

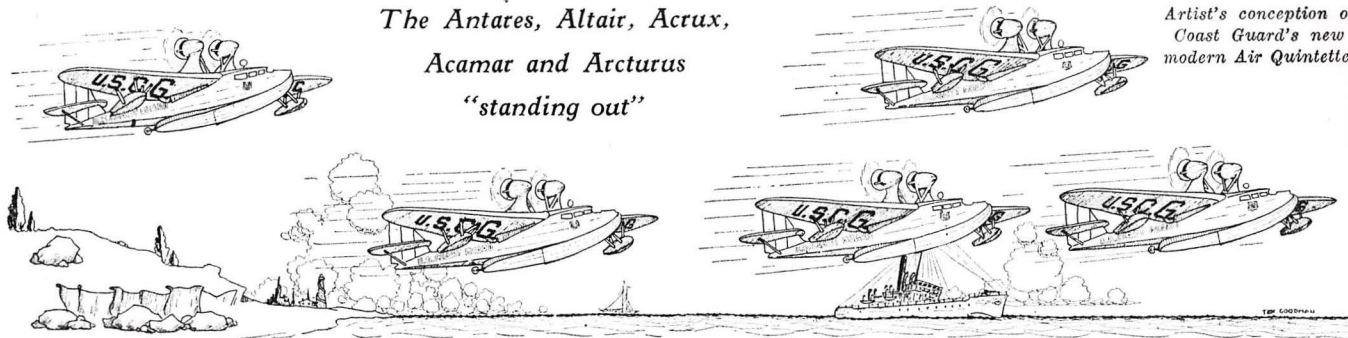
# Radio and Electric Shielding In The Air

*The Antares, Altair, Acrux,*

*Acamar and Arcturus*

*"standing out"*

Artist's conception of  
Coast Guard's new  
modern Air Quintette.



**T**HE radio equipment and the electrical shielding and bonding of the five FLB flying boats, the Antares, Altair, Acrux, Acamar and Arcturus, recently constructed for the Coast Guard represents the last word in modern refinement and engineering. An outstanding feature of the radio installation is a radio direction finder of the rotatable loop type, which is proving to be a valuable aid to navigation in addition to providing an instrument whereby the location of any unit equipped with a radio transmitter may be readily determined in spite of poor visibility.

## Entirely Humanitarian

The paramount purpose of these new aircraft is entirely humanitarian and intended as a means for rendering quick assistance to distressed mariners and aviators. These seaplanes can be used to good advantage in flying to a vessel for the purpose of rendering medical aid, or to transport sick or injured persons ashore for treatment. By means of the above-mentioned radio direction finding equipment the physical contact between aircraft and vessel necessary to carry out the duties incident to rendering medical and surgical aid can be accomplished during the prevalence of poor visibility. For example, a merchant vessel a couple of hundred miles off shore has experienced poor visibility for several days to the extent that the navigator is not exactly certain of his position. A member of the crew is critically injured and requires immediate surgical attendance not available on the vessel. The international radio call "NCU," which means "any Coast Guard Unit," is broadcasted by the vessel's radio transmitter. Any Coast Guard cutters hearing this call immediately answer up, and upon establishing "radio contact" are advised of the circumstances. The cutter immediately relays the information via radio to

## Radio Equipment of Five New Coast Guard Flying Boats Includes Novel and Most Modern Features.

the nearest Coast Guard Air Station from which a flying life boat is dispatched at once. Immediately upon taking off the aircraft endeavors to establish two-way communication with the vessel, and upon accomplishing same, requests the vessel to transmit a series of signals by use of the conventional "MO." The aircraft then takes a radio bearing on the vessel and the pilot sets his course accordingly. Thereafter, at frequent intervals and until the seaplane has established contact with the vessel, the "MO" transmissions are made in order to further guide the plane to the vessel. Contact may be accomplished in this manner which otherwise would be impracticable and in some instances impossible, due to poor visibility.

## Patrol Large Areas

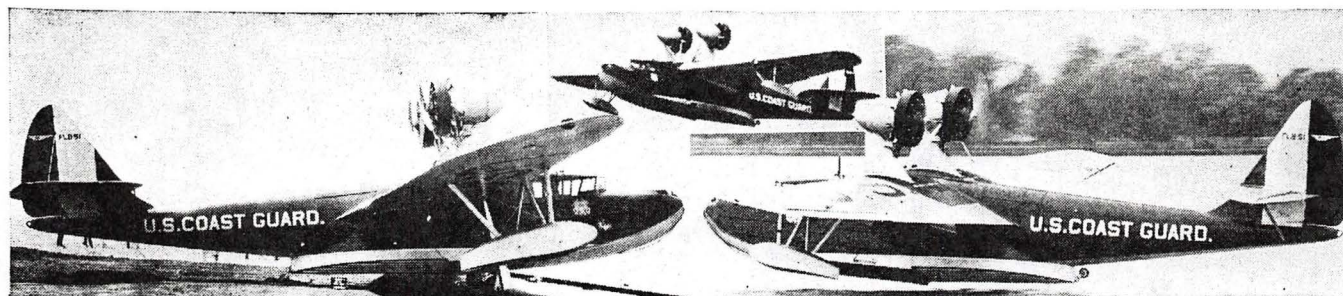
Following storms and sieges of bad weather these flying life boats are sent out to patrol large areas to search for small craft which frequently become disabled. Upon discovering a small craft in need of assistance, the pilot of the seaplane ascertains the nature of aid required and renders same directly, if possible, by landing near the vessel and boarding her, if necessary, by means of a collapsible rubber boat which is carried in the aircraft. In the event the assistance is beyond the ability of the aircraft crew and equipment to perform, such as towing the vessel, the fact is communicated by radio to the nearest Coast Guard cutter which thereupon proceeds to the disabled vessel in accordance with instructions based on radio bearings from the plane.

In the navigation of this type of aircraft the rotatable loop direction finder

has introduced a new technique. The radio operator obtains frequent bearings on various radio transmitting stations. These bearings are plotted by the radio-men on a chart and by simple triangulation the speed, actual course, and drift, as well as the position of the aircraft, are constantly and accurately kept track of. The pilot need only glance at the chart at any instant to know his exact whereabouts. This assistance affords the pilot more freedom in the handling of his controls and affords more time for observation, which is highly desirable, especially when on patrol flights, while searching for disabled vessels, wreckage, obstructions to navigation, drifting buoys etc. The usual type of directional radio receiver installed in aircraft utilizes a fixed loop which requires the aircraft to be deviated from her course when obtaining a radio bearing, or may employ a non-directional receiver which indicates the bearing or "radio range" of directional beacon transmitters which mark overland airway routes. The rotatable loop aircraft radio direction finder developed by the Coast Guard is not restricted in this manner as to its use while at the same time it affords a means for utilizing the directional systems mentioned, in case the aircraft are required to fly overland.

## Two Systems Available

In the radio guidance of aircraft two systems are available. The one system consists of a network of beam transmitters situated along airways whereby courses are indicated by signals of certain characteristics which may be received by the aircraft by means of an ordinary non-directional receiver. It is, of course, obvious that this system is limited in its application and has very little or no use for aircraft engaged in over-ocean flying. On the other hand, the system is used to such good advantage



TYPE OF PLANE REFERRED TO IN ACCOMPANYING ARTICLE

*This is the Antares in FLB-S1*

CGM

Jan. 1933

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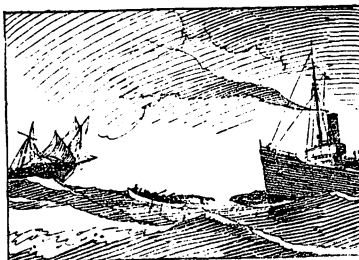
#3

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by the Coast Guard which utilizes a rotatable loop, affords a means whereby any radio transmitting station within reasonable distance and frequency (wave length) range serves as a radio beacon. This includes numerous government and commercial stations. A "fix" may be obtained by intersecting, on a chart, two or more lines representing radio bearings taken on as many transmitting stations. For instance, a bearing taken from the Naval Radio Station at New York might be plotted with a bearing taken on the commercial station at Tuckerton, N. J. The intersection of these two lines of bearing will indicate the position of the aircraft. Successive "fixes" will then show the course, speed and drift. This feature is of inestimable value in the case of a forced landing at sea by the aircraft in which event the position of the aircraft is readily determined and transmitted to a vessel or other aircraft proceeding to render assistance. The assisting vessel or aircraft is then guided to the disabled craft by means of successive radio bearings.

### Completely Shielded

The use of supersensitive radio receivers on these aircraft required the installation of completely shielded electrical equipment and thorough bonding of all metallic parts throughout. Radio receiving equipment of usual sensitivity is not so highly susceptible to the wide range of disturbances set up by the electrical and structural features of aircraft. Highly sensitive equipment, however, picks up noises from numerous sources which are grouped into two classes, viz., those directly due to operation of the electrical equipment, principally the ignition, and those resulting from electromechanical causes. The former class of disturbance is overcome by enclosing the entire electrical system within a commonly grounded shield. The latter mentioned noises are eliminated by bonding together all metallic parts throughout the aircraft. Shielding is accomplished by means of rigid and flexible dural conduit used in conjunction with suitable terminal and connection fittings. The bonding is accomplished by means of electrical conductors in the form of copper ribbon which connect the various metal parts together into one common electrical body. This precaution is necessary, inasmuch as insulated metal parts become charged with static electricity. Upon assuming sufficient magnitude these charges are dissipated in the form of electrical discharges to adjacent metallic parts. In a medium sized aircraft, discharges of this order may take place several hundred times per minute, and, in addition to causing very troublesome radio disturbances, constitute a potential fire hazard. Special fittings were designed to shield the terminal connections of the numerous devices and instruments. In order to insure electrical continuity of the various conduits of the electrical system throughout the aircraft bonding strips are run parallel with the conduits and connected thereto at frequent intervals by means of jumpers. Control wires and other movable metallic bodies are tied in with the bonding system by means of flexible jumpers. Bolts through wing root fittings, control hinge joints, etc., are all shunted by means of jumpers so as to insure good electrical contact. For the purpose of testing the bonding and shielding connections a special test set with which exceedingly small resistances can be measured has been devised. Any metallic joint showing the slightest resistance



# THE COAST GUARD FLEET DIRECTORY

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CHIPPEWA	Sault Ste. Marie, Mich.
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MENDOTA	Norfolk, Va.
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MORRIS	Oakland, Cal.
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NAUGATUCK	Pascagoula, Miss.
NEMAHA	Pascagoula, Miss.
NORTHLAND	San Francisco, Cal.
OSSIPEE	Portland, Maine
PAMLICO	New Bern, N. C.
PATRIOT	Fernandina, Fla.
PATROL	New York, N. Y.
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PERRY	Ft. Lauderdale, Fla.
PERSEUS	Stapleton, Staten Island, N. Y.
PETREL	St. Petersburg, Fla.
PONTCHARTRAIN	Norfolk, Va.
PORTER	Stapleton, N. Y.
PULASKI	Stapleton, N. Y.
RARITAN	New York, N. Y.
REDWING	Astoria, Oregon

(Concluded on opposite page)



RELIANCE	Stapleton, N. Y.
RUSH	Stapleton, N. Y.
SARANAC	Galveston, Texas
SAUKKEE	Key West, Fla.
SEBAGO	Stapleton, N. Y.
SEMINOLE	Sault Ste. Marie, Mich.
SEMMES	New London, Conn.
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SHAW	Stapleton, N. Y.
SHAWNEE	San Francisco, Cal.
SHOSHONE	San Francisco, Cal.
SMITH	Oakland, Cal.
SNOHOMISH	Port Angeles, Wash.
SWIFT	San Francisco, Cal.
TAHOE	San Francisco, Cal.
TALLAPOOSA	Juneau, Alaska.
TAMAROA	San Diego, Cal.
TAMPA	Stapleton, N. Y.
THETIS	Stapleton, N. Y.
TIGER	Stapleton, N. Y.
TINGARD	Oakland, Cal.
TRAVIS	Stapleton, N. Y.
TUCKER	New London, Conn.
TUSCARORA	St. Petersburg, Fla.
UNALGA	Ft. Lauderdale, Fla.
UPSHUR, ABEL P.	Stapleton, N. Y.
VIGILANT	Stapleton, N. Y.
VINCES	Curtis Bay, Md.
WAINWRIGHT	Boston, Mass.
WILKES	Boston, Mass.
WINNISIMET	Chase's Wharf, Baltimore, Md.
WISSAHICKON	New York, N. Y.
WOLCOTT	Pascagoula, Miss.
WOOD, WELBORN C.	New London, Conn.
WOODBURY	St. Petersburg, Fla.
YAMACRAW	Savannah, Ga.
YEATON	Pascagoula, Miss.

#### MAJOR SHORE STATIONS

Academy, Coast Guard	New London, Conn.
California Division, U.S.C.G.	San Francisco, Cal.
Coast Guard Institute	New London, Conn.
Depot	Curtis Bay, Md.
Destroyer Force Headquarters	New London, Conn.
Eastern Division, U.S.C.G.	Boston, Mass.
Florida East Coast Patrol Area	Boston, Mass.
Gulf Division	Ft. Lauderdale, Fla.
Headquarters	Mobile, Ala.
Lakes Division	Washington, D. C.
New York Division	Sault Ste. Marie, Mich.
Norfolk Division	New York, N. Y.
Northwestern Division	Norfolk, Va.
Receiving Unit	Seattle, Wash.
	New London, Conn.

#### SECTION BASES

One	Galveston, Texas
Two	Stapleton, Staten Island, N. Y.
Three	Charleston, S. C.
Four	New London, Conn.
Five	East Boston, Mass.
Six	Ft. Lauderdale, Fla.
Seven	Gloucester, Mass.
Eight	Norfolk, Va.
Nine	Cape May, N. J.
Ten	Port Townsend, Wash.
Eleven	Oakland, Cal.
Twelve	Anacortes, Wash.
Thirteen	Port Angeles, Wash.
Fifteen	Biloxi, Miss.
Seventeen	San Pedro, Cal.
Eighteen	Woods Hole, Mass.
Twenty	Fernandina, Fla.
Twenty-One	St. Petersburg, Fla.

#### DISTRICTS

FIRST DISTRICT—	Portsmouth, N. H. Headquarters for stations on Coasts of Maine, N. H. and Mass. to south end of Plum Island.
SECOND DISTRICT—	Provincetown, Mass. Headquarters for stations on coast of Mass. from south end of Plum Island to Woods Hole, except islands of Nantucket, Muskeget, and Martha's Vineyard.
THIRD DISTRICT—	Wakefield, R. I. Headquarters for stations on coast of Mass. from Woods Hole, West, Coasts of Rhode Island and Conn. to Thames River, together with Nantucket, Martha's Vineyard, and Fishers Island.
FOURTH DISTRICT—	Bay Shore, New York. Headquarters for stations along coast of Long Island, New York.
FIFTH DISTRICT—	Asbury Park, N. J. Headquarters for stations along coast of New Jersey.
SIXTH DISTRICT—	Lewes, Del. Headquarters for stations along coast between Delaware and Chesapeake Bay.
SEVENTH DISTRICT—	Elizabeth City, N. C. Headquarters for stations along coast from Cape Henry, Va. to Key West, Fla.
EIGHTH DISTRICT—	Galveston, Texas. Headquarters for stations along Gulf Coast of the United States.
NINTH DISTRICT—	Buffalo, New York. Headquarters for stations embracing the coasts bordering on Lakes Ontario, Erie, and Huron to Hammond Bay.
TENTH DISTRICT—	Grand Haven, Mich. Headquarters for stations embracing coast bordering on Lake Huron, West of Hammond Bay, Bois Blanc, Mackinac and Beaver Islands, coast bordering on east side of Lake Michigan, and a station at Louisville, Kentucky.
ELEVENTH DISTRICT—	Green Bay, Wisconsin. Headquarters for stations embracing coast bordering on west side of Lake Michigan and coast bordering on Lake Superior.
TWELFTH DISTRICT—	San Francisco, Cal. Headquarters for stations embracing coast of California, coast of Oregon to south side of Umpqua River.
THIRTEENTH DISTRICT—	Portland, Oregon. Headquarters for stations embracing coast of Oregon from south side of Umpqua River and coasts of Washington and Alaska.

## RADIO IN THE AIR

(Concluded from opposite page)

is a potential source of radio disturbance as intermittent electrical contact is apt to occur during flight. Thorough shielding of all electrical equipment, in addition to facilitating the use of extremely sensitive radio receiving equipment, provides valuable protection against fire. Electric wiring which is encased within metallic conduit is, of course, far less apt to become ignited than ordinary rubber or cambric covered unshielded wire.

Inasmuch as the duties performed by aircraft are of such a manifold and extensive nature and involve radio communication over a wide range of frequencies under various requirements which at times must be accomplished under adverse weather conditions, the radio equipment is necessarily of a comparatively elaborate order. High and low power, long and short wave transmission, and reception, are provided for both voice and telegraph signals. The total weight of the radio equipment, inclusive of all storage and dry batteries and accessories, is 250 pounds. The radio direction finder, which renders the same service as similar equipment weighing 200 pounds or more as used on vessels, weighs but 45 pounds, including batteries. With this equipment accurate bearings may readily be obtained at distances up to 300 miles on medium and high power transmitters.

## LIFE BOATS' RECEIVERS

Headquarters is studying the problem of installing police type radio receivers in the motor life boats of certain Coast Guard stations which are within reliable range of our radio stations. It is believed that if the life boats could be controlled from ashore in a manner similar to which police scout cars are controlled in a city, many useless trips would be eliminated. As an example, sometime ago a call was received by a station on the Lakes that a yacht was long overdue and requested that the Coast Guard send out a searching party. The point where the yacht was supposed to be was forty miles distant so a motor life boat was dispatched. Within thirty minutes after the boat had departed a second call was received which stated that the yacht had been located and was safely anchored in some small bay. There was no way in which the life boat could be informed of this fact, consequently, it travelled the entire eighty miles. Many instances similar to this have been recorded during the past few months.

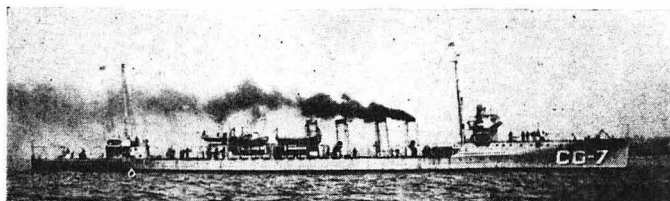
## NEW CALL BOOK

The Coast Guard Communication Facilities, 1 August, 1931, have been revised and reprinted as of 13 July, 1932, and have been mailed. The new facilities shall be placed in effect at 0001, December 10, 1932. On this date the U. S. Navy Call Book, Part 1, becomes effective also. The superseded copies should be destroyed by burning. No report of destruction need be submitted.

A woman's college is making much of the fact that recently compiled statistics show that men get mad an average of six times a week, and women only three . . . Yes, but who makes the men mad?—Annapolis Log.

## THE PORTER

The PORTER was built in Philadelphia in 1916, and is commanded by Lieutenant Commander C. T. Smith, U.S.C.G.



## FLEW ATLANTIC



cadet in April of 1910. He is also a qualified shipboard Engineer Officer.

Lieut. Commander E. F. Stone, Coast Guard pilot now stationed at Coast Guard Section Base Nine, Cape May, N. J., was the pilot of the U. S. Navy seaplane NC4 on the first crossing of the Atlantic by air, an achievement generally credited entirely to the Navy. Lieutenant Commander Stone entered the Coast Guard as a



## COMMANDS AT MIAMI

Lieutenant Commander Carl C. von Paulsen, U.S.C.G., commands the new Coast Guard Aviation Base at Miami, Fla. Lieutenant Commander von Paulsen, an expert flyer, is also a qualified engineer officer on shipboard. He first entered the Coast Guard as a Cadet in May of 1910.

O'Connor, G. R.  
Odend'hal, C. J.  
Perham, N. H.  
Prall, W. M.  
Reed-Hill, E.  
Roach, H. C.  
Sugden, C. E.  
Thorn, B. C.  
Troll, W. M.

Headquarters.  
Eng. Off., Hdqs.  
Eng. Off., *Cayuga*.  
Eng. Off., Hdqs.  
Eng. Off., *Champlain*.  
Eng. Off., *Shoshone*.  
Eng. Off., Div. 3, Desfor.  
Eng. Off., Academy.  
Tampa.

### Constructor (Rank of Commander)

Walton, J. Q.

Headquarters.

### Lieutenant Commanders (Line)

Baker, L. H.  
Barron, S. E.  
Belford, H. G.  
Birkett, F. J.  
Bloom, W. G.  
Bradbury, H. G.  
Brown, F. W.  
Buckalew, I. W.  
Coyle, H.  
Curry, H. H.  
Dean, C. W.  
Donohue, Robt.  
Fritzsche, E. H.  
Greenspun, J.  
Grogan, H. E.  
Hall, A. G.  
Hall, R. B.  
Harwood, C. W.  
Helmer, R. S.  
Jewell, R. C.  
Kielhorn, L. V.  
Wells, L. E.  
Whitbeck, J. E.  
Zoole, Ephraim  
Kossler, W. J.  
Leslie, N. H.  
MacLane, G. W.  
Marron, R. V.  
McElligott, R. T.  
McCabe, G. E.  
McNeill, D. C.  
Martinson, A. M.  
Mauerman, R. J.  
Murray, J. P., Jr.  
Olsen, S. A.  
Olson, L. B.  
O'Neill, M.  
Patch, R. S.  
Perkins, L. W.  
Perry, P. K.  
Ricketts, N. G.  
Rose, E. G.  
Sarratt, R. C.  
Smith, E. H.  
Smith, C. T.

*Mendota*.  
*Pontchartrain*.  
Academy.  
C. G. Institute  
*Chelan*.  
Com. Davis.  
Base 7.  
Base 11.  
Comdg. Base 4  
*Modoc*.  
*Itasca*.  
Comdg. *Snohomish*.  
*Tahoe*.  
Comdg. *Hunt*.  
Comdg. *Tuscarora*.  
Comdg. *Conyngham*.  
Comdg. *McDougal*.  
Academy.  
Div. 8, Off. Pat. Force.  
Comdg. *Wainwright*  
Dest. Force.  
Base 5.  
Comdg. *Tucker*.  
Comdg. *Wilkes*.  
Ex. Off. *Modoc*.  
C. G. Depot, Md.  
Section Base 9.  
Comm. Off., Hdqs.  
Academy.  
Comdg. *Apache*.  
*Shoshone*.  
*Cayuga*.  
Comdg. *Shaw*.  
Academy.  
Ex. Off. *Saranac*.  
Com. *Gresham*.  
Comdg. *Cassin*.  
Comdg. Base 18.  
Comdg. *Escanaba*.  
Comdg. Base 10.  
Comdg. *Ossipee*.  
Comdg. Base 5.  
Comdg. Base 3.  
Comdg. *Geo. E. Badger*.  
Comdg. *Porter*.

Spencer, Lyndon  
Stiles, N. R.  
Stone, E. F.  
Trebes, John  
von Paulsen, C. G.

Headquarters.  
Comdg. Base 15.  
Base 9.  
Academy.  
Comdg. Air Base, Miami,  
Fla.

### Retired Lieutenant Commanders

#### Active Duty

Austin, F. L.  
Cairnes, C. W.  
Klinger, T. S.  
Marvin, D. P.  
Ulke, Henry  
Webster, E. M.

Cal. Div., San Fran.  
Headquarters Inspector.  
Base 8.  
Academy.  
Base 9.  
Comm. Off., Hdqs.

### Lieutenant Commanders (Engineering)

Heiner, J. N.  
Henley, C. T., Jr.  
Palmer, E. F.

Base 2.  
*Saranac*.  
*Tahoe*.

### District Commanders

#### (Rank of Lieut.-Comdr.)

Kelly, John  
Lincoln, F. B.  
Lippincott, G. A.  
Phillips, J. F.  
Rasmussen, M. W.  
Sands, S. R.  
Wilcox, Howard

Com. Tenth Dist.  
Com. Twelfth Dist.  
Com. Eighth Dist.  
Com. Third Dist.  
Com. Ninth Dist.  
Com. Fifth Dist.  
Com. Thirteenth Dis.

### Constructor (Rank of Lieut.-Comdr.)

Munnell, F. A.

Headquarters.

### Lieutenants

Anderson, C. A. A.  
Anderson, C. McP.  
Anderson, W. S.  
Austermann, W. J.  
Awalt, T. Y.  
Baker, I. E.  
Berdine, H. S.  
Bernier, G. N.  
Betzmer, H. J.

*Sebago*.  
*Cayuga*.  
Aviation, Base 7.  
Base 6.  
Headquarters.  
*Snohomish*.  
*Ossipee*.  
Off., *Seminole*.  
Comdg. *Calypso*.

## COMMANDS APACHE



Lieutenant Commander George E. McCabe, U. S. C. G., commanding officer of U.S.S. APACHE, stationed in Baltimore, Md. Lieutenant Commander McCabe first entered the service as a cadet in July of 1921.

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## ON CHELAN



officer.

Lieutenant Commander Walfred G. Bloom, U.S.C.G., is attached to the U. S.S. CHELAN on the West Coast. His most recent tour of shore duty was at the Coast Guard Academy, New London, Conn. Lieutenant Commander Bloom entered the Service in July of 1930. He is a qualified engineer

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## COMMANDS PERSEUS



Lieutenant Harold C. Moore, U. S. C. G., first entered the Service in May of 1923 as a Cadet. Recently stationed at the Coast Guard Academy. Lieutenant Moore is now Commanding Officer of the new patrol boat PERSEUS



## STUDENT FLYERS

Lieutenants Watson A. Burton and William L. Foley, U.S.C.G. Lieut. Burton is stationed at Base 9, Cape May. Lieut. Foley is undergoing flight instruction at U. S. Naval Air Station, Pensacola, Fla. Lieutenant Burton first entered the Service as a Cadet in May of 1925. Lieutenant Foley first entered the Service as Ensign in August of 1924.

## AT THE ACADEMY

Lieutenant Commander John P. Murray, Jr., U.S. C.G., is attached to the U.S.S. Coast Guard Academy at New London, Conn. Lieutenant Commander Murray first entered the Service as a Cadet in October of 1922.



Brooks, E. G.  
Burke, R. L.  
Burton, W. A.  
Byrd, J. H.  
Capron, W. C.  
Carlstedt, G. C.  
Carroll, D. T.  
Charts, V. J.  
Childs, C. C.  
Coler, K. A.  
Collins, P. W.  
Connor, H. L.  
Conway, J. D.  
Coward, K. K.  
Cronk, P. B.  
Crowley, J. P.  
Davis, A. W.  
Day, V. H.  
de Otte, D. F.  
Dessen, E.  
Dexter, D. H.  
Eastman, F. G.  
Edge, C. F.  
Edwards, Leslie D.  
Endom, E. S.  
Eskridge, I. E.  
Etzweiler, Charles  
Evans, S. H.  
Fairbank, J. E.  
Fletcher, J. A.  
Foley, W. L.  
Ford, A. L.  
French, R. H.  
Fullord, N. S., Jr.  
Furey, R. H.  
Gelly, G. B.  
Glynn, J. A.  
Gray, S. F.  
Guinness, C. E.  
Hahn, E. E., Jr.  
Haugen, N. S.  
Hicks, G. F.  
Higbee, F. D.  
Hilton, C. H.  
Hirshfield, J. A.  
Hogan, W. C.  
Horne, R. L.  
Hoyle, R. M.  
Hunter, R. E.  
Imlay, M. H.  
Jacobs, D. G.  
Jacot, J. F.  
Jewell, H. T.  
Johnson, E. B.  
Johnson, F. K.  
Jones, M. C.  
Jordan, B.  
Kelliher, J. W.  
Kenner, F. T.  
Kenner, W. W.  
Kerrins, J. A.  
Lawson, C. W.  
Leamy, F. A.  
Linholm, S. C.

Base 2.  
Aviation, Base 7.  
Base 9.  
Academy.  
Seneca.  
Base 9.  
Tucker.  
Wainwright.  
Herndon.  
Pontchartrain.  
Com. Argo.  
Semmes  
Norfolk Div.  
P. G. School, N. Acad.  
Mendota.  
Unalga.  
Base 21.  
Hunt  
Comdg. Pamlico.  
Davis.  
New York Div.  
Comm. Off., N. Y. Div.  
Base Nine.  
Base 5.  
Sebago.  
Academy.  
Cassin.  
Northern Div.  
Base 6.  
Tucker.  
Naval A. S., Pensacola.  
Abel P. Upshur.  
Haida.  
Wainwright.  
Modoc.  
Base 1.  
Base 9.  
Lakes Div.  
Base 15.  
Herndon.  
Geo. E. Badger.  
Abel P. Upshur.  
Champlain.  
Northland.  
Comdg. Hermes.  
Base Two.  
Shaw.  
Eastern Div.  
Ex. Of. Welborn C. Wood  
C. G. Aca., New London  
Exe. Off., Base 4.  
Hunt  
Comdg. Aurora.  
Base 5.  
Chelan.  
Geo. E. Badger.  
Semmes.  
McDougal.  
Comdg. Thetis.  
Comdg. Base 12.  
Nav. A. S., Pensacola.  
Academy.  
Tampa.  
Gresham.

Littlefield, G. A.  
Meals, F. M.  
Mehman, S. P.  
Melka, L. M.

Maley, K. P.  
Martin, J. H.  
Maude, H. S.  
McCann, John  
McKay, D. E.  
Moodey, B. E.  
Moore, H. C.  
Morrill, A. G.

Nelson, N. M.  
Olson, C. B.  
Paden, C. C.  
Phannemiller, G. M.  
Peterson, C. H.

Mojave.  
Intel. Off., N. Y. Div.  
Shaw.  
Gen. Av. Mfg. Corp.,  
Dundalk, Md.  
Gulf Div.  
Herndon.  
Northland.  
Base 20.  
Tahoe.  
Tallapoosa.  
Comdg. Perseus.  
Asst. Intel. Off., N. Y.  
Div.  
Conyngham.  
C.G. Air Sta., Miami, Fla.  
Yamacraw.  
New York Div.  
Seneca.

## ON SENECA



Lieutenant Harold C. Peterson, U. S. C. G., is attached to the cutter SENECA. His last tour of shore duty was at the Coast Guard Academy, New London. Lieutenant Peterson first entered the Service in July of 1922 as a Cadet.

Perkins, H. C.  
Pollio, F. E.  
Purcell, J. J.  
Pollard, F. C.  
Raney, R. C.  
Rhodes, E. K.  
Richards, W. R.

Richmond, A. C.  
Rosenthal, Jos. S.  
Roytree, John  
Ryssy, J. W.  
Schellhaus, W. T.  
Shannon, W. S.  
Shaw, P. E.  
Short, P. A.  
Smith, E. B.  
Steinmetz, J. L.  
Stinchcomb, H. W.  
Swicegood, S. P.

Tallapoosa.  
Tampa.  
Davis.  
Porter.  
Comdg. Icarus.  
N.A.S., Pensacola.  
Intel. Off., Calif. Div.  
San Fran.  
Haida.  
Sebago.  
Comdg. Daphne.  
Saranac.  
Staff, Dest. Force.  
Staff, Calif. Div.  
Hunt.  
Gen. Ct., N. Y.  
Northland.  
Shoshone.  
Tuscarora.  
Staff, Dest. Force.

Thiele, E. H.  
Thomas, C. W.  
Tomkiel, Frank  
Thompson, C. W.  
Tollaksen, L. B.  
Trestler, G. E.  
Tyler, G. A.  
Vetterick, F. P.  
Whitfield, E. C.  
Whittlesy, G. C.  
Wilcox, B. C.  
Wood, R. E.  
Woyciehowsky, S. J.

Academy.  
Com. Galatea.  
Apache.  
Comm. Off., Eastern Div.  
Headquarters.  
Intell. duty, Hdqs.  
P. G. School N. Acad.  
Saranac.  
Gulf Div.  
Itasca.  
Haida.  
Mojave.  
Welborn C. Wood.

## Constructors (Rank of Lieutenant)

Kent, E. M.  
Lank, R. B.  
Simonson, D. R.

Headquarters.  
Defoe Wks., Bay City.  
Asst. Insp. Mathis Co.,  
Camden.

District Commanders  
(Rank of Lieutenant)

Bennett, W. W.  
Johnson, S. B.  
Littlefield, O. A.  
Osborn, E. T.  
Price, J. A.  
Sullivan, C. J.  
Wolff, W. M.

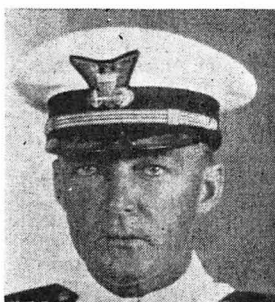
Com. Seventh Dist.  
Com. Eleventh Dis.  
Headquarters.  
Com. Fourth Dist.  
Com. First Dist.  
Com. Sixth Dist.  
Com. Second Dist.

## Lieutenants (Junior Grade)

Borromey, R. J.  
Bowerman, G. H.  
Bowman, C. G.  
Brallier, B. H.  
Braswell, M. T.  
Colmar, P. V.  
Davis, K. S.  
DeMartino, M.  
Dirks, J. A.  
Duke, Charles L.  
Gibson, L. O.  
Graves, G. V. A.  
Hawley, W. F.  
Hesler, D. D.  
Holtz, Edward W.  
Loughlin, H. A.  
Lyons, P. S.  
MacDiarmid, D. B.  
Malen, J. W.  
Miller, G. H.  
Mills, P. D.  
Morine, L. H.  
McGowan, G. P.  
Nelson, G. W.  
Perrott, C. M., Jr.  
Peterson, O. A.  
Piekos, S. F.  
Roland, E. J.  
Ross, R. M.  
Scheibel, W. B.  
Slade, H. F.  
Walsh, H. F.

Mojave.  
Naval A. S., Pensacola.  
Com. C.G.-128.  
Tallapoosa.  
Escanaba.  
Shoshone.  
Comdg. CG-214.  
Base 5.  
Chelan.  
Base 17.  
Yamacraw.  
Champlain.  
McDougal.  
Northland.  
Tucker.  
Base 13.  
Herndon.  
N.A.S., Pensacola.  
Tahoe.  
Seneca.  
Wilkes.  
Gresham.  
Nav. A. S., Pensacola.  
N.A.S., Pensacola.  
Geo. E. Badger.  
Cayuga.  
Comdg. CG-203.  
Modoc.  
Escanaba.  
Base 18.  
Headquarters  
Champlain.  
Base 2.

## FLIGHT OFFICER



April of 1924.

Lieutenant Richard L. Burke, U. S. C. G., Coast Guard air pilot, is stationed at Coast Guard Section Base Seven, Gloucester, Mass. Lieutenant Burke first entered the Service as a Cadet in



## AT PENSACOLA

Lieutenant (j.g.) George H. Bowerman, U.S. C.G., and Lieutenant Carl B. Olson, U.S.C.G. Lieut. Olson is stationed at Coast Guard Air Station, Miami, Fla. Lieut. Bowerman is undergoing flight instruction at the U. S. Naval Air Station, Pensacola, Fla. Lieutenant Bowerman first entered the Service in October of 1926 as a Cadet. Lieutenant Olson entered as a Cadet in April of 1925.

## AT THE ACADEMY

Lieutenant M. H. Imlay, U. S. C. G., is attached to the Coast Guard Academy at New London, Conn. Lieutenant Imlay first entered the Service in May of 1923. He played football at the Academy and later on the first All-Coast Guard team of 1928.



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Naval and Civilian Outfitters

177 Sands Street Brooklyn, N. Y.  
144 W. Broadway (Pickwick Hotel Bldg.), San Diego, Calif.  
427 Front Street San Pedro, Calif.

Agents Wanted

Joseph H. Hantman, det. Ninth District to Galatea.  
Sigvard Christiansen, det. in charge Raritan to in charge Naugatuck.  
Arendt E. Michaelson, det. in charge, Naugatuck to in charge, Raritan.  
Roland E. Simpson, det. Sixth District to Argo.  
Willie Skipper, det. Base Fifteen to Galatea.  
Ralph K. Middleton, det. in charge Nemaha.  
Johan A. Johnson, det. Nemaha, to Div. Eight, OSPP.

## Boatswain (L)

George F. Morin, det. Perseus to Fifth District.  
George F. Morin, det. Perseus, to in charge Cold Spring Sta.  
Hubert B. Tuttle, det. Cold Spring Sta., to in charge Squan Beach Sta.

## Machinists

Alfred J. K. Wallace, det. Bay City, Mich. to Escanaba.  
John Van Heuveln, det. Redwing, to Base Eleven.  
Lewis L. Whittemore, det. Base Eleven, to Redwing.  
Oscar Salter, det. Base Eight, to Gresham.  
Samuel J. Clifford, det. Cahokia, to Base Eight.  
Walter W. Bond, det. Oahmet, to Cahokia.  
George E. Alston, det. Perry, to Oahmet.  
John N. C. Hunt, det. Conyngham, to Div. Three, Des. For.  
Elden G. Wigle, det. Institute, to Conyngham.  
William C. Dryden, det. Saukee, to Coast Guard Institute.  
George Karl, det. Wissahickon, to Saukee.  
Edward A. Adamson, det. Cassin, to Wissahickon.  
Gabriel Dobo, det. Ninth District, to Pontchartrain.  
James B. Macy, det. Patriot, to Ninth District.  
Gustave W. Pearson, det. Tampa, to Base Seven.  
Carlton V. Legg, det. Base Four, to Oahmet.  
David Parker, det. Davis, to Base Four.  
Hermann Becker, det. Academy, to Davis.  
Mathias P. Rothmund, det. Seminole, to Academy.  
Dolphus J. Liberty, det. Lakes Div. to Seminole.  
Felix G. Gebauer, det. Mendota, to Lakes Div.  
Tyre Moore, det. Pamlico, to Mendota.  
John R. Cody, det. Div. Three, Des. For. to Herndon.  
William W. Gorman, det. Herndon, to Navy Yard, New York.

## Carpenters

Olaf G. Tobiasson, det. Inspector of Aircraft, Dundalk, Maryland, to Coast Guard Air Station, Miami.

## Pay Clerks

Walker M. Stephens, det. Gen. Av. Corp., to Headquarters.  
Meyer Robbins, det. Mathis Company to Headquarters.  
Edward W. Garton, det. Base Two to Haida.  
Thomas P. Cherberg, det. Redwing to Base Two.

Oliver F. McClow, det. Headquarters to Redwing.  
Thomas D. Gibson, det. Florida East Coast Patrol Area, to Norfolk Div.

## Boatswain (T)

Elliott E. Burch, det. Ninth Dit. to Argo.  
Edwin J. Vetsch, to Exec. Off. Nemaha.

## Machinists (T)

Horace H. Lee, det. Navy Yard, New York, to Cassin.  
Sidney A. Usher, det. Defoe Boat and Motor Works, to Tampa.

## Pay Clerk (T)

Marius Nordal, det. Haida to Northwestern Div.  
Jacob L. Garber, det. Headquarters, to Base Nine.

## Retirements

Boatswain (L) William T. Willis, retired; 1 December, 1932; thirty years' service and application.  
Boatswain (L) Oscar S. Wicklund, retired; 1 December, 1932; statutory age limit of sixty-four years.

## Appointments Revoked

Sydney M. Walke, appointment as temporary machinist revoked.

## AN OPEN LETTER

"Mr. Fulton Ousler, Editor Liberty, Lincoln Square, New York, N. Y.

"Dear Sir—If the first installment of 'Dark of the Moon,' appearing in Liberty for 17 December, 1932, is a sample of what is to follow you can rest assured that you will have enough letters of protest and indignation from the United States Coast Guard to fill your Vox Pop pages for months to come.

"It is noted that, in the story, Don Mitchell bilged out of the Naval Academy at the time 'the SARATOGA was launched,' that he went to sea for years and then, to avenge the death of his brother, came into the Coast Guard and is now a Lieutenant there, while his society friends compare the Coast Guard, 'killing fishermen with machine guns,' with gangsters 'mowing down children in the streets of New York.'

"Mitchell, a Lieutenant in the Coast Guard, senses hostility, ridicule and condescension at being an officer in the Coast Guard. He chases rum runners, yet patronizes a bootlegger and buys liquor. He drinks publicly with civilian friends and yet shares his Commanding Officer's discomfiture because 'the Secretary of the Navy and a couple of bewhiskered Admirals' are coming up the Coast to a party, to drink smuggled rum and laugh at the Coast Guard.

"To all of which Mitchell's friends offer the solution of political pull to get Mitchell his 'commission in a real Navy so his Annapolis training will not be wasted.'

"The story is by Dorothy Wayman and Edward Doherty. The 'Base 49' of the yarn is obviously 'Base 18' at Woods Hole, in fact on page 11 it is referred to as '49' and then as '18.' Dorothy Wayman edits the Falmouth Enterprise. Just 'across the street' she could have had her story corrected at Base 18.

"Similarly Dorothy Wayman, by the most casual sort of inquiry, could have ascertained at New London there is maintained the United States Coast Guard Academy with a curriculum quite as strict and the morale quite as high as the U. S. Naval Academy at Annapolis. The Coast Guard does not get its officers from among stray ex-Naval Academy men.

"I wonder if such writers realize that the Coast Guard has existed in the saving of life and property at sea, since 1790, for a period of its existence when there was no 'real Navy.'

"The pitiful part of such stories as the 'Dark of the Moon' is that the yarn would be strengthened rather than weakened by sticking to true facts and color—there is plenty of it.

"In the meantime painting a picture of a Coast Guard officer such as Mitchell is not only an insult to the intelligence of the reading public but a slur upon the memory of such Coast Guard martyrs as Sanderlin, Lamby and others who, like the 'Light Brigade,' did their duty defending the Constitution of the United States, in the making of which they had no part, and giving their lives in that service just as surely as any soldier mowed down by machine guns on the Western Front.

"Very truly yours,

"HARVEY L. MILLER,  
"Managing Editor,  
"U. S. Coast Guard Magazine."

## AID BY AIR

En route between Norfolk, Va., and Washington, D. C., the Coast Guard plane ADHARA, Lieutenant Christopher, pilot, intercepted a message from the Coast Guard plane ARCTURUS, off Smith's Point, reporting that she had sighted a capsized schooner, the RAPPAHANOCK, and was making search for survivors.

The ARCTURUS continued to search until it was clear that there were no survivors in the vicinity and then proceeded to her destination. Thus, as she was being ferried to her permanent station, Miami, Florida, the ARCTURUS proved her value to the Coast Guard as a flying life boat.

The ACAMAR and ARCTURUS are stationed at the new Coast Guard Air Station at Miami, Florida, a most advantageous point for the most efficient use of these seaplanes. The personnel of the Miami Air Station comprise two commissioned officers, one warrant officer, and ten enlisted men. Lieutenant Commander von Paulsen is in command of this station.

## NEW CABINET

It is generally understood that President-elect Roosevelt has offered the portfolio of Secretary of the Treasury to Senator Carter Glass of Virginia. This appointment, if Senator Glass accepts, is to clear the way to the Senate for former Governor Harry M. Byrd, of Virginia. The Governor, it is generally conceded, desires entry into the Senate, but is not particularly keen for a Cabinet position.

Governor Albert C. Ritchie, of Maryland, is being prominently mentioned as the next Secretary of the Navy, while it is almost a foregone conclusion that James A. Farley, the Democratic campaign manager, will be Postmaster General.

Harold: "Mummy, we're going to play elephants at the zoo and we want you to come."

Mother: "What on earth can I do?"

Harold: "You can be the lady who gives them peanuts and candy."—Chawos Chats.







Lieut. Com. von Paulsen

### FLORIDA AIR RESCUE PROVES VALUE OF PLANES

More and more, day after day, the reports of assistance rendered feature rescues and assistance by the Coast Guard air fleet. A few weeks ago press services featured the rescue of Paul Long, seventeen-year-old boy, by the Coast Guard plane ARCTURUS (illustration above) piloted by Lieutenant Commander O. C. von Paulsen, U.S.N., (left insert above). The ARCTURUS had been despatched to search for Long and, at about 5 P. M. located him in rough weather, heavy sea running, about twenty miles south of Cape Canaveral, on the Florida coast. The boy had been adrift since 10 P. M. on the day previous.

Commander von Paulsen, experienced and heady flier, took stock of the situation. He had about an hour of daylight to "play with." The boy had been adrift for nineteen hours. Darkness was setting in. On the other hand the sea was rough and a smashup was almost inevitable. The Commander nosed his plane down. It crashed. The boy was saved; taken on board the ARCTURUS, a ship equipped for just such emergencies.

After the ARCTURUS made the forced landing the plane sent out a distress signal. The message was picked up by the Eastern Division and relayed to Headquarters. Commander Stone, in the ACRUX, winged south from Cape May. At Cape Hatteras the ACRUX received word that the ARCTURUS had been located. The ACRUX turned back to Cape May. Note that rescue distress call brings action in no time from Florida to New Jersey. The ACAMAR, out of Miami, had located the ARCTURUS. The latter plane, wind and tide being favorable, drifted some miles to shore. The ACAMAR returned and, in doing so, landed long enough to rescue two more persons suffering from exposure at sea. At the point where the ARCTURUS picked up the lad, Long, no cutter or patrol boat was within sixty miles.

It looks very much as though the fact that the Coast Guard has airplanes meant the difference between life and death for young Paul Long. The ARCTURUS was badly smashed up, but good fliers saved the life of a boy. That is what the Coast Guard is for and such thrilling accounts of rescues as this one proved to be, even in cold official statements, will make for the Coast Guard warm friends in quarters where animosity and indifference existed before.

even better than last year. They will have to step rapidly and display plenty of dynamite however to hold their varsity positions against Cadets Schriber and Wood, who are having their first encounter with pugilism but are making rapid strides.

The 155 pounders have Warren David in their midst and candidates for this place on the team will find him a difficult obstacle to surmount. He is strong and rugged. Cadets Shunk and Midtlyng also have displayed marked ability in this class. The experience that Cadet Shunk received last year has been of inestimable value to him, while Midtlyng has been throwing punches with such reckless abandon that he is liable to be the dark horse of the squad. The case of Midtlyng is of more than passing interest. For three years he has watched his classmates perform brilliantly in the ring and was their staunchest supporter. Never did he give a thought to donning the cherry colored gloves himself, however until this season when he answered Mickey McClernon's call for candidates. It was apparent from the start that he had the makings of a good battler and it is quite possible that he will provide the best showing of any of the newcomers to the squad.

The welterweights have in the person of Cadet W. J. Smith one of the most versatile and most popular individuals that have ever entered the portals of Coast Guard halls of learning. Cadet Smith is the son of Boatswain Smith, U.S.C.G. He is Battalion Commander of the Cadet Corps, President of the Academy Athletic Association, and a leader in all Corps activities. As a welterweight boxer he has plenty of class and will be one of the headliners in this year's

amazing schedule. Cadets Helmar and Montrello are other 145 pounders of whom a great deal is expected.

Among the 135 pounders a shift has been made. Cadets C. M. Speight and N. M. Peel have been trained down from the welterweight division in which they performed last year and will box as lightweights. This move on the part of Coach McClernon will enable these boys to have a weight advantage over their opponents. A smart move by a brilliant coach! The star of this division is Robert D. Armstrong who fights like Paul Berlenbach in the latter's palmy days. In last years' meet with Massachusetts Tech Armstrong faced the well-known John Joseph Cary who had boxed for four years as an amateur before entering college. Cadet Armstrong took everything Cary had and then stepped in to defeat the weary engineer. Cary is now captain of the Massachusetts Tech team that will meet the Cadets on February 11. This year however, he will box as a welterweight and let one of his teammates have the discouraging task of battling "Powerhouse" Armstrong.

The remaining two classes will be well cared for by co-captains L. M. Thayer and Quentin Walsh, although Thayer will have competition from Cadets Powell and Nelson who are getting in the

proverbial pink and will be ready to step into action at a moment's notice.

### Glimpses of Campus Life

Some fellows have all the luck. For instance, did you see Cadet Westbrook escorting Miss Ruth Scaling at the Christmas dance? Lucky Cadet! And W. M. Peel who is left guide in the first platoon was doing handsomely as left guide for Miss Molly Arnold.

Cadet L. M. Thayer displays remarkable versatility. Dons the eight ounce gloves each afternoon and jolts a few sparring partners, and then in the evenings coaxes spell-binding music from his guitar and completes a crowded day by sketching a truly beautiful likeness of a champion. And he still finds time to lead cheers for the football team and to fulfill his duties as a platoon leader. The remainder of his time may be spent in phoning Miss Mary Ganey. What a hustler!

We wonder what Worcester Tech now thinks of our sharpshooter Jack Forney? Probably the same as Massachusetts State thinks of Warren David who stopped Lou Bush dead in his tracks and outscored football's highest scorer on a two to one ratio.

The stock of the telephone company recently took a rise, due to the numerous nickels spent by Cadets in phoning their girl friends and arranging for the mid-year dance on January 28, 1933.

Prominent couples seen strolling near the campus of late.—Cadet Knoll and attractive Florence McLanglin, Cadet Naddon and Lucy Greenleaf, Cadet Phillips with pretty Betty Stromberg, Cadet Columbus and vivacious Helen Rogers,



CGM  
Feb. 1933  
Vol. 6  
#4  
p. 22

Thomas, C. W.  
Tomkiel, Frank  
Thompson, C. W.  
Tollakson, L. B.  
Trester, G. E.  
Tyler, G. A.  
Vetterick, F. P.  
Whitfield, E. C.  
Whittlesey, G. C.  
Wilcox, B. C.  
Wood, R. E.  
Woyciehowsky, S. J.

Com. *Galatea*.

*Apache*.  
Comm. Off., Eastern Div.  
Headquarters.  
Intell. duty, Hdqs.  
P.G. School, N. Academy.  
*Saranac*.  
Gulf Div.  
*Itasca*.  
*Haida*.  
*Mojave*.  
*Welborn C. Wood*.

## Constructors (Rank of Lieutenant)

Kent, E. M.  
Lank, R. B.  
Simonson, D. R.

District Commanders  
(Rank of Lieutenant)

Bennett, W. W.  
Johnson, S. B.  
Littlefield, O. A.  
Osborn, E. T.  
Price, J. A.  
Sullivan, C. J.  
Wolf, W. M.

## Lieutenants (Junior Grade)

Borromey, R. J.  
Bowerman, G. H.  
Bowman, C. G.  
Brallier, B. H.  
Braswell, M. T.  
Chiswell, W. B.  
Colmar, P. V.  
Davis, K. S.  
DeMartino, M.  
Dirks, J. A.  
Duke, Charles L.  
Gibson, L. C.  
Graves, G. V. A.  
Hawley, W. F.  
Hesler, D. D.  
Holtz, Edward W.  
Loughlin, H. A.  
Lyons, P. S.  
MacDiarmid, D. B.  
Malen, J. W.  
Miller, G. H.  
Mills, P. D.  
Morine, L. H.  
McGowan, G. P.  
Nelson, G. W.  
Perrott, C. M., Jr.  
Peterson, O. A.  
Piekos, S. F.  
Roland, E. J.  
Ross, R. M.  
Scheibel, W. B.  
Slade, H. F.  
Walsh, H. F.  
Wendland, J. C.  
Winbeck, Allen  
Wuenssch, H. J.  
Zeller, J. N.

## Ensigns

Adams, D. T.  
Alexander, R. T.  
Amos, Marion  
Anderson, E. A.  
Arrington, C. B.  
Ashley, C. O.  
Bernson, H. A. T.  
Bresnan, J. A.  
Clemmer, W. L.  
Cole, J. S.  
Collins, G. W.  
Collins, W. W.  
Comstock, E. E.  
Crack, J. D.  
Creedon, W. E.  
Curry, R. R.  
De Joy, A. J.

## Ensigns

*Mendota*.  
*Gresham*.  
*Welborn C. Wood*.  
*Hunt*.  
*Wainwright*.  
*Tucker*.  
*Wainwright*.  
*Cayuga*.  
*Tucker*.  
*Yamacraw*.  
*Chelan*.  
*Champlain*.  
*Haida*.  
*Tampa*.  
*Haida*.  
*Itasca*.  
*Tahoe*.

Denty, S. L.  
Dick, G. W.  
Diehl, H. T.  
Doebler, H. J.  
Erickson, F. A.  
Eve, E. A., Jr.  
Fabck, T. J.  
Fahey, E. E.  
Foutter, R. C.  
Garcia, H. F.  
German, J. P.  
Grantham, R. L.  
Greeley, Q. M.  
Harding, C. L.  
Harding, J. F.  
Harrington, J. D.  
Harris, T. J.  
Henthorn, J. R.  
Hesford, A. J.  
Hewins, S. F.  
Hinnant, J. R.  
Hodges, E. T.  
Holt, G. I.  
Johnson, R. R.  
Jones, L. T.  
Knapp, C. C.  
Knudsen, G. A.  
Kurcheski, J. R.  
Leslie, G. R.  
Lindauer, G. C.  
Lowrey, S. J.  
Lynch, G. I.  
MacLean, C. R.  
Madacey, J. E.  
Maloney, W. L.  
Mavor, P. S.  
Meyer, H. A.  
Miller, T. G.  
Millington, W. B.  
Miner, F. E.  
Morell, R. E.  
Morrison, D. M.  
Morrison, H. A.  
Mroczkowski, R. E.  
Pearson, E. A.  
Peterson, C. U.  
Phillips, K. C.  
Plakias, J.  
Porter, S. F.  
Ridgely, R., III  
Roberts, H. B.  
Roberts, R. J.  
Rohnke, O. C.  
Root, A. M., Jr.  
Sands, S. R., Jr.  
Seeger, L. H.  
Schissler, Wm.  
Schmidtman, R. D.  
Scholl, H. U.  
Sharp, H. St. C.  
Shields, W. D.  
Sinton, W. E.  
Snyder, W. H.  
Spraw, N. W.  
Stanley, J. T.  
Stephens, I. J.  
Stewart, J. R.  
Stinson, P. L.  
Stober, C. H.  
Stockstill, R. E.  
Stolf, H. F.  
Suydam, E. J.  
Swanston, W. I.  
Synon, G. D.  
Tarkenton, C. G.  
Toft, C. E.  
Tydlacka, V. F.  
Unger, A. C.  
Warner, H. M.  
Webb, H. J.  
Wey, O. C. B.  
Weid, F. G.  
Zittel, K. O. A.

## Temporary Officers

## Lieutenants (T)

Merriman, J. S., Jr. Academy.  
Christopher, Luke Aviation, Base 9.

## Ensigns (T)

Alger, J. A., Jr.  
Breton, C., Jr.  
Curro, F. C.  
Farnsworth, G. A.  
Giffin, A. H.  
Lawrence, J. G.  
Lecky, R. S.

*Tahoe*.  
*Icarus*.  
*Cayuga*.  
Comdg. C.G.-27.  
*Chelan*.  
*McDougal*.  
*Itasca*.  
*Unalga*.  
*Semmes*.  
*Gresham*.  
*Tampa*.  
*Pontchartrain*.  
*Tahoe*.  
*Argo*.  
*Mendota*.  
*Welborn C. Wood*.  
*Sebago*.  
*Pontchartrain*.  
*Welborn C. Wood*.  
*Semmes*.  
*Modoc*.  
*Mendota*.  
*McDougal*.  
*Cayuga*.  
Comdg. C.G.-131.  
*Wilkes*.  
*Davis*.  
*Champlain*.  
*Haida*.  
*Conyngham*.  
*Pontchartrain*.  
*Mojave*.  
*Seminole*.  
*Chelan*.  
*Abel P. Upshur*.  
*Wilkes*.  
*Itasca*.  
*Unalga*.  
*Mojave*.  
*Seneca*.  
*Northland*.  
*Tallapoosa*.  
*Davis*.  
*Yamacraw*.  
*Chelan*.  
*Conyngham*.  
*Shaw*.  
*Welborn C. Wood*.  
*Cassin*.  
*Sebago*.  
*Northland*.  
*Porter*.  
*Seneca*.  
*Shaw*.  
*Cassin*.  
*Saranac*.  
*Geo. E. Badger*.  
*Saranac*.  
*Conyngham*.  
*Wainwright*.  
*Hunt*.  
*Semmes*.  
*Sebago*.  
*Shaw*.  
*Shoshone*.  
*Shoshone*.  
*Galatea*.  
*Abel P. Upshur*.  
*Haida*.  
*Saranac*.  
*Champlain*.  
*Abel P. Upshur*.  
*Northland*.  
*Modoc*.  
*Wilkes*.  
*Semmes*.  
*Porter*.  
*Geo. E. Badger*.  
*Modoc*.  
*Itasca*.  
*Herndon*.  
*Shoshone*.  
*Herndon*.

MONTHLY GAZETTE  
COMMISSIONED OFFICERSCOMMISSIONED OFFICERS  
CAPTAINS

B. M. Chiswell, det. New York Div. to Com-  
mander, Eastern Area and Captain of the Port  
of N. Y.

H. G. Fischer, to Commander, Southern Area  
and Commander, New Orleans Div.

Eugene Blake, Jr., to Commander, Western  
Area, with additional duties Commander, San  
Francisco Div.

H. D. Hinckley, to Commander, Seattle Div.  
W. H. Munter, to Commander, Boston Div.

T. M. Molloy, det. *Cayuga* to Patrol Com-  
mander, Eastern Area.

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427 Front Street San Pedro, Calif.

Agents Wanted



## FLIGHT OFFICER

Lieutenant L. M. Melka, U.S.C.G., expert  
Coast Guard air pilot. Lieutenant Melka is now  
stationed at the plant of the General Aviation  
Manufacturing Corporation at Dundalk, Md. He  
first entered the Service as Ensign in August of  
1926.



# The Flying Life Boat of The Coast Guard

A Tribute to the U. S. Coast Guard in the Air  
By an Officer of the U. S. Marine Corps.

By

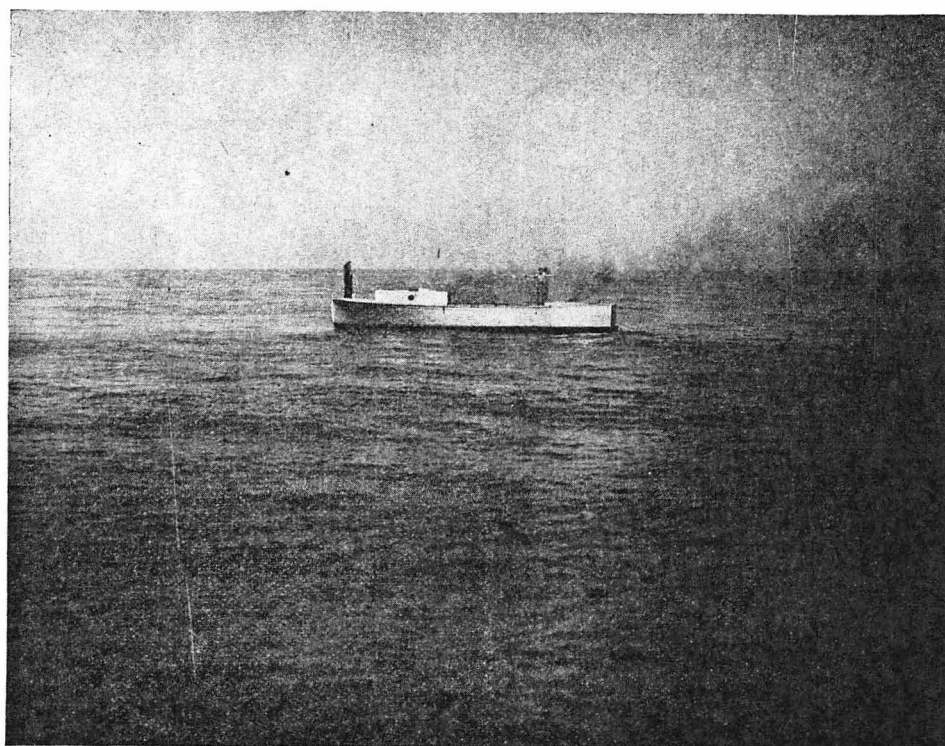
COL. HAROLD C. REISINGER,  
U.S.M.C.

(Text and illustrations, courtesy of U. S. Naval Institute).

**T**HE spring of 1932 witnessed the realization of a cherished ambition of the United States Coast Guard—the culmination of their effort to develop an aviation branch. Beginning in April, 1930, funds became available for the purchase of seagoing planes of a type adapted for general coastal service and especially suited to the rescue of those in peril at sea—planes that could operate in rough waters, supply medical attention not otherwise available, or transport from ships at sea casualties requiring immediate hospitalization. Ever abreast of the times, and following the policy and traditions of 142 years of efficient service as guardians of the coast, the first line of aid to navigation, and the pri-



Col. Reisinger



"THE BOAT CATCHES FIRE"

mary agent for succor to those who go down to the sea in ships, this step is one consistent with the history of the Coast Guard and of great importance to humanity.

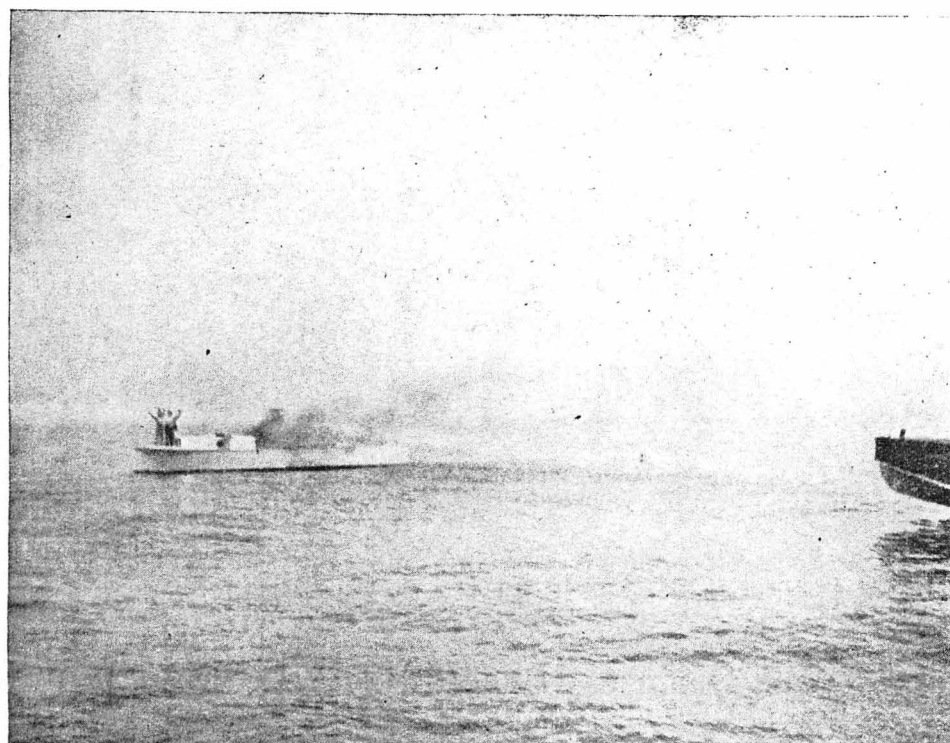
Soon the public will become accustomed to seeing in their daily papers such a headline as appeared in the Eastern newspapers of August 15, 1932:

## "Plane Rushes to Aid of Sailor"

A fisherman was suffering from blood poisoning on a schooner 175 miles east of Nantucket Island, Massachusetts. The

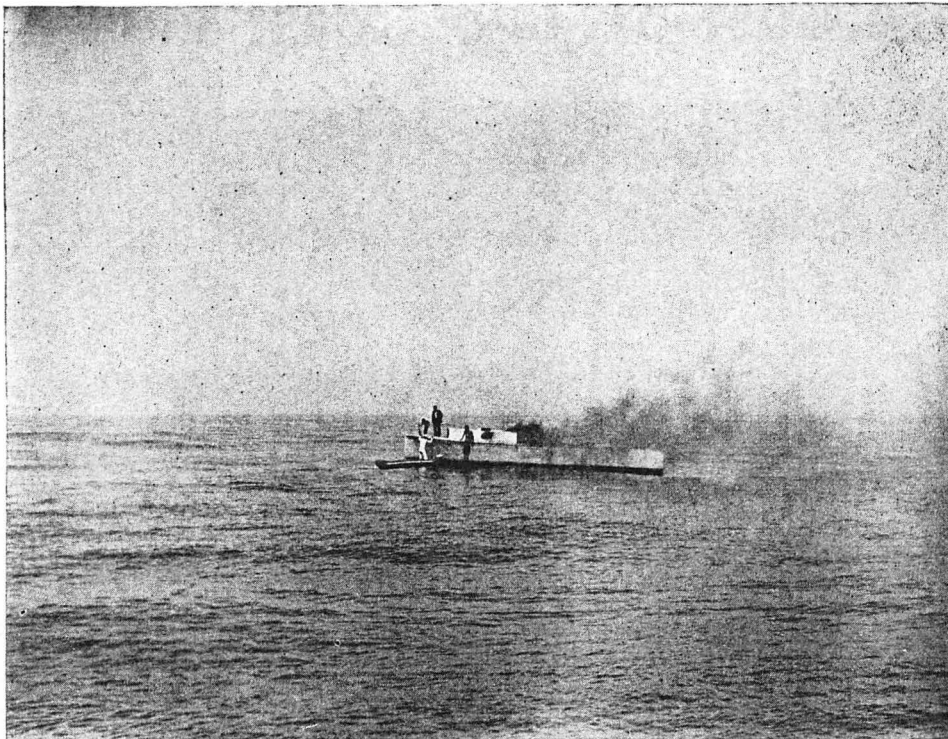
master of the schooner radioed his request for aid. This message was picked up at night by the Coast Guard Aviation Base at Gloucester, Massachusetts. Immediately the SIRIUS, a new Douglas amphibian, proceeded upon its errand of mercy. The primary mission of the plane was to find the schooner and take the sick man to the nearest hospital. Constantly in touch by radio with the Coast Guard surface patrols, the plane searched in the darkness of the night among the fishing fleet on George's Bank until its supply of gas was almost exhausted. After an effort to reach the Maine coast it was forced down upon the sea in the neighborhood of Matinicus Rock. Lack of news had justified a report that it was lost. On the following day, while the seaplane ALTAIR was on a test flight off Cape May, the report that the SIRIUS was missing was picked up by its radio. At one o'clock this flying boat, having refueled, left Cape May to assist in the search for the missing plane and, if practicable, to find the fishing schooner and the sick man. At 6:30 p. m. the ALTAIR discovered the SIRIUS, with the Coast Guard destroyer WAINWRIGHT standing by, near Monehegan Light off the Maine coast. Through cooperation between the surface craft and the SIRIUS, the sick man in the meanwhile had been discovered and taken to the shore for treatment. This was all in a day's work for the Coast Guard aviation and characteristic of their instant response to an appeal from those at sea.

The same spirit actuated them in their exceptionally humane action in the case of a man on the S.S. HAMPTON, bound from Newport News to Boston, who was informed



"THE ADHARA APPROACHES"

CGM  
June 1933  
Vol. 6  
#8  
pp. 9-12.



LIFE RAFT TAKES OFF THE CREW OF THE BURNING BOAT

by radio of the critical illness of his family. The commanding officer of the HAMPTON reported the situation by radio to the Coast Guard. A plane was immediately dispatched, intercepting the ship and picking up the much-worried passenger, landing him at the nearest railroad connection.

The Coast Guard has ever been a sea-going outfit. Its problems have been those of the sea and the handling of cutters and small boats under adverse weather conditions. When the Coast Guard finally went into the air, its aviation branch by no means lost its sea-going tradition. Truly, the Coast Guard aviation is no place for a landlubber. It requires great skill, nerve, and seamanship to bring a small boat alongside one of their flying lifeboats, as the danger of damage to the \$80,000 plane is imminent at all times. From the moment you go aboard one of their newest seaplanes you feel aboard ship, and the fact that by the grace of its own powerful engines and the laws of aerodynamics it takes to the air does not change the character of the service. Being a seagoing outfit, when the Coast Guard set out to build according to its own ideas a seaplane suited to its work, it literally built a flying boat, a ship that combines the best qualities of a transport plane and those of the sturdy surface craft—the lifeboat.

Although it proved a handy and useful craft to the Coast Guard in its service to humanity, the Douglas amphibian had its limitations. The existence of these limitations led the Coast Guard aviation to develop a seaplane specially constructed to meet its needs more completely. The Coast Guard knew what it wanted, and there being no vessel hitherto developed to meet its peculiar needs, its aviation personnel laid down certain conditions as a basis governing the

construction of such a desired vessel. This was a new departure and greatly broadened the field of usefulness of the plane and led to the construction of the flying lifeboat, a class of seaplane built to fulfill the following requirements:

An aerial "eye," capable of extended search, radio equipped to maintain constant contact with surface, thus saving hours and possibly days of delay of search; an aerial ambulance capable of a speed of 100 miles per hour, able to land in rough sea, equipped with hatches large enough to admit of stretcher cases and to be able to take off in rough water; a demolition outfit to effect the destruc-

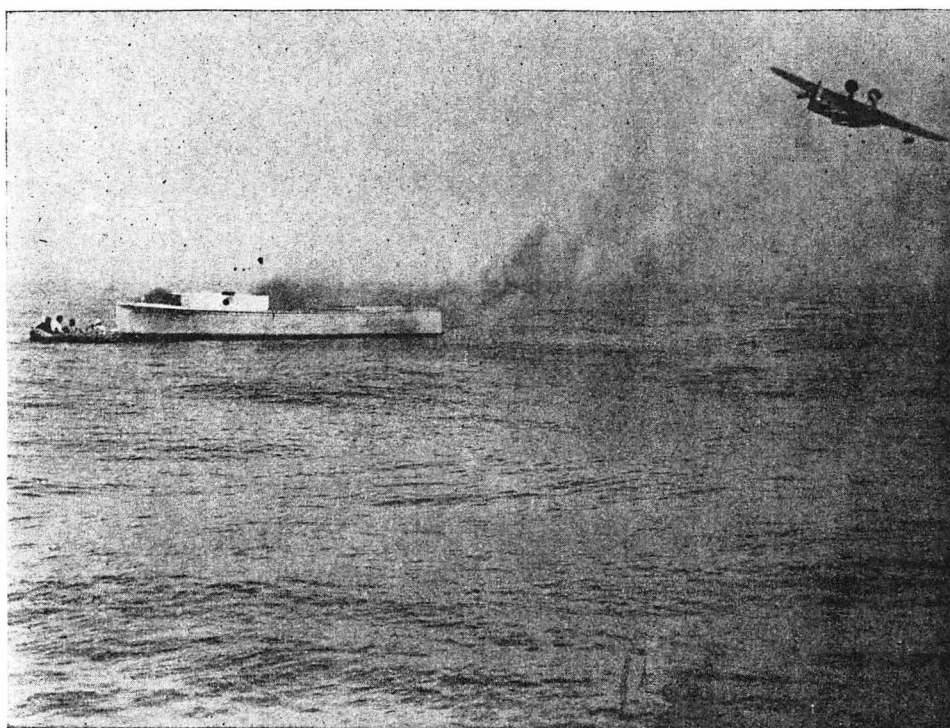
tion at sea of derelicts and obstructions to navigation within a few hours after the report of location; a high speed flying patrol for observation, landing and returning with rescued crews of distressed small craft and capable of taking aboard fifteen or more passengers from distressed craft and standing by for lengthy periods on the surface, maintaining in the meantime radio communication with surface craft until transfer can be made of its passengers.

These specifications were turned over to the General Aviation Corporation of Baltimore, Maryland, and the flying lifeboat was constructed there. The finished product has by test and in actual service lived up to the fondest hopes of its most ardent advocates.

Briefly, these ships are not only capable, maneuverable airplanes, but are of remarkable seaworthiness. They are especially equipped with radio telegraph and telephone, and direction-finding devices. The single wing has a spread of 74 ft. 2 in. The hull of aluminum alloy, with alclad skin sheets, is 54 ft. long, 8 ft. 8 in. in height, and 7 ft. 8 in. in beam—a veritable ship. Aboard, one feels as though one had entered a destroyer or submarine, particularly

as the body proper is divided into three compartments equipped with watertight bulkheads and doors. This type of vessel, powered by two Pratt and Whitney motors, each developing 420 hp. at 1,900 revolutions, though of 11,200 pounds gross weight, attains an air speed of 112 miles per hour. Ceiling tests have been made with full load up to 9,000 feet. Its cruising range without refueling is 1,100 miles. This class of seaplane includes the ANTARES, ALTAIR, ACRUX, ACAMAR, and ARCTURUS: familiar names, the bright stars of the navigator.

Shortly after the ANTARES was delivered at the Cape May base, she re-



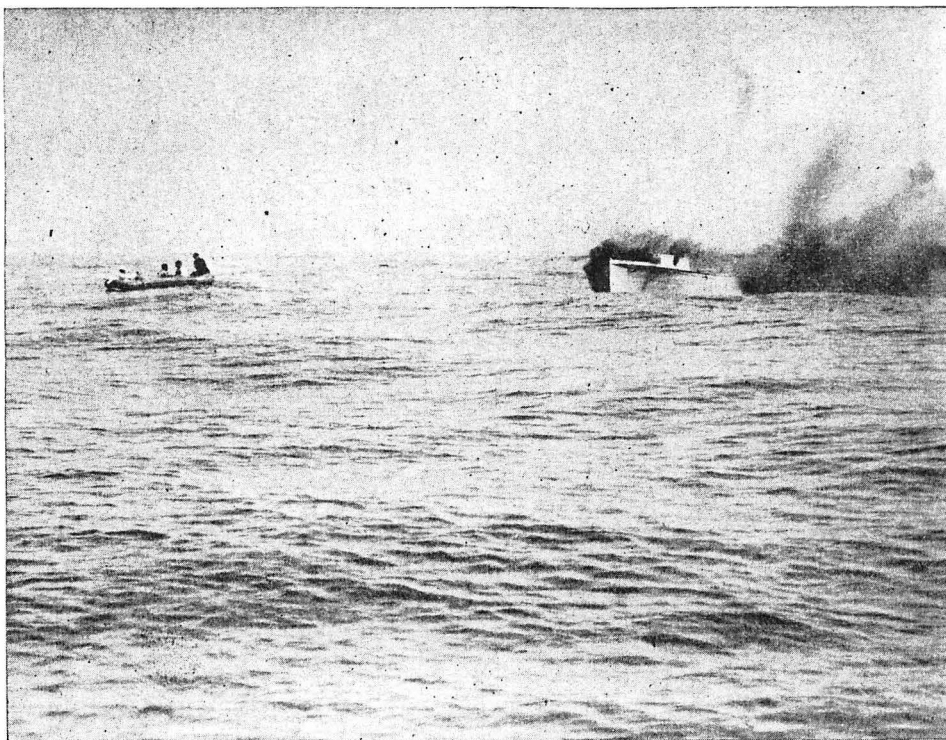
LIFE RAFT LEAVES THE BURNING BOAT

The Antares is hovering above covering maneuver



ceived her baptism in service to humanity. A ship without a doctor and proper medical equipment, fifty miles at sea, radioed an emergency call at 8:00 a. m. Two men had been seriously burned and were in immediate need of medical attention and hospitalization. The ANTARES took off and within thirty minutes was alongside the ship and the injured men taken aboard as stretcher cases. This was accomplished in a rough sea without injury to the patients. One-half hour later the ANTARES landed at the Cape May base where the injured seamen were examined by Dr. Frank R. Hughes of the Public Health Service who had been summoned to the dock. Upon his recommendation the seamen were immediately removed to Philadelphia, the doctor accompanying them in the ANTARES, making some changes in the dressing of their injuries while in flight. At 10:15 a. m., two hours and fifteen minutes after the receipt of the emergency radio call, these two seamen were receiving hospital treatment in Philadelphia.

It seemed to this writer that a photographic record of such a humane act would be of special interest to the reading public, but diligent search failed to disclose its existence. It appeared that those engaged in an actual rescue at sea were usually too busy with the business in hand to take snapshots of the transaction; and further they occurred so often in weather unfavorable to picture taking. With the end in view of procuring suitable photographs, he endeavored for some time to be on the ground when a call was made requiring the employment of a flying lifeboat in the rescue of persons at sea. While such calls were frequent, they were never made at the time he was present. So in desperation he appealed to the Coast Guard authorities to stage



THE LIFE RAFT RETURNS

for his special benefit a "rescue," employing the same methods as used in an actual case. Through the courtesy and cooperation of the entire force at the Cape May base, it was possible to obtain such a pictorial record on September 6, 1932.

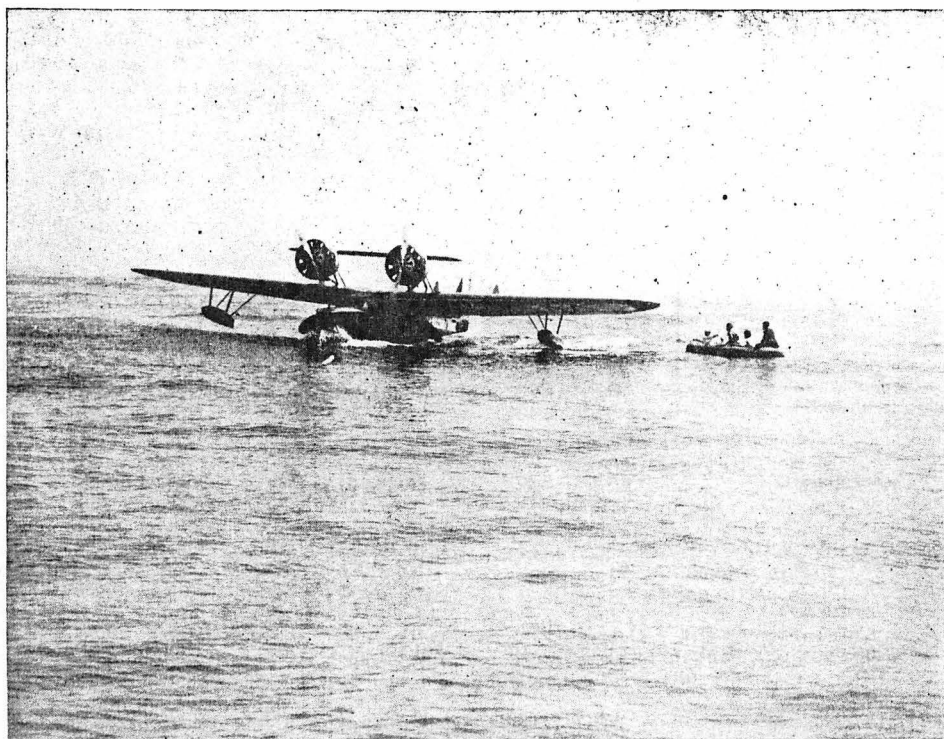
An old launch about 55 feet overall was prepared with concealed drums containing combustible material calculated to produce a lively and colorful smoke. At the appointed time, the victim was towed out from Cape May to the South Shoal and there anchored. Three men had been placed on board the launch and when on location they proceeded to touch

up the prepared fire pots. In a few moments we had before us an excellent presentation of a fire at sea, in which the crew, who took refuge in the bow, played a realistic part. Owing to the breeze and the heat generated by the fire pots, the boat soon was most convincingly ablaze from its forward cabin to its stern. Shortly after the fire was started we sighted the ADHARA, the Douglas amphibian, rushing through the air to the rescue. The Douglas amphibian type is rather a "wet ship" as compared to the flying lifeboat. However, the sea running was not so rough as to warrant or require the original use of

the ANTARES for this exhibition and therefore the ADHARA was assigned the principal role as life-saver. She was closely followed by the ANTARES, one of the new flying boats, which covered the operation of the ADHARA, ready to effect the removal of the men from the burning boat in the event of any hitch or mishap.

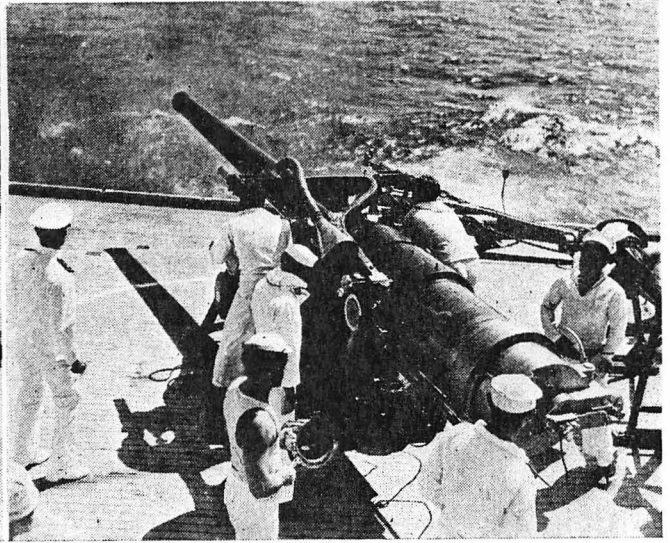
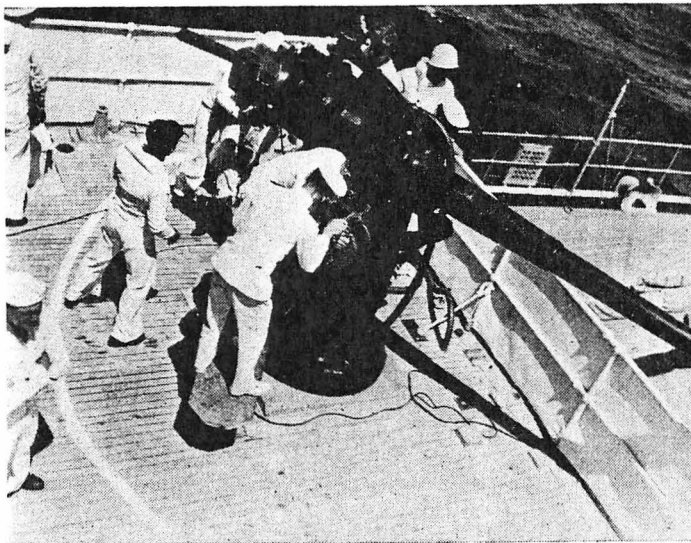
The day was bright and clear, but a good southerly breeze had been blowing for some seventy-two hours, so that there was considerable sea running. The ADHARA circled the scene of the fire but once before shooting down to a perfect landing, despite the swell. Within four minutes of the time it took the water it had put over its life raft, inflated it, and removed the men from the burning launch. When the life raft had delivered the rescued ones on board the ADHARA, it required but a few moments to deflate it and take it on board through the after-hatch. The amphibian then, with a rush of its propellers and a flash of spray, made a quick take-off and returned to the Cape May base, followed by the ANTARES. During the entire operation, which took but a few minutes in all, the ANTARES had maintained its position in readiness, circling con-

(Continued on Page 15)



LIFE RAFT COMES ALONGSIDE THE ADHARA

This is always a ticklish operation, as the plane drifts very quickly under the influence of the wind.



## BATTLE PRACTICE IN THE COAST GUARD ON THE MOJAVE

At the left is the three inch, 50 calibre Anti-Aircraft gun on the cutter MOJAVE. At the right is the five inch 51 calibre after gun. Commander E. A. Coffin, U.S.C.G., commands the MOJAVE.

### MEDAL RECOMMENDED

Some months ago the Coast Guard as well as all who appreciate sterling performance of duty and day to day "heroism" were thrilled at the exploit of Lieutenant Commander Carl V. von Paulsen, U.S.C.G. in taking chances that endangered his life, the lives of his crew and the safety of the plane ARCTURUS in rescuing Paul Long, a youngster adrift in Florida waters.

\$35,000 worth of damage came to the ARCTURUS as the plane landed on the turbulent surface. Yet Paul Long was still unrescued. Came then some high class maneuvering to pick up Long and some more maneuvering through three lines of surging breakers to land the plane, its rescued passenger and crew.

High in the esteem of the Coast Guard is the Gold Life Saving Medal. Civilians might see an "average" rescue and burn up the wires to Washington in words of praise recommending medals. When a hard boiled Coast Guard board, however, recommends such an award, the Service may rest assured that the recommendation was earned, aye, more than earned.

Reads the opinion and recommendation of the Board consisting of Captain Chas. F. Howell, Commanders Norman B. Hall and Leo C. Mueller:

"Lt. Com. Carl V. von Paulsen, Lt. Wm. L. Foley, James R. Orndorff, Jr., Aviation Chief Machinist's Mate, Wm. D. Pinkston, Aviation Machinist's Mate, First Class, and Thomas S. McKenzie, Radioman, Third Class, collectively and individually risked their lives beyond the call of duty in the successful effort of saving the life of Paul Long.

"The bravery of Lt. Com. Carl C. von Paulsen, and of Thomas S. McKenzie, Radioman, Third Class, was outstanding even in the presence of the other three members of the crew of the seaplane.

"The ability, bravery, and self-sacrifice of each member of the crew resulted in keeping the damage to the seaplane ARCTURUS to an amazingly low figure.

"No person in the Coast Guard on this occasion failed in the performance of his duty.

"That the gold life-saving medal be awarded to Lt. Com. Carl C. von Paulsen, and to Thomas S. McKenzie, Radioman, Third Class, and that suitable life-saving medals be awarded to the other members of the crew of the seaplane ARCTURUS."

### RADIO TRIBUTE

As a fitting memorial to the commercial and military radio operators who have made the supreme sacrifice in the line of duty all radio equipped units of

### JUNE IN HISTORY

1. U.S.S. CHESAPEAKE captured by British frigate SHANNON off Boston; 1813.
2. U. S. Marines checked German advance at Chateau Thierry; 1918.
3. Lieut. Hobson, U.S.N., sank the MERRIMAC in entrance to Santiago Harbor; 1898.
4. Treaty of peace concluded with Tripoli; 1805.
5. H.M.S. HAMPSHIRE, with Lord Kitchener aboard, sunk by German mine; 1916.
- 6-24. U. S. Marines captured German defenses at Belleau Wood; 1918.
8. Andrew Jackson died; 1845.
9. John Howard Payne born; 1791.
12. Explosion on U.S.S. MISSISSIPPI at gun practice off San Pedro, Calif., 48 killed; 1924.
14. Flag Day—Stars and Stripes adopted by Continental Congress; 1777.
15. Steamship General Slocum burned in East River, N. Y.; 1,021 lost; 1904. \* \* \* Washington takes command of American Army; 1775.
17. Battle of Bunker Hill; 1775.
18. U. S. declared war on Great Britain; 1812.
19. U.S.S. KEARSARGE, Capt. Winslow, sunk Confederate cruiser ALABAMA, Capt. Semmes; 1864.
22. Lieut. Greeley, U.S.A., and six of his exploring party, rescued by U.S.S. THETIS and BEAR, Commander Schley; 1884.
24. John Cabot discovered North America; 1497.
25. Custer Massacre; 1876.
26. Naval bombardment of Vicksburg commenced; 1862.
1917. First American troops landed in France;
27. Battle of Kenesaw Mountain; 1864.
28. Archduke Francis Ferdinand of Austria-Hungary and wife assassinated at Sarajevo, Bosnia; 1914.
29. Commander R. E. Byrd, U.S.N., and three companions flew from New York to French seacoast; 1927.
30. Treaty of peace with Algiers; 1815.
- Allied evacuation of the Rhineland completed; 1930.

### June Birthdays

1. District Commander Oswald A. Littlefield.
2. Lieutenant Philip A. Short.
2. Ensign Joseph E. Madacey.
2. Ensign John P. German.
4. Captain Thomas M. Molloy.
5. Captain Lorenzo C. Farwell.
5. Ensign Karl O. A. Zittel.
8. Lieut.-Commander George G. Gelly.
9. Ensign Albert John Carpenter.
10. Lieut.-Commander Frank D. Higbee.
10. Ensign Joseph Howe.
12. Captain William J. Wheeler.
12. Constructor Frederick A. Hunnewell.

16. Commander Louis L. Bennett.
17. Ensign Leonard T. Jones.
21. District Commander Ward W. Bennett.
22. Commander Joseph F. Farley.
23. Lieut. (j.g.) Carl G. Bowman.
23. Ensign John R. Henthorn.
26. Commander William F. Towle.
26. Lieut.-Commander Paul W. Collins.
29. Commander Leo C. Mueller.
30. Captain Quincy B. Newman.

### ACAMAR PERFORMS

Motor ship POTTER had a paralyzed man seriously in need of medical aid on board, at 25-32 N., 74-30 W. Transfer would be impossible at this point, 320 miles east of Miami, on account of heavy sea. Plane ACAMAR left Miami and contacted POTTER seven miles south of Gold Rock, Bahama Island. Forced to land in lee of Bahama Island, and taxi through rough water out to POTTER.

The patient, Charles Gronros, second engineer of the POTTER, was placed in plane's basket stretcher, and transferred from ship to plane in ship's life boat.

Upon arrival at Air Station, patient was transferred to hospital.

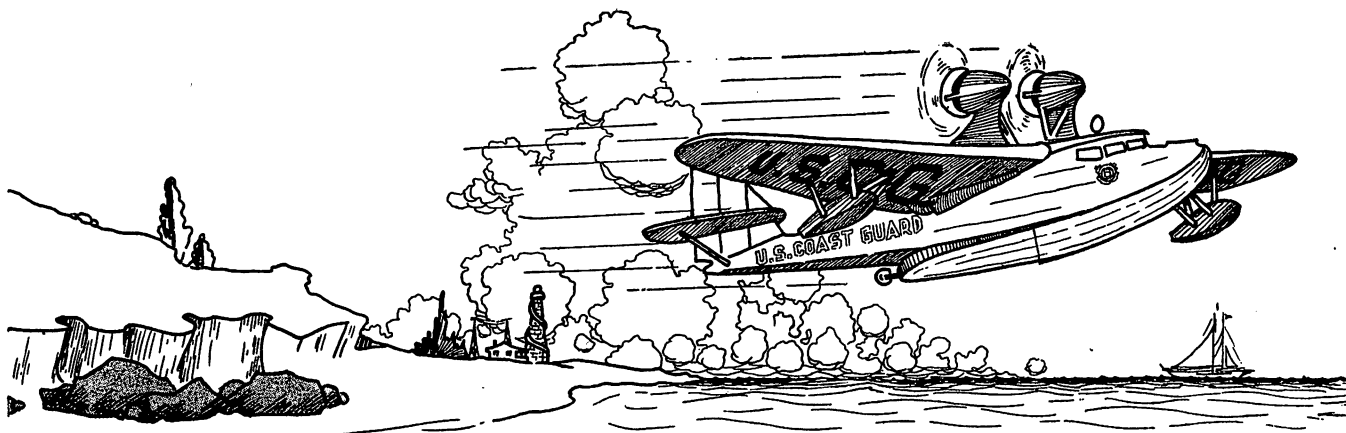
Immediately after takeoff, radio communication was readily established with the POTTER and maintained throughout the flight.

### CG-9249

A telephone call was received at Base Three stating that a seaplane was sinking in the Ashley River. Boatwain (T) S. A. Russell, CG-9249 passed the CG-193 and signaled her to follow. Upon reaching seaplane, it was found resting in shoal water with one man on board, the other member of the plane's crew having rowed ashore in a small rubber boat. Wind strong, flood tide. The plane began to shift into deeper water and to sink within a few minutes of the arrival of the CG-9249. The CG-193 took the man from the wings of the plane. A line was passed to plane and was towed by the CG-9249 toward docks of Century Wood Preserving Company, but sank up to height of wings just before reaching docks. Crane was secured and



# Radio Communication Important in the Air



CGM  
July 1933  
Vol. 6  
#9  
PP. 7, 29.

**T**HE successful operation of Coast Guard aircraft, in reality flying life boats, depends to a great extent on efficient radio communications and the application of modern radio aids to aerial navigation. In addition to communicating regularly with its base of operations and with various ship and shore Coast Guard Units within its area of operations, the flying life boat of the Coast Guard must, while in flight, be able to communicate readily with radio equipped merchant vessels, passenger ships, naval vessels, commercial and Government land radio stations and with commercial as well as Government aircraft. These numerous requirements involve the use of radio equipment possessing many unique and interesting features, such as covering a wide range of frequencies on high and low power, and providing telegraphic as well as telephonic communication. Constant research and experimentation carried on consistently throughout the past several years has resulted in the development of equipment which today is proving highly satisfactory in enabling Coast Guard aircraft to communicate readily with the numerous types of radio stations mentioned, under the exacting and manifold requirements of service operations. These communications are regularly carried on at various distances up to several hundred miles.

## Cruised 93,000 Miles

During the past year, Coast Guard airplanes cruised more than 93,000 miles over an area of almost two and one half million miles in searching for disabled and missing vessels, identifying derelicts and other obstructions to navigation, conveying medical assistance to vessels offshore, and removing from vessels to the shore sick and injured persons. Such services as these could not be performed with the required degree of dispatch, essential to the saving of life and property, were it not for the facilities afforded by modern radio. The following is a typical example of the part played by radio in the operation of Coast Guard Aircraft: A merchant vessel without a doctor and proper medical equipment, fifty miles at sea, off Cape May, New Jersey, broadcasts an emergency radio call at 8:00 a. m.

Two men had been seriously burned and were in immediate need of medical attention. The Coast Guard flying lifeboat ANTARES, then stationed at the

## Being the Text of a Lecture Delivered by Radio Over Station WIOD, Miami, Florida,

By Radio Electrician  
C. T. SOLT, U.S.C.G.

Coast Guard Air Station, Cape May, New Jersey, and standing by available for immediate service, took off, and within thirty minutes was alongside the ship, whereupon the injured men were taken aboard the ANTARES, as stretcher cases. This information was radioed to the aircraft's base of operations, with the request that a doctor be held in readiness. One half hour later, the patients were landed at Cape May, where they were examined by a Government physician, who immediately recommended their removal to Philadelphia for hospital attention. At 10:15 a. m., just two hours and fifteen minutes after receipt of the vessel's broadcasted radio call, these two seamen were receiving hospital treatment in Philadelphia. Without adequate radio equipment, this humane act could not have been accomplished. On another occasion, a Coast Guard plane cruising thirty miles offshore near Gloucester, Mass., sighted a man adrift in a small dory. The weather was bitter cold,

the man had been without food or water three days, and was suffering from exposure. The Coast Guard plane landed, picked up the man and flew with him to the aircraft's operating base, where medical attention was awaiting. The base, in the meantime, having been notified of the particulars by radio.

## Service Saved Eyes

In another instance, a man who had been transferred to the Marine Hospital at Key West, Fla., from the S.S. DERBYLINE, was found to be in imminent danger of blindness unless he could be removed at once to the hospital at Miami, for an operation. The flying lifeboat ACAMAR took off from Miami at 12:35 p. m., arrived at Key West at 2:20 p. m., picked up the patient, and arrived at Miami, at 4:15 p. m. The ACAMAR, while returning to Miami, advised the Coast Guard Radio Station at that place of the particulars. Consequently, when the ACAMAR arrived at Miami, an ambulance was waiting in readiness to transport the patient to a local hospital. Subsequent reports indicate that the man's eyesight will be saved.

## The Boat Lands

In many instances, Coast Guard aircraft searching offshore, locate small craft reported missing or in distressed circumstances. If immediate assistance is required, the flying life boat lands and removes the imperiled persons from the vessel, and transports them ashore. If assistance or aid beyond the ability of the aircraft to perform is required, the particulars are radioed to the proper Coast Guard authority, and the necessary assistance is promptly rendered by a Coast Guard Cutter.

Not only is radio proving indispensable as a means of quick communication incident to the operation of Coast Guard aircraft in carrying out missions of mercy and humanitarianism, but this agent also serves as a most valuable aid to aerial navigation, particularly through the medium of the radio direction finder, which comprises part of the standard equipment with which all flying life boats of the Coast Guard are provided. The outstanding feature of this instrument is its utilization as a homing device, whereby the pilot may guide his plane to an objective during poor visibility. For example, a vessel offshore has a sick or injured person on board requiring immediate transfer ashore.

## IMPORTANT

By  
Rear Admiral H. G. Hamlet, U.S.C.G.  
Commandant

**"THE advantages of aircraft in Coast Guard operations are becoming more and more evident with each passing day. However, it must be remembered that communications is a very important factor in their operations. Without fast and reliable communications, their mission of scouting and assisting distress is seriously handicapped, and the safety of the personnel endangered. Every person connected with communications should realize the importance of efficient aircraft communications and should make every effort to provide aircraft with the best communications possible."**

(Concluded on Page 29)

## PLANE COMMUNICATION

(Concluded from Page 7)

Visibility being poor due to rain or haze, a Coast Guard plane dispatched to the vessel, directs the latter to transmit radio signals at frequent intervals. The radio direction finder in the plane is used to take bearings on the ship's transmitter. By this method, the plane is guided directly to the vessel, regardless of whether or not the position as given by the vessel is accurate. Any radio transmitting or broadcasting station of fixed known location serves as a radio beacon for Coast Guard aircraft. The station to which you turn for amusement is frequently employed by pilots of Coast Guard aircraft in guiding them to the local base of operations. By comparing the radio direction finder bearings taken on two or more transmitting stations, the pilot of a Coast Guard flying life boat is able to determine his position accurately on a chart. By the simple process of successively obtaining several such positions or "fixes," as they are referred to in the vernacular of the aircraft navigator, the course, drift and speed of the aircraft are indicated. In the event that a Coast Guard plane should be forced down at sea, the radio direction finder would be employed not only to establish the aircraft's position, but would also indicate the bearing and direction of an aircraft or vessel dispatched to assist the disabled aircraft.

Coast Guard aircraft are frequently utilized in searching for wreckage, derelicts, and various obstructions to navigation.

Those of you who follow the sea for your livelihood along our coasts and the Great Lakes, as well as those who utilize the lakes and oceans as a source of recreation and pleasure, are more or less familiar with the humanitarian efforts of the Coast Guard afloat and along our coasts. It is the plan of the Coast Guard Aeronautical Department to augment our service afloat and ashore by the use of flying life boats, suitable for cruising at considerable distances offshore in all sorts of weather, and capable of landing and taking off in fairly heavy seas while utilizing to the fullest extent the facilities afforded by radio communications and the various radio aids to aerial navigation, particularly the radio direction finder.

Much progress has been made in the development of aeronautical radio aids during the past several years. It is reasonable to predict at this time that within the next several years, further improvements in this field of the radio art will result in the development and practical application of devices whereby aircraft will be actually controlled by radio. The greatest enemy to be subdued in the conquest of the air is fog, but by means of radio navigation and ultimately radio control, it is expected that the aircraft of the future, particularly the flying life boats of the Coast Guard, will be operated with a degree of safety and convenience during thick and foggy weather comparable to those factors as now realized during ideal flying conditions.

## RADIO EQUIPMENT

During extensive flights performed by the C.G.-29 from 14 May to 19 May, inclusive, radio communications and the performance of the radio direction finder were very satisfactory as reported by Lieut. R. L. Burke who piloted the C.G.-29. The following comments were included in the flight report submitted by Lieut. Buprke:

plane with other vessels and bases throughout were very satisfactory. The airplane direction finder was used extensively to obtain bearings from radio beacons and lightships.

"On the flight to Washington, D. C., with the Commandant aboard, wherein rain squalls and fog were encountered in places, plus very poor visibility throughout the flight, the direction finder proved very valuable in helping keep the airplane on its course direct to Washington at all times. The successive Department of Commerce radio beacons were picked up clearly and distinctly throughout the flight. Navy personnel at the Naval Air Station at Washington, D. C., were loud in their praise of the extensive, efficient and up-to-date radio equipment aboard our planes and expressed their appreciation at the cooperation of Coast Guard aviation in the search for the airship AKRON."

'EAR! 'EAR!

"I want to insert a note of the birth of my twins."

"Will you repeat that, sir?"

"Not if I can help it."



HERE IT IS!

This is the Navy's new blue cap for enlisted men. You may or may not like it. However, at any rate, you will not chase it down the street, hoop-fashion, in windy weather and you will not have to remove the grommet and wrap it around your forearm on shipboard to keep the hat from blowing overboard.

While Headquarters does not announce officially that this style cap will also be adopted for the "cutter branch" of the Coast Guard, it is pointed out that such will very likely be the case as Coast Guard clothing is requisitioned from the Navy.

Greater "rake" and "flair" was the object in accepting the above pictured headgear. The grommet, the wire holding the top in its stiff shape, is no more. The crown is bunched up in front, and the padded sides and rear allowed to drop lower.

The regulations provide that the cap "produce the required rake in the crown," and that the sides be "padded so as to give the required flair."

Natty, nobby, distinctively American as it is, the Surgeon General's office not long ago recommended that the present white hat also be abolished, on the grounds that it performs no function of a hat, protecting the wearer neither from sun, rain or cold.

Sailor flat hats have been sailor hats the world over, with variations. The new U. S. Navy hat shown above is a great deal similar to the one worn by the German Navy, practically a cap without a vizor, although the Germans wore a pair of long cap ribbon streamers down the back. The French Navy cap, either blue or white, sports a red pom-pom in the top, center. The British hat is flat with a much smaller brim than our style; the Jap-



Appreciating the  
sterling service  
of the

# United States Coast Guard

in the  
interests of the men  
who  
go down to the sea in  
ships



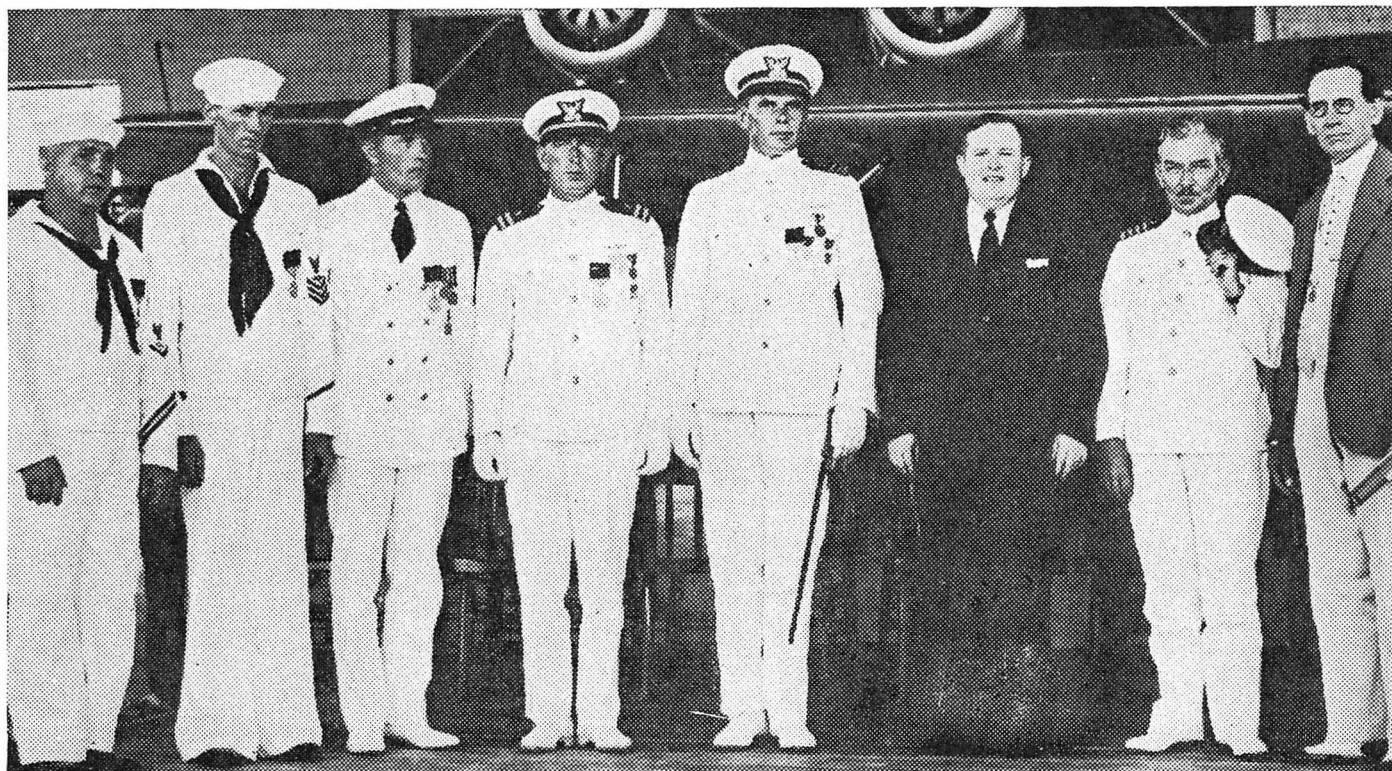
## PORTLAND TRAWLING CO.

Groton, Conn.





# Coast Guard Airmen Honored For Rescue



Miami Herald Photo

## MIAMI MADE QUITE A "TO DO" OVER THESE MEDAL WINNERS

Five members of the United States Coast Guard, received Treasury Department Life Saving Medals of Honor, the Government's highest peacetime award, at ceremonies pictured above. Gov. Dave Sholtz presented the medals in the presence of Capt. C. F. Howell, U.S.C.G., and Mayor E. G. Sewell. Left to right, Thomas S. McKenzie, radio operator; William D. Pinkston, aviation machinists mate, first class; James R. Orndorff, chief aviation machinists mate; Lieut. William L. Foley and Lieutenant Commander Carl C. von Paulsen, U.S.C.G., all receiving the award; Governor Sholtz, Captain Howell and Mayor Sewell.

**C**OAST GUARD Life Saving Service history was written at Miami, Fla., when Governor Dave Sholtz pinned medals on the coats of five members of the United States Coast Guard Air Station at Miami, Florida, so honored for heroism in participating in the rescue of a young man adrift at sea off Vero Beach on New Year's Day. They are Lieutenant Commander C. C. von Paulsen, commanding officer of the Miami Air Station, Lieutenant William L. Foley, flight officer; James R. Orndorff, A.C.M.M.; William D. Pinkston, A.M.M.1c; and Thomas S. McKenzie, R.M.2c. The medals awarded were the Treasury Department Gold Medals for Life Saving, the highest peacetime award of the Government for heroism.

### Fine Audience

The audience which witnessed the presentation included distinguished citizens and service men. White uniforms added to the attractiveness of the scene and color was contributed by the Miami Junior Chamber of Commerce drum and bugle corps, band and harmonica band, all of which played during the ceremony.

The Governor was introduced by Mayor E. G. Sewell and seated at his left was Captain C. F. Howell, Commander, Jacksonville Division, U. S. Coast Guard. Officers from the base at Fort Lauderdale also were in attendance in uniform.

As the official party arrived at the base the drum and bugle corps played a salute and the audience rose.

"By the grace of God," Governor Sholtz said to the men who stood at at-

## Lieutenant Commander von Paulsen and Crew Decorated as State of Florida Ceremonies Augment Federal Life Saving Decorations for Daring Achievement.

tention on the platform, "you were given the opportunity to perform an act of heroism and to save a human life. I appreciate what you did under the most trying circumstances. I served my hitch in the Navy and know what you were up against in setting a plane down in heavy seas which were higher than your ship was expected to survive. In the name of your government and of the commanding officer in Florida. I have the honor of presenting this high award to each of you. It is an honor and distinction to place these medals upon your breasts as representing the gratitude of the United States for your bravery."

### Governor's Praise

The governor then read each of the citations and pinned the medals upon the five men.

"May your examples at all times inspire our people," he said in conclusion as he wished them Godspeed.

Details of the rescue created particular interest in the Coast Guard. One morning word was received at the Chester Shoals Coast Guard Station, Florida, that a young man, Paul Long of

Riceborough, Georgia, had been swept to sea in an open skiff during a storm. Less than an hour later the ARCTURUS took off with its five-man crew. Late in the afternoon a man was sighted in a slowly sinking boat thirty miles off shore. The plane flew in wide circles in an attempt to locate a ship that could be sent to the rescue. No other craft was visible.

### Quick Action Needed

Unless the lad could be rescued before dark he could not be picked up until two or three hours after dawn. It was apparent that he could not survive the night. If he was not to die, he must be rescued by the plane before dark.

To land in that stormy sea meant an almost certain "crackup" and probably the inability to take off again. Nevertheless the skipper and crew of the ARCTURUS decided to alight on the water. As Lieutenant Commander von Paulsen put it "The 'ARCTURUS' type of plane, having been built especially for rescue work at sea, and the personnel manning it being employed for that purpose, it was decided to risk damage to the plane."

The spare gasoline was dumped, and Lieutenant Commander von Paulsen made a "normal landing" despite air squalls and high waves. The left wing float struts collapsed. Radioman Thomas S. McKenzie promptly went overboard to clear the wreckage.

Paul Long, the seventeen year old boy, was picked up. Lieutenant Commander von Paulsen endeavored to lift the plane from the water only to find that the plywood wing had been damaged, making it necessary to stay down.

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## COAST GUARD AIR BASE AT MIAMI, FLORIDA

Here Lieutenant Commander C. C. von Paulsen, U.S.C.G., veteran pilot is in command

An attempt to anchor the ship was made, but anchor lines were carried away, and the anchor lost. There was nothing to do but to try and taxi through the seas. Quoting from Lieutenant Commander von Paulsen's report: "As water shoaled to eight fathoms sea increased to heights of twelve to fifteen feet, confused and breaking at times. Plane rode remarkably well, but wings, of course, were disintegrating progressively."

### Through the Surf

At about one o'clock the following morning the "ARCTURUS" went through three lines of surf "very comfortably" and was beached inside of Bethel Shoal. Long was sent through the semi-tropical jungle to proper care while the skipper "reported in" and arranged salvage.

One additional sidelight is that after the anchor lines and anchor of the ARCTURUS had been carried away, the ship radioed a distress signal. This message was picked up by the eastern division of the Coast Guard south of Cape May, and the ACRUX—a ship similar to the ARCTURUS—was dispatched to the call. At Cape Hatteras the ACRUX received word that the ARCTURUS had been located by the ACAMAR out of Miami, and that the ARCTURUS had been taxied to shore.

The ACAMAR returned to Miami and in so doing, landed long enough to rescue two more persons suffering from exposure at sea. The ACRUX turned back to Cape May.

The ARCTURUS was badly damaged, but the expert flyers of the Coast Guard had saved the life of the boy, and that is what the Coast Guard is for.

The Miami Philatelic Society and the Greater Miami Airport Association issued several hundred cachet covers, commemorating the awarding of the medals. Hundreds were mailed and each bore an artist's drawing of the rescue plane and the names of the five heroes.

Several which were stamped in gold were made, one to go to President Roosevelt and one to Secretary William Woodin of the Treasury Department.

After the ceremonies The Pan-American Airways put a clipper ship at the disposal of the Coast Guard's new honored and all took a sightseeing trip over Biscayne Bay. 100 percent co-operation always exists between the Coast Guard and the Pan-American Airway people.

## SEPTEMBER IN HISTORY

- 1 FRENCH Fleet, Adm. De Grasse, prevented British Fleet, Adm. Graves, from entering Chesapeake Bay and relieving Cornwallis, 1781.
- 2 Dirigible SHENANDOAH left Lakehurst, N. J. Was destroyed next day in thunder storm over Ava, Ohio; 14 lost, 1925.
- 3 U. S. destroyers DELPHY, LEE, CHAUNCEY, FULLER, WOODBURY, NICHOLAS and YOUNG went on rocks 75 miles off Santa Barbara, Calif.; 22 lost, 1923.
- 4 First American killed in World War after U. S. entry, 1918, (Lt. W. T. Fitzsimons).
- 5 First Continental Congress, 1774.
- 6 U.S.S. ENTERPRISE, Lt. Burrows, captured British brig BOXER, 1813.
- 7 President Wm. McKinley shot, 1901.
- 8 CONSTELLATION, 37 gun frigate, launched, 1797.
- 9 Crimean War (England and France against Russia) ended, 1855.
- 10 French stopped Germans at Marne, 1914.
- 11 Perry, with 54 guns defeated English Fleet with 63 guns on Lake Erie, 1813.
- 12 McDonough, with 86 guns defeated English Fleet with 96 guns on Lake Champlain, 1814.
- 13 St. Mihiel salient attacked, 1918.
- 14 Wolfe captured Quebec, 1759.
- 15 Bombardment of Fort McHenry, 1814.
- 16 City of Mexico taken by U. S. troops, 1847.
- 17 The private schooner HANNAH sailed from Marblehead, Mass., and the next day captured a British vessel. The HANNAH ranks as the "mother" of the U. S. Navy, 1775.
- 18 Battle of Antietam, 1862.
- 19 Constitution ratified, 1787.
- 20 Jap troops began invasion of Manchuria, 1932.
- 21 Battle of Chancellorsville, 1863.
- 22 President Garfield died, 1881 (shot July 2).
- 23 Great Britain went off gold standard, 1932.
- 24 Nathan Hale, American patriot, executed, 1776.
- 25 U. S. sloop BONHOMME RICHARD, Capt. J. P. Jones, captured British frigate SERAPIS off English coast, 1779.
- 26 "Black Friday" in Wall Street, 1869.
- 27 U. S. Submarine S-51 sunk in collision with CITY OF ROME off Block Island; 37 lost, 1925.
- 28 \*\*\*\*\*
- 29 \* U.S.S. TAMPA, C.G., torpedoed off \*
- 30 \* English coast; 118 lost, 1918. \*
- \*\*\*\*\*
- 27 Fifth Continental Congress met, 1777.
- 28 Siege of Yorktown began, 1781.
- 29 First telephone across U. S., 1915.
- 30 U. S. ship TICONDEROGA torpedoed in Atlantic; 213 lost, 1918.

### September Birthdays

- 1 Commander (E) Norman B. Hall.
- 2 Captain (E) Theodore G. Lewton.
- 3 Lieut. Commander Raymond T. McElligott.
- 4 Lieut. Commander Charles W. Thomas.
- 5 Lieut. Commander Frank M. Meals.
- 6 Lieutenant Earl K. Rhodes.
- 7 Lieutenant Edward H. Thiele.
- 8 Ensign Richard D. Schmidtman.
- 9 Commander (E) Charles E. Sugden.
- 10 Lieut. Commander Clarence H. Peterson.

- 7 Lieutenant John P. Crowley.
- 8 Lieutenant Stephen H. Evans.
- 9 Lieut. (j.g.) Harry A. Loughlin.
- 10 Ensign Rufus E. Mroczkowski.
- 11 Lieut. (j.g.) George H. Bowerman.
- 12 Lieutenant Arthur G. Morrill.
- 13 Commander (E) Herman N. Perham.
- 14 Lieut. (j.g.) James C. Wendland.
- 15 Ensign Kenneth C. Phillips.
- 16 Commander Gordon T. Finlay.
- 17 Lieutenant Morris C. Jones.
- 18 Lieut. Commander Charles W. Harwood.
- 19 Lieutenant Francis C. Pollard.
- 20 Ensign Edward T. Hodges.
- 21 Lieut. Commander John E. Whitbeck.
- 22 Lieutenant Henry J. Betzmer.
- 23 Lieutenant John A. Glynn.
- 24 Ensign Hollis M. Warner.
- 25 Captain William B. Chiswell.
- 26 Commander Joseph E. Stika.
- 27 Lieutenant Walter S. Anderson.
- 28 Lieut. Commander Lloyd V. Kielhorn.
- 29 Commander James L. Ahern.
- 30 Commander Floyd J. Sexton.
- 31 Commander John S. Baylis.
- 32 Commander Gustavus U. Stewart.
- 33 Lieut. Commander Albert M. Martinson.
- 34 Lieutenant John A. Fletcher.
- 35 Ensign Arthur J. Hesford.
- 36 Lieutenant Walter C. Capron.
- 37 Ensign James R. Hinnant.
- 38 Lieutenant S. J. Woyciehowsky.
- 39 District Commander C. J. Sullivan.
- 40 Captain (E) William E. Macoun.
- 41 Lieut. Commander Noble G. Ricketts.
- 42 Ensign Frank E. Miner.
- 43 Captain Randolph Ridgely, Jr.
- 44 Lieutenant Severt A. Olsen.
- 45 Lieut. (j.g.) Charles M. Perrott.

## WITH THE CARTIGAN

The CARTIGAN, cruising in Lake Huron, received radio message that a man on board the Steamer PETER REISS was dangerously ill and in need of hospital treatment. The cutter arranged for contact by radio, took the sick man off the steamer, and landed him in Harbor Beach, Michigan, where an ambulance, previously arranged for by radio, met the cutter and took the man to a hospital.

## NAVY MUTUAL AID

As soon as the Navy Mutual Aid Association was notified of Commander Buckalew's death, his widow, who was named beneficiary, was wired \$7,705.83.

Applications were prepared for pension and government insurance, together with the necessary papers to substantiate these claims, and immediately forwarded to Mrs. Buckalew to be executed and returned, so they could be sent to the proper bureau for settlement. The Navy Mutual Aid is also assisting in the collection of other insurance, which Commander Buckalew carried, and all this without any cost or trouble to his widow.

Commander Buckalew was a member of this Association a little over five years, having joined April 5, 1928.

## UP IN MAINE

Lookout watch at Fletcher's Neck Station saw lightning strike a nearby house. Coast Guardsmen rushed to the house and found that the lightning had shattered all of the windows. The men patched up the windows to prevent rain from flooding the house.

## FIRE NEAR BUFFALO

Crew of Buffalo Station observed a fire on board the steamer ROBERT E. WALLACE and upon reaching the vessel a lifeboat was found to be on fire. The men extinguished the fire before arrival of local fire department.

## THE TUCKER

The crew of the Spermaceti Station, using a tractor, safely moored the ex-Navy destroyer TUCKER at Fort Hancock, New Jersey, the vessel then being used by Sea Scouts in camp at that





## OARSMEN FROM THE SHOSHONE

At the left: Winning crew of Filipino 19-footer race; (with *TAHOE*).  
 Standing, left to right—Roluna, M.Att.1c; Patron, M.Att.1c; Ortiz, Off.Std.1c; Navarro, M.Att.1c.  
 Kneeling, Lilies, M. Att.2c. (Coaswain).  
 At the right: Crew of 19-footer race with *TAHOE* and *ALERT*. *ALERT*, first; *TAHOE*, second; *SHOSHONE*, third.  
 Standing, left to right—Gilbert, Sea.2c; Yates, G.M.1c.  
 Kneeling, left to right—Forbes, Sea.1c; Castro, C.Q.M.; (Coaswain); Crooks, F.2c.

Upon the completion of a course, International Correspondence Schools diplomas, countersigned by the Commandant, are awarded; or else, in the case of the rating or other courses, educational certificates are given. This recognition of achievement, by the way, has been found an incentive that was lacking under the old system. A diploma or a certificate becomes tangible evidence of progress. And, in addition "appropriate entries upon the enlistment contract and record shall be made by the commanding officer," which means a great deal.

The Coast Guard has gone about the establishment of this Institute in characteristic, vigorous fashion. The manner of its adoption, the spirit of cooperation among officers and men in making it a success, and the pride in its existence as symbolic of the fine spirit that exists in a corps of men which has great traditions to live up to.

## GOOD JOB

The Coast Guard added another rescue to its long record of helpful work when the CG-176 of Section Base 4, saved eight men aboard the catboat *ELEANOR*, which caught fire in Long Island Sound. The boat, damaged to the extent of about \$300, was also saved.

The blaze broke out about 8 o'clock and was threatening to destroy the vessel despite the efforts of the men to extinguish the flames, when the Coast Guard boat came alongside. The crew from the Coast Guard boat extinguished the blaze and then took the *ELEANOR* in tow for port.

The CG-176 was in command of Chief Boatswain's Mate Floyd O. Reams.

## THE NEW DEAL

Last minute news flash just to point out that the good old Coast Guard is getting jammed around no little between the fenders and the dock of the "new deal." Appropriations cut, pay cut, and now comes the order that Headquarters must vacate the only real quarters it ever had, being ordered to move from Treasury Annex No. 1 to the Wilkins Building on H St., N.W., near 15th. Everything was done to stop this move, but the move is to be made.

## CONGRATULATIONS

Congratulations are in order for Commander and Mrs. R. R. Waesche, U.S. C.G. It's a new baby son.

## THE TITANIC DISASTER

The *TITANIC* was a White Star Line vessel, owned by the Oceanic Steam Navigation Company of England. She was of 46,328 tons register, with a length of 882.6 feet and a beam of 92.6 feet. She left Queenstown, Ireland, April 11, 1912, for New York, on her first trans-Atlantic trip, with 1324 passengers and a crew of 899, or 2,223 persons all told.

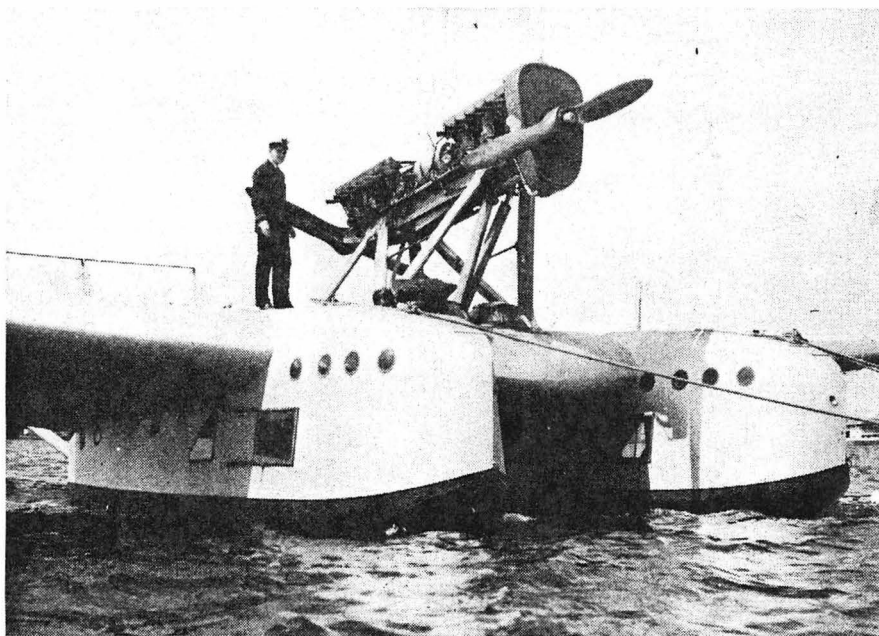
About 10:15 p. m., April 14th, when she was about 600 miles south southeast of Cape Race (north latitude 41.46 and west longitude 50:14), making 21 knots, she struck an iceberg, tearing a great hole in her hull below the water line. Two hours and a half after the collision, namely, at 12:47 a. m., April 15 (New York time), she sank. Of those on board, 1,517 perished.

As the stricken vessel slowly settled, she sent out distress calls by wireless. The steamer *CARPATHIA* responded, but did not reach the scene of the disaster until about daybreak—nearly four hours after the *TITANIC* plunged to the bottom. Those of her passengers and crew (numbering 706 persons) who were found in the 15 lifeboats and 2 collapsible boats that had succeeded in getting away from her were picked up by the *CARPATHIA* and carried to New York.

Full particulars of this disaster are contained in Report No. 806, Committee on Commerce, United States Senate, 62nd Congress, 2nd session.—(From Annual Report Life Saving Service, 1913).

## AT QUANTICO

As we go to press the Coast Guard is making a heroic attempt to head off the Marines at Quantico in the shooting matches. It will be no easy achievement, as the leathernecks are really shooting like mountaineers these days. Yet the Coast Guard has risen to great small arms heights before and they're pointing for the President's Cup and others.



## SEIZED AT NEW LONDON

A large seaplane of Italian make, a duplicate of those used by Gen. Italo Balbo in his trans-Atlantic flight was seized at New London as a suspected rum runner.

The plane, said by the Coast Guard to be owned by Mrs. Charlie Anderson, of Brooklyn, was taken into custody by a patrol boat from Base 4, after the crew abandoned it in Peconic Bay, Long Island. Five pints of rye whiskey, which officials claim was contraband stuff, was found aboard the plane.

The likeness of the ship to those of the Italian air armada was responsible for her seizure. The patrol boat was patrolling the area around Peconic Bay, which is on the eastern end of Long Island, when the plane made a landing. Thinking that possibly it might be one of Balbo's planes, the patrol boat headed in its direction.

As the Coast Guardsmen neared the plane, they noticed a number of people ashore and also a number of trucks and automobiles. Suddenly, a speedboat shot out from the shore and made a quick run to the plane, taking off the crew and carrying them ashore.

When the patrol boat arrived, the trucks, automobiles and people had disappeared and a search failed to reveal their whereabouts. The episode looked so suspicious that the Guardsmen decided to look the plane over, and the liquor was found. The plane was capable of carrying about 40 sacks of liquor.

The plane is a Savoia Marchette. It has two 500-horsepower motors. Its license is NC-175-M.

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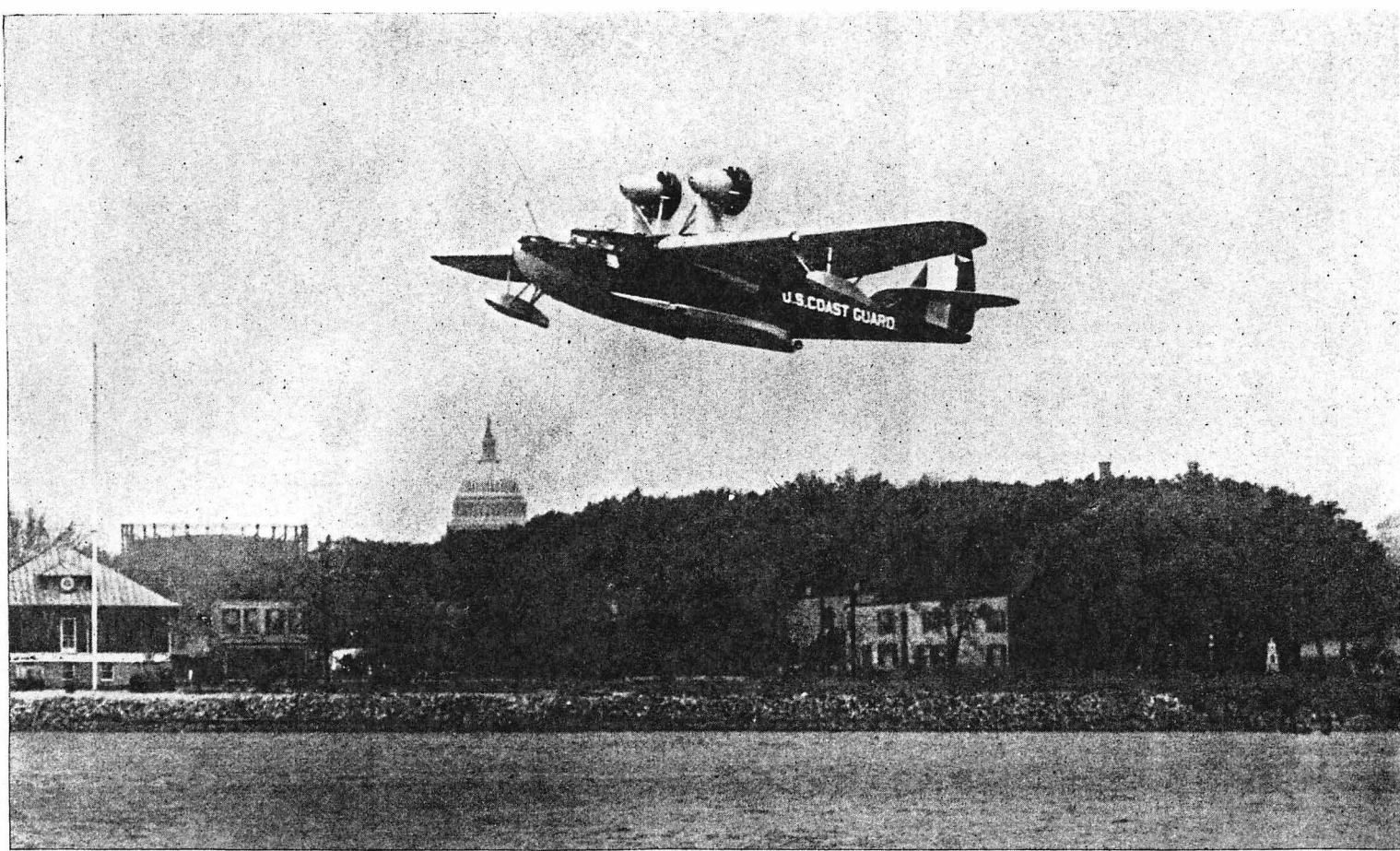
#11

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Antares  
FLB-51





# Modern Aircraft Radio Equipment

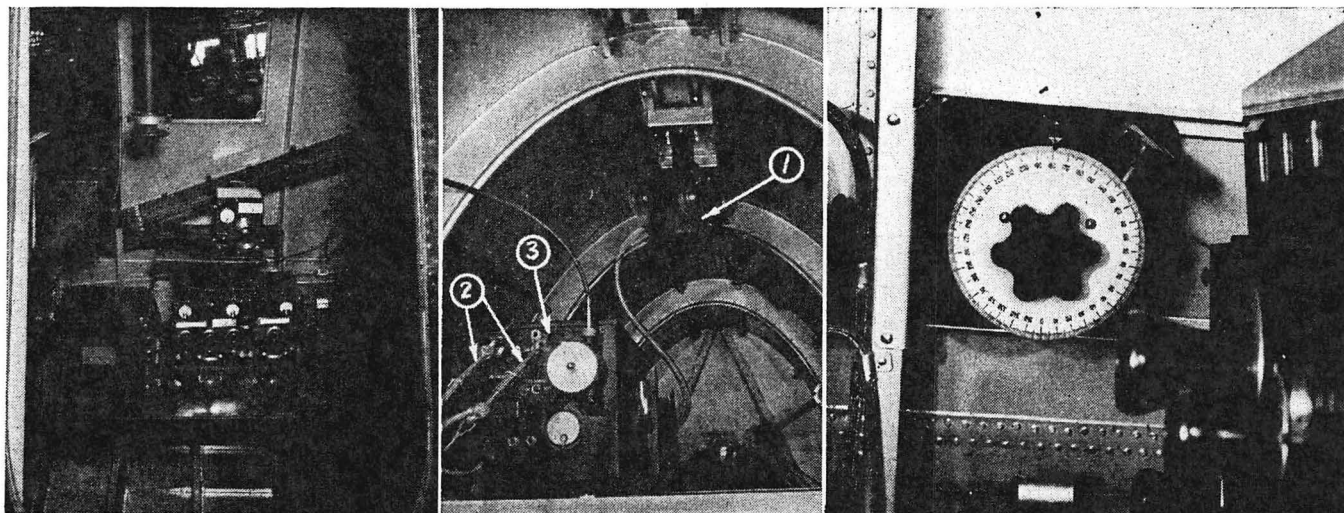


FIGURE 2

FIGURE 5

FIGURE 3

Figure 2 shows standard radio installation in FLB flying life boat as viewed through side door of main compartment. The radio direction finder drive and indicator is shown in the upper left hand corner. This type of drive is being replaced by the arrangement for remote control shown in figures 3, 4 and 5.

Figure 5 shows Radio Direction Finder Receiver and Loop Drive mechanism as arranged for remote control in tail compartment of FLB planes ACAMAR and ANTARES. (1) Loop Drive Assembly; (2) Loop Drive Cables; (3) Receiver.

Figure 3 shows Aircraft Radio Direction Finder Loop Drive and Indicator, new type as installed in Coast Guard, FLB, Flying Boats ACAMAR and ANTARES.

**T**HE accompanying photographs, Figs. 1 and 2, show the radio equipment as installed in the Coast Guard Flying Life Boats ACRUX, ALTAIR, and ARCTURUS. Figs. 3, 4, and 5 show the radio direction finder remote control modifications as installed in the ACAMAR and ANTARES. These modifications will be made to the ACRUX, ALTAIR and ARCTURUS direction finders in the near future.

## Efficient Equipment

The T-20-1 transmitter, which is combined in one unit with the CGR-45-1 receiver, employs a modified master oscillator, power amplifier circuit. The frequency range is 2464 to 4050 kilocycles. Although this transmitter is rated at only five watts, four 112-A vacuum tubes being used, it is a mighty efficient little piece of equipment and is giving an excellent account of itself in providing consistent service within a range of 150 to 200 miles. This transmitter provides

## Coast Guard Ranks Second To No Organization in Modern Aircraft Radio Equipment.

C.W. telegraph and good quality 70% modulated telephone emission.

The CGR-45-1 receiver, which is included with the T-20-1 transmitter, covers the frequency ranges of 2464 to 2704 kilocycles and 3500 to 8100 kilocycles. The circuit is of the regenerative type and employs two Type 239 and one Type 237 vacuum tubes.

## Long Range Work

The main transmitter, which is designated as a Type T-19 (SE-1385-1) is rated at 100 watts, employs two 50-watt tubes and covers a frequency range of 250 to 600 kilocycles. The emission is modulated continuous wave, the circuit being of the self-rectification type. This transmitter is capable of long range

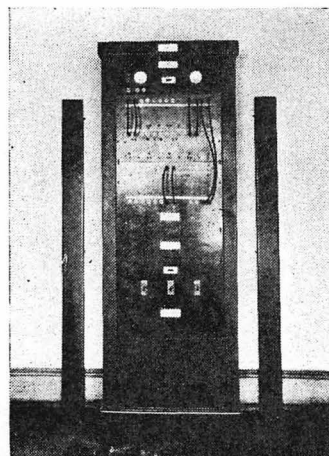
work and is employed for communicating with commercial ships and stations and government stations other than Coast Guard.

The T-20-1 transmitter derives its power supply from storage batteries in order to provide for emergency operation in case of a forced landing. The T-19, main transmitter power supply is obtained from an engine driven generator.

## Intermediate Frequency Receiver

The radio direction finder is of the rotatable loop type and covers a frequency range of 270 to 550 kilocycles. This instrument, in addition to serving as a radio direction finder, provides an intermediate frequency receiver for telegraph and telephone communication and also serves as a homing device and radio range receiver.

In order to keep the transmitters on their exact frequencies the CGR-57 frequency indicator constitutes a very important part of the standard radio installation found in Coast Guard aircraft.



CONTROL PANEL

Left above shows front view of the Remote Control Panel (CGR-48).

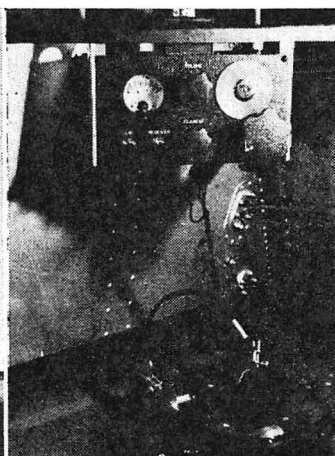
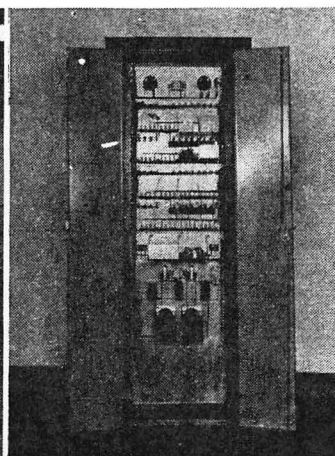


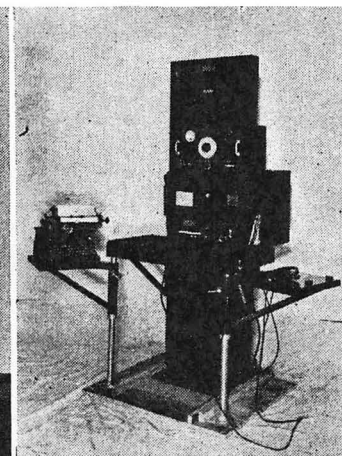
FIGURE 4

Second picture above shows Radio Direction Finder, Receiver Remote Control, new type.



CONTROL PANEL

Third picture is of view showing back of the Remote Control panel (CGR-48) with doors open.



RECEIVER RACK

At the right above is the new Receiver Rack (CGR-53), standard equipment for all Coast Guard shore radio stations.

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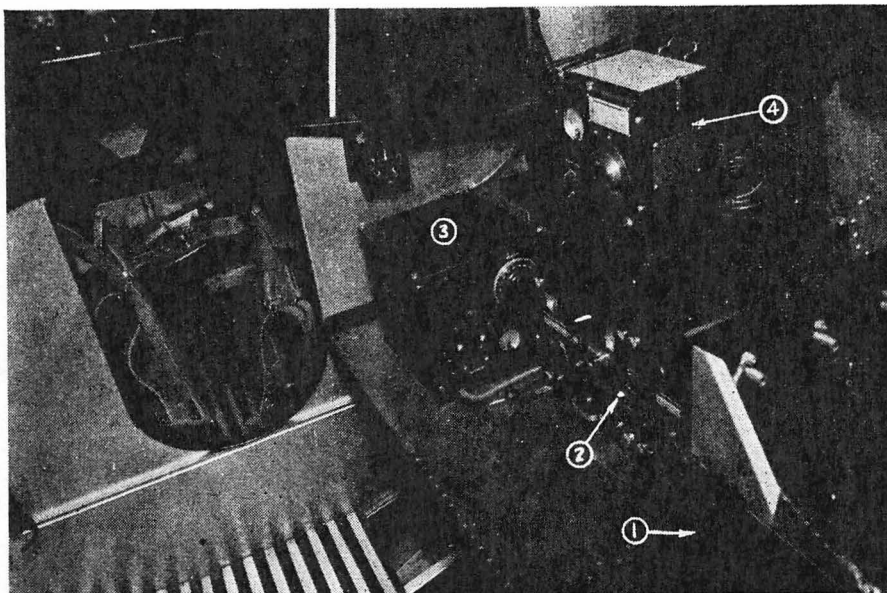


FIGURE 1

Radio installation in Coast Guard Type FLB flying life boat; (1) 100-watt T-19 (SE 1385-1) Transmitter (2) T-20-1, 5-Watt Transmitter and CGR-45-1 Receiver; (3) Radio Direction Finder, intermediate frequency, homing and radio change receiver; (4) Frequency, homing and radio range receiver; (4) Frequency Indicator. View looking forward.

This indicator, which incidentally is the first of its type ever used by aircraft, covers the frequency ranges of 250 to 600 and 2600 to 8100 kilocycles, employs one Type 6-A-7 pentagrid converter vacuum tube, which acts as an electron coupled oscillator, detector and amplifier. A 4050 kilocycle crystal is included in the oscillator as a standard for checking purposes. A thermometer is also included in order to make corrections for temperature variations. This instrument affords a precise adherence to frequency allocations heretofore impossible to obtain.

The total weight of the radio equipment, including the storage batteries used therewith and all accessories, is less than 250 pounds.

The distance range of communication attained with this equipment is equal to that realized with marine equipment. This requirement must be met as the duty performed by Coast Guard aircraft of the FLB and large amphibian types is analogous to the duties performed by a cutter, insofar as communications are concerned.

In the use of aircraft radio equipment of the most advanced type, the Coast Guard today ranks second to none, including government and commercial organizations.

### JUST IN TIME

CG-2206, attached to the Point Judith Station, with Boatswain A. A. Rhodin in charge, sped to a sinking lobster boat in time to save from drowning a sixty-two-year-old fisherman, Fred Gamache.

### WELBORN C. WOOD

Destroyer WELBORN C. WOOD, Lieutenant-Commander A. G. Hall, removed John Lopez, suffering from acute appendicitis, from the steamer GLEN-WHITE, forty miles off the Delaware coast. The patient was taken to Lewes, Delaware, and sent to a hospital.

### 1898 AND "MR."

In General Order No. 35 dated August 2, 1898 of the Revenue Cutter Service is the following:

"\* \* 5. All chief petty officers shall be

### ADMIRAL REYNOLDS

Rear Admiral W. E. Reynolds, U.S.C.G., (R), former commandant, recently dropped in at Headquarters and was received by the Acting Commandant, Captain Covell and other ranking officers. He just returned from a world cruise on the STELLA POLARIS. He will leave shortly for the West Coast.

### THOSE KITS

The legality of the contract entered into between BeVier and Co. and the director of the emergency construction work, Mr. Fechner, is now a thing of the past. The kits have been delivered and distributed to the members of the C.C.C., and the contractor has been paid the agreed price of \$1.40 per kit for 200,000 kits. The quartermaster department of the Army procured the remaining 100,000 from various sources, and all the men have been outfitted.

### IN 1898

The following Spanish War veteran officers are still in service:

Captain Randolph Ridgely, Jr., Captain (E) Wm. E. Maccoun, Captain (E) Herman Kotzschmar, Jr., Captain H. G. Fisher, Captain (E) T. G. Lewton, Lieut.-Commander C. W. Cairnes (Ret) (On active duty at Headquarters), Captain B. M. Chiswell, Captain Eugene Blake, Captain J. F. Hottel, Captain C. G. Porcher.

Rear Admiral F. C. Billard (deceased) served during the Spanish War on the CORWIN, which vessel was on the Pacific Coast.

### THE KANKAKEE

Crew of the KANKAKEE, while at Evansville, Indiana, saw a speedboat capsize in the Ohio River. KANKAKEE'S motor launch sped to the scene, picked the occupant from the water, righted his boat, took boat and man to a nearby yacht club, and were back aboard the cutter within a half an hour.

He: "If I tried to pet you, would you run away and hide?"

### 1,000 MILES OFF

Crew of the Aransas Station, rendered first aid treatment to Jack A. Davis, who was found on the beach by Harry Page, twenty-five miles from the station. Davis informed the Coast Guardsmen that he and a companion, named William Bell, had departed in a sloop from Panama City, Florida, on July 12, bound for Honduras, nearly a thousand miles distant, but when picked up, were nearly a thousand miles out of their course. Nine days later, the boat capsized in a storm, and for three days, according to Davis, both men clung to the upturned boat, finally righting her. On the morning before Davis was rescued, Bell jumped into the water. Davis was sent to a hospital at Corpus Christi, Texas, and his boat was retrieved by the Coastguardsmen.

### FOR TRAITORS

While Italy does not impose capital punishment for the ordinary crime of murder, she does exact it from the "enemies of the nation." She sits them astride a chair, blindfolds them and shoots them through the back. This was the fate of a petty officer of the Italian Navy, Ugo Traviglia, who was tried and convicted of naval espionage. He admitted stealing important naval secret documents and selling them to representatives of the French government.

### TWO ANNIVERSARIES

August 27th was Admiral Hamlet's birthday and he was 59 years of age. August 5th was the birthday of Miss Jean Hamlet, his daughter.

### GOING! GOING! GONE!

An auction sale of 28 Coast Guard vessels was held at Curtis Bay, September 23.

Most of the craft to be sold have been docked at the station for two or three months. They include 10 picket boats used in inland waters, which are 30 to 36 feet in length, and 18 patrol boats, 75 feet long. The engines are included in the sale.

### CHIEF GUNNER GREENAWAY

Accompanying illustration shows Chief Gunner Ralph A. Greenaway, one of the keenest Coast Guard Chief Warrant officers

not only in the line of duty, but as a sports enthusiast.

Coming to the Coast Guard from the Army, Chief Gunner Greenaway had previously served overseas in Russia, Honolulu and other places, but at the present time he is attached to the United States Coast Guard Institute, of which Captain William T. Stromberg is in command. Here Chief Gunner Greenaway is putting out the same enthusiasm that he did in the field.



Chief Gunner  
Ralph A. Greenaway

Popular with all with whom he comes in contact, both commissioned and enlisted, he is one of the outstanding figures in the United States Coast Guard and one



1934

Patrol Boat EAGLE, in charge of Boatswain C. Petersen, accompanied by the crew of the Station at Niagara, New York, floated the Canadian Schooner VREDA which had grounded in a snow storm on Niagara Bar, New York.

#### On Lake Erie

While Boatswain M. B. McCune was standing on the pier at the Charlotte Station on Lake Erie, watching the Norwegian Steamer REIN depart from port, he observed the steamer was out of her course and shouted a warning to the captain, but before the steamer could be stopped she ran aground. The Coast Guardsmen proceeded to the assistance of the steamer in Picket Boat CG-2280, but were unable to move her. On the following morning, the Patrol Boat EAGLE in charge of Boatswain C. Petersen arrived on the scene along with the tug SALVAGE PRINCE, and, after the removal of about 200 tons of the cargo of sugar and bulk paper, the steamer was floated. During these operations, Boatswain McCune sustained a lame back in handling a heavy steam cable.

Mrs. Walter Carroll of Broadwater, Virginia, appealed to Boatswain's Mate William Larson, in charge of the Hog Island Station, to transport herself and her injured four-year old daughter to the mainland for medical treatment for

the child who had sustained a severe cut on the wrist from a fall on broken glass. The Coast Guardsmen transported the mother and child to Willis Wharf, Virginia, where medical treatment was obtained.

Crew of the Camp Disappointment Station on the coast of Washington, floated a grounded gasoline launch which had stranded during a fog on Sand Island and towed it to Ilwaco, Washington.

Patrol Boat MAHONING, in charge of Boatswain Frank Paul, found the Auxiliary Schooner MARY CARMEN of Mobile, Alabama, which had lost her rudder during a heavy gale forty miles off the coast of Alabama in the Gulf of Mexico. The MAHONING towed the disabled vessel to Mobile.

Crew of the Kennebec River Station on the coast of Maine, in charge of Boatswain R. A. Morton, removed from the lighthouse on Perkins Island a man who was seriously ill and transported him to Bath, Maine, for medical treatment.

#### At Buffalo

Crew of the Buffalo Coast Guard Station on the Coast of Lake Erie found the motor boat KITTY with two men on board disabled and grounded on Bird Island Reef in the Niagara River. The surf was running high and had broken the rudder post of the motor boat. The two occupants were removed and placed in the Coast Guard boat and their motor boat was taken to the entrance to Erie Canal. Previous to this the Buffalo Coast Guard crew removed two men from a row boat which was about to capsize in a heavy sea.

#### Shoreham Station

Surfman R. L. Harvey on new Shoreham Station on Block the American Motor Yacht MATONS with three persons on her anchors during a 60-mile in the outer basin at Block and in danger of being smashed. The Coast Guard crew in c. Boatswain's Mate Harry E. Jol to the assistance of the yacht and though the unfortunate the breakwater, hutching a sn hull, the Coast Guardsmen succeeded in getting the yacht out of danger.

The Coast Guardsmen Huron Station on the coast used their motor lifeboat fishing jug LUCKY to Block Port Huron, Michigan. The high that considerable d. experienced in getting a tow tug whose porthole window smashed by boarding seas.

#### Saved By Air

Coast Guard Seaplane ACAMAR, with Lieut. C. B. Olsen in command, departed from the air station at Miami, Florida, to make contact with the American Steamship WALTER JENNINGS which was bound from New York to Corpus Christi, Texas, to remove therefrom two sick men who required immediate hospital treatment. In an hour and a half the plane reached the steamer, but the sea was too rough to make a landing. The steamer was requested to bring the patients inshore, as the roughness of the sea made it extremely hazardous to transfer the men from the ship to the plane. The steamer stood in closer to the shore but still the sea was too rough to bring a lifeboat from the steamer alongside the plane. A long line was then passed to the boat from the steamer. Afterwards the plane taxied near the boat and, with the steamer furnishing a lee for both the boat and plane, by this means the plane was hauled closer to the lifeboat and the two patients were taken into the bow of the plane. One patient was suffering with a badly infected hand and another with acute appendicitis. It was now necessary for the plane to taxi inshore off West Palm Beach where the water was smooth enough to take off. Upon arrival at Miami, the patients were examined by Dr. Chapin of the Public Health Service who recommended that they be transferred to the Marine Hospital at Key West. Chief Gunner C. T. Thrun, piloting a Coast Guard plane, then transported the patients to Key West where they were taken ashore by a motor launch from the Coast Guard Destroyer WILKES. The seaplane ACAMAR sustained damage on this mission, caused by the weight of the waves striking on her wing.

#### At Oak Island

Crew of the Oak Island Coast Guard Station on Long Island, N. Y.,

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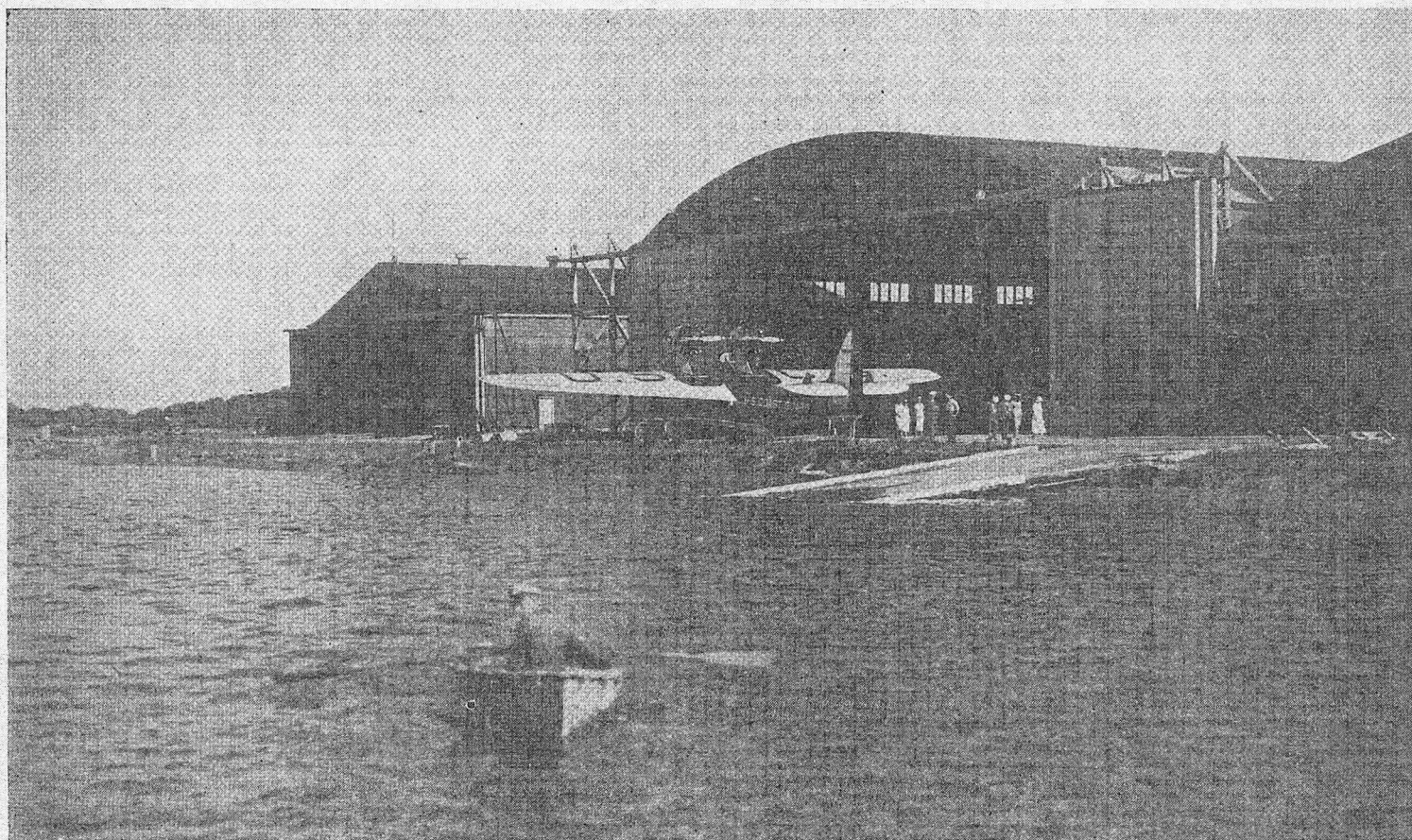
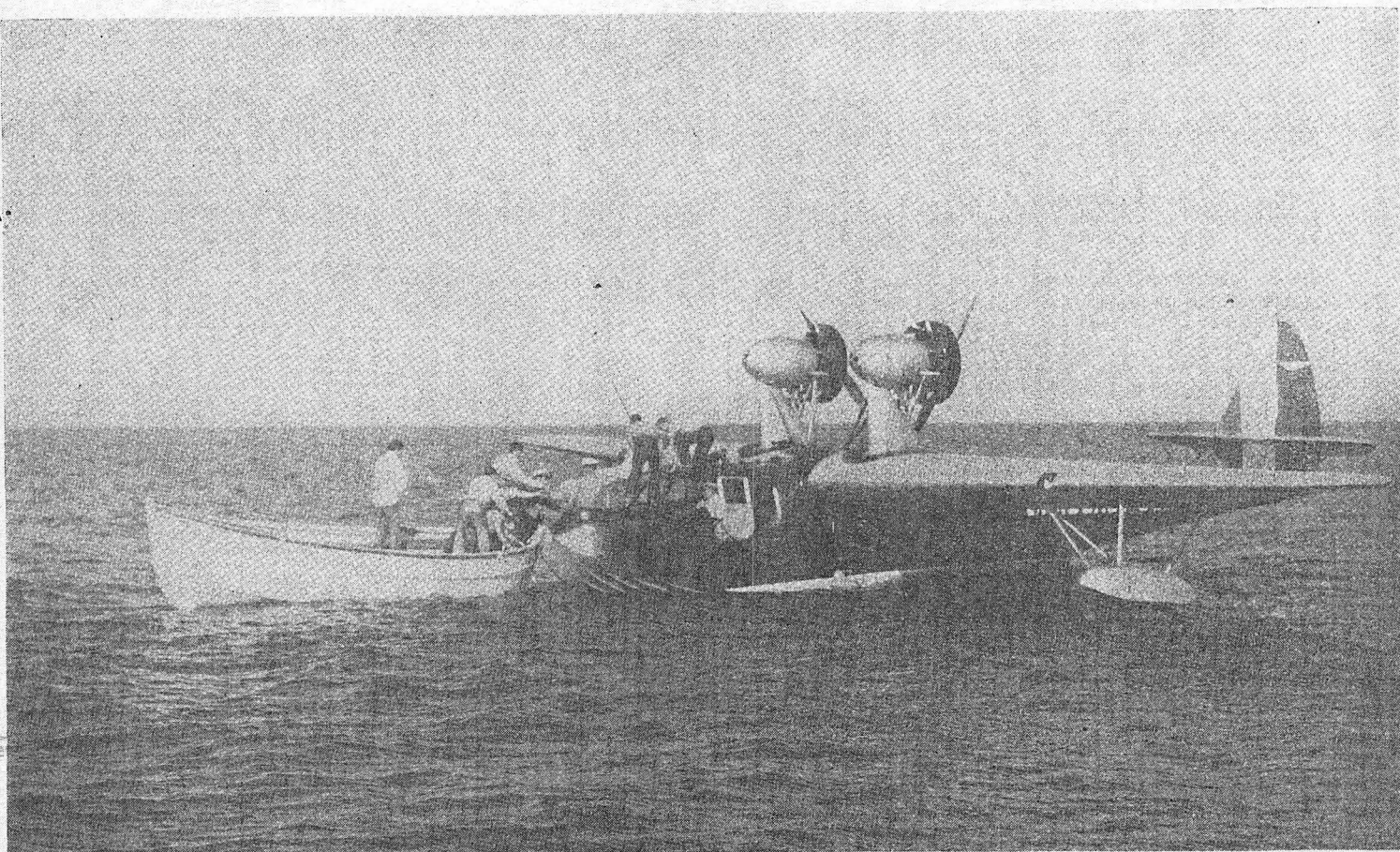
### INTERIOR VIEW OF FORT TRUMBULL GYMNASIUM

Where New London Checker Club meets each Tuesday evening  
Picture shows recent tournament in which Mr. William Ryan, seated at left of center table, played against ten different opponents simultaneously. The central group shows Mr. Wm. Ryan, Capt. Wm. Stromberg, Mr. Evans, Connecticut state champion, and Doctor H. R. Collins, U.S.P.H.S.



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# With the Coast Guard Planes at Cape May

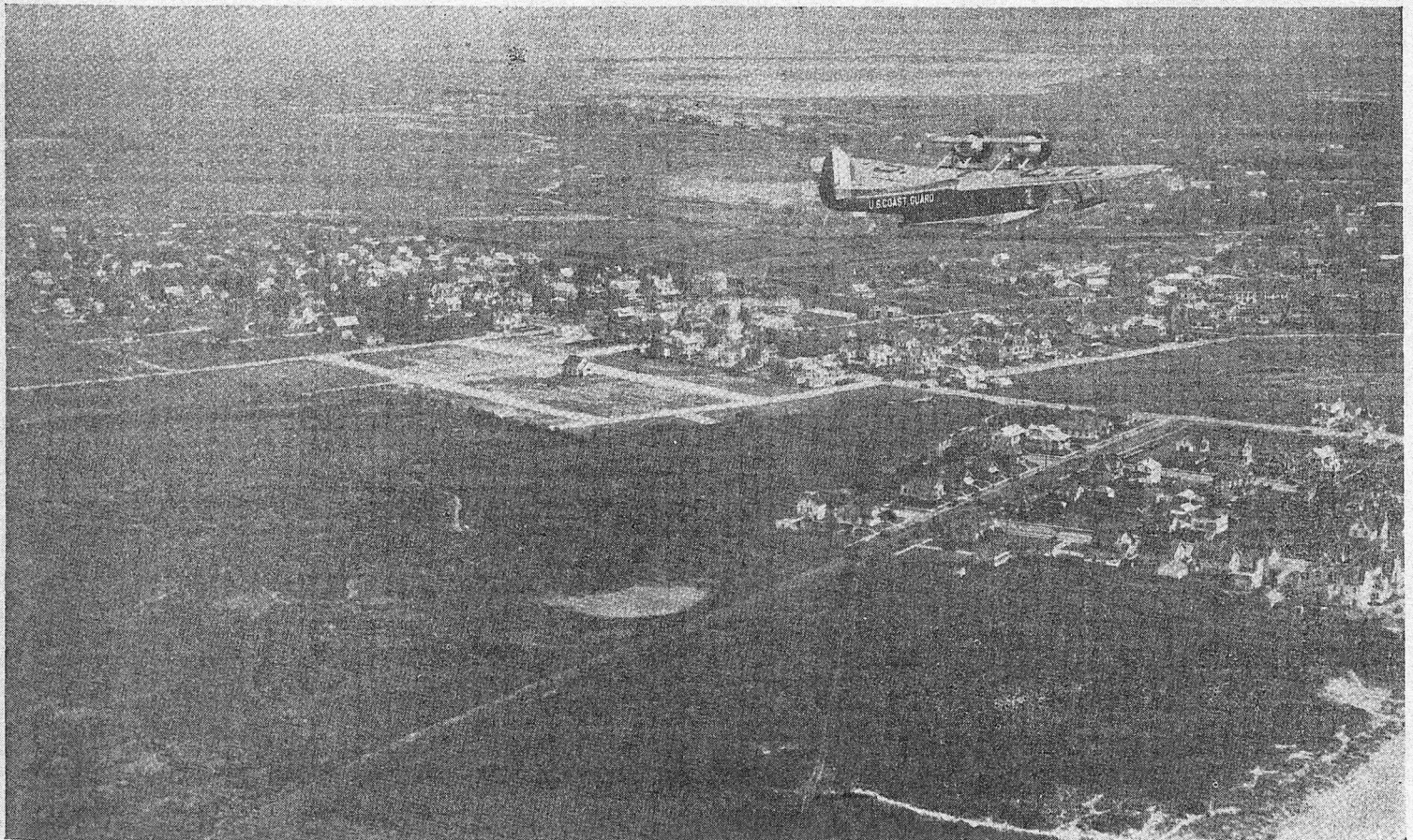


*U. S. Naval Institute Illustrations*

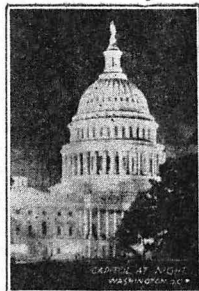
ABOVE: STRETCHER CASE PASSED ABOARD THE ANTARES. BELOW: HANGAR AT THE CAPE MAY AIR STATION



# The Altair and Antares, Coast Guard Planes







# News Straight From Washington

## HEADQUARTERS PERSONNEL ITEMS

Latest Official News. Enlistments. Medical Attention for Dependents. Crews Exchanged. Advancements. Personnel Instructions. Original Enlistments. Allotments. New Pay System. Schools.

The U. S. Coast Guard Magazine is edited but a few blocks from Headquarters, at Washington, D. C. Daily contact is maintained with Headquarters and with Capitol Hill.

### Medical Treatment For Dependents

**T**HE following, as approved by the President on 7 April, 1934, are being promulgated as amendments to the regulations for the government of the United States Public Health Service.

"Medical officers on duty at first, second and third-class relief stations, in addition to their usual duties, shall be required to furnish medical advice and office treatments to the families of officers and enlisted men, including those on the retired list, residing in the vicinity of regularly established relief stations of the Public Health Service.

"Except in cases of emergency, the medical relief contemplated will be available only during the regular working hours of the relief station and provided it may be accorded without interference with the medical officer's other duties.

"The family of an officer or enlisted man shall include only those relatives who are wholly dependent upon him for support, and not persons employed by him."

The following new articles of the Regulations, United States Coast Guard, have been approved and will be promulgated soon:

"Medical relief for the families of officers and enlisted men (including those on the retired list) may be obtained from a regular established marine hospital or relief station or from a medical officer attached to a unit of the Coast Guard. The medical relief shall be of an out-patient character, except in emergencies, and shall be available only during the regular working hours of the hospital, relief station, or medical officer from whom obtained and only when it may be accorded without interference with the medical officer's other duties.

"The family of an officer or enlisted man shall include only those relatives who are dependent upon him for support, and shall not include persons employed by him.

"Prior to obtaining medical relief, the dependents of an officer or enlisted man shall be identified to the officer in charge of the hospital or relief station by means of a letter signed by the commanding officer of the unit to which the officer or man is attached or, in the case of an officer or man on the retired list, by the commanding officer of the nearest Coast Guard unit. The letter shall specify the names of the dependents and state the manner of dependency, such as wife, son, daughter, etc. Commanding officers shall satisfy themselves that dependency actually exists before signing the letter. Such a letter shall be required only the first time medical relief is furnished by a certain hospital or relief station."

For the information of those concerned the following definitions of relief stations are given:

First class—A regular Marine Hospital.

Second class—One in charge of a regular commissioned officer of the Public Health Service.

Third class—One in charge of a civilian appointee, either whole or part time, whose salary is independent of the number of patients eligible for treatment.

No Coast Guard or Public Health Service form need be filled out to secure treatment for dependents; the letter of identification, mentioned in a preceding paragraph, is sufficient. No report of treatment rendered to dependents need be made on any Coast Guard form.

Commanding officers should use every endeavor to see that the privileges being extended are not abused. Medical officers are not required to visit dependents of service personnel at their homes; office treatment only is contemplated. Appointments during regular hours should be made and kept. If an appointment can not be kept the medical officer

should be so informed as soon as possible. Officers and enlisted men should exact of their families consideration in their relations with medical officers.

It is suggested that commanding officers meet the medical officers in charge of local relief stations and make mutually acceptable plans for the treatment of dependents. It is believed that this privilege will prove of inestimable value to the personnel of the Coast Guard if everyone will use restraint and discretion.

### Crews for Vessels

The GRESHAM, UNALGA, SENECA, ACUSHNET and CARRABASSET are to assemble at the Coast Guard Depot on or before June 15 for the purpose of exchanging crews. This action is being



### FIGURES IN CRASH

Lieutenant Clarence F. Edge, U.S.C.G., Coast Guard flight officer. Lieutenant Edge first entered the Service as a Cadet in April of 1924. He is now stationed at Coast Guard Air Station, Miami, Fla.

On May 29th Lieutenant Edge, together with Collector of Customs Harry L. Seaton, of San Antonio, Texas, took off in a former Customs plane at Fort Bliss, El Paso, and while trying to return to the airport due to motor trouble, the plane hit a rough spot in landing, nosed over and crashed. Gasoline escaped from the wing tank and ignited. Mr. Seaton was unable to release himself and was burned to death. Lieutenant Edge succeeded in getting out of the rear cockpit, and while endeavoring to pull Mr. Seaton from the plane, was burned about the face and arms. The plane was entirely destroyed. Lieutenant Edge is now at the Army Hospital at Fort Bliss. He was recently assigned in San Antonio on airplane anti-smuggling work. He and Mr. Seaton had flown in the Curtiss Falcon plane from San Antonio to El Paso for a conference with Custom officials and were about to return when the accident occurred.

Mr. Seaton, 50 years of age, was formerly secretary to Vice-President Garner and was appointed Collector of Customs at San Antonio on May 1, 1933. He leaves a widow and eight children.

The plane was seized in 1932 from W. T. "Bill" Ponder, World War flier, accused of smuggling imported alcohol.

taken in order to obviate the expense incident to permanent change of stations and at the same time to prevent the working of any hardship through the transfer of personnel who are not entitled to permanent change of station. The crew of the GRESHAM will be transferred to the SENECA as the latter vessel is to assume station at Mobile. The present crew of the SENECA will be transferred to the UNALGA which vessel will assume station at San Juan, Puerto Rico. The crew of the ACUSHNET will be transferred to the GRESHAM for further transfer to the ALGONQUIN when that vessel is placed in commission. The ALGONQUIN is now under construction at the Pussey & Jones Company and upon commissioning will assume station at Woods Hole. The crew of the CARRABASSET is being transferred to the ACUSHNET which vessel is to relieve the CARRABASSET at Norfolk, Virginia. Sufficient ratings will be transferred from the UNALGA to the CARRABASSET to complement that vessel which is destined for duty at Port Everglades, Florida. The ratings from the UNALGA not required in the complement of the CARRABASSET are being temporarily transferred to the GRESHAM for temporary duty pending further assignment to the PANDORA or one of the new cutters now under construction. The GRESHAM will temporarily assume station at Woods Hole and during August will assume temporary station at Wilmington, Delaware to act in the capacity of a receiving ship in caring for the crews destined for duty on the new cutters under construction at Pussey & Jones.

Crews for the 165-foot patrol boats and new 165-foot cutters are being assembled and personnel desiring duty on any of these boats should submit their requests to Headquarters without delay.

### Personnel Instructions

The revised Personnel Instructions are now being printed at Headquarters and the same will be ready for distribution to the field in the very near future.

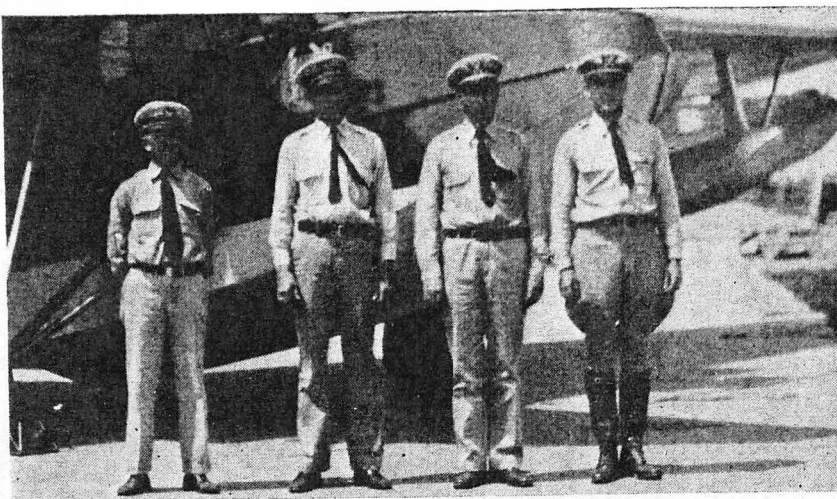
### Original Enlistments

District commanders have been authorized to effect original enlistments in the rating of surfman to fill actual vacancies and to maintain their respective districts at authorized strength. In effecting these enlistments preference is to be given to applicants with previous Coast Guard service who have been discharged under conditions entitling them to reenlist. The recruiting officers at New York and Baltimore have each been assigned a quota of 20 enlistments in the rating of apprentice seaman each month. The men to be accepted for enlistment at the recruiting offices in the rating of apprentice seaman are those applicants who have not had previous service.

(Continued on Page 33)



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### AT COOL CAPE MAY, N. J.

Airmen at the Cape May Coast Guard Air Base. Left to right—Lieutenant R. L. Burke, U.S.C.G., commanding; Lieutenant W. A. Burton, U.S.C.G., Executive Officer; Lieutenant G. H. Bowerman, Machinist F. F. Crump.

### CAPE MAY AIR STATION

By "Whimpy"

**D**UE to reorganization and planning details for the operation of the Cape May Air Station after the decommissioning of Base 9 on 30 April, 1934, time has not permitted preparation of news items which will be of much interest to the service in general. After two and one-half months of strenuous operation we are prepared to submit a few items of interest to the readers of this magazine, and perhaps a few interesting photographs.

In addition to being an "Air Station" we are also an Aviation School and we also have five 75-footers on scheduled patrols and several speed and picket boats operating when required. The enlarged and modern rifle range falls under our jurisdiction also and since its dedication in April approximately 800 men have fired on the range. Included in this total are all units of the entire New York Division; the Rifle Team; personnel of the Air Station and all surfmen from the Fifth District. Seventy-five foot patrol boats have patrolled the waters adjacent to the range since the firing began and will continue the patrol until the firing season closes in the fall. The Marines took charge of the range on 1 July and will continue its use until about the last of September. Air Station personnel has the supervision and up-keep of the range.

#### 86 Flights

During the period 1 May to 15 July there have been 86 individual flights in aircraft from this station involving a total flying time of approximately 176 hours and 40 minutes. Included in these flights are several Medical Assistance Flights of great importance briefly described elsewhere in this article. During the above period there have been 22 individual cases of assistance rendered to life and property by the five patrol boats attached to this station, which is considered a fair record, in view of the season and close proximity of many surf stations in this vicinity. Patrol boats from this station have patrolled several South Jersey regattas and also assisted in the patrol of the Harvard-Ya'e "Around Manhattan" races and the United States Fleet Review by the President, in May.

Outstanding among recent aircraft flights from this station is the rescue of a stricken fisherman from the fishing boat "MAO IV," approximately 115 miles southeast of Boston, Mass., on 2 June, 1934, in recognition for which the pilot, Lieutenant Richard L. Burke, received an official commendation from the Secretary of the Treasury. Lieutenant Burke while piloting the amphibian ADHARA on official

N. Y., intercepted a radio message from the Boston Division stating that a fisherman was dangerously ill aboard the fishing boat "MAO IV," and required immediate hospitalization. The message gave the MAO'S position as approximately 220 miles southeast of Boston. Permission was requested from the Commander, New York Division to proceed to the assistance of this man, which was granted. The ADHARA then proceeded to Gloucester, Mass., obtained fuel and departed in search of the fishing vessel. Weather conditions obtained from the HARRIET LANE, which was also offshore searching for the MAO, indicated dense fog, and sea conditions, strength five, but the ADHARA flew on, continuing out to sea in search of the stricken man. Here is quoted a part of Flight Report 2178 covering this flight: "Encountered dense fog bank off Chatham, Mass., flew on out over the fog bank to vicinity of expected contact. Circled back and forth over this vicinity, occasionally finding an opening in fog whereby the surface of the ocean could be seen only directly beneath the plane. After an hour and a half of searching in fog, located vessel in question, the MAO IV, Boston." The ADHARA landed alongside the fisherman in heavy ocean swells. The stricken man was transferred from the boat to plane in the ship's dory. The ADHARA immediately took off (in closing in fog), and proceeded to East Boston Airport, where an ambulance, requested from the ADHARA, was waiting. This flight no doubt saved this man's life as he was suffering intense pain from blood poisoning, which had paralyzed his entire arm, neck and right side.

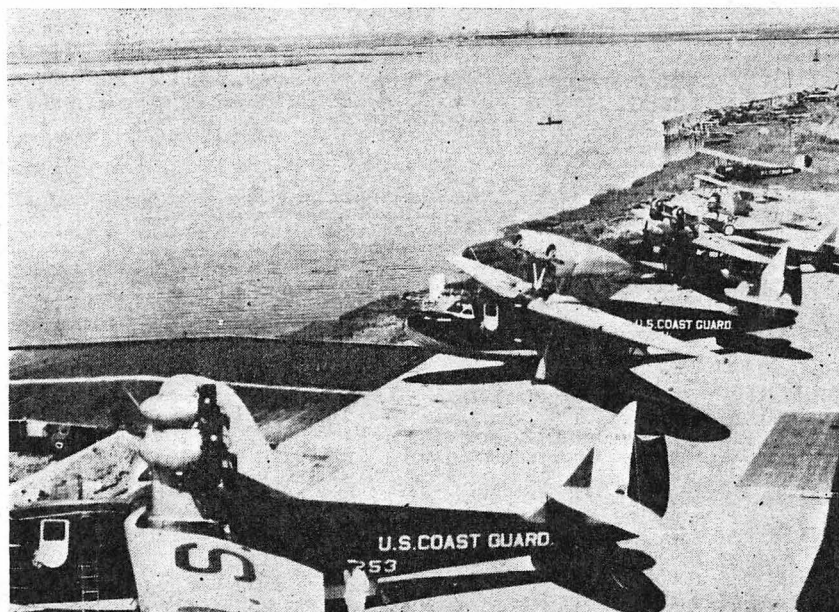
On 9 July Lieutenant Burke and crew in the ADHARA answered a call from the U.S.S. SALT LAKE CITY, approximately 70 miles east of Cape May. Dr. Frank R. Hughes accompanied the pilot and crew. Contact was quickly made with the SALT LAKE CITY and landing made alongside in moderate swells. The sick sailor was transferred from the cruiser to the plane which took off immediately and proceeded to Philadelphia, where the stricken man was rushed to the Naval Hospital. From the diagnosis of the attending physician, it was learned that patient was suffering from intense pain in the throat, head and ears and was running a temperature of 103 deg. He was in a very weakened condition and semi-conscious, evidently a case of Ludwig Angina, a rapid swelling and paralysis of nerves and mucous membranes in throat and nose and head, a condition requiring an emergency operation and hospitalization due to danger of patient suffocating for lack of ability to breathe. A prompt message of appreciation was received from the Commanding Officer of the SALT LAKE CITY for this assistance.

On 31 May Lieutenant Burke in the ADHARA and Lieutenant W. A. Burton piloting the sea plane PROCYON conducted an aerial patrol of the United States Fleet Review by President Roosevelt off the entrance to New York harbor. This patrol has the distinction of being the first aerial patrol in the history of the United States and was so termed by the Commander, New York Division, in his commendation to the officers engaged in the patrol.

#### From The Fairchild

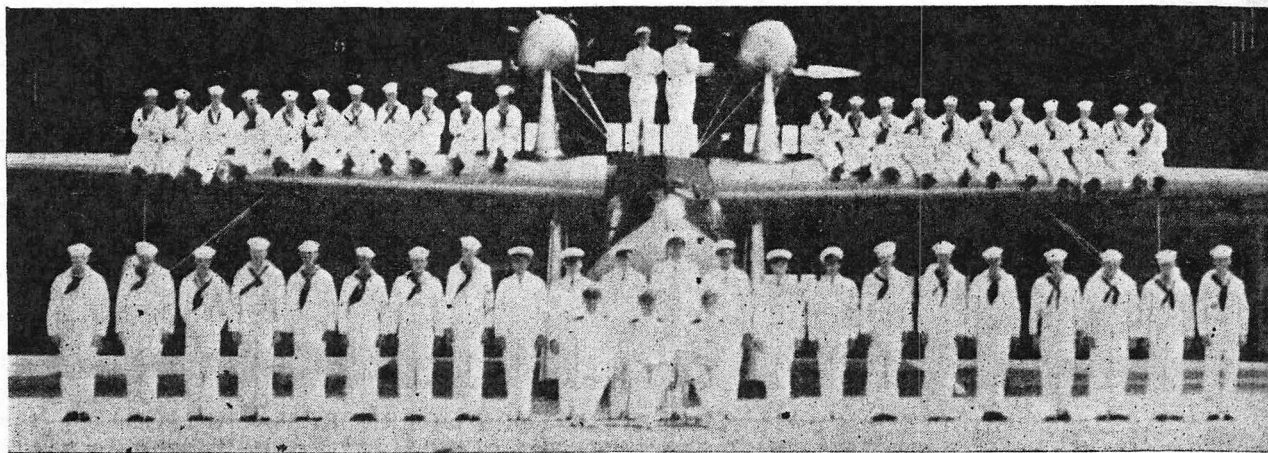
On 12 June a message was intercepted from the master of the S.S. FAIRCHILD to the CHAMPLAIN stating that they had passed what appeared to be a human body floating on its stomach off the entrance to Delaware Bay, approximately 5 miles north of Overfalls Lightship. The ADHARA, Lieutenant Burke, took off at 8:40 a. m. to search for the body in the reported position. After several hours of searching, finally located the body floating at 12:29 p. m. and landed alongside. After several attempts to maneuver airplane alongside the body, it was finally grabbed with a boat hook. Heavy southwest swells, the heavy weight and badly decomposed state of the body made it impossible to bring body aboard plane. A speedboat was requested to come from Air Station and recover body. Speedboat arrived on scene and body was transported to the Air Station. The body recovered was that of a middle-aged white woman, fully clothed, with life-belt on. There is a rather pathetic touch to this flight. Both husband and wife were lost in a recent sinking of the barge "TRURO" in a severe storm off Barnegat on 2 June, 1934. The body of the husband has never been recovered. These same unfortunate people were rescued from a sinking barge by the crew of the Atlantic City Coast Guard Station, in a storm off Atlantic City about two years ago. A tragic ending.

On 26 June the plane ADHARA went to the assistance of a sick man aboard the S.S. LEMUEL BURROWS, approxi-



AT CAPE MAY AIR BASE





Coast Guard Airmen at Cape May Air Station, New Jersey.

## CAPE MAY AIR STATION

By B. R. T.

CAPE May Air Station has been particularly busy during the past month in the nature of answering distress calls. After investigation and expensive operations a considerable proportion of these calls proved either to be hoaxes or groundless imaginations on the part of un-seafaring citizens. However, all must be given consideration until proven false in order that the present and past creditable record of the Coast Guard may be maintained.

Cape May Air Station, like several other Coast Guard units, is located in a popular summer resort on the south Jersey Shore and many visitors make their homes here for weeks and even months during the summer season. Some of them being residents of Philadelphia, Baltimore, New York and other inland localities, are not any too familiar with Coast Guard duties. Some have heard of the Coast Guard as only an organization which dealt with chasing rum-runners. Some, however, know the real humanitarian side of the Service. It is this class that has been most instrumental in bringing the true Coast Guard activities before the deserving public citizens who are willing to praise, rather than discredit an organization which was established for the sole purpose of helping humanity.

Here is an instance of a citizen, who perhaps through imagination, or lack of forethought sent the Coast Guard out on an expensive and fruitless search, although it is believed his intention was well meant. Word was received by telephone from a local resident that he saw a small motor yacht on fire about four miles offshore from Cape May on July 20th.

Lieutenant Burke, piloting the seaplane PROCYON, immediately took off to investigate (dispatching a 75-foot patrol boat to the scene). The seaplane arrived at the reported scene of the fire within ten minutes after take off. A 70-foot cabin cruiser was observed anchored about 6 miles offshore. About 6 miles further offshore, observed a tugboat towing 3 barges; the tugboat was putting out dense clouds of black smoke. After a thorough search of the entire area the seaplane returned to Air Station. It is believed that the person reporting the alleged fire, believed the tug's smoke to be coming from the anchored cabin cruiser, although visibility was exceptionally good at the time.

Aside from such searches as that above, there is one particularly offensive kind of search, which, although often discredited, nevertheless, must be investigated. I am referring to "hoaxes." They are the most expensive kind of searches, for they are frequently so reported that it is impossible to completely check them properly, without the expenditure of much time and money. Here is a recent instance of such a search:

"On August 8th a message was received from police headquarters at Staten Island, New York, to the effect that a demijohn had been picked up in New York harbor on that day. The demijohn contained a note and a key. The note read as follows: 'We are in need of supplies and gasoline, stranded about forty miles off the coast of Wildwood in a fifty-foot cruiser named "ONTARIO." We don't know our bearings and are anchored in hopes of someone coming to our rescue. We are afraid of starvation so we are sending you the key to the control room of our cruiser; the serial of the cruiser is 3753. My name is Captain Arnold Rhodes. Come quick.'"

The ONTARIO was not listed with the New York Customs. If true, such a message was deserving of a most intensive search, but, after investigation along the New Jersey South Shore resorts, no information could be obtained of such a boat or the alleged Captain "Arnold Rhodes."

However, within a short time after receipt of this message the seaplane PROCYON, piloted by Lieutenant Burton, was in the vicinity of the reported distressed ONTARIO and her starving crew. A very intensive and lengthy search was made over an area of approximately 2600 square miles, but nothing resembling the ONTARIO was seen, although more than 20 vessels were passed and identified during this flight. Such occasions as the above are often the acts of "cranks" who have a peculiar desire to find out just where and by whom their weird bottles of disaster will be picked up. Some cases are acts of unfriendly conspiracies against the Coast Guard, designed and planned to disrupt Coast Guard operations against themselves. Such acts, although they cause a great deal of inconvenience and loss of time, DO NOT DISRUPT COAST GUARD OPERATIONS in the least, in fact, they help. But, on the other hand, such prolonged flights might be well used to better advantage.

On 13th of August, Lieutenant Burke flew out to intercept the S.S. THOMAS P. BEAL upon receipt of a message that the steward of the BEAL desired to be transported ashore as his wife had died that day.

The plane located the vessel 4 miles east of Five Fathoms lightship, but due to heavy easterly swells and a "no wind" condition, it was not deemed advisable to attempt a landing when there was no actual life at stake. The THOMAS P. BEAL was advised of conditions and that a patrol boat would be dispatched to take the steward off. The offer of the patrol boat was declined as being too slow. The vessel proceeded to New York where it was due the following day.

On 21 and 22 August, Lieutenant Burton, in the seaplane ACRUX, flew a party of cameramen, under the supervision of Lieutenant-Commander Leamy, over the activities connected with the Cadets Short Range Battle Practice in the vicinity of Montauk Point and Fort Pond Bay.

Very interesting and educational photographs were obtained of actual firing of the 5-in shells and their splash and ricochets are plainly visible in the pictures. This flight and the pictures obtained therefrom is only a part of an educational moving picture of Coast Guard activities which will soon be completed and released for public

exhibition. It is believed the picture will be released sometime in October and all Coast Guard personnel are urged to see the picture if the opportunity presents itself.

In the evening of August 16th Cape May Air Station held a Marine party at Cape May's finest night club, the "Green Mill." Officers and men of the Coast Guard, Navy, Naval Reserve and Marine Corps, their families and friends attended.

Much to the delight of many was the free beer served during the evening, compliments of the Ship's Service Store. After the play "The Drunkard," an excellent floor show was enjoyed followed by a Marine dance. The party was attended by about three hundred guests and was a great success throughout the evening. Following this party, the enlisted men of the Air Station are organizing an "Enlisted Man's Club" for the purpose of furthering such social activities as the one above mentioned. At this writing there have been over one hundred and ten members enrolled and it is likely every enlisted man attached to the station will enroll within a few days. Another "Get-together" party is planned in the near future.

## AT BASE SIX

On August 4, 1934, Coast Guard Day, the Base Six Service Store sponsored a barbecue, and various sports events. The day was an eventful one and everyone that attended had a grand time. The total attendance was nearly three hundred, which consisted of Coast Guardsmen and their families at Base Six, Miami Air Station and CARRABASSET.

The barbecue started at 11:00 A. M. and ended at 2:00 P. M., there was plenty to eat, thanks to Carpenter J. L. Temple, and we take this opportunity to thank Mr. Temple for the splendid way in which he conducted the barbecue.

All sports events were under the direction of Chief Gunner H. C. Herman and under his guidance things went along on schedule and very smoothly, we also take this opportunity in thanking Mr. Herman for the sportsmanship way he handled the sports events.

The first sport event of the day was a Dinghy Race between the CARRABASSET CG-244, CG-185 and the CG-212. This event was won by the CG-244. The course was a distance of about one half mile, ranged between three 75-foot patrol boats anchored off the beach in full dress.

The second sports event was a tug-of-war between the deck force and the engineers force of Base Six, both teams seemed afraid of a ducking so it ended in a tie, a stream of water being set so as to give the losers a good drenching. The CARRABASSET then challenged Base Six to a tug-of-war which was pulled later in the day, Base Six proved to be too much for the crew of the

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### SOMETHING NEW FOR THE COAST GUARD

The New York Sunday Mirror prints this cartoon with an editorial urging "Women Aving!" That's all o.k. with us and plenty of credit to women aviators. But we get a real kick out of the "U. S. COAST GUARD" on the ladies' plane. Why not some other outfit? Well, maybe Gloucester, Cape May, Miami, wouldn't mind having 'em around at that.

### COAST GUARD INSTITUTE

Captain William T. Stromberg, U.S.C.G., Director of the Coast Guard Institute, releases the following report covering September, 1934, viz:

Officers enrolled as of 1 October.....	61
Warrant Officers enrolled as of 1 October.....	70
Enlisted Men enrolled as of 1 October.....	2,155
Students enrolled as of 1 October.....	2,286
Enrolled, during September.....	104
Re-enrolled, September.....	157
Disenrolled, September.....	235
Average lessons per Student, September.....	1.10
Lesson papers, September.....	2,545
Lesson papers since establishment.....	153,527
Certificates Rating Courses, September.....	43
Certificates, Rating courses since establishment.....	3,080
Total Service Courses, September.....	3
Total Service Courses to date.....	38
I. C. S. Diplomas, September.....	13
I. C. S. Diplomas since establishment.....	949

#### GRADUATED, I. C. C. COURSES, SEPTEMBER

Berg, H. O.....	CEM.....	Municipal Engineering
Brunino, F. C.....	PhM1c.....	Selected Subjects (WI)
Bumble, C. W.....	Surf.....	Marine Int. Com. Eng.
Bumble, S. J.....	RM1c.....	Complete Radio
Flint, M. B.....	CMOMM.....	Marine Engineers
Jaffe, J. J.....	CQM.....	Good English
McCullough, A. T.....	RM2c.....	Elementary Elec. Eng.
Morrison, Hugh.....	CMOMM.....	Diesel Engines
Newman, H. W.....	CY.....	Stenographic-Secretarial
Salter, W. B.....	MoMM2c.....	Aviation Mechanics
Stokler, William.....	Surf.....	Marine Int. Comb. Eng.
Templeton, D. C.....	CQM.....	First Lessons In English
Wolff, Karl.....	Surf.....	Motor Boat Navigation

#### GRADUATED, SERVICE COURSES

Eve, E. A.....	Lieut. (j. g.).....	Communications
Goldstein, H. S.....	Seal1c.....	Communications
Snyder, W. H.....	Ensign.....	Communications

#### GRADUATED, PREPARATORY COURSES

Axtellis, T. A.....	GM2c.....	CGM
Baker, L. S.....	BM1c(L).....	CBM(L)
Bernhart, M. J.....	BM1c(L).....	CBM(L)
Bogan, Charles.....	CY(a).....	CY
Kessel, R. J.....	CM1c.....	CGM
Lamson, M. L.....	RM1c.....	CR
Milligan, L. C.....	BM1c.....	CBM
Tregoner, O. A.....	Y1c.....	CY

#### GRADUATES, RATING COURSES

Adamczyk, E. H.....	Sea2c.....	Seal1c
Arnold, L. W.....	Sea1c.....	Student Radio
Backlin, F. E.....	Sea2c.....	Student Radio
Boileau, K. N.....	Surf.....	MM2c
Brantley, J. L. E.....	Sea2c.....	Seal1c
Burgess, W. O.....	QM3c.....	QM2c

Byrne, P. J.....	QM3c.....	Compass and Piloting
Coakley, E. S.....	F2c.....	Student Radio
Davis, Bert.....	Y3c.....	Y3c
Douglass, S. V.....	Sea1c.....	Y3c
Epps, J. E.....	Sea2c.....	Student Radio
Farley, Edward.....	Sea1c.....	Student Radio
Farrell, A. J.....	SC3c.....	SC2c
Gerry, C. L.....	Sea2c.....	RM3c
Guerten, F. O.....	Sea2c.....	Student Radio
Hardenbrook, C. E.....	Sea2c.....	Seal1c
Hickey, H. C.....	Surf.....	MoMM2c(L)
Huntley, H. L.....	Surf.....	BM2c(L)
Jackson, J. R.....	CY.....	Shorthand
Kane, P. J.....	Sea2c.....	Student Radio
Kiser, C. O.....	AS.....	Seal1c
Krueger, R. S.....	Sea1c.....	QM3c
Kurcz, S. J.....	Sea1c.....	Student Radio
MacDonald, M. H.....	Sea2c.....	Seal1c
Macemer, T. W.....	Sea1c.....	BM2c
McIntosh, R. L.....	F2c.....	Student Radio
Minard, H. A.....	Surf.....	BM2c(L)
Morundo, E. L.....	RM3c.....	Student Radio
Meilsgen, Erik.....	Surf.....	BM2c(L)
Oles, J. V.....	Surf.....	BM2c(L)
Padgett, A. F.....	Surf.....	BM2c(L)
Patch, G. A.....	Sea1c.....	Student Radio
Peabody, T. L.....	Surf.....	BM2c(L)
Pfeifer, P. A.....	PhM3c.....	PhM2c
Shaw, C. O.....	Sea1c.....	AMM3c
Small, B. L.....	Surf.....	BM2c(L)
Smith, R. W.....	WT2c.....	BM2c
Snow, David.....	F2c.....	RM3c
Toms, C. J.....	Surf.....	BM2c(L)
Van Erkel, George.....	Surf.....	BM2c

### VESSEL MOVEMENTS

*Onondaga*, placed in commission at the plant of the Defoe Boat and Motor Works, Bay City.

*Onondaga* is now en route from Bay City, to permanent station at Astoria, Ore., scheduled to arrive 15 November, 1934. Upon arrival of the *Onondaga* at Astoria the *Redwing* detached from duty at that place and will proceed to Port Angeles, Wash., for permanent station there.

*Bonham* took new station at San Pedro.

*Atlanta*, placed in commission at the plant of the Lake Union Dry Dock and Machine Works, Seattle.

*Pulaski*, took new station at Marshfield, Oregon.

*Ewing*, took new station at Santa Barbara.

*Dione* commissioned at Manitowoc, Wis., 5 October, 1934, and will shortly depart for permanent station at Norfolk.

### THAT'S SHOOTIN'

(Continued from Page 1)

pride in the splendid achievement of the team and joins with him in extending congratulations to every member of the squad."

Lieutenant L. H. Morine, U.S.C.G., was team captain for the Coast Guard and Gunner E. A. Ninness was coach. This year features the best shooting the small Coast Guard team has done since the year it finished just behind the Marines ahead of the Navy at Camp Perry.

The best way to tell the story, so it will be understandable by shooters and non-shooters alike, is to tabulate the high men in each match.

In the President's Match especial note should be made of the score of Boatswain's Mate first class E. C. Jones, 147. This ties the world's record made in 1929 by C. E. Coffin, U. S. Navy and in 1932 by Paul Goulden, U. S. Coast Guard. Jones made 47 out of a possible 50 at 200 yards, a possible 50 at 600 yards and a possible 50 at 1,000. His score of 147 virtually assures him the National Rifle Championship and, brother, that 50 ten bullseyes at 1,000 yards, is shootin' in any man's league!!!

The scores given below are the top men only in the consecutive number events exactly as published in the Official Range Bulletins, Nos. 1 to 18, respectively, as signed by Colonel Charles F. B. Price, U.S.M.C., Executive Officer at Quantico.

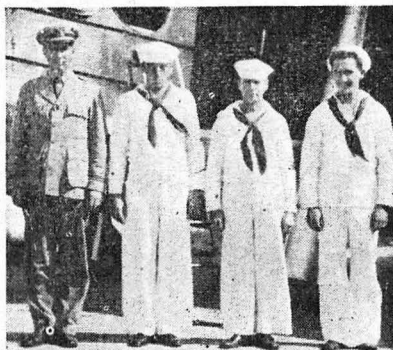
Counting individual and team matches over all, the Marines won nine events and the Coast Guardsmen wone nine events.

Now no Marine likes to be set back at small arms firing or at football or ANYTHING for that matter. However, the Marines are rather proud of their close friendship for the Coast Guard. In fact, they take a little credit unto themselves for helping the Coast Guard along in the why and wherefores of shooting, just as they took pride in showing the Coast Guard in the ropes in football some years ago. So the Coast Guard ups and beats the Marines shooting just as, some years ago, they beat them at football.

And Lieutenant Colonel Jos C. Fegan, U.S.M.C., who is Marine Corps' top flight authority on inter-Service competition of all sorts chimes in with, "Did you see all of OUR trophies over in Coast Guard Headquarters' window?"

Of course Colonel Joe left plenty of room for the conjecture that the Marines could shoot a lot of those trophies back

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## ON ACRUX

Pilot and crew of Seaplane ACRUX, participating in MORRO CASTLE Rescues, out of Cape May, N. J.

Left to right: Lieutenant W. A. Burton, U.S.C.G., pilot; Wellington M. Reeves, AMM1c, mechanic; Buell R. Tevis, Y1c, observer; Herman D. Hill, RM2c, radio operator.

## CAPE MAY AIR STATION

By Perry Chute

THE MORRO CASTLE fire and disaster on the early morning of September 8th, was an occasion of much activity at Cape May Air Station. This writer personally is of the belief that had more definite information been given out in the S.O.S., that quicker and better organized relief could have been afforded. Later developments in the case, however, serve to furnish reasons why more important information was not received at the time of the S.O.S. or at any later period from the burning ship itself.

The information first received here indicated a fire on the MORRO CASTLE and stated her position 20 miles southeast of Scotland Light-ship and that she was in need of immediate assistance. At the time this message was made known to the only flight officer present at this station, flying weather was extremely poor, with severe rain squalls, a one hundred foot ceiling and one-fourth mile visibility. However, upon information received over commercial radio news dispatches to the effect that over 200 persons were missing, or were victims of the fire, it was definitely decided to attempt to reach the scene of the burning vessel. Accordingly, immediate arrangements were made to fly the seaplane ACRUX to the stricken ship. Necessary emergency articles were taken aboard and the plane took off within a few minutes after receiving news of the great estimated loss of life on the ship. The plane took off at 11:50 A. M. (E. S. T.) and headed into a strong northeast wind all the way to the scene of the disaster, encountering heavy rain, squalls and intermittent fog banks throughout the entire trip. The ACRUX arrived off Sea Girt, N. J., at approximately 1:20 P. M. and immediately began a search for survivors as we had intercepted a message from the Commander Fifth Coast Guard District to the effect that bodies were drifting onto the beach at Manasquan, N. J. The true conditions existing at the scene of the fire was not realized until we actually saw them upon arrival there. We flew directly over the burning vessel and then searched back and forth from the ship to shore approximately 10 miles to the north and south of her position. The heavy smoke from the ship and frequent squalls made our task very difficult and the northeast wind was increasing steadily. We continued this search for approximately one and one-half hours at which time violent squalls and the high winds together with visibility of about 200 yards made further flying too dangerous to continue. The ACRUX made a safe and very skillful landing in Shark River Inlet where we anchored. The pilot, Lieutenant W. A. Burton, requested a larger anchor from Shark River Station as the increasing wind made it apparent that a larger anchor would be required to keep the plane from dragging. Plane and crew remained at anchor during the night. Violent rain squalls and very high winds continued in the immediate vicinity of our anchorage until about 10:00 P. M. at which time the storm continued out to sea.

above 60 miles per hour on the air speed meter of the plane, making it necessary to virtually fly the plane to keep it on the water.

September 9th at 8:00 A. M., we again took off and continued search for survivors and victims of the fire. The weather had become calm and ideal for searching at this time and we continued the search until a low fuel supply necessitated refueling at Sandy Hook Coast Guard Station. After refueling, continued search until late in afternoon when proceeded to Cape May arriving at 4:40 P. M.

No survivors were actually sighted during this flight and in part this may be credited to the high seas and heavy surfs, the thick smoke from the burning vessel and intermittent fog banks all of which retarded the searching. The members of the above plane are: Lieut. W. A. Burton, pilot; Wellington M. Reeves, mechanic; Buell R. Tevis, observer; Herman D. Hill, radio operator.

On September 10th Lieutenant Burton in the same plane searched in the vicinity of the disaster for bodies of victims of the fire but although a wide area was flown over no bodies were seen.

At the time the news of the MORRO CASTLE was received at the Cape May Air Station, the Commanding Officer, Lieutenant R. L. Burke, was in Washington with the amphibian plane ADHARA on official flights for the Treasury Department. At about the time the ACRUX was taking off from Cape May the ADHARA was taking off from Washington to proceed to the scene of the disaster. The ADHARA landed at Cape May at 12:45. Lieutenant Burke ordered all available patrol boats to the scene of the disaster also all available men (35 enlisted men) to report to Commander Fifth District to aid in patrolling and searching the beaches in the immediate vicinity of the burning ship. After refueling the ADHARA, 25 life preservers and emergency medicines and foodstuffs were placed aboard and the plane attempted to proceed to the scene of the disaster. Although this pilot made very strenuous attempts to proceed, flying was impossible at this time. Here is quoted a part of flight report No. 76 covering these attempted flights: "Unable to proceed through severe storm that was lashing this section of the coast. Took off on two different occasions but was forced back each time—mountainous seas, blinding rainstorm and winds of 60 to 70 miles per hour, hurricane force, made flying conditions extremely dangerous and absolutely impossible to control airplane in flight." The following morning Lieutenant Burke proceeded and searched the vicinity of the disaster for bodies. As has been stated weather and sea conditions were ideal and what a pity the disaster occurred the day previous when all elements were so disadvantageous to rescue work.

A Medical Assistance Flight on September 14th attracted considerable favorable newspaper publicity in New York, Philadelphia, Washington and other Atlantic coast newspapers.

## New York & Cuba Mail Steamship Company

Ward Line

Foot of Wall St., New York

September 19, 1934.

Comdr. S. R. Sands, U.S.C.G.

Fifth District.

Asbury Park, N. J.

Dear Commander Sands—Praise to the Coast Guard is no new thing, and in the tragedy of the "MORRO CASTLE" many high tributes were paid by the press and by the public generally.

But to us of the Ward Line this disaster brought home more forcibly than ever the vigilance and the heroism of your organization.

We can but add to the general praise, and to express to you personally our admiration and deep gratitude.

Sincerely yours,

FRANKLIN D. MOONEY,  
President.

The seaplane ACRUX, Lieutenant Burton, pilot, proceeded with Dr. W. A. Weaver, Jr., on September 14th to the S. S. EFFINGHAM, approximately 250 miles southeast of Cape May for the purpose of rendering medical aid to a member of the ship's crew. The original message from the EFFINGHAM did not state the nature of medical aid required and repeated requests for a diagnosis of the case were without result until the seaplane was nearing the position of the ship. Upon locating and landing alongside the ship, the patient was taken aboard the plane where it was ascertained that he was suffering from moderately severe conjunctivitis and ciliary infection from foreign body. The foreign body was removed and first aid given. The master of the ship was advised as to what treatment was necessary in the case and the patient was allowed to return to the ship. The ACRUX then returned to Cape May.

Regular scout patrols have been maintained requiring daily flights up and down a considerable area of this part of the Atlantic coast. Patrol boats have cooperated and assisted in conducting these patrols.

Several speedboat and yacht races have been patrolled during the month and various other duties have kept this short-handed personnel on the go continually.

The Air Station baseball team under the able leadership of Manager H. W. Schofield, has won some very hardfought and triumphant victories during the month among them the crack Cape May Collegians, scoring 8-7; the TAMPA'S "am, scoring 4-1. They found no opposition in their games with the "Colored Giants," of Cape May, winning the game to the tune of 21-0, the Colored Giants not even reaching first base.

## SOPWITH

This comes in a letter from Boatswain A. F. Pittman, U.S.C.G.:

"Some time ago, soon after the International Yacht Races, I had the pleasure of hearing Mr. Thomas Octavia Murdoch Sopwith, the British contender, make a short talk over the Columbia Broadcasting System while attending some sort of newspapermen dinner at which I think he and Lady Sopwith were guests of honor.

"Several speakers preceded Mr. Sopwith, and the bull was passed pro and con, and I was hardly able to believe my ears after listening to Mr. Sopwith's short talk. He of course, was the loser in the race, which had meant much to him and to England, and here was his opportunity to explain to an audience of American yachtsmen and gentlemen of the press, just what the trouble was and to defend his seamanship. But did he? He did not. Instead, Mr. Sopwith praised his crew (none of whom I suppose were present) for the manner in which they had carried on throughout the races, attributing to them all the glory of the ship, not once mentioning himself. That, I think, took a lot of good fellow and intestinal fortitude.

"The above, I think, has a great moral, and I am sorry that my qualifications will not allow me to elaborate on the subject. It may be that sometimes when a skipper pats himself on the shoulder with a grin in the mirror, he should be in the foc'sle grinning at his crew, and telling them what a great bunch they are. These are the kind of skippers that have made American naval history, and I might add that a lot of them didn't know what canapes were. I was unable to get a copy of Mr. Sopwith's talk, I assume he spoke extemporaneously, from notes. Sometime in one of your editorials, tell all hands, to remember that when they are in their glory, with red ribbons on their chest, there is still the watch below, and above."

## TO COMPLETE CUTTERS

An additional allotment of \$44,868 to complete the construction of four Coast Guard cutters being built at the Portsmouth Navy Yard has been announced.

CGM

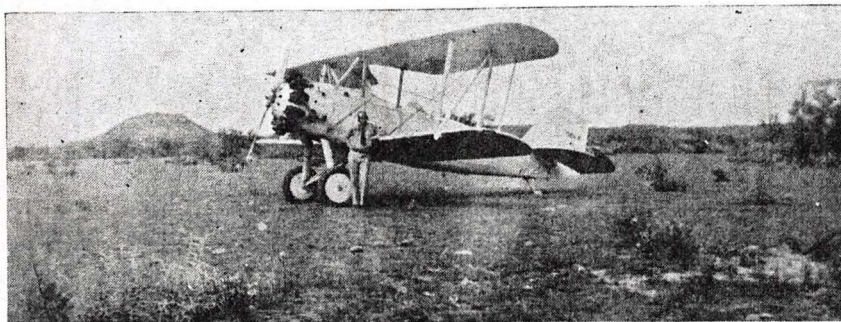
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## COAST GUARD AND NO COAST!

*Far from the heaving billows, whipping Nor'Easterns and blinding salt spray with which the U. S. Coast Guard is ordinarily associated, get a look at this Coast Guard Mexican border patrol plane among the cactus, and mesquite somewhere along the international Rio Grande.*

## ON THE YAMACRAW

By Harold C. Waters, C.G.M.

**D**OWN in the "Old South," in the city of Savannah, Georgia, and on board the YAMACRAW, Lieut. - Commander John W. Kelliher, commanding, a delightful and unique Xmas Day party was held for the children of the officers and enlisted personnel of the YAMACRAW.

Amidships of the messdeck a beautifully trimmed Xmas tree was set up, its drooping branches heavily laden with gifts for thirty-nine children. Decorations appropriate for the Yuletide season consisting of gaily colored streamers, wreaths of holly, mistletoe and Spanish moss, all contributed to give the interior of the messdeck an appearance pleasing to the eye of the most exacting of interior decorators. To the artistic touch of Beames L. Chambers, Pharmacist Mate 1c, belong the credit for the gala decorated messdeck.

The festivities were ushered in by the rendition of "Silent Night" by Miss Norma Thee and a chorus of children. Harold C. Waters, CGM, then proposed a toast consisting of Xmas greetings to the commanding officer and his family, the officers and their families from the enlisted personnel and their families. The response was given by Lieut. - Commander John W. Kelliher, commanding officer, YAMACRAW. Junior Webster, aged 9, was then introduced and



"There. Him Is!"

took over the balance of the musical and diversified program which follows:

Tap dance by Patricia Waters; song, "Stay As Sweet As You Are," by Lorraine Kennedy; acrobatic dance by Gloria Jane Webster; song, "Smoke Gets In Your Eyes," by Junior Webster; "Merry Widow Waltz," by Edith Rhodes; dance, "Hula Hula," by Jeanne Westberry; song, "Love In Bloom," by the crooning boat-swains Mate, Joe Miller; selections by Eddie Stevenson on his steel guitar.

Music was furnished by Felix Villaron and the following members of his Yamacraw Royal Manila String Band: Louis Dalida, Frederico Gonzales, Nick Meldaro.

Upon the conclusion of the musical portion of the program, the arrival of Santa Claus upon the crow'snest of the foremast was heralded by the explosion of Very's Rockets. Santa Claus, Harry Lee, WTLc, then made his descent down the rigging to the forecabin where he was greeted by the children who escorted

him down to the messdeck and the heavily laden Xmas tree. After paying his respects to the commanding officer, Santa Claus distributed the gifts to the children.

Immediately after the children had received their presents, a buffet luncheon was served them, their parents and guests, by Stanley Janoski, the Yamacraw's Maitre De Hotel. An enjoyable time was held by the one hundred and twenty-five persons that were present. Following the luncheon a dance was held for the parents and guests, and the gala program was concluded by the singing of "Auld Lang Syne" by the ensemble and the rendering of "The Star Spangled Banner," by the Yamacraw's Royal Manila String Band.

## COLUMN, W. . . W. . .

(Not Walter Winchell)

By Wm. Worms, C.Y., U.S.C.G.  
(Boston Div.)

**T**ROPICAL PARK, Fla., "Little ARGO" is rated in the best selections, First Race, two-years olds, six furlongs, under date of December 24, 1934. Have reason to believe name originated during America's Cup Races. Moreover, "Little ARGO" has proved itself.

Newport, R. I. Warm dressing room, shower facilities, courts, basketballs and membership in leagues which are things granted, with equal standings, are things associated with the elaborate service that a certain city department is offering to its basketball youth. The Big Five of the little ARGO would make the light shine, the bell ring at the top-most point, with the above listed facilities.

Off the Jersey coast. Many residents await the reading of a narrative entitled: "Bucketing A Shark", by Bill Duckett, a big cook on a little ship. Hookie-doak, Bill, the uper-uppers have it.

Natural blush. Those present at the teeing off at the first hole in the annual county open — bagpipes sounded while Scotch "caddies" danced to lend a festive air to the opening of the classic. Hoot! Mon.

West Coast Roverette (165-ftrs.) (Southern accent.) "Wonder if Santa Claus went up and see'd her sometime." How'dy Biff.

Special Service Squadron (East Coast Roveretts). Salute to the nation. Exclusive "There'll Come a Day."

Ice Breaking Duty: Windproof "skivvies" made of chamois. Tops made with free wheeling sleeves. Shorts are full length with fastener and adjustable strap arrangement for legs.

## CAPE MAY AIR STATION

**A**CTIVITIES at this station have greatly increased within the past two months. The new Grumman planes being built at Farmingdale, N. Y., have been flown to Cape May and stored in the hangars here. Two commissioned and one warrant officer are being given a course of flight training. About eighteen new students have reported for aviation training during December and the old class was examined and some of them were advanced and changed to aviation ratings.

Lieutenant Burke will make a 50 kilometer speed run sometime the early part of January and it is hoped he may shatter present speed records for that distance.

Mrs. R. L. Burke, wife of the commanding officer, was hostess to children of the enlisted personnel attached to the station. Santa Claus was present with presents for the kiddies. The hall was brilliantly decorated with holiday trimmings and a real Christmas feeling prevailed. After Santa finished handing out his presents lunch was served to mothers and children present and a real good time was had by all present.

A message was received from the Commander, Norfolk Division, that a civilian was slowly bleeding to death near Ocracoke station and needed immediate hospitalization to save his life. He had severed an artery with an axe while cutting wood. There was no doctor available and due to the isolated location he was in, relief by a plane seemed the only chance of saving his life. Although darkness was fast approaching and the weather looked heavy and hazy with a 250 mile night blind flight, the very apparent serious condition of the injured man warranted making the risky flight and Lieutenant R. L. Burke took off at 3:55 P. M. and proceeded in the ADHARA to the assistance of the injured man. Darkness set in at 4:30 and from then on it was night flying through haze and clouds until 8:30 at which time a landing was made in the sound off Ocracoke Island amid fish stakes, mud flats and other obstacles to the plane. However, a safe landing was made although the plane ran aground on the mud flats in the sound. The patient was brought aboard the plane from a row boat. He had been injured about 11:30 A. M. that date. He was bleeding profusely when brought aboard the plane. The plane took off safely at 7:45 P. M. amidst fish stakes, unlighted buoys and mud flats. Arrived at Norfolk Naval Air Station at 8:30 P. M. and patient was rushed to hospital in a waiting ambulance which had been requested from the plane. The pilot crew of the plane on this hazardous flight have received official commendation from Secretary of the Treasury, Morgenthau, and no doubt they deserve it.

Lieutenant (j.g.) E. E. Fahey ferried Grumman plane No. 167 to the new air station at Biloxi, Miss., where it will be assigned to duty. Lieutenant Fahey returned to Cape May December 8th.

Lieutenant Burke and Lieutenant W. E. Sinton searched the waters of Chesapeake Bay for the bodies of two drowned men. Strong winds, heavy seas and choppy water made the search very difficult and no trace of the men was found.

Lieutenant Burke and Lieutenant (j.g.) Fahey made extensive patrols in search for the schooner GLORY, with a party of 10 people aboard which had left Sheepshead Bay, N. Y., for Miami on December 26th. No word had been received from the GLORY since departure and anxiety was held for her safety in view of violent storms off the South Atlantic seaboard. The search was continued for the GLORY until word was received on the 30th that the schooner had arrived safely at Jacksonville.

There have been many flights in search of missing small boats during the month and quite a few have been located by planes. This station is called upon to send planes to distances of over 300 miles on medical assistance flights and such flights in the past have been without any mishaps whatsoever. The amount of damage to the planes attached to this station, considering the great number of take-offs and landing, is very small.



## THE FIRST FLIGHT

ASSISTANCE given by Coast Guardsmen to the Wright Brothers at the time of the original flight in 1903, is shown in an article "How We Made the First Flight," Mr. Orville Wright states in part:

"Monday, December 14 was a beautiful day, but there was not enough wind to enable a start to be made from the level ground about the camp. We therefore decided to attempt a flight from the side of the big Kill Devil Hill. We had arranged with the members of the Kill Devil Life-Saving Station, which was located a little over a mile from our camp, to inform them when we were ready to make the first trial of the machine. We were soon joined by J. P. Daniels, Robert Westcott, Thomas Beacham, W. S. Dough, and Uncle Benny O'Neal, of the Station, who helped us to get from the machine to the hill, a quarter of a mile away."

And again:

"During the night of December 16, 1903, a strong cold wind blew from the north. When we arose on the morning of the 17th the puddles of water which had been standing about the camp since the recent rains were covered with ice. The wind had a velocity of 10 or 12 meter per second (22 to 27 miles an hour). We thought it would die down before long and so remained indoors the early part of the morning. But when 10:00 o'clock arrived and the wind was as brisk as ever, we decided we had better get the machine out and attempt a flight. We hung out the signal for the men of the life-saving stations. \* \* \* By the time all was ready, J. S. Daniels, W. S. Dough and A. D. Etheridge, members of the Kill Devil Life-Saving Station, W. C. Brinkley of Manteo; and Johnny Moore, a boy from Nags Head had arrived. \* \* \* One of the life-saving men snapped the camera for us, taking a picture just as the machine had reached the end of the track and had risen to a height of about 2 feet. This flight lasted only 12 seconds, but nevertheless it was the first in the history of the world in which a machine carrying a man had raised itself by its own power in the air in full flight, had sailed forward without reduction in speed and had finally landed at a point as high as that from which it started. While we were standing about discussing this last flight a sudden strong gust of wind struck the machine and began to turn it over. Everybody made a rush for it. Wilbur, who was at one end, seized it in front. Mr. Daniels and I, who were behind, tried to stop it by holding to the rear uprights. All our efforts were in vain. The machine rolled over and over. Daniels, who had retained his grip, was carried along with it and was thrown head over heels inside the machine. Fortunately, he was not seriously injured, though badly bruised in falling about against the motor, chain guides, etc."

(Note: Daniels was a surfman at the Kill Devils Coast Guard Station.)

## MODOC MUTTERINGS

THE MODOC, stationed at Wilmington, North Carolina, challenges any ship in the Coast Guard for a game of ten pins. The MODOC League comprises 4 teams. Kid McClelland is the champion bowler of the MODOC. The teams bowl once a week and considerable interest has been shown, approximately 35 men turned out for the teams.

The MODOC held a turkey shoot sponsored by Lieutenant-Commander W. J. Kossler, former Commander Officer, of the Coast Guard rifle team.

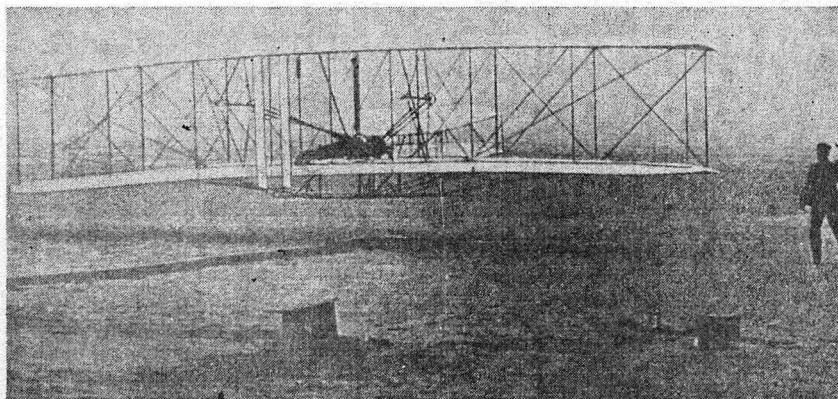
The MODOC is well known for her fishing expeditions. If you like to fish and hunt, come to the MODOC. It is just a fisherman's and hunter's paradise.

## A few notes on the personnel of the MODOC!

Joseph A. Peretti, Y1c, formerly of the destroyer force, is just a loving man down here. Doc Underwood is just an old man turned into a bachelor.

Wilbur P. Hodge, CCM, formerly of Base Four is just the lumber juggler on the MODOC and does he love the old anchor.

Elmer L. Chapman, CRM, formerly of the destroyer is the head sparks and does he spark. Charles Roth, Sealc, formerly CBM, is now enjoying the charms of the MODOC, the ship of the southern waters.



## THE FIRST FLIGHT BY MAN, 1903

At Kitty Hawk, N. C., and the Coast Guard helped put it over.

Raney Bryant, SC2c, the commissary steward on the MODOC will beat any other commissary steward feeding the boys. That boy knows how to feed and he keeps the boys contented. The MODOC personnel would not swap him for the best in the Coast Guard. He is not a b-robber. The MODOC personnel presented him this Christmas with a 17 jewel watch with his name engraved on the back.

Pe Wee Johnson, CEM, is a hunter of old. He went quail hunting and came back with a rabbit and when he went hunting for ducks he came back with two sparrows. He is waiting until Tom Landry's, CQM, dog grows up before he faces the wild again.

Carl Jacob, F1c, formerly of the Coast Guard rifle team, is a dead shot in the turkey shoots on the MODOC. And he also is a good shooter with his talk.

Thomas Harkin, F2c, says he has been in 1700 fights below the Mason and Dixie lines and hasn't won a one.

Pop Helfst, Y2c, has departed from the MODOC and is now working for his bread and butter in the Norfolk Division Office. We wish you lots of luck, Helfst, and happiness.

John W. Amerson, Cox., the Georgia boy that will not go home until the sheriff dies, is the reason for Georgia's bad name in some parts.

## FROM THE YAMACRAW

FIFTY-FOUR members of the crew of the Cutter YAMACRAW, signed the following letter addressed to the U. S. COAST GUARD Magazine:

We have read with great interest, in the November issue of the U. S. COAST GUARD Magazine, an article written by Admiral Freeman, U.S.N., pertaining to the change in uniform for men below the rating of CPO to a more modern one. The prevailing but now obsolete fore and aft rigged uniform was no doubt quite suitable for the bluejacket of Captains John Paul Jones, and Hopely Yeaton's era of 1790 or thereabouts. However, we feel that this modern day and age calls for a change of design in uniform which would be more in keeping with the spirit of the times. As Admiral Freeman pointed out in his splendid article, the Army, following the World War, saw fit to bring a radical change in uniform which has done much to improve the soldier's appearance, both from a military and liberty point of view.

But as the anonymous, and venerable PO1c so ably stressed in the same issue of the magazine, "Why wait for the Navy to bring about the change?" Certainly our traditions are no less honorable than those of the Navy. And at the same time we are a separate and entirely distinct Service. Why shouldn't we have a distinctive uniform instead of copying the Navy in the matter of uniform?

The present Surfman's uniform provides the way out for a better and more striking appearance than the prevailing one, which in no way or by the widest stretch of imagination can compare with the Surfman's uniform from the viewpoint of neatness and military appearance. The urge which almost every man has when he is ashore is to shed his present uniform for a suit of civilian clothes. It is quite a natural urge. It is felt that aforementioned urge could be largely offset by the adoption of a square-rigged uniform designed along the same lines as the Surfman's uniform.

Surely the wrinkles of distinguishing marks, etc., could be ironed out by a board of officers nominated for that purpose. While we realize that the expense involved in the change of uniforms would have to be borne by us, we would cheerfully assume the burden of the financial outlay in return for the recompense which would go hand in hand with the smarter appearance that a new and more modern uniform would give at a general muster, parade or on liberty.

We feel that the present undress and dungaree uniform is adequate for ship's work but the present dress uniform leaves much to be desired for the twin purposes of general appearance and dignity. As an afterthought, the economic gain in the suggested change of uniform would in no little way contribute toward the alleviation of unemployment among our fellow citizens in the clothing industries.

It is hoped that you will be gracious enough to publish this letter in the next issue of the U. S. COAST GUARD Magazine and we would appreciate hearing from other cutters and units of the men of the Coast Guard.

## RESCUES

The patrol boat FAUNCE, Boatswain A. F. Remick, towed clear of the shoals around New London Harbor the gas screw INEZ, with two men on board. The INEZ was in danger of being swamped and after the patrol boat had towed her clear she was turned over to the CG-178, leaving the FAUNCE free to proceed to the assistance of another vessel in distress.

During a driving rain and strong easterly winds a truck loaded with 4½ tons of coal stranded in the mud not far from the Quogue Station, Boatswain J. S. Fletcher. Coast Guardsmen assisted in transferring the coal to another truck and after two hours of hard work succeeded in hauling the truck to the road surface. The five men who had been in the truck were furnished dry clothing and food at the Coast Guard Station.

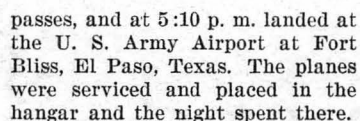
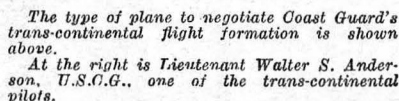
The CG-254, Chief Boatswain's Mate Edvard N. Wardale, sighted a small fishing craft displaying distress signals and immediately proceeded to her assistance. On the way the crew saw a man floating in the water apparently lifeless. After hauling him on board they applied resuscitation methods and succeeded in reviving the man. The CG-254 proceeded to the disabled craft and took her in tow to Terminal Island, San Pedro, California. The man found in the water had attempted to swim to shore, a distance of four miles, in order to obtain assistance for the fishing craft which had been passed up by several coastwise vessels for more than 25 hours. Upon arrival at San Pedro, the man was put into an ambulance and taken to the Emergency Hospital.

The YAMACRAW, Lieutenant-Commander John W. Kelliher, removed Allen H. Robinson, a messman on board the steamer C. J. BARKDULL, and transported him 85 miles to Savannah. Robinson was suffering with concussion of the skull and a broken leg. On December 12 the YAMACRAW conveyed the American steamship PAN ATLANTIC loaded with cotton and lumber with a fire in her hold. The YAMACRAW



Vol. 8, #7  
p. 1, 20-21.

# Across the Nation!



Leaving El Paso next morning, February twenty-first, the Squadron headed east and flew through Guadeloupe Pass, a natural cut between the last of the mountain ranges. The country spread out beneath was a broad expanse of waste. Nothing but sand and sage as far as the eye could reach. The only signs of human habitation, an occasional sheep-herder's dwelling, very lonely and forlorn in that wide area of nothingness.

The small town of Wink, Texas, was passed over at 10 a. m. with its many tanks for the storage of oil. After an hour's flying from Wink the planes landed at Midland to refuel and obtain lunch. Losing no time, the three planes were soon in the air again headed for Grand Prairie. At 2 p. m. they passed over Abilene, another city devoted to the oil industry. Many large oil storage tanks were seen here and shortly afterward the towns of Baird, Ranger and Strawn were passed over in quick succession. Soon the planes were approaching the eastern part of Texas which seemed to have more communities than the western part. At 3:30 p. m. all landed safely at Hensley Field, an Army air base at Grand Prairie, not far from Dallas and Fort Worth, Texas. The planes were served and placed in the hangar and the night spent here.

THE next day was Washington's Birthday, the twenty-second, and the personnel awoke to find a sand storm in order and causing very poor visibility. Taking off with such a condition existing was out of the question so all the day was spent in working on the ships and checking on all possible discrepancies which might have arisen during the flight from the west coast. The motors and radio equipment received the bulk of the inspection and service.

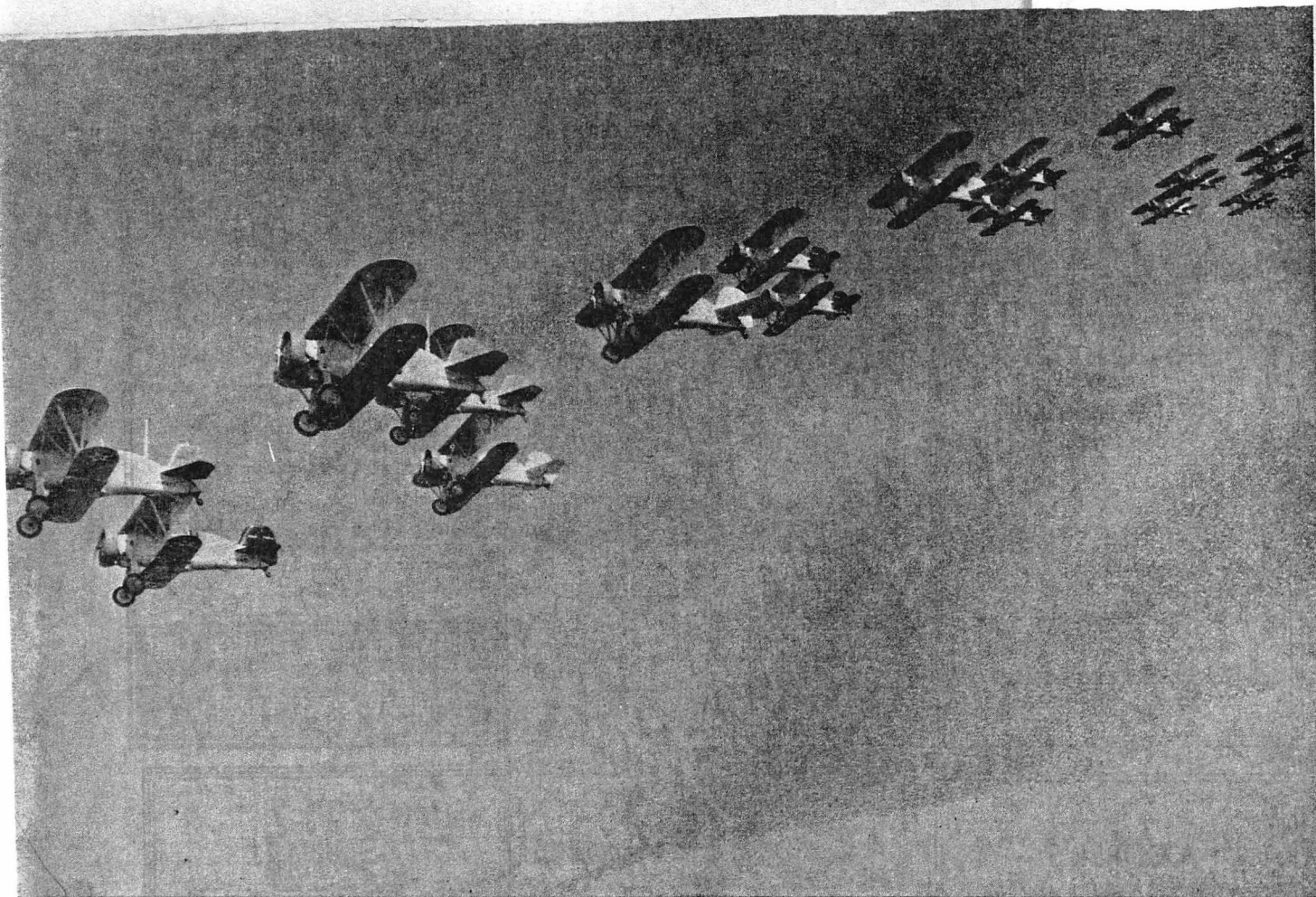
February twenty-third dawned fair and clear and 9 a. m. saw the Squadron in the air and headed for Shreveport, Louisiana. The towns of Terrell, Wills Point and Mineola, Texas, were passed over and soon left behind. The poor weather of the day before prompted the squadron to secure flying weather conditions from Biloxi and Jackson, Mississippi, and from Shreveport, the destination. These reports indicated good weather ahead so the unit pushed on without loss of time and at 11 a. m. landed at Shreveport, where they refueled and lunched. Here the CG-131 left the squadron company, the first plane to depart, and headed more to the northward on a course for Cape May, New Jersey. Shortly afterward the CG-132 and CG-133 departed from Shreveport in company and proceeded across the state of Louisiana. After an hour's flying the swamplands were reached with occasional farms dotting the higher areas of land. Much of this country is waste land with large areas of swamps and stunted trees. At 1:30 p. m. the junction of the Red and Mississippi Rivers was reached and a few minutes later the two ships crossed the Mississippi as it winds its twisting, tortuous way to the Gulf of Mexico. Two p. m. found them over Baton Rouge, a fairly large city, and shortly afterward they headed out over Lake Maurepas. Thirty minutes later they

(Concluded on Page 20.)

The next morning, February twentieth, the three planes departed March Field in company and headed east over the mountains for Tucson, Arizona. Mountain ranges were observed during the entire morning and many times the planes flew through passes with mountains towering high on both sides. It was a very desolate-appearing country with scarcely a sign of human habitation. At 10 a. m. they passed over Yuma, Arizona, flying at about 5600 feet altitude. Again more mountain and desert country was encountered until noon when the unit landed at Tucson, a city resembling an oasis in the broad expanse of sand and sagebrush. The citizens of Tucson are beginning to develop irrigation and hope, within the next few years to make their city a large and beautiful garden spot in the middle of the desert by means of artificial waterways. The planes were refueled here and lunch obtained. After an hour's stop the Squadron again took off and headed for El Paso, Texas, where they were to spend the night. The broad expanses of Arizona and New Mexico were spread out beneath with the mountain ranges gradually giving way to more level country. At 4:45 p. m. the unit flew through Apache Pass, following the railroad tracks as they wind their way eastward over desert and through mountain

*Trio of New Coast Guard Planes Fly From California to Eastern Bases*





Greeting  
Coast Guard  
men from  
of our  
Services

Pratt & Whitney  
Illustration

## AN AIR SQUADRON OF FIGHTING MARINES

High over Cleveland, Ohio.

### ACROSS THE NATION

(Concluded from Page 1.)

were at the shores of Lake Pontchartrain and at 2:45 p. m. it too, had been safely negotiated and the ships were over land once again. They now flew along the Gulf of Mexico, passing over the beach towns scattered along the coast. At 3 p. m. they passed over Gulfport and fifteen minutes later arrived over Biloxi, the destination of the CG-132. She dropped down and landed safely on the blue waters of the Gulf, her mission completed.

The CG-133 was all alone now and kept right on winging to the eastward and at 4:10 p. m. arrived at the Naval Air Station, Pensacola, Florida, where the ship landed and safely negotiated the hangar. Every courtesy was extended by the Navy officers and enlisted men, and the night was spent here where the Coast Guard officers and enlisted men are sent to learn to fly.

The next day was Sunday, the twenty-fourth, and the CG-133 took off from the Naval Air Station at 8:15 a. m. bound from there for Miami, the final destination, via St. Petersburg. Periodic reports were intercepted by radio during the morning of the progress of the CG-131. At 9:45 a. m. we learned that the CG-131 had departed Montgomery, Alabama, for Anacostia via Greensboro. Another interesting feature of the morning was an assistance message, intercepted at 9:58 stating that the S.S.

ORIENTE was 27 miles north 67 degrees west from Havana and being short of coal, required assistance. At 11:20 a. m. flying weather conditions were received from St. Petersburg and at noon the CG-133 arrived at the Coast Guard Air Station, that city, after flying along the Gulf coast of Florida and cutting across the sea to the west coast. At St. Petersburg it was very warm, the temperature being 86 degrees, being quite a change from the zero weather left behind three weeks previously in Salem, Massachusetts.

At 2:30 p. m. the CG-133 was again in the air, off on the last leg of the long journey from the Pacific. Flying down the West coast of Florida beautiful beaches of white sand unfolded beneath. Many people were in bathing and the greenish-blue water looked very tempting. This particular flight from St. Petersburg to Miami was considered to be the most picturesque of all. Three forty-five p. m. found them over Naples, Florida, as they continued southward along the coast, and at 4 p. m. they were over Collier City, where the course was changed and the CG-133 headed across the lower Florida Peninsula for the East coast. The southern part of Florida, as they flew over the Bayou Country, greatly resembled the Louisiana swamplands. Many winding, twisting waterways and cedar swamps predominated until the ship finally flew clear of the land and started out over the Atlantic Ocean. Changing the course slightly they were soon flying over Miami and at 5:15 p. m. landed safely in Miami Harbor and taxied up the runway into

the ramp in front of the Miami Air Station, completing the transcontinental flight and mission.

The total flying time for the CG-133 from Santa Monica to Miami was twenty-five hours, fifty minutes.

### AID FROM THE AIR

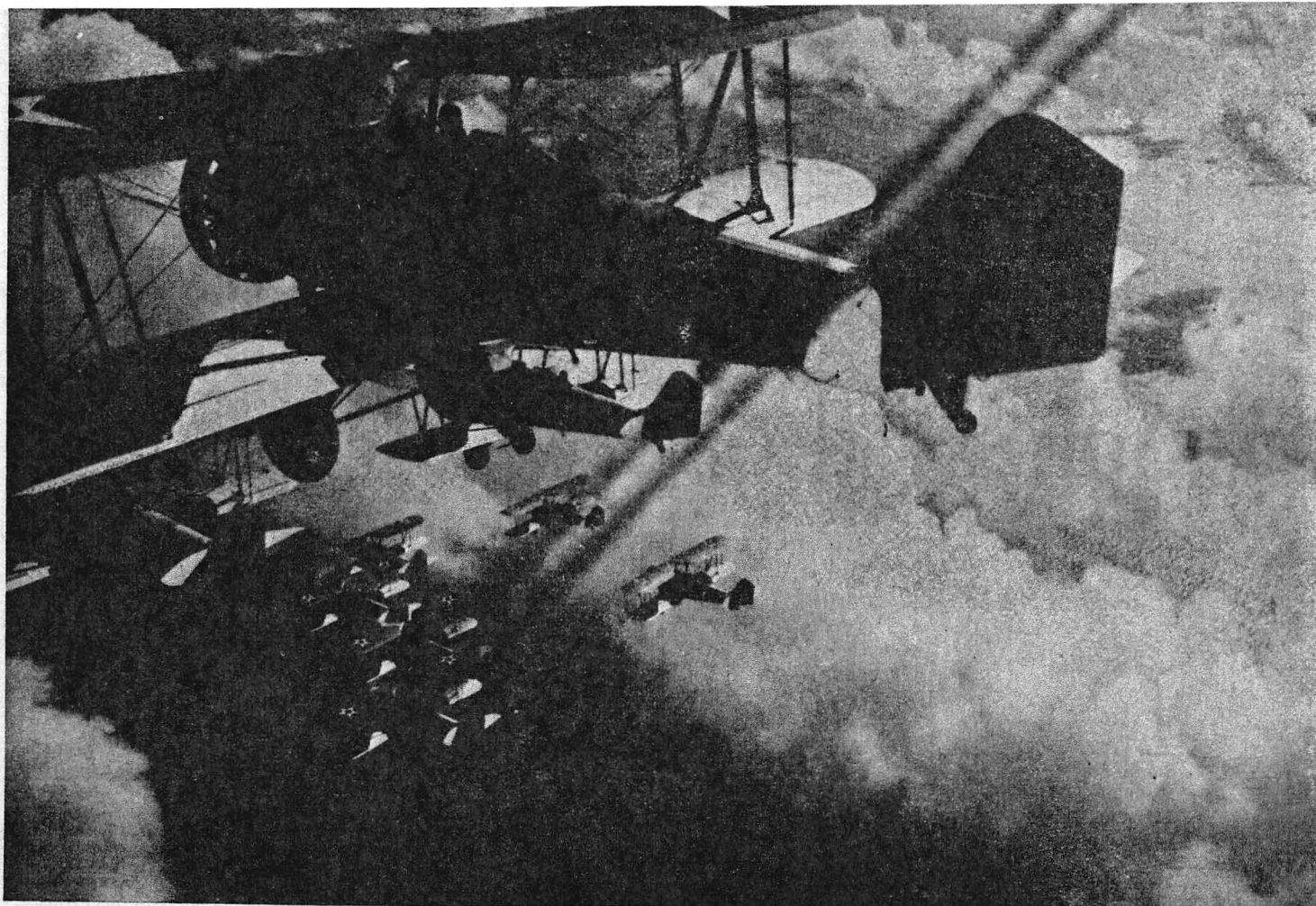
Lieutenant W. L. Clemmer, piloting Coast Guard plane CG-133, took off from the Air Station at Miami, carrying Doctor George J. Cheney, specialist surgeon of the Coast Guard Academy, who was on vacation in Miami, to render medical aid to J. B. Lindley, Federal Emergency Relief worker on Dry Tortugas, who was running a temperature of 104 degrees. Upon arrival at Tortugas, Lindley was found to be suffering from toxic poisoning with congestion of the lungs. Lindley, together with Edward E. Brady, another relief worker, was transported in the plane to Key West, where they both were placed in the marine hospital. On March 16 this plane, piloted by Lieutenant G. H. Bowerman, carrying Pharmacist's Mate Beams L. Chambers, took off from Miami and landed on Long Key to furnish medical relief to Kenneth Fredenbursch, of Catsville, New York, who had been badly burned.

### NEW AIR STATIONS

The Air Station, St. Petersburg, Florida, was placed in commission 1 March 1935.

The Air Station, Gloucester, Mass., was decommissioned and the Salem Air Station was placed in commission 15 February, 1935.





## THE NAVY'S FAR-SEEING EYES

*Wasp-Powered Vought Scouts attached to the U.S.S. SARATOGA above the Pacific.*

### AIRPLANE FATALITY

In the afternoon Boatswain George A. Meekins, in charge of the Big Kinnakeet Coast Guard Station just north of Cape Hatteras, observed that an airplane had grounded on the beach and upon investigating found one man lying on the ground about 20 feet away from the plane. This man, Anthony Spolite, an aviation mechanic, had been hit by the plane's propeller, sustaining a severe wound below the knee and a broken left leg and broken left arm. Boatswain Meekins immediately applied a tourniquet and then placed Spolite in a private automobile and drove him to the Big Kinnakeet Coast Guard Station. A call for medical help was answered by Dr. H. W. Kenfield at Hatteras, North Carolina, who was brought to the scene by Surfman Bennie Etheridge of the Creeds Hill Station, and though prompt medical aid was rendered Mr. Spolite died four hours later from loss of blood. On the following morning Coast Guardsmen transferred the remains, accompanied by the widow, to Elizabeth City, North Carolina.

### COOS BAY

The Coos Bay Station Chief Boatswain's Mate Allen E. Holst, assisted the American steamer *PHYLLIS* which had become disabled while crossing the bar. The motor lifeboat was used to steer the vessel into the bay but in making a turn in the channel the vessel took a sheer and ran aground. At high water the motor lifeboat succeeded

in floating the vessel and towed her to a safe anchorage.

### AVIATION RESCUES

Coast Guard plane No. 135, piloted by Lieutenant C. B. Olsen, rendered assistance to Navy Patrol Plane No. 7, found at sea 12 miles east of Miami. The CG-135 towed the Navy Patrol plane and played her landing lights until Coast Guard patrol boat CG-212 arrived at 9:35 P. M. on March 31. The Navy plane was towed to Miami by the CG-212. The Naval Aide to the President sent the following wire: "0531 will you please express to Coast Guard authorities my high appreciation of their prompt and effective work 1345."

The amphibian *ADHARA* from the Cape May Air Station, piloted by Lieutenant R. L. Burke, on 24 March, flew 100 miles to seaward and took a seriously injured man from the steamship *CORNELLIA* and transported him to the sick bay of the Cape May Air Station. The patient had fallen down an open hatch with a possible fracture of the skull and internal injuries resulting. On the 29th of March the seaplane *ACRUX*, piloted by Lieutenant (j.g.) William Schissler, transported this man to the marine hospital at Stapleton, Staten Island; the condition of the man was so serious that he could not be moved prior to this time.

The Coast Guard plane CG-133, piloted by Lieutenant C. B. Olsen, transported George C. Coyle, narcotic agent, who had been seriously injured, to the marine hospital at Key West.

### AT YAQUINA BAY

The Yaquina Bay Station, in charge of Chief Boatswain's Mate, George Kistemaker, had a busy day on 24 March, 1935. The southwest gale blowing against the Newport Fish Company Docks loosened the motorboat *NEVA D*. As the engine of this boat was out of commission and could not be moved the motor lifeboat of the Yaquina Bay Station took the vessel in tow to a safe point. A short time later the crew succeeded in rescuing the fish boat *J-1593* which had broken her moorings in the gale and had drifted and was in danger of being wrecked. This boat was taken in tow for a distance of about two miles up the bay to a safe anchorage. A little while thereafter the tug *GO GETTER*, which had run aground on the bay beach, was assisted and taken back into the channel.

### AT PLUM ISLAND

Plum Island Station, Chief Boatswain's Mate O. A. Johnson, on 10, 11 and 12 March, searched for and found an automobile containing six young men who had broken through the ice two miles west of Gills Rock, Wisconsin. After strenuous efforts the bodies were recovered from 20 fathoms of water. A temporary derrick, or shear legs, was made and the car was raised. Two bodies were found in the car. One of the young men was Surfman Raymond A. Richter.

CGM  
May 1935  
Vol. 8, #17  
pp. 4-6.

In

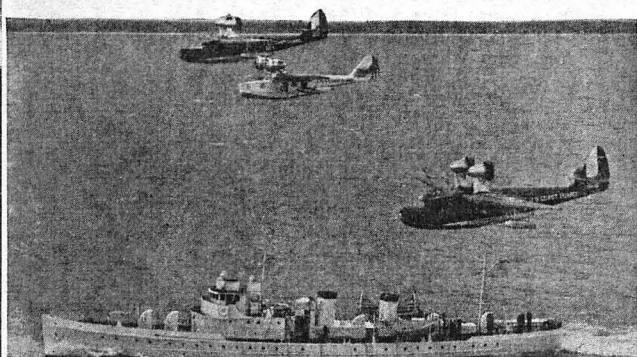
# The Air With the Coast Guard

*Modern Flying Boats and Patrol Planes Feature Efficient Coast Guard Flight Corps  
As Air Service Grows*

THE Navy Deficiency Act of August 29, 1916, authorized the establishment of ten Coast Guard Air Stations on the Atlantic, Pacific and Gulf coasts and on the Great Lakes. Concurring with the authorization by Congress in this Act, a group of officers and enlisted men were assigned to a course of training as aviators at the Naval Air Station, Pensacola, Florida. The period of development for these Air Stations and administration was interrupted by the late World War. The personnel trained as aviators and those under training were automatically inducted into the Navy along with the entire Coast Guard, by Executive Order. This group of officers, trained as aviators, and the enlisted men who qualified as aviators, and made Warrant Officers, held positions of great responsibility through the entire period of hostilities, a number of the Commissioned Officers being in command of Naval Air Stations overseas and in the United States.

In 1919, when the Coast Guard reverted to the Treasury and assumed its regular status, one Air Station was commissioned by the Treasury Department, Coast Guard, at Morehead City, North Carolina. This Station functioned for a period of only one year. Having received no appropriation for its establishment, it was operated only upon material, aircraft and necessary equipment graciously loaned by the Navy Department. During the period this station was in commission it was proven that aircraft had a potential and useful mission in the saving of life and property at sea, and for transportation of emergency cases from isolated places, in addition to being the eye or vision, so to speak, of any

Coast Guard Air Patrol welcomes Patrol boat PAN-DORA into Florida waters.



group of surface craft.

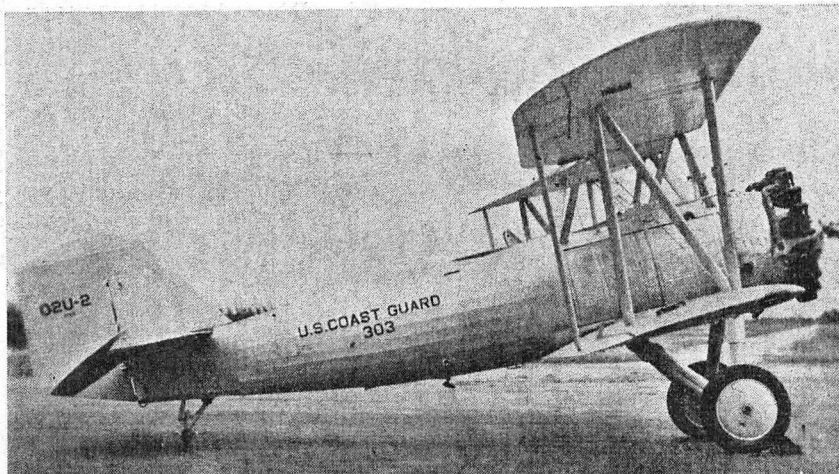
Lieutenant Commander E. F. Stone (U. S. Coast Guard) was selected as first pilot of the Naval seaplane NC-4, on the first successful crossing of the At-

lantic by a seaplane, in May, 1919. Lieutenant Commander Stone was loaned to the Bureau of Aeronautics, Navy Department, for several years, and was largely instrumental in the development and testing of many features of modern aeronautics, notably the Powder Catapult.

IN 1925, Lieutenant Commander C. C. von Paulsen, U.S. C.G., Commanding Officer, Coast Guard Base 7, Gloucester, Massachusetts, procured by loan from the Navy Department one Vought seaplane. A temporary arrangement was made for the housing and servicing of this plane at the U. S. Naval Reserve Air Station, Squantum, Massachusetts, with Lieutenant L. M. Melka, U.S.C.G., acting as pilot and mechanic. Several months later a tent hangar was procured from the U. S. Army for the sum of \$1.00 and arrangements were made with the Bureau of Fisheries for a small tract of land on Ten Pound Island, in Gloucester Harbor, on which the canvas hangar was erected and operations were carried on from there. At that time the major force of the Coast Guard was engaged in the prevention of smuggling of contraband on the Eastern American Coast. Vessels of all sorts were carrying contraband and smuggling it into the country without a great deal of effort or occasion to be apprehended by any Federal law enforcement force. By the use of this seaplane one to three patrols were made daily, Pilots von Paulsen and Melka alternating, and supply vessels of contraband at sea were located, contact boats were spotted, their rendezvous located and this information conveyed to the Coast Guard Division Commanders and operating forces. It was evident that the seaplane was a most useful weapon for the blocking of this illicit traffic. In 1926 Congress gave the Coast Guard an appropriation for additional seaplanes for the Gloucester unit and Cape May, New Jersey, in the sum of \$152,000. Five planes were purchased, three of the Looning amphibian type (OL-5s) and two Voughts (VO-4). The money for the acquisition of this group of planes was the first that Congress appropriated for Coast Guard aviation, and from that period on the Coast Guard included plane construction along with its surface craft construction. Concurrent with this policy, additional Air Stations were established and commissioned, namely, Gloucester, Massachusetts, Cape May, New Jersey, and Miami, Florida. During the present Administration, 1933-1934, funds were obtained from the Public Works Administration for enlarging this activity. Additional planes were authorized, contracts negotiated for planes and some of these are at this time (November, 1934) being delivered. Additional Air Stations were authorized and these are nearing completion and will be commissioned in the very near future. They are located at St. Petersburg, Florida, Biloxi, Mississippi, Port Angeles, Washington, and Salem, Massachusetts.

AFTER the Eighteenth Amendment was rescinded by Congress, smuggling activities were a menace inland on the international borders as well as on the coasts. Narcotics, aliens and miscellaneous merchandise were being smuggled by airplane and other methods across the borders of the United States. It was apparent to the Customs Bureau that to restrict or stop this traffic would involve the use of aircraft. The Customs Bureau used seized planes and operated them for a period of time and it proved to be the only method whereby any progress was made. The Secretary of the Treasury, realizing and appreciating the tremendous value of aircraft in connection with anti-smuggling and life-saving activities, was interested in further expansion. An additional Air Station on the coast was authorized at Charleston, South Carolina, and the Border Patrol Aviation establishments transferred from the Customs Bureau to the Coast Guard for administration and operation. The Coast Guard absorbed the Customs flying personnel along with the flying equipment used by that unit. The Customs Bureau, never having re-





### TRAINING PLANE

U. S. Coast Guard Plane No. 303 stationed at Coast Guard Air Station, Miami, Florida.

ceived an appropriation for aircraft, was operating only the planes seized by forfeiture. They were old, of a non-descript type, and not considered in all respects safe for general Coast Guard duty. The major portion of these planes were surveyed and destroyed. Those that were airworthy in all respects were reconditioned and are now being used. Six landplanes of the Vought Corsair type (O2U-2) were procured from the Navy and used in connection with anti-smuggling activities.

During the period of Coast Guard Aviation activity, 1925, to date, numerous catastrophes at sea were aided and lives saved by aircraft; vessels were identified; serious medical cases were transferred from ship to shore; from isolated points on the coast to hospitals; serum and medical supplies transported by air from one point to another; fishermen were aided in locating schools of fish; stolen boats recovered and the thieves apprehended; derelicts were located; drowned bodies were recovered and Regattas were patrolled. It is evident that the manifold uses of aircraft have cemented its permanency in the Service, its justification being established by its usefulness.

### CAPE MAY AIR STATION

#### New Northrup

AT 6:10 P. M. 22 February, Lieutenant R. L. Burke landed at Cape May Air Station with the new Northrup landplane having flown from Mines Field, California to Cape May in 14 hours and fifty minutes actual flying time. This new plane established radio communication from points in Western section of Arizona to Cape May radio station, also communicated with Mobile, Ala., and points in California.

The new Northrup plane proved of great help in an emergency which arose here at the station on March 10th when Mrs. R. L. Burke, wife of the Commanding Officer was quickly flown to a hospital in Philadelphia where a healthy 8 pound baby boy was born. The plane made the trip from Cape May to Philadelphia Navy Yard in exactly 20 minutes flying time which certainly is going some.

A course of instruction in blind flying has been completed by all commissioned aircraft pilots attached to this station in accordance with Headquarters request for this instruction. Those completing the course were: Lieutenant R. L. Burke, Lieut. (j.g.) William Schissler, Lieut. (j.g.) W. E. Sinton, and Lieut. (j.g.) E. E. Fahey.

This plane is a transport ship equipped with Wright Cyclone 715 horsepower engine, is furnished with lavatory and toilet facilities and has a top speed of 213 miles per hour. The Northrup was built at the plant of the Northrop Aircraft Corporation, Inglewood, California and is the first of this type plane to be used by the Coast Guard. It provides a swift speedy means of bringing medical aid to isolated sections of the seacoast—transporting dangerously ill persons to hospitals, etc.

On March 17th, 18th and 19th two planes from this station cooperated with Federal Agents in apprehending a moonshiner in Virginia who had been resisting arrest for some time. The fugitive had killed one Federal Agent and wounded another. He was finally arrested by State troopers within a short distance of where several Coast Guardsmen from this station were searching for him. When arrested he stated that the planes had flown 15 to 30 feet over his head while he lay hidden under a log and pile of leaves.

On 24th of March Lieutenant Burke and Lieutenant (j.g.) Schissler, took off from the Cape May Air Station in the ADHARA and proceeded to the position of the steamship CORNELIA, approximately 100 miles S.S.E. of Cape May. Medical assistance had been requested from the master of the CORNELIA for a seaman member of his crew who had fallen between decks down an open

hatch and had fractured his skull and suffered other serious injuries.

The ADHARA landed alongside the CORNELIA and took the injured man aboard and returned to Cape May in exactly 1 hour and 55 minutes from takeoff to return landing. The injured man, Irvan R. Armisead was placed in the Air Station sick bay and given first aid treatment by the Air Station Medical Officer, Dr. Frank R. Hughes. He was later flown to the Marine Hospital at Stapleton, N. Y., in a seaplane piloted by Lieut. William Schissler. The ambulance plane proved of great use in this flight as the position of the CORNELIA at the time plane left the Air Station, was approximately 12 hours away from the nearest medical aid, namely Norfolk, Va. The man was suffering intense pains from skull fractures and internal hemorrhages and this quick assistance afforded him much quicker relief than he could have received otherwise.

During the month of March aircraft from this station made 47 individual flights involving 126 hours and 20 minutes flying time and covering 12631 miles in the air. Regular daily patrols have been made in cooperation with floating units and with agents of the Customs Department in the prevention and apprehension of smuggling.

One substantial seizure of 1057 gallons of untaxed Canadian rye whiskey was affected nearby under the direction of officers and men from the Cape May Air Station during March.

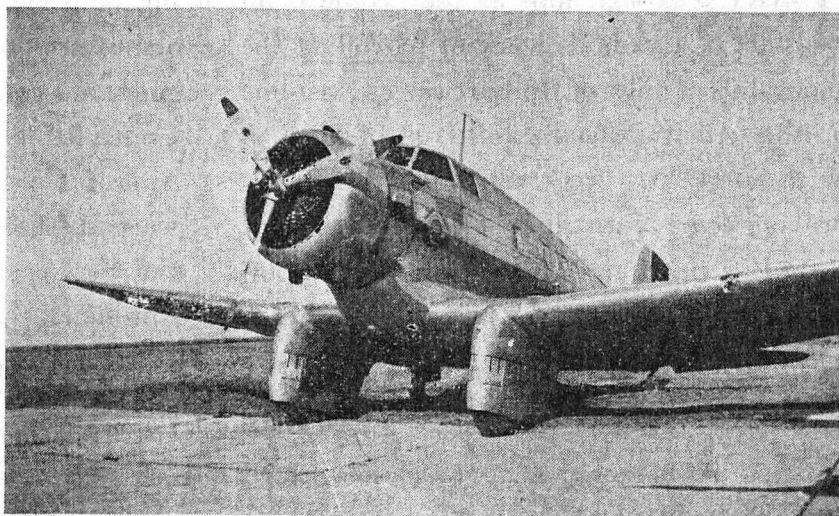
On 21 March Lieutenant (j.g.) E. E. Fahey flew the A-6 landplane from this station to St. Petersburg Air Station and delivered same to that station for assignment here.

The Marines have arrived at this station in preparation for the coming small arms target practice season. Within a short time there will be quite a number of Marines here for annual small arms target practice. Following the Marines all units of the New York Division including all surfmen of the 5th and part of the 6th Districts will fire at the Cape May Range which is one of the most modern in the service.

Next month the Naval Reserve Units from Washington, and Philadelphia will begin their annual aviation practices at this station.

### MANOMET POINT

The Manomet Point Auxillary Boat-house, Boatswain's Mate Edward S. Hayworth, assisted the cabin cruiser C-8167, which was reported disabled off Falmouth Harbor. The picket boat was used in this operation and arrived on the scene at 2:30 A. M. on 28 March, but was unable to locate the boat, and hunted around in the vicinity until daylight, when the boat was sighted about 250 yards off the beach in a perilous position due to rocks. The boat was taken in tow to Buzzards Bay.



### NEW NORTHROP "RT-1" LAND PLANE

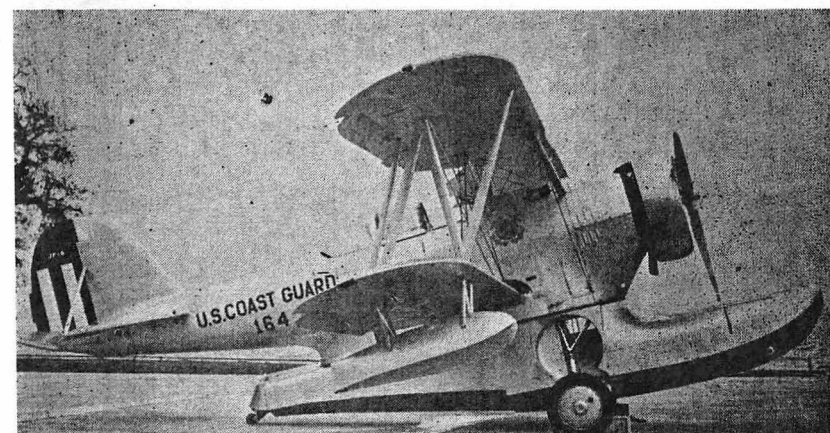
Lieutenant R. L. Burke, U.S.C.G., pilot.





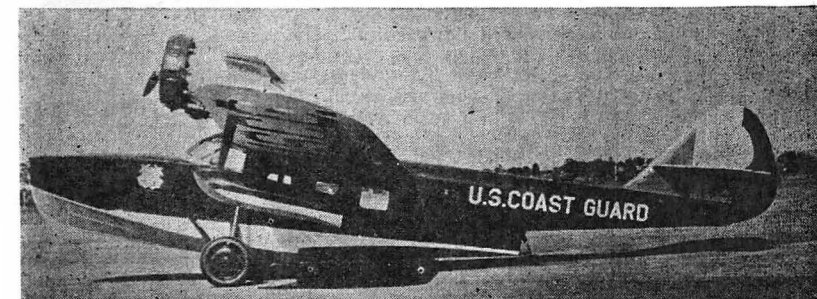
## COAST GUARD AIR STATION AT SALEM, MASSACHUSETTS

The Coast Guard Air Station at Salem, Mass. One of the planes is a Douglas Amphibian (foreground). The other is a Grumman.

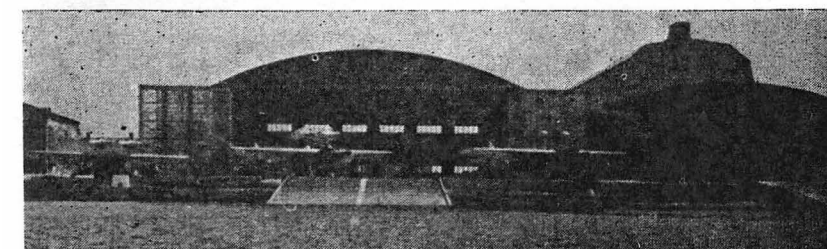


## GRUMMAN AMPHIBIAN PLANE No. 164

Stationed at Biloxi, Mississippi.



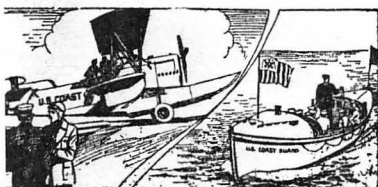
## COAST GUARD PLANE OF THE ADHARA TYPE



## CAPE MAY AIR STATION, N. J.

## IN THE AIR WITH THE U. S.

## COAST GUARD



CGM, Aug. 1935, Vol. 8, #10, pp. 20-21.

## COMMANDER



Commander E. F. Stone, Coast Guard pilot, commanding Coast Guard Air Patrol Detachment, San Diego, Calif., was the pilot of the U. S. Navy seaplane NC-4 on the first crossing of the Atlantic by air, an achievement generally credited entirely to the

Navy. Commander Stone entered the Coast Guard as a cadet in April of 1910. He is also a qualified shipboard Engineer Officer. He was promoted to the rank of Commander on 1 May, 1935.



## PILOT

Lieutenant Richard L. Burke, Coast Guard Flight Officer, commands Coast Guard Air Station at Cape May, N. J., and is rated as one of the nation's most competent and intrepid airmen. Lieutenant Burke entered the Coast Guard as a cadet on 29 April, 1934.

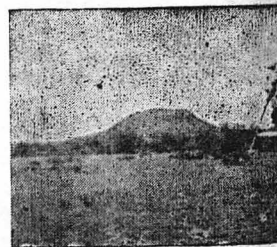
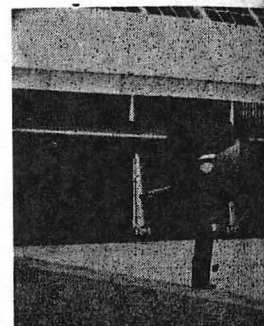


## IN TEXAS

Lieutenant C. F. Edge, Coast Guard air pilot, stationed at San Antonio, Texas, on aviation duty. Lieutenant Edge entered the Coast Guard on 25 April, 1924 as a cadet.

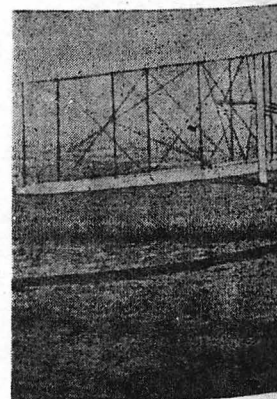


The veteran Loening seaplane, a flying over a



## ON T

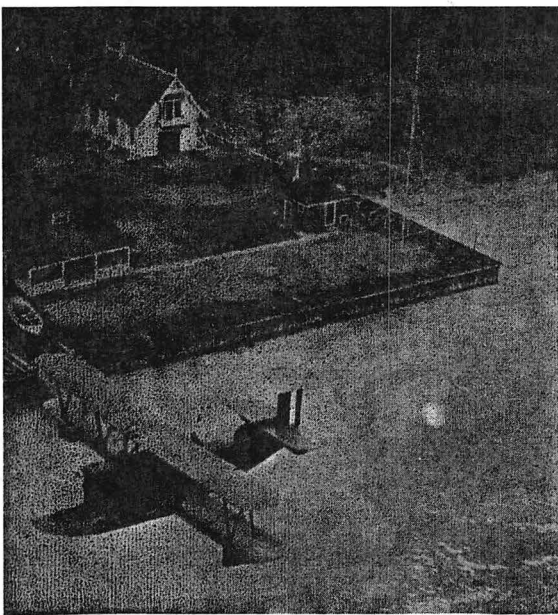
Far from the heaving billows U. S. Coast Guard is ordinarily a plane among the cactus, and mesq



## THE

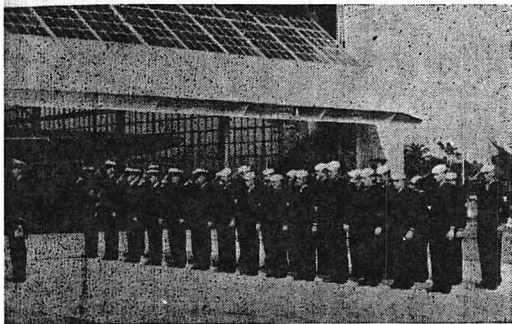
By the Wright brothers at K





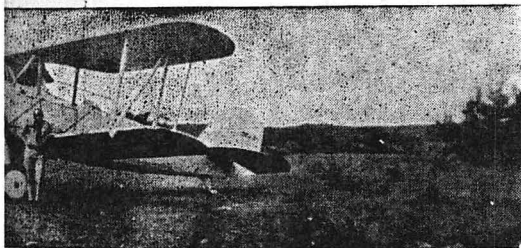
### AN OLD TIMER

years ago a familiar figure along the Atlantic Coast, is shown  
Guard station at Cape May, New Jersey.



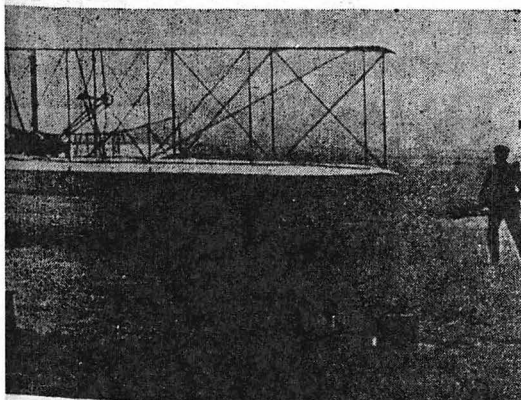
### MIAMI, FLORIDA

Coast Guard Airmen



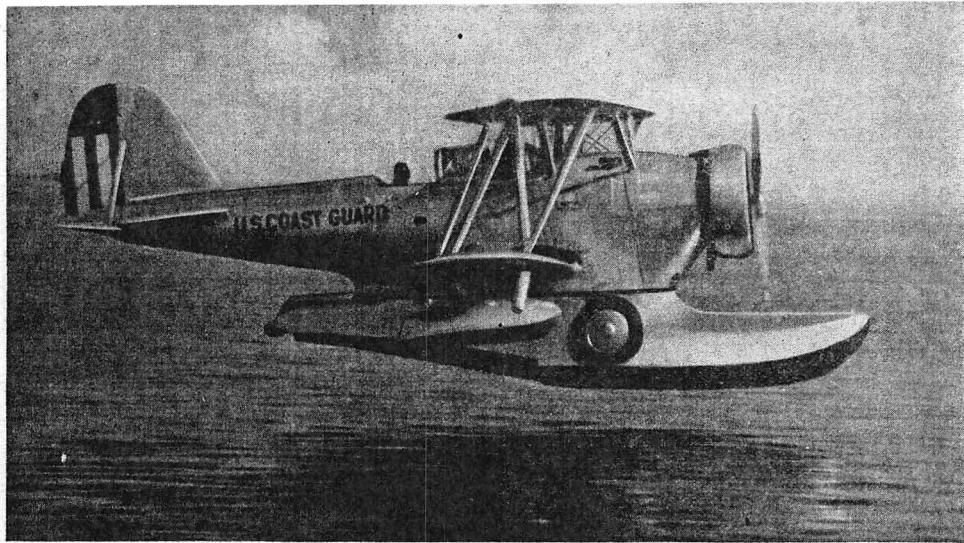
### RIO GRANDE, TEXAS

Shipping Nor'Eastens and blinding salt spray with which the  
ated, get a look at this Coast Guard Mexican border patrol  
somewhere along the international Rio Grande.



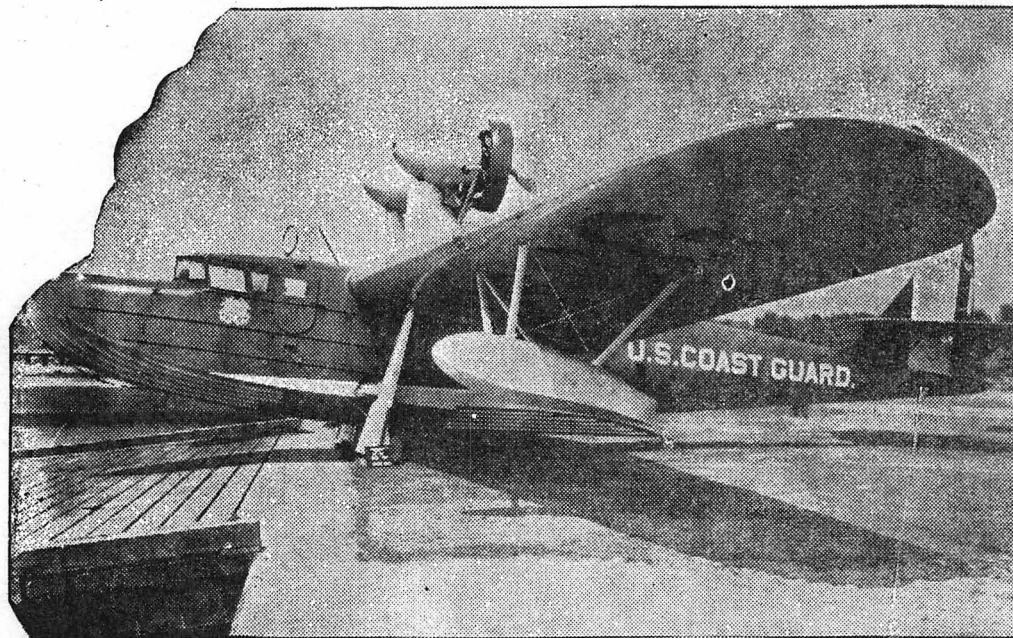
### FIRST FLIGHT BY MAN

Hawk, N. C. Coast Guard Life-savers helped put it over



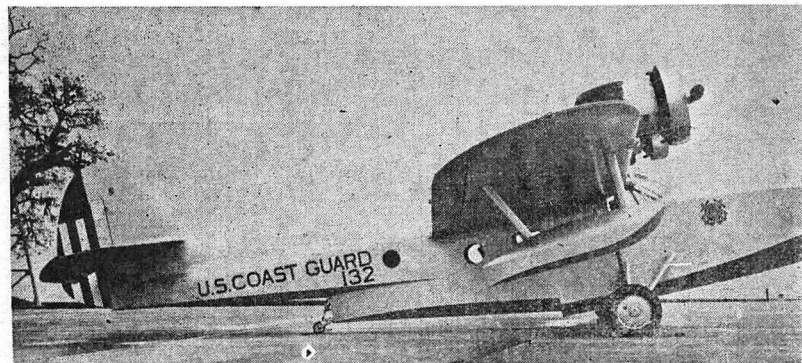
### GRUMMAN FLYING BOAT

Grumman Amphibian Coast Guard flying boat, powered by Wright Cyclone Engines



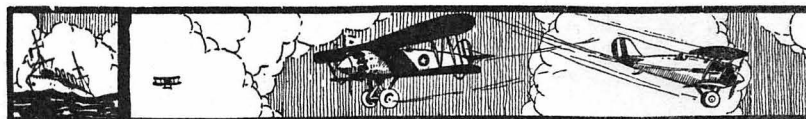
### FOR AID FROM THE AIR

Illustration shows ship of the ALTAIR-ARCTURUS-ACAMAR-ACRUX-ANTARES type, built by General  
Aviation Manufacturing Corporation under Coast Guard supervision at Dundalk, Md.



### COAST GUARD DOUGLAS RD-4 PLANE

Biloxi, Mississippi





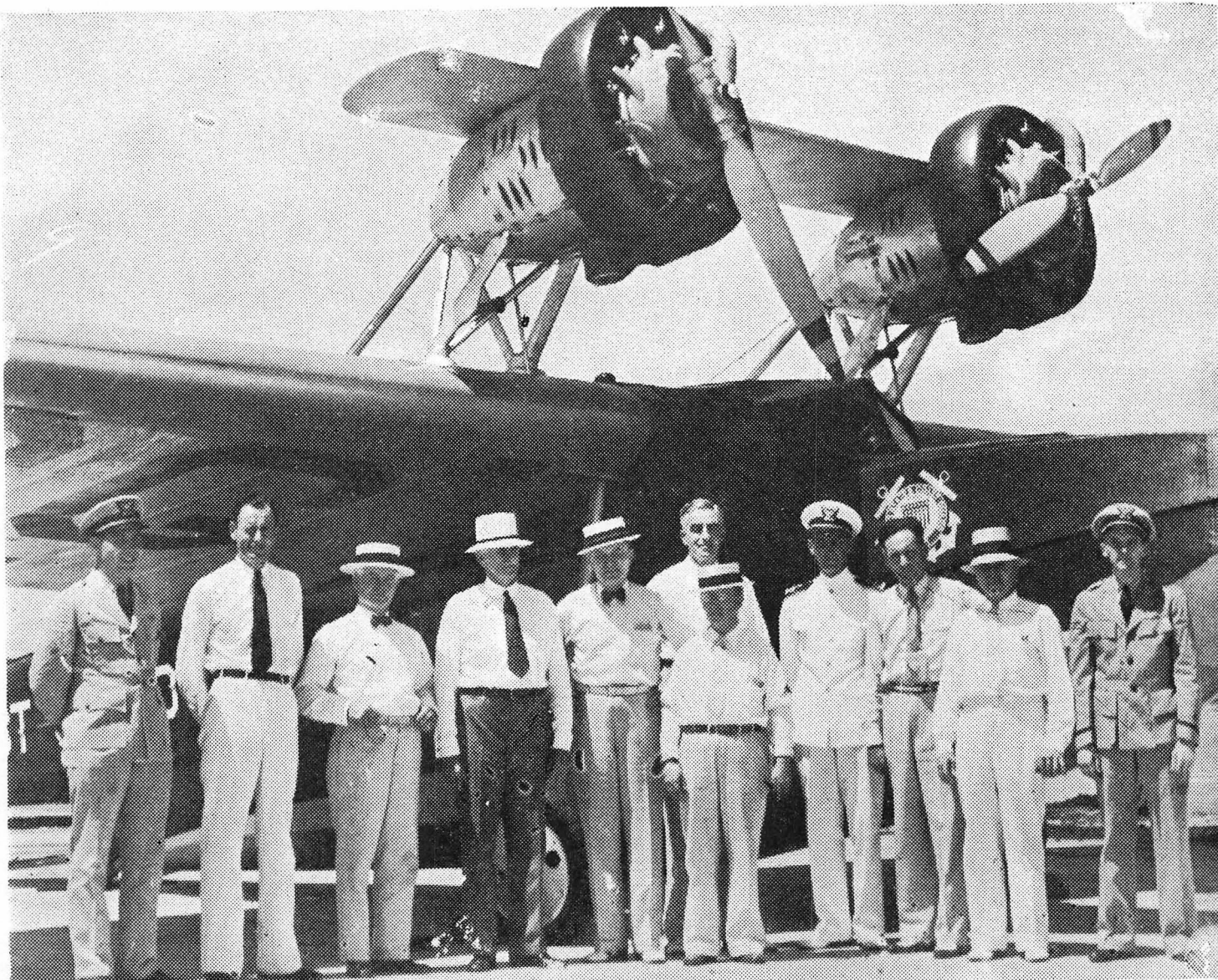


Photo "The Evening Independent" of St. Petersburg.

## INSPECTION TOUR OF ST. PETERSBURG AIR BASE

City officials were guests of Coast Guard officers recently on an inspection tour of the St. Petersburg base and equipment. The purpose of the tour was to acquaint members of the city administration with the work that is being done and has been done at the Coast Guard Base. City Liaison Officer Francke displayed blueprints of the building program that will start this summer.

The visitors first inspected the air station and were taken on an airplane trip. After inspection of this department the group inspected the cutter NEMESIS and the warehouse and wharf.

The above picture shows, from left to right: Lieut. W. A. Burton, air base commander; Dan Sullivan, Whitted airport manager; Mayor John S. Smith; Councilman M. D. Wever; City Manager A. F. Thomasson; Liaison Officer F. R. Francke; Councilman George W. Hopkins; Lt. Commander Lee H. Baker; City Judge Edgar H. Dunn; Detective Captain E. E. Lippard, and Ensign Chester Harding.

## COAST GUARD AVIATION IN ST. PETERSBURG

By

Lieut. Comdr. Frederick R. Francke  
U. S. Naval Reserve  
Liaison Officer, St. Petersburg, Fla.

THE other evening I attended a movie performance in which present day ships were shown while in the background appeared the historic past in transportation, communication, and general life. Superimposed on a clipper ship in full sail was the most modern ocean liner. Radio towers loomed over a runner carrying messages and the ox cart plowed along with a streamlined airplane overhead.

Past events make present-day news. In 1790 the first President of the United States issued commissions to the officers of the revenue service, putting into service the first armed vessels of the nation. It was the duty of this service to prevent smuggling and make possible the collection of revenues from imports and the protection of the colonial business ventures against the aggressions of foreign trade. So really when we read or speak about the Tariff Wall, instead of thinking of it in terms of signed papers lying in the archives of the government at Washington we should think of ships on the high seas carrying the familiar cross-barred ensign of the revenue cutter service now called the United States Coast Guard. Greater than ever before in the history of the nation is the need today for protection of our business against a flood of foreign-made merchandise, our labor against an influx of aliens, and our people against the horrible traffic in narcotics.

Communication and transportation are the vital factors in this protection, and in keeping with the advance made in these lines the Coast Guard maintains the finest radio equipment in the world.

As transportation changed in its methods the service decided some years ago that it was time for it to get wings and so the air service came into being. Planes had to be designed to meet the arduous duties expected of all Coast Guard equipment, because the appearance of storms and bad weather means that the Coast Guard goes to sea, while commercial ships seek shelter.

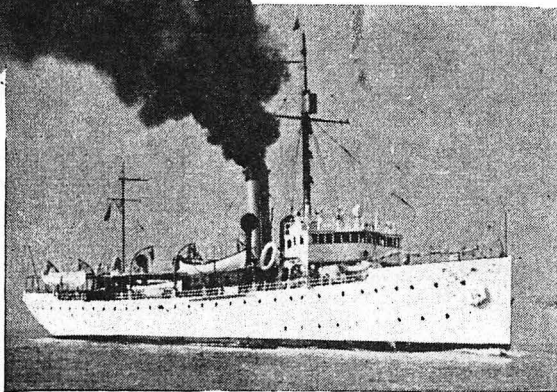
As the result of study and practical experience the decision was reached to open a series of modern air stations along the Atlantic and Gulf coasts. St. Petersburg was chosen as the site for one of them. Construction work was started at the reservation located at the entrance of Bayboro Harbor, St. Petersburg. A hangar and a runway were built there.

The hangar is large enough to house five ships. Two lean-tos, one on each side, accommodate officers, crews and pilots' quarters, machine shops, and rigging and paint shops. Out on the point there has been erected a radio building. Equipment is the last word in this type of communications. About sixty men compose the force. The monthly payroll ranges from \$8,000 to \$10,000 per month and in addition supplies and merchandise are required.

Connected with the Albert Whitted Municipal Airport, the air station of the Coast Guard has approaches to its hangars by either land or seaplane. For several months work has been quietly going on to make this waterfront airport larger by dredging operations in the bay. New runways are planned and complete lighting for night flying has been laid out.

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Oct. 1935  
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P. 4

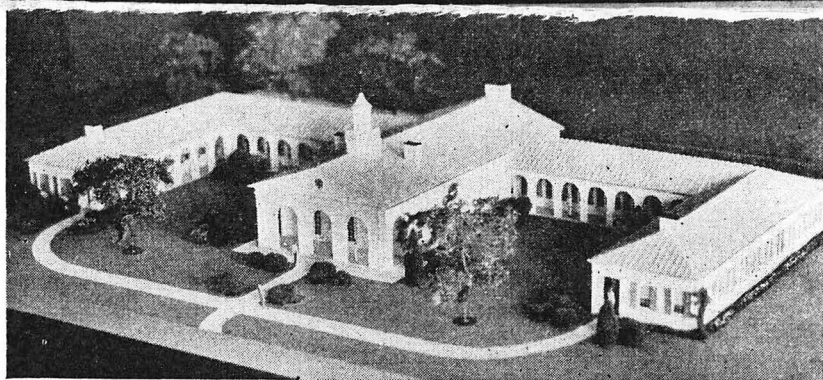




### SMOOTH SAILING NOW

Here's the proud old SENECA. A very recent picture during a mill pond sea on the Gulf of Mexico, a far cry from the rearing days of the SENECA as one of the outstanding ships of the war zone during the World War under Captain William J. Wheeler, U.S.C.G., Lieutenant Commander F. J. Birkett, U.S.C.G., now commands the SENECA.

The SENECA, now basing at Mobile, Alabama, was built at Newport News, Virginia, in 1908.



### AVIATION FOR BILOXI

Designs for the Aviation Barracks, Air Station, Biloxi, Miss., have recently been approved by the Commandant of the Coast Guard, and construction plans are now going forward at top speed. Model is pictured above. The building, very much in keeping with the general architectural design prevailing in that locality, will be one of Biloxi's beauty spots when completed.

Considerable study and much hard work has been done to make the type, design and general characteristics of the building suitable for the use intended. In this connection, great credit is due Lt. Comdr. C. G. Von Paulsen and Civil Engineer E. L. McGandy of the Coast Guard, who conceived the plan while on an inspection trip in Biloxi, and later worked untiringly, together with Mr. F. H. Mahlman, Associate Architect of the Procurement Division, at its development until the present beautiful design was adopted.

The Procurement Division of the Treasury Department will place a model of this building on display at the Pacific International Exposition in San Diego, California.

# Headquarters Personnel News . . .

**Headquarters Official Announcement reads:**  
"Word has come to the Personnel Section that the medium of the U. S. Coast Guard Magazine has offered men the opportunity of knowing what is going on at Headquarters which they would otherwise not know."

#### Re-enlistment Leave

**P**REVIOUS to the amendment of Article 504 (b), Personnel Instructions, all enlisted men receiving an honorable discharge by reason of expiration of enlistment and who re-enlisted within 30 days from the date of discharge, were entitled to re-enlistment leave of ten days for each year of enlistment period less the number of days elapsing since the date of honorable discharge. However, the Per-

sonnel Instructions have been amended to provide re-enlistment leave of ten days only in lieu of the previous provision of ten days re-enlistment leave for each year of re-enlistment period.

All enlisted personnel who have re-enlisted prior to the receipt of the aforesaid amendment to the Personnel Instructions will be entitled to all re-enlistment leave with which they were properly accredited at the time of such receipt. However, all personnel re-enlisting subsequent to the receipt of Amendment No. 1, Personnel Instructions, will be entitled to ten days' re-enlistment leave only.

(Continued on Page 31)

### ST. PETERSBURG FROM THE AIR

Airplane view of Coast Guard reservation and the city of St. Petersburg, Florida.

This picture was taken shortly before construction work began on the present C. G. Air Base. On the extreme southern point of the peninsula has been erected a modern C. G. radio station. A large hangar with offices, work shops, gasoline tanks, and runways is now located just north of the radio station. At the present time much architectural and landscape work is underway. Roads and sidewalks are being constructed, palm trees imported from Eymont Key, and an attractive entrance gateway is nearing completion.

Cutters and patrol boats berth at the waterfront dockage shown at the left of photo. The Albert Whitted airport is adjacent to the C. G. Air Base.

Lt. Comdr. Lee H. Baker, commanding officer of the cutter NEMESIS, is S.O.P. and public relations officer. Lieut. W. A. Burton is in command of the air station.

Lt. Comdr. Frederick R. Francke, U. S. Naval Reserve, prominent official in the Florida Power Corporation, is city liaison officer in St. Petersburg and he has carved a unique place in Coast Guard pages. No city has ever equalled the wholesome spirit of fellowship and co-operation extended to Service personnel by the city of St. Petersburg through the person of Mr. Francke.



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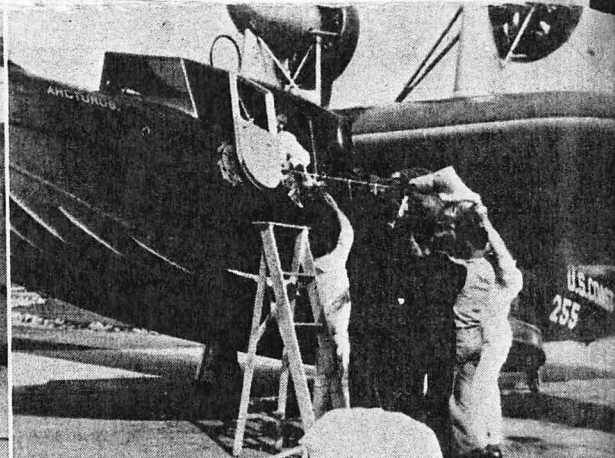
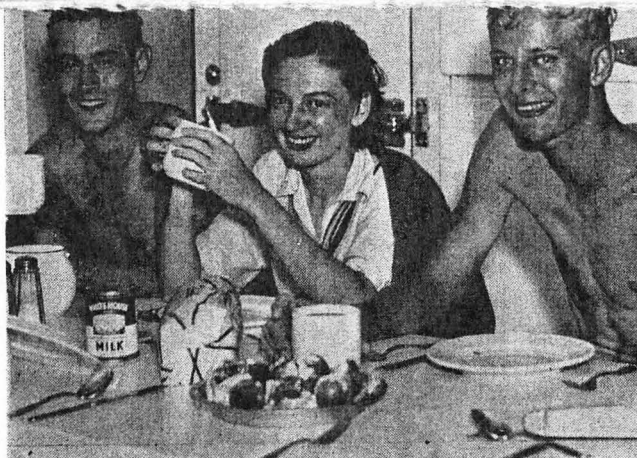
C6M  
Oct. 1935  
Vol. 8, # 12  
pp. 8, 26.

Pan-American  
Foto Service  
At Miami  
Air Station

At left Joe Hickson, Joan Graham and Burton Graham after their rescue by Miami Air Station personnel. Photo made while they were eating their first meal after clinging to their overturned sailboat for twelve hours.

At right, a U. S. Coast Guard plane flew 125 miles out to sea to take off Third Mate D. D. Lett from the S. S.

CERRO ELAÍNO, owned by the Pan America Foreign Corp., who was stricken with acute appendicitis. Lett is shown as he was being removed from the plane on a stretcher at Dinner Key, from where he was rushed by ambulance to the Jackson Memorial Hospital for an emergency operation. The Coast Guard plane met the oil tanker about three miles from the scene of the S.S. HAVANA shipwreck at Mantanilla Reef.



# Miami Air Station

*This and That About an Efficient Coast  
Guard Flight Unit in Florida.*

By CARLETON J. KUNZ

**L**ATE in the afternoon of June 24th the Seaplane ARCTURUS, with Lieut. C. B. Olsen, A. Nordstrand, ACMM., M. E. Terrell, RM1c., and Beames J. Chambers, PhM1c. on board, took off for a 600-mile flight to meet the U. S. Army Transport REPUBLIC at a position approximately 300 miles east of Miami. Eight hours later, after performing a most extraordinary feat of seamanship that

## From 'Little Moana'

William B. Leeds and two members of the crew of the "Little Moana" after arriving safely at Fort Lauderdale following search by Miami Air Station and Base Six.

included landing and taking off in a rough sea after dark, and flying blind through numerous squalls, they brought Major and Mrs. Walter Gullion to Miami. Today, Major Gullion is slowly recovering from a major operation that was performed in time to save his life.

**T**HE success of this flight was due to the wonderful flying and navigating on the part of Lieutenant Olsen, the manner in which the members of the crew performed their duties, and the excellent performance of the equipment. The conditions encountered were other than normal, thus placing this flight among the ever-increasing number of epochal flights made by personnel from this station. In recognition of their wonderful work, Lieutenant Olsen and the crew have been highly commended by the Secretary of the Treasury and the Secretary of War.

In turn Edward Adams, Valley Hill, and Charles Frazier, aviation machinists mates, were commended for their rescue of two young ladies by being publicly acclaimed as "being real cute." The two young ladies went sailing in Biscayne Bay, but not for long. A strong breeze overturned their boat and left them floundering about. One young lady stuck by her "ship," while the other waded as far along a sand bar as she could get, then swimming about a mile to shore to notify the Air Station. When their predicament became known to the Station, the three boys manned the crash boat and sped to the rescue. With the rescue effected, the young ladies dashed to a telephone and informed the local newspapers of the rescue, not even forgetting to mention the tattoo on Adams' chest.

**P**RETTY Miss Joan Graham, her brother, Burton, and their cousin, Joe Hickson, all of Homestead, Fla., decided to go sailing in the moonlight on the evening of July 13th. About nine o'clock the following morning the mother of Joan and Burton notified the Air Station that the children had failed to return from their moonlight sail. After searching for about an hour, Lieutenant Olsen, piloting the Douglas Amphibian No. 133, found the three drifting in their dismantled sailboat about a mile off shore in the vicinity of Chapman Field.

When they had been brought to the Air Station and treated for exposure, the youths related how their boat had been overturned during a sudden squall the night before. Too far off shore to attempt to swim to safety, they clung to their capsized craft throughout the night. Sometime early in the morning they drifted to shallow water where they righted the boat and awaited rescue. Attempts to signal passing Pan American planes failed to bring rescue, but the Coast Guard plane then

Governor Scholtz, of Florida, and Lieutenant C. B. Olsen, U.S.C.G., Miami Air Station.



(Continued on Page 26)





## MIAMI AIR STATION

(Concluded from Page 8)

sighted them and took them aboard.

The list of interesting rescues made by the Miami Air Station keeps getting longer each day. It includes the exciting rescue of a 14-year-old boy, driven to sea in an open boat, by Comdr. C. C. Von Paulson, Lt. Foley, J. Orndoff, ACMM., W. Pinkston, AMM1c., and Thomas MacKenzie, RM1c. Comdr. Van Paulson and his crew flew the seaplane ACTURUS in the search, landing the big plane in heavy seas after finding the boy. In their attempts to take to the air again, a wing float was torn loose, making further attempts futile. Loathe to await further rescue and possible foundering in the heavy seas, Comdr. Van Paulson taxied the ACTURUS approximately twenty-one miles to beach her. For their heroic work they were appropriately awarded the Gold Life Saving Medal.

### Flight to Newark

The list also includes the flight made by Customs Inspector Robert P. Duell, now ACMM, and William Pinkston, ACMM, from Miami to Newark, N. J., carrying with them a supply of serum that was urgently needed to save the life of William Pierce, wealthy New York hotel owner. This flight was made when adverse weather conditions had grounded all commercial planes plying between New York and Miami.

### To the Havana

Another flight of importance was the one made by Lt. Olsen when the S.S. HAVANA struck the Matanilla Reef, off the coast of Florida. The Miami Coast Guard plane was the first to reach the scene of the disaster, lending assistance by directing the S.S. PETEN to the widely-scattered lifeboats.

Other important flights have been made, some in which the President was interested. One flight was that made when a search was being conducted for William B. Leeds, reported missing while enroute from Miami to Bimini to join his yacht MOANO. Another flight was the one made by Lt. Olsen and Comdr. L. T. Chalker when a Navy patrol seaplane was forced down about sixteen miles east of Miami. Within ten minutes after receiving word that the Navy plane had been forced down by a broken fuel line, Lt. Olsen and Comdr. Chalker, with a radioman and a mechanic, departed in a Douglas Amphibian for the position of the disabled plane. Assistance rendered was in the form of directing a Ft. Lauderdale patrol boat to the plane and maintaining a constant watch over the plane until the patrol boat arrived. The Navy plane was one of three returning with mail from President Roosevelt while on his annual vacation in Florida waters.

### One of the Best

The Miami Air Station, while only a few years old, has grown to what is now considered one of the finest air stations of the Coast Guard. In addition to the main hangar on Dinner Key, a hangar is maintained at the Miami Municipal Airport to house a number of land planes used for law-enforcement work.

The officers' roster consists of Lt. C. B. Olsen, Cmdg.; Lt. G. H. Bowerman, Executive Officer; Lt. (j.g.) F. J. Erickson, and Radio Electrician A. G. Descoteaux. The list of pilots include the above-named officers, with the exception of Mr. Descoteaux, and three enlisted men. The enlisted pilots are Harry B. Collins, ACMM; G. E. McGovern, AMM1c., and R. W. Fendley, McMM1c.

### Sports

Under the supervision and management of Lt. Clemmer, the Air Station has a first-rate diamond ball team. A late start was made and the team entered in the City League. Due to the handicap of the late start, the team withdrew from the league and has since restricted all games to those played with other Coast Guard Units in the Miami area.

Line-up:—C., Hill, Rudmann; P., Adams, Macklin; 1B, Stephens, Maddix; 2B, Kozaneki, Collins; 3B, McGee, McKenzie; SS., Smith, Sauer; SF., Macklin, Ornell; RF., Dryden, Thorogood; CF., Dameron, Landefeldt; LF., Davis, Gall.

## RUSTY SPOTS OF THE COMANCHE

By Wimpy

EVERYBODY in the New York division tries to report on the COMANCHE to await the return of their ship as it still remains the most contented ship in the division.

Dinterman still believes there is only one kind of a swab and that is why he returned with a deck swab to be used on the port gun.

MAA Clark is still hollering get off the fresh wax and scrub your seabag. But say, you should see below decks.

Our very popular Mr. Kerr, who is commissary officer, says there is nothing too good for the crew when it comes to eats. If you don't believe it just drop in unexpectedly some day and see what a real meal tastes like.

CY Bogan says he can't understand why there wasn't any inspection after the office force had cleaned the ship's office for the first time in six months. He also did the work without any soap.

Lieutenant Jewell says if Bahm doesn't catch some fish soon, he will not look for any more schools of fish.

Beau Brummels of the COMANCHE, Glover and Eagan, are waiting patiently for the new tube to be built between Staten Island and Brooklyn, as it will enable them to make connections quicker with their social affairs.

Seaman Howell is still able to challenge any eater of the C. G. and is looking forward to an engagement with the big eater of the West Coast. Eleven steaks and all trimmings, and still he called it a light lunch as he made up a sandwich for while he was on watch.

CMM Bahm is still looking for the pigments in the paint as CBM Pressey stated that was the cause of the paint not covering properly, and Bahm said, I don't care, all I want is some PAINT, and still is heard the cry ALL OUT. Bahm says Pressey should have been a street car

Jimmy Laughlin late of the OHAM-ILAIN says it doesn't seem possible but he has been on the COMANCHE for fifteen haircuts. How time does fly when there is contentment in the atmosphere.

Butch Hainrahar had very little opposition in conductor so he could say ALL OUT. Being elected for another term as mayor of Sands street.

All of the boys from the South are enjoying the hot weather as they have been able to go barefooted for the first time since coming North. Shoes are pretty hard when you are not use to them.

Mystery of the COMANCHE. Who stole Bahm's hat?

QM Yakes is now able to speak Spanish fluently and understand it perfectly. Since RM Barnard gave him instructions in just one lesson. Certainly is a fast way to learn foreign languages.

## ON THE MORRIS

MORRIS, Lieutenant D. B. Mac Diarmid, picked up three men who had been hunting at Ilamna Bay, Alaska, and were stranded there when their contact boat failed to show up. The men were brought back to Kodiak, a distance of 172 miles. On July 16 the MORRIS proceeded to Port Wakefield and brought aboard a man critically ill to bring him to a hospital. The next day a gale sprang up and the rolling and pitching of the vessel caused the man's condition to become much worse. To all outward appearances the man died. No breathing or heart action could be detected. However, artificial respiration was promptly commenced and after an hour the man was breathing again. Finally, Seward was reached and the patient placed in an ambulance. During the 227 mile journey it was necessary for the MORRIS to anchor twice because of the extremely heavy weather encountered, to allow the man to rest as much as possible. On the 22nd a native Alaskan woman was brought aboard the MORRIS with some difficulty and transported 181 miles from Kodiak to Seward. The woman was critically ill from internal injuries.

## HIGH COURAGE

(An editorial tribute to the U. S. Coast Guard by the St. Petersburg "Times," W. L. Straub, Editor.)

ONE more epic of high courage and devotion to humanitarian service was written into the pages of Coast Guard history when four members of the local air base led by Lt. W. A. Burton, flew out at dawn in a big twin motored seaplane to remove a stricken seaman from an oil tanker plying across the gulf.

Storms beset the path of the flying ambulance, and high winds lashed the waters of the gulf, rendering more difficult and hazardous the task of the airmen on their errand of mercy, but true to the finest traditions of a service that dates back to the earliest pages of the nation's history the Coast Guardsmen carried on.

A human life was at stake and despite the danger of a difficult landing and still more difficult take off on the surging waters, the transfer at sea was effected. Something more than an hour later the patient had been safely delivered at a Key West hospital where an emergency operation was performed by waiting surgeons.

The tired pilot and his crew flew back to St. Petersburg to record one more task performed in the course of "routine" duty, and to prepare for the next call. Those familiar with storm conditions on the gulf realize to some extent the degree of courage and skill required to carry out the hazardous mission so successfully performed by Lt. Burton and his men.

Saving human life is, and always has been, the primary purpose of the United States Coast Guard. During the difficult period of enforced police duty thrust upon the service in the prohibition period, public resentment frequently, and often unfairly, was stirred by incidents that occurred in connection with the pursuit and capture of rum-runners.

The long years of loyal, conscientious and valuable service rendered in life saving and giving assistance to storm-battered vessels along the coast and on the Great Lakes, sometimes were forgotten during that unhappy period of the organization's history. Yet the record constitutes as heroic a chapter as can be found anywhere in American annals, written there by the valor of men who braved storms and the angry sea to save the lives of others, often at the cost of their own.

Official commendation accorded Lt. Burton for this latest exemplification of the finest of Coast Guard traditions, meets with a whole hearted, sincere response here of a duty well and courageously done. St. Petersburg has reason to be proud of the guardsmen stationed here and the fine service they are rendering both by air and by sea.

"Semper Paratus" is their motto, and they live up to it—"always prepared" to meet the emergency when it arises, and to meet it with a selfless devotion to duty that never has wavered through all the generations of American Coast Guard officers and men since 1790.

## SOUTH HAVEN

South Haven Station, in charge of Boatswain William Fisher, reported an outboard motor boat overturned in the light sea not far from the station. The motor surfboat of the station proceeded to the scene, picked up the lone occupant, righted his boat, brought it to shore and bailed it free of water.

## ST. PETERSBURG AIR STATION

By Perry Chute

**T**HE St. Petersburg Coast Guard Air Station was officially commissioned on 24 January, 1935 under the command of Lieutenant W. A. Burton. Since its commissioning rapid progress has been made at the station, getting it into good operation condition. Palm trees and grass have been planted around the grounds and the entire reservation is beginning to take on a good appearance. A sea wall has been constructed around the reservation to protect the station from high water resulting from storms and hurricanes.

Bids have been accepted for the construction of new barracks, mess hall and garage at the Air Station. The lowest bid was \$99,000.00. The buildings will be all Spanish type and will be furnished with the most modern equipment. The barracks will quarter the enlisted personnel attached to the station. The mess hall will contain a modern kitchen and dining room for officers and enlisted men. In another part of the mess hall building there will be a recreation room and quarters for officers on duty. It is probable that actual construction of the barracks, mess hall and garage will start within the next month. With the completion of the construction of these buildings, this station will be one of the most attractive air stations in the Coast Guard.

At the present time there are only three planes at this station. There is one new modern Grumman amphibian. There is one O2-U-2 land plane here which was taken over from the Navy and flown from Cape May Air Station last March. The other plane attached is the PROCYON which, although an old seaplane of the Douglas Flying Boat type, with many flying hours to its credit, is still flying. The PROCYON is used for long air patrols and for carrying sick or injured persons from vessels at sea to land hospitals for treatment.

There have been a total of 127 flights at this station with a total of 243 hours and 31 minutes flying time and 158,045 square miles covered since the station was commissioned. A great number of these flights have been made patrolling the west coast of Florida. Many medical assistance flights have been made carrying sick or injured persons from vessels at sea to various hospitals on shore. Frequent flights have been made to transport sick persons from vessels at sea to the U. S. Marine Hospital at Key West, Florida, and then a return flight to the Air Station at St. Petersburg, a distance of over 200 air miles.

There are three commissioned pilots and 1 enlisted pilot attached to the station, all graduates of the Naval Air Station, Pensacola.

The tropical hurricane which struck the west coast of Florida, including St. Petersburg, September 3rd, was the most severe and destructive since the storm of 1921. No lives were lost in this immediate vicinity, partly due to the action of this station in warning vessels at sea of the approach of the storm. Many lives were lost in the Florida Keys. The Air Station suffered no loss of life or property and operations were carried on, both before the hurricane and immediately afterwards. On the morning preceding the hurricane Lieutenant Burton flew a Grumman Amphibian plane from St. Petersburg to the vicinity of the sponge fishing fleet and dropped warning messages to vessels engaged in sponge fishing.

Previous arrangements had been made with officials of the U. S. Weather Bureau at Tampa, who cooperated with the air station and helped make the warnings successful. This flight proved invaluable to the fishing fleet as later information received indicated that the vessels reached port safely only a short time before the storm struck. Lieutenant

Burton left the air station flying in a wind of 40 miles per hour velocity and returned to the station only a short time before the storm approached St. Petersburg.

The velocity of the wind at St. Petersburg reached a maximum velocity of 72 miles per hour. Subsequent to the storm, planes from this station have been flying to the devastated area on the west coast of Florida, carrying provisions to the isolated areas. A total of 800 pounds of provisions have been flown and distributed to the isolated districts since the storm. These flights are still being made at this writing. Planes from this station have been rendering valuable service in locating lost and missing boats and reporting them to Coast Guard vessels patrolling the storm area. This work will be continued until there is no further need for it. Particular praise was accorded the St. Petersburg Air Station by the press for its timely work in warning the sponge fishing fleet of the approaching hurricane. All communication in the center of the storm area was completely cut off and Coast Guard vessels were dispatched to the area to maintain communication outside the storm area. This station maintained communication from and to Coast Guard vessels in the storm area after the storm handling through this station a total of more than 580 messages.

St. Petersburg is now repairing the damage done to the city by the storm with the help of the Coast Guard here. Trucks from this station were dispatched by the commanding officer to aid stranded persons along the highways and beaches adjacent to St. Petersburg. Many persons were rescued from stranded automobiles in the Pass-A-Grille district where the tide was unusually high, causing considerable damage. This assistance was continued throughout the day following the storm and was discontinued only when all cases requiring assistance from the Coast Guard, had been properly taken care of.

If the city is successful in its request for government funds to enlarge this airport it will be the best located and finest equipped in the South. From the standpoint of location there is no equal as most airports are far from the center of town. So with the most modern air station of one of the most alert and outstanding services in the United States, St. Petersburg will be a most desirable port for the wings of the nation—and another dream will have come true.

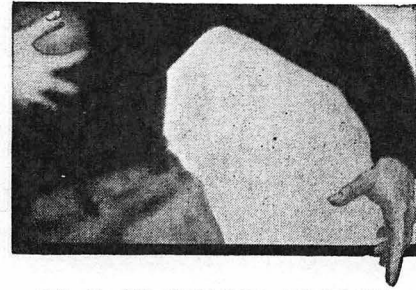
## CAPE MAY POINT

While Boatswain's Mate Charles R. Hargis, temporarily in charge of the Cape May Point Station, was on his way down to the motor surfboat, which is moored in the bay, he sighted a small rowboat drifting near the rips on Prissy Wick Shoals, and after further investigation found that the boat could make no headway against the strong tide and sea. The surfboat was manned and proceeded to the scene, found three men on board and the rowboat dragging anchor. A line was made fast to her and she was towed to Cape May Point, New Jersey.

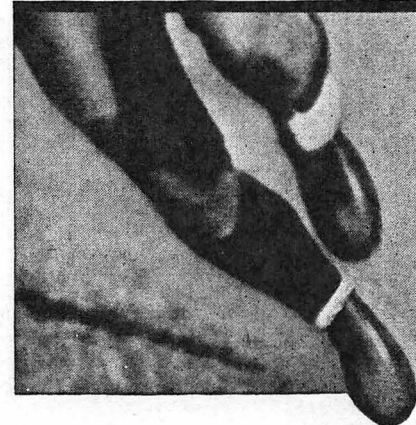
When an outboard motor boat, with 5 men on board, was caught in the rips off Prissy Wick Shoals and could not get out on account of the heavy seas, the motor surfboat of the Cape May Point Station, Boatswain Joseph Mazzotta, proceeded to the scene, made a line fast to the craft and towed it to safety at Cape May Point, New Jersey.

## CAPE HENRY

When a sailboat with one man on board capsized in Lynnhaven Inlet, Virginia, the crew of the Cape Henry Station, Boatswain Charles O. Peel, started for the scene, and Boatswain's Mate Copeland took the man from the water. First aid treatment was given him, for he was badly cut around the head and face and was suffering from a severely wrenched back. The boat was salvaged and turned over to its owner.



AS A FOOTBALL PLAYER  
NEEDS BOTH LEGS

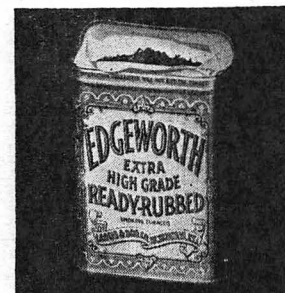


So a pipe tobacco needs  
BOTH mildness and flavor

**G**ET the tobacco flavor that makes a pipe the best smoke of all—and at the same time—in the same tobacco—get the *true* mildness that lets you smoke all you want with comfort.

Edgeworth combines those two prize qualities of perfect pipe tobacco. And it burns slowly—a tin lasts a long time. Some smokers report fifty minutes to a pipeful. So—why punish yourself with "cheap" tobacco when a 15¢ tin of Edgeworth gives you more hours of smoking pleasure? It's not the first cost—it's the hours you get in smoking that count.

Besides the 15¢ pocket package, Edgeworth is sold in all sizes up to pounds. Some in vacuum packed tins in which the tobacco remains the same in any climate. Made and guaranteed by Larus & Brother Co., Tobacconists since 1877, Richmond, Va.



EDGEWORTH HAS BOTH  
MILDNESS AND FLAVOR



CGM  
Nov. 1935  
Vol. 9, #1  
pp. 2-3, 36

CGM  
Nov. 1935  
Vol. 9, #1  
pp. 2-3, 36

# Editorials

## THE NINTH YEAR

WITH this issue of the U. S. COAST GUARD MAGAZINE, Volume 9, Number 1, the Magazine embarks on its ninth year as the Coast Guard's national publication. The Coast Guard is the only branch of the Service with but one publication.

Through the years, benefitting by experience, the Magazine has conscientiously tried to be of real and lasting service to the Coast Guard. It has come to be accepted as an integral part of the Coast Guard in the publication of news of vital interest to all in the Service—news that, without the facilities of this Magazine, would not be published to the Coast Guard at large.

Frankly, the Magazine is not what we had hoped it would be by this time. The staff has no complaint to make about the support of the magazine by the personnel of the Coast Guard in sales and subscriptions. The per capita distribution of the magazine in the Coast Guard is higher than for any other Service paper in its own branch of the Service.

The difficulty with the magazine has been and still is lack of sufficient advertising. That is not the fault of anyone in the Coast Guard. It is caused by lack of understanding of the Coast Guard on the part of national advertisers and by gross misrepresentation on the part of other Service papers.

For instance, National advertisers have been told that with the repeal of the 18th Amendment there would be no more Coast Guard and that, therefore, advertising in the pages of the Coast Guard's publication was a waste of cash. Advertisers have been told that "The Navy is taking over what is left of the Coast Guard." Advertisers have been told that Navy papers "cover" the Coast Guard. The trouble has been that too many advertisers believed this line of bunk.

Too many did not know that the Coast Guard has been in harness since 1790, that the Eighteenth Amendment era was a distasteful job, that more smuggling is going on now than during prohibition, that the Coast Guard, rather than decreasing, has been and still is launching fine new cutters and patrol boats, taking over the border patrols and is operating a most excellent modern air force with incidental new air bases.

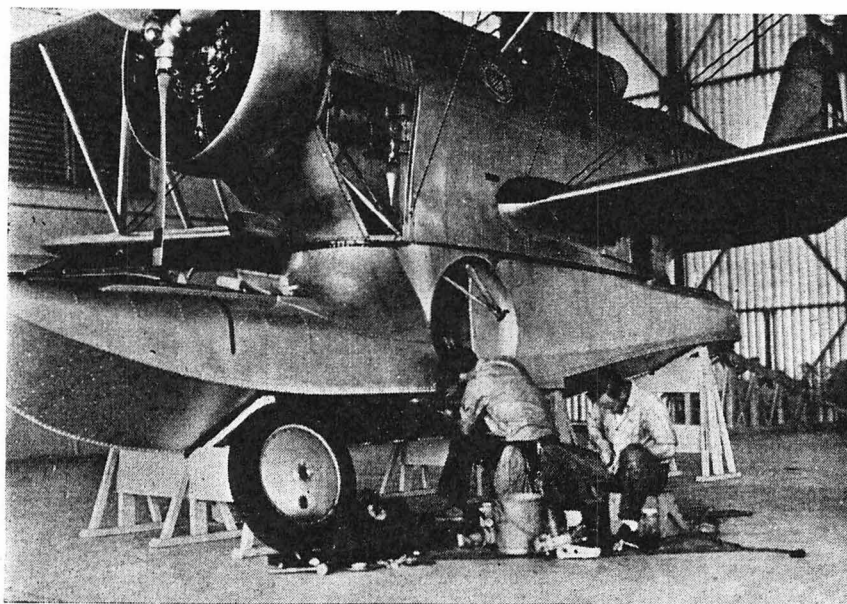
Circulation never pays for the publication of any magazine. You couldn't print the Saturday Evening Post, with its vast circulation, for a nickel a copy. That nickel wouldn't pay for the ink of the cover.

However, the greater the circulation the better the advertising medium. The more revenue from result producing advertising the better and larger paper can be produced. It all works around in a circle.

If the U. S. COAST GUARD Magazine could obtain from national advertisers its proper share of advertising, based upon the Coast Guard's own purchasing power, the size and volume of the magazine would be increased materially.

If firms who are making big incomes from the Coast Guard would accord the magazine greater support it

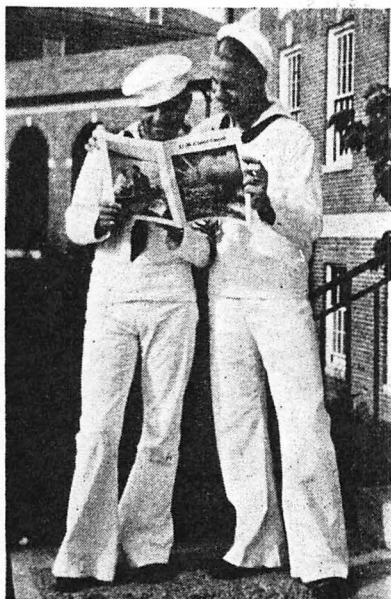
would only be fair to the magazine as an aid to morale and contentment in the Coast Guard. If firms handling retail commodities would realize that in the Coast Guard's stores and canteens most any necessity is for sale and that the demand for any commodity can be created by advertising in the Coast Guard's magazine, business would be better and the magazine would be larger. Incidentally firms who have been led to believe that they can "cover" the Coast Guard through the medium of the magazine of some other branch of the service are simply being duped. All they need do is open the pages of any other service paper and, finding therein no



Photograph by Anthony V. Ragusin

### AT BILOXI COAST GUARD AIR STATION

Mechanics checking up on a Grumman Amphibian at the Biloxi, Miss., Air Station.



### THEY LIKE IT

*Erle Chadeneau, Yeolc; Dale Nicholas, Sca.2c, both of the Academy.*

Coast Guard news, figure it out for themselves. No Coast Guardsman is sufficiently moronic to subscribe to the opinion that anyone can "cover" the Coast Guard without Coast Guard news. Might as well tell folks the Marine Corps' fine paper, the *LEATHERNECK*, "covers" the Cavalry.

In the meantime the U. S. COAST GUARD magazine is in there, pitching for the Coast Guard after eight full years of pretty rough going. It intends to keep on pitching. The pitching would be easier with a few hits behind it and some support in the infield and outfield.

### PORT ORFORD

The Port Orford crew investigated smoke rising from a point near the station and found a fire, covering 1500 square feet of underbrush, burning and spreading rapidly. The fire department and crew from Coquille River, and men from a nearby C.C.C. camp worked hard, but their efforts went for nothing against a strong unfavorable wind. Three members of the crew remained in the lookout tower during the entire fight, wetting down roofs and walls, although surrounded by fire and almost overcome by heat. The officer in charge of the Port Orford Station, Chief Boatswain's Mate Nils S. Nilsson, gives highest praise for their work in his report to Headquarters.

## NARRATIVE OF MIAMI AIR STATION ACTIVITIES, BEFORE, DURING AND FOLLOWING THE SEPTEMBER 2 HURRICANE, 1935

ON September first at 10:00 a. m., the weather forecast with the following hurricane information was received: "Delayed Weather Forecast: Jacksonville, Florida to Florida Straits, moderate N.E. winds over north and central portion, freshening off the coast, and increasing N.E. winds probably reaching gale force over extreme south portion, and possibly of hurricane force in the Florida Straits, tonight or Monday, with heavy squalls in the Florida straits."

The above warning was believed to be of sufficient gravity to warrant immediate action on our part. All available message blocks were immediately made up and a message with the storm information inserted in each with the following addendum: "Please pass this information on to other vessels in your vicinity." Lt. (j.g.) W. L. Clemmer took off immediately to warn all boats to the southward of Miami, and particular care was taken to warn those not in communication by radio, telegraph, or telephone. Lt. Clemmer returned at 1220 p. m. stating that he had insufficient message blocks, having warned boats as far to the southward as Caesar's Creek. Where boats were grouped only one message block was dropped. Single boats were warned individually. Additional blocks were then prepared and dropped by Lt. Clemmer in an afternoon flight, particular attention being paid to Labor Day picnic parties on the Keys.

### Alarmed Picnickers

After the hurricane, members of a picnic party on Indian Key, which Lt. Clemmer had warned by dropping a message block in their midst, came to the Air Station to thank us for saving their lives. Upon receipt of our warning, all had immediately departed with the exception of two men who refused to be alarmed by the message. Indian Key was swept completely bare of all vegetation by the storm, and the two men were lost. On Lt. Clemmer's second flight all regulation message blocks having been expended, parafine coated, air tight containers were used to good advantage, tape tails of about two feet in length were attached to each container to increase visibility and the storm information inclosed. Lt. Clemmer returning from his second flight reported that boats had been warned from No Name Key, where he flew through a very bad squall, as far north as Baker's Haulover, and that over a score of messages had been dropped to boats in the Bay, and to five miles off shore, no small boats having been sighted further off shore. He also stated that all boats were returning to Miami, or were seeking other havens of shelter, and he believed the storm information to be thoroughly disseminated, local radio stations having broadcast the same storm information. Believing that we had done all in our power to spread the warning to those out of communication, attention was turned to securing the station.

### "Secure All Homes!"

All seaplanes, and the station crash boat, which had been hauled out of the water, were placed in the station hangar and the hangar door secured in place. The Radio Station's doors and windows were boarded. Men with families were sent to secure their homes, and then extra watches were stationed at the hangar and at the Coast Guard hangar at the Municipal Airport. As a further precautionary measure, the Radio Station being on the Bay, two way Radio Stations were installed at the Coast Guard hangar at the Municipal Airport, and at the home of the Commanding Officer in Coral Gables, Florida, to handle distress traffic in case the Radio Station should be put out of commission

by high waters. A continuous watch was then set at the Radio Station.

Winds, accompanied by heavy rain, increased to gale force. The hangar Anemometer registered gusts up to 70 knots. Water pushed into the Bay by the winds rose higher and higher until it reached the top of the ramp. Boats which had been left at the city mooring dock, adjacent to the Air Station were badly battered, and four boats sank at the dock. At 7:00 p. m., second of September, the city power supply failed, and our Kohler system was used to supply light and radio power for the station. At 8:00 p. m., telephone communications failed. Weather information received on the third of September indicated that the hurricane had passed Florida Straits and was heading Northwestward. Winds of gale force accompanied by heavy rain continued. Received information that the S.S. DIXIE was aground off Carysfort Reef with 275 passengers aboard, but were unable to take any action due to adverse weather conditions, the wind being of such intensity, that it was impossible to open the hangar door and to get the planes out.

### Bridge Washed Out

At 5:00 p. m., third of September, the city power supply came on and our Kohler plant, which had been running continuously for twenty-two (22) hours, was secured. Late in the afternoon it was reported that the bridge at Snake Creek was washed out and it was almost impossible to cross the raging torrent. Many people were reported dead and injured, and it was also reported that the stream ordinarily about 100 feet wide, had been opened to a width of 1000 feet, and it was impossible to get a boat or line across the stream. The information relevant to the conditions below Snake Creek was immediately forwarded to the Commander of Jacksonville Division and to the Commander of Base 6. Requests for transportation over the Keys began to pour in, but due to a 50 mile gale, accompanied by extremely heavy rains, we were unable to remove the planes from the hangar. All planes in this area were grounded due to weather conditions.

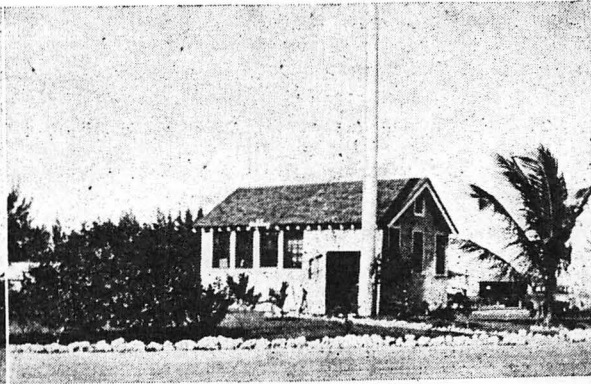
At 9:30 p. m., third of September, Mr. S. D. Macready, District Sanitary Engineer of the State Board of Health, reported to us that he had just returned from Snake Creek and the meager information received there indicated deplorable conditions on the Keys to the Southward. This information was also forwarded to the Commander, Jacksonville Division, and the Commander, Base 6.

While the planes were grounded in the hangar, complete checks were given each plane to insure their readiness. It was believed that the gale would moderate during the night, so the planes were prepared for flight at daylight.

### Stop Curiosity Seekers

The Air Station communications truck No. 1455 was promptly equipped with complete radio equipment and spare parts, emergency medical equipment, rifles and side arms, emergency rations and water, and the station dinghy with outboard motor was loaded on it. Lester Karcher, Chief Boatswain's Mate, was placed in charge, and the truck dispatched to Snake Creek, with the following crew: T. S. McKenzie, Radioman; Beames L. Chambers, Pharmacist's Mate; H. V. Booth, Lionel Thorogood, Aviation Mechanics; and Leo I. Thompson, seaman. The detail was ordered to render assistance as necessary, and Karcher was further instructed to place a detail of three men at the Card Sound Bridge on the road leading to Snake Creek to stop curiosity

(Continued on Page 36)



### AT MIAMI

The Coast Guard Air Station at Miami, Florida, and, at right the Radio Station.



## MIAMI HURRICANE

(Continued from Page 3)

seekers, and to regulate emergency traffic until the arrival of the National Guard. Shortly after midnight the truck proceeded on its mission and after stationing the guard at Card Sound Bridge, continued, arriving at Snake Creek fourth of September at 3:30 a. m., where the station dinghy was immediately placed in service ferrying storm victims across the creek where first aid was administered by the crew. Karcher and his crew also cleared the road to provide room for ambulances, FER and volunteer workers arriving on the scene. An antenna was erected for the communication truck and at 4:35 a. m., fourth September, radio communication was established between the truck and the Air Station and was the first established in the stricken area. Continuous radio communications were maintained between the truck and the Air Station from this time until 9:15 a. m., on 7th September, when the station communications truck was relieved by two communications trucks from the New Orleans Division. The continuous radio watch was maintained at the Air Station with only four (4) radiomen present. All of whom had been on continuous duty for the previous two days. Two of the six (6) radiomen present at the Air Station were kept available for plane flights. The Air Station dinghy with outboard motor power, was the first transport for doctors and medical supplies to the survivors in Upper Matecumbe, and proved an invaluable aid.

### Gale Abates

On September fourth, at 3:30 a. m., the gale having abated to approximately 30 miles per hour, the hangar door was opened, the ramp cleared of all debris, sounded and found to be secure.

At daylight the amphibian CG-133 with Lt. Olsen, pilot, left for the first survey and relief flight over the stricken area. Mr. S. D. Macready, District Sanitary Engineer of the State Board of Health, representing the FERA and the Red Cross, and Mr. Lyons, Universal News man, were observers on this flight.

Five minutes after the departure of the amphibian CG-133, Lieutenant Clemmer took off in the seaplane CG-255 with a representative of the Red Cross. The amphibian CG-133 flew down over the Florida Keys, while the seaplane CG-255 being best suited for shallow water work, was directed to search along the mainland to the Cape Sables Region for survivors, and to assist as necessary.

Lt. (j.g.) F. A. Erickson, and Radio Electrician A. G. Descoteaux were left to handle communications and details at the Air Station.

In the first flight over the Keys the amphibian CG-133 discovered that the storm swept area, a distance of approximately 35 miles, between Tavernier and Grassy Key, was a scene of utter desolation, not more than three houses remaining upright in this area, the rest having been completely demolished. All vegetation had been completely destroyed except for a few battered Mangrove trees. The Veterans' camps were a tragic sight, Camps No. 1 and No. 5 were discernible only by a few pieces of lumber hanging in the Mangrove trees. Camp No. 3 had a few more pieces of lumber and several upturned battered buildings to indicate where an active camp had recently existed. The railroad tracks were completely wrecked. North of Lower Matecumbe the tracks had been blown and carried to the westward of the railroad bed. While south of Lower Matecumbe the tracks were blown to the east side of the railroad bed, and below Long Key on the concrete viaduct the trucks had been completely washed away.

### Relief Train

The relief train at Islamorada on Upper Matecumbe, which had been sent from Miami to remove the Veterans from the Keys, looked like a battered child's toy. The engine was the only part left on the track. The cars being badly broken up and scattered as far as 80 feet from tracks. While at Islamorada the railroad station, post office and Veterans warehouse were completely destroyed. A few scattered goods were all that remained of the contents of the warehouse. On going ashore at Islamorada we discovered that there were approximately 75 survivors on Upper Matecumbe and unnumbered dead. A few of the bodies had been recovered. At this time the majority of the bodies were entangled in the bushes and wreckage. Doctors and relief workers carried over by the Air Station dinghy were engaged in giving first aid to the injured.

At Veterans' Camp No. 3 on the southern end of Lower Matecumbe, many bedraggled survivors were seen walking aimlessly about, a few attempting to assemble their scattered belongings.

After this aerial survey the amphibian CG-133 returned to Miami at 9:45 a. m. The S.S. LIESE MAERSK was seen aground a short distance off Upper Matecumbe, and the S.S. DIXIE was sighted on French Reef with several vessels standing by, including three Coast Guard vessels.

Reports of the conditions were forwarded to the Commander, Jacksonville Division from time to time during the night and upon return to Miami. At Miami a conference was immediately held with the FERA officials, laying before them a detailed report of conditions to aid them in the direction of the relief work.

In the meantime, seaplane CG-255, covered the mainland and adjacent Keys from Card Sound to Northwest Cape. It had been reported that a party of people had been at Deer Key before the hurricane, but no signs of life were found in this vicinity, although there was much wreckage. At Buttonwood Key, which was under about a foot of water, a landing was made and a group of men were found on a stranded boat. These men reported that they had sufficient food and water for their immediate needs, but were extremely worried about a party at Cape Sable. On proceeding to Cape Sable, round the Cape to have been completely swept bare of all buildings. In the vicinity of Flamingo there were numerous wrecked and grounded boats, and about three miles east of Flamingo a group of survivors had collected on a wrecked houseboat. At Flamingo on a partly submerged houseboat, three survivors were discovered in a very precarious situation. A hazardous landing was made among the wreckage and the three survivors removed and transported to Snake Creek, where they were given first aid, and the Red Cross representative was put ashore with them. The seaplane CG-255 then took off and flew to Upper Matecumbe, where a landing was made on a mud bottom in about 18 inches of water. The pilot and mechanic waded ashore and found desolate conditions, injured men, women and children endeavoring to carry on among bodies and wreckage. The badly injured were being cared for by volunteer workers and a few doctors and part of the Coast Guard detail under Chief Boatswain's Mate Karcher. There the relief workers reported that they were encountering great difficulty in removing survivors to the first aid station at Snake Creek. The pilot then deemed it imperative to overload the plane with sixteen (16) women, children and injured men, one of whom died after arrival at Miami. A difficult take-off was then made sliding on the mud bottom, and they were safely transported to Miami, where they were taken care of by hospitals and relief agencies. Due to strong winds still blowing, Lt. Clemmer was unable to bring the plane up the ramp and it was necessary to anchor off the beach and to bring the survivors in on the station crash boat.

### Over Lower Matecumbe

At 12:15 p. m. the fourth of September, Lt. Olsen in amphibian CG-133 took off for a flight over Lower Matecumbe with S. D. Macready, District Sanitary Engineer of the State Board of Health, aboard. In the morning flight, Mr. Macready had been very eager to return to Miami as soon as possible so that the results of the aerial survey could be in the hands of BERA and Red Cross officials and hasten relief. The plane landed at Lower Matecumbe at Veterans Camp No. 3, to ascertain the exact conditions there. About fifty (50) bodies had been recovered and were lying at the head of the dock. The injured among the approximately 65 survivors were being given medical aid by the doctors. The 12 or 14 Veterans, who were alive after the storm, from Camp No. 5 had joined the survivors at Camp No. 3, as soon as the weather had permitted. At Camp No. 5 the bodies of the veterans were not only hanging from the Mangrove trees, but were floating and lying in the water surrounding the Keys. Fifteen bodies were later recovered from a single hole at this camp.

One 75-foot Coast Guard Patrol Boat from Base 6 arrived at Lower Matecumbe, and was the first boat to arrive to take away the survivors. On the return flight another Patrol Boat was seen approaching Lower Matecumbe.

### To Buttonwood

After the seaplane CG-255 had been refueled, Lt. Clemmer proceeded through heavy squalls to Buttonwood Key, and it was discovered that the men stranded there had managed to float the boat and depart. The seaplane CG-255 then continued on to the wrecked house boat three miles east of Flamingo, which had been sighted in the morning. Here a landing in muddy, wreckage-strewn waters was made. The survivors here had been exposed to the elements for over thirty (30) hours, and the ten (10) most in need of relief were taken aboard the plane, it being impossible to rescue at one time the entire number. Nine (9) men were left on the wrecked houseboat. After they had been provided with food and water to tide them over until they could be removed by plane the following day, the plane took off for Miami, landing just before dark.

At 5:25 P. M., on the fourth of September, the amphibian CG-133, Lt. Olsen, departed for Buttonwood Key on relief work, but received radio information from the seaplane CG-255 that the men reported marooned there, had managed to float their boat and get away. The CG-133 then attempted to search in the vicinity of Flamingo, but due to extremely heavy squalls and approaching darkness was forced to abandon the search and return to Miami.

The detail with the Air Station communication truck at Snake Creek were relieved approximately every 18 hours until 4:00 P. M.,

on seventh of September, when the detail returned to the Air Station, their services no longer being required, as all relief work had been taken over by the FERA, as a project. After about 2:00 P. M. on the fourth of September the details from the Air Station worked under the direction of Lt. J. E. Fairbank, from Base 6, who had arrived with all available craft from the unit. During this entire period the various details handled communication traffic for the official agencies at Snake Creek. The Station dinghy with outboard motor, manned by Coast Guard personnel continued to work day and night transporting doctors, food, and medical supplies, survivors and bodies across Snake Creek.

On the fifth of September, at 6:30 A. M. Lt. Clemmer took off in the seaplane CG-255 to render relief as necessary at Flamingo and vicinity, and to transport Mr. Thead, American Legion coroner to Snake Creek. Leaving Mr. Thead at Snake Creek, a search was made for survivors reported in need of immediate assistance at Long Key, but with negative results.

Plane then flew to vicinity of Flamingo, where of the nine (9) men left on the preceding day at the wrecked houseboat, seven (7) were brought to Miami at 11:50 A. M. The two (2) men who wished to remain to salvage equipment and boats, were provided with food and water.

### Damage Survey

The amphibian CG-133, Lt. Olsen, departed at 9:20 A. M. on the fifth of September, with Mr. Conrad van Hyning, State FERA Administrator, and party to make a survey of the storm damage. By this time the stench from rapidly decomposing bodies was becoming apparent even in flying over the Keys, and was very offensive when the plane landed at Lower Matecumbe. After plane landed a 75 foot Coast Guard patrol boat was leaving for Snake Creek with fifteen (15) veterans aboard, the last of the survivors to be removed from the Keys. The only work now left for relief workers was the gruesome task of recovering the bodies from the tangled underbrush and the water surrounding the Keys. At this time the bodies were beginning to come to the surface and could be seen among the wreckage, both on the bay and the ocean side of the Keys. When Mr. van Hyning had completed his survey, the CG-133 returned to Miami.

At 1:30 P. M. the fifth of September, Lt. Clemmer took off in the seaplane CG-255 to investigate conditions in the Lostman's River Region. This region was discovered to be practically free from serious damage. The plane then landed at Deer Key, and among the wreckage of a house discovered the naturalization papers of a 73-year-old man, named Nelson W. Wilbur, but no traces could be found of his body. The CG-255 returned to the Air Station at 9:00 P. M. where the papers were turned over to Sheriff Coleman of Monroe county.

At 3:45 P. M. fifth of September, Lt. Erickson took off in the amphibian CG-133 to continue the search for survivors on the Keys in Florida Bay. No signs of life were seen on the Keys although numerous bodies were sighted in the vicinity of the Matecumbe Keys, and wreckage scattered in Florida Bay. The CG-133 returned from its search just before dark.

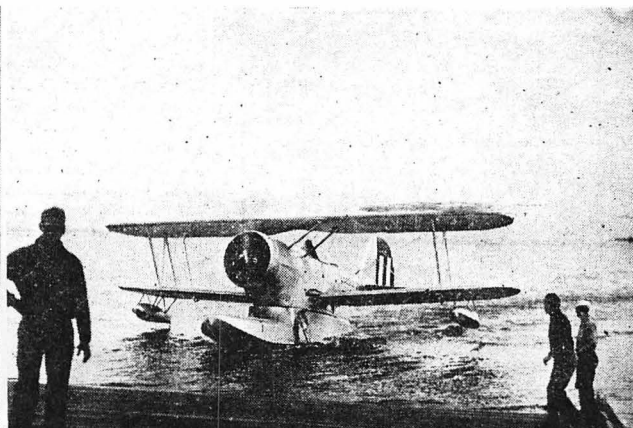
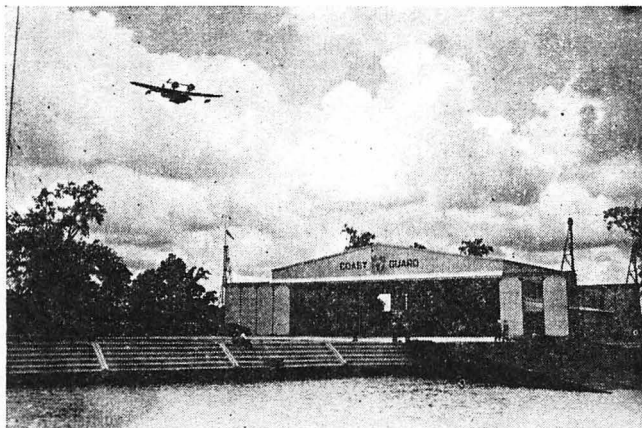
On September 6th at 10:20 A. M. Lt. Clemmer departed in the CG-255 with Mr. J. C. Stoddard as a passenger for a more thorough investigation of the Cape Sable region. Mr. Stoddard wished to ascertain the fate of his daughter and son-in-law, Mr. and Mrs. Kosack, who had been vacationing at Mr. Stoddard's home on Middle Cape. Results of this search were negative, as this entire area had been wiped clean. Mr. Stoddard believed further search for his daughter and son-in-law to be futile as they had been left at his home with no means of escape. The Cape had been swept so bare that not one piece of wreckage of his home could be found. At Flamingo the plane landed after being hailed by a rowboat and Tom Conroy, a survivor in need of medical attention, was taken aboard the seaplane, which returned to Miami at 6:00 P. M.

### Cremation of Bodies

On the morning of the sixth of September, the amphibian CG-133, was designated to stand by for use of Governor Dave Scholtz and Colonel George Ijams, personal representative of the President. Lt. Olsen, departed in the CG-133 at 1:30 P. M. with the above passengers. A survey flight was made of the stricken area. At Lower Matecumbe the party went ashore to make more detailed survey of the situation. They wished to ascertain the progress of the relief work, and to determine if further relief measures were necessary. Many reports had been received concerning cremation of the bodies, and Governor Scholtz wished to determine personally the necessity of such measure. The bodies were at this time beginning to split open and were decomposing so rapidly that cremation was an essential precautionary measure in the prevention of an epidemic. In spite of the continuous work in reclaiming bodies, some could still be seen floating in the water. The flight was completed at 4:35 P. M.

On September 7th at 7:30 P. M. the CG-133, Lt. Erickson pilot, departed with Mr. O.

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Photographs by Anthony V. Ragusin

## AT U. S. COAST GUARD AIR STATION, BILOXI, MISSISSIPPI

A Douglas twin-engine plane in flight over the hangar and ramp of the Coast Guard Air Station at Biloxi, Miss.

A Grumman single engine plane coming up the ramp at the Coast Guard Air Station at Biloxi, Miss.

### BAILEY'S HARBOR

When a forest fire threatened summer homes near Bailey's Harbor, Wisconsin, the crew of the Bailey's Harbor Station took all available fire fighting equipment and proceeded to the scene. Coast Guardsmen worked from 12 noon to the next morning at 6:30 a. m. with the village people to get the fire under control. The blaze covered an area of about 40 acres of timber land and was completely extinguished when Coast Guardsmen left the scene.

### MONMOUTH BEACH

Surfman on watch at the Monmouth Beach Station, Chief Boatswain's Mate W. E. Ireland, reported that a man had fallen and injured himself on a jetty, striking his head on the rocks. The officer in charge investigated and found the man had quite a bad wound just above his right ear. He was rushed to a hospital at Monmouth Beach N. J., in an automobile, and there it was learned he was suffering from a fractured skull.

### SQUAN BEACH

Lookout at the Squan Beach Station sighted a boat drifting toward rock piles at the mouth of Manasquan Inlet, New Jersey. The motor lifeboat CG-4408 was used to tow the disabled craft with its occupants (6) to safety at Point Pleasant, New Jersey. The next afternoon the CG-4408 sighted a drifting boat with motor trouble and five persons on board and towed it to Manasquan River Yacht Club.

### OAK ISLAND BEACH

In the afternoon two young boys rushed to the Oak Island Beach Station, Chief Boatswain's Mate Joseph Slovick, and said that the freak storm which had just passed over the vicinity had caused the collapse of a wooden building, pinning beneath it a man who was unable to free himself. The crew rushed to the scene and found the man in great pain, with the entire second story, furniture and roof of the house crushing him. A pry and an automobile jack were used to raise the wreckage sufficiently to allow the man to be pulled to safety. The patient was made as comfortable as possible until the arrival of an ambulance and doctor, who had been telephoned for by a member of the crew. The storm, having a tremendous wind force, and accompanied by rain and hail, caused many accidents in the vicinity of Oak Island Beach.

### TRIBUTE

3 Lewis St., Newton, Mass.

#### GENTLEMEN:

Thank you very much for the five copies of your July magazine. I am very much interested in the U. S. Coast Guard inasmuch as my oldest son is an Ensign, U. S. Coast Guard. Ever since he entered the Coast Guard Academy in 1931 I have read your magazine.

The graduation exercises at the Academy I enjoyed very much. They were a credit to the fine Coast Guard Service and to the Superintendent, Capt. Randolph Ridgely, Jr., U. S. Coast Guard, who is as fine an officer and gentleman it has ever been my privilege to know.

In 33 years of the Regular Army I have seen many fine officers and gentlemen, but none finer than your Captain Ridgely.

Very sincerely yours,

FRANK T. McCABE,  
Major, U. S. Army, Ret'd.

### THE MARION

The MARION, Lieutenant D. H. Dexter, while en route from Fajardo, Puerto Rico, to her station at St. Thomas, Virgin Islands, sighted a vessel flying distress signals. Course was laid for the position and upon arrival alongside it was learned that the vessel was the American yacht SOLANA, with 5 in her crew and 10 passengers on board. The SOLANA'S rudder was jammed and could not be freed, so the MARION towed her to St. Thomas.



### BOATSWAIN

Boatswain (L) Roy B. Dudley, in charge at Oregon Inlet Station.

### HAMPTON BEACH

The motor surfboat of the Hampton Beach Station, Boatswain's Mate Clearance D. Beal, searched through a dense fog for a motorboat which was in distress in the entrance to Hampton River. The crew finally located the motorboat, which had 22 people on board. The fog was so heavy that it was impossible to tow the boat without considerable risk, so the station boat anchored until the next morning at 1 a. m., when the fog lifted so that a safe passage to the harbor could be made. This was done and the motorboat was moored at its dock and its passengers landed safely.

### CAPE MAY POINT

The Cape May Point lookout discovered a boat drifting into the tide rips with two persons on board, and immediately had the motor lifeboat depart to its assistance. The two occupants were taken aboard the Service craft and their boat was towed to Cape May Point, N. J. Shortly thereafter the crew of this station, which is in charge of Boatswain Joseph Mazzotta, rescued another rowboat drifting out to sea. This craft had three persons on board and was leaking very badly. It also was towed to Cape May Point.

### WALLOPS BEACH

The crew of the Wallops Beach Station, Boatswain Ira Andrews, went to the assistance of a motorboat with three persons on board, which had developed motor trouble and gone ashore, and was in danger of pounding to pieces in the rough sea unless freed at once. The surfboat of the station got a line aboard the distressed vessel and towed her off the beach to smooth water inside the beach. Shortly thereafter the gas screw GEORGE JAYNE, three aboard, was assisted in the same manner as the motorboat.

### POINT JUDITH

4:00 a. m. a message was received at the Point Judith Station that a barge tender had gone ashore in front of a cottage along the beach and needed assistance. Members of the crew of the station proceeded to the scene in the dense fog and were unable to float the vessel, which was the barge tender LARCHMONT, with two persons on board. The cutter ARGO was notified and after reaching the scene floated the LARCHMONT, which was then secured at the station brewhay for the remainder of the night.



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### Coast Guard Trophy Match (1510 Entries)

10 shots rapid fire kneeling or sitting from standing, 200 yards;  
10 shots rapid fire prone from standing, 300 yards. Service rifle and sights.  
To the winner, the Coast Guard Trophy and a gold medal; second a silver medal; third to tenth, bronze medals. Cash prizes.

#### MEDAL WINNERS

		Trophy & Gold Medal
1. De La Hunt, R. E., Pfc, USMC	99	
19. Spense, T. W., MoMM2c, USCG	95	.50
Guy, J. D., F1c, USCG	9	.50
Bakutis, W. S., Ensign, USCG	95	.50
Edwards, J. G., MM1c, USCG	95	.50

### Camp Perry Instructors' Trophy Match (574 Entries)

10 shots rapid fire standing 200 yards. Time, 1 minute 20 seconds. Any rifle. Metallic sights.  
To the winner, the Nathan Hale Trophy and a gold medal; second, a silver medal; third to tenth, bronze medals. Cash prizes.

#### MEDAL WINNERS

		Gold	Bronze
1. Phinney, W. A., Cpl, USMC	47		
10. Goulden, Paul, CBM, USCG	45		
SERVICE			
3. Goulden, Paul, CBM, USCG	45	\$6.00	
13. Wilson, M. O., BM1c, USCG	42	2.00	
15. Jacobs, C. D., F1c, USCG	42	2.00	

### Marine Corps Cup Match (1536 Entries)

10 shots at each range 600 and 1000 yards prone. Service rifle and sights.  
To the winner, the cup and a gold medal; second, a silver medal; third to tenth, bronze medals. Cash prizes.

#### MEDAL WINNERS

		Gold	
1. Easley, L. E., Cpl, USMC	99		
SERVICE			
8. Collins, C. F., Y3c, USCG	98	\$3.00	
12. Guy, J. D., F1c, USCG	97	2.00	
13. Grantham, F. A., QM2c, USCG	97	2.00	
17. Wilson, M. O., BM1c, USCG	97	2.00	
18. Matthews, B. E., CMM, USCG	96	2.00	
19. Cobb, M. N., BM1c, USCG	96	2.00	

### Navy Trophy Match (1171 Entries)

20 shots at 200 yards, slow fire, standing. Service rifle and sights.  
To the winner the Navy Trophy and a gold medal; second, a silver medal; third to tenth, bronze medals. Cash prizes.

#### MEDAL WINNERS

		Gold	Silver	Bronze
1. Chaney, R. D., Cpl, USMC	98			
2. Cobb, M. N., BM1c, USCG	96			
8. Bryan, W. O., Surfman, USCG	95			
SERVICE				
2. Cobb, M. N., BM1c, USCG	96	\$40.00		
5. Bryan, W. O., Surfman, USCG	95	5.00		
7. Jones, E. C., BM1c, USCG	95	3.00		
8. Simonson, R. A., EM1c, USCG	95	3.00		
10. Morrison, Walter, CGM, USCG	94	2.00		
16. Spence, T. W., MoMM2c, USCG	94	2.00		

### Members' Match (1445 Entries)

10 shots at 600 yards, prone. Service rifle and sights.  
To the winner the Members' Trophy and a gold medal; second, a silver medal; third to tenth, bronze medals. Cash prizes.

#### MEDAL WINNERS

		Gold	Bronze	Bronze
1. Pedrol, W. L., Nevada Civilian Team	50			
3. Morrison, Walter, CGM, USCG	50			
10. Collins, C. F., Y3c, USCG	50			
SERVICE				
1. Morrison, Walter, CGM, USCG	50	\$20.00		
4. Collins, C. F., Y3c, USCG	50	5.00		
9. Parish, L. W., RM1c, USCG	50	3.00		
12. Simonson, R. A., RM1c, USCG	49	2.00		

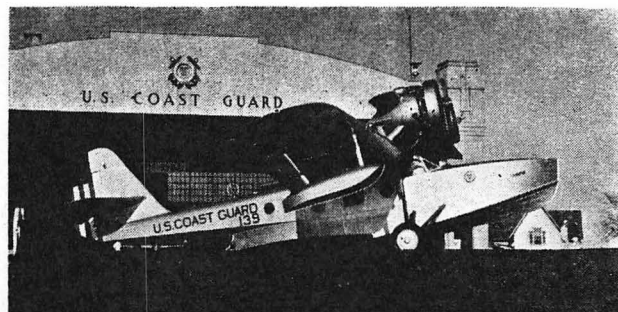
### The President's Match (1680 Entries)

10 shots at each range, 200 yards slow fire standing; 600 yards prone; 1000 yards prone.  
To the winner a personal letter of commendation from the President of the United States, and a gold medal; second, a silver medal; third to tenth, bronze medals. A special silver medal to the winner of each trophy listed below, not more than one medal to be awarded to any one competitor except the winner. Cash prizes.



### ON PARADE

Lieutenant (j.g.) Geo. D. Synow, U.S.C.G., of the HERMES, with a husky guide. At the left HERMES detail at "monkey drill."



—T. Francis Hartley Photo.

### AT SALEM AIR STATION

The CANOPUS, Coast Guard Flying Boat.

To each of the first hundred competitors, known as "The President's Hundred," a brassard.

To the high U. S. Cavalryman, the Cavalry Cup, presented by the 1910 U. S. Marine Corps Rifle Team.

To the high U. S. Infantryman, the Farnsworth Medal.

To the high officer or enlisted man of the U. S. Navy, the trophy presented by the Crescent Athletic Club of Brooklyn, N. Y.

To the R.O.T.C. Rifleman making the highest score, the National Scabbard and Blade Trophy.

To the high civilian, including C.M.T.C., the Clark Memorial Trophy purchased in 1927 from the bequest to the Association by Captain Edwin H. Clark, U.S.A.

To the high Marine, the Appreciation Cup, presented in 1913 by the Cavalry of the United States Army.

To the high Coast Artilleryman, the Coast Artillery Cup, presented in 1924 by the Coast Artillery Association of the United States.

To the high U. S. Engineer, the Society of Military Engineers Trophy, presented by that society.

To the high National Guardsman, the National Guard Association Trophy presented by the Association in 1929.

To the high member of the O.R.C., the trophy presented in 1930 by the Reserve Officers' Association of the United States.

To the high U. S. Coast Guardsman, the Coast Guard Trophy presented in 1930 by the U. S. Coast Guard.

In awarding the special trophies to the highest competitor from each of the several branches of the Services National Guardsmen and Reservist are eligible to receive the trophy awarded to the branch in which they are serving.

#### MEDAL WINNERS

		Gold	Bronze	Bronze
1. Blakley, John, GnSgt, USMC	147			
5. Alligood, J. Q., CBM, USCG	144			
9. Simonson, R. A., RM1c, USCG	143			
SERVICE				
3. Alligood, J. Q., CBM, USCG	144	\$15.00		
5. Simonson, R. A., RM1c, USCG	143	10.00		
7. Jones, Rudolph, Sealc, USCG	142	3.50		
8. Wilson, M. O., BM1c, USCG	142	3.50		

### "The President's Hundred"

The following are the Coast Guardsmen who were in the 100 high competitors:

No.	Name	Organization	Score	Medal
5.	Alligood, J. Q., CBM		144	
9.	Simonson, R. A., RM1c		143	
12.	Jones, Rudolph, Sealc		142	
13.	Wilson, M. O., BM1c		142	
37.	Cobb, M. N., BM1c		140	
40.	Henthorn, J. R., Ensign		140	
*43.	Bryan, W. O., Surfman		140	
66.	Brown, D. A., QM1c		139	
67.	Stacy, E. R., QM2c		139	
68.	Wilkinson, J. H., Sealc		139	
70.	Mitchell, Wilfred, Gunner		139	
84.	Spence, T. W., MoMM2c		139	
98.	Kopp, W. H., CGM		138	
*56.	Guy, J. D., F1c		139	

### Trophy Winners

No.	Name	Organization	Score	Medal
1.	McGimpsey, W. T.	Sgt. Cav.	142	(The Cavalry Cup)
2.	Donaldson, E. A. L.	NJ. NG. 113 Inf.	145	The Farnsworth Medal)
3.	Ballard, E. C.	7 CA. ROTC	137	(The Natl. Soc. Scabbard & blade Trophy)
4.	Bartlett, Bradford	Lt. USN (Indv.)	132	The Crescent Athle. Club Trophy)
5.	Blakley, John	GN Sgt. USMC	147	(The Appreciation Cup)
6.	Burnham, W. W.	Wash. State Civ.	145	(The Clark Memorial Trophy)
7.	Parsons, H. B.	Sgt. 121 Eng. DC NG	143	(The Soc. of Milt. Eng. Trophy)
8.	Donaldson, E. A. L.	NJ NG	145	(The Natl. Guard Assoc. Trophy)
9.	Alligood, J. Q.	CBM USCG	144	(The C G Trophy)
10.	Bossiner, B. L.	2 Lt. 315 Cav Res ORC	140	(Reserve Officers' Assn. of the U. S. Trophy)
11.	Dever, R. E.	2 Lt. 248 CA Wash NG	141	(Coast Artillery Cup)

### Scott Match (1268 Entries)

10 shots rapid fire, prone from standing, 300 yards. Service rifle and sights.

To the winner, the Scott Trophy and a gold medal; second, a silver medal; third to tenth, bronze medals. Cash prizes.

#### MEDAL WINNERS

1. Spence, T. W., Cpl, USMC	50	Gold
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