soldiers from the Fort, sailors from Bainbridge, Maryland, Air Corps men from New Castle Air Base, WACS and WAVES made tough competition. As long as we have that kind of spirit shown, we needn't worry about parades.

The movie "Fighting Lady" showed what we are up against with the Japs. We will win. We will lose a lot of fine boys doing it, though. That puts it right up to us to do all we can. If those boys can take it, we will certainly do our little part and not let them down. SCUTTLEBUTT:

Bull's Eye for Bill Sellers on the heaving line.

Who is that competent, efficient, qualified, capable, prepared lecturer on Anchors that we heard so much about one night? I wonder??? Nooo! Why it couldn't be! He wouldn't praise himself.

Here's hoping those new Auxiliary members will be accepted for the Reserve eventually. There's good talent there.

Buy Bonds. They save lives. Your War Bond Chairman is still taking "ORDERS" from YOU and the more he gets, the better he will like it.

—James F. McCloskey, Publicity Officer

FLOTILLA 34, MAURICE RIVER



In order to prevent stagnation, Maurice River Flotilla is continuing its

effort to add new blood from time to time. A class of twelve Auxiliary candidates has nearly completed its elementary instruction and will be up for certification within the next two weeks. Although regular Flotilla meetings have been curtailed to twice a month for the summer season, the elementary classes are being held once a week in order to speed up enrollment.

Two new and very interesting classes have been started under the direction of two men who really know their stuff in the respective subjects. Walt Nickelson, who recently became a Class (T), is handling a group in advanced communication work and Charley Newton, in addition to his duties as welfare officer, has taken on a class in navigation.

The showing of the "Fighting Lady" was one of the features of our most recent meeting. The various films made available to Flotillas of the District are a definite asset. We have viewed a number of them in the past few months and they all rate ace high with the boys.

Having finished second by a nose in the Sixth War Loan Drive, Thirty-Four is determined to carry off top honors this time. Chairman Heber Loveland has had his plans under way for weeks and is just waiting for the starting gun. He is being ably assisted by Harry Hunter and Lou DeMarco.

Congratulations to Charley Newton, Don Sheard, and Walt Towles for successfully passing their Navigators' examination.

—C. M. Scull, Publicity Officer

FLOTILLA 15, POINT PLEASANT

April showers brought not only May flowers but plenty of activity for the boys in this outfit. The first surprise was presented by our Operations Officer, Dick Hubbard, who announced at the 18 May meeting that we were to supply watchmen for the Ship Bottom Tower. That stirred up the mud quite a bit, but after our officers spread a little oil (plus some gas and rubber) on the troubled waters, all was serene again.

On Memorial Day, the boys, in summer garb, took off for Toms River where they joined in a parade. They looked pretty nifty but were put in the shade by the outfits worn by our commander and vice-commander.

There was some talk at our last meet-

ing about a change in meeting night, but the storm has cleared and Friday night still stands. Spike, who is responsible for the festive board at these meetings, let us down on 18 May and will probably be hauled before the Mast—an ordeal he dreads more than being married.

It is reported from the Inner Circle that some more of the boys will be eligible for their 600-hour awards before the crackers start going off on 4 July. And then it won't be long before a few 1200-hour awards will be made.

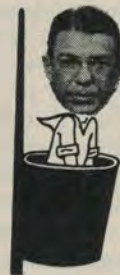
With the summer season upon us, many of the boys will be called upon to do extra duty in their own businesses. That's going to be hard on the tower schedule; but we've done it before and we can do it again.

The Seventh War Loan Drive is making good progress, according to Mike Corson, and as usual we will go over the top again.

We expected Lieut. (T) Earle Leonard and Bos'n (T) Howard Keough at our latest meeting, but they must have been stranded on a sand(?) bar. Better luck next time. We're always glad to see you.

—Elmer K. Errickson, Publicity Officer

FLOTILLA 27, SALEM



Three, deserving men of Twenty-Seven were promoted to the rank of Bos'n (T) at a recent muster. They are George Boehner, Willard H. Clark and James B. Filer.

Lieut. Comdr. (T) Frank B. Hineline administered the oath to Boehner, whom he regards as one of his boys. About two years ago, Bos'n Boehner began his patrol duties as S 1/c in the crew of the famous "Eight Bells," Mr. Hineline's boat.

Clark was a S 1/c a year ago, and is a mighty proud father of a Navy son on board a battlegewagon in the Pacific. When "Junior" comes home, he will

have to give an envious salute to Dad.

Filer also rose rapidly in the ranks, having been made a Cox in November 1943. Filer was also one of the first in the Flotilla to gain the coveted Navigator certificate. The new skippers are doing a "Well Done" job as skippers on the CG 64305. Clark and Filer were sworn in by Ensign (T) Larry Doyle, Flotilla commander; Ensign (T) F. Weir Levering, Ass't Officer-in-Charge of the Lower Anchorage patrol, and a former member of Twenty-Seven, paid his respects.

Ensign (T) Doyle, CBM(T) Lowell C. Newkirk, George Johnson, BM 1/c (T) and Clarence Ingersoll BM 2/c (T) are the latest to receive the 14K solid stainless steel dog tags for 600 hours of Class (T) service. These men and several of their mates are pushing hard toward the 1000-hour mark.

During the past month, welcome visits were made by Lieut. Comdr. (T) Frank B. Hine line and Lieut. (T) Frank B. Griscom. Mr. Hine line made it a point to spend VE day with us because his son, Richard, a former member of Twenty-Seven is serving in the Pacific.

These respected officers reminded the Sons of Salem of their good record on the 4th Navdist scoreboard for the first half. They cautioned the Flotilla members not to get tired now and spoil it all just before the finish. Salem has promised to carry on and there is every likelihood that the pledge will be kept.

Outdoor drills on the Salem High School field, with and without rifles, continue to be a featured part of the weekly muster. Practice is improving those with "sea legs." Weekly classes, individual demonstrations, and interesting CG movies keep up the attention.

The boys are keeping a weather eye to the future. They haven't given up hope for the Air/Sea Rescue idea which might break as suddenly as a storm on a hot summer's day. But at this writing the Fort Mott foghorn watch continues to provide the duty detail for most of the men.

Several members participated in Salem's Memorial Day parade. Another group silvered their hair by taking the various exams held on 3 June. New stripes should be sprouting soon.

Our weekly bulletin, the "Fog Horn" is enjoying an increased circulation. It is paying its way without ads. (ED: Is that a dirty dig at TOPSIDE?).

With the Memorial Day eulogies

turning to whispers, and with the approaching martial music of Independence Day, one can not help but think of the lines, "Lord, save me from being complacent. Somewhere today a man died for me. So long as there be a war, I then must answer this poignant question: Am I worth dying for?"

—Horace H. Madden, Publicity Officer.

FLOTILLA 16, TOMS RIVER

Flotilla 16 members have put in a busy month, what with V-E Day, Memorial Day, a plane crash in Barnegat Bay spotted and reported by Mel Worth, our first casualty on duty, operations on a part-time basis in a new tower, and anticipation shortly of some sea-duty manning an air-sea rescue craft.

Taking things in order seems to be the simplest form, so here goes:—The outfit turned out in seagoing blues at our first meeting in May in preparation for possible shore patrol duty on V-E Day, and looked mighty sharp, what with their gaiters, white sailor hats and all, despite the fact that some of the uniforms were never worn from time of issue until this month by most of the men. Almost the entire Flotilla reported for duty on V-E Day, when they were split up into watches at our Toms River Yacht club headquarters and remained on duty all day waiting a call if the need arose.

Lieut. Commander Sharpe and Lieut. MacLean, two Coast Guard officers now undergoing blimp pilot training at the Lakehurst Naval Air Base, attended our 15 May meeting to tell of some of their experiences and outline the air-sea rescue set-up which is now being worked out and may be put in full operation in the near future. Flotilla 16 will share maintenance of one of the crash

boats, if and when it arrives, splitting the duty with 18 at Beach Haven and 13 and 15 at Pt. Pleasant and Seaside Park.

Charley Feeney, a county detective most of the time and a seaman, first class, in the Flotilla when on duty, became our first casualty when one of the tower windows at Harvey Cedars came down on his fingers, mashing two of them rather badly and necessitating his removal to the Coast Guard sick bay at Ship Bottom for treatment. Charley came in for some good-natured kidding about when he was to receive the Purple Heart and how much compensation he could get.

Mel Worth was commended, publicly by our skipper, Ensign (T) Donald T. Applegate, for spotting the crash of a small transport plane assigned to Lakehurst NAS into the Barnegat Bay 19 May, just before he went off duty at 1800 at the Toms River station tower in Seaside Heights. The plane experienced engine trouble and fell into the bay with three men aboard, none of whom, fortunately, was very badly injured.

Members of the Flotilla took part in the Memorial Day parade, and looked mighty snappy in the line of march. More than 40 men took part from this Flotilla and Flotillas 13 and 15 also sent representatives over so the (T)'s made quite a showing and received applause all along the line. Nice going, fellows.

We started tower duty at Ship Bottom 27 May sharing tower duty with Flotillas at Beach Haven, Seaside Park, and Point Pleasant, with your author being one of the first from 16 to go on, having the 0400-1600 duty the

(Continued on Page 13)



FLOTILLA 33 OF WILDWOOD, N. J.

Pictured above is part of Flotilla 33 who marched in the Memorial Day Parade at Wildwood. Over 40 members were in the line of march which included every branch of the armed forces.

Commander Russell Higgins (front row, center) was particularly proud of the way in which the boys marched, doubly so inasmuch as the other groups were from the regular branches of the Navy, Army and Marines.

PUBLICITY OFFICERS

CLOSING DATE

5 JULY



WE THUMB A RIDE ON THE 64305

By JOHN T. DWYER, CBM (T)

★ For some time, we have been anxious to find out at first hand what makes the Upper and Lower Anchorage patrols one of the best and most interesting assignments in the Auxiliary. Now we know.

A twenty-four hour detail (1900 to 1900), it has been — and still is — manned almost entirely by Class (T) men since 26 September 1944. A full crew consists of Skipper, Executive Officer, Third Officer, Two Motor Macs, Signalman, Ship's Cook, and three Seamen.

Those sturdy little Coast Guard twin tugs, the 64304 and 64305, have been regularly covering both anchorages, extending from Trenton, New Jersey, to Pidgeon Point below Wilmington, Delaware, with little interruption except for periodic repairs and overhauling.

The main purpose of this important detail is to check all anchorages on the Delaware, making a complete report as to the ship's name, home port, duration of stay, bow and stern depths, etc. Other incidental duties of the patrol include pilot and ship's personnel ferry service, picketing, towage, fire control, and any other assignments that Coast Guard River operations may require.

After securing the necessary official clearance, we went aboard the 64305 late one afternoon in February, as she lay tied up at a slip of the Hog Island Naval Ammunition Dump. Except for her drab war paint of light gray, she was not unlike her sister tugs of commerce—those squat, broad, busy little craft that huff and puff everywhere in our rivers and harbors during wartime. But the stars and stripes flying lazily at her stern, and the Coast Guard ensign at the main truck, together with the large white lettering on her bow — "CG 64305", clearly identified her for what she was—a smart, powerful, patrol tug and a part of the great wartime fleet of America.

Bos'n (T) Jack O'Brien, the Skipper, is a retired Navy man with 30 years of service behind him. He it was who introduced us to the rest of the crew, comprising W. S. Miller, CBM(T), Executive Officer; R. Chapman, MoMM 2/c from the Port Richmond Base; John G. Merkel, Jr., and Howard Adams, S 1/c.

After the usual preliminary and routine matters of logging-in and checking equipment were disposed of, we were ready for a tasty snack as prepared by

Adams, who was pinch-hitting for E. S. McVaugh, the regular Ship's Cook who was absent because of illness. Once the chow and coffee were stowed, the smoking lamp was lit and the next few hours were pleasantly spent in the crew's quarters forward, with a sprightly interchange of wit, yarns, and scuttlebutt.

The skipper contributed his share with many a good story reminiscent of his long service in the regular Navy, which spanned World War I, as well as the present fracas. We learned, too, some interesting things about his background. Probably only a few of his crewmen

with every member of the crew taking a trick at the wheel.

With typical Navy allergy to anything resembling dirt or poor housekeeping, the Skipper insists on a taut ship. A dirty galley or smelly icebox sends his blood-pressure soaring and the sight of a stray cockroach immediately upsets the ship's routine for a "general alarm" is sounded and all hands fall to to liquidate the enemy. We know. We saw it happen.

These were some of the impressions we gathered as the evening wore on. Along about 2300, the last cigarette was smoked, the last yarn spun, and all hands except the watch prepared to hit the sack. In no time at all, the crew's quarters were transformed into a four-bunk stateroom, lights blinked out, and



know that at one time he was a shipmate of the now-famed Admiral Nimitz who, at the time, was flag lieutenant of the old cruiser "Chicago" on which O'Brien was serving as BM 1/c. He was also a member of the crew that made the first lighter-than-air flight in 1919 on the Dirigible C-5. His service in the present war included action at Casablanca aboard the transport "Tasker H. Bliss", and amphibious training for four months at Norfolk, Va.

With such a record behind him, it is easy to understand the touch of "Old Navy" that Skipper Jack brings to his handling of the Wednesday-Thursday detail on River Patrol. While discipline aboard the 64305 necessarily can not be too strict, it is a well-organized ship's crew with a fine and friendly cooperative spirit between the officers and men. No gold bricking is tolerated and every man is expected to do his share of the chores. The Skipper himself has, on occasion, swung a mop when short-handed and is always ready to demonstrate to a green hand how a job should be done. In fact, training is complete,

all was quiet—except for an occasional snore and the all-night hum of the two generators that became a lullaby.

Although our status as guest or hitchhiker automatically excused us from standing watch, we volunteered for the duty and, as you might know, drew the two-four trick.

The night was raw and chilly, with a dampness that coated the windows of the wheelhouse with a dewy frost. It was a lonely vigil, as most night watches are. And tendency to fall asleep was circumvented by the constant creak and squeal of shifting freight trains nearby and the bright glare of many floodlights directed on the Liberty ships moored at the long loading piers.

Turn-to came about 0700 for all hands, with breakfast a half hour later. Today, as we look back on it, we drool at the thought of the heaping platter of golden eggs buried under crisp bacon. No wonder this detail is popular!

As no order for a run came from "Operations," we spent all of Thursday on stand-by. But we were not idle. The Skipper, aided and abetted



by his efficient Executive Officer, Chief Miller, managed to assign special and routine ship-chores to keep anyone in the crew from gathering barnacles. Among these chores was a well-coordinated fire drill that lasted more than thirty minutes. Seaman John Merkel, who was handling the water monitor topsides, scored a bull's-eye by drenching a surprised and curious gull perched on a piling nearby.

With no run in prospect, we had plenty of chance to inspect the ship's gear and layout. A tour of the engine room was an education in cleanliness as well as mechanics. "Chappie," the regular MoMM, pointed out and explained the function of every unit consisting of one six-cylinder Murphy Diesel marine motor of 200 H. P.; two

cient quantity of good food. From there on, it's a matter of how well the ship's cook knows his job. We have yet to hear of anyone needing medical treatment as a result of the chow.

Our introduction to life aboard the 64305 came to end about 1845 when the next crew took over. While the whole twenty-four trick was on standby, we did gain some knowledge of ship routine of the Lower Anchorage. A few weeks later, we got a more complete picture as the result of an actual run on the same tug, with a different Skipper and crew. This time she was berthed at Pier 181, Port Richmond when we boarded her one blustery morning in May.

Bos'n (T) Louis Gray, Skipper, was our host. Lou was no stranger, nor was

and was tied up at Pier 19 North as an exhibit in connection with the Seventh War Bond Drive. We cut speed and came close enough to see the black cigar-shaped sub with a group of bond purchasers and officials on the deck and the conning bridge. What gave us all a particular thrill and feeling of inward satisfaction was the sight of a new American flag rippling from the sub's stern post.

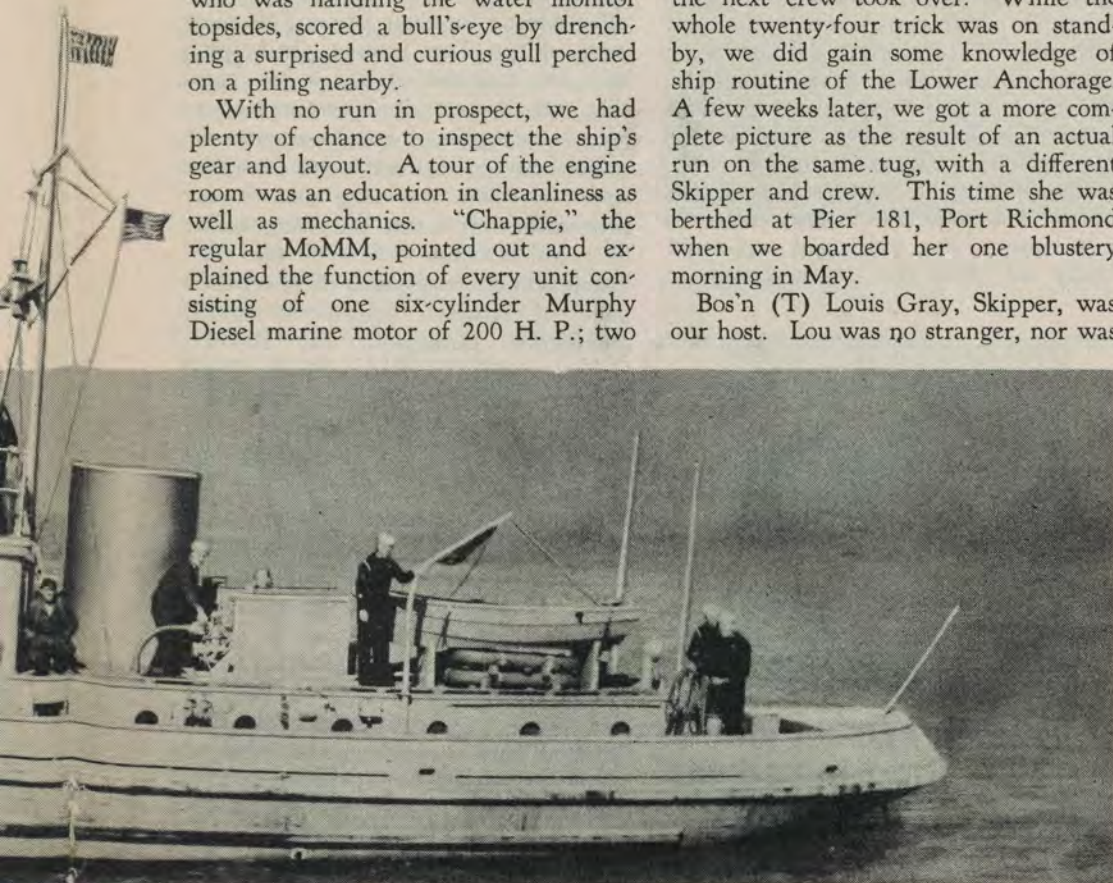
And so down river. Once through the arch of the majestic Delaware River Bridge which has to be seen from below to be appreciated, we became a part of the river traffic that typifies the area—broad-beamed ferryboats, a Wilson liner, commercial tugs puffing up and down with and without tows. Everywhere was evidence of the nervous activity that permeates a busy port in wartime.

We soon overtook a Liberty ship being pushed downstream by two small but powerful tugs, fore and aft. This happened to be the Liberty ship which, three weeks earlier, had been partly sunk at her dock by a boiler explosion. As we passed on her port side we could see the dirty streak running diagonally from the lower part of the stem to the deck about midships, clearly marking the area that had been submerged. A large hole a little aft of the water line had been patched. Later, at one of the south piers, we saw another Liberty with her forward hull plates torn and twisted as if by a torpedo blast. One of her life boats was splintered and scarred—grim testimony of the sea war with Germany which has at last come to a close.

But the greatest sight of all came about three hours later as we approached Horseshoe Range. Since we are still at war with the Japs, what we saw is restricted but it thrilled and inspired everyone on our vessel. It will probably be a contributing factor in the Navy's all-out blow against Japan. Catch?

From then on we settled down to regular routine patrol. There were alternate tricks at the wheel for everyone, including us. There were the usual chores of cleaning, painting, and polishing brass. Cookie, who broke the monotony of dishwashing by getting meals, was below in the galley figuring out the menu for lunch. Tom Woodcock, the busy Exec, finally found time to catch up on his log entries which cover barometer readings, R. P. M., temperature, wind direction and force, weather, cloud formations, sea, and visibility.

Everything, of course, came under the watchful eye of Skipper Gray who



Diesel generators to furnish all juice for light, heat, and power; two Ingersoll-Rand fire pumps rated at 400 gals. per minute; two Chrysler gasoline-fired pumps rated at 600 gals. per minute; two Westinghouse air compressors; and a wealth of automatic safety controls.

The day ended with a hearty and well-cooked supper that seemed to make the table sag in the middle. The menu included prime ribs of beef, mashed potatoes with gravy, peas, carrots, sliced tomatoes, coffee, and dessert—and not a ration point in sight! Chief Miller, a real trencherman, showed a lusty appreciation of the art of Cookie Adams and there was much conjecture on the part of the runner-up as to where Miller could possibly stow so much commissary. It was even suggested that the food was the main reason why Miller has never missed a trick on this detail since he first signed up. The larder of the Lower Anchorage Patrol is well-stocked at all times. Ensign (T) F. Weir Levering, who has been in charge of the operations for this detail, sees to it that there is always available a suffi-

cient quantity of good food. From there on, it's a matter of how well the ship's cook knows his job. We have yet to hear of anyone needing medical treatment as a result of the chow.

the Executive Officer, Tom Woodcock, CBM(T), both of whom are fellow-members of Flotilla 25. In due course we met Lester Shoemaker, SC 3/c from Flotilla 26; Steve Doughty, MoMM 2/c from Flotilla 27; Robert Bailey and I. S. Harwick, S 1/c, from Flotilla 26. In addition, there were two regular Motor Macs from the Base, F. Azavully and R. Chapman.

The 64305 lay astern of a much larger ocean-going tug or ice-breaker which had just returned from oversea duty in the Iceland area. Our sixty-four feet and eleven inches was dwarfed by comparison. But we couldn't gaze at her for long, for at 0915 Skipper Gray gave orders to cast off and we were soon on the way down river with every indication of fair weather, although blustery enough to turn up a choppy sea. After checking the first of nine anchorages, we proceeded at the leisurely speed of about 640 r.p.m. to our next objective. This was somewhat in the nature of unofficial business for we were going in to take a look at the U-505 that has recently been captured



seemed to have the uncanny faculty of being everywhere at once. Nothing escaped his attention or inspection—which is as it should be with all skippers on this important patrol.

With appetites sharpened by the brisk freshening wind, we were all set to do justice to "lunch" and needed no second invitation when, at 1200, the call came "Come and get it, Mates." Chow is too poor a word to fittingly describe the gastronomical feast that was placed before the crew by the ship master cook, Les Shoemaker. Tomato salad with French dressing, hamburgers with onions, baked fresh ham, peas, crushed corn, asparagus, coffee, ice cream with pineapple garnish, and cake. Quite a snack.

After this satisfying meal, we did a little nautical browsing, mostly topsides. Our favorite spot was the immaculate and fully-equipped wheelhouse, complete with everything needed for river navigation. There was a binnacle that was a boatman's dream, an all-vision liquid compass and bowl with neutralizers, and a large brass-spoked wheel. Conveniently located a little to the right was a five-way fingertip control throttle. Other items included a blinker key, speaking tubes, whistle and searchlight controls, reading meters, fire extinguishers, first aid kit, charts, a ship's library, and a full set of international code flags, neatly stowed in alphabetical pigeon holes, and a pair of powerful Navy binoculars.

About 1415, we came about at Pidgeon Point, just below Wilmington. This is the southern limit of the patrol, so we headed up-river. From then on, until we arrived at Pier 181 five hours later, the run was a little rough but comparatively uneventful, although there was one incident that gave us a laugh at our own expense. Toward the end of the patrol we hailed a new arrival—a coal barge—in one of the anchorages. In response to the usual query as to name, a none-too-bright looking deckhand shouted "Nelson." We were about to log her, when Bob Bailer looked up at the bow and there, big as life, was the name "Pennington." Obviously, the deckhand had given us his own name. This reminded Reds Harwick of a similar incident on a previous patrol when in reply to the inquiry "Home port?", a Negro seaman with a friendly grin called back, "Ah's from Nawfolk, brother."

About this time everyone's chief concern was reaching Pier 181 before 1900, but a strong adverse tide and an unexpected last-minute stop to hail and order the passing Petty's Island patrol boat to pick up a nearby drifter, delayed

us fifteen minutes. That meant that we were too late to get cigarettes at the canteen.

This was the only hitch in an otherwise pleasant and interesting run on the Lower Anchorage Patrol. No wonder the crews love it and have such an excellent record for loyalty and performance. We can readily understand why this is considered the cream of all river assignments in the Auxiliary. For those who can spare the required twenty-four hours, it pays big dividends in practical boating experience, plus the feeling that it is important work for the U. S. Coast Guard. Personally, we felt it was a day well spent and could really say "This trip was necessary."

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JOHN W. BROWN (JR.) GETS BRONZE STAR MEDAL

"By direction of the President, under the provisions of Army Regulations 600-45, 22 September, 1943, as amended, the Bronze Star Medal is awarded by the Commanding General to:

JOHN W. BROWN, JR., 0555104, First Lieutenant (then Second Lieutenant), Infantry, Company "K," 255th Infantry Regiment, for heroic achievement in action on 15 March, 1945, in the vicinity of Muhlen Wald, Germany. As rifle platoon leader, Lieutenant Brown was responsible for the tactical employment of the men under him in successful attacks against the enemy. He continually displayed courage and quick judgment in successfully leading his men in the attacks. The bravery and outstanding devotion to duty of Lieutenant Brown, under hazardous conditions, reflect the highest credit upon himself and the Armed Forces of the United States.

By command of Major General HIBBS:

JOHN M. HARDAWAY
Lt. Col. G. S. C.
Acting Chief of Staff

OFFICIAL:

/S/ RALPH LAVORGNA
Lt. Col. A. G. D.
Adjutant General

SEMPER PARATUS

★ "22" is justly proud of its distinguished corps of instructors, who get a whistle for their pay and do their work, all too often, unsung. In keeping with the tradition of our motto, these able men are ceaselessly attempting to force a modicum of know-how into the space between our ears. A complete roster of these deserving men is not practicable. It must, therefore, suffice to point out just a few of the "22" instruction corpsmen who carry on their labor of unselfish helpfulness among Auxiliarists throughout the District. Conspicuous in this corps is Chief Bolger, who as principal instructor makes the motor mac classes tick at the Base. The Chief knows all the answers and has a marvelous gift for imparting his knowledge to others, combined with a great store of unruffled patience and modesty. Another "22" man, outstanding among the specialists who have pulled an oar in the motor mac classes, is C. H. ("Jake") Jacobs, MoMM 1/c. Versatile Jake, long an "Admiral" to his shipmates on Doc Beck's Thursday night crew (one of whom has suggested that the "Admiral" should be given a picket boat for Christmas) has just been nominated unanimously by the striking motor macs of the District for the honorary degree of Ph.D., K.T., F.F., and E (which means Doctor of Philosophy in Knot Tying, Fire Fighting and Electrolysis. A vital part of the rating exams held 3 June called for a knowledge of ordnance. Prepping was done for this important section of the examinations in the series of gunnery classes conducted at the Customs House Pistol Range during the past five months. These classes were organized under the general supervision of another member of "22," its much-beribboned sharpshooter Jim Chapman, Gunner, who is also affiliated with Doc Beck's versatile crew. Among the men closely associated with Jim in this gunnery instruction was Regner (H. A.) of the Firing Line, who likewise is one of "22's" own, and also is an active member of Doc Beck's versatile crew, having a lot to do with making the Thursday night section keep shipshape. Due to Reggie's clock-like precision on the range, he has built up an enviable record of no accidents on the firing line.

—Alex. M. Walker

(Continued from Page 9)

opening day. The tower, a 55-footer separate from the station, is swell and the regulars at the station are glad to see the Reserves, having lost many of their personnel to sea duty and other transfers.

Chief Bob Snyder and Warrant Marvin Campbell were appointed by the Skipper in charge of a small boat handling class, starting 27 May, for men rated as coxswains and above, in anticipation of the receipt of the crash boat. How they made out has not been made public. Maybe Bob and Marv would rather not talk, or maybe they have a real surprise for us and found some Gold Cup contenders in the outfit.

Warrant Howard Keough and Cox. John Ebere and DeWitt Wardell were awarded their 600-hour dog tags by the Skipper at the 1 May meeting.

Addition of one-day-a-week duty at Ship Bottom led to quite a discussion among the boys, led by our operations officer, Joe Finley, who frankly said he did not see how it could be done unless every member served his full allotted time each week, and served willingly.

Pros and cons of the project were thoroughly thrashed out before it was agreed we could take one day a week at the tower, sharing it with the other Flotillas. Addition of the crash boat to the Flotilla's duty list will also present somewhat of a problem, but the boys of 16 will tackle it in the same spirit as they did the new tower duty, in addition to those now manned 24 hours daily at the Toms River and Harvey Cedars stations, and find the men somewhere to carry our share of the load.

—Richard T. Hopper, Publicity Officer

FLOTILLA 32, STONE HARBOR



Meetings have been discontinued in Philadelphia for the summer months but will continue in Avalon Fire House every other Friday at 2000. A summer program is planned that should prove profitable to every man interested in boating.

Lieut. Yern Jorgensen, formerly of Flotilla 22, who recently returned from the South Pacific after serving some time as small ships master in the New Guinea area, was a visitor at 1 June meeting and spoke on some of his ex-



MAURICE RIVER FLOTILLA members practice artificial respiration as part of a First Aid course taught by Al Chiola. Vice-commander Alan Thomas is here directing, in the absence of Chiola.

periences there. Mr. Jorgensen will be remembered by the men who served in the off-shore patrol early in the war. He is retiring from business and is anxious to join 32 and resume duty in the Temporary Reserves.

Chief MoMM Lou Zimmerman and CBM Chuck Held did a pretty thorough job of teaching the Motor Mac class at Avalon, as evidenced by the fact that the following men breezed through the 3 June exam at the Penn AC with apparently little difficulty: Fred Wetzler, Morris Reeves, "Doc" Levensen, Henry DeCinque, Harry Katz and Herman Rosenfeld. Milt Bingham and yours truly spent the day struggling with the CBM exam.

Hon. Spy Chief Roth is still painting the "Marydoll" but has promised to have her ready for a shakedown cruise on 4 July. All Flotilla members are invited—bring your gas with you and come prepared to take your turn on the bilge pump. Jack Merkel has the "Angeline" in the water and Ed McVaugh, SC 2/c, is way ahead of the other boys having made four trips this year—on 24 gallons of gas.

We hear that Lieut. Earl Huston has sold his Schooner "Apache." We also hear that Lieut. Harry Attmore was out in the meadows recently looking for that duck blind that he had so well-hidden last year before ducking season.

Chiefs Buchy, Finnan, and Roth recently crashed Flotilla 22's party at the American Legion in Glenolden and report a highly successful evening.

Operations Officer Jerry Alexander reports that two of his men, Bob Paull and Fred Wetzler, stood three watches last week. Our hats are off to any man who has done his duty and is still willing to do part of the other fellow's.

—Carl Lovejoy, Publicity Officer

FLOTILLA 21, QUAKER CITY

Twenty-One is proud to report that it boasts two new Chief "Bos'n" Mates . . . Ray Bradshaw and Ed Bleam. Certainly no two fellows in the Flotilla are more deserving of this rating for both have contributed unsparingly in time and energy toward the success of the Quaker City Flotilla.

Apart from duty routine, the chief interest in Flotilla 21 is currently to turn in the best record ever on the War Bond Drive which began 1 June. Jack Sader has proved to be a real spark-plug, and even though 21's record will depend on the performance of every individual, it certainly won't be Jack's fault if it isn't one of the District leaders. If there is any angle of approach that Jack has overlooked in figuring out ways to make the Coast Guard the issuing agent for a bigger number of War Bonds, we'd sure like to hear about it.

While we're in the groove of mentioning individual fellows who are doing outstanding Flotilla jobs, it is time this column took a bow toward Ed Klein, Flotilla Gunnery Officer. A good many of the fellows who are so proud of their new gunnery certificates would still have them to win if Gunnery Officer Klein hadn't, in his very affable way, made life miserable for anybody who failed to keep his gunnery class schedule. Ed is the kind of fellow who can make you feel like a heel simply because he's so nice about things and so willing to rearrange your schedule if it intrudes on other activity.

Harry Homer, who is practically a charter member of the Quaker City Flotilla, proved himself a good guardsman a few weeks back when he fished an over-zealous canoeist out of the Delaware.

All in all, the pattern of activities at



Flotilla 21 maintains its usually high rate in spite of the loss of a number of men to the armed forces. We're proud to report that VE Day has turned up no noticeable over-optimism and every man seems completely willing to keep at it as long as our parent organization, The United States Coast Guard, asks for it.

—F. T. Kessler, Publicity Officer

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FLOTILLA 31, OCEAN CITY



T. WILLIE ROCKINGHORSE, ESQUIRE
C/O WHARF RATS YACHT CLUB
TURKEY POINT, N. J.

My Dear Rockinghorse:

You asked me what the Coast Guard Auxiliary did besides furnish a lot of Class (T) Reserve men for various war-time duties. Well, among other things, this Flotilla at Ocean City pitches a party every time it is five years old, and judging by the one we had on 1 June, the party is worth waiting five years to attend. Yes, sir, we went aboard the Atlantic City Country Club at about 1830 that date and everybody had such a good time that the management sort of figured we had moved in permanently.

Dick Nelms (that's Lieut. (T) R. W. Nelms, who organized the outfit five years ago) and his committee didn't spare the horses when it came to ordering the meal. The result was that the cock-eyed items appearing on the menu turned out to be some dam' fine chow on the plates. Why, one of the guests told me it was the best meal she'd ever had at an Auxiliary affair. Yes, I said "she" because wives and lady friends were there to help us all enjoy the affair.

Van, the commander, called the party to order and Dick Gifford, the vice-commander, gave a dignified and appropriate invocation. Van gave a swell and brief opening speech and turned the show over to Dick Nelms. He, in turn, called on the visiting dignitaries and, brother, we had enough brass there to cast a rudder-post for the Queen Mary. Lieut. Commander (T) Frank B. Hine-line, USCGR, commodore; and Lieut. John W. Brown, USCGR, Director of

the Auxiliary for the 4th Navidist, both made pertinent remarks, some serious—some jocose and all a lot of fun. Lieut. (T) Earl Huston, captain of the Division and Lieut. (j.g.) (T) Harry Attmore, Operations Officer, put in their three cents worth and generally speaking everybody told everybody else how good they were. It bucked us all up a good deal.

Lieut. (T) Earle Leonard, captain of the Northern New Jersey Division, was speaker of the evening, and you know Earle. He had us laughing and crying by turns and where that guy gets all of his new stories is beyond me.

The headwaiter brought in a birthday cake about the size of a locomotive driver and by the time we had worked out on that we were all set for an evening of dancing. The orchestra was completely wacky, which suited everyone fine, and the dance floor looked like a cross between a rustic hoe-down and a Buckingham Palace ball. Terpsichore was alternately wooed and woo-woo'ed! When the dance band quit, guys like Ray Heron and Jimmy Eddowes took over, but I'll tell you about that when I see you. There was something that closely resembled singing, too.

Well, I wish you'd been there. There are a lot of fellows who failed to show up for one reason or another and while we missed 'em, we bet they are plenty sore that they missed the party. It sure was fun to see all those nice people, to meet a lot we'd never known before, and to get together the way we did. You'd better fill out that application now. You'd better not miss the next party.

As ever,

—E. L. Johnstone, Publicity Officer

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FLOTILLA 25, FARRAGUT

After reading the four-page "Newsy" letter which our Flotilla Commander, Lieut. (j.g.) (T) C. F. Hadley, Jr., sent out to each member of the Flotilla during May we wondered if there was anything of interest about which we could write in our allotted four hundred words for this column, as Dr. Hadley wrote so well and so thoroughly about

the doings of our organization that he gave us an inferiority complex.

We felt as if we were on an expedition to Dutch Guiana, South America, when we attended the meeting of 28 May and viewed the motion pictures which were taken in 1935 by George Helker, S 1/c (T), and his comrades from Cornell University.

Was it the natives of Dutch Guiana or just a glimpse of himself in the mirror after doing a greasy job on the engines of the Lower Anchorage Patrol Boat that inspired MoMM 1/c (T), Walter Murren, to suggest that the Flotilla put on a Minstrel Show? Our members are greatly in favor of the idea and rehearsals for a show will commence soon, so sign up now with Walt or his committee to do a part.

A Cadillac truck has been donated to the Farragut Foundation by the Haddon Township Defense Council of Westmont, N. J., for use as a Radio Communications Center. William Yingst, RM 1/c (T) and Charles Carter, RM 3/c (T), are directing the work of reconditioning the truck and the installation of the equipment. It is expected that many trips will be made throughout New Jersey and Pennsylvania to train radiomen in the use of the equipment so that they will be prepared for any emergency.

CBM (T) Elmer J. Pearl led a group of our members in the Memorial Day Parade of the Pennsauken American Legion Post. After the formal ceremonies our men hopped aboard a fire truck and enjoyed a thrilling third-alarm ride to the Legion headquarters where a delicious luncheon was served with plenty of that amber-colored liquid that foams when it comes out of the keg.

"Bricktop," "Philadelphia Jack" and other nicknames for John J. O'Brien and the epitaph "Junior" for Louis A. Gray are now taboo since these two gentlemen rate "Mr." in their new status as Boatswains. Both are among the most rugged and experienced boatmen in the Flotilla and are Skippers on the Anchorage Patrol Boat and have done outstanding service for our organization in other capacities, so that we congratulate them on their much-deserved advancement.

—John A. Bauer, Publicity Officer
J. J. McCormack, Assistant

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FLOTILLA 23, DREDGE HARBOR

The long-awaited but nonetheless thrilling news of our country's victory in the European Theater, furnished this Flotilla with that spirit of elation that, no doubt, was furnished to every true

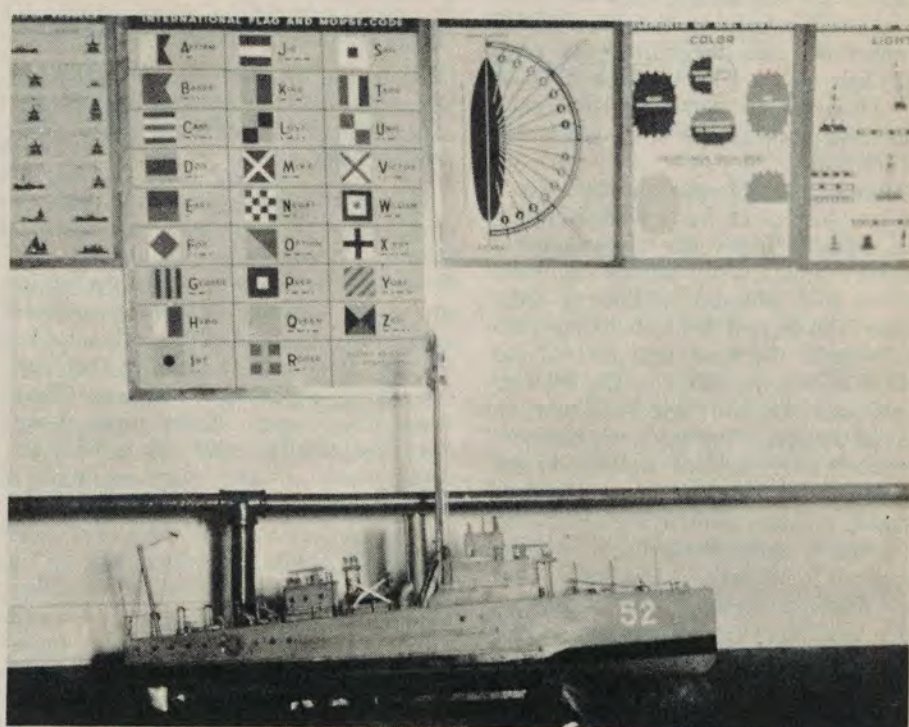
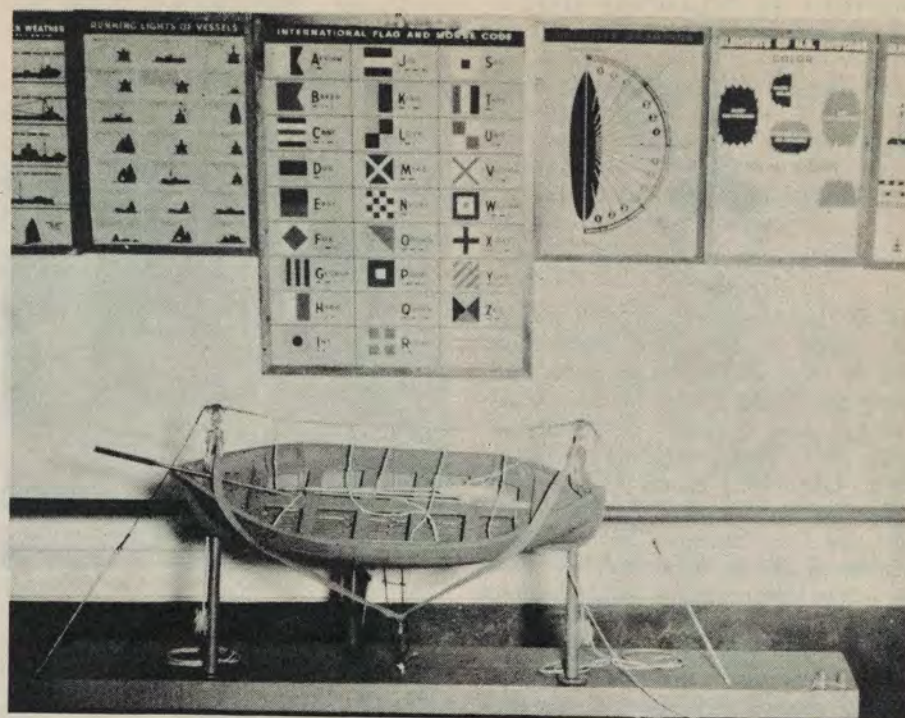
American.

Although joy prevailed at the news, nevertheless it also provided a grim realization of the great problem confronting us in the Pacific and our country's continuing military demands. With this thought, our Flotilla has pledged itself to continue in whatever duties we are still called upon to perform, realizing that the war is no more over for us than for the vast majority of the Regulars. In the same vein, we might add that our duties in the line of the 7th War Loan Drive have not abated, but are being pushed to success by our competent Chairman, Harvey Hoopes.

An incorporated Foundation, to be made up of members of the Flotilla, is under way, and suggestions for future activity run from the securing of a permanent and private Foundation Headquarters to the purchase of a private boat for the use of the members. This, indeed, has many possibilities, and already a committee, consisting of Paul Carlton, Fred Saal, Dick Stuber, and Jim Mears has been named to investigate the purchase of such a craft. There has been some talk in the Flotilla as to the wisdom of this choice, it being the consensus that none of these four would recognize a boat from the Ayer Building if they fell over it. Of course, we're only kidding—we know they would recognize the Ayer Building!

That fellow who wrote about the perils of the up-river patrol in last month's TOPSIDE doesn't know the meaning of the word . . . and won't until he rides with us on the Cramp detail some night. One recent Sunday morning the crew was awakened with a vague sense of nausea, heightened by a feeling that things were revolving. Investigation proved that this was caused by "Strawby" doing a carousel act at Penn Treaty Pier. He was trying to tie-up, but forgot that the tide was with him and kept circling around until Githens, handling the lines, was heard to holler, "Try it again, Harry; I nearly had the brass ring that time." However, that trick wasn't so bad as that pulled by another crewman who, on that same patrol, had occasion to go alongside another patrol boat. Approaching bow on and being advised to back her down, this prize crewman was heard to holler, "Whoa, damn it, whoa"—immediately putting the boat into forward gear. Of course, the other boat was there to stop us, or we'd probably still be high and dry on Petty's Island. Well, it takes all kinds to make a crew. Who was it? Restricted dope—(me).—

—William Pyle, Publicity Officer



FLOTILLA 25 finds these visual aids mighty useful in training men for the Coxswain examination. The miniature boats, complete in every important detail, help the men to visualize the terminology that, to those who have only book-learning, is merely a collection of words.

FLASH!!—Headquarters has specified 1 July as the date on which Unassigned Status becomes effective for the Class (T) Reservists in the Fourth Naval District. Operations will cease as of 2400 on 30 June except for Flotilla commanders, Division captains and staff officers. Every Class (T) man is urged to sign and return his acceptance form in order to protect the future of the Auxiliary and also in order to make available to the District Office a trained group of men who may be called upon to serve in an emergency should one arise.



FLOTILLA 24, DELAWARE RIVER



With the bond drive in full swing, new classes in advanced instruction about to start, drilling in progress, and getting the Yacht Club's landing floats in shape, there is plenty of activity at Flotilla 24. There were nine men on deck to take rating exams 3 June, and in the past few weeks, five new men have passed the Entrance Exam. Congratulations are in order too, to those men whose advancements came through last month.

We're still looking forward to "Boating Weather" and the practical handling courses. As part of the instruction for our sailing men last year, we assisted in rigging the MARJOLY II under the able direction of her skipper, Lieut. (j. g.) (T) W. Lyle Holmes, Jr. The picture shown on this page gives some idea of the ship, the work, and the fun.

Anything can happen on boat patrol, but you just can't learn boat handling from a book. It was one of those BAD Saturday nights when what's his name tried to pull alongside a Liberty Ship. As the Pilot started down the ladder, the wind caught the bow, and around she went. When we called to the Pilot to stay topside, he said "the Hell with it; it's cold up here." But he kinda changed his mind when he got to the bottom and found nothing to step on. Well, anyhow, another seaman knows how to do it now, without saying "So long Skipper, I'll be back." But how about that Tuesday crew, with a certain Cox'n who hits the sack wearing—GEE maybe I shouldn't say it—wearing pink striped pajamas? Well anyhow, that's the way I heered it.

—Edward P. Willard, Publicity Officer

FLOTILLA 53, HARRISBURG



With the first anniversary celebration behind us and all the braid safely



ABOARD MARJOLY II, 46 ft. ketch owned by Lieut. (j.g.) (T) W. Lyle Holmes, Jr., on trial cruise after she was rigged by members of Flotilla 24's sailboat class. Forward are Cox. Haigh, Bos'n Smith, the Skipper, and BM 1/c Foster.

back at the District office, Flotilla 53 has settled down to filling hours of duty, education, and some long range post-war planning.

If present plans carry and the general interest in a bay-side base is maintained, Harrisburg, Lancaster, and Reading Flotillas will probably be installed in separate or jointly-operated group headquarters on the Chesapeake. Woody Williams, captain of the Eastern Pennsylvania and Delaware Divisions, the skippers of the three above-mentioned flotillas, and others who are doing some of the planning took a cruise around the upper-end of the bay looking at available sites of a summer base from the water side. No decision has yet been reached on either location or operation, but by means of a base where Auks who have an interest in boats can gather with their families it is hoped to maintain interest in the Auxiliary even after active TR service terminates.

Our skipper has asked for further suggestions from the membership and has set forth the following as limits of consideration.

1. *Accessibility.* It is about eighty miles to the nearest point on the Chesapeake. Within another twenty-five miles there are some very practical and beautiful spots for those who want to operate any kind of boat.

2. *Availability.* Just reaching the Bay at the nearest point is not enough. We should have a protected anchorage

for bad weather but readily accessible to the open Bay. We should have a place where a week-end would not be entirely lost if the weather should be rough or cold. We should have a place from which we could go either up or down the Bay.

3. *Accommodations.* It would be desirable to have a place where there would be convenient accommodations for the ladies or any guests we might want to take.

4. *Facilities.* Some members of the Flotilla will want their own boats and we should be on water which will be safe for very small ones, for those who like to row, or operate an outboard, or small inboard.

Raymond Bowman, BM 2/c, Chairman of the Education Committee, has been put in active charge of 5S following the issuance of orders to undersigned to assist in preparing the Florence V—ex 79001 for Auxiliary duty. Dr. Donald Kadzow, S 1/c, an old shipmate of Captain Bob Bartlett of Morrissey, Fame, is presently conducting a Piloting course to which will be added classes in marlin-spike seamanship and additional instruction in signalling.

If there ever was a group of TR's in which a spirit has been built up, it is among the crews on the 64304 and 64305 which are currently running anchorage patrol. We know that the duty they performed in spite of hell and highwater all winter long went a long way toward explaining this phenomenon, but the balance of the explanation was given us on 21 May, when Leland Brown, skipper of the tugs, appeared at our flotilla meeting and announced that several berths were open on both boats on various days and asked for men to fill them. It has been said that the men on Anchorage are fanatics about boats and anything that Mr. Brown did at our meeting did nothing to dispel the notion he is head man all around. We hope you can come and see us again—and soon, Doc.

Even though our men have to travel a long way for any duty, a representative number keep up their interest in ratings and rating exams. In another column, the programs in this department are demonstrated.

We are all pretty proud of our Flotilla publication, which is known as "The Range" and first saw the light of day in its new dress and name at the anniversary party. Hubert Eicher, Editor-in-Chief, not only makes it a news sheet of flotilla activities, but a monthly instruction book as well.

—Paul C. Applegate, Publicity Officer

FLOTILLA 22, ESSINGTON



The Delaware River patrols have been resumed and Flotilla 22 has taken over the care and feeding of picket boats 38613-14-15-16 at Essington. Each boat received a coat of sparkling paint. Of course, they don't all look alike because the personality of some of our "ratings" entered into the selection of paint; also the location of same. Hence, one or two are sporting a black fore-foot—opinion seems to be equally divided pro and con. The bilges have been cleaned so thoroughly that you could eat a meal from them. You could—your reporter would rather not.

Twenty-two has had considerable help from other Flotillas in this work—and we want to take this opportunity to thank the boys from Harrisburg and Lancaster. If any other groups are helping—let us know—we'll thank you next month.

On 14 May, Flotilla 22 threw a party at the American Legion Hall in Glenolden. And I do mean "threw." It was probably the most successful get-together we've ever had—thanks in large part to our new "entertainment chairman"—"Mac" McKellar. He was ably assisted by "Jake" Jacobs, Lew Rose and Bart Howard and his sea scouts, who decorated the Hall and directed traffic. Our Mr. Jacobs arranged to borrow a complete-with-orchestra-show from General Electric which clicked 100 per cent for the entire one and a half hours it ran. The show was under the direction of Ed Thompson who, like all members of the cast and orchestra, are G. E. Busy Bees during the day.

The evening opened with the invocation by Chaplain Conner, followed by the appearance of 22's color guard, Messrs. Gardener, Ogden, Johansen and Swink. The buglers were Capt. Paul Gossin and George Gilbert of The American Legion's Murray Stewart Post.

The master of ceremonies was Charles Heddiman and he really set a pace. The gals in the show were not only earfuls but eyefuls. After a good deal of good singing, good harmony, good dancing and many laughs with Joe Warren and Dan Mecca, we were treated to probably the most unique strip-tease act any one of us had ever seen. M. C. Heddiman did the dance—and believe me—he

has seen a plenty strippers. His equipment wouldn't rival that of Gypsy Rose but when it comes to "follow-through" Charlie need never take a back seat.

The party was extremely well attended—the total being very close to 300 members, wives and/or sweethearts and guests.

Among the guests were "regulars" from the Essington Base and chief among them was Ch. Warr. Officers Wogan and Mason—respectively Commanding and Executive Officers of the Base. Mr. Wogan made a stirring appeal for blood donors.

Our other guests included Lieut. J. W. Brown and Mrs. Brown (USCGR Director in this district) and the Captain of the 2nd Division, Lieut. (T) Bill Griscom, who explained our work to our wives—and thanked them—very nicely. Everyone appeared to enjoy not only the show and music—but also the refreshments.

We had two other guests that we were very proud to entertain—a Coast Guardsman and a Marine—both of whom are recuperating from wounds. They told us of their activities overseas and made us glad we're citizens of the same nation to which they bear allegiance. They are great boys—great fighters and great friends.

Following the show, there was dancing to the syncopations of a Coast Guard 5-piece band that made even your reporter dance.

We think one of the nicest tributes to the boys who arranged the party was the way the party stopped. It didn't "break up" it merely coasted to a stop with no one wanting to leave.

We have Mr. McKellar's promise to have another—soon.

By the way, did anybody else see Carl (The Spy) Roth—from Stone Harbor—at the party? We understand Chief Breneman saw Carl—when he stopped—just for a moment—looking over the "chorus" girls.

* * *

Captain Coffin visited the Essington Base on 25 May—which resulted in Chief Maconachy's Friday night crew really going to town. (The Miracle Men at it again). It turns out that they are probably the best white-washing crew at the base and are willing to challenge any other crew to a knock-down, drag-out white-washing contest. Incidentally, they are losing one of their better men, Cox. Carl Rogge—who for two years has had charge of the dock watches. He has changed his regular work from day to night. They'll really miss that young man.

* * *

Marty Sandberg, of the Friday night

crew, has started a bulletin that promises to be a peach, judging from the first two issues. He will need personal items about 22 crews, so let's all get behind him and push.

—W. L. Bunnagar, Publicity Officer

FLOTILLA 52, LANCASTER



There was a pilgrimage recently made to the bays, inlets and to the small streams, which have access to the bay, by Lieut. (j. g.) O. L. Williams, J. R. Forrest, Cox., CBM W. E. Kinn, H. Ott, Y 2/c and CMoMM Dan Flory, with representatives from Flotilla 51, Reading and Flotilla 53, Harrisburg. Their purpose was to find a location suitable for a site for a three-Flotilla base. Let us hope that their search will not have been in vain. A base strictly kept up by these up-state Flotillas would be ideal for instructions in boat handling as well as other instructions. It would also tend to make for better fellowship.

Two more of our boys, Howard Lebo, and Homer Zong, have taken (or were asked to take) full time duty assignments with Uncle Sam. Howard used his RM 3/c rating badge to bribe his way into the Navy. He is now stationed at Bainbridge, Maryland. Homer, who was not quite as manipulant as was Howard, found himself at Parris Island, S. C., in the Marine Corps.

One of our members, Roy Weaver, MoMM 3/c, whose name adorns our Honor Roll, was present at a recent meeting and gave us some first-hand dope on some of his experiences. He also claims he earned his "motor mac" rating in a hurry after taking the course for "motor macs" here in our Flotilla. He says getting his rating in the Navy was a cinch.

Incidentally, our Honor Roll is growing beyond its boundaries as we now have twelve men in the armed forces.

On 16 May 1945, six local men took the entrance examinations for the USCG Auxiliary. Our commander has just received word that John Cooper, John W. Jamison, Fred W. Joost, L. E. Maynard, Harold A. Sangrey and Francis M. Saxinger have all passed and will be sworn into the Auxiliary in the near future.

Our commander, Ens. (T) Ralph Taylor, also has sworn into Class (T) five



new Seamen 1/c—James Smith, George Landis, Paul Rineer, Donald Winters and Richard Goodman.

The captain of the Pennsylvania and Delaware Division, Lieut. (j.g.) O. L. Williams, our past commander, presented 600-hour awards to the following at our meeting on 16 May, 1945: D. E. Flory, CMoMM., J. E. Forrest, Cox., W. E. Kinn, CBM., H. W. Ott, Y2/c; J. P. Samuels, Cox., J. P. Schleenbaker, CMoMM.; J. L. Shank, S 1/c, Ens. R. A. Taylor, L. W. Wagner, BM 2/c, and C. W. Wilson, Bos'n. Commander Taylor presented Lieut. (j.g.) O. L. Williams with his award as the final presentation of the evening. At the time of this writing, we have quite a few of these men eligible for 1200-hour certificates.

Our able skipper on boat handling cruises, Chief Bill Landis, has made a real sea-going bunch of gobs out of the guys who took advantage of two classes in boat handling held on Sundays 13 and 27 May, 1945. Since our Flotilla has little or no river patrol assignments except anchorage patrol, we are very thankful for the opportunity which we have in these sessions to "grow" our sea legs. I also think this is a most opportune time to thank and show our appreciation to Lieut. E. J. Wick, our skipper at pier 181, for the use of the boats used on these cruises, and also to the regulars who help us out when we have no "motor macs" of our own aboard.

Ready on the right, ready on the left, ready on the firing line; these familiar barks come from the voice of our Gunnery Officer, Art Norris, GM 2/c. Art has been very busy lately organizing our rifle teams. He has been assisted by M. Bauman, S 1/c, and E. Weaver, S 1/c. Weaver a school teacher in Neffsville High School, has made the rifle range in the school available to our teams for rifle practice. Our teams are named the "Starboard Team" and the "Port Team." Both are "dead-eye dicks" and it is said that instead of using targets on the range they shoot messages in Morse Code.

The plaque that "Woody" Williams has offered as a trophy to the winning Flotilla sure is going to look good hanging in our meeting room at the Armory.

Bill Maynard and Everett Weaver have just completed the training course given on Friday nights at the training base in Philadelphia. They are now ready to spring their knowledge on the fellows in the Flotillas of 52 and 53. I've been told this is a very interesting course, what with using the equipment in the field getting the actual experience as well as theory and procedure. This

instruction will be of very good use in the event of disaster or other disturbances which would warrant the use of radio to facilitate the operation of a unit on this type of duty.

After sweating it out over my first for TOPSIDE, your new medium to the public will relax momentarily.

—Wm. L. Bomberger, Publicity Officer

FLOTILLA 13, SEASIDE PARK



Flotilla 13, together with Flotillas 15 and 16, is now operating the Ship Bottom Tower. This makes three towers in which we are serving.

A radio class has been formed under the supervision of Lou Neese of the Trenton Police Department and instructors from Flotilla 15 of R. C. A. Clarence Allen, Harold Jemison, Charles Bauer and William Weippert are taking the course. This educational activity should prove interesting and valuable.

The guests of Flotilla 13 during the past month included Lieut. (T) Earle Leonard, Division captain; Bos'n (T) Howard Keough, Assistant Operations Officer; and Ensign (T) Don Applegate, commander of Flotilla 16.

Maurice Brink has been appointed clothing officer and is doing a good job. It is no longer necessary to go to Philadelphia, as Maurice takes care of this detail—so anyone who needs clothing can save a trip by contacting Maurice Brink.

We have been advised that the Auxiliary training boat will be at Seaside sometime during the summer. The definite date will be announced later. This will give all members an opportunity to go aboard and take a hand at the wheel.

Commander Burdge wishes to thank all the members who attended the Memorial Day Services at Toms River and also commends the splendid response to the call to duty on V-E day. There were thirty-two who reported at the Trenton Yacht Club and fifteen at Seaside Park. These men will be given credit for their time. As you will remember, the weather was bad and their services were not required, which only serves to prove that the USCG motto "Semper Paratus" applies to the

USCG Auxiliary, also.

Sgt. Leonard Mure, just back from twenty-seven months overseas duty, visited Flotilla 13 recently and gave an interesting account of his experiences in the combat zones of Africa, Italy, France and Germany.

Walter Shinn, through some error, was left off the list of navigators. So sorry, Walt; we'll see that it doesn't happen again.

Flotilla 13 mourns the passing of one of its old members, Mr. William Bauer, of Seaside Park. Mr. Bauer was one of the charter members of Flotilla 13.

We feel that the members of Flotilla 13 will be interested in reading the text of the citations commending the alertness of William Brown, which are in addition to the communication printed in the May issue of TOPSIDE.

Brown, Wm. F. (6142-282)

S 1/c T—USCGR

Via (1) Captain Northern N. J. Div.
USCGA 4th Naval District

(2) Commander USCGA

Flotilla 13

4th Naval District

Subject: Appreciation

- (1) The records of this office indicate that on 20 April 1945 while you were standing the 0800 to 1200 watch in the Forked River lookout tower, you observed a plane crashing to the sea in the vicinity of the Forked River Lifeboat Station. It is further indicated that you expertly passed this vital information to the Barnegat Life Boat Station, and as a result the pilot of this plane, Lieut. J. C. Morley, USNR was promptly rescued.
- (2) Your attention to duty and special performance on that watch are greatly appreciated.

R. J. MAUERMAN

Assistant District Coast Guard Officer

Brown, Wm. F. (6142-282)

S 1/c T—USCGR

Via (1) Captain Northern New Jersey Div.

USCGA 4th Naval District

(2) Commander USCGA

Flotilla 13

4th Naval District

Subject: Appreciation

- (1) Forwarded with pleasure.
- (2) The director of the USCGA, 4th Naval District adds his appreciation for your alertness and presence of mind in connection with this incident.

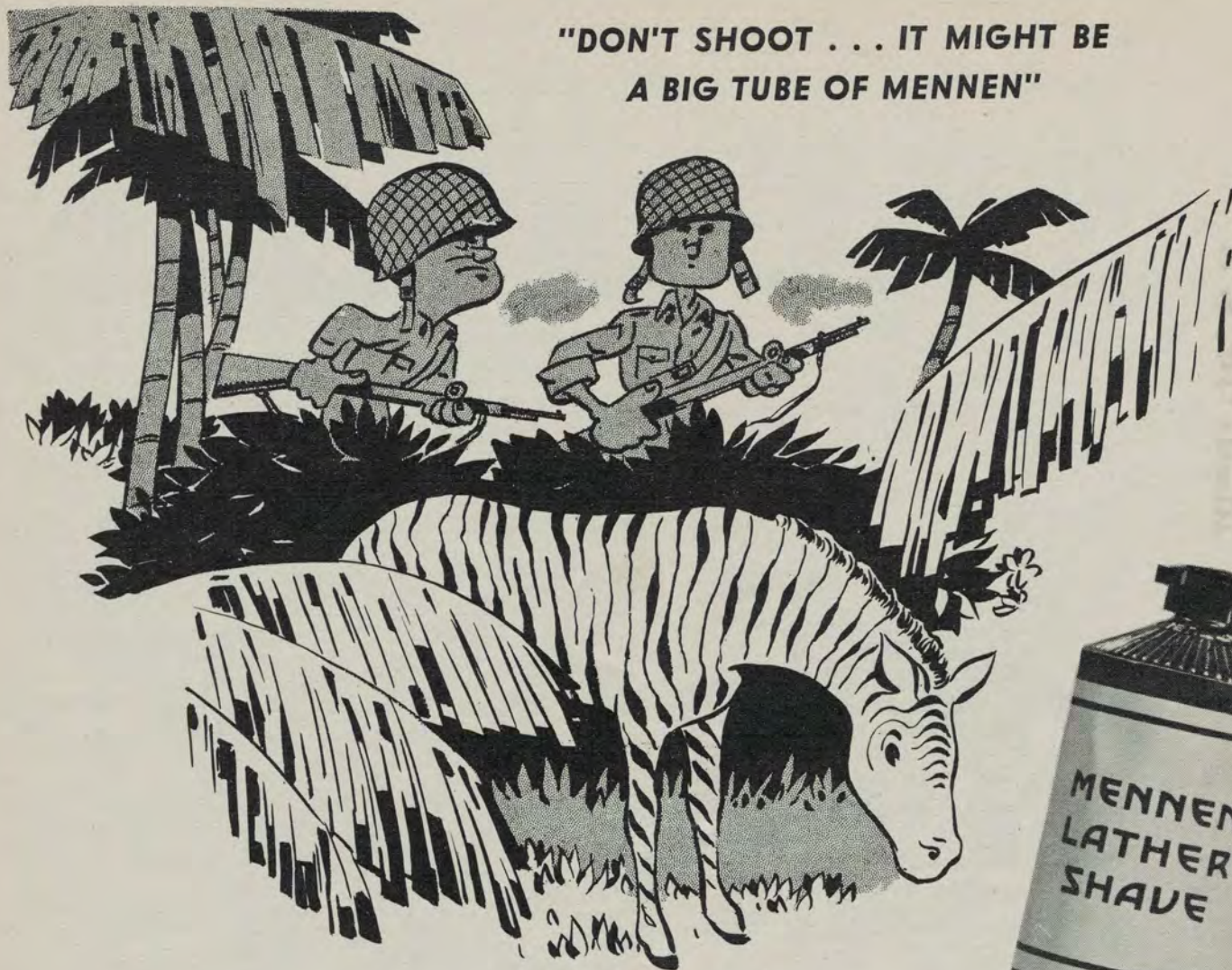
J. W. BROWN,

Director, USCG Auxiliary

—Leslie Broomfield, Publicity Officer



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A BIG TUBE OF MENNEN"



What a catastrophe it would be if they plugged holes in such a precious thing as a tube of Mennen Shave Cream! Gone would be their chances for a cool, clean shave with that lather that soothes as it smooths. And even the sturdy Peerless Tubes in which Mennen is packed are not impervious to a .45 calibre steel-nose.

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- ★ To promote safety and to effect rescues on and over the high seas and on navigable waters.
- ★ To promote efficiency in the operation of motorboats and yachts.
- ★ To foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts.
- ★★★★ TO FACILITATE OTHER OPERATIONS OF THE COAST GUARD.