

CGM
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ST. PETERSBURG AIR STATION
By Perry Chule

ALTHOUGH St. Petersburg escaped a second hurricane during the week of November 4th, much anxiety was felt by thousands of local residents who kept the Coast Guard telephone busy inquiring about the storm. Continuous telephone watches were maintained as the trick hurricane, after doing much damage to Coast Guard property at Ft. Lauderdale and Miami, traveled around the Florida Keys out into the Gulf of Mexico, changing its course often until it finally blew itself out and diminished entirely in the Gulf near Carrabelle, Florida.

On several occasions planes from the St. Petersburg Air Station rendered valuable service to vessels in the hurricane area. On November 4th, Lieutenant W. D. Shields in Grumman amphibian plane No. 168 took off at the request of the owners of the tug *Lapwing* and tow, to warn same of the approaching hurricane. They were located and warning messages dropped advising them to seek shelter and advise their owners when shelter was reached. On November 5th no word was received that the tug had found shelter, and knowing that the storm had hit very close to the position these vessels were last seen, it was decided to search for them. Accordingly Lieutenant Shields again took off in the Grumman No. 168 in an endeavor to locate the tug and tow. The *Nenesis* which had been in Key West during the storm joined in the search from the southward. At 11:25 a. m. of the 5th the plane sighted a drifting steel barge which was part of the *Lapwing's* tow. Shortly afterward the plane sighted the tug *General Pershing* towing a dredge and derrick barge. About two miles to the south of this position the tug *Lapwing* was found. There appeared to be no evidence of distress on any of the vessels, however message blocks were dropped advising the *Lapwing* of the position of the steel barge. The *Nenesis* was also advised of the positions of all three vessels. The plane then returned to the Air Station. On November 6th all the above craft had been escorted to safe anchorages by the *Nenesis* excepting the steel barge. Lieutenant F. A. Erickson in plane No. 168 made a search for the steel barge and located it that day.

On November 4th late in the afternoon Ensign C. L. Harding in Grumman plane No. 168 upon advice from the Tampa Weather Bureau flew out to warn sponge fishermen of the danger of the approaching hurricane.

The sponge fishing boats have no radio equipment and this service to them has been invaluable and doubtless has saved many lives and loss of property. Many letters of appreciation for this warning service have been received at the St. Petersburg Air Station.

On November 6th, as the course of the storm had changed, Ensign Harding again took off in plane No. 168 to warn vessels in the area between Tarpon Springs and Carrabelle, Florida.

On November 15th Ensign Harding in Grumman plane No. 168 took off to deliver a tragic message to the captain of one of the sponge fishing boats. The wife of Captain Cimos Angelis had died following the birth of a son and the fisherman was unaware of the sad news awaiting him. The sponge fishing boat *Herbert J. Drake* was contacted by the plane and Captain Angelis was transported on board the plane to Anclote River, Florida. A speed boat met the plane at Anclote River and transported the captain to Tarpon Springs. Earlier in the week Captain Angelis had talked by telephone to his wife and he was overjoyed with the news of the newborn son.

Late in the evening of November 29th a telephone message was received from a Dr. James Shaw of St. Petersburg stating that the cabin cruiser *Miss Ann* had departed New Port Richey at 9:00 a. m., on the 19th of November on a fishing trip with three ladies aboard. Dr. Shaw stated that the *Miss Ann* had been expected back in port before dark but had not returned at midnight. Dr. Shaw requested the Coast Guard to search for the boat.

At 7:10 a. m. Ensign Harding in Grumman plane No. 168 took off from Air Station to make



1936

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ST. PETERSBURG FLORIDA



Front view of the hangar and palm studded grounds. Insert shows passengers from disabled cabin cruiser *MISS ANN* being taken on board the seaplane *PROCYON* for transportation to the safety of terra firma.

AT ST. PETERSBURG AIR STATION

IN FLORIDA

The Amphibian 168, Lieutenant W. D. Shields, from St. Petersburg Air Station, at the request of the owner of the tug *Lapwing* and her tow, took off to search for these vessels. They were located just south of Cape Romano, where a message was dropped warning them of the storm, advising them to seek shelter without delay and requesting that the owner be notified when they had found shelter.

On November 5 no word having been received from these craft, and the storm having hit within a few miles of where they had last been sighted, Lieutenant Shields, in the CG-168, again endeavored to locate them. The patrol boat *Nemesis*, in Key West proceeded to assist, searching from the southward. At 11:25 A. M. the plane sighted a drifting steel barge known to be part of the *Lapwing's* tow 15 miles 190° true from Sanibel Light. A little later the tug *General Pershing* with the dredge *Tennessee* and a derrick barge in tow was sighted about 12 miles southwest of Naples and two miles south of this position was located the *Lapwing*. There appeared to be no evidence of distress on any of these vessels. A message was dropped to the *Lapwing* with information of the position of the steel barge and *Nemesis* was advised of the positions of all craft sighted. On November 6, with the exception of the steel barge all above craft were escorted to anchorage by the *Nemesis*. The barge was located on this date by amphibian CG-168, Lieutenant (j.g.) F. A. Erickson.

CRAWFORD

The *Crawford*, Chief Boatswain O. Ege-land, on November 10, having received radio advices from the Division regarding the distressed motor freighter *Elmar* II, departed Two Harbors, Minn., to render assistance. Upon arriving at Grace Harbor at 7:33 on the 11th, it was ascertained that the *Elmar*, enroute from Grand Marais to Siskiwit Bay, had cracked a cylinder head and could not proceed.

The *Elmar* having on board a cargo of perishable food stores and 6 live hogs, it was determined to be more practicable to effect delivery of these stores by the *Crawford*, rather than to attempt to tow the vessel. The freight was transferred to the *Crawford* in the amount of approximately 6 tons and was delivered during the afternoon. At 7:30 P. M. the *Crawford* returned to Grace Harbor, the *Elmar* was taken in tow for Grand Marais, where the vessel was delivered safely at 1:00 A. M. 12 November.

TWO GUN MAN

The following report was received by a Division Commander from the officer-in-charge of a range for the training of Treasury Personnel in the use of small arms:

"I had four men from Salina, Kansas. This week two of them qualified on the preliminary course. One of the others furnished the evidence that the old time gun-man was more or less exaggerated. He told me himself that he once shot a horse out from under a man with five shots in a group the size of his hand at 300 yards with a revolver and then killed the man with two shots from his other gun when he started to run as the horse fell. He came in the range with the same two guns strapped on, all the men in the Alcohol Tax Unit came down to see him perform and when he missed the target with his first five shots they were all quite surprised. Then he claimed the gun was no good and that was soon proved otherwise. Then for an alibi he claimed he did all his shooting from the hip and was under a handicap when I made him assume the offhand position. He was a pretty hard customer to tell to do anything until I proved to him the advantages of modern means of firing. He exposed himself and embarrassed himself in front of all his friends and that really hurt his vanity. When he left he still maintained he could cut a rat's tail in two without any trouble, but we all know different even though he was not disputed. Outside of this very humorous gentleman the others did very well in their practice and they will be back in the city next month."

ARCATA

Chief M. M. Charles Kress, attached to the *Arcata*, was walking on the dock at Seattle, Washington, when he heard a cry for help. Immediately proceeding in the direction of the cries, he located a boy, aged 9, Peter Arness, who had fallen in the water and was clinging to a bulkhead piling. Kress immediately rescued the boy, and upon determining that he had no water in his lungs, hurried him home and delivered him to his parents. The boy stated that he had been in the water approximately 20 minutes before being rescued. Had Kress not heeded this call for help, loss of the boy's life would probably have ensued.

AN ENGINEER'S NIGHTMARE

By N. V. Clements

HOME from his toil, an engineer
Sank wearily to bed;
The plans of wings and landing gears
Were buzzing through his head.

Then there appeared before his eyes
A dreadful apparition
Much like the Ancient Mariner
In very poor condition.

Who laid upon the bed a tome (*)
Of forty thousand pages
"Specifications" it was marked,
And showed the wear of ages

He frowned a military frown,
His eye began to glisten,
And pointing with his horny hand
He throatily croaked, "Listen!"

"Design for us, O Engineer,
An airplane that is hot;
A two-place Fighter's what we want.
The best that can be got.

"Of course, you should be quite prepared,
Like any good go-getter,
To change it quickly to a Scout
If we decide that's better.

"Now don't forget—it must be fast,
Three hundred's not enough;
But it must land at 20 knots
As light as downy fluff

"Remember, too, it must be dived
Or dove—or is it "diven."
No matter—it must go like hell
Nor land the crew in hiven (**)

"A clean design, for speed's sweet sake
That's a necessity,
The wings of course must fold, but PLEASE
NOT unexpectedly.

"The wings need flaps, the cowl does, too,
The ailerons must droop;
And seaplane floats would be right nice
For landing in the soup.

"Since no one knows if this design
Will base on beach or boat,
Arrange to have the wheels retract
Into the seaplane float.

"Put in some gas, enough to fly
From Hindoostan to here;
A crew of two—a radio
And add flotation gear.

"A battery of ten-inch guns—
No, wait—that's battleships,
Oh, well, you'd better put them in
We'll leave them out on trips.

"The radio will be—let's see—
This one-no, that one—wait,
Leave room for both—we'll pick one out
At some much later date.

"That's all—except, of course, for bombs
And cameras for mappin,"
Torpedoes, too, and smoke-screen tanks—
No telling what may happen.

"Let's see—the last one was how strong?
Now multiply by three,
One never knows, does one, when one
Will strain it mightily.

"Now hark ye well, 'tis writ in blood
That you'll be in a kittle
If you should deviate from specs
One single jot or tittle.

"Each part must be well anodized,
Ten coats of paint you'll give it;
And bonding wire must connect
Each bolt and nut and rivet.

"There's more, much more, that I could tell
But I must go, I fear,
Just read this book (He tapped the tome)
You'll get a rough idear (***)

So there you are—now go ahead
And dash off this design,
Ten weeks we'll give you—not enough?
We'll compromise on nine.

"Beacuse, you see, 'twill take us years,
To carefully peruse it
And fully satisfy ourselves
We simply cannot use it."

(*) We had to look that one up, too; it means BOOK.

(**) His father came from Ireland.

(***) But his mother came from Boston.

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Saved From The Skies

Salem Air Station Skymen Accomplish Thrilling Rescue From Icy Seas

SLOWLY starving and freezing to death on their disabled fishing boat, tossed about in wintry seas and icy spray for four days, Lamont Sinnett, 63, and his son, Frank, 32, of Cape Porpoise, Kennebunkport, Me., were literally snatched from the jaws of death by the United States Coast Guard 40 miles from the nearest land.

They were landed at Portland, Me., by the cutter *Antieta*m, which was directed to the scene of rescue by intrepid aviators of the Coast Guard, who risked their lives to circle about the comparative speck on the plunging Atlantic while the surface vessels plowed through a gale to complete the rescue.

For four days the tiny *Alice and Edward* had been the object of a search by the Coast Guard. It seemed that the motorboat had been lost with its father and son crew. But the Coast Guard doggedly kept on its great hunt. From picket boats to big cutters, all vessels were ordered to maintain the vigil.

The two planes at Salem whizzed out over the Atlantic again, although it was considered too rough for them to land. The fliers and their crews were handicapped by ice which covered their windshields, their only vision being mere peepholes.

Lieutenant True G. Miller, at the stick of the big plane *Canopus*, sighted the *Alice and Edward*—roughly about 40 miles from Cape Ann and about 48 miles from Portland, and in the general proximity of Jeffreys Ledge. He circled about the fishing boat, unable to make out her name. Spray had obliterated such markings.

Spotted By Red Sweaters

Apparently, the roar of the big plane's motors had aroused one of the two men who huddled in the cabin of the *Alice and Edward*, and he staggered out to the deck.

One of the descriptions of the Sinnetts was that one of them wore a red sweater. The man who stumbled out of the cabin to wave at the Coast Guard plane had on a red sweater. Lieut. Miller ordered Radioman James E. Leadbetter to

Coast Guard Air Station at Salem

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

flash word back to the air station at Salem, that the fishermen had been found.

Miller, Leadbetter and Chief

Aviation Machinist's Mate Forrest Creath, crew of the plane, knew that their work was but half finished with the finding of the fishing craft and the men. A 50-mile northeasterly gale was blowing. The *Alice and Edward* might be blown miles further before a surface boat arrived. The plane could not be put down on the waves.

The *Canopus* zoomed over the stricken *Alice and Edward* at a 50-foot altitude. Parachutes with messages which directed that the Sinnetts cross their hands in order to identify themselves, were dropped over, but were blown out of reach like feathers in a tornado. Finally this was given up, the Coast Guardsmen becoming certain that the boat was the *Alice and Edward* because of its utter helplessness.



—T. Francis Hartley Photo.
The Canopus

Flew Until Gas Ran Low

Lieutenant Miller's plane flew about over the fishing boat until its gasoline supply became low, then being being relieved by the other Salem amphibian, with Lieutenant Perry S. Lyons, Radioman August Dannenburge and Chief Aviation Mate-Pilot Theodore McWilliams as crew. The plane, commanded by Lieutenant Lyons, took on the task of leading the way for the patrol boats and continued until the *Antieta*m wirelessly that she was alongside the *Alice and Edward* and that the men were being taken off.



Lieut. True G. Miller,
U.S.C.G.

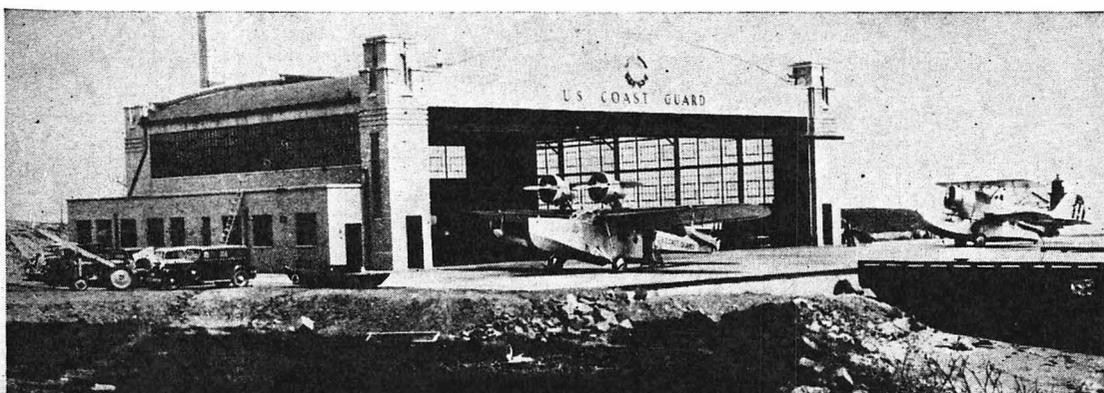
THE difficulties of the task of transferring the men from the fishing boat to the patrol boat were illustrated by the wireless reports from the *Antieta*m. The actual shifting took 40 minutes. Soon the Sinnetts, father and son, were having their first real food for four days and were getting warmth on board of the rescue ship, their little boat was astern and they were being rushed to Portland—and hospitalization if needed.

The message flashed out by the *Antieta*m at 7:30 o'clock was as follows:

"Found the *Alice and Edward*, latitude 42.54, longitude 69.44 at 19:30 (7:30 p. m.). Both men living, except had no food for three days. Now taking men on board and will take vessel in tow for Portland."

The message was directed to the division commander at Boston and was signed by the *Antieta*m's commander, Lieutenant Chester Thompson.

The aviators reported that as they took off from Winter Island base, spray flew up and covered the windshield glass in front of them, and for miles they were forced to fly with vision restricted to tiny peepholes. Vapor arose from the surface of the ocean and still further reduced visibility.



For a World's Record



Douglas Lorraine

Aviation Machinist's Mate Seeks to Reclaim Free Fall Record for America

By ED LLOYD

IN the December issue of the U. S. COAST GUARD Magazine appeared an account of a spectacular delayed parachute jump high over the city of St. Petersburg, Florida by a little-known aviation machinist's mate, one, Douglas Lorraine of this Service.

In that story appeared a prediction that more would be heard from this colorful young man in the future. That prediction is about to be fulfilled for Lorraine has again come to the fore, this time with the confession that he desires to acquire for the Coast Guard a new world's free fall record.

An interesting letter from Lorraine is printed herewith:

"Dear Ed—You really don't know how much I appreciate the manner in which you discussed my recent experience here in St. Petersburg. You seemed to see things from my own eyes and I think you made it clear to everyone that I meant no harm by using a civilian plane and a civilian parachute.

"Inasmuch as you appear to have grasped my side of the situation I will let you in on a secret. For a long time, ever since I packed my first parachute, I have had a desire to break the world's free fall record. It is only 28,000 feet and I feel that I could break it easily. As easily as you could break a match stick.

"I would like to be given the opportunity to break this record, which is held by a Russian, and bring it back to my own country and especially to the Coast Guard. I believe that I could do it, given the chance.

"This would be good publicity for the Coast Guard and some of the kind that is needed. If there is any advice you can give me as to how I might gain the necessary official sanction and cooperation I will be very, very grateful.

"It has occurred to me that some persons may get the idea that I am seeking personal publicity out of this project.

In order to counteract any such idea I will be perfectly willing, indeed glad, to keep my identity unknown if the jump is authorized.

"Thanking you and the COAST GUARD Magazine for what you have done I remain,

Sincerely yours,

DOUGLAS LORRAINE, AMM3c,
St. Petersburg Air Station."

Here we are faced with an amazing offer from a surprising young man whose personal history is studded with spectacular feats. Here we have a young man imbued with the glorious spirit of youthful enthusiasm and commendable pride in his country and his

Service. Here we have a youth who magnanimously offers to combat the elements of the air in an effort to bring one more honor to the proud escutcheon of the U. S. Coast Guard.

Does someone raise voice to protest that Lorraine is probably just a reckless fool who lacks regard of caution, safety, and security? Who speaks thus? Is it some methodical office worker, a dull laborer, a colorless idler, or a soft and self-satisfied elder? Surely it must be one of such persons who speak words of criticism.

The daring soul of Columbus was pilloried by court attendants who had ne'er set foot outside their miniature domain. The little Corsican corporal, Napoleon, was ridiculed by his "superiors" who dallied in front of mirrors while the Bonaparte dreamed the dream of empires. Lindbergh flew alone and unaided while others posed for pictures and interviews. 'Twas ever thus. The blazing torch of high adventure that burns wildly in the souls of rare individuals has always been the target of criticism from the dullards of life who halt progress and achievement with their mouthings of harmful hindrance.

This boy Lorraine has proven himself worthy of the cooperation and aid necessary to make his attempt possible. His lifetime has been spent in doing the unusual, the spectacular, and the seemingly impossible. Back in 1931, while in the Navy, he requested his commanding officer at Lakehurst, New Jersey, for permission to jump from a plane but permission was refused. Nothing daunted, young Lorraine donned a one-piece bathing suit beneath his Service blues and hastened to New York where he climbed to the highest part of Brooklyn bridge, quickly removed his outer clothing and JUMPED OFF!!

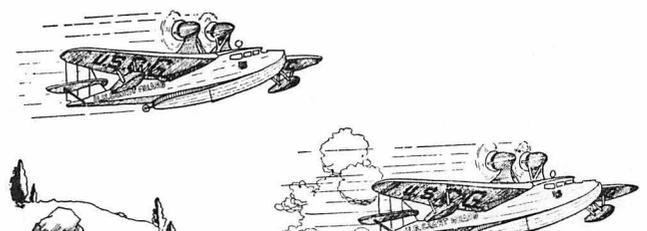
Mind you, this boy had no parachute and no trick devices. He dove, clad only in a one-piece bathing suit, from the same bridge whereon Steve Brodie gained international fame. And while there has always been some doubt about the authenticity of Brodie's feat, we have newspaper and police files to vouch for Lorraine's leap. And for many days the young sailor nursed a sore wrist and a body covered with blood blisters as mementos of his contact with the waters of the East River. Incidentally, Lorraine's commanding officer at that time needed no further evidence of the boy's skill. He promptly certified him as a parachute jumper and sent him to Honolulu with the air service where the lad continued to satisfy his aerial hunger by making repeated parachute descents.

Surely when a person, such as Lorraine has proved himself to be, comes along with a sincere desire to devote his experience and training to the purpose of reclaiming a world's record for his country he should be given the aid and assistance that is wholly essential.

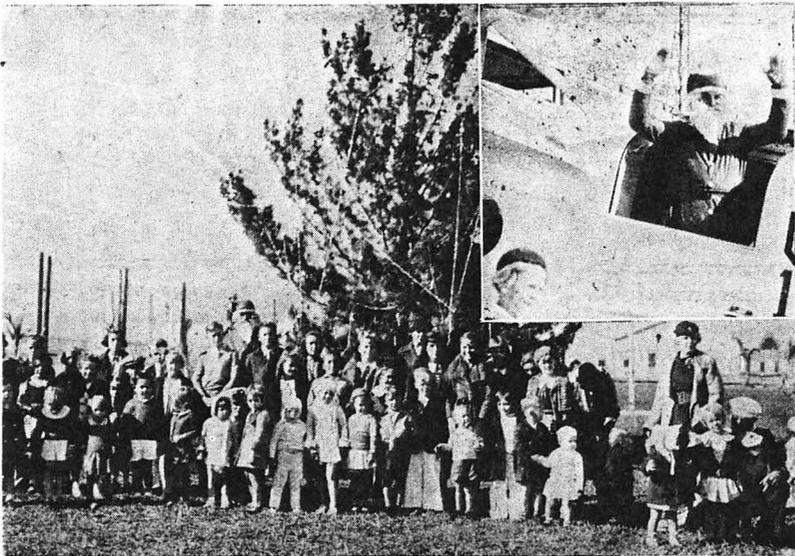
ALL the after-dinner speeches, formal orations, and annual reports from now until doomsday will not bring to the Coast Guard one fraction the amount of publicity, public acclaim, and national approval as will a sane and sensible attempt to exceed the free fall record now held by Soviet Russia.

Practical patriotism as illustrated in Lorraine's ambitions is a thing too rare and too essential to be discouraged or smothered by disapproval. If this boy feels he can step from a plane and fall more than 28,000 feet before opening his parachute why should not our Service avail itself of this opportunity to gain glory?

Although it is not fair for anyone, much less this writer, to predict in advance what the Coast Guard will or will not do, we cannot help but believe that Headquarters will look favorably upon Lorraine's ambition.



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WHEN ST. NICK VISITED ST. PETE

Group of kiddies at St. Petersburg Air Station, on the occasion of St. Nicholas' recent visit, saw reindeer, snow and fir trees. Insert shows the old boy arriving by Coast Guard plane with the little daughter of ACMM E. M. English in the foreground.

SANDY HOOK

At Sandy Hook Station, Chief Boatswain George Mofin, the station received a telephone message from the surfman on patrol that a boat was drifting offshore about 1½ miles east of the station and that the persons on board were shouting for help. The surfman burned a coston signal before reporting the boat.

Lifeboat was detailed with the boat to assist. Upon arrival the distressed vessel was found to be a cabin cruiser drifting to sea with a disabled motor and the occupants, two men, were nearly frozen. The cruiser was taken in tow and towed to the Army pier in Sandy Hook and moored for the night. The occupants were brought to the station, provided with food and coffee, and beds for the night. Upon questioning the owner it was found that he had left Gravesend Bay at about 4:00 p. m. bound for Great Kills, Staten Island. When off Swinburne Island a large sea had struck the boat, washing away its anchor and lines and drowning out the motor. The northwest gale and strong ebb tide, which was running, had caused the boat to drift rapidly toward the open sea. Having no material with which to display a distress signal, none had been made, and due to the darkness the lookout had not sighted the boat. Except for the alertness of the surfman on patrol the boat would have gone to sea and the occupants would unquestionably have perished, due to exposure, as the temperature was 15° and there was no means of heating the boat. At 9:00 a. m. repairs to the motor having been made by the crew of this station, the boat departed under its own power for Staten Island. It was again sighted at noon by the lookout who reported that it was drifting towards Sandy Hook due to the strong westerly gales blowing. Investigation by the station picket boat revealed that the boat's tiller cable had broken and that the temporary steering apparatus was useless in the existing weather. The boat was then moored in Horseshoe Cove and the occupants taken by automobile to Highlands, N. J., where they could secure transportation to their homes.

OCEAN CITY

At Ocean City, (Boatswain T. T. Moore), the crew proceeded to assist the master of motor fish boat N-1905. This boat was tied up in a slip at the fish dock, on which the office building of the Davis Fish Company was being wrecked by the heavy seas and gales. Shortly after moving the boat the building fell into the slip where the boat had been and would probably have wrecked the boat had it not been moved.

ST. PETERSBURG

At St. Petersburg Air Station, Lieutenant W. A. Burton in the amphibian CG-138, in company with the planes CG-168 and 171 departed at 2:50 p. m. to conduct a search for missing fishing vessel *Nexa E. Sheppard*, overdue since recent southeast storms. At 5:00 p. m. discontinued search because of darkness.

The area covered was approximately 7200 square miles. On December 15 at 9:45 a. m. resumed search in amphibian CG-138. At 11:25 a. m. identified *Sheppard*. The sea being calm and weather conditions favorable, landed and spoke her. Received information that she was in no need of assistance. Advised searching vessel *McLane* and owners and returned to St. Petersburg.

St. Petersburg Air Station, upon advice that the engineer on board the steamer *Carillo* was in need of medical treatment, sent a plane to contact that vessel at 9:10 a. m. At 10:20 a. m., having located vessel, landed in a choppy sea alongside and received on board the injured man, suffering from amputation of thumb and first two fingers of the left hand, which had occurred when the ship's air compressor was blown out. At 10:30 a. m. the plane took off for St. Petersburg. At 11:50 a. m. landed off Davis Island, Tampa, where patient was delivered to the Public Health Service.

FROM THE PRESIDENT

THE following message from President Roosevelt to the officers and men of the Coast Guard was despatched on Christmas Eve to all Coast Guard ships and stations in the United States, Alaska, and our insular possessions:

"Your duties so closely connected with the welfare and progress of the nation have been faithfully and ably performed and the splendid traditions of the Coast Guard extending back to the early days of the Republic have been carried on. My best wishes to all of you for a Merry Christmas and a Happy New Year."

ST. PETERSBURG AIR STATION

DIVISION COMMANDER INSPECTS

CAPTAIN Cecil M. Gabbett, Commander, Jacksonville Division, was a visitor in St. Petersburg, December 7th to 10th, and on December 9th inspected the St. Petersburg Air Station during which general muster was held.

The Division Commander was genuinely pleased with general conditions at the station and after taking a hop in one of the twin motored seaplanes, departed for an inspection of the Miami Air Station. While in the city Captain Gabbett was elaborately entertained by city officials and civic organizations, during which he made several impressive addresses.

COAST GUARD FLYS "SANTA CLAUS"

On December 7th a Coast Guard plane piloted by Lieutenant Burton brought Santa Claus to the Municipal Airport in St. Petersburg where it was estimated over 5000 men, women and children were on hand to give him a rousing welcome.

Few occasions this season have attracted the attention of the local population as did this unique Coast Guard participation in Santa Claus' expedition. Much comment had previously been printed in local papers concerning Santa Claus' flight from the North Pole to St. Petersburg and the occasion of Old Santa arriving in a brand new Coast Guard plane aroused considerable favorable comment.

SANTA CLAUS AGAIN VISITS THE COAST GUARD

On December 24th Santa Claus visited the Coast Guard Air Station again flying in a Coast Guard plane and from a brilliantly decorated Christmas tree, he delivered presents galore to the children of Coast Guard families.

Several hundred people were present, comprising families of the *Nemesis*, Air Station, Patrol Boats 100 and 193. Lieut. Comdr. Baker of the *Nemesis* and Lieutenant Burton, commanding the Air Station were interested spectators. All the kiddies had genuine good time as did the parents who accompanied them.

CHRISTMAS DINNER AT THE STATION

Again on Christmas Day the families of the Air Station personnel were guests of the Air Station at the Christmas dinner held in the Air Station barracks. An elaborate and delightful dinner was served at which many children were also present. Thanks to the Commissary Officer, Pay Clerk Clifton A. Picken and the cooks, D. Flores and Joseph J. Long, a very delightful time was had by all present.

OPERATIONS

Many assistance flights have been made during the past month from this station, some of which are briefly outlined below.

On December 7th Lieut. W. D. Shields in a Grumman amphibian plane searched for 3 hours and 15 minutes for the fishing boat *Monitor* which was overdue in St. Petersburg. While still searching for the *Monitor* a message was received by the plane indicating the boat had returned to port. On this same date Ensign C. L. Harding in another Grumman amphibian searched for 2 hours and 15 minutes for the *Monitor*, only to be informed while still in flight that the boat had returned to port.

On December 7th Lieutenant W. A. Burton in the new Douglas amphibian searched for over 3 hours for the missing and overdue fishing boat *Monitor* at the request of officials of the Bayboro Marine Works of St. Petersburg. After reliable reports had been received indicating positively that the boat was still unreported the 3 planes made an organized sweep of over 9,000 square miles, some of which was probably scouted twice. The *Monitor* later was reported as having arrived in port.

On December 13th Lieut. W. D. Shields scouted over Tampa Bay in the seaplane *Procyon*, for small craft that might need assistance. Many vessels were identified during this flight of 2 hours and 15 minutes but no craft in need of assistance was sighted.

On December 14th Lieutenant W. A. Burton; Lieut. (j.g.) W. D. Shields and Ensign C. L. Harding took off in three planes to search for the fishing smack *Neva E. Sheppard* of Carrabelle, Florida. After searching for over three hours the search was discontinued on this date on account of approaching darkness and the 3 planes returned to the Air Station. On the following day Lieut. Burton in the plane 138 continued the search for the missing boat and after 2 hours and 55 minutes cruising, the *Neva E.*

Sheppard was located. The plane landed and spoke to the vessel and after learning that vessel and crew were safe, plane took off and returned to Air Station.

On December 18th Ensign C. L. Harding took off in the Douglas amphibian 138 to intercept the steamship *Carillo* for the purpose of transporting an injured member of the ship's crew to a hospital in Tampa. The plane contacted the ship and the patient, Thomas Massey, Chief Refrigerating Engineer, of Brooklyn N. Y., was removed to the plane and transported to Tampa, Florida, where he was turned over to the U.S.P.H.S. doctor for treatment.

During December 20th and 21st Lieut. Shields and Ensign Harding searched for the missing fishing boats *Martha Lillian* and *Annie Belle*. A thorough search was conducted on both of these dates, and although 25 vessels were identified the above vessels were not seen. During the early part of the second day's search a message was received stating the vessels had been located.

On December 23rd, Ensign Harding searched the waters of Tampa Bay and vicinity for a small open boat reported missing. The boat was not located after 1 hour and 20 minutes search and the plane returned to the Air Station.

On December 26th the Air Station received a telegram via Western Union stating that a Mr. Paul Ackery, age 59 had left Carrabelle, Fla., on December 9th in a 16-foot open clinker built sailboat and that no word to date had been received of him. On this date and several days afterward Lieut. Shields, Ensign Harding and Aviation Pilot August Kleisch searched for this boat but at this writing no word has been received of its whereabouts. The weather on Sunday, December 30th in the vicinity of the search was very rough and it is feared that a small boat in such weather would have difficulty in weathering it out. The search is being continued at this writing and it is hoped the boat and occupant may yet be located if still afloat.

LAW ENFORCEMENT

The landplane 306 has been busy this month in searching for illicit stills. Daily flights, weather permitting, have been made by Aviation Pilot August Kleisch cooperating with Customs officers, in search of stills. On December 4th and 5th Pilot Kleisch located stills in the vicinity of Tampa, Florida. Customs officials were notified and stills subsequently destroyed. No prisoners were taken, they having left before arrival of the officers, evidently suspicious of the plane overhead.

Many letters of appreciation have been received for work performed by the planes attached to this station. They are too numerous to quote. The flights outlined in this article are not by any means all that have been made in efforts to locate and assist craft at sea. There are many requests for flights to search for small boats and missing persons, each of which must be given careful consideration and in many cases, some investigating is necessary before the flight is decided upon. Weather conditions are not always favorable when flights are requested, but every possible effort is made to fly when actual appeals for help are received.

The old year is closing on this young air station, but it is believed that in the few months the station has been operating as an active commissioned unit, a very favorable record of performance has been achieved and it is our earnest hope that the New Year will bring forth still more commendable deeds for humanity, than was accomplished in 1935.

REDWING

The *Redwing*, Lieutenant Commander John Whitbeck, received information that Edward Conyngham, son of the chief radio-man at Tatoosh Radio Station was suffering from probable severe concussion and was in need of immediate hospitalization.

The *Redwing* proceeded to Tatoosh Island, where the boy, his mother and another lady were transported on board via Navy pulling boat. *Redwing* proceeded to Neah Bay, where a Public Health Service officer was brought on board by the Baaddah Point Coast Guard Station surfboat, and after examining the boy recommended immediate hospitalization. At 12:52 p. m. *Redwing* advised Port Angeles Air Station of conditions and requested a plane, which arrived at Neah Bay and departed with the boy and two attendants for Seattle Naval Air Station, where the plane arrived at 3:20 p. m. This case is of particular interest in that the following units participated: U. S. Navy Radio Station, Tatoosh; U. S. Public Health Service at Neah Bay; U. S. Coast Guard Station at Baaddah Point; U. S. Coast Guard plane CG-134 from Port Angeles; U. S. Coast Guard cutter *Redwing*.

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RACE AGAINST DEATH

On 30 January, 1936, Lieutenant R. L. Burke, pilot in plane CG-129, made emergency flight transporting seriously injured Merchant Marine sailor, Harry J. Carr, age 30, seaman of motorship NEW ORLEANS of the American Pioneer Lines of New York. The sailor had fallen through an open cargo hatch and sustained serious lacerations about face, broke both arms, fingers and left leg, suffering internal injuries. He was taken off vessel, of Overfalls Lightship, by patrol boat CG-110 attached to Cape May Air Station, and rushed to Cape May Air Station Sick Bay where Dr. Hughes began emergency treatment. Patient in danger of dying, preparations were made for emergency night flight to hospital but the doctor decided not to risk patient from his care. Departed Cape May Air Station on 30 January, 1936, with patient for Newark where upon arrival at the Newark Airport this man was rushed by ambulance to U. S. Marine Hospital, Ellis Island, N. Y. See illustration above.

CAPE MAY NEWS

RECEIVED "NCU" message stating a ship was afire 5 miles south of Fire Island Light. All offshore patrol vessels and cutters were ordered to scene. Thinking it might be another Morro Castle disaster, Lieutenant R. L. Burke, pilot, immediately took off to proceed to scene. Encountered snowstorms, thick haze and fog throughout flight. Was first Coast Guard unit to arrive on scene.

Observed that vessel afire was a coal barge. Observed that barge crew had been taken off by escorting tug, and that no lives were in danger. Notified Commander Patrol Force of barge and details so that he could call off the many vessels that were proceeding to the scene at full speed. Plane circled the burning barge and obtained Navy radio bearings and then continued to transmit on the radio bearing frequency so that the patrol vessels and cutters could get bearings in the plane and thus find the burning vessel without prowling about in the fog. The plane remained at the scene until the *Ponchartrain* and *Comanche* were guided to the scene and then returned to the station.

Lieutenant R. L. Burke, a pilot, and Lieutenant E. E. Fahey, as observer, in plane CG-129 proceeded to assist Life Saving Stations and Commander, New York Patrol Force in searching for an open motor boat type skiff with two men aboard reported lost and one day over-due, evidently broken down offshore.

Searched area off Atlantic City and Beach Haven, N. Y., through fields of drift ice. Located skiff and two men, broken down and drifting with motor trouble, 12 miles East of Beach Haven Inlet. Notified Commander, New York Patrol Force and Tampa and Fifth District by radio. Dropped message block directing Atlantic City picket boat to scene. Dropped message block at Beach Haven Coast Guard Station to inform them that boat had been located and to inform Commander, Fifth District, and all interested stations of location and condition of boat. Tampa proceeded to the scene and took boat in tow.

It is a pretty bad thing to lose the rudder to your boat, but it turns out all right if Coast Guard men are within radio call.

That was learned by seven men in a boat, the rudder of which got loose, the boat then taking up a course to suit itself.

The boat was the 60-foot trawler, *Riverside*, bound for Wildwood, which lost its rudder when off Cape May. Captain Elkin Friesenberg knew his business, however. He sent a radio call for help to Cape May Air Station and in a minute a cutter was on the way to the rescue.

The rudderless boat was taken to tow and soon in its berth at Wildwood.

Motto: Call the Coast Guard when in trouble.

The Coast Guards along the Jersey coast are outwitting and out-watching "Rum Row." Cape May Air Station is devoting all its time, thought and energies to baffling the plans of the liquor boats. All the planes and boats are on duty, night and day.

The liquor-smuggling boats of "rum row" had prepared for wholesale business but they have been thwarted in every way. The Coast Guard planes and boats have been too many and too active for them.

Eight vessels of Canadian and Belgian registry had been hovering off the coast, to unload their illicit cargoes by means of contact boats from land.

So desperately were the rum runners trying to land their cargoes in time for Christmas and New Year's trade that all Coast Guard leaves along the Jersey shore were cancelled.

Veiled in secrecy are the government's efforts to stem the flow of illicit holiday liquor, but it is understood that 10 Coast Guard seaplanes, 24 Coast Guard and Customs cutters and more than 50 picketboats were detailed to constant duty.

Besides these, land patrols of Coast Guardsmen and alcohol tax inspectors are operating on foot and in automobiles to run down clues on landing parties of smugglers.

If the whole county of Cape May, New Jersey, is not aroused to the great importance of the project to improve Coast Guard Air Station with the construction of a safe and adequate landing field, it will not be due to any neglect on the part of the Board of Freeholders.

On the heels of their adoption of a resolution calling for this great improvement, which will mean a great advance in value of the Base and the employment of 300 men for a year or 600 for six months, the Freeholders have sent out an appeal for cooperation on the part of all the municipal and township governing bodies and civic and commercial organizations in the county. In their appeal, the Freeholders say:

"At a special meeting of the Board of Chosen Freeholders of Cape May County held on Friday, December 13, a resolution was passed sponsoring extensive and needed improvements to the landing field at the Cape May Naval Air Station, United States Guard Base.

"The need for the proposed improvements was set forth in considerable detail in the resolution. If your organization should desire information relative to the resolution or copies thereof, the office of the Clerk of the Board will be pleased to give you same upon request.

"This project has been sponsored after conference with officials in charge of the Base and correspondence with the Commandant of this Naval District. From all the information gathered, the project appears to be sound and necessary, both from the standpoint of civil and commercial aviation, and relief to the unemployment situation.

"I am asking your cooperation to have this project approved, in the form of a resolution to be passed by Government Bodies and Organizations, copies of which you are requested to send to the list of names appended hereto, and other officials whom you, in your opinion, may deem advisable. In order not to burden you with any detail in this matter, I have had several copies of this resolution printed with the name of the Organization of Governing Body left blank. A supply of this resolution is sent to you with this letter.

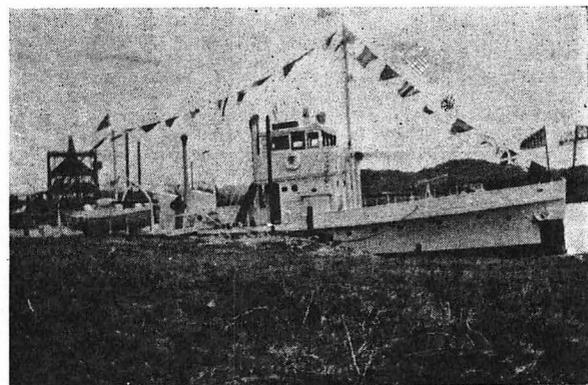
"I earnestly solicit your prompt action and cooperation in this matter. The sooner the resolutions are forwarded to the officials named, the better will be the result."

A very enjoyable dance was sponsored by the League of Coast Guard Women at the Dewey Hall, Cape May Air Station. Music was furnished by Fred Waring's Pennsylvanians. The feature of the evening was a Cinderella dance. A new feature introduced during the evening was a general assembly chorus. Chief Pharmacist's Mate "Jack" Burdette as Master of Ceremonies would put Ben Bernie to shame.

CADET CRUISE

The *Cayuga* and *Mendota* have been designated for the Cadet Practice Cruise, 1936. The tentative itinerary is as follows:

Arrive	Port	Days In Port	Depart	Miles To Next Port	Days At Sea	
25 June	New London, Conn.	..	11 June	3344	14	
	Edinburgh, Scotland	5	30 June	614	2	
2 July	Copenhagen, Denmark	5	7 July	300	1	
8 July	Hamburg, Germany	6	14 July	525	2	
16 July	Havre, France	6	22 July	1380	5	
27 July	Funchal, Madeira	3	30 July	2700	10	
9 Aug.	New London, Conn.					
Total.....				25	8863	34



THE PATRIOT

Solemn march of the crew of this vessel for the last time, as the Officer-in-Charge slowly hauled down the commission pennant, thereby de-commissioning the good old PATRIOT. The crew is being split up among the various units of the Cleveland Division, and probably to further places, as took place in 1933. The townspeople are taking a much different attitude since the news officially has been released. (Maybe their rate of profits will be on the incline now).

The Officer-in-Charge, W. E. Lacy; Bos'n. C. Henderson, MM1c; J. Wood, MoMM1c, are to remain aboard, the latter two as ship keepers. The remaining are to be transferred as follows: C. E. Sheppard, CBM; DILLIGENCE; J. S. Collins, CMoMM; CORWIN; T. Fraiser, RM3c; PETREL; A. S. Corser, EM3c; FORWARD; J. Pezzini, BM1c; J. Cullitt, MM1c; B. Finch, SC3c; W. Cook, SEALc; R. Carroll, SEA2c; S. Djapar, MAT1c; to the TAHOMA. It is the sole wish of the entire crew, that they be once again together on the lakes. Cooperation, aptitude toward duty, and fellowship ranked high among the crew and officers, and only due to these things, we hate to leave the PATRIOT, and Huron. May we meet again.

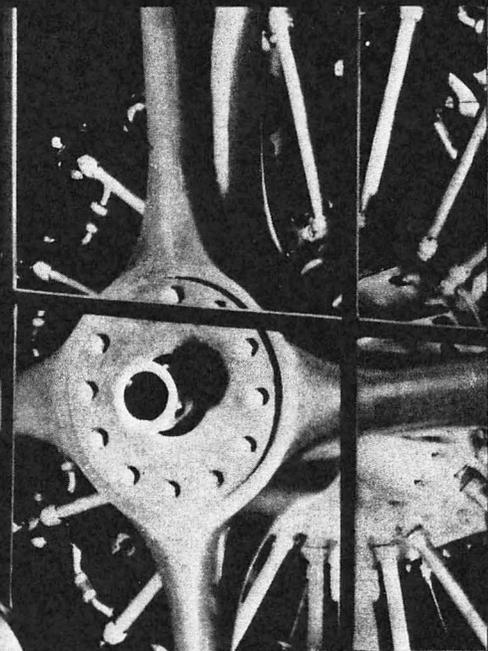
Inside Cover
CGM
Apr. 1936
Vol. 9, #6

Forward!



Even as its products are setting the pace for today's aeronautical accomplishments, United Aircraft's creative staff is preparing to meet the challenge for greater achievement next year... and the next

The SIKORSKY S-43 brings new operating advantages to airlines



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CGM
April 1936
Vol. 9, #6
pp. 1-2.

Wings of The Coast Guard

404
#405

THE conception of iron men and wooden ships, proverbially associated with the U. S. Coast Guard since its inception in 1790, must be modified in this generation. For during the past few years America has seen a definite trend towards expansion of the aviation branch of the Coast Guard.

One of the best examples is the new \$100,000 base which has been erected on Winter Island, near historic Salem, Massachusetts. Though it will not be complete until the spring of 1936, this base is by far the best equipped in the service. A \$25,000 ramp runs from the hangar apron to the royal blue waters of Salem Harbor. Up and down it scramble the power amphibians that daily scour the New England coast on long patrol flights. More than fifty men are required to keep the station equipped for any emergency. Barracks for the men are being constructed now, adjacent to the huge hangar.

An equally fine base is located at Cape May, New Jersey, and a third is near Miami. These three stations guard the Atlantic seaboard and afford bullet-swift supplements to the comprehensive patrol and cutter units afloat.

As we take an inspection trip through the hangar we find two large Douglas Dolphins, each powered with two Pratt & Whitney Wasp engines. There are two smaller amphibians and an old Vought Corsair seaplane. The Corsair was obtained by the Coast Guard nearly twelve years ago, and has been in service ever since.

One of the new Douglas Dolphins, fitted with two Wasps and Hamilton Standard Propellers

T. F. Hartley—Pratt & Whitney Bee-Hive Illustration

In that time she has participated in several thrilling rescues, has been cracked up a couple of times, and logged nearly 100,000 miles in "routine" flights.



G. H. Hartshorn, Jr.—Pratt & Whitney Bee-Hive Illustration

Coast Guard Veteran—This 12-year old Vought Corsair is still in active service

THE finest conception that one can have of the real function of Coast Guard aviation is to accompany the commanding officer on one of his regular patrols in a Wasp-powered Dolphin. We had such an opportunity a few days ago. The mission was not revealed to anyone on board until long after the ship had risen from Salem Harbor and slid swiftly down the coastline towards Cape Cod.



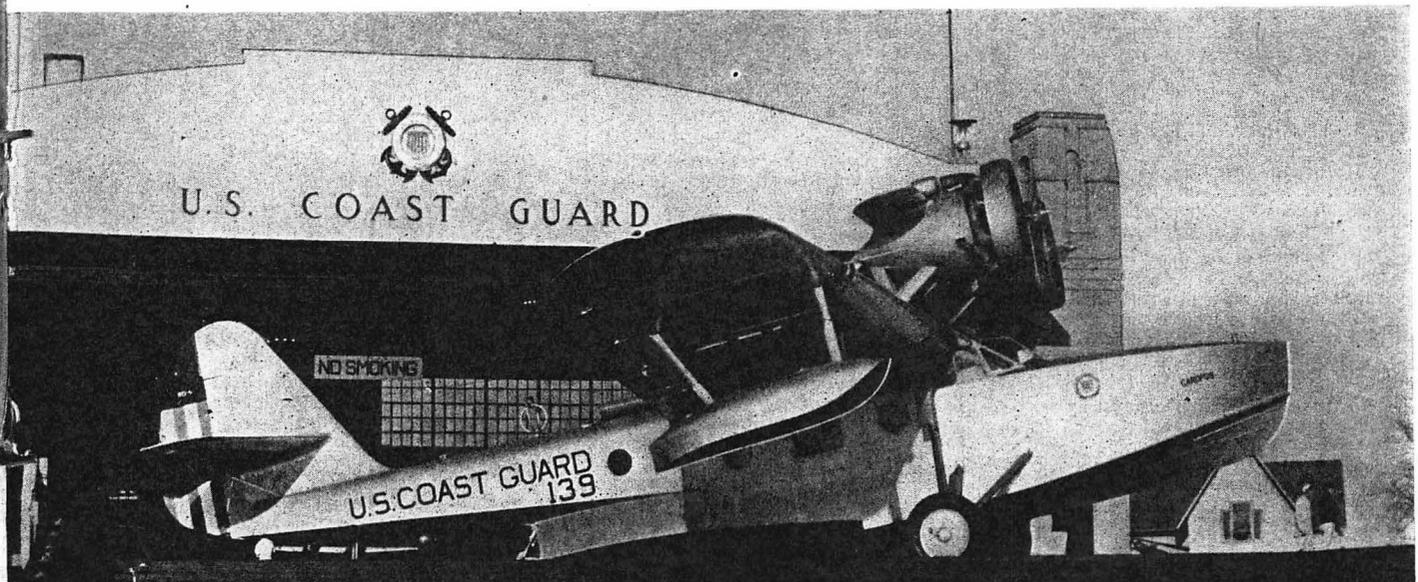
Rudy Arnold—Pratt & Whitney Bee-Hive Illustration

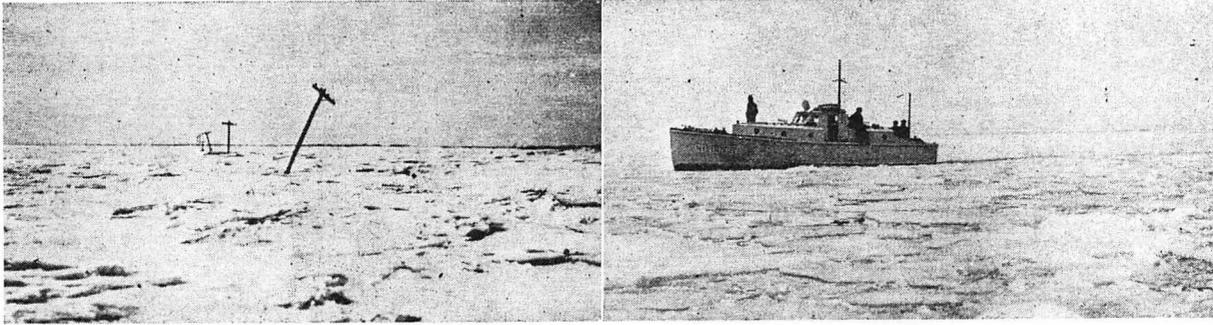
The pilot pulled the big ship up to 3,000 feet and synchronized the two Wasp engines, purring smoothly above the cabin. A chart of the waters off Nantucket was produced at the request of the skipper. The constant dit-da-da of the radio cackled away as messages were sent and received from ship to shore.

**Symbols of a
New Coast Guard
Era**

We were in pursuit of "rummies." A "rummy" is a boat engaged in illegal transportation of liquor, even at this late date. A "black rummy" is a British rum-runner and an "American black rummy" is a domestic runner.

THE day was perfect for flying, both ceiling and visibility being unlimited. The skipper wheeled the *Dolphin* out to sea just off Orleans on Cape Cod. We circled a few smaller boats, obviously





WHEN WINTER COMES

So the Coast Guardsmen who are warbling "Moon Over Miami" down in Florida may know what happens around Cobb Island Station in the winter time, there is shown, at the left above a section of telephone line after recent winter storms. At the right is CG-2308 of the Cobb Island Station breaking through heavy ice. The pictures are by Chief Yeoman W. B. Daughtry, Sixth District, Chincoteague, Va.

fishing smacks, judging by the flocks of sea gulls, hovering in the wakes. These ships were given a friendly dip and all hands on deck waved heartily.

It was about ten miles out that we sighted our prey. Trailing a Norwegian tramp steamer was a small vessel, with about a quarter of a mile separating the two boats. The *Dolphin* dipped low across the bow of the first ship. At one glance the skipper could see the innocent cargo through the open hatches. Also to be noted was the enthusiastic waving on deck.

But not so with the old salts of the second ship. On the first swoop past, there were three men on deck. On the second swoop all entries and doors had been secured and not a sign of life was to be seen anywhere on the smaller vessel. The crew of the Norwegian ship, however, braved the November blasts to watch the giant Coast Guard ship maneuvering about. It must have been a gorgeous sight to see the reflection of the brilliant morning sun on the silver wings of the *Dolphin*.

Meanwhile another ship had taken off from the Salem base and was proceeding to the waters we were patrolling. On the third dip over the renegade vessel, the members of the Coast Guard crew were able to spot her name, although they later explained that it's a favorite trick of the "rummies" to throw a coat over the name to avoid immediate detection.

The commander had issued some instructions to his radio operator which were all explained minutely after we had returned from the patrol. Divisional headquarters were notified in Boston and word of the "rummy" was forwarded by radio to the commander of the patrol fleet who was, at the moment, on board a patrol boat many miles off Cape Ann. The patrol fleet commander scanned his chart, showing the position of all Coast Guard vessels in the vicinity. He ordered one ship, about thirty miles from where we were, to proceed to our position and keep an eye on the "rummy."

The *Dolphin* had about completed its patrol and the other plane was contacted by radio and ordered to take up the *Dolphin's* position. This was done and the second plane hovered in the area until the patrol boat arrived, to take up the pursuit.

After four hours of beautiful flying, the pilot throttled the two Wasps down for an hour's run back to the base in Salem on the crest of a tail wind, and another mission was completed.

But the detection of rum-runners is only one function of the Coast Guard. It

annually saves thousands of lives, sends assistance to distressed vessels, protects the northern fisheries, warns shipping alike of icebergs, hurricanes and other menaces to navigation, and performs a hundred and one other missions of assistance and mercy. In all of this work, the aviation branch of the Coast Guard is playing an increasingly important part.

BOAKE CARTER

Boake Carter, radio commentator, who has repeatedly aroused service folk by unfounded statements regarding the U. S. Coast Guard, U. S. Marine Corps and other Federal units was educated at Tonbridge and Christ College, Cambridge, England, and after graduation became a correspondent for the London Daily Mail. During the war he served with the Royal Air Force, and in 1919 he went to South America and later settled in Mexico. He joined the staff of the Philadelphia Evening Bulletin in 1924, and in 1932 inaugurated a daily column in the Philadelphia Daily News. That same year he made his debut as a radio commentator.

RACINE

At Racine Station, (Boatswain H. R. Rogers) the keeper of Racine Reef Light requested Coast Guard assistance in furnishing food supplies to the lighthouse. Ice being approximately 18 to 20 inches thick, motor lifeboat could not be used.

Accordingly, it was necessary to haul provisions in station skiff over the ice. Upon arrival within a mile of Racine Reef ice was so rough skiff could not be hauled further. Accordingly stores were apportioned each man in the crew and delivered to the lighthouse in that manner, reaching the lighthouse at 11:00 A. M. after a two-hour trip.

MARQUETTE STATION

At Marquette Station, (Boatswain T. E. Deegan), the fishboat *Marion L.*, which had been out lifting nets, came in sight of the lookout 3 miles north of the station. As it was known that the ice field extended to that distance and was impenetrable, the patrol boat *Nansemond* was notified and motor sutfboat proceeded.

In passing out of the harbor it was necessary to break 5 inches of solid ice for a half a mile and for two more miles ice of approximately 2 inches in thickness before reaching the ice field. The *Marion L.* was still outside on the opposite side of this field. East wind hauled more to the westward and an attempt was made to pass through the thinner ice at Presque Island, succeeded in passing outside the field and started towards *Marion L.* When within a mile, found another ice field bearing down, which required a return to the harbor to prevent being pinched. On arrival at the harbor, 12:15 a. m. found the *Nansemond* still breaking ice, attempting to get out. Ran in company with her toward Presque Isle where the ice field was broken up and drifting due to the strong wind. It was decided that the *Marion L.* had broken loose and worked through the ice into the harbor. Accordingly returned and searched all docks and slips and could not sight the vessel. Returned to the lake and ran 15 miles south, discovered a flare from the *Marion L.* Upon arrival boat was found in an ice field about 1 mile from shore, ice being rolled under so deeply that the lifeboat could not get through. *Nansemond* was successful in penetrating to within 200 feet of *Marion L.*, where a line was placed on board by shoulder gun and vessel was towed free of the field at 11:45 a. m. Difficulty and ice was encountered in returning to Marquette Harbor, but relieved *Nansemond* of tow at entrance and succeeded in mooring this boat safely at about 4:00 p. m. There were three people on board.

MOHAWK

Mohawk, (Lt. Commander John Trebes) contacted steamship *Millinocket*, anchored 2½ miles off Point Lookout, Chesapeake Bay, having lost her rudder while maneuvering in ice. She was taken in tow for Hampton Roads. Thin ice was encountered through the entire trip and at 3:35 a. m., February 20, the vessel was turned over to two commercial tugs off Thimble Shoal Lighthouse.

ENGINE SCHOOL CLASS AT NORFOLK

A NEW CLASS at the Engine School, Norfolk, Va., will start April 13th, next. Due to a temporary shortage of transportation funds, applicants will be compelled to pay their own travel expenses or travel via Service craft where possible. As a reminder, the following ratings are eligible:

CMM, MM1c, MoMM1c, MoMM2c, MoMM2c(L), MM2c, F1c, Surfmen.

The course covers a period of six months and covers the following subjects:

- (1) Principles, construction and operation of gasoline engines;
- (2) Carburetion;
- (3) Lubrication;
- (4) Engine Cooling System;
- (5) Engine Room Ventilation;
- (6) Principles of electricity, ignition and storage batteries;
- (7) Diesel Engines.

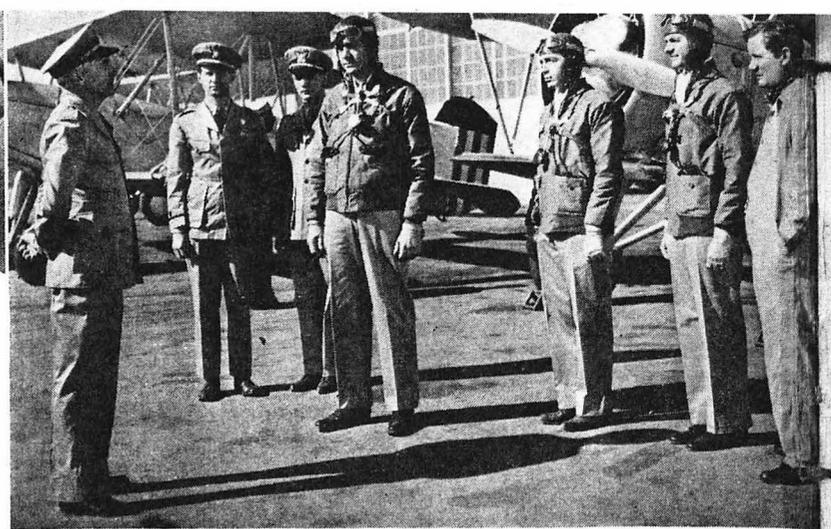
For these students who qualify, an additional course of two months' duration is given in lathe practice. From time to time, a special Liberty engine course is given.

Personnel desiring to avail themselves of this course should promptly submit their applications to Headquarters.



Frances Farmer and John Howard

Paramount's New Coast Guard Flight Picture



Samuel S. Hinds, Jack Raymond, Nick Lukats (former Notre Dame football star), Grant Withers, John Howard, Robert Cummings and Roscoe Karns.

Border Flight

AS a direct result of motion pictures dealing with life in the Army and the Navy and Marine Corps, Hollywood has now turned its attention for the first time to the Coast Guard and its growing aviation corps.

The initial film dealing with the exploits of Coast Guard air-men is "Border Flight," now being produced at the Paramount studio with a cast that includes Grant Withers, John Howard, Frances Farmer, Robert Cummings, Roscoe Karns, Samuel S. Hinds and others.

Through the active co-operation of Coast Guard authorities, both in Washington and on the Pacific Coast, the studio was able to incorporate in "Border Flight" a number of episodes based on actual experiences of the service aviators in pursuing aerial smugglers, effecting rescues at sea and other adventures.

In addition to this, the Coast Guard song, "Semper Paratus," by the late Captain Francis Saltus Van Boskerck, U.S.C.G., becomes the theme song of the picture and is heard on the sound track when the film opens. It is the first time that the song has been used in pictures.

A fleet of airplanes, both pursuit and amphibian, was mobilized by Paramount for the aerial scenes. Frank Clark and Paul Mantz, veteran motion picture fliers, piloted the ships through a

series of intricate maneuvers and stunts, including a landing without wheels and a plunge into the open ocean.

An untoward event occurred during production when Mantz's plane nosed over on the beach as he was bringing it in for scenes to be photographed around the ship after it landed. The landing gear struck a soft spot in the sand and the plane tipped up, bending the propeller and shaking up the pilot. Aside from this, however, Mantz was unhurt.

The theme of "Border Flight" is the regeneration of a cynical and misguided aviator who ultimately sacrifices himself in a heroic gesture toward the girl he loves. Through this plot is weaved intimate glimpses of life in the Coast Guard air corps, the operation of its air fleet and radio system, and a resume of all aerial activities.

BASED on an original story by Ewing Scott, Paramount director and writer, the screen play of "Border Flight" was written by Stuart Anthony and Arthur J. Beckhard. Beckhard previously worked on the screen plays of "West Point of the Air" and "Ceiling Zero."

Otho Lovering, who directed "Border Flight," was given valuable technical advice by Lieutenant Stanley Linholm, who is attached to the Coast Guard air patrol at San Diego, Calif. Lieutenant Linholm remained with the film company during most of the production period to give detailed information on Coast Guard practice and customs.

"Border Flight" was produced under the supervision of Dario Faralla, veteran motion picture executive, who formerly was head of the First National studios.

Withers, Howard, Cummings and Karns appear as Coast Guard aviators under the command of Hines, while Miss Farmer portrays the role of a girl whose affections are sought by both Withers and Howard.

DAPHNE

On the night of March 21, the U.S.C.G. *Daphne*, lying at anchor off Sausalito, Calif., received word that there was an unidentified vessel off the Farallones with her bridge carried away and making no headway. The *Daphne* proceeded from Sausalito to investigate.

Clearing the gate she met a 54 mile wind and mountainous waves, after bucking the storm all night searching for the distressed vessel with no results the *Daphne* returned to Sausalito, as the report of the distressed vessel came from ashore it is supposed that someone was referring to the tanker "Torres" which had been lying off the gate waiting for the seas to moderate before proceeding.

On the 28th, the *Ariadne* departed Frisco for San Diego where she will fire small arms along with the *Aurora*. Firing will be on the famous "La Jolla" range of the U. S. Marines, from all reports some of the boys on the *Ariadne* will be getting homesick for the "Leathernecks!"

GRAND MARAIS

Grand Marais, Boatswain A. C. Gross (L), lookout reported three wild deer on the field ice north of the station, and that they had leaped in the water at the entrance to Grand Marais Harbor and were swimming for the ice bergs east of the station.

A skiff was immediately launched, being pulled under oars over open water and dragged over ice as the work required. One surfman was sent to the east pier to where the deer were headed. Upon his arrival, he succeeded in pulling the three deer (one doe and two fawns) out of the water and on to the ice. Upon the arrival of the skiff with the rest of the crew, the deer were assisted to land. One of the fawns was exhausted from swimming, and taken to a fisherman's shack nearby, where a fire was built in the stove. The fawn was taken in and the crew dried it off and rubbed its limbs, and after thirty minutes it was revived and taken across the bay, where it took to the woods. Without the assistance from this station, the three deer would probably have drowned.

THE MODOC

The *Modoc*, Comdr. J. F. Farley, arrived to the assistance of steamship *Georgian* aground in the Cape Fear River. Soundings around the stranded vessel indicated that she was hard aground amidships with clear water over her stern.

No operations could be undertaken this day due to a westerly gale, which made the work in the narrow channel extremely hazardous. The vessel commenced pulling, the *Georgian* assisting with her engines. The *Georgian* not having moved, operations were discontinued, to await the next high water. Negative results indicated that the cargo should be lightered. During the afternoon and evening the *Georgian* employed tugs to remove a portion of her cargo. Another attempt was made to float the vessel, after four hundred tons has been removed, but without success. After five hundred tons of additional cargo had been removed, succeeded in floating the *Georgian*. Anchors carried out during the day by that vessel kept her from swinging around, and there being two tugs on hand from Wilmington to assist, the *Modoc* departed.

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CGM
 May 1, 1936
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APPRECIATION

THE following was enclosed with a letter from the principal of a school in Chicago, who was writing to express appreciation for the showing of the Coast Guard picture: Pearl Gerber, Pierce School, Grade 63.

January 14, 1936.
**THE UNITED STATES
 COAST GUARD**

The United States Coast Guard film was very interesting and had many educational highlights. Not only was it a very exciting movie, but it impressed upon our minds the braveness of the Coast Guard. Ever since its founding in 1790, the Coast Guard has been a great organization, saving thousands of lives a year, and property valued at millions of dollars. The Coast Guard fight fire, storm and gale.

The men of the Coast Guard are brave men indeed. They are the men our country needs. They fight in the gale, they fight in the storm. They fight in weather cold or warm. With strength and endurance they patrol the sea. The pride and joy of their great country.

PORT ORFORD

Port Orford, Neals S. Nillsen, Chief Boatswain's Mate (L), while investigating the wrecked steamer *Phylis*, the life boat sighted a capsized skiff in the breakers and also three men on the *Phylis* waving signal flags for help.

It being impossible to reach the *Phylis* due to heavy breakers and shoal water, the life boat returned immediately to the station for beach apparatus, which was loaded on a truck and arrived opposite the wreck at 10:40 a. m. First contact was made at 11:30 a. m., the first shot being successful, using four ounces of powder paid up No. 7 line, at a distance of approximately one hundred and fifty yards. Difficulty was encountered in making the men of the wreck understand how and where to make the line fast. After everything was ready, a member of the Coast Guard crew was sent out by breeches buoy to check equipment. The first man was landed at 12:00 p. m. and the other two landed in quick succession. It was found that these men had attempted to board the *Phylis*, leaving shore in a dory. The dory had capsized, but the men had succeeded in reaching the vessel where they climbed on board.

SAN DIEGO

At 1213 received word from Commander, Southern California Patrol Force, that woman passenger with broken collar bone on board *S. S. Buenos Aires*, out of San Francisco and bound for London, England, and approximately 160 miles south of San Diego, desired transportation to United States for treatment.

Amphibian C. G. 136 departed San Diego at 1240 and at 1410 contacted vessel 20 miles west of San Quentin Bay, lower California. Sea conditions did not permit landing alongside, so directed vessel to proceed to San Quentin Bay for transfer of patient. At 1425 landed San Quentin Bay. At 1640 transferred Miss Lily Fry patient and sister, Miss Marjorie Fry, departing 1650 and arriving San Diego at 1835. Patient taken in charge by traffic agent, Johnson Steamship Co., for hospital treatment. Communications in air and on water with detachment radio was good. Lieut. A. J. Hesford, pilot; C. H. Allen, RM1c co-pilot; A. H. Pinkston, AMM1c mechanic and J. E. Reilly, radio operator.

Plane CG-136, Lieut. C. S. Linholm, from Air Patrol Detachment at San Diego, in response to a message from motorship *City Of San Diego*, to the effect that Chief Engineer was seriously ill with lead poisoning and in need of immediate medical assistance, departed at 1:55 P. M. with 50 extra gallons of gasoline in the plane.

Contacted the vessel at 3:15 p. m. 18 miles south of the Island of Cerros, Mexico. Since sea was too rough for landing and transfer, proceeded to the lee of Cerros Island and re-

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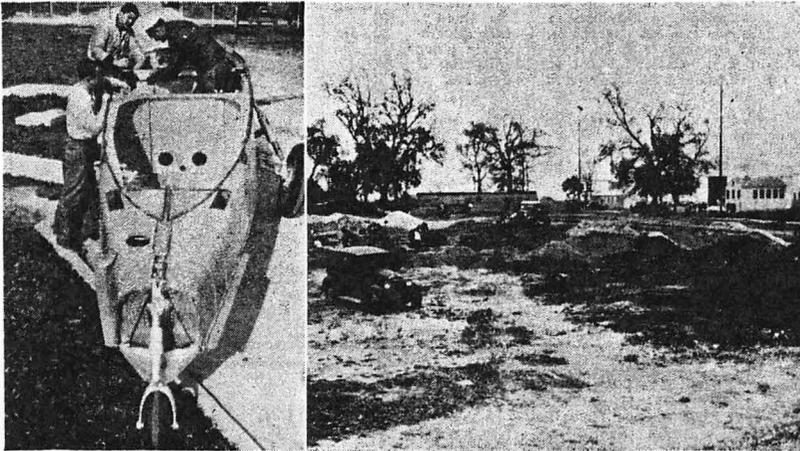


Wilkes-Barre, Pa.

Patterson, N. J.

fueled plane. Upon arrival of the ship received sick man on board. Mexican officials at Cerros Island boarded the plane and asked for papers. Stated the case to them, which appeared satisfactory. At 7:15 p. m. departed for San Diego. Due to poor weather it was necessary to return on direction finder bearings furnished by *Calypso* stationed off Todas Santos

Bay. Came in on bearing and picked up searchlight of *Calypso*; continued on to San Diego. Visibility being poor at San Diego, came in on radio range beam and landed on bay. At North Island sick man was transferred to an ambulance. Final diagnosis of this case proved to be spinal meningitis. The plane traveled a total distance of 620 miles.



AT BILOXI, MISSISSIPPI

At left:—Periodic inspection of a Grumman amphibian landing-gear at the Biloxi Air Station by N. Grow AMM2c; C. Overstreet, AMM1c, and J. J. Mason, Sealc student.
At right:—Breaking ground for the new barracks at Biloxi, notice radio building and hangar in background. Picture taken facing north. Photos by Grover D. Smith.

Gobel, BM1c, must be slipping. He's staying aboard, staying sober, and is even studying an Institute course. He must have got wind that Headquarters was putting out a few rates next quarter.

AIR DETACHMENT, San Diego, Calif. This Unit is in its formative stage, awaiting completion of the permanent station at Lindbergh Field. Three officers, Commander E. F. Stone, Lieutenant S. C. Linholm, Lieutenant A. J. Hesford, and 21 enlisted men comprise the personnel.

The recent rescue of Chief Engineer William Hickerson of the motor ship *City of San Diego* gave a forceful illustration of the part this unit is fated to play along the West Coast. Hickerson was removed from the *City of San Diego* by the plane CG-136 despite rough seas and a heavy fog, and was flown to San Diego where he was found to be suffering from spinal meningitis. Lieutenant Linholm, accompanied by C. H. Allan, J. G. Gill, and L. C. Parker, flew the plane "blind," navigating solely by bearings furnished by the patrol boat *Calypso*.

Dear Sir:

As this is the first news that has been sent in to your magazine, about our station here in San Diego, California, we might as well get acquainted, as I am going to try and send you some news about this station every month, and we would be very glad to have you publish it in your magazine.

FOR THE TIME being we have three officers and twenty one men on duty here. Our commanding officer is Commander E. F. Stone, Executive officer Lt. S. C. Linholm and Maintenance officer Lt. A. J. Hesford.

We have three planes and are keeping them in the Airtech hangar here at Lindbergh Field, until our regular station is completed at this field.

And as our Officers and men are doing good work here, it is about time that we were letting the rest of the Coast Guard know about it.

SO ON THE sheet attached to this one is the news about some of our work done here last week.

I also put out a scandal sheet every week, about the men of our detachment. If you can use these sheets I will send you one each week, inclosed find one of my scandal sheets.

Thanking you for a reply, I remain
The Painless Reporter No. 113.

"News while it is news," by our Painless Reporter No. 113

The following persons are being congratulated upon their excellent assistance on Wednesday, March 11th, 1936. Lieutenant S. C. Linholm, Radioman C. H. Allen and J. G. Gill and L. C. Parker, AMM2c. Congrats, and well done fellows only not so close next time. Here is the log

of the flight, as some may be interested. Message received from the motor ship *City of San Diego* via Naval Communications that Chief Engineer William Hickerson was seriously ill with lead poisoning and needed immediate medical care. Plane CG-136 departed San Diego, California, with 50 gallons extra gasoline carried in the plane. Contacted ship at 5:15 p. m. thirteen miles south of Cerros Island, Lower California-Mexico. Sea was too rough for landing and transfer aboard plane at 7:15 p. m., and plane departed Cerros Island for San Diego. The weather becoming foggy on the return trip, so thick that it became necessary to fly by instruments practically all of the way, bearings were being furnished by the Patrol Boat *Calypso*, stationed off Todos Santos Baja, California. Weather was closing in at San Diego so came in on the radio range beam and landed in the bay due to fog and haze lying over Lindbergh Field. Plane was taxied to Naval Air Station at North Island where man was delivered to ambulance. The final diagnosis of the man's ailment was spinal meningitis.

We expect to contribute more news as time goes on, so that all the Coast Guard will know we have an Air Patrol Detachment at San Diego, California.

WELL GANG, our detachment did it again. In making a record trip and receiving a sick man from a boat, and then returning in one of the heaviest fogs that we have had in some time. And then delivering the sick man to the hospital, thanks to the excellent piloting of the plane by our executive officer, Lt. Linholm.

Our big boat Pilot Allan wants to know the name of the radio announcer that called the people in Arkansas razor back hogs.

One of our first class detectives has jut found out that we can collect cigars from Bunky Hills around the first of May.

OUR SHIPMATES Hudson and Byers, are taking a two-months vacation yachting trip, watch the salt fly when they return.

What is the news about Pinkston being elected king of the nudist colony for a day?

Who elected Elliott court jester of the nudist colony, and was it him that climbed the tree after the nudist queen?

PLANE CAPTAIN Parker and Radioman Gill, are going to take lessons in jiu-jitsu, on account of the happenings on their last trip.

Cameron and his family will be at home to their friends at their new residence, 3709 41st street after the twentieth of this month.

MacNeil (the Thomas Edison of our detachment) has just had a new brain storm, it has something to do with a new gadget he has made for Sweet Pea.

WELL GANG, it won't be long now before we will be able to start playing indoor baseball, here's hoping we will have a lot of candidates coming out to play.

I have just found out how Dinty Moore keeps gaining weight, all he has to do is to match Allan and Chief Harris for dinners.

BILOXI AIR STATION ACTIVITIES:
We are pleased to announce the starting of our barracks by the Magee & Son, Inc., Construction Company of Jackson, Miss. These barracks are planned to accommodate 56 officers and men with ample room for visiting aviators. A portion of an article in a local newspaper states: "The new Coast Guard barracks will be one of the scenic spots in our city and a much welcomed project to our community. We expect these barracks to be completed about October of this year."

On March 26, Lieutenant (j.g.) H. A. Morrison made flight to Miami for purpose of furnishing parts for the disabled *Arcturus* of the Miami Station, which was waiting for parts in a Cuban port, having been disabled in an attempt to contact a steamer with a sick patient.

On March 28, Lieutenant J. F. Harding made flood survey over Memphis. Conferred with Red Cross officials and advised them of the Coast Guard facilities available in the New Orleans Division for flood relief.

ON MARCH 22, Pilot Deuel, AC MM, made a search of the Mobile, Tonsaw, and Tombigbee Rivers as far north as Cunningham, Alabama. Located eight stills. Eight days later located five stills in the vicinity of the Escatawpa and Pascagoula Rivers.

"Butch" Banker, CRM, our well-known football star of other years, is also past-master of the root-beer drinking art and an honor to the Manor House, (our barracks). We also have a pinochle section so loud and gusty the neighbors think they are awful crusty.

A visitor at the Ray homestead was joyously welcomed March 19, a husky lad weighing nine pounds and six ounces, named Michael Edward. At last we have found an honest man. His name is Finney. He actually admits he was a private in the Army, not a corporal or a tip-kick. Of all the Army men we have seen he is the first one to admit he wasn't a big shot.

Bay: "I was the first mounted Marine in the Marines."

McNeil: "Who mounted you?"

Bay: "Why, I even used to carry four and five rifles and packs for the other Marines. I saw Smedley Butler do the same thing."

McNeil: "That's nothing, I saw Smedley carry a mule once after the mule got tired of marching."

SAN FRANCISCO BAY NEWS, by "Hawkeye": Many and varied are the jams and difficulties that Coast Guardsmen run into. Speeding around Oakland seems to be one of the favorites. Four enlisted men in a coupe, all in the front seat too, happened to pass a nice cop 'tother day. Said cop pulled 'em over to the curb and asked the usual questions. They explained that they were Coast Guardsmen, protectors of life and property at sea, etc. So the gentleman with the gun and the Sam Browne belt said he would excuse them for doing 45 MPH in a 20 MPH zone and, too, he would overlook the fact that they had made a left turn (and other assorted turns) where turns were not supposed to be made, that he would forget that they had passed through six boulevard stop signs, but he was darned if he would excuse them for driving on the wrong side of the road. So the judge said, "Ten and costs."

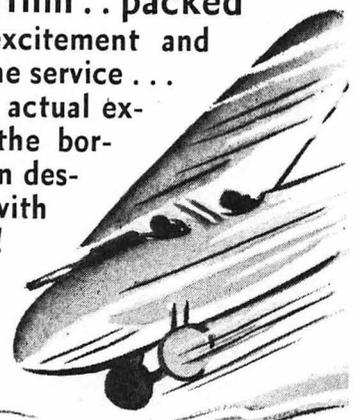
Strolling through the Marine Hospital last week we found the old East Coast Romeo, Andy Longshore, languishing in a nice clean cot, with six nurses, and all the patients in that ward gathered around his cot. Andy was telling how he kept the situation well in hand when he was on the Great Lakes and the East Coast. He is

Inside cover
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THE ROARING SAGA OF AMERICA'S PEACE-TIME WATCH DOGS...THE COAST GUARD!



Paramount pays tribute to the men of the Coast Guard . . . in a thrilling film . . . packed with the excitement and courage of the service . . . and based on actual experiences of the border patrol . . . in desperate conflict with aerial smugglers!



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about three dollars per gallon. In work of this nature it is forcibly illustrated that the cost of operating a unit of this kind is soon returned to the Government many times over.

It is hoped that at some future time Headquarters will see fit to increase the size of this unit and that the men now in it will be used to train others in this form of peace-time warfare. Similar units might well be stationed at other places along the coast where smuggling is a factor, also in isolated inland reaches where stills are being operated. There is no reason why, as time goes on, that this unit cannot become nationally known and as famous as the Texas Rangers or Royal Canadian Police. Proper publicity and continued flawless conduct of its members can bring this about. So, here's to the Coast Guard Law Enforcement Unit and to its motto, like that of the rest of the Coast Guard,—SEMPER PARATUS.

PERSEUS

The *Perseus* (Lieut. Comdr. J. H. Byrd), while standing by to assist barge *George U. Hinds*, sighted a small boat, the *May B.*, of Los Angeles, maneuvering erratically down wind toward the *Perseus*. Upon reaching her was advised that her tiller rope was broken, and that her supply of gasoline was practically exhausted and also contained some water. Master of the *May B.* first requested that he and his deckhand be removed, but this was not advisable due to vessel being so close in port. The *May B.* was then towed offshore, when it was seen that she would safely live in the heavy seas prevailing, and would handle well under tow. She was then towed to San Diego.

POINTE AUX BARQUES

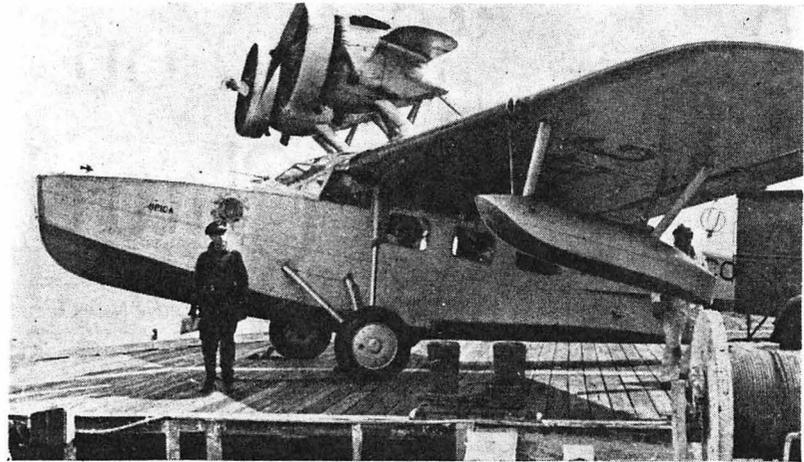
At Pointe Aux Barques Station (John G. Liedke, Chief Boatswain's Mate [L]), lookout reported that a sudden storm had endangered a small scow and row boat about a mile east of the station in Lake Huron, and that the occupants were frantically bailing out water and waving their hands for help. Power surfboat was immediately launched, and upon arrival alongside it was ascertained that the boats were lashed together and attempting to hang on to a piece of netting which was still fastened to the bottom. The nets were cut adrift, the boats taken in tow and returned to shore.

VERMILLION

At Vermillion Station (Isaac L. Snyder, Chief Boatswain's Mate [L]), Mr. Perley Nolin requested assistance to transport a supply of groceries to his home at Crisp Point, six miles west of this station. There being no other means available for transportation, the Coast Guard dog team was used and the groceries delivered at 12:15 p. m. The dog team then returned to the station at 2 p. m.

MILWAUKEE

Milwaukee Station (Boatswain [L] [A] O. A. Johnson), upon receipt of information from the lookout that a sloop had capsized in Milwaukee Bay, power surfboat was immediately launched and upon arrival found two boys clinging to the overturned sloop *Remi*. The boys were taken on board and vessel towed to the dock and righted. The boys were then taken to the hospital to be treated for exposure.



AT CAPE MAY

C.G.-130, Lieutenant Luke Christopher, Cape May Air Station

ROCKAWAY POINT

Rockaway Point (Allen T. Ruggles, Boatswain's Mate 2c. [L] [A]). Upon receipt of a telephone call from an unknown person at 11:15 a. m. that a small boat had overturned in Jamaica Bay, immediately departed in motor lifeboat. Upon arrival, found one youth clinging to the side of overturned canoe. Upon being taken on board the motor lifeboat, it was noted that his condition warranted resuscitation and first aid. He was unable to answer whether or not another occupant had been with him. Upon arrival at the dock an ambulance was sent for at Rockaway Beach. Artificial respiration was undertaken in the boat prior to landing and only faint heart and pulse beat was noticed at this time. Upon arrival of the ambulance, he was transported to hospital for treatment. Motor lifeboat and crew then returned to the scene of the accident and made a thorough search for additional occupants, if any. At 1 p. m. received information from the hospital that the patient had revived sufficiently to state that another boy had been in the canoe at the time. Motor lifeboat then again proceeded to the scene and dragged from 1:15 to 5:20 when it became apparent that due to the strong outgoing tide further search for the body would be useless. At 6 p. m. the father of the drowned boy requested that a further search be made in the island in the vicinity, on the chance that the boy might have swum to such point. A thorough search of the island was made, without success.

POINT BETSIE

Point Betsie Station (William Dipert, BM1c. [L]), after making patrol search for fishing tug *Kingfisher*, without success, received a call from one of the crew to the effect that the *Kingfisher* was caught in ice about five miles from the station and one mile off shore; that this man had walked ashore to obtain food to take back to the tug's crew. A surfman from this station assisted in transporting food to the necessary point by automobile.

The *Escanaba*, Lt. Comdr. L. B. Olsen, commanding, proceeded to the assistance of this tug, arriving at 9:10 p. m., March 20th, and succeeded by breaking a channel through the ice fields in maneuvering the vessel abreast of the Frankfort Station, ap-

proximately a mile from shore. Up to this time the tug had been able to follow in the wake of the *Escanaba*. At 12:10 a. m. on the 21st, the Frankfort Station received a request from the *Escanaba* to assist. Power lifeboat proceeded and relieved the *Escanaba* of the *Kingfisher* one-half mile off Frankfort entrance and succeeded in towing the vessel inside the harbor.

ST. PETERSBURG

St. Petersburg Air Station (Lieut. W. A. Burton), received a telephone call from Mound Park Hospital, St. Petersburg, requesting volunteers for the donation of blood for a boy, Theodore Glover. Of the 45 members of the air station crew, 20 men immediately volunteered for this service. Blood tests revealed that the blood of Vincent J. Gerwe, Seaman 1c., and Rufus B. Shirley, Radioman 1c., was of the proper type, and each of the above men donated 480 cubic centimeters of blood for the transfusion.

MORRIS

Patrol Boat *Morris* (Lieut. D. B. MacDiarmid), departed Seward 8:50 a. m. to assist the American gas screw *Amook*, aground in Halibut Bay. Contact was made with her at 9 a. m., March 5th, when she was found high and dry on a beach, shoal water extending some 600 yards off. A 10-inch hawser was run during high water, but vessel could not be moved. Before the next high water occurred, a gale from the northward made operations impossible. Gale lasted until March 10th, when another attempt was made. Vessel was moved approximately 30 feet when the hawser parted, and tide following required the *Morris* to move out in deeper water and suspend operations. At noon on March 11th, the hawser was again placed on the boat, and the *Amook* floated at 2:10 p. m.

CAPE ELIZABETH

Cape Elizabeth Station (Boatswain [L] C. M. Berry), departed station in truck for Bar Mills, Maine, to assist Cumberland Power and Light Company to re-establish communication across the river. Arrived on the scene at 9:05, and succeeded in shooting number 9 laid line across the river, which completed the desired communication.

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MORRIS

The *Morris* (Lieut. D. B. MacDiarmid) received request from the Health Commissioner for the Third District to carry Dr. Williams to villages on Kodiak Island and various other places on the Alaskan Peninsula, for the purpose of vaccinating people for scarlet fever, the *Morris* left Seward on above date and contacted the various points, Uzinki, Kodiak, Old Harbor, Port Habron, Kaguyak, Araktalik, Lazy Boy, Ahtiok, Kaluk, Kanatak, Uyak and Afognak. At these places Dr. Williams vaccinated 545 people against scarlet fever. Heavy weather was encountered during the entire trip, especially due to heavy snow and intense cold. The vessel iced down badly and the antenna was carried away once during the trip. With few exceptions, landings were required at the various villages on open beaches. Many people were cared for by Dr. Williams for other ailments. One native of Old Harbor was found in immediate need of hospitalization, and was transported to Seward. Kodiak was visited a second time, to observe those who had been vaccinated for scarlet fever, and two others were found in need of hospitalization and transported to Seward, arriving at 11:50 p. m. March 2nd, having covered a distance of 804.1 miles.

CG-259

CG-259 (P. H. Woodward, CBM.), while off Long Beach breakwater, a water taxi was sighted, in distress off Brighton Beach. Upon arriving on the scene, it was found this boat had encountered motor trouble due to having lost the forward hatch, and that the boat was leaking with no means of pumping bilges. At this time the boat had on board 35 officers and men from the *U.S.S. New Orleans*. These men were taken on board the patrol boat and the tow of the disabled vessel turned over to another water taxi; the passengers were then landed at San Pedro.

CG-148

CG-148 (William C. Howell, BM1c.), spoke the Canadian schooner *Charles and Vernon* in the race off New London. The master requested that the mate be provided treatment on shore for a severely burned hand. The man was taken on board where treatment was effected in New London, and at 2:20 p. m. was returned on board his schooner.

UNALGA

Unalga (Comdr. G. U. Steward), received information that a small sail boat, containing five people, had capsized off of Piedrita Point. At 11:40 rescue party left ship for scene by truck, the location being such that no ship's boat could be used. At 11:55 rescue squad arrived at scene of casualty and immediately made preparations to send a line by swimmer to the capsized raft, which was then 200 yards off shore, and to which four members of the crew were clinging for support. One member of the crew had swum ashore unassisted and was in need of medical aid because of partial exhaustion. Three members of the crew started swimming toward the vessel and when approximately 75 yards off discovered the boat had freed itself from the reef and was drifting toward shore. They swam to intercept it, but the four remaining members of the crew came to shore exhausted, but unassisted. First aid was rendered as necessary, and with the aid of several by-

standers, the boat was hauled a safe distance up the beach.

MENDOTA

Mendota (Lt. Comdr. N. S. Haugen), arrived in the vicinity of the tug *Cape Henry* which was aground at Willoughby Banks at 6:15 p. m. The *Mendota* was anchored and surfboat sent in to obtain information relative to assistance. With the help of the tug *Oscar F. Smith*, which was standing by, the *Cape Henry*, the *Mendota's* 10-inch hawser was bent unto the 9-inch hawser from the stranded vessel. At 11:40 p. m., high water then approaching, took up the strain on the hawser and succeeded in moving the *Cape Henry* approximately 50 feet. At 12:15 a. m., April 12th, the hawser parted. At 11:25 a. m. the 12-inch hawser unto *Cape Henry's* 9-inch line and started working engines ahead slowly. At 12:12 p. m. the 12-inch hawser parted at the thimble. The 12-inch hawser was then made fast again to the *Cape Henry's* 9-inch line, but at 2:45 p. m. the line again parted. Lines were again run that night at high water, but vessel could not be floated prior to parting the lines. The *Mendota* then advised the removal of 150 tons of bunker coal prior to making another attempt to float the *Cape Henry*. At 1:50 p. m., April 14th, the vessel was floated without the assistance of the *Mendota*, by the commercial tugs *Oscar F. Smith*, *Restless* and *Edna V. Crew*. During the entire assistance work the *Mendota* was unable to effect close contact with the *Cape Henry* because of shoal water. The distance required the use of two hawsers which materially reduced the strength of them, and the diffi-

culty included the fact that the vessel was in 11 feet of water whereas her draft was ordinarily 17 feet.

BAADDAH POINT

Baadah Point Station (L. L. Baker, CBM. [L.]), upon receipt of information that a woman on Tatoosh Island was in need of immediate hospitalization, contacted the Port Angeles Air Station, requesting a plane to provide transportation. Motor life boat from the station then proceeded to Tatoosh, and upon arrival took on board Mrs. H. Thompson who had been brought out to life boat in a Navy wherry. As the surf was running high, stood by until the wherry should make the beach. The wherry capsized, but the men managed to swim ashore and then the sea carried the wherry to the beach. Arrived at Neah Bay at 4:55 p. m., when the patient was transported to plane CG-134 for further transportation to Port Angeles. The plane was piloted by Lieut. C. F. Edge.

CG-9262

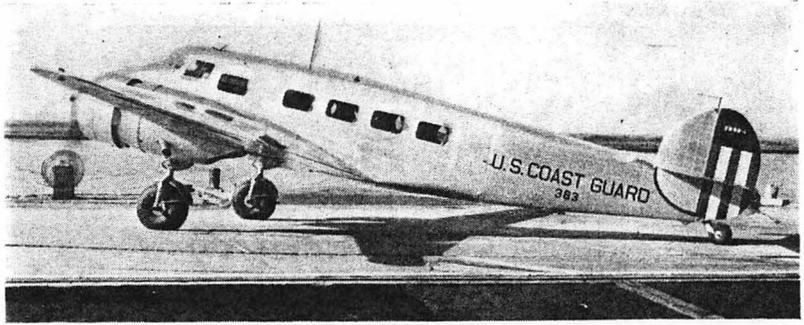
CG-9262, April 17th, C. H. Cliver, EM1c. (Tel.), while proceeding to Galveston via the Coastal Canal, sighted two small boats drifting with the wind and current. Upon arriving alongside, ascertained that one boat had capsized and had been assisted by the other. They had left Lake Orford, Louisiana, April 13th by Clifton-by-the-Sea, Texas, and were in need of assistance as they had lost their food when the boat had capsized. This they were furnished from the emergency rations, and the two boats were towed to the Galveston end of the Canal.



THREE OF THE LEADING CHARACTERS IN "BORDER FLIGHT"

The Coast Guard at large is looking forward to "Border Flight," Paramount's new Coast Guard flight picture. Above are John Howard as a Lieutenant, Roscoe Karns as a C.P.O., Grant Withers as a Lieutenant.

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AT CAPE MAY

C.G.-383, special plane for Secretary of Treasury, pilot, Lieutenant R. L. Burke, commanding Cape May Air Station

On March 14, 1879, Dr. Woodworth, the first supervising surgeon-general, having died, Dr. John B. Hamilton, at that time a surgeon in the Service, was promoted to fill the vacancy. At that time there were five grades of medical officers, viz.: Supervising surgeon-general, medical purveyor, surgeons, passed assistant surgeons, and assistant surgeons. At ports where the Service was not large enough to warrant the assignment of a regular officer a resident physician was appointed as acting assistant surgeon. The per capita cost of treating patients in 1879 was \$17.93, this was reduced to \$16.18 in 1880.

The history of the marine hospitals in the past fifty years, while interesting and subject to many changes, is a subject too modern for the antiquarian taste of the writer. The marine hospitals are now under the supervision of the United States Public Health Service and those who wish more information on this subject are advised to read the reports of that Service.



TALENT

An exhibition by the State Island Society of Architecture was held at Curtiss High School. The above picture is of a plaque that was awarded John A. Elfstrom, CCM., for distinction in civil architecture for 1935.

Elfstrom is also a good photographer, a good shipmate, and undoubtedly one of the best chief carpenter's mates in the Service. He does his work in a business like manner; no bombast or hullabaloo.

Elfstrom has several drawings which the school entered. These drawings were free hand and show great promise.

Elfstrom has been going to Curtiss High night school for some time and at other night schools wherever he has been stationed.

This award is the result of perseverance. The Coast Guard is proud of Elfstrom.

THINK!

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



Adm. Hamlet

MIND IS THE CREATIVE force behind all action. In proportion to our ability to think are we enabled to meet the various problems which arise.
THINK!

CAUTIOUS

Bride—"Why do you always want me to pull your ears when I kiss you?"

Groom—"So I can tell where your hands are. I lost my wallet four times the other way"

A negro funeral once was attended by a ventriloquist whose peculiar powers were not known to others present. Another negro told what happened at the cemetery:

"Well, sir," he stated, "When dey begins to lowah Joe into de hole, he says, 'Lemme down easy boys'."

"D'd they go ahead and bury him?" asked another man.

"How in de world does I know?" came from the negro.

ADVERTISING

You kissed and told.
But that's all right.
The man you told
Called up last night.

BOATSWAIN PERSONS

Boatswain (L) John D. Persons, Alpena's retired "Grand Old Man," hero of a score of thrilling experiences on the waters of Lake Huron during 38 years of service in the Coast Guard at Thunder Bay Island—recounteur of rare ability—hunter, fisherman, and genial citizen, beloved and respected by all during a residence of more than 75 years in Alpena, died last month, the end coming quietly as Boatswain Persons slept.

Boatswain Persons was about the last of the real pioneers of Alpena—he grew up with Alpena and its environs, noting its growth from a lumber hamlet on the shore of Thunder Bay River to an industrial city of prominence—he was one of the first group of pupils to attend Alpena's first school—saw churches rise from humble beginnings to their present status—and rejoiced in it all. His cheery greeting on the streets during his last years was one which his host of friends anticipated with pleasure.

The death of Boatswain Persons revives memories of the early days of Alpena. And Boatswain Persons was one of the real pioneers of Alpena, coming here with his parents, Mr. and Mrs. Alonzo E. Persons when only a boy of six years, and making his home here continuously since. He often recalled that trip, which he faintly remembered, the trip being made in a sailing vessel from Bay City.

Boatswain Persons was born September 18, 1851, in Toledo, Ohio.

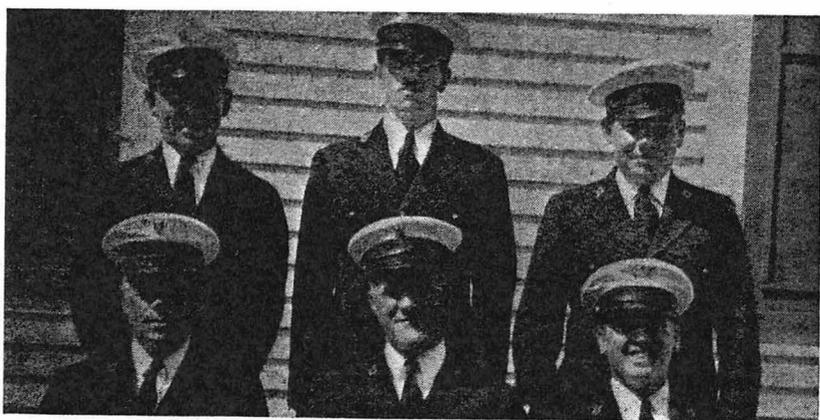
Early in life Boatswain Persons became interested in seafaring and when a young man he went with his father to Buffalo, where they constructed the first steel fishing tug which plied Lake Huron. Before he was 26 years of age, Captain Persons had received his master's license and was in command of the tug which he owned jointly with his father.

His father was Alpena's first representative in the state legislature and he traveled on foot from Alpena to Bay City to attend his first session.

In August, 1876, Boatswain Persons was married to Miss Celia E. Hale of Oberlin, Ohio, a graduate of Oberlin College. Mrs. Persons died nearly 25 years ago.

Boatswain Persons, for 38 years keeper of Thunder Bay Island life saving and Coast Guard station, retired from active service September 17, 1915. He was then the oldest keeper on fresh water, in point of service, when pensioned by the government.

Since retirement Boatswain Persons made his home in Alpena at his residence on Park Place where his death occurred.



DEER HEART STATION CREW

Surfmen Irving H. Olli, Kenneth Call, Arthur Kautz, Ralph D. Lohr, BM1c(L) Lewis Hickey, Surfman John C. O. Parkin.

Inside front
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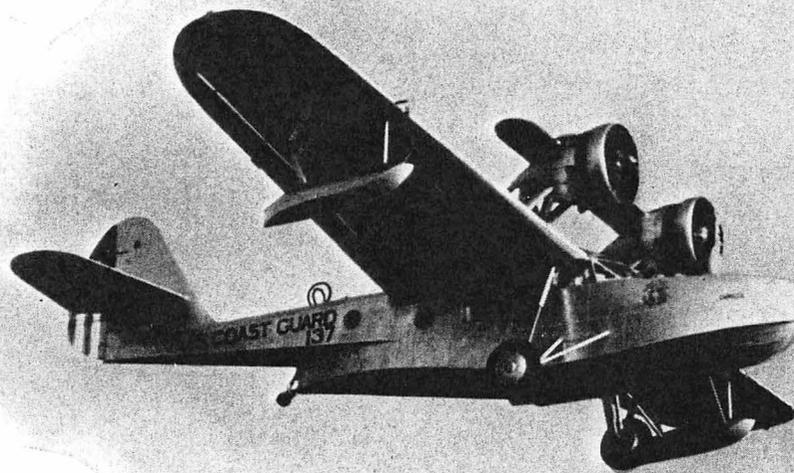
WHEN EVERY MINUTE COUNTS

Citizens thrill with pride when they read of the countless deeds of heroism by intrepid flyers of the United States Coast Guard. Commercial ships have learned to expect instant assistance from them when in distress.

When the call comes for such errands of mercy, every minute counts—equipment must be in constant readiness for gruelling service. That is where engines by Pratt & Whitney and propellers by Hamilton Standard are proud to do their part.



Douglas Dolphin, powered by Pratt & Whitney and equipped with Hamilton Standard Propellers, speeds on one of its familiar missions of mercy.



UNITED AIRCRAFT MANUFACTURING CORPORATION
EAST HARTFORD CONNECTICUT

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 p. 3.



COMMANDER STONE

Headquarters announces with regret the death of Commander Elmer F. Stone, at San Diego, California, May 20, 1936. His death was caused by heart trouble.

Commander Stone was born in Livingston, New York, January 22, 1887. He entered the Coast Guard Academy April 30, 1910, and upon graduation and being commissioned a third lieutenant, was assigned to the cutter *Onondaga*, at Norfolk, Virginia. While attached to that vessel he received commendation from the Department in connection with the rescue of the crew of the schooner *C. C. Wehrum*, off False Cape, Virginia.

In March, 1916, he was assigned to the Naval Air Station, Pensacola, Florida, for aviation training. He was appointed a Naval Aviator (Seaplane) in 1917 and was assigned to the *U.S.S. Huntington*, Pensacola, Florida. He served as part of the aviation unit of that ship, which was engaged in the conveying of troops during the World War. He was then ordered to the Naval Air Station, Rockaway, Long Island, New York. He was commissioned a Second Lieutenant, September 20, 1918, and First Lieutenant September 28, 1918.

In April, 1919, he was assigned to the NC Plane Division, and was First Pilot of the NC-4 on the first trans-Atlantic flight. He was decorated by the British Government and the Portuguese Government. He received the Navy Cross and Citation and the Congressional Medal of Honor for his participation in this flight. He also received the Victory Cross for service during the World War.

From 1920 until 1926 he was assigned to the Bureau of Aeronautics, Navy Department, during which time he received letters of commendation from that department in connection with his work.

He was appointed Lieutenant-Commander April 21, 1924, and Commander May 1, 1935.

In March, 1932, he was assigned to the Coast Guard Aviation Unit at Cape May, New Jersey, and in April, 1934, was assigned Inspector of Coast Guard Aircraft, Douglas Aircraft Co., Santa Monica, California. In May, 1935, he was assigned Commanding Officer, Air Patrol Detachment, San Diego, California, which position he held at his death.

Full military honors were accorded Commander Stone at Arlington National Cemetery, Tuesday, May 26th.

TUCKAHOE

On the *Tuckahoe*, Boatswain R. H. Leek, a small outboard motor was sighted, drifting in Buttermilk Channel, one-half mile southeast of Governors Island. *Tuckahoe* stood over and found the *Josephine* with six passengers aboard, including one woman and one small child. The *Josephine* was drifting in the channel when there was considerable traffic, including ferries and heavy tows of barges, and was in danger of being run down. The passengers were taken off and the boat towed to dock, on the Brooklyn waterfront.

EATON'S NECK

At Eaton's Neck, Chief Boatswain's Mate (L) Gustave E. Anderson, a surfer in Rescue Boat No. 4746 sighted a boat in sinking condition trying to make shore at Lloyds Point. Proceeded immediately to the scene, arriving just as boat reached shore. Owner stated he had hit a submerged rock, and that 11 persons on board had been taken off by nearby boats. Rescue boat proceeded to station for equipment and returned with 6 members of the Station crew, where temporary repairs were effected. The boat floated with assistance of both power boats and the *Ida* to Eaton's Neck where it was hauled up over night and the two men sheltered at the station.



THE COMMANDANT OF THE UNITED STATES COAST GUARD
 WASHINGTON

11 June 1936.

My dear Major Miller:

As I leave the office of Commandant of the Coast Guard, may I thank you for the deep and kindly interest you have taken in the Service while I have been Commandant, and for the fine influence of your Magazine in building and sustaining morale throughout the Service.

With kindest personal regards to yourself and family, and wishing you prosperity and happiness,

Sincerely yours,

R. G. HAMILT
 Rear Admiral, U.S. Coast Guard,
 Commandant.

Major Harvey L. Miller,
 Editor, The Coast Guard Magazine,
 482 Indiana Avenue,
 Washington, D.C.

DIONE

On the *Dione*, Lieutenant E. C. Whitfield in command, information was received by phone that the *S. S. Dorothy Bradford* was aground in Coan River. *Dione* proceeded to scene and arrived at entrance of Coan River at 6:39 P. M., but due to shallow water was unable to work close to *Bradford* until channel was dredged by use of screws of this vessel. A line was passed to the steamer at 7:32 P. M. and pulling was commenced before high water. This attempt proved unsuccessful. At 8:00 A. M. let go hawser and went alongside the *Bradford*, approaching as close as possible and dredged bottom away from steamer's port side. Was unable to work in to starboard side due to steamer's counter. Pulled on morning of May 24th, with no better results. At 3:45 A. M. stopped engines to allow *S. S. Plankatanik* to go alongside *Bradford* and resumed towing at 4:14 A. M., assisted by the *Plankatanik*. At 4:45 P. M. *Plankatanik* departed and at 6:10 P. M. the tug *Carl D. Colonna* arrived, and came alongside *Bradford*. Dredging again was resumed. On May 25th pulled on *Bradford*, assisted by the tug, but failed to float the steamer. The dredging was continued during the day, working aft of the *Bradford* and the tug working alongside, and at 4:43 the *Bradford* was floated.

LIUTENANT MELKA

Headquarters announces with regret, the death of Lieutenant Leonard Max Melka, at Bellport, Long Island, this date. Death was caused by heart trouble and high blood pressure.



Lieut. Melka

Lieutenant Melka was born in Milwaukee, Wisconsin, November 5, 1891. He originally entered the Coast Guard service as a mess attendant, second class, in 1909, being attached to the Coast Guard cutter *Tuscarora*, at Milwaukee. In 1916 he became interested in aviation and obtained a transfer to the Naval Air Station at Pensacola, for flight training. In December, 1918 he was ap-

pointed a Warrant Gunner. In December, 1920, he resigned as Warrant Gunner and enlisted in the Service as Chief Gunner's Mate and was then designated as an aviation pilot (sea plane) and assigned to the Coast Guard aviation station at Morehead City, North Carolina. In August, 1924, he was again appointed a Warrant Gunner. He received his commission as an Ensign (temporary) U. S. Coast Guard, August 27, 1926. He was commissioned a Lieutenant (junior grade) May 25, 1928, and on May 25, 1930, was commissioned a Lieutenant in the permanent establishment. He was then assigned to duty as Inspector of Coast Guard aircraft under construction at the General Aviation Manufacturing Corporation, at Dundalk, Maryland. In October, 1933, he was assigned to aviation duty at Headquarters, Washington, D. C., and detailed to inspection duty in connection with the construction of airplanes, which duty he held at his death.

He is survived by his mother, Mrs. Frances Melka, and a sister, Mrs. Frances Jacques, of Milwaukee, Wisconsin, and a brother Joseph J. Melka, Chief Machinist's Mate, U. S. Coast Guard, New London.

Lieutenant Melka will be buried at Milwaukee, Wisconsin.

CG-2396

Picket boat 2396, Effie H. Phillips, Boatswain's Mate 1c, proceeded to the foot of Market Street, Charleston, where a Negro had been reported in need of resuscitation. Upon arriving, the crew commenced artificial respiration and succeeded in producing normal breathing after a period of twenty minutes. The man was then removed to the hospital.

COBB ISLAND

At Cobb Island Station, L. F. Phillips, Boatswain's Mate 1c (L), lookout reported a sea plane down five miles east of the station, and another plane circling overhead. Upon arriving alongside with power boat, ascertained that it was Naval plane 14-P-4, having been forced to land due to a cracked cylinder head. The accompanying plane was landed, and after ascertaining the trouble returned to Norfolk for repair parts. The damaged plane was piloted to safe anchorage. At noon repair parts were returned from Norfolk by plane, and the station crew assisted in the repairing. Additional parts needed from Norfolk were phoned in by plane. At 5:30 P. M. the plane was repaired and took off without assistance.

LAST PATROL

By R. Eugene Farrell

Dedicated to the memory of the crew of the ill-fated Coast Guard amphibian No. 168, who were killed on their errand of mercy, June 15, 1936: Pilot Lt. Charles M. Perrott; Radioman Walter O. Morris, and Aviation Machinist Mate William D. Eubank.

O H, why on an errand of mercy,
 Does God take those who live
 Only for the sake of others,
 Their very souls to give?
 Is it because they are the better,
 He speeds them on their way—
 Leaving us the bitter sorrow,
 Of seeing them end their day?
 Is that why the silver bird
 Failed the pilot's skill—
 And nosed into the waters,
 Its cargo three to kill?
 Perhaps as its great frame trembled,
 And roared to the depths below—
 It, too, had shuddered in sorrow,
 To see those brave men go.
 We find these words on paper fail—
 The gratitude we wish to show;
 But God who records their names in gold,
 Knows thus we feel and will tell
 them so.

Truly, these men were too young to die!
 And their wives and children too young to
 be left alone in homes where manly voices
 are no longer heard. Death comes to all of
 us but to these three it came too soon.

 THE BODY of the late Lieutenant
 Charles Perrott was recovered
 by Douglas Lorraine, AMM3c, who was
 the first person to actually contact



Douglas Lorraine

the ill-fated plane
 after it plunged into
 Tampa Bay. Lorraine
 donned a "Divinhood" and
 descended to the plane
 where he eventually
 located and freed
 Lieutenant Perrott's
 body but not without
 twice being trapped
 beneath the surface,
 once by shifting
 wreckage and again
 by entanglement of
 his life line. Two
 civilian divers later
 recovered the bodies
 of Walter Morris,
 CRM, and William
 Eubank, AMM1c, when the water of the
 bay had become less choppy than at the time
 of Lorraine's early descent. Lorraine's career
 is studded with unusual exploits, some
 of which include a daring dive from Brooklyn
 Bridge clad only in a one-piece bathing
 suit, and a sensational 5,000-foot delayed-
 opening parachute descent, and other para-
 chute jumps too numerous to mention.

Once upon a time the enlisted men of the
 Coast Guard may have been able rightfully to
 say that they had no opportunity to express their
 thoughts, ideas, and opinions, and that even if
 they had such opportunity no one would heed
 their words. Today, however, any man in the
 Coast Guard who makes such a claim is either
 deliberately stupid or intentionally blind. The
 one great motive behind the SEZ EDDIE column,
 THE MAIL BUOY, and the VIEWS OF
 THE READER is to provide open exchanges,
 free from all rules and regulations, wherein
 enlisted men may speak their thoughts without
 fear or restraint. This magazine even goes to
 the extreme of publishing anonymous letters,
 doing so because we realize that the rigidity of
 discipline makes men hesitant about signing their
 names to public statements.

(Continued on Page 40)



WALTER MORRIS' LAST PHOTO

This is the last photograph ever taken by Walter O. Morris, CRM, less than 48 hours before death claimed him and his two comrades. In the above group is William D. Eubank, AMM1c, who met death with Morris and Lieutenant Perrott.

Left to right: Stonerock, AMM2c; Katzen, Y2c; Wacker, Y3c; Booth, AMM3c; Palmer, AMM1c; Kleisch, AMM1c; Eubank, AMM1c; R. Dean, Sea1c; Blish, AMM2c; Barrett, AMM1c; Tillis, Sea1c; Cartee, RM1c, and Perry, Sea1c.

MARION

The Marion, Lieutenant H. F. Walsh, in charge, received information that a 26-foot motor launch had struck a submerged rock off Cabrita Point, Virgin Islands, and was sunk in 5 feet of water. No lives were lost and no persons injured at this time. Two boats from the Marion arrived on the scene at 11:07 a. m. Considerable difficulty was encountered in freeing and maneuvering the launch due to its sunken condition. This, however, was done and the boat secured to the stern of the motor launch and the bow of the surfboat by lines. In this position it was lowered, submerged, to the Marion, where it was hoisted under starboard davits. A hole 5 feet by 2 feet was discovered along the turn of the port bilge and several other smaller holes along the hull. The damage being too big, the boat was hoisted clear and landed at the West India Company's dock, St. Thomas, at 9:15 p. m.

CAPE LOOKOUT

At Cape Lookout Station, F. G. Gilliken, Boatswain (L), in charge, a Mr. Baker, of Greensboro, North Carolina, while bathing near the breakwater at Cape Lookout light, was bitten on the left foot by some large fish, presumed to have been a large shark. He was immediately rushed to the station by motor truck for medical assistance. First aid was given, attempting to staunch the flow of blood, and Ft. Macon Coast Guard Station was advised and requested to furnish a fast picket boat to take the patient to the hospital at Morehead City. Ft. Macon picket boat with officer in charge of that station, Boatswain Thomas Barnett (L) arrived within a short time and took him to the hospital at Morehead City.

AB-12

AB-12, William R. Spooner, Boatswain's Mate 1c, in charge, received order to proceed in search of two girls adrift in a small boat off Six Mile Point, Michigan. At 12:35 the boat was located, and found girls unable to maneuver against the strong northwest breeze. They had taken a small boat from Mitchell's Dock and were unable to return, neither girl being able to handle the boat. The girls were taken on board, the boat taken in tow and landed on the dock at 1:40 p. m.

ALERT

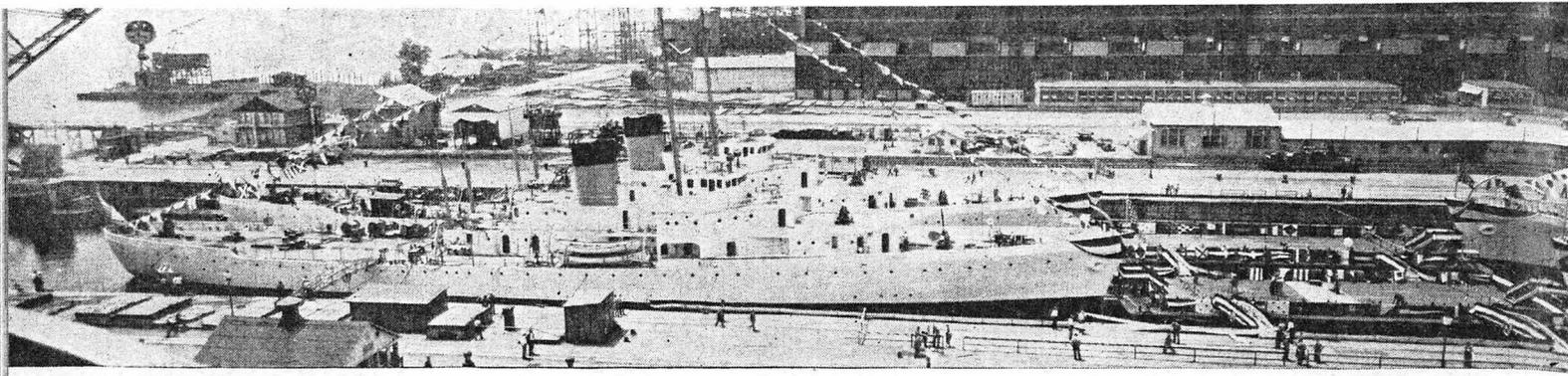
Alert, Chief Boatswain H. Hanson, in charge, departed Ketchikan for Foggy Bay, to assist a motorboat in distress at that point. At 10:40 p. m. motorboat No. 31-A-271 was located, sunk in four fathoms of water, half tide. Alert worked during May 23rd and 24th, fastening logs and ship's boat to the sunken vessel, and succeeded in moving it to shoal water at each state of water high tide. At low tide, in the forenoon of May 24th, motorboat was clear of the water and the crew placed a soft patch over a hole in the port bow. In the afternoon of this day, motorboat was floated and kept afloat by bailing. Vessel was then towed to Kah Shakes Cove where it was moored to a safe place.

GALLANT SOULS

(In Memoriam of Lt. C. L. Perrott,
 CRM. Blacky Morris, AMM1c.
 W. D. Eubank)

By Andrew J. Cupples
 St. Petersburg Air Station, St. Petersburg,
 Fla.

THEIR last long flight is ended.
 Their last patrol is done,
 They've made a happy landing.
 Behind the setting sun.
 No more they'll have the earthly jobs
 Of pushing stick or turning knobs.
 Of rapping keys or holding checks,
 Of scanning charts or searching
 wrecks.
 Higher Command than here below
 Gave them orders, bade them go.
 So each obedient with the rest
 Three Gallant Souls went West.
 They're gone but not forgotten
 And they shall never be,
 We cannot slight the good,
 They haunt the memory,
 An unkind word has not been said,
 And many hearts for them have
 bled.
 We all recall their little traits,
 And classed them all as real ship-
 mates,
 But the Great Commander in the sky,
 Who watches over all who fly
 Called them home—He thought it
 best
 And so Three Gallant Souls went
 West.



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AIR FATALITIES

Coast Guard Headquarters announced with regret the deaths of Lieutenant Charles M. Perrott, Chief Radioman Walter O. Morris and Aviation Machinists Mate William D. Eubank, when the Coast Guard Amphibian plane No. 168 fell into Tampa Bay, Florida, on 15 June, 1936.

Lieutenant Perrott was born at Beaver Falls, Pennsylvania, September 30, 1905. He was appointed a Cadet in the United States Coast Guard, August 9, 1926, and upon graduation was commissioned an Ensign, in May, 1929. He was then assigned to the Coast Guard cutter *Mendota*, at Norfolk, Virginia, for duty, and in 1931 ordered to the Coast Guard Academy for temporary duty in connection with the training of cadets. In May, 1931, he was commissioned a Lieutenant (junior grade). In September, 1931, he was assigned to the Destroyer Force, and in September, 1933, was ordered to duty at Headquarters, Washington, D. C. In October, 1934, he was assigned to the Naval Air Station at Pensacola, Florida, for duty as a student pilot in aircraft, and after completing that course was appointed a Coast Guard aviator, in October, 1935. In December, 1935, he was ordered to the Coast Guard Air Station at St. Petersburg, Florida, to which station he was still attached at the time of his death. He was commissioned a Lieutenant May 15, 1933.

Lieutenant Perrott is survived by his mother, Mrs. Alice E. Sturgis, of East Liverpool, Ohio; his wife, Mrs. Marguerite Perrott and son, Charles M. Perrott, III, who reside in St. Petersburg, Florida.

Chief Radioman Walter O. Morris was born in Louisville, Kentucky, October 17, 1902. He enlisted in the Coast Guard as Seaman, first class, in August, 1927, and during his first enlistment was advanced to Radioman, first class. In 1934 he requested aviation duty, and in March, 1935, was ordered to the Coast Guard Air Station at Cape May, New Jersey for duty in connection with aviation radio. In April, 1935, he was advanced to Chief Radioman. In November of that year he was transferred to the Coast Guard Air Station at St. Petersburg, Florida, to which station he was still attached at the time of his death.

Chief Radioman Morris is survived by his wife, Mrs. Agnes E. Morris, a daughter, Leone E., of St. Petersburg, and a brother.

Aviation Machinists Mate William D. Eubank was born in Katty, Texas, November 14, 1898. He enlisted in the Coast Guard December 21, 1928, as Motor Machinists Mate, first class. In September, 1931, he was assigned to the Coast Guard Air Station at Cape May, New Jersey, and in December of that year was advanced to Aviation Machinists Mate. In April, 1933, he was transferred to the Coast Guard Air Base, Miami, Florida, and in January, 1936, was ordered to duty at the Coast Guard Air Station, St. Petersburg, Florida, where he was stationed at the time of his death.

He is survived by his wife, Mrs. Katherine Eubank, two sons and a daughter, of St. Petersburg, Florida.

FOUR BIG NEW ONES

General view, at the Philadelphia Navy Yard, of the new cutters *GEORGE W. CAMPBELL*, *SAMUEL D. INGHAM*, *WILLIAM J. DUANE* and *ROGER B. TANEY*.

CAMPBELL SCUTTLEBUTTE

By Si Butts

ON 16 June, 1936, at 1403 Daylight Saving Time, the crew of the *George W. Campbell* was mustered on board the ship, and she was placed in commission. Captain P. W. Foote, U.S.N., representing the Commandant of the Philadelphia Navy Yard officiated. Commander E. G. Rose, U.S.C.G. accepted the ship, the vessel having previously been christened on 3 June, 1936, by Miss Cabell Brown, of Harriman, Tennessee, she being great, great, great grand daughter to Commodore Campbell, for whom the vessel is named.

After all ceremonies were over the crew was dismissed and proceeded to move bag and baggage on board. The ship so far has been liked by everyone, and from all indications she will be a ship for any Coast Guardsman to be proud of. With Commander Rose at the helm there should be no doubt but what she is one of the best ships the Coast Guard owns.

The boys had been getting every night liberty, and having to stay aboard for one whole night made the fluttering damsels from the Club Grill and Ridge Valley wonder what had happened to their Knights of the Night. Things have quieted down more and the damsels are getting used to seeing their light-loves two nights out of three instead of every night. CCStd Lipman (from the *Thetis*) is at the head of the chow department, and boy what a feeder that fellow is. I wonder what the boys from the *Thetis* think about losing such a good feeding man as he is. This writer dares to say that she is the best feeding ship in the whole Coast Guard.

Dame Rumor has already started her dirty work on board, and has it that a certain QM cannot resist the charms of a fair Philly frill. Perhaps 'tis the hot weather that has affected his head.

Seaman Oliver seems to be the leading Romeo, with Rebel Hendrix running a close second. Rebel's popularity is due to his exceptional ability with that old pill (baseball). He has been performing wonderfully for the Navy Receiving Station and Marines, and should be one of the main stays for a bigger and better *Campbell* baseball team. No doubt Tooker (just another G.M.) will do the back stopping. Rebel's curves break so close that I doubt very much whether he would be able to catch the ball as do other good catchers. But that remains to be seen.

It seems that several chiefs (not mentioning any names) are having a grand time now that they are away from home. These Philadelphia Mamas must have what it takes to take the brass buttons by storm. However, everyone knows that just as soon as the ship leaves home port and docks somewhere else the chiefs are always out for blood. (No affront is meant).

Seems like another man has gone wrong. Yeoman Davis has stated his intentions of obtaining for himself one of the fairer sex. Well lots of luck to you Davis, you will need it. Maybe two can live as cheap as one but remember there is always an addition to that two. That is what takes the money out of the old sock.

Several (well married) men are here from New London, and have been stepping out and seeing the night life of good old Philly. All I can say is watch out for street cars, there is always another one coming.

A certain BM came and whispered in my ear (not knowing that I was THE Scuttlebutter) and said there was no end to the number of women he had listed in his address book. After all Boats why be one way, some of your shipmates would like very much to get next to some good looking (?) first rated and maybe have a dance or two before going to see the parson. They get that way after a while in the Service.

Felsen (a pen pusher) has about decided to change his rate to a boatswain's mate, so he can get a little rest. Between the regular office work, canteen, assisting the clothing officer and numerous other small items he has no time to himself. It would seem that the BM's have nothing to do.

This should be enough for a commencer, and I will be back next month with some more dope on all you mugs, so keep a watch on your actions ashore, and don't let them speak for themselves.

QUILLAYUTE RIVER

At Quillayute River Station, E. A. Reutertrona, Boatswain's Mate 1st class (L), in charge, lighthouse tender *Heather* hove to off the entrance of the Quillayute River and made preparations to launch a boat. Motor life boat was manned and proceeded to the vicinity and met one of the *Heather's* whale boats with a load of gas tanks for the James Island light. Whale boat was taken in tow and towed to the lighthouse. Assistance was then rendered to hoist the tanks 180 feet in the following manner: 2-inch manila line was reeved through a single block at the top of the Island, one part of line was passed to motor life boat and secured to the towing bit. The tanks were secured to the other end. By slowly going ahead and backing with motor life boat, ten tanks were successfully hoisted to the top of the Island. Upon completion whale boat was returned to the *Heather*.

Cashier: "I need a holiday, I'm not looking my best."

Manager: "Nonsense."

Cashier: "It isn't nonsense; the sailors are beginning to count their change."

Wife: "Goodness, George, this isn't our baby. This is the wrong carriage."

Hubby: "Shut up! This is a better carriage."

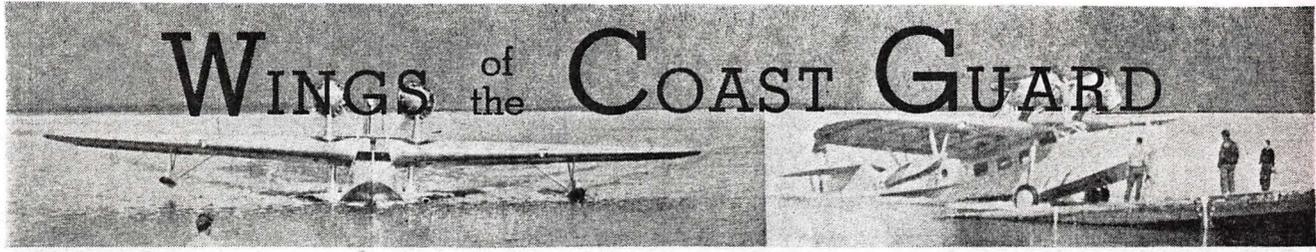
Vacationer: "Any big men born here?"

Dare County Native: "Nope. Not very progressive 'round here; best we kin do is babies. Diff'rent in the city, I spose."

Junior came home from his first day at school. "Well, son," greeted the C.P.O. father, "how did you like it?"

"Aw, they asked me my name and I told them. Then they asked me your name, and I told them. Then they asked me where I was born. I didn't want to be a sissy and say the maternity ward, so I just told them 'Yankee Stadium.'"

CGM
Jan, 1937
Vol. 10
#3
P. 8-11



AVIATION GROWS

THE Aviation Section of the U. S. Coast Guard, in the past few years, has been going forward and developing rapidly. In cold statistics the growth of aviation is shown by the increases, since 1 January, 1934, from 18 planes to 43 and from 3 air stations to 7.

The seven new cutters, the *Alexander Hamilton*, *George M. Bibb*, *George W. Campbell*, *John C. Spencer*, *Roger B. Taney*, *Samuel D. Ingham* and *William J. Duane*, are equipped to carry planes. The *George W. Campbell* and *William J. Duane* are pictured elsewhere in these pages.

The increase in planes and air bases also involved the scrapping of old types and equipment and commissioning of the most modern planes and bases.

LUKE CHRISTOPHER

Coast Guard Headquarters regrets to announce the death of Lieutenant Luke Christopher, U.S.C.G., off Assateague, Virginia, December 5, 1936.

Lieutenant Christopher was born at Cookeville, Tennessee, May 31, 1896. He was appointed a temporary lieutenant in the Coast Guard, October 2, 1932, his appointment being made permanent September 23, 1935. His assignments included temporary duty at Coast Guard Headquarters, Washington, D. C. He was then ordered to Section Base 9, Cape May, New Jersey, for aviation duty, and was subsequently ordered for duty on the Coast Guard cutters *Sebago*, *Cayuga*, and *Hunt*. He was also in command of the Air Patrol Detachment at San Diego, California, and at the time of his death was attached to the Cape May Air Station.

Prior to appointment in the United States Coast Guard, Lieutenant Christopher served in the U. S. Army Reserve Corps (Air Service), passing through the several grades from 2nd Lieutenant to Major. He was on active service from February 14, 1918, until April 21, 1919. In September, 1919, he was awarded the Victory Medal.



The late Lieutenant Luke Christopher, U.S.C.G.

Lieutenant Christopher is survived by his widow, Mrs. Berthel Christopher and a son, Glen B. Christopher, aged 13.

Interment was at Arlington National Cemetery, December 9, 1936, with full military honors.

Lieutenant Christopher was on an errand of mercy when his death occurred. He had been ordered from the Cape May Air Station to pick up a sick man in Assateague Harbor, from an Assateague surfboat. He picked up the emergency appendicitis patient to transport him to the Norfolk Hospital, but crashed on the take-off; and died shortly after. The sick man was later transported to the hospital at Salisbury, Maryland.

Pallbearers: Constructor D. R. Simonson, Lt. F. E. Pollio, Lt. L. B. Tollaksen, Lt. G. H. Bowerman, Dist. Comdr. Charles Walker, Lt. L. T. Jones.

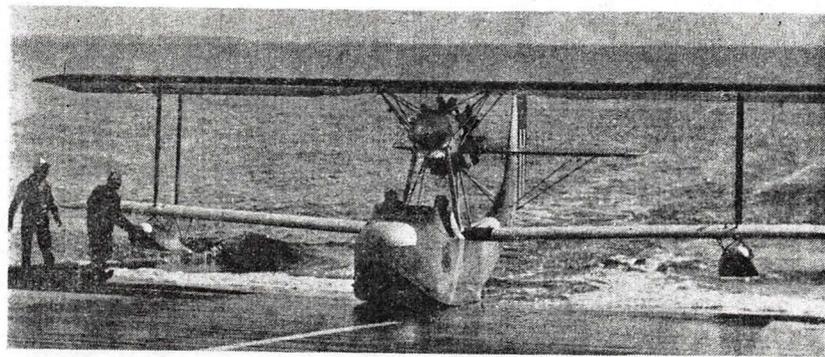
PLANES FOR FUTURE

Huge, commodious Pullmans of the air cruising at 225 miles per hour with luxurious overnight accommodations for twenty passengers are possible in the near future according to Dr. J. C. Hunsaker, head of Mechanical and Aeronautical Engineering at Massachusetts Institute of Technology, and George J. Mead, Vice-President and Chief Engineer of the United Aircraft Corporation. In an article entitled "Around the Corner in Aviation" published in the current issue of M. I. T.'s TECHNOLOGY REVIEW, Dr. Hunsaker and Mr. Mead show that in light of present aeronautical knowledge new transport planes, greatly surpassing in comfort and performance those now in service, could be designed and built immediately. Their statements are based on cooperative studies started over a year ago by the research group and designers of United Aircraft and the aeronautics staff at M. I. T.

With the authors envisage as "Tomorrow's Airplane" for transcontinental service in the United States would carry a total payload of 5,100 lbs. including 20 passengers, their luggage, and half a ton of mail and express, from coast to coast over night without normally calling on the engines for more than 69 per cent of their rated power. The machine would be a low-wing monoplane with four two-row, radial, air-cooled engines of a total power between 3,000 and 4,000 horsepower. The airplane would have a gross weight of about 40,000 lbs., a range of 1,250 miles and a cruising speed of 225 m.p.h. at 10,000 feet.

NEW RADIO EQUIPMENT

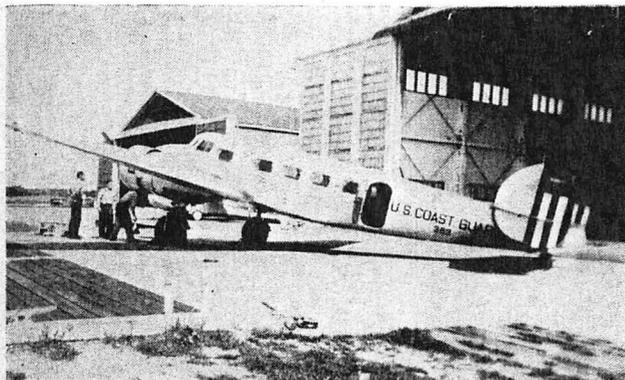
Headquarters has taken steps to procure new crystal controlled radio equipment for the 02U2 and associated aircraft, as well as the new 00-1 (Viking Boats). These equipments have been ordered for some time, and in each case it is expected that manufacturer's samples will be ready for inspection and acceptance during the current month.



AT BILOXI, MISSISSIPPI

Photographs by Anthony V. Ragusin

New Viking seaplane photographed upon its actual arrival at the Biloxi Air Station, U. S. Coast Guard. The plane was flown from the factory at New Haven, Conn., to Biloxi, on the Mississippi Gulf Coast. The plane was piloted from the factory to the Biloxi Air Station by Robert P. Deuel, ACMM AP, right, accompanied by Curtis E. Bay, ACMM, on the left.



Photos by Davison

PRIDE OF CAPE MAY

The beautiful Lockheed Land Transport officially known as the V-151 (formerly the G-383).

THE STURDY OLD 130

You can look, but mustn't touch, that's why it looks as good as the day it left the factory.

NEW AIRCRAFT NUMBERS

The following information, may be used to correct the Communication Facilities, U. S. Coast Guard:

Aircraft	International Radio Call	Type of Aircraft	Model
V 106	NVMRG	Seapl.	RD
V 109	NVMSA	Seapl.	RD-1
V 110	NVMRP	Landpl.	N4Y-1
V 111	NVMSB	Amphib.	RD-2
V 112	NVMRB	Seapl.	PJ-1
V 113	NVMRC	Seapl.	PJ-1
V 114	NVMRD	Seapl.	PJ-1
V 115	NVMRF	Seapl.	PJ-1
V 116	NVMRA	Seapl.	PJ-2
V 117	NVMRQ	Landpl.	O2U2
V 118	NVMRR	Landpl.	O2U2
V 119	NVMRS	Landpl.	O2U2
V 120	NVMRT	Landpl.	O2U2
V 121	NVMRU	Landpl.	O2U2
V 122	NVMRV	Landpl.	O2U2
V 124	NVMRX	Landpl.	NT-2
V 125	NVMSC	Amphib.	RD-4
V 126	NVMSD	Amphib.	RD-4
V 127	NVMSF	Amphib.	RD-4
V 128	NVMSG	Seapl.	RD-4
V 129	NVMSH	Amphib.	RD-4
V 131	NVMSK	Amphib.	RD-4
V 132	NVMSL	Amphib.	RD-4
V 133	NVMSM	Amphib.	RD-4
V 134	NVMSN	Amphib.	RD-4
V 135	NVMSO	Amphib.	JF-2
V 136	NVMSQ	Amphib.	JF-2
V 137	NVMSR	Amphib.	JF-2
V 138	NVMSR	Amphib.	JF-2
V 139	NVMSR	Amphib.	JF-2
V 140	NVMSR	Amphib.	JF-2
V 141	NVMSU	Amphib.	JF-2
V 143	NVMSW	Amphib.	JF-2
V 144	NVMSX	Amphib.	JF-2
V 145	NVMSY	Amphib.	JF-2
V 146	NVMSZ	Amphib.	JF-2
V 147	NVMYA	Amphib.	JF-2
V 148	NVMYB	Amphib.	JF-2
V 149	NVMRY	Landpl.	R3Q-1
V 150	NVMRZ	Landpl.	RT-1
V 151	NVMRN	Landpl.	R30-1
V 152	NVMYC	Seapl.	00-1
V 153	NVMYD	Seapl.	00-1
V 154	NVMYF	Seapl.	00-1
V 155	NVMYG	Seapl.	00-1
V 156	NVMYH	Seapl.	00-1

COPY OF DISPATCH

(12/8/36)

AIR STA., CAPE MAY
6008 FOLLOWING RECEIVED BY THE DIVISION COMMANDER FROM REAR ADMIRAL CARY T. GRAYSON, U. S. N., RETIRED, NATIONAL CHAIRMAN AMERICAN RED CROSS AND QUOTED FOR MRS. CHRISTOPHER. QUOTE: IT IS WITH DEEP REGRET THAT WE LEARN OF THE DEATH OF LT. LUKE CHRISTOPHER STOP AT THE TIME OF THE FLOODS IN PENNSYLVANIA AND WEST VIRGINIA LAST SPRING HE RENDERED HEROIC SERVICE TO DISASTER VICTIMS TO THE COAST GUARD AND TO THE RED CROSS STOP HIS INTELLIGENT AND UNSELFISH SERVICE WAS GREATLY APPRECIATED BY RED CROSS PEOPLE WHO WERE IN CHARGE OF THE RELIEF AND BY THE FLOOD SUFFERERS ALIKE STOP PLEASE EXTEND THE SYMPATHY OF THE AMERICAN RED CROSS TO HIS FAMILY UNQUOTE.
 NEW YORK DIVISION.

AT ST. PETERSBURG

Pay Clerk Mason B. Herring of the St. Petersburg Air Station.

CAPE MAY AIR STATION FLASHES

By J. W. Davison

Now that we have bade farewell to football, here is the CMAS basketball lineup: Lieutenant E. E. Fahey, Connelly, Wojick, Meinhart, Sliney, Twambly, Garleb, Moffett, and Marlow. It is hoped that there will be opportunities to play teams representing the Depot, Fort Trumbull, Base 4, and vessels stopping at Cape May during the season. This is an invitation and a challenge. All units are invited to communicate with Yeoman Bill Connelly.

Good luck to Aviation Machinist's Mates Gosky, Jaynes, Day, and Eccleston, who are now basking in the warm sun of Miami. Yes, and we hope Seaman G. W. Smith who is bound for Oakland, California, will be

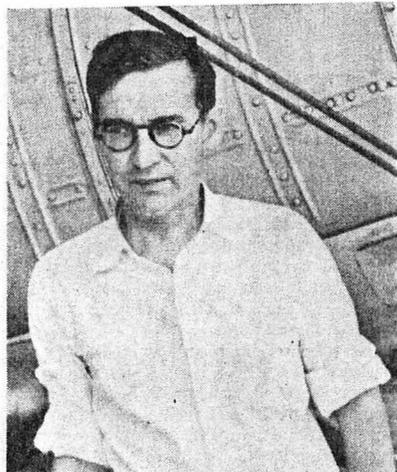
as much help to the basketball team out there as he was here last winter.

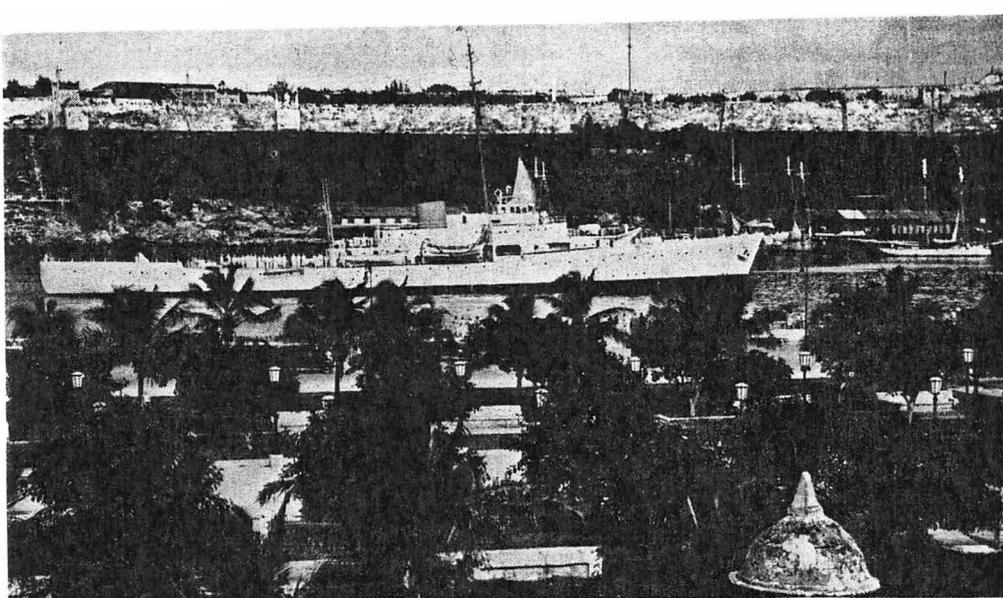
The recent initial Air Station Rifle Club dance was a yowling, howling, rootin, tootin success. The boys did all the work, even to washing the dishes, and they did a mighty fine job. May success dog their footsteps in future efforts. It is understood these dances are to be monthly affairs and personnel of visiting ships are invited to attend. Why, George Davis and a gang from the Depot came up for the last one and we were glad to see them enjoying themselves. Come one, come all.

About time these words go to press the Cape May Unit of the Coast Guard League of Women will be entertaining the kiddies at their annual Christmas party. This event is looked forward to by the children from year to year as it seems the parties grow bigger and better with the passing of each yuletide. To see the delight and happiness of the children is no doubt ample reward for the ladies of the League who work hard the entire year in order to have the funds to make the youngsters' Christmas party a success. It's a big hard job, but well done, indeed very well done.

Elsewhere in this issue appear pictures of the new Viking flying boats, the first of which was formally accepted by a board presided over by Lieutenant Bowerman. Chief Carpenter O. G. Tobiason and William Scholtz, ACMM, (better known as "Little Bill") have been on inspection duty at the Viking plant in New Haven, Conn., since last July. It is believed that the new Vikings are a great improvement over the old type purchased about five years ago.

FLASH!! Just as we were about to conclude these Cape May news items with the comment that nothing of great importance had happened of late, a flash came over the wire telling of the plane crash which killed Lieutenant Luke Christopher and injured his crew of Guy York, CRM, and Ralph Green. AMM1c, while on an errand of mercy. Lieutenant Luke Christopher was one of the most admired gentlemen known to the personnel of Cape May. He was a veteran flyer who had more than 10,000 flying hours to his credit and enjoyed an enviable reputation in aeronautical circles. The Coast Guard will miss his services as an officer and those who knew him personally will miss him as an admired friend and shipmate. His death, coming soon after the unfortunate demise of Charles Palmquest, ACMM, who was killed in an automobile accident, leaves Cape May Air Station in a deep pall of mourning. To the families of these departed men the Air Station has extended its sympathy and condolence.





STATIONED AT SAN DIEGO

The fine new cutter SAMUEL D. INGHAM, carrying her own seaplane, is stationed at Port Angeles, Washington, in command of Commander H. G. Hemingway, U.S.C.G. Above the SAMUEL D. INGHAM is shown in historic Havana Harbor, Cuba, enroute from the Atlantic to the Pacific via the Panama Canal.

CAPE MAY AIR STATION WINS

TREASURY DEPARTMENT
Headquarters
UNITED STATES COAST GUARD
WASHINGTON
29 October, 1936.

FROM: Commandant.
To: Commanding Officer, Cape May Air Station.

Subject: Small arms target practice, 1935-36.
Reference: (a) Headquarters letter to all units, 25 September, 1936. (ORD-671).

1. It is noted that the Cape May Air Station made the *highest merit* of any Coast Guard Unit in the 1935-36 small arms target practice. With the .30 caliber rifle 97.7% of the firing complement qualified, 52 as experts, 46 as sharpshooters, and 31 as marksmen. With the .45 caliber pistol 63 qualified as experts, 16 as sharpshooters, and 24 as marksmen. The final figure of merit was 7.510. This is an increase of approximately 90% over the score attained in the previous year's practice. Every officer and man attached to the air station should be proud of such a record, for it indicates a high standard of proficiency in the use of small arms.

2. The Commandant heartily congratulates the personnel of the Cape May Air Station and he feels confident that they will strive to maintain their enviable record.

3. It is requested that this letter be published at general muster.
/s/ R. R. WAESCHE.

FIRST INDRORSEMENT
NEW YORK DIVISION

New York, N. Y.,
30 October, 1936.

From: Commander, New York Division.

To: Commanding Officer, Cape May Air Station.

1. Forwarded with great pleasure.
/s/ J. F. HOTTEL.

YOUNG LAWRENCE

Born at St. Luke's Hospital, Jacksonville, Florida, October 16, 1936, to Ensign and Mrs. William J. Lawrence, U.S.C.G., a son.

SPEECH AMPLIFIER

After considerable difficulty in research and development, the Coast Guard has been able to procure a speech amplifier for use in aircraft which should prove to great value to the Service in the performance of its many duties.

There have been incorporated certain new and advanced features, which mark an important and outstanding advancement in the art of speech amplification, and direct transmission. The provisions of the Coast Guard specifications that, "intelligible spoken information with the airplane flying at an altitude of five hundred (500) to three thousand (3,000) feet, above land, or above water, with at least a thirty-two (32) mile ground wind blowing," has been reasonably met in spite of the tremendous handicap of weight and power limitations, and also being required to operate the equipment with the projector extending from a side window of a two-engine amphibian airplane.

This equipment is designed to operate from a 12-volt storage battery. Its total weight is 114.5 pounds.

The average test data of speech amplifier equipment is as follows:

Plate Current	Peak	Battery Drain Amperes	Power Output Watts audio	Power Input Watts
70	...	17.5	...	210.0
70	100	19.5	8.4	234.0
70	150	21.0	23.5	252.0
70	200	22.75	38.8	273.5
70	250	24.75	71.5	300.0

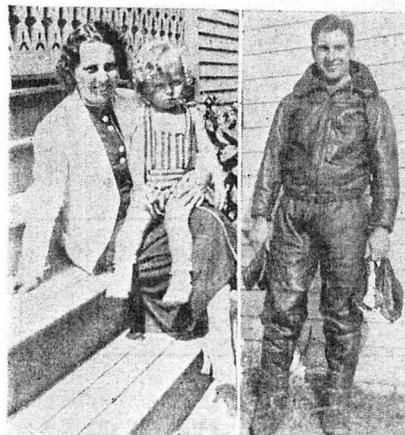
A dynamic type of microphone is employed with this equipment. The amplifier has an overall frequency response of plus or minus 2 db., over a frequency range of 400 to 20,000 cycles. The cut-off below 350 cycles is very sharp, while at 20,000 cycles the cut-off is more gradual. Since the frequencies below 350 cycles are cut-off, the voice as emitted takes a peculiar nasal characteristic which, rather than being a hindrance, is considerable of an advantage due to its penetrative ability.

The speaker units, as constructed, are believed to represent the most efficient type of permanently magnetized dynamic speaker that has as yet been designed. This was accomplished through the most careful selection of metals and particularly the design structure. This speaker, while having an unusually dense magnetic field, is so designed that its external field is practically eliminated. An example of how thoroughly this has been accomplished can be more readily understood when it is realized that one of these units can be placed within fourteen inches of a magnetic compass without causing noticeable deviation.

This is by no means the first attempt to speak intelligibly from an airplane to the ground. In fact, such efforts have been made for purposes of commercial advertising for several years, using equipment weighing as much as two thousand pounds, with a varied degree of success. However, at no time has it been heretofore possible to accomplish this with the limitations of space, weight and power consumption, that was imposed in this instance.

SAFETY INSTRUCTIONS

As a result of the ratification of the Safety of Life at Sea Conference, the requirements in regard to radio are now applicable to American ships and become effective 7 November, 1936. The Federal Communications Commission has issued instructions governing the requirements. These instructions pertain to all ships of American registry engaged on international voyages, other than voyages between the United States and Canada on any lakes or rivers. Cargo vessels of less than sixteen hundred gross tons are excepted. Main and emergency equipment will be required, the transmitters of which will be tuned to 375 kilocycles, 500 kilocycles, and at least one other working frequency between 350 and 485 kilocycles. The receivers will be required to receive emissions of types A-1, A-2 and B in the 100-200 kilocycles band and in the 350-515 kilocycles band. The auto alarm is authorized under certain conditions. Lifeboats on certain vessels must be equipped with a radio telegraph set capable of transmission on 500 kilocycles, type A-2 emission. Each passenger vessel of 5,000 gross tons and over and each ship designated by the Bureau of Marine Inspection and Navigation will be required to carry a direction finder. The watches to be stood will be governed by the size of the vessel and whether the vessel is subject to the Ship Act. Generally speaking, continuous watches will be stood, either by the operator or by an auto alarm system, on all vessels coming under the jurisdiction of the Radio Act. Where an auto alarm system is fitted, at least eight hours watch per day must be maintained by an operator.



Fotos by Davison

AT CAPE MAY

Left—Mrs. Doris Coyne, wife of Pat Coyne, CWT, and Georgie Penston, son of Phil Penston, Ph.Mc, all of Cape May.

Right—From gridiron to skylines, Gordon White, Ytc, at Cape May Air Station delights in going aloft at every opportunity even though he does not draw the much-coveted flight pay. Gordon gained fame on the All-Coast Guard football team a few years back. He is a popular young man, has an excellent service record, and is a good shipmate.

DALE T. CARROLL

Coast Guard Headquarters regrets to announce the death of Lieutenant Dale Trudo Carroll, U. S. Coast Guard, at Holbrook, Arizona, on November 17, 1936.

Lieutenant Carroll was born in Texico, Mexico, November 8, 1906. He entered the Coast Guard Academy April 17, 1925, and was appointed an Ensign May 15, 1928. His first assignment was on the Coast Guard cutter *Yamacraw*, and he subsequently served on the *Ammen*, the *Hunt*, the *George E. Badger*, the *Tucker*. He was Executive Officer of the *Perseus* at the time of his death.

Lieutenant Carroll is survived by his widow, Mrs. Clyde Jones Carroll.

Funeral at Arlington National Cemetery, November 24, 1936, with full military honors.

Following is from The Holbrook, Arizona, "Tribune-News":

"Lt. Dale T. Carroll of the U.S.S. *Perseus*, stationed at San Diego, California, died here in a local hospital an hour and a half after an automobile accident which seriously and probably critically injured his wife.

"The couple were driving from San Diego to Kansas City when their car figured in a head-on collision with a truck loaded with posts two miles east of the Painted Desert.

"A Winslow man picked up the injured people and rushed them to the Park-Navajo Hospital. Lt. Carroll died a few minutes after reaching the hospital. Mrs. Carroll received a concussion of the brain, two broken ribs, a dislocated hip and many other minor injuries. She regained consciousness a few moments the morning after the accident, but soon went into a coma again. She rallied again and seemed to be improving to a certain degree and has a slight chance for recovery.

"Carl Thompson, driver of the truck, was arrested by Patrolman Alvin Stradling and placed in Navajo county jail. Apache county Attorney Dodd L. Greer investigated the tragedy and filed a complaint charging him with manslaughter.

"He was taken to St. Johns and placed under a bond of \$3,500 which he was unable to make. His preliminary hearing was set but postponed when a wire was received by Sheriff Lafe S. Hatch from Coast Guard officials stating that they wanted to go into the investigation and after a conference with Attorney Greer, it was decided to conduct the hearing later.

"Patrolman Stradling said the truck was on the wrong side of the highway and was evidently at fault."

GARBUTT & WALSH

Boat Builders
Machine Shop—Marine Ways
San Pedro, Calif.,
November 18, 1936.

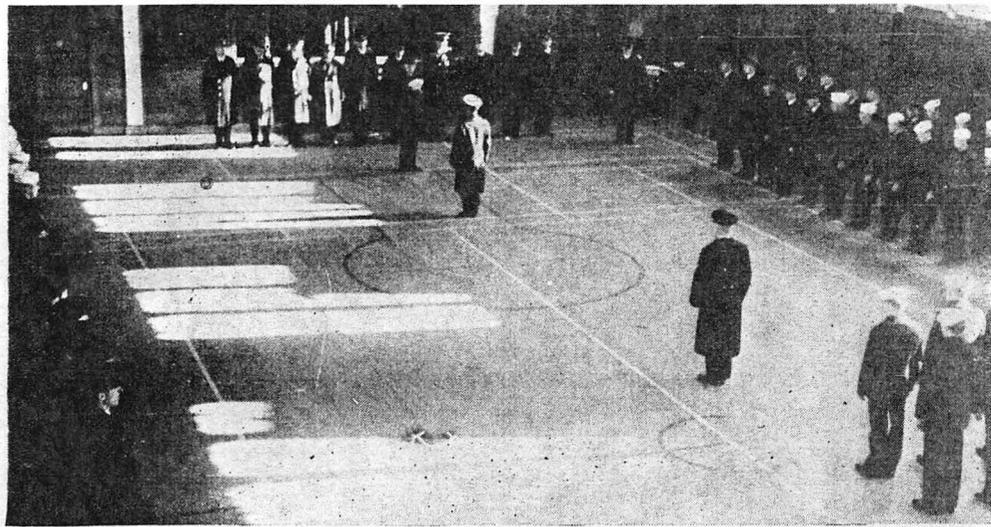
LIEUT. Com. C. W. Thomas,
Coast Guard Base 17,
San Pedro, California.

Dear Sir—Allow me to thank you and your crew on the "*Hermes*" for the excellent work done in salvaging the hull of the launch *Imperial* from Santa Cruz Island after all others failed.

Sincerely yours,

GARBUTT & WALSH,
/s/ Matt J. Walsh.

NOTE—Ensign Charles Tighe handled the ship and Chief Boatswain J. E. Wilson handled shore operations.



CHIEF RETIRES

Chief Yeoman William T. Coates, right, and the watch which was presented him by his shipmates in honor of his recent retirement.

General Muster, above, held in the Fort Trumbull gymnasium upon the occasion of retirement of Chief Yeoman Coates, December 1, 1936.

CHIEF YEOMAN COATES

Some thirty-eight years ago a boy, imbued with wanderlust, set sail upon the figurative seas of life and the actual seas of maritime adventure. A few days ago at Fort Trumbull Training Station this boy, now grown to man's estate, climaxed his many years of voyaging when he, Chief Yeoman William T. Coates, was retired from active service.

Over three decades ago William Thomas Coates entered the service of the United States Government, to serve honestly, conscientiously, and devotedly until such time as his government saw fit to reward him for his merits by means of retirement. His is a deserving lot and, although his exploits and heroisms have not been renowned, the Service life he led, were it revealed to all of us, would prove alluring and interesting.

On December 1, 1936, the final act in this life of patriotism and devotion to duty was played. Called before a General Muster held in his honor on that day, Coates was presented with his reward—official retirement from active service with the U. S. Coast Guard. In appreciation of the sincerely and cordiality that this popular chief yeoman has shown toward his shipmates, Captain William T. Stromberg presented him with a suitably-engraved pocket watch, a reminder from his friends that although time has passed all too swiftly, there is still good reason to keep accurate account of its passage.

When Captain Stromberg had finished briefly outlining Coates' service, the retiring chief saluted smartly, executed a perfect 'about face,' and with quivering lips but firm step took, for the last time, his place in ranks.

The good wishes of all Coast Guard units go with William "Pop" Coates into his retirement.

Some years ago when China was battling with revolution there was a meagre Air Force on both sides. Owing to a shortage of suitable ground for aerodromes, the opposing aircraft came to mutual agreement for the use of one in unison. They occupied opposite ends and used the middle space for taking off and landing to and from their bombing errands, not considering themselves in the least to be at daggers drawn. Clever, these Chinese!



NEW PLANES

Opening of bids in Washington for a number of new type twin-engine flying boats for the U. S. Coast Guard has given support to reports the service plans to patrol the trans-Pacific route of Pan American Airways are advancing. The new ships, according to the specifications, must have a minimum cruising range of 2,000 miles. Fairchild Airplane Corporation was low bidder at \$106,687 each with full equipment in excess of two planes. Sikorski Airplane Corporation bid \$131,000 apiece, according to the report from Washington.

WESTERN EXPANSION

Stronger Coast Guard facilities along the entire Pacific Coast will accrue from new craft now completing or under construction, according to Capt. T. G. Crapster, Chief of Personnel who made an inspection survey of the San Pedro command of Lieutenant-Commander C. W. Thomas, as final act on the Coast before departing for the capital.

Four of seven new 324-foot cruising cutters are stationed on the Pacific.

Eight small speed boats are under construction for local assignment, and the 250-foot cutter *Itasca* is being returned from Honolulu.

PANDORA SHORT-TIMER

ONE month and fourteen days
Is all I have to do.
I've always said when this hitch is
done
I'm positively through.

I think it over at all times
And try to see what's right;
Perhaps I'll re-enlist again—
That is, I think I might.

I've heard talk about the "outside"
And the "life of Riley" there;
About how a fellow can get a stake
And become a millionaire.

In spite of all these arguments
Pro, con, and in between,
You'll probably see my monicker
Under "Re-enlistments" in the
Magazine.

HERMES

Aground on a sandy beach near Ventura, the San Pedro 70-foot purse seiner *Frances* was refloated by the *Hermes* at high tide.

Fog is reported to have contributed to the seiner's grounding. Her master and Japanese crew of 12 made their way easily through the surf to safety on the beach and telephoned the owner, Van Camp Sea Food Co., Inc., which sought aid of the Coast Guard.

Aided by a high tide, the *Hermes* also refloated, the Garbutt and Walsh tug *Imperial* from the rocks of Santa Cruz Island at Los Alamos anchorage and towed her to San Pedro.

Although her bottom was damaged badly by pounding on jagged rocks, the *Imperial* floated when pulled free of the rocks. She had buoyancy from empty oil drums carried below under instructions from the U. S. Steamboat Inspectors to permit her to carry large fishing parties.

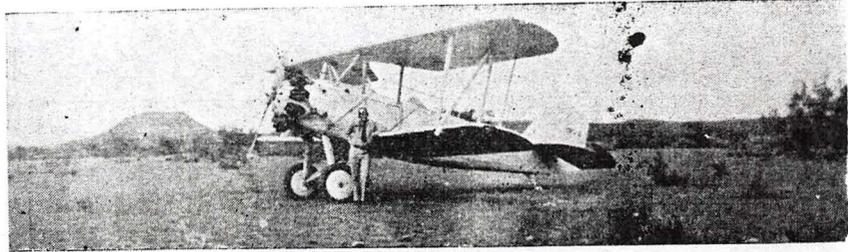
The craft went on the rocks when she slipped an anchor cable shackle while her crew slept aboard. The men were awakened by the jar of the grounding, finally were able to pitch equipment ashore when the vessel went higher on the beach.

NICE PEOPLE

The body of a young sailor, believed to have been the victim of a maritime strike violence in New York, was brought to Charleston, S. C. morgue by Coast Guard boat from well out to sea.

The lad was Charles J. Evans, 25, ashore from the Standard Oil tanker, *H. M. Flagler*.

Also brought ashore were two sick seamen, Homer Van Turner, oiler, of Salt Lake City, and Harry V. Gray. Turner was quoted as saying that Evans had been beaten



COAST GUARD BORDER PATROL PLANE, TEXAS

in New York after he had decided to quit the ranks of striking seamen and accepted a job aboard the vessel.

"About six or eight" men ganged Evans, Turner related, "and beat the life out of him. They knocked him down and kicked the life out of him."

"A beef squad was sent to get Evans," Turner asserted, adding that he had also seen violence, getting a black eye "in South street three weeks ago."

Federal authorities prepared to investigate the case.

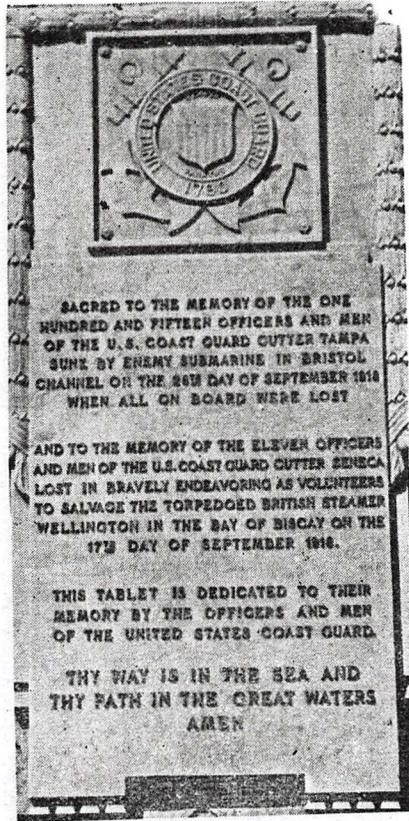
Evans' home was given as Everett, Wash.

DELICATE SYSTEM

A new Western Electric local communication system has been installed at the St. Petersburg Coast Guard Air Station, enabling instant communication with any part of the air station reservation.

The central unit of the system is located in the hanger. By merely throwing a switch contact can be had with any part of the barracks, radio station or other parts of the hanger.

The system is so sensitive that movements of the men can be heard in the hangar from the barracks even though some distance from the microphone. The ticking of a watch can be amplified to be heard across the room when placed on top of the microphone.



AT GIBRALTAR, SPAIN

Tablet honoring Coast Guard World War martyrs.

PRIBILOF ECHOES

By June Lipke, 16-year-old U. of Washington co-ed student, and daughter of Government Agent Lipke of St. Paul Island, Alaska.

ENSHROUDED in mist the summer thru
Are five Isles of the Bering Sea.
A mystery of grey in an expanse of blue
Without the beauty of bush or tree.

In winter the wind chants endlessly
As it sweeps o'er the barren land.
Its song in tune with the drum of the sea
As the waves tumble on beaten sand.

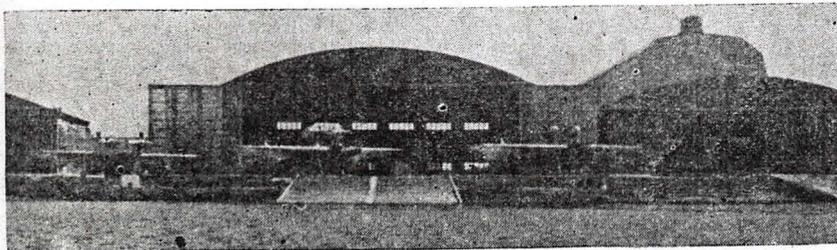
A foaming reef, a circling gull.
The dance of slender sea grass.
A picture as this can never be dull
Unless man's sense of beauty pass.

Spring here is not determined
By buds on flower or tree
But by the arrival of the graceful seals
As they appear from the depths of the sea.

And in the light of a crescent moon
A fox creeps from out of his den
A silent silhouette on a distant dune
Is not this beauty for a poet's pen?

Reindeer run on the tundra plains
Their antlered heads held high
The wind thru their horns gives a haunting strain
As the song from birds of the sky.

Yet some call these the Isles that God forgot
Ah! But 'tis not so.
Beauties here just must be sought
In the summer mists or winter snow.



CAPE MAY AIR STATION

CGM

Apr. 1937

Vol. 10

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pp. 1-3.

N-C-U—N-C-U—N-C-U—
"Trawler Atlantic—"

The radio operator at Coast Guard Air Station, Salem, hitched his chair around to face his typewriter. As the dots and dashes whined in his ears, he tapped out the message, letter by letter—a message from a vessel that needed help.

Seconds later Lieutenant Commander F. A. Leamy, station commandant, read the message, glanced automatically out the window of his little office.

Outside, a dismal rain fell on Salem harbor, and a rising wind was kicking up a chop. Beyond the harbor entrance, Commander Leamy knew, a heavy, low-lying fog shrouded Massachusetts Bay.

Somewhere in that fog, the message in his hand told him, a fisherman squirmed and groaned in his bunk on the trawler, suffering intense pain from an appendix that would burst and kill him if he didn't reach a hospital soon—far sooner than any plodding watercraft could make it.

That sounds like the opening of a fiction tale, culminating in a death defying dash to save a life, with the accompanying heroics. Well, it did culminate in a death defying dash, and the life was saved, but the tale is not fiction.

This particular dash actually happened, and it was only one of 26 such trips made from the Salem base to save stricken persons on vessels at sea during the fiscal year of 1935-1936.

Also, there were no heroics. With a few quiet orders, given as he was climbing into leather coat, flight helmet, and gloves, Commander Leamy gathered a crew around him to man the twin motored amphibian monoplane waiting on the ramp outside.

While a chief pharmacist's mate put an emergency first aid kit aboard the plane, and the crew stowed the necessary gear, Commander Leamy and his co-pilot huddled over a chart and plotted their course over the Atlantic.

MEANWHILE, the radio operator was telephoning the Chelsea Marine Hospital, notifying them of the case, and estimating the probable time of the plane's return with the sick man in her cabin.

In all such emergencies, the Chelsea Hospital has an ambulance waiting at the top of the ramp at the air base, and the Salem Hospital stands by in case the patient must be put into hospital at once, without giving time to reach Chelsea.

Salem Air Station, Where Lieutenant-Commander F. A. Leamy Commands, Does Some Great Work.

AS COMMANDER Leamy and his officers study the chart and get the latest weather reports from ships in the vicinity, mechanics outside start the necessary half-hour warming up the amphibian's powerful motors.

Fog—the airman's greatest fear and the one weather factor that has cost more lives in the air than all others put together—is the report from outside.

As his plane roars out through the harbor entrance, Commander Leamy finds it—thick, cottony fog that shuts off vision as effectively as if the windows of the plane had been painted white.

Hopefully he puts the ship into a climb and at 1000 feet clears the fog bank. It stretches beneath the ship, as far out to sea as his eyes can reach, apparently a limitless blanket so thick that it looks solid.

Somewhere underneath that impenetrable canopy is the ship he is looking for—one small trawler in all the vast expanse of the North Atlantic.

Once well out to sea the plane's radio operator picks up the trawler's signals on the directional radio—faint signals at first, growing stronger as the plane roars toward the ship.

Eventually, these signals become so strong Commander Leamy knows he is near his goal. Then the difficulty is that there is no way to tell whether the trawler is dead ahead, or whether the plane has passed over her. And so comes the most dangerous part of the flight.

Nosing abruptly down through the fog, flying blindly by means of the instruments before him, the skipper levels off a few feet above the sea, and skims along in hope of seeing the ship.

Minutes pass, and no sign of it. Then the radio signals begin to weaken, and the flyer knows that the Atlantic lies somewhere astern.

The search for the little vessel becomes a race against time. Glimpses of the sea through the shredding fog bank as the plane skims along a few feet above the waves show the sea rising. An hour more and it will be too dangerous to land.

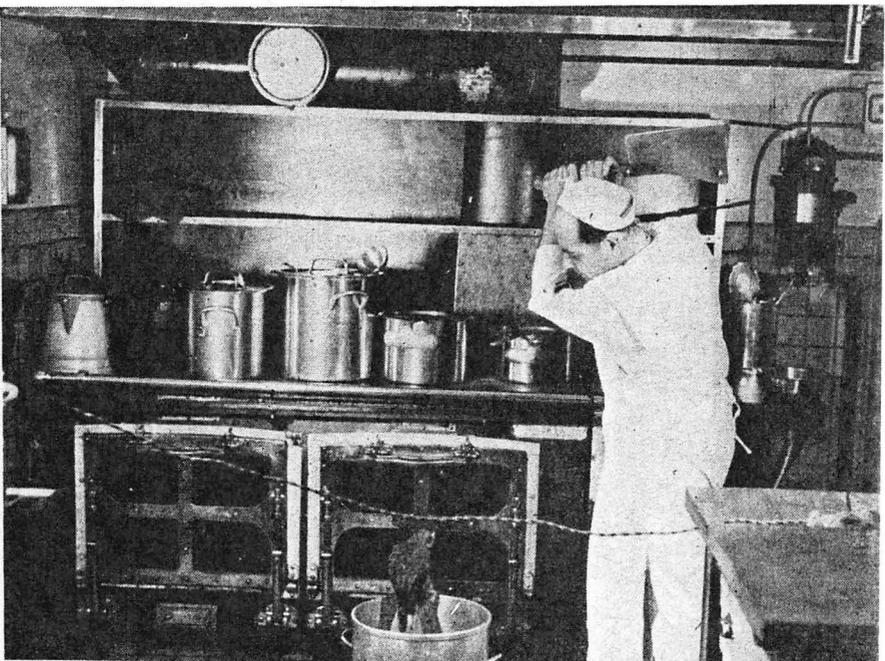
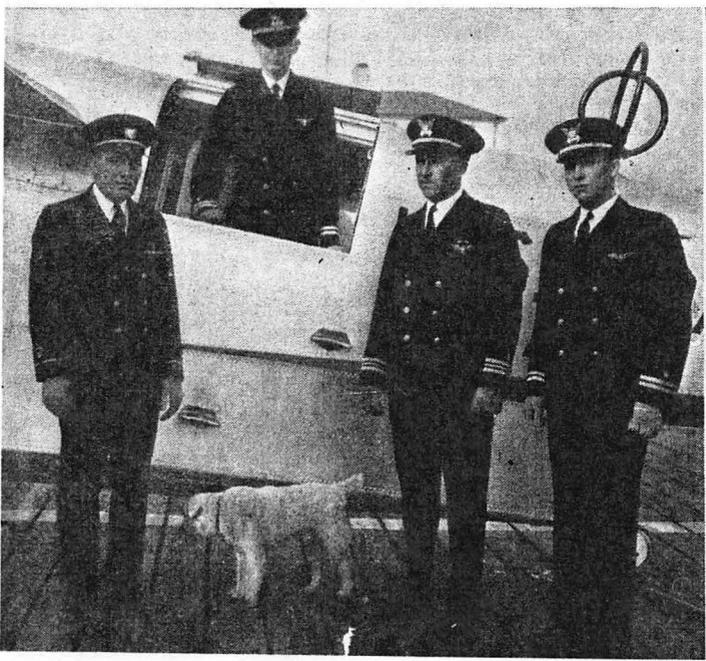
Wheeling to fly back over his course once more in hope of picking up the trawler, Commander Leamy climbs above the fog again. And as he tells the story, he says:

"Right then I got about the luckiest break in my life. Right

(Continued on Page 36)

Just four reasons why Salem Air Station is so popular; Lieutenant-Commander F. A. Leamy, Commanding Air Station; Lieutenant P. S. Lyons; Lieutenant T. G. Müller; Machinist J. R. Orndorff.

The Salem Witch says that the oft mentioned sea-gull dinner has been replaced by choice parrot wings by that clever swinging ships cook John Haken, as shown in picture below, with apologies to Marie Antoinett's executioner.



COAST GUARD FLIES TO THE RESCUE

(Continued from Page 3)

below me, a little hole opened in that fog bank, and right at the bottom of that hole was the Atlantic.

"Think of it—one hole in all that expanse of fog, and in it the ship I was looking for."

Seconds later, the plane swooped down in the lee of the trawler, and the groaning sailor was transferred for the dash back.

Such a transfer in the open sea is no mean feat in itself. While the vessel lowers a dory and the patient is rowed over to the bobbing airplane, the plane's crew open a hatch in the hull and stand by with a folding stretcher. The stretcher now in regular use, was invented by one of the enlisted men at the Salem base, Rupert Germaine, and is considered the best found for the purpose.

As the dory comes alongside, one of the Coast Guard crew, steps aboard and gently lifts the sick man to the stretcher which is then passed up to the sailor standing in the hatch.

SPECIAL STRETCHER

If the man is not too ill, he is hoisted back into the plane's cabin, where a special stretcher bed is fastened to the floor, but in cases like that of the Atlantic fisherman, the crew make him as comfortable as possible in the forward compartment.

During the few minutes it takes to put the fisherman aboard, the sea, already dangerously high for open sea work, has been rising fast. In the words of Commander Leamy's report:

"Encountered slight difficulty in taking off, due to increasing seas."

What this meant to the Commander, and to crew, was that as the plane, now burdened with the additional load of the sick man, strove to lift itself from the water, pounding seas reach up, hammer the bottom, snatch her back again. Commander Leamy said:

"Finally one unusually big roller gave her a good lift, and the next swell wasn't quite high enough to reach her. So we got away."

Official reports and figures tell not only that story, but scores of others since the Coast Guard Air Service was started nearly 20 years ago.

NEVER GROUNDED

Bad weather outside never grounds the Coast Guard. Ask Commander Leamy how bad the weather has to be to keep his ships down, and he waves his hand at Salem harbor, says simply:

"As long as we can see to get out of here, we fly."

That makes it possible to understand how, in 1936, from January 1 to Dec. 31, the six pilots at the Salem Air Base flew the base's four planes 97,737 miles up and down the 1000 miles of coast line for which the base is responsible, more than four times around the earth at the equator.

During that year, the pilots identified 2654 vessels and 334 planes, and 36 times went to the aid of ships at sea, in addition to their manifold other duties.

During the last fiscal year the Salem Air Base saved 59 lives and \$86,525 worth of property. The nearest to that record was

the Miami Station, with 41 lives and \$14,925 in property saved.

But those statistics do not take into account the dirty flying weather which is the rule along the New England coast. During only a few weeks in the spring and fall is the weather ideal for flying along this coast.

One night the station got a call from the liner *City of Baltimore*, Norfolk bound with a load of refugees, evacuated from revolution torn Spain by the Coast Guard Cutter *Cayuga*. One of the passengers, a woman, was critically ill, and needed immediate hospital treatment.

HEAVY FOG

Fog hung heavy over Narragansett Bay, and Commander Leamy had to fly through it to reach Nantucket Light, where he was to meet the liner.

Flying blind, the commander tried to urge his ship up over the fog, but as he said, "that fog bank must have reached almost to heaven." He added:

"But I got lucky again. I was getting good and tired of flying blind, when suddenly, the fog ended as if it had been cut off with a knife, and right below me were the lights of Hyannis, right on my course."

At Nantucket, the *City of Baltimore* eased up, hove to, and transferred the sick woman. She was rushed to Chelsea Hospital, and her life saved.

Of the six pilots stationed at the Salem Base—three are commissioned officers, one a warrant officer, and two enlisted men. All are graduates of the Naval Flying School at Pensacola, Fla., and all have received official commendations for skill and daring in the air.

The officers are Commander Leamy, Lieutenants T. G. Miller, and P. S. Lyons. Mechanic J. R. Orndorff, the station's assistant maintenance officer, is the warrant officer, and the enlisted men are Ted McWilliams and Edmond T. Preston, who comes from Haverhill.

Preston recently received a recognition of his flying skill from Headquarters, in token of making a forced landing after being trapped in heavy fog over Cape Cod.

The big Fokker was slightly damaged, but not a member of the crew received a scratch.

Every man of them has a story to tell, and all the stories, couched in the dry skeleton language of officialdom, can be found among the heavy sheaves of reports in Commander Leamy's desk.

THE BLACK HAWK

There was the time, for instance, when Lieutenant Lyons, unable because of fog to locate the freighter *Blackhawk* in order to take ashore a critically ill seaman, radioed the vessel's skipper to send up clouds of black smoke from her stack.

Guided by the smoke, Lieutenant Lyons set his ship down in a heavy swell, took the sailor aboard, rushed him to the hospital, and saved his life.

Not all the air unit's work is rescue work, of course. Duties range from counting migratory waterfowl for the U. S. Biological Survey to searching the seas for suspected vessels—known to the Coast Guard as "blacks."

Included are such tasks as carrying provisions, mail and medical assistance to ice-bound islands during the winter, rushing serum to epidemic threatened communities, aerial map making and photography, and locating missing small boats which carry no radio.

Sometimes emergency services draw a plane far inland. Last spring, for instance, during the big floods through Western

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Pennsylvania, Lieutenant Miller flew one of the station's planes to Pittsburgh, and basing there, made the first comprehensive survey of the flooded region.

Because of this survey, Pittsburgh authorities were able to give by radio broadcast a complete picture of the actual state of affairs in the area, and the Coast Guard received generous praise for the work.

VIEWS OF THE READER

Presented Pictorially and In Writing
By Ed Lloyd

THE QUESTION

WHAT CHARACTERISTICS WOULD YOU SAY CONSTITUTE A GOOD SHIPMATE? THE ANSWERS

JOHN L. PRICE, RM2c, *Tahoma*, Cleveland, Ohio.



John L. Price

The two most outstanding characteristics which constitute a good shipmate are honesty and integrity. The average service man possesses these two qualities but we invariably contact members of the service who don't live up to our expectations. For instance, a certain first-class boatswain's mate drove another man's car and totally wrecked the auto by colliding with another vehicle. He solemnly promised to reimburse the owner of the car to the extent of \$50.00, leaving the owner a deficit of over \$300.00. The owner very generously adhered to these terms, thinking the BM was a good shipmate. The owner was unfortunately transferred. The BM broke his promise and hasn't the least intention to settle his debt. At last reports the owner is still making payments.

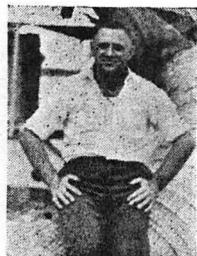
JOHN A. DAY, CY, *Tampa*, Mobile, Alabama.

I would say that to be a good shipmate one must be willing to help another shipmate in time of trouble, and share alike with his mates. I like a shipmate who is willing to go ashore and spend a few congenial hours with his fellows. Above all, a shipmate is one who will always pass the time of day with a smile, and not look nor act like a grouch. A cheerful and happy fellow usually comes close to being a very splendid shipmate.



John A. Day

J. M. BARB, RM1c, *Mojave*, Port Everglades, Florida.



J. M. Barb

The characteristics of a good shipmate are willingness and readiness to help another person at any time, regardless of the cost to one's self. This helpfulness may have to be given under circumstances or surroundings that may do some harm or injury to the Samaritan but that is really a good test of his sincerity and willingness to be a good shipmate. Anyone can be a good shipmate when everything is as it should be but we can only find out who our real shipmates are by observing those who stand by us under unfortunate and hazardous conditions. Persons who deliver in such times are real shipmates.

HAROLD T. "POOCH" DONOVAN, MM 1c, *Mojave*, Port Everglades, Florida.

I consider a man a good shipmate if he will help another person whenever he can. We all have plenty of faults so I consider a man a good shipmate if he declines to speak harmfully of another person even if the person in question be an enemy and a ready has a bad reputation. A good shipmate will not harm a fellow sailor by speaking ill of him no matter what the circumstances may be.



H. T. Donovan

NOTE TO READERS: Send in your photo, accompanied by your answer to the following question.

DO YOU FAVOR A TWENTY-YEAR RETIREMENT BILL FOR COAST GUARD ENLISTED PERSONNEL? WHY?

OCEAN CITY, MD.

Coast Guardsmen from the Ocean City, Md., station in a motor surf boat rescued two men from the fast sinking barge *Jonesport* five miles off shore. Some hours before the men had seen two of their shipmates rescued by the tug *Battleboro* and they saw, too, the rescue craft driven from the side of their sinking boat by a raging northwest gale and blinding snow storm. The *Battleboro* had tried gallantly to rescue all of the *Jonesport* crew but the merciless storm king had forced her to seek shelter for herself.

The men taken off the sinking barge by the Coast Guard crew were William Ray and Morris Crafton.

The *Battleboro* with the *Jonesport* and the barges *Barnegat* and *Cumberland* in tow was caught in the severe storm.

She went first to the *Jonesport*, which appeared to be leaking, but only succeeded in rescuing two of her crew of four. The storm made it impossible for her to render any assistance to the men aboard the *Cumberland* and *Barnegat*.

In fact, the *Battleboro* had a narrow escape from disaster herself. Her smokestack was carried away as seas broke over her.

Despite her crippled condition the *Battleboro* succeeded in signaling the Coast Guardsman at Ocean City requesting help for the barges she was obliged to leave at the mercy of the storm.

The cutter *Sebago* and the tugs *Kasheena* and *Nassau* were dispatched to the scene from Norfolk.

Before they reached the helpless craft, however, the Coast Guardsmen had put out in their surf boat to assist the *Jonesport*. From the shore with the aid of powerful glasses the Ocean City Coast Guardsmen had seen that one of the barges appeared to be sinking.

It was then that a surf boat was manned and despite high seas and the gale the men put off from the beach. They reached the *Jonesport* to find her deck awash and the two remaining members of the crew on the roof of the deck house. They were rescued with some difficulty.

TALLAPOOSA

Alaska Steamship Company officials had some hopes of salvaging the motorship *Zapora*, which sank after striking a submerged rock in a storm near Angoon, Alaska.

Coast Guard officers reported the vessel is lying on her starboard side with her bow pointed upward. She probably could be salvaged if the winds remain southerly, but might break up if they change to the north, it was believed.

Seven passengers and part of the crew of the *Zapora* reached Juneau aboard the *Tallapoosa*. Other members of the crew were taken to Sitka by the mailboat *Estebeth*.

CARRIER PIGEONS

"An exhausted carrier pigeon bearing an appeal for aid for the Seattle yacht *Noname*, in distress 150 miles off Cape Flattery, barely made the home loft at the Seattle Yacht Club late last night."

That may be the way first word of sea disasters will be received in the future if plans to place carrier pigeons as auxiliary "radio" service on small craft proves feasible for the pleasure boats and fishing craft of the Pacific Northwest.

Radio transmitters are not placed on many small boats, because of the cost, Seattle Coast Guard officials said, and the homing pigeons would be a means of making contact with the shore in case parties are marooned by engine trouble or in storms.

Cost of the birds is very little, it was pointed out, and they would be placed aboard the boats in proper containers, with careful instructions as to their care.

John V. Fordon, instructor at the University of Washington and pigeon fancier, will discuss the plan at a meeting at the Seattle Yacht Club.

"During the World War, the homing pigeons worked under the worst possible conditions—yet 96 per cent of them returned. In decent weather they can easily make from 400 to 450 miles a day," Fordon said.

"It would be a simple matter to train the birds to return to the Yacht Club, or to Coast Guard headquarters, where a man is always on duty. They would bring messages as to the exact position of a boat in distress, and save many hours in going to their rescue. I believe homing pigeons should also be carried on planes. They weigh very little, and on transoceanic flights would be a wonderful safeguard."

During the summer months, relatives of many persons on yachting parties become worried when the boats are overdue, Coast Guard officers pointed out, and ask the Coast Guard to search for them. With no idea of their position, it is difficult to reach them immediately, but with the homing pigeons aboard, they could receive messages in short order if the ships actually needed aid.

Practically all fishing parties that are members of the Freeport, N. Y., Boatsmen's Association are carrying the pigeons, Coast Guardsmen said, and they are credited with bringing the message of the plight of the gas screw *Dawn*, aground in South Oyster Bay last April.

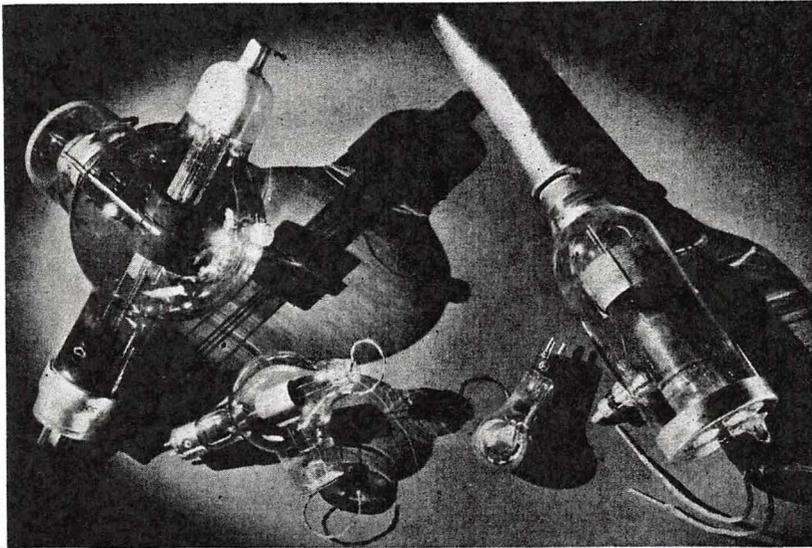
NEW BOAT FEATURES

Two new developments in pleasure boats have been announced at Stamford, Conn., by A. E. Luders, president of the Luders Marine Construction Company. One is the successful trial trips of the newly designed Luders mahogany sedan tender and the other the invention of a new type of auxiliary power for sailing craft by A. E. Luders Jr.

The sedan tender, which was exhibited at the National Motor Boat Show in New York last January, has developed a speed of 23 miles an hour with a Gary 4-22 marine motor. A new departure in naval architecture, the tender has a broad semi-circular bow and straight sides, combined with a Vee bottom and chine construction. It is 16 feet long and weighs only 1200 pounds.

The new auxiliary feature, which is being used on the new one design 25-foot waterline class cruisers, embodies the use of a special type of commercial outboard motor with a reduction mechanism which turns a large size propeller. Application has been made for a patent on the device.

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JUST TUBES

ONLY strange shapes of glass and metal! Yet it's the electron tube that gives radio its tongue, that brings to your fireside music played a thousand miles away.

It's the electron tube that leads ships through fog, guides airplanes through darkness, peers unwinkingly into white-hot crucibles, directs the surgeon's knife, and is becoming one of the greatest weapons against disease.

It tests the safety of castings and welds, matches the color of dress goods, and unerringly detects manufacturing errors that the human eye cannot discern.

A few years ago, it was only a laboratory device. Today, it is weaving an invisible network of service about man's daily life. Tomorrow, it will do things that were never done before.

Continual development in electron tubes is only one of the contributions made by G-E research—research that has saved the public from ten to one hundred dollars for every dollar it has earned for General Electric.

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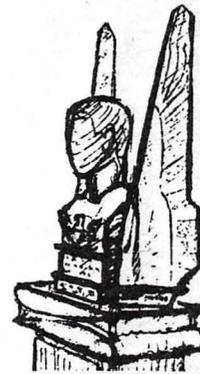


MEMORY TO BE HONORED

The memory of Commander Elmer F. Stone, U.S.C.G., pictured above, pioneer in Coast Guard aviation, who flew the Atlantic in the NC-4 in April of 1919, is to be honored by the Stone Memorial Trophy, described adjacently.

STONE TROPHY

An aviation memorial trophy in honor of the late Commander Elmer F. Stone, U.S.C.G., aerial pioneer of that Service, is to soon make its appearance, the cost of the trophy to be borne by the Coast Guard's own aviation personnel.



Stone Trophy

The Stone Trophy is to be similar to the U. S. Navy's Schiff Trophy, the annual award of which is made to the naval flight unit showing the maximum safety in the operation of aircraft. Determination of the Schiff award is based on trouble reports with a rather involved system of factors for hours flown.

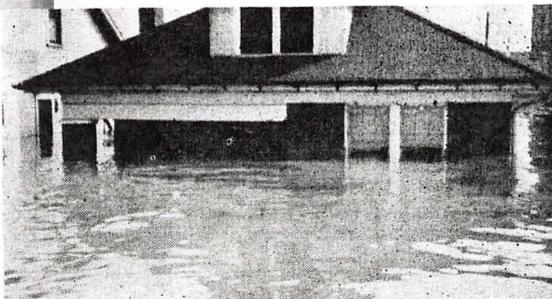
It is probable that the award will be presented annually on 20 May, the date of Commander Stone's death, and will be based on the opinion of the Inspection Board conducting the annual inspection of aircraft.

To date the fund has over \$300. \$500 is needed. Contributions should be sent to Lieutenant G. H. Bowerman, Aviation Division, U. S. Coast Guard, Treasury Department, Washington, D. C.

The design and modeling for the memorial is being prepared as a Treasury Relief Art Project. The artist's original rough sketch appears adjacently. The central figure is to be a likeness of Commander Stone with imaginative airplane wings to the left and right of the head. On the breast of the central figure is to be a large Coast Guard emblem. Under the figure are two accurate airplane wing sections, and the trophy is to be inscribed "Commander Elmer F. Stone Trophy" with a sub-inscription "For Commendable Coast Guard Air Service."

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A FLOOD FIGHTER'S HOME

Believe this. Above picture is of the home of Boatwain (L) W. T. Farrell, 215 South 41st Street, Louisville, Kentucky, with furniture and all household goods lost. Life saver for twenty-two years. Born and raised in Flooded City. Served entire flood relief in this city and never saw home until water had fallen to normal stage. River had fallen 14 inches when this picture was taken by MMic G. Hunter, Buffalo C. G. Station, Buffalo, N. Y.

The personnel of the expedition will be composed largely of Norwegians, and one of Lieutenant Craik's first duties probably will be to acquire at least a rudimentary knowledge of their language. In addition to seeing that none of the Government regulations are violated in the killing and processing of humpback whales, Craik will make motion pictures and gather sufficient data to enable the Coast Guard to get out an illustrated pamphlet on the whaling industry. He will keep in touch with headquarters by radio.

So old an industry is whaling that there is no record of its beginning. It is known, however, that it was followed by the Northmen as early as the ninth century, and the probability is that whales which rose to breathe in the narrow water lanes among Arctic ice were attacked by the Eskimos.

The English took up whaling in the eleventh century, and the Basques in the thirteenth. At first, whalers worked from specially-built towers on shore, arming themselves with harpoons and lances and putting out in boats only after a lookout had shouted the equivalent of the English, "Thar she blows!"

Modern whaling is different, however. Now most whaling fleets consist of a large factory ship and several comparatively small killer boats—the latter for shooting and towing the mammals, the former for rendering them into oil, meal, guano and other products.

Cruising whalers watch for spouting—caused by hot air being forced from the whales' lungs after long periods of holding their breath—and then rush to the attack with Sven Foyn guns. From the guns are fired 100-pound harpoons about 4 feet long, the heads of which are exploded by time-fuses three seconds after striking. About a foot behind the heads are four hinged barbs, which open out in the body of the whale.

The law under which the Coast Guard has added the policing of the whaling industry to its activities was enacted to give effect to a treaty signed by the United States and more than a score of other nations in March, 1932, as a result of a conference at Geneva. Designed as a conservation measure, the law is to be enforced jointly by both the Coast Guard and the Customs Bureau.

Other Coast Guard officers will be assigned to whaling duty as soon as the remaining American concerns engaged in the industry procure licenses.

PLANES FOR SPOTTING

The value of planes attached to ships, whether it be for spotting vessels in distress in time of peace or enemy ships in time of war, is set forth in an article in the *United Services Review*, London, England, viz:

"Indeed, the advent of the aircraft as a regular detail of the equipment of the mod-

FOR A' THAT

With apologies to the skipper and Robert Burns

IS there for honest liberty
That jilts us soon and a' that
The restricted one we pass him up
We dare go ashore for a' that
For a' that and a' that
Our tolls obscure and a' that
That rank is just a lot of scrap
A leave's a leave for a' that.

What tho in fo'c'sle bunks we ride
Wear undress blues and a' that
Give rank its gold and boots their pride
A leave's a leave for a' that
For a' that and a' that
A clinker brags and a' that
The bosun's mate tho e'er so dumb
Gets thirty days leave for a' that.

You see the skipper? Called a lord!
He struts and stares and a' that
Tho hundreds jump at his word
He'd like his leave for a' that
For a' that and a' that
His tricorne hat and a' that
The man whose leave has just been granted
He looks and laughs at a' that.

A skipper can grant your leave al-
right
A liberty request and a' that,
But his own leave is above his might
Tho he rules the ship and a' that
For a' that and a' that
His dignity and a' that
His fishing trip and faithful wife
Are higher rank than a' that.

Then let us pray that come it may
As come it will for a' that
That duty and work o'er all the earth
Leave is the best for a' that
For a' that and a' that
Its coming yet for a' that,
That man to man the C. G. o'er
Shall brothers be for a' that!

ern cruiser does not appear to be sufficiently realized as a factor influencing the necessity for numbers. The most important function of the cruiser lies in guarding the trade routes, or, more strictly speaking, the trade that passes over those routes. An essential need for the fulfilment of this is the capacity for extensive reconnaissance. With the coming of wireless the old conception of the "strung-out patrol" underwent modification.

"But wireless adds nothing to the range of vision; it merely furnishes the means of communication between ships invisible to one another. From an observation platform elevated 100 feet above sea level the horizon is 13.23 miles. From an aircraft flying at

5,000 feet it is 93.50 miles. The aircraft has a range of vision in any one direction equal to that from seven cruisers strung out to the fullest limits of touch-keeping visibility.

"The success of the German raider *Moewe* in her daring exploits in the Atlantic was largely, and no doubt rightly, attributed to the fact that she carried a small seaplane. This she had to 'put up' as best she could, having no sort of catapult and only hoisting gear. But with the aid of it she spotted several victims which otherwise would have passed on their way hull down, and, scarcely less important, was able to keep watch for warships which were on her track. One warship on the spot is worth more than a dozen in the vicinity but just out of sight.

"The problem is to ensure that the one shall be on the spot, and in the past the solution has lain in disposing a sufficient number of vessels over the danger area to promise fulfilment of this condition. Such numbers may not be necessary to dealing with any enemy likely to be met in the area patrolled, but in the past they were necessary to the discovery of such enemy. The cruiser has perpetuated the old role of the frigate as 'the eyes of the fleet,' but the aircraft has brought a new role as 'the eyes of the cruiser.'"

NAVY MUTUAL AID

Members of the Navy Mutual Aid Association are voting on a number of changes in their By-Laws, the most important of which is designed to establish and maintain a stabilized benefit.

For a number of years the benefit, which was fixed at \$7,500.00 in 1926, has carried additions from savings in the Reserve Fund and from unused assessments remaining to the members' credit in the Benefit Fund. The beneficiary has been receiving the savings from the Reserve Fund according to the member's pro rata share.

A Reserve Fund was authorized in 1922 and its continued growth and maintenance was assured in 1928 when the Association adopted the 45 assessment plan. The accumulation of reserves to meet future higher costs appeared at that time to be necessary because of the acquisition of a large number of new members between 1920 and 1927. At the close of 1919 the Association had 1318 members. The membership at the close of 1927 was 6107. A sizeable hump was created during this period which in later years would become a liability. It was



AT ST. PETERSBURG, FLORIDA

U. S. Coast Guard Air Station, commanded by Lieutenant W. A. Burton, U.S.O.G.

CGM
May 1937
Vol. 10, #7
p. 30.

CHEVROLET SALES & SERVICE, HICKEY'S GARAGE

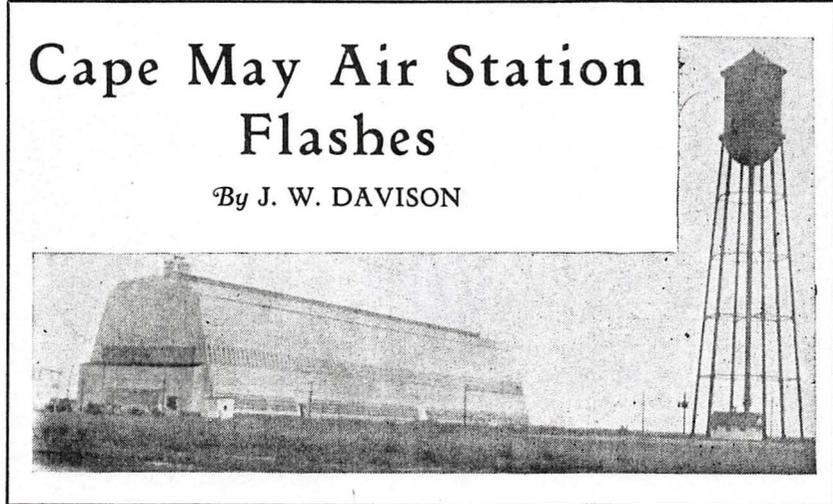
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Cape May Air Station Flashes

By J. W. DAVISON

THE Cape May Air Station rifle team won a three-team rifle match. The shoot was held at the Ventnor City Municipal Bldg. with the Ventnor Veterans Association as host. The third team was from Webster Lodge, Knight of Pythias.

The match was conducted under the National Rifle Association rules, all three teams being members of the association. The following scores were registered by the high five on the Coast Guard team.

	Prone	Hand	Total
Peter Marcoux, GM1c.....	99	84	183
W. B. Salter, AMM1c.....	90	78	168
R. G. Fair, RM1c.....	97	67	164
Walter Cross, CGM.....	93	71	164
Charles Roth, RM1c.....	97	60	157

Total team scores were Coast Guard 836; Veterans 808, and the Knights 682.

The Vets outshot the Guardsmen in the prone position with two Vets hanging up perfect scores of 100, H. Bloom and V. Olsson and 99, 97, 95 by Mason, Rommeride, and Eggie, respectively.

The winning of this match sends the Coast Guard team to Trenton in the near future to represent the South Jersey Section in the State matches.

TURKISH COMMISSION

During the latter part of March this station was host to members of the Turkish

DAVE SAYS:

Come on boys catch that contagious friendly grin, and a flock of new friends you'll win. With the ceiling zero, blowing a gale, with snow, sleet and rain that cheery smile and grin will help your shipmates to think they're always "looking at the world through rose colored glasses."

Aeronautical Commission, composed of Captain Enver Akoglu and Engineer Ahmet Hikmet, who visited the station in order to inspect and fly in the JF2 Grumman amphibian V-141. Lieutenant E. E. Fahey piloted these gentlemen.

It is with regret that we write of the transfer of one of our recently assigned officers, Lieut. (j.g.) E. T. Hodges. The best wishes of the entire station personnel go with Mr. Hodges to his new assignment on the *Galetea*.

Although the 75-foot patrol boats are a part of our station they seem to keep all their news to themselves but from this issue on it is intended to tell of some of the fine assistance work performed by patrol boats. Let us start with CG-110. Officer in Charge CBM Roque; Merman Pedersen, CMoMM; Mat Stansell, BM1c; Ralph Strahorn MoMM1c; K. E. Libby, SC2c; Roger Holt, Sea1c, make up a fine crew. So far this

fiscal year they have rendered assistance in a major way to 23 vessels. The most recent was on the 29th of January when the 18 ton oil screw fishing boat *Irene & Mabel* went aground. The vessel valued at \$14,000 was finally floated without damage after waiting for flood tide and proper handling of the CG-110 by CBM Roque.

Marvin Duncan, SC3c, who pitched for the Air Station baseball team last year recently requested to have his rate changed to that of pharmacist's mate. We have been wondering if Marvin thinks because he can pitch "that pill" that he could roll them. (Stick to your meat balls and pastry and don't forget to give the boys a pie now and then while you are on patrol).

GOOD NEWS! 10:15 a. m., March 10th a bouncing bundle of loveliness made his debut to this great world, 7 pounds and 13 ounces of Edmund Avery was the pride and joy of Lieutenant and Mrs. E. E. Fahey. The last reports were that mother and son were both doing fine. Congratulations.

The stork is hovering around other service men's homes in Cape May but not being Walter Winchelly inclined we'll save the news until the blessed events really happen.

SPRING BASEBALL TRAINING OPENS

The baseball equipment is being aired and overhauled and we'll be out on the diamond within a week. We have a promising young man by the name of Garleb who was given a try out in the big league a year or so ago.

In addition the following candidates have expressed a desire to go out for the team: Moffett, Johansen, Sliney, Hornbake, Marlow, Cole, Ford, and many of our old timers including Steve Taraphak, Leo Brzycki, Kenneth Drake, Marvin Duncan, Maurice Mounsey, Edward Meinhart. The next issue of our Magazine will carry the complete line-up. Vessels in the New York Division are requested to advise whether they wish games while their vessels are at Cape May for rifle practice. It is believed that with the new material at the station the 1937 will even surpass the excellent team of 1936.

Now my good Cape May readers do your magazine a favor and uphold our tradition of patronizing our local advertisers. They have been kind enough to cooperate, so now let us do our part. Thanks. While on this subject it is hoped that the supply, maintenance and engineer officers of our various units will give our many advertisers the opportunity to bid on various supplies and equipment.

CMAS rifle range will be host to all the New York Division floating units again this year as well as the entire personnel of the Fifth District. The range season opens on April 19th and will continue until September 17th.

SMALL ARMS PRACTICE

Period	Unit
April 19 to April 28 inclusive:	Cape May Air Station Fifth District (40 men)
April 29 to May 8 inclusive:	Cape May Air Station Fifth District (40 men)

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CGM
June, 1937
Vol. 10
8
P. 26

train.
MINUNO, Ambrogio, F3c to F2c, Perseus.
PARKER, D. P., AS to Sea2c, Mendota.
POORE, E. N., S2a1c to SC3c, Mojave.
POSSINGER, M. W., F3c to F2c, Redwing.
RIDDLE, F. G., AS to F3c, Shawnee.
SADLER, Eddie, AS to Sea2c, Apache.
STUART, E. A., F3c to F2c, Harriet Lane.
TATTAN, J. J., Jr., AS to Sea2c, Chelan.
WHITE, W. E., F3c to F2c, Mendota.

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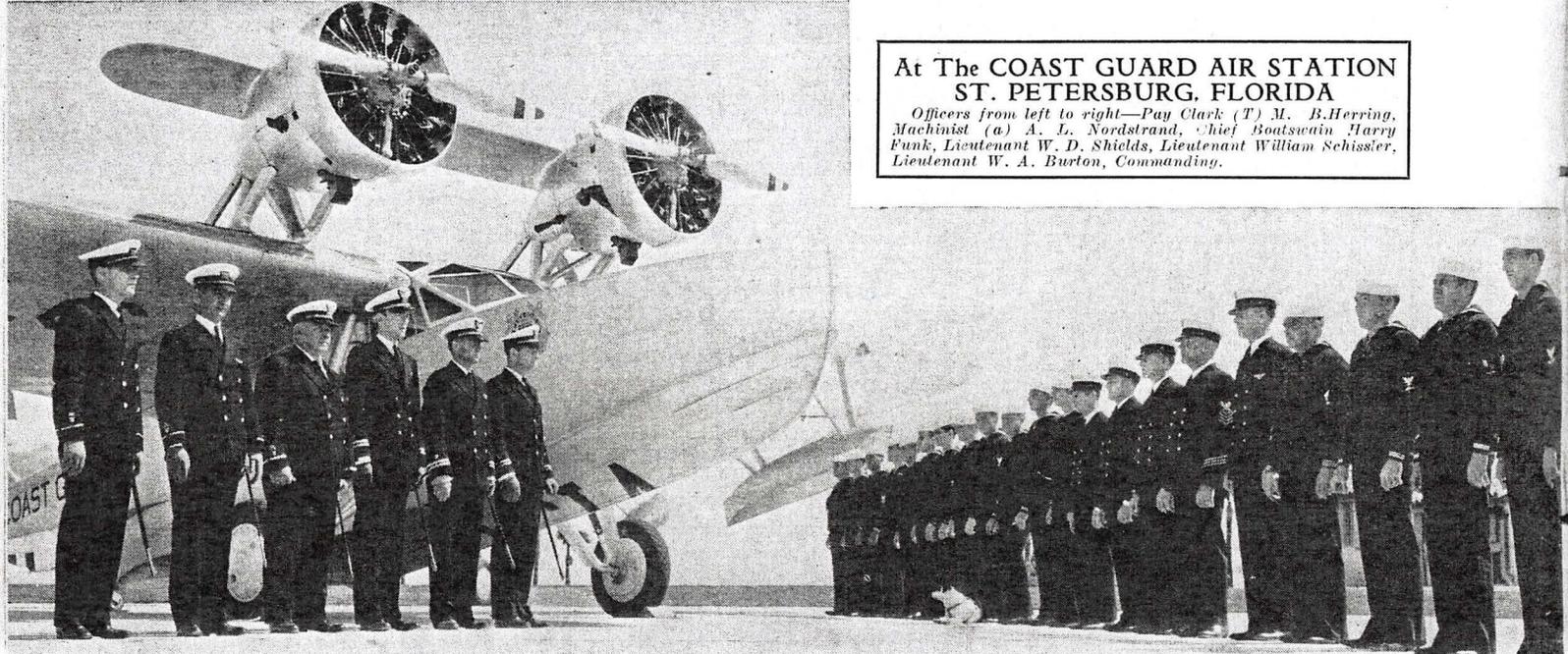
AUSTIN, S. G., Surf., Currituck.
FULLER, I. G., CMM, Thetis.
HUNTER, C. M., RM1c, Cleveland Div.
KILPATRICK, Clinton, Surf., Twas.
LINDQUIST, Peter, Surf., Grays Harbor.
SCISCENTO, J. A., RM2c, William J. Duane.
BEARDSLEY, Y1c, Oregon Inlet.
BARTLING, M. R., Sea1c, Samuel D. Ingham.
BURKETT, C. E., Y2c, Norfolk Div.
CORLIES, E. L., Surf., Port Orford.
DEARDOFF, C. W., CMM, Samuel D. Ingham.
ETHERIDGE, Agnew, CMM, Jacksonville Div.
EVANS, T. J., MoMM2c(L), Ocean City.
FLYNN, C. W., F1c, Samuel D. Ingham.
GALVIN, C. J., CMM, Hermes.
HEVEY, J. T., GM2c, Air Sta., Cape May.
HOOD, K. P., RM1c, Radio, Jacksonville Beach.
HOPKINS, H. E., RM1c(Tel), Chicago Div.
JONES, E. C., BM1c, Depot.
LAUGHLIN, R. E., Sea1c, Shoshone.
LAWRENCE, W. R., BM1c, Cartigan.
LORE, G. S., CMM, San Pedro Group.
McGOVERN, R. P., SC2c, Academy.
MITCHELL, Doyle, BM1c, Jacksonville Div.
MIDGETT, S. K., BM1c(L), Paul Gamiels.
MURALLO, Rufino, Mattic, Academy.
NEELY, W. V., CMM, Mojave.
NIELSEN, H. M., CMM, Perry.
PEEL, J. M., GM1c, Calypso.



DEANOVAN, L. A., CBM(L), Fairport.
EMERSON, S. K., CRM, Chelan.
EMERY, O. W., Surf., Sandy Hook.
FRENCH, M. M., Cox., Patrol Group (A).
FOGLE, H. H., BM2c(L), Chicago Div.
GAMAGE, E. A., CBM(L), Damiscope Island.
HAY, J. G., Y1c, San Francisco Store.
GIFFORD, I. T., BM1c(L), Island Beach.
HEBB, C. H., BM1c(L), Green Hill.
HECK, S. B., CMM, Pontchartrain.
HULSE, W. R., MoMM1c(L), 4th Dist.
JOHNSON, N. S., CMM, San Pedro Group.
JOHNSON, R. G., CBM, New Orleans Div.
JONES, C. C., Surf., Nags Head.
KNUDSEN, Johan, MoMM1c(L), 12th Dist.
KOONS, D. E., Sea1c, St. Mary's Patrol.
KWAPIEN, Rheadore, RM1c, Intell. Off., N. Y.
LOCKE, James, BM1c(L), Maddaket.
MASSEY, F. A., Surf., AB-26.
MASON, A. T., Surf., Mantoloking.
MATHEWS, Percy, CBM(L), Corson Inlet.
MIDGETT, L. W., CBM(L), Oregon Inlet.
MIDGETT, W. E., BM2c(L), Bodie Island.
MILLER, B. P., BM1c(L), Spermaceti Cove.
MILLER, J. N., RM1c, Mojave.
MILLER, Olen, Surf., Quoque.
MILLER, R. G., CBM(L), Mecox.
MILLIKEN, H. M., AMM1c, Air Sta., Charleston.
MINZY, M. C., BM2c(L), Great Wass Island.
MORRISETTE, A. L., BM1c, Pennys Hill.
NAVALTA, A. O., Mattic, Onondaga.
NAVERA, Engracio, OffStd2c, Hermes.
NORTON, W. M., Surf., Great Wass Island.
PARKIN, A. V., QM2c, Icarus.
PETERSON, M. B., CBM(L), Block Island.
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STEWART, A. A., CMM, Modoc.
STURM, W. E., CBM(L), Mantoloking.
SULLIVAN, T. P., BM1c(L), Coskata.
TERRE, P. B., Mattic, Mohawk.
WILLIAMS, G. A., MoMM1c(L), Brenton Point.
WOODELL, C. J., CGM, Boston Div.

FAULKINGHAM, C. B., BM1c(L), Pamlico.
GARDNER, W. K., Sealc, Atalanta.
GIBBS, J. J., BM1c(L), Bethany Beach.
GRAY, Andrew, Surf., Cape Hatteras.
GUTHRIE, Odell, Surf., Cape Lookout.
HAWES, L. W., BM1c(L), San Luis.
HOOD, M. M., BM2c(L), Bogue Inlet.
HOPKINS, T. H., Surf., Assateague Beach.
HUDGINS, G. F., BM1c(L), CG-2399.
HUNKLER, Walter, BM1c, Nansemond.
HUNTLEY, H. L., BM2c(L), Kennebec River.
JAMES, E. W., Surf., Virginia Beach.
JONES, David, SC2c, Redwing.
JOSEPH, A. R., AMM3c, Air Sta., Salem.
KEEN, C. M., BM1c(L), Air Sta., Cape May.
LARRABEE, H. D., BM1c(L), Rye Beach.
LARRABEE, R. C., Surf., Kennebec River.
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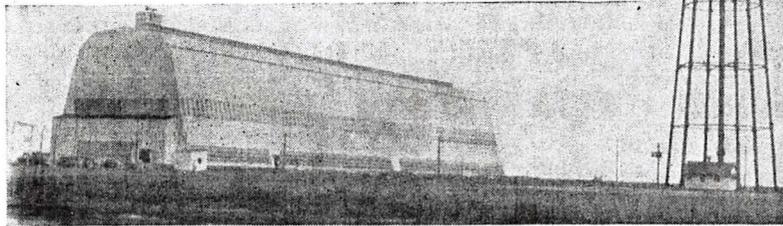


**At The COAST GUARD AIR STATION
ST. PETERSBURG, FLORIDA**
Officers from left to right—Pay Clark (T) M. B.Herring,
Machinist (a) A. L. Nordstrand, Chief Boatswain Harry
Funk, Lieutenant W. D. Shields, Lieutenant William Schissler,
Lieutenant W. A. Burton, Commanding.

CGM, June '37
Vol. 10
#8

Cape May Air Station Flashes

By J. W. DAVISON



DAVE SAYS . . .

When you are a player on some kind of a competitive sport team *Don't Pull the Grand Stand Stuff*, just be natural, play your best for the team's sake. The best way to help your team win is to *Do Your Best, Play Your Hardest, and be Conscientious All the Time*. Remember if you win (no matter how many grandstand plays you make good or muff) the credit goes to the *Entire Team*, not to the grandstand player who is usually ridiculed.

<i>Pistol</i>	<i>Rifle</i>
18 Experts	11 Experts
4 Sharpshooters	11 Sharpshooters
5 Marksmen	7 Marksmen
8 Unqualified	

The Marines and Naval Reserves will be on hand a within a week and Cape May Air Station will again take its place as one of, if not THE busiest, most active and efficient Air Station in our Service. Why? Because the officers and men are 100 percent on the job; they have to be in order to properly do their part in administration of the affairs of an Air Station, Patrol Boat Base, Communication Center, Law Enforcement Unit, and Rifle and Pistol Range.

BATTER UP! The 1937 season is open at CMAS. Our Commanding Officer is a baseball enthusiast as well as a good pistol and rifle shot and is behind the team 100 percent. Your humble scribe, with the assistance of CBM Mounsey, will attempt to manage what has all appearances of being a *Winning Team for CMAS*. We at this time challenge any and all visiting units when they arrive for small arms target practice. Here's a tentative lineup:

- P.—Jordan and Lupton.
- C.—Mounsey, Pratt and Marlow.
- 1st.—Johansen and Drake.
- 3rd.—Travis and Marlow.
- 2nd.—Taraphak and Meinhart.
- ss.—Garleb and Magrum.
- rf.—Slincy and Miller.
- lf.—Duncan and Moffett.
- cf.—Fereenez and Cole.

This column would now like to mention a matter which it is hoped will be taken up by the SEZ EDDIE column and also the MAIL BUOY. We all admit the "1933 crash" was a regretful occurrence but now that it is four years since those unforgettable days I have been asked many times why isn't something done, or even mentioned, about doing something in the way of special competitive examinations just for those that "took it on the chin," in order that they might be placed on a list for promotion to their old ratings. Such men as RM3c Charley Roth (former CBM), BM1c Stanley

HERE'S NEWS!! This item should make the headlines when the Coast Guard's Aeronautical Organization Appropriation is presented for consideration and discussion. One little trainer landplane with James L. Riggs, (A.P.) AMM1c, and his mechanic, Joseph W. Forbes, AMM1c, from Cape May Air Station set an *all time record* of some kind—if it has ever been equaled or beaten we would be pleased to know about it. The feat was accomplished in the states of Virginia and North Carolina while operating out of Norfolk, Richmond, Raleigh, and Elizabeth City in conjunction with conscientious Alcohol Tax Unit agents.

HERE'S THE RECORD

- 1 Trainer Landplane No. V-110-N4Y1.
- 29 Days on temporary duty in area mentioned.
- 68 Illicit alcohol stills definitely located from the air.
- 56 Hours in flight.
- 9,120 Gallons, daily output of illicit alcohol, tax evaded.
- \$18,240. DAILY loss of revenue to the Federal Government (based on rate of \$2.00 per gallon) if stills only operated one day.

\$547,200.00 would be the loss over a period of 30 days and if operated for a year the loss in revenue to the Federal Government would be \$6,566,400.00 (over one-fourth the total Coast Guard Operating Appropriation for one year), if these stills were not located, seized, and destroyed. Imagine the accomplishments of ten (10) such planes and additional personnel to operate them—no doubt saving sufficient to operate the entire Coast Guard for a year would be effected.

It is a big monetary saving to the Federal Government through the conscientious efforts of two loyal enlisted men (together with ATU agents), trained and indoctrinated by Lieutenant R. L. Burke, Commanding Officer, and Lieutenant E. E. Fahey, Maintenance Officer, Cape May Air Station. A fine job well done and it

is hoped these men will be well up on the list when advancements are being considered; their devotion to duty, ability, conscientious effort, and accomplishments deserve recognition.

Now, dear readers, we have given you some true facts and figures, statistics to pass along to the "doubting Thomases" as to whether the Coast Guard Aeronautical Organization deserves and is justified in seeking enlargement, additional equipment, more planes and additional personnel. It has been earned by a direct monetary saving to the Federal Government. It is hoped the moral of this true account, only one of many such instances, is preached far and wide.

Lieut. H. A. Morrison arrived at CMAS from Biloxi Air Station on the 13th of April. However, we hope the date will have no bearing on the enjoyment of his new assignment. Cape May really grows on one. After you're here a certain length of time, you like it in spite of it being Cape May. If you don't think so, ask Pay Clerk Levin, he's been here going on four years, and when he received orders sending him to the *Savannah* he said, "I just can't imagine relinquishing the duties at dear old Cape May as pay, clothing, certifying, supply, commissary, traffic, and motion pictures officer." We sincerely send with him good luck, best wishes, and all that stuff—but, we mean it when we say—Hope we're shipmates again sometime.

S.O. or M.O. (Supply or Maintenance Officer, any unit) scratching his head says: "Who in the devil will I send proposals to for that gadget?"

C.Y. Dave: "Please look through the COAST GUARD MAGAZINE and I'm sure you'll find a dealer that can supply you with many, many articles. They have done their part by advertising in our pages, why not reciprocate whenever possible? *Patronize Our Advertisers!*"

COMMENCE FIRING!! Cape May Air Station rifle and pistol range formerly opened April 19th for the 1937-38 gunnery year. The first relay from the Air Station and a contingent of 5th District personnel finished with the following results:

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PROMPT SERVICE QUALITY WORKMANSHIP	TROY LAUNDRY EST. 1905	Office: 310 DECATUR STREET Plant: 295 CONGRESS STREET
Key Phone 1903	LET US RELIEVE YOU OF WASH DAY WORK AND WORRY Cape May, N. J.	Key Phone 1123

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Phone Key 331

661 Washington St.—Cape May, N. J.

AAA Member

Rogers (former CBM), WT2c Nathan Mazer (former WT1c, AMM1c James Riggs (former CMoMM), BM1c Barney Johnson (formerly CBM for 8 years) and many, many others are deserving of some kind of a break. It's tough, and doesn't seem just right, to see others with less service and probably less experience go up to the rate formerly held and lost thru no fault of your own.

Unfortunately this magazine isn't large enough to print all the activities of Cape May's patrol boats and we are forced to confine ourselves to the following incomplete list which fails to pay deserved tribute to our tough little 75-footers and their splendid personnel. The following list shows the number of rescues and assistances rendered during the past ten months.

Patrol Boats	Assistances
No. 110	27
No. 131	23
No. 214	26
No. 226	19

Ray Robertson, AMM2c, and his wife were recently crowned the proud parents of a 6½ pound bundle of loveliness who has been named Ray, Jr. The stork also visited Roger Holt and wife with a present in the shape of an eleven pound bouncing baby boy.

Two Cape May planes participated actively in the recent joint Army, Navy, Coast Guard war maneuvers off the Virginia Capes. Lieutenant (j.g.) L. H. Seeger and the following enlisted men comprised the crews of the planes: Leo Brzycki, AMM1c; Freddie Pratt, RM1c; James Riggs, (AP) AMM1c; Oliver F. Barry, AMM1c, and Raymond Fair, RM1c.

The following account of the "Service Record" of the *Kickapoo* was sketched by Boatswain C. E. Swanson, Patrol Boat Officer at Cape May Air Station.

On Sunday evening, April 16, 1937, the *Kickapoo* stopped at Cape May Air Station on her way to the Depot for decommissioning, closing another chapter in the history of Coast Guard vessels' heroic duties.

The *Kickapoo* is the last of five war-time built Shipping Board seagoing tugs and taken over by the Coast Guard in 1922. This sturdy vessel was



SAVED BY AIR

Plane from the U. S. Coast Guard Air Station, Cape May, N. J., where Lieutenant R. L. Burke, U.S.C.G., is in command, brings a sick man ashore from a ship at sea.

stationed at Cape May from early 1922 until June, 1926, first under the command of Lieut. Hutson and later commanded by Lt. Comdr. Weightman, and in 1927 by Chief Boatswain Hays.

During the period the *Kickapoo* was stationed at Cape May a great many major assistance calls were answered and many vessels were assisted in the vicinity of the Delaware Capes. Having been stationed on the vessel at the time I shall recount two of the most outstanding in my memory.

The first was the Clyde liner *Mohawk* which caught fire off the Jersey Coast in December, 1924. After sending out an SOS she stood in to Delaware Bay and the *Kickapoo* departed immediately to her assistance. In the face of a blinding northeast snow storm, blowing a full gale, the *Mohawk* was sighted, and the *Kickapoo*

ran alongside, removing the crew and passengers totaling some 300 persons. This was accomplished under very difficult circumstances but without injury or the loss of one life.

About two months later the *Lenape*, another Clyde liner, running from New York to Florida, sent out an SOS and stood into Delaware Breakwater around midnight with the fire raging worse every minute. Due to low tide and shallow water in Cape May Harbor at that time the *Kickapoo* was somewhat delayed in getting underway and by the time she reached the burning *Lenape* most of the passengers and crew had abandoned the ship. Some were in lifeboats and others were in the icy Delaware Bay water with life preservers. The Lewes Delaware Station boat and a pilot boat were picking up the survivors but about 40 or 50 more were still on board the *Lenape* which by this time had become an almost raging furnace. The *Kickapoo* went along side the doomed vessel and removed every remaining passenger and then assisted in picking up the remaining survivors in the water and in lifeboats. Later on she beached the *Lenape*. Although one life was lost, it was due to the age of the man (65) and the shock and exposure.

In June, 1926, the *Kickapoo* was decommissioned at the Depot, then towed to Moore's Ship Yard, Brooklyn, N. Y., where she was converted into a modern ice-breaker. She was made 8 feet wider to reduce her draft from 16 to 13 feet; she was made of 6 feet longer in the bow and the forepost cut away so she would ride up on the ice to break it. About the 6th of January, 1927, the *Kickapoo* arrived at her new station in Rockland, Maine, where she has served up to date as ice breaker as well as off shore patrol vessel.

From the Norfolk Ledger-Dispatch, Saturday, March 27, 1937:

EVERY DAY HEROES

So accustomed are we who dwell here at a principal base of operations of the Coast Guard to the heroic devotion to duty of this gallant company of public servants that we are prone to take for granted the valorous acts that go to make up the regular line of work they set out to perform and do perform any day as mere routine.



TYPICAL CAPE MAY WORK

All in a day's routine was the assistance case pictured here. Diancio Rodriguez of the SS MONTANAN, stricken with a mysterious malady while fifty miles off shore, was flown to the Cape May dispensary in a plane piloted by Lieutenant Burke. Failing to respond to treatment at the local dispensary he was next flown, on the following day, to the Marine Hospital at Staten Island.

The photo at left shows the patient being placed in ambulance for transportation to plane and, at right, being placed in Amphibian V-126 for flight to hospital. Just a typical Coast Guard job, done in typical Cape May Air Station style by officers and crew of that active unit.

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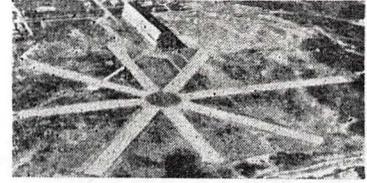
INTERNATIONAL TRUCKS

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FLASHES

FROM CAPE MAY

By J. W. Davison



CAPE MAY Air Station played host to Governor Hoffman of New Jersey for a few minutes on Sunday, June 27th. The Governor who was enroute to the New Jersey State Convention of the Veterans of Foreign Wars, landed at CMAS and was greeted by a delegation of V. F. W. dignitaries, the Commanding Officer of the station, Lieutenant Burke and others. After words of greeting and hand shaking the Governor was then whisked away by automobile to Wildwood, N. J., to address the convention.

Activities continue on the rifle range at CMAS—recently the *Mohawk* and *Galatea* vied for honors with rifle and pistol for ten days. The *Pontchartrain* with officers and crew all primed to do their stuff on the range arrived at CMAS late on the afternoon of June 30th and will hear the word "commence firing" for ten days, July 1st to 10th. Following the *Pontchartrain* will be the *Manhattan* from New York.

Well the sad news from Cape May is the deletion of the Law Enforcement Unit from the complement. This fine group of fellows have done some very effective work and although their unit title passes into oblivion the boys still remain in the service and whatever unit they may be transferred to will find them loyal, efficient and good fellows. The first to go was WT2c Al Mazer who has been transferred to the New Orleans Division, we hope good luck dogs his footsteps and that he gets his first class rate back before long. Sealc Adam Szatkowski is with the Coast Guard Rifle Team Detachment; CGM Walter Cross, CWT Pat Coyne, Y1c Harry Wilkison, and Charles Roth, RM3c, have been absorbed into the Cape May Air Station complement. These boys have saved the Federal Government a lot of lost revenue many times, probably enough to pay their salaries for many years to come.

The League of Coast Guard Women, Cape May Unit, recently held a little farewell banquet for Mrs. Rose Levin, wife of our former pay clerk, who is now dishing out the dollars and his wit, humorous says, etc., on the *Saranac*. Mrs. Levin was a hard worker for the League while here at Cape May, holding various offices for the past four years—everyone hopes she enjoys the Galveston hospitality and climate.

The best wishes from the gang at Cape May are extended to our shipmates in the hospital with the hope for a speedy recovery: CBM Rasmus J. B. Nielsen, CBM Hans Souder, and AMM3c Clarence H. Checklin. We hope that CBM Bill Thompson who was recently retired will enjoy his much talked of garden and chicken farm.

The Cape May Air Station baseball team is now rounded out in fine shape under the leadership of CBM Maurice Mounsey with the assistance of F3c Oliver C. Garleb, star pitcher and stick man. The following is the season line-up:

- ss—Duncan,
- 2b—Tarapchak and Jordan,
- 3b—Travis,
- 1b—Mounsey and Marlow,
- lf—Magrum and Tarapchak,
- rf—Slincy and Lupton,
- cf—Moffett,
- c—Marlow and Mounsey,
- p—Garleb and Lupton.

The boys showed up in fine shape in a recent game with the Atlantic City Blues, an aggregation of semi-pros who hold the Eastern New Jersey Semi-Pro Championship.

Scores of recent games:

	Runs	Hits	Errors
Atlantic City Blues.....	4	8	0
Cape May Air Station.....	1	6	2
Battery, Garleb and Mounsey.			
U.S.C.G. <i>Mohawk</i>	3	5	2
Cape May Air Station.....	11	15	0
Battery, Garleb and Marlow.			
West Cape May Dragons....	1	2	2
Cape May Air Station.....	4	6	1
Battery, Lupton and Mounsey.			

Recently one of our fine young aviation pilots Bill Durham, AMM2c, completed a tour of temporary duty in the vicinity of Pittsburgh, Somerset, Altoona and Middletown, Pa., and then on down to Dundalk, Salisbury and Hagerstown, Md. Bill was flying the little trainer landplane V-110, N4Y1, with Lytle (Red) Smith, AMM2c, as his mechanic and they were responsible for the locating of about 28 illicit distilleries in

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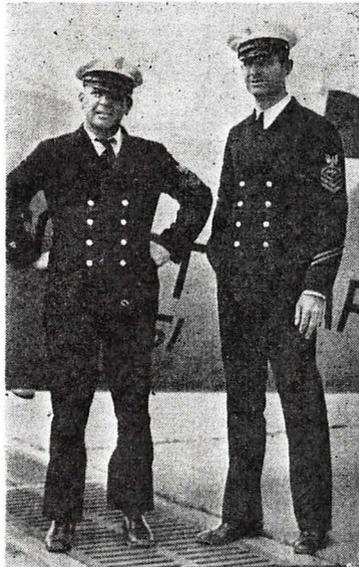
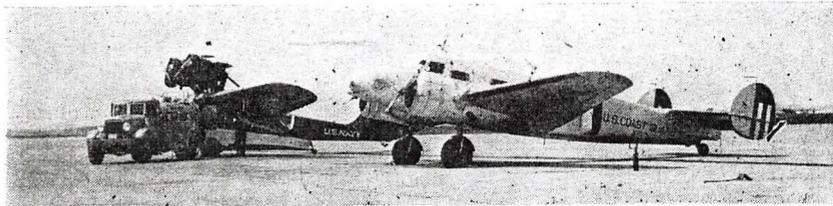
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ON THE LINE

Photos by Jack Morton
Above Floyd Bennett Field, Brooklyn, New York. On the line at the busy aviation base of the Third Naval District, the Lockheed ELECTRA and a Navy Douglas DOLPHIN. Lieut. E. E. Fahey is the pilot of the ELECTRA which is based at Cape May Air Station.
Left—Chief Radioman Guy York, aviation chief machinist's mate, Lonnie Bridges, alongside the Lockheed ELECTRA at the Third Naval District aviation base at the New York City Airport. York recently received the Treasury Department's gold life saving medal for heroic work in fatal plane crash at sea.

AT EL PASO
Lt. Commander N. M. Nelson, who will be in charge of the U. S. Coast Guard air patrol detachment to be used in connection with the campaign of the Southwest Customs Patrol on smugglers, arrived at El Paso with three pilots. The detachment will co-operate with local and state law enforcing officers.
The area to be covered by the detachment includes the gulf coast from Sabine to Brownsville, and the Mexican border to the California-Arizona boundary line.

GENERAL GREENE

General Greene suspended oceanographic program of her post season cruise and departed St. Johns for a position on the Great Circle Course to act as a radio beacon during the Pan American Trans-Atlantic and the British Trans-Atlantic flights. On 6 July, her mission being accomplished, the General Greene resumed her post season oceanographic program.

HAMILTON-ARIADNE

Hamilton proceeding from Santa Cruz and the Ariadne from Sausalito, Calif., to the assistance of the S.S. West Mahawah aground 5 miles north of Pigeon Point on Pescadero Point (52 miles south of San Francisco). Motor lifeboat and beach apparatus and communication truck proceeding from San Francisco.

MISS EARHART

Itasca, stationed off Howland Island, on 2 July in the South Pacific Ocean for the purpose of acting as a radio beacon for Miss Amelia Earhart on her around-the-world flight, reported that Miss Earhart was unreported at Howland at noon and believed she was down shortly after 9:15 a. m., and was searching probable area. The Itasca has been continuing search up to and including the present time.

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CRYPTOGRAM
By CQM, R. H. Bartlett, U.S.C.G.
(Can you decode it? Answer in next issue. It's an alphabetical transposition code. You must figure the code system out for yourself.)
ZXCVCB XABCSDXF ABCDWX
FQ AXCSFB XZER SFDCBxEBP
YRCZP QCXPB XPURDXQBP
KO SFJZHBFSXZ DSQSTBFE
IZHE AXFO DRFVCBEEABE
XFP EBFXQRCE.
Solution to last month's: DSQS
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Recent newspaper articles anent cinema portrayals of Coast Guard service life reflect most favorable comment among subscribers and moviegoers alike.

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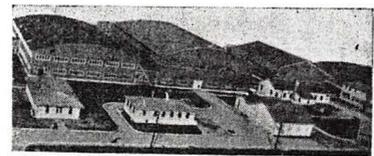
PERSEUS
Perseus was reported proceeding from San Diego to the assistance of the disabled Tuna Fishing Boat Sachtleden, disabled in Bagenas Bay, Mexico.

TRAVIS
Travis was re-commissioned at the Coast Guard Depot on 3 July and departed enroute to her new permanent station at Rockland, Maine on 7 July.

MOJAVE
After extensive repairs and overhaul, the Mojave departed the Coast Guard Depot for her permanent station, Ft. Lauderdale, Fla., on 7 July.

CARTIGAN
Cartigan floated the S. J. C. Allen ashore off Bay City, in Maginaw Bay.

CARRABASSET
The Carrabasset was placed in commission temporarily at the Coast Guard Depot on 30 June, and departed the same day to take station at Norfolk, Va., where she arrived on 1 July.



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BRISTOL — PENNSYLVANIA

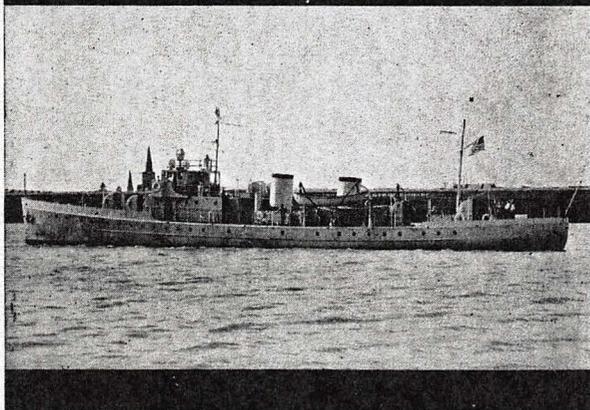
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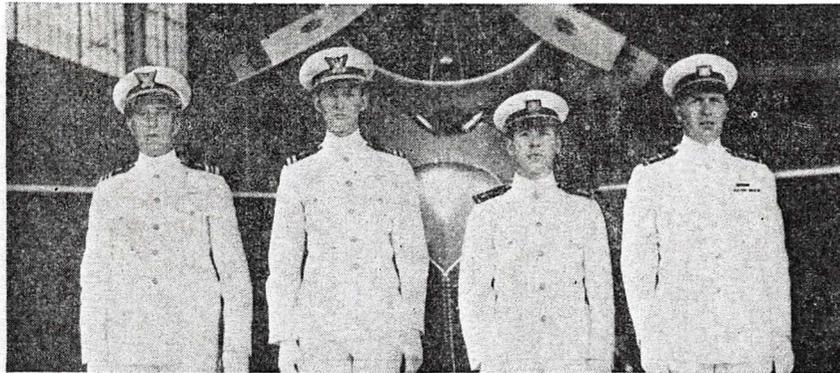
UNCLE SAM writes many a rigid specification to meet his power requirements and Winton-Diesel power meets them with "colors flying". The 165-foot *Nike*, one of a fleet of nine patrol boats launched a short time ago is powered with two six-cylinder Winton-Diesel marine engines, each developing 670 h.p. at 450 r.p.m. Auxiliary power is supplied by three solid-injection, three-cylinder Winton-Diesel engines. Winton-Diesel power has proved its outstanding performance qualities in Government vessels for many years and continues to advance its pennant of achievement as evidenced through its ever increasing acceptance by marine engineers.



WINTON ENGINE CORPORATION

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Nov., 1937
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#1
p. 33



AT SALEM AIR STATION

Photograph Salem Evening News.

Commissioned and warrant personnel; left to right: Lt. Comdr. E. A. Leamy, Commanding; Lieut. T. G. Miller, Comm. Officer; Pay Clerk Lewis Rice, Supply Officer; Machinist J. R. Orndorff, Jr., Asst. Maint. Officer.

ing were none too favorable for successful landing and takeoff, that these conditions were getting worse, and that accomplishment of the mission would be hampered if there was an appreciable delay in landing. No other vessels with adequate medical facilities were nearby and a delay of approximately twenty hours would ensue if the trawler was instructed to proceed to port with the patient. Made normal approach for landing, used landing flaps and landed in sea as slowly as flying speed would safely permit. Plane contacted water on a crest of wave and the following wave lifted plane clear of water again. Several rapidly moving swells passed under hull as slight throttle was given to maintain control. Plane settled in trough with considerable shock and came to rest.

Made inspection of engine mounts and holding bolts, tail surfaces, and exterior of plane as far as sea conditions would permit. No apparent damage was noticed at this time. At 0955, transferred Roger Amero, chief engineer of the *Winchester*, from the trawler's lifeboat to plane after considerable difficulty in getting boat to bow of plane and holding it in position for a sufficient length of time to get ill man aboard. As wind and seas were increasing, sent message to trawler to discharge oil overboard to calm the short quick swells that were now pounding against the plane. Plane radio operator reported that the trawler failed to answer. It was apparent that no further time could be lost with plane on water and that an immediate takeoff was necessary. Patient appeared to be in considerable pain and losing strength. Patient was made as comfortable as possible and preparations made for takeoff. Experienced no trouble in starting engines, but in gathering speed on water plane pounded heavily and was impeded by the short rough swells. Plane rode over and through numerous swells before gaining speed and as swells passed under it the plane was lifted clear of water only to drop back several times into the sea again. Plane pounded heavily against the oncoming waves as it gained sufficient speed to clear the water.

Ceiling had now lowered to five hundred feet with rain and poor visibility. Flew on course along null of radio signals transmitted from Salem. Arrived Salem at 1140 and transferred patient immediately to awaiting Marine Hospital ambulance for further transportation to U.S.P.H.S. Hospital at Chelsea, Massachusetts.

Further inspection of plane upon landing revealed the left wing tip float dented on under side and slight buckling of skin along

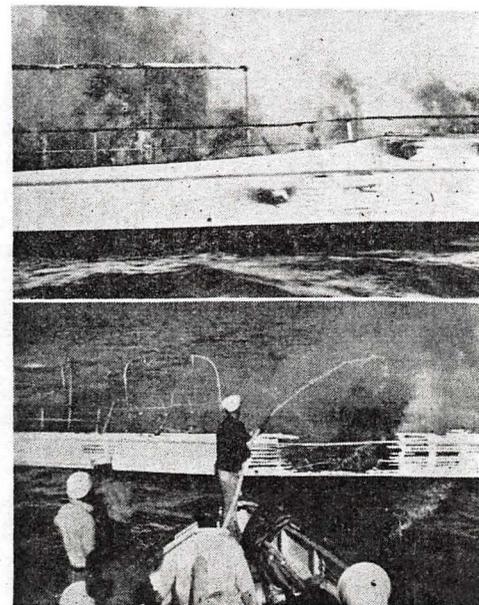
vertical frames (both sides) at after bulkhead in pilot's compartment. Glass in left light port abaft this bulkhead shattered but not broken. Telephone report from Marine Hospital indicated that patient was resting comfortably and that, due to prompt hospitalization, the spread of infection had been arrested and amputation of arm was not considered necessary at this time.

CAYUGA

Cayuga located the Canadian schooner *Lora Anna Barnes* with rudder disabled in position one mile north of Plack Rip Light-vessel, entrance to Nantucket Sound, and towed the vessel to Vineyard Haven.

TANEY

Taney was reported as having departed Honolulu to assist the American S. S. *Phyllis Soto* in distress in position approximately 600 miles northwest of Midway Island, T. H.



IN FIRE RESCUE

At the conclusion of 1pdr. target practice on Sept. 20th the CG-214 was assigned the task of towing the target raft back to the station. This duty necessarily slowed up the speed of the 214 in returning to the station. Luckily, too, because they sighted a \$70,000 motor yacht afire about two miles off Wildwood Beach. The tow was dropped and the CG-214 in command of CBM Theodore Frei proceeded to the scene of the fire. The yacht was found to be the *PEER GYNT* owned by Joseph E. Neame, 15 Indiana Ave., Atlantic City, N. J. The owner and three other passengers had left the yacht in a small dory which was about to capsize due to a fresh breeze. The air station was notified by radiophone and three additional patrol boats dispatched to the scene. The CG-214 proceeded along side the burning yacht and used all available means to extinguish the fire but without success. The owner expressing fears of explosion of the gasoline tanks requested that we remove the three members of the crew, which was done immediately. The CG-214 then stood off from the yacht being unable to render further assistance.

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IN FISTIANA

At the 18th Annual Convention of the National Boxing Association, held at White Sulphur Springs, W. Va., Major Harvey L. Miller, of the District of Columbia Boxing Commission and Boxing Coach at the University of Maryland, was elected Second Vice-President of the National Boxing Association.

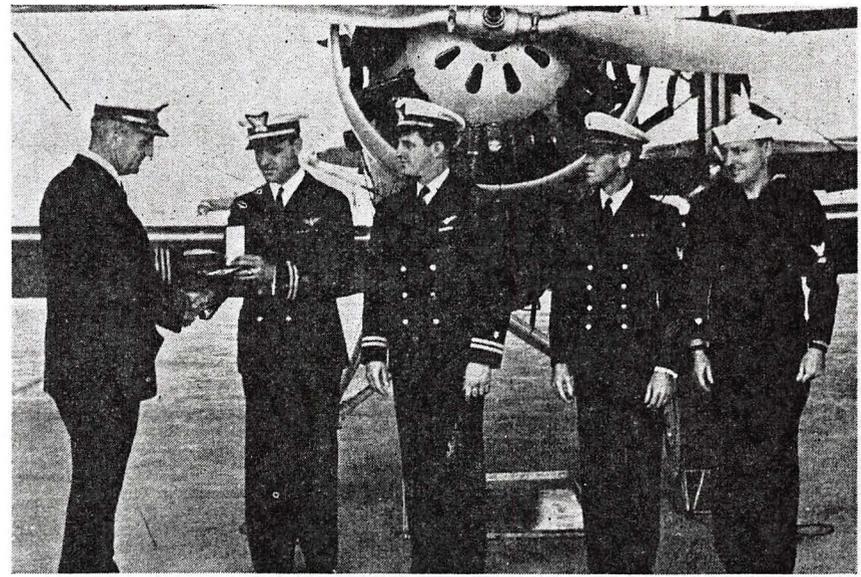
Major Miller, who is editor of the U. S. COAST GUARD MAGAZINE, was also re-appointed to the Chairmanship of the Championship Ratings Committee which has charge of the quarterly rating of the ten leading contenders in each class of fistiana.

AT ST. PETE

Snorky: "Up on a hill there is a Mill, under the mill there is a Walk, under the walk there is a Key. What big city in Southern Wisconsin is that?"

Goofey: "Cincinnati."

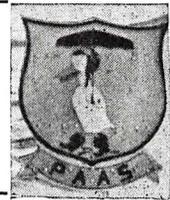
Snorky: "Right. You guessed it the first time."



MEDALS FOR BRAVERY

The heroic rescue of two youths last May 10 today had earned for four San Diego Coast Guardsmen Congressional medals acknowledging their "extreme bravery." Lieut. S. C. Linholm, Lieut. A. J. Hesford, T. A. Montgomery, Chief Pharmacist Mate; and J. E. Reilly, Radioman 1c are shown above being presented the medals by Comdr. R. L. Jack, Southern California Division, Commander of the Coast Guard. Their rescue feat was performed from an amphibian plane in a perilous ground swell 300 yards off Ocean Beach, where Victor Robinett, 23, and Owen Key, 29, nearly drowned when their small outboard motor boat capsized.

**PORT
ANGELES
PATTER**



At an informal muster in the Port Angeles Air Station hangar Fred Schweining, AMM1c, on his thirty-first birthday, was presented with an appropriate medal denoting him as Chief A. H., (the A. H. standing for Admiral's Helper). It has taken Fred much scheming to attain this high honor and he asserts that now having reached his goal he intends to rest on his laurels.

This air station has finally made a plunge into the realm of sport, having organized a bowling team and entered the Commercial League. The team has been doing exceedingly well. Three players, Rickman, Mikelsen, and Harkema, were on last year's champion Port Angeles Iron Works team. The rest of the team consists of Phillips, Swett, and Hunt, who are acquitting themselves in fine style. Plans are also underway to organize a badminton league at the station. It will be impossible to sponsor a basketball team but several of our players will be seen in action with civilian teams.

Athletic spirit at this station was at a low mark for a long time but things have improved greatly this year. With the *Redwing* and the *Ingham* both stationed at Port Angeles some of that good inter-unit rivalry should be looming on the horizon.

The plane V-144 has been returned to Port Angeles for temporary duty and overhaul, and looks little the worse for wear after three months on Alaskan duty with the *Spencer*. With her came Lieutenant Edge, former commanding officer of this air station, and the plane crew composed of F. E. Rackovic, AMM1c; C. E. Cole, RM1c, and H. Merriwether, AMM3c, all of them former local men.

Our "Pappy" Meyers, AMM2c, navigates one of those leaping tractors known as a bulldozer around the reservation endeavoring to complete the landing field which has been under construction this past year. "Pappy" has been riding the tractor so long that fear is felt that he will lose himself in the hangar if he ever happens to get back on duty in there. Incidentally, "Pappy" is one swell shipmate and good fellow.

AT ST. PETERSBURG, FLA.

By ST. PETE

During the fiscal year 1937 this station participated in the following operations:

Miles cruised	90,263
Area searched (square miles)	541,425
Time in flight (hours)	1032
Airplanes identified	616
Vessels identified	3,831
Value of vessels located or assisted	\$376,810
Requests for assistance	70
Persons assisted	66
Emergency medical cases transported	5
Disabled vessels located	14
Illicit distilleries located	88
Daily loss of revenue saved the Govt.	\$14,820
Other cases transported	125
Government departments assisted:	
Alcohol Tax Unit	60
Weather Bureau	1
State of Florida	1
Treasury Department	1
W. P. A.	5
U. S. Customs	17
U. S. Immigration	6
Department of Commerce	2
National Asso. Audubon Society	1
Biological Association	2
U. S. Marine Hospital	1
City of Tampa, Florida	1
Department of Interior	1
U. S. Lighthouse Service	1
U. S. Army	3
U. S. Navy	2
Various other departments	16
Miscellaneous	2
Body transported	1
Persons warned —hurricane	40

At the end of the year we had stationed here two Douglas and one Grumman amphibians, one Viking flying boat and two Fairchild landplanes. Approximately 45 men comprise the crew of the station at all times.

Recently completed and adopted by this station for assistance calls where medical or



ONE OF THE COAST GUARD'S REAL BEAUTY SPOTS

Clouds and palms lend their beauty toward completing an enchanting scene as the planes move over the U. S. Coast Guard Air Station at St. Petersburg, Florida, where Lieutenant W. A. Burton, U.S.C.G., is in command.

Attention is needed is a kit containing several kinds of first-aid supplies. After being well tied and sewed up in fabric, doped to make airtight and water-proof, the entire pack is placed in a specially built canvass container and attached to a parachute.

This station did approximately 25 hours flying while searching for the tugboat *Juno* and three barges reported lost between Pensacola and Ft. Meyers, Florida. After three days of searching, the boat and barges were reported as having been safely anchored in Carrabelle even before the owners had requested that a search be made.

The cigars this month were on Lt. William Schissler with a daughter being born to Mrs. Schissler on Sept. 14, at a local hospital. The newcomer was named Elaine Denise and weighed 5 pounds, 9 ounces.

We often wonder by Hugh S. (Smoky) Elwell, AMM1c didn't run for Mayor of Gloucester after being stationed there for 9 years (pardon us, it was only 8 years, 11 months).

Occasionally we hear men bragging about being on the same ship for so many years, but Robert C. Barrett, AMM1c, claims to be the only man to have put the Ericson in commission and stay on it to help put it out. It seems as though he deserves a medal of some sort for that, due to the fact that he had to stay in New London from 1924 to 1932.

Understand that our former cook and shipmate "Shorty" Long is now doing a term of sea duty on the C.G.-185 stationed at Key West.

Lt. J. H. Henthorn and the V-116 from Biloxi Air Station paid us a visit last month, coming in to refuel and spend the night. With Lt. Henthorn was the one and only AMM1c by the name of Curtis Bay. All his former friends in Cape May will be glad to know that he still has that one hair on his head, and that so far they haven't made a shrimp picker of him yet in Biloxi.

I suppose that Oliver Tillis will be trying to find out if two can live as cheaply as one before long now. He just returned from a twenty day leave of absence, which was spent picking cotton up in Alabama.

GRADUATION EXERCISES

Graduation exercises of the United States Coast Guard Academy at New London, Conn., featuring an address by Joseph P. Kennedy, chairman of the U. S. Maritime Commission, were broadcast over the NBC-Blue Network from 2:30 to 3:00 p. m., EDST., Monday, September 20. Music by the Coast Guard Academy Band was on the program.

The broadcast originated in the Coast Guard Gymnasium. Speakers, in addition to Mr. Kennedy, heard during the broadcast portion of the commencement exercises were Robert Graves, Assistant Secretary of the Treasury, and Admiral Waesche, Commandant of the Coast Guard.

Re-enlistments

ADAMOZYK, J. J., AS, Academy.
 ADRIAN, A. H. W., BM1c(L), Pt. Aux Barques.
 ARNTZ, C. J., WT2c, Hamilton.
 BALDWIN, F. C., RM1c, Seattle Div.
 BALLMAN, J. W., CMM, Marion.
 BAUHOFF, G. A., GM1c, Saranac.
 BOLLINGER, W. H., CRM, Cahoon.
 BRADSHAW, J. O., WT1c, Manhattan.
 BURRILL, G. L., CBM(L), Sleeping Bear Point.
 CARLBERG, W. L., CWT, Tampa.
 CHAMBERS, G. J., QM1c, Tampa.
 CLARK, A. E., QM2c, Sebago.
 COOPER, M. B., BM1c(L), Grays Harbor.
 COTTRELL, E. D., CMM, Hamilton.
 COX, James, WT2c, Spencer.
 CRONICK, George, Y1c, 4th Dist.
 CUTLER, V. H., CQM, Spencer.
 DAVIS, C. R., CY, Boston Div.
 DAVIS, H. R., BM1c(L), Shinnecock.
 DENNIS, W. J., Surf., Lewes.
 DOWNING, D. O., AMM1c, Port Angeles Air Sta.
 FLINT, M. B., CMM, Ft. Trum. Tr. Sta.
 FRANK, S. A., BM1c, Diligence.
 FRY, P. H., BM1c, CG-143.
 FORREST, A. S., BM2c, CG-257 (Base 11).
 GOLDBERG, Abe, Sea1c, Base 4.
 HAMILTON, F. A., CPM, Spencer.
 HARDISON, L. J., CMM, Yamacraw.
 HOFFMAN, J. T., QM1c, Academy.
 HOWELL, L. W., Sea1c, Academy.
 HUNTLY, M. E., EM2c(Ts), Boston Div.
 JACKSON, J. R., SC2c, Champlain.
 JENKINS, C. W., MM2c, AB-56.
 KILLIAN, E. L., Surf., Moriches.
 LEADBEATER, J. G., BM1c, Salem Air Sta.
 LONGMIRE, Heirschell, Sea1c, Hamilton.
 MACAPALLAG, Louis, OS1c, Manhattan.
 MAQUIRANG, E. M., OS2c, Unalga.



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 McGEORGE, G. W., Surf., South Chicago.
 McHENRY, G. N., BM1c, AB-67.
 McLOUGHLIN, John, Sea1c, Pontchartrain.



Photographs by Anthony V. Ragusin.

THE COAST GUARD DOES A JOB FOR ITSELF

The 165-foot Coast Guard Cutter TRITON, based at Gulfport, Miss., received what looked like an ordinary call of distress while on patrol duty in the Gulf of Mexico. The steamship FAIRFIELD enroute from Dutch Guinea to New Orleans went aground on a mud flat at South Pass, mouth of the Mississippi River. The TRITON immediately went to the rescue in an attempt to float the steamer.

Lieutenant Harold A. T. Bernson, 30 years, graduate of the U. S. Coast Guard Academy, Class of 1930, was in charge of a detail handling a hawser to the stricken vessel from the cutter. The eight-inch cable snapped, and Bernson, who was the Executive Officer of the cutter, attempted to pull Seaman Jesse M. Moore from under the whirling rope. Bernson fell with a pair of badly mangled legs. Moore suffered general injuries. Boatswain Rolf Thorsen suffered a broken hip.

The U. S. Coast Guard Air Station at Biloxi, well-acustomed to flights out at sea to rescue injured or ill seamen for hospitalization, was then called upon to perform a mission of mercy in behalf of some of its own kind and kin. A huge flying life boat was immediately prepared for action and Dr. E. A. Trudeau, U. S. Public Health Surgeon at Biloxi, rushed to the Air Base. Shortly after an hour, the doctor administered to the injured men in the lower region of Delta of the Mississippi River.

With the three injured men lashed down in stretchers, the patients were transferred from the TRITON to the ambulance plane for a hurried flight to Biloxi. Upon arriving at the Air Station, ambulances hurried the injured to the Biloxi Hospital where Lieutenant Bernson, a native of Maine,

died shortly afterwards from shock and loss of blood. Captain William J. Wheeler, Commander of the New Orleans Division of the Coast Guard, announced that he would recommend a post-humous award of a life-saving medal for the heroic Coast Guard officer.

These pictures were made at the Biloxi Air Station and are as follows: Upper left: The F.L.B. comes up the ramp at the Biloxi Air Station with the three injured men.

Upper left, center: Returning from the flight, Doctor Trudeau is seen in the doorway as he prepares to leave the plane after working on the patients before and during the flight.

Upper right, center: The stretcher with Lieutenant Bernson is removed from the plane first. He is in worse shape than the other two.

Lower left: Boatswain Thorsen is removed from the plane.

Upper right: Doctor Trudeau converses with Commander of the Biloxi Air Station (center) and Doctor G. F. Carroll (right), who was called in from the U. S. Veterans Administration Hospital at Biloxi for consultation.

Lower left, center: Seaman Moore is removed from the plane. Center: One of the two ambulances is seen awaiting patients from the TRITON accident.

Lower right, center: The wife and child of Boatswain Thorsen meet him as he is placed in the ambulance.

Lower right: Crew which made the plane flight, left to right: Lieutenant E. E. Fahy, Pilot; Dr. Trudeau, Chief Radioman William Logue, and Aviation Machinist Curtis Bay.

NEW CHIEF WARRANT OFFICERS

While Headquarters, U. S. Coast Guard, has not yet officially released notices of promotions, page 6248, Congressional Record, 5 April, 1938, lists the following promotions from warrant to chief warrant rank as Executive Nominations confirmed by the Senate 5 April, 1938:

CHIEF BOATSWAINS

J. M. Vincent	C. T. Cowan
A. H. Hylton	S. E. La Roue
H. A. White	J. M. Barrett
G. H. Jacobsen	Frank Paul
Martin Christensen	E. A. Simpson
J. A. Johanson	A. E. Del Pra
W. C. Gill	A. L. Cunningham
J. H. Davies	F. P. Stone
A. F. Pittman	G. B. Lok
T. G. Woolard	M. L. Hudgins
L. J. Kirstine	A. E. Michaelsen
B. L. Bassham	W. J. Mazzone
C. E. Swanson	W. H. Moulton
R. E. Parker	J. L. Olsen
F. S. Garretson	W. E. Paulsen
S. Y. Hammond	S. C. Crandall
A. P. Lewis	R. W. Butcher
J. F. Ryan	J. H. Hantman
A. Van De Venter	Frank Rados
L. P. Toolin	C. S. Studley
H. O. Nielsen	D. E. Green
T. F. Stair	W. C. Betha

G. B. Nickerson
J. J. Daly
D. A. Furst
E. F. Gracie
F. C. Sollman
C. A. Osborne
W. H. Lewark
B. R. Ballance
W. H. Barnett
A. H. Wright
C. A. Mister

CHIEF GUNNERS

F. W. Sarnow
C. J. Valdrow
J. H. Cumalat
R. J. Hegarty
C. N. Hubbard

CHIEF RADIO ELECTRICIANS

R. W. Finley	A. P. Arlington
F. W. Wortman	E. S. Burns
D. G. Clementson	H. M. Anthony
G. M. Gallagher	C. C. Lantz
J. P. Guy	J. E. Coker
O. M. Helgren	John Brown
I. V. Beall	P. M. Wakeman
M. G. Shrode	M. H. Dunbar

CHIEF MACHINISTS

Z. R. Shoen	David Parker
Oscar Salter	Walter Robbins
W. L. LaRue	L. L. Whittemore
A. L. McGee	J. B. Macy
C. V. Legg	Frank McDonald
J. N. C. Hunt	R. D. Hallencrutz
A. T. K. Wallace	William McCauley

Bryan Spencer
E. B. York
I. L. Hammond
H. E. Johnson
C. O. Gray
H. R. Rogers
H. M. Lewark
J. N. Buckley
G. J. Thomas
J. G. Brown
G. J. Churchill

CHIEF PAY CLERKS

E. E. Miller	P. N. Wright, Jr.
W. W. McKeller	F. P. Bergmeister
M. J. Morgan	W. McM. Stephens
P. E. Clement	A. E. Zanetti
L. T. Robbins	W. H. Kehoe
I. L. Peck	W. H. Carroll
James Morrison	Arnot Groves
O. F. McClow	C. C. Humphreys
P. L. Sullivan	James Blake
D. L. Brown	Lewis Rice
D. B. Sollenberger	V. L. McLean
L. L. Louis	J. W. Davis
T. P. Cherberg	C. E. Bogren
G. A. Nordling	C. L. Herndon
E. E. Jackson	E. O. Hannaford
F. B. Cottrell	Jacob Levin
R. J. Calvert	E. F. Lowrie
Meyer Robbins	H. E. Solomon
Alexander Smith	C. W. Warmker
R. A. Carroll	

CHIEF PHARMACISTS

M. H. Lanke
D. G. Higgins

'38 PRACTICE CRUISE

Headquarters has issued instructions for the 1938 Cadet Practice Cruise. The Cutter Bibb has been designated as the vessel making the cruise, which will proceed on or about 4 June from New London and will visit several South American ports on the cruise. Captain E. D. Jones, Superintendent of the Academy, has been designated as

1938

CGM
May 1938
Vol. 11, #7
p. 6

CGM
June, 1938
Vol. 11, #8
pp. 1-8

LESS two months, Coast Guard aviation is twenty-two years old, having had its birth on 29 August, 1916, when the President of the United States approved an Act of Congress which authorized the Secretary of the Treasury to establish, equip, and maintain not to exceed ten air stations at such points on the Atlantic and Pacific coasts, the Gulf of Mexico and the Great Lakes as he may deem advisable and to detail for aviation duty

Aviation in the Coast Guard

29 August, 1938, Marks Twenty-Second Anniversary of Coast Guard Aviation.

officers and men of the Coast Guard. The act provided that these air stations were to be established for the purpose of saving life and property along the coasts of the United States and at sea, and to assist in the national defense. The service immediately took action to obtain trained aviation personnel and sent a group of young officers to the Naval Air Station, Pensacola, Florida, for training.

They had about finished their course when the United States entered the World War, and they were immediately absorbed in Naval aviation and performed duty in this coun-

try and abroad. The first Coast Guard air station was established at Morehead City, North Carolina, in 1920, and was operated until 1921, when it was decommissioned due to lack of funds. During its existence, in spite of obsolete and insufficient equipment, the station demonstrated the great value of aviation in the performance of Coast Guard duties. The location in North Carolina is sentimentally significant. When the Wright brothers first tested their wings at Kitty Hawk, Coast Guardsmen were about the only folk who gave those early birdmen a helping hand.

In 1925, a station was established in Gloucester, Massachusetts. Later an air station was operated at Cape May, New Jersey.

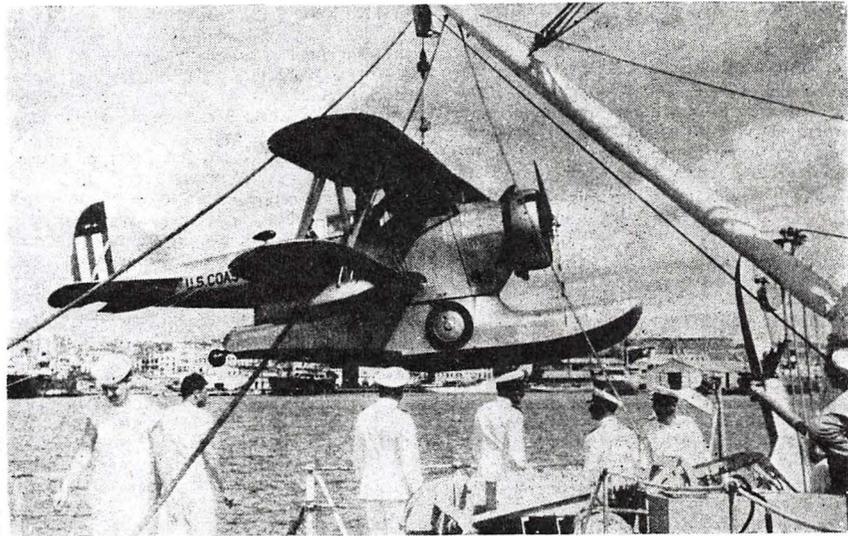
DURING the past five years, Coast Guard aviation has made rapid progress. Funds have been made available to train personnel and to build new air stations and purchase modern airplanes.

Aviation is an important branch of the Coast Guard. Airplanes cooperate with surface craft and with the various Coast Guard stations located along the seaboard. They also carry out many independent missions, and are particularly useful where speed and the consequent saving of time are controlling factors in humanitarian work.

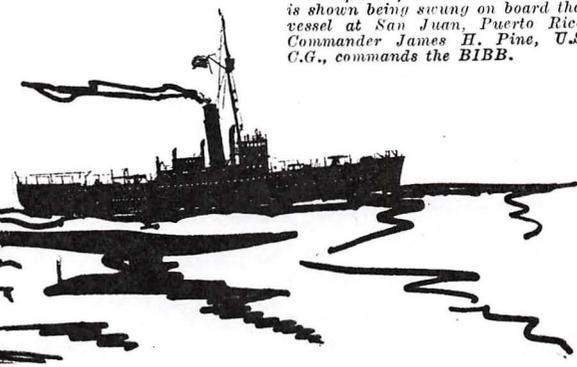
AIRPLANES

Long Range Patrol. These airplanes are twin engine flying boats having a range of 2,000 miles and a speed of 180 miles per hour, so constructed as to make landings on rough seas possible. This feature, together with their range and high speed, is a requirement of the Coast

SWINGIN' 'AT BABY IN



The plane from the Cutter BIBB is shown being swung on board that vessel at San Juan, Puerto Rico. Commander James H. Pine, U.S. C.G., commands the BIBB.





HEADS AVIATION

The modern and efficient Aviation Division of the U. S. Coast Guard is in the capable hands of Captain Lloyd T. Chalker, U.S.C.G., pictured above. Captain Chalker first entered the Service as a Cadet in 1903.

Guard for rendering assistance to persons and vessels in distress offshore. Of this group of airplanes the Coast Guard is operating Models PH-2, PJ-1, and PJ-2.

Intermediate Range Patrol. These airplanes are twin engine amphibians having a speed of 150 miles per hour and a range of about 700 miles. These airplanes are necessary for use in rendering assistance to persons and vessels in distress when the greater range of the long range airplanes is not required. In this group the Coast Guard is operating Models RD-1, RD-4, and RD.

Inshore Patrol and Convertible Land-Seaplanes. These airplanes are single engine airplanes having a speed of 170 miles per hour and a range of from 300 to 1,000 miles. They are used for scouting and law enforcement along the land and sea borders of the United States, including scouting work in the location of illicit distilleries. They can also be used for limited life-saving purposes. Airplanes of this class are assigned to those vessels of the Coast Guard equipped to carry aircraft. In this group are operated Models SOC-4, JF-2, J2W-1, J2K-1, J2K-2, OO-1, and N4Y-1.

Captain L. T. Chalker, U.S.C.G., is the Chief Aviation Officer of the Coast Guard.

Air stations are located at Salem, Massachusetts; New York, New York; Charleston, South Carolina; Miami, Florida; St. Petersburg, Florida; Biloxi, Mississippi; San Diego, California, and Port Angeles, Washington.

Air Patrol Detachments base at Cape May, New Jersey, and El Paso, Texas.

Vessels equipped to carry aircraft include the *Campbell*, New York, N. Y.; *Ingham*, Port Angeles, Washington; *Duane*, Oakland, California; *Hamilton*, Oakland, California; *Taney*, Honolulu, T. H.; *Spencer*, Cordova, Alaska; *Bibb*, Norfolk, Virginia.

DUTIES PERFORMED BY C. G.

The use of aircraft in performing various duties of the Coast Guard is increasing as time goes on. In addition to duties concerned with the assistance of persons and vessels in distress at sea, the protection of the customs revenue, the protection of the internal revenue, etc., Coast Guard aircraft were extensively used during the periods of extreme floods in the Ohio and Mississippi Rivers in connection with the transportation of serums and other biological supplies, of distressed persons, of medical officers, and in general scouting of the afflicted areas for purposes of operation planning. The use of Coast Guard aircraft in humanitarian work for the benefit of the public at large becomes more apparent as time goes on. Following is a resume of Coast Guard aircraft operations during the period from 1 July, 1936, to 30 June, 1937:

Miles cruised	780,545
Area searched (square miles)	5,862,618
Time in flight (hours and tenths)	9,062.6
Vessels identified	34,844
Airplanes identified	6,444
Obstructions to navigation reported	57
Smuggling vessels located	37
Smuggling airplanes located	2
Contraband seized (gallons)	41,982
Value of contraband	\$20,886.
Vessels reported for violations	1
Vessels seized for violations	1
Illicit distilleries located	360
Requests for assistance	506
Persons assisted	293
Persons warned of impending danger	591
Persons transported from disabled vessels	11
Persons otherwise transported and assisted	948
Emergency medical cases transported	185
Instances of assistance to other Government departments	428
Vessels warned of impending danger	168
Disabled vessels located	154

PERSONNEL

The personnel of each air station consists of approximately 50 officers and men. All Coast Guard aviators receive their training at the Naval Air Station, Pensacola, Florida. Aviators are selected from graduates of the Coast Guard Academy who have served at least three years at sea since receiving their commissions upon graduation.

Warrant officers and enlisted men in the Coast Guard receive similar training to that given like grades and ratings in the Navy. Personnel of both services are therefore prepared in all respects to co-operate and serve together in time of war, when the Coast Guard becomes part of the Navy, or at such time as the President may direct.

As the Coast Guard is a sea-going service, all aviation personnel is trained at sea before being assigned to the aviation branch. Warrant officers and enlisted men are selected from general service personnel who have received their training in Coast Guard vessels and who have indicated their fitness and aptitude for aviation duty.

CG—185

CG-185, in answer to a distress call from the yacht *Vigilant*, aground at Amelia City, Fla., and with engines disabled, began salvage operations on the disabled craft. CG-185 floated the *Vigilant* and towed her to Fernandina, Fla.

First Distinguished Flying Cross to Lieutenant C. B. Olsen, U.S.C.G.

SECRETARY of the Treasury Henry Morgenthau, Jr., on 12 May, 1938, conferred the Distinguished Flying Cross upon Lieutenant C. B. Olsen, U.S.C.G.

The award, first to be pinned upon a Coast Guard aviator under an authorizing act approved last year, was made by the Permanent Board of the Coast Guard in recognition of a flight in storm and darkness 300 miles to sea from the Miami Air Station to any Army transport and the safe return with an Army officer in desperate need of an operation. The Cross was presented in the Secretary's office in the presence of Treasury officials and Coast Guard officers and men, including Assistant Secretary Stephen B. Gibbons, Rear Admiral R. R. Waesche, Commandant, and Captain L. T. Chalker, Chief Aviation Officer.

The recommendation of Captain Chalker to the Permanent Board said that the award should be made "for transportation of a seriously ill Army officer from the transport *Republic* at sea to Miami, Florida, in June, 1935, the lieutenant having shown extraordinary skill and courage in piloting his plane through darkness and storm, and in landing, without mishap, alongside the transport in a rough sea."

The assistance report from the Miami Air Station to Headquarters showed that the *Republic*, bound from New York to Panama, had radioed at dinner time that Major Walter Gullion, U.S.A., had become critically ill and was in need of immediate hospitalization and surgery.

"Plane will contact *Republic* 5:00 A. M. tomorrow off Hole-in-the-Wall, Florida," the Air Station replied.

The surgeon aboard the *Republic* sent another message to the effect that even that early hour would not be soon enough and that unless earlier contact was made, the patient would not survive.

A few minutes later the Coast Guard flying boat *Arcturus*, with Lieutenant Olsen at the controls, took off into thick weather, with a full load of gasoline. Radio contact was maintained with the *Republic* during the entire trip, despite heavy thunder and lightning storms.

After three and a half hours of flight, the *Republic's* searchlights were sighted by the observer on the *Arcturus* and the plane negotiated a successful landing in the rough seas. Major Gullion, on a stretcher, and his wife were brought to the Coast Guard craft in a lifeboat and the crew of the *Arcturus* lifted them aboard.

At ten minutes after midnight, the *Arcturus* came down at Miami, where an ambulance was waiting. The Major was taken to a hospital and a successful operation performed.

Members of the *Arcturus'* crew on the flight to the Army transport were: Aviation Chief Machinist's Mate Axel L. Norstrand, Radioman (first class) M. E. Terrell, and Pharmacist's Mate B. L. Chambers.

CG—110

CG-110 towed the disabled fishing boat *Santa Maria* from a position approximately 40 miles from Cape May Lighthouse to Cape May.

Editorials



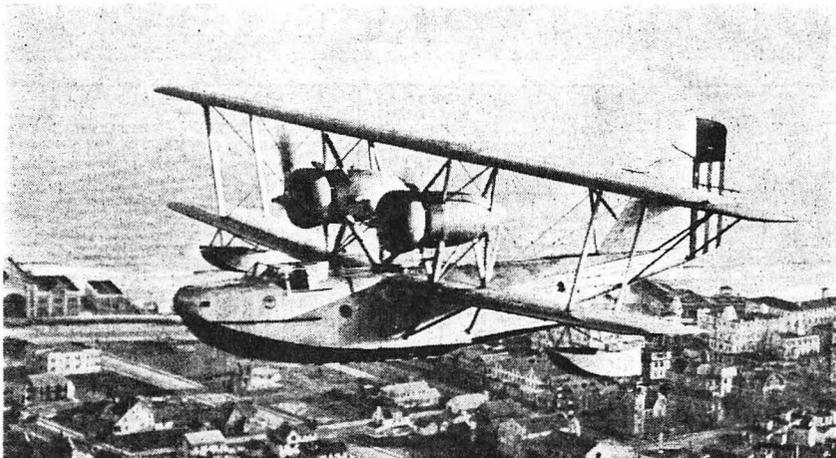
FOR 100% LOYALTY

FOR several years a large proportion of the enlisted men of the United States Coast Guard looked forward with hope and expectation to the passage of the Twenty Year Bill. For the present at least, their hopes and expectations have been rather cruelly shattered.

Because these columns printed the news to that effect—simply because it was the news—some of our readers are blaming the Magazine. The Magazine, of course, would like to have printed that the Twenty Year Bill has become law, but that, unfortunately, was not the news.

These columns, however, are not so much concerned about the reaction of some few of our disappointed readers toward the U. S. COAST GUARD MAGAZINE. On the face of it, it is silly to assume that this publication is not 100% for the enlisted man. What the Magazine is concerned about is the injury that some few thoughtless Coast Guardsmen are inflicting upon themselves and upon their own reputations as American men in the uniform of their country by the simple expedient of showing that in the premises of this disappointing reverse to their ambitions, they simply cannot "take it," lack the plain guts to "take it," a do not want to take it.

An oath of allegiance to serve your country should be an event of moment and importance in the life of the man taking the oath. Think it over. Your recruit with his right hand aloft to his Creator pledges "true faith and allegiance," upholding the



PH2

Over Cape May, N. J.

Constitution of the United States and swearing to serve loyally the United States and the officers appointed over him.

There were no qualifications to that oath. Recruit Joe Doakes did not swear true faith and allegiance "provided the Twenty Year Bill passes." It is difficult for the writer of this column, with age, service and experience behind him, to understand any great divergence from the well lighted path of plain military-naval duty. It just shouldn't be

done in a country like the United States of America. This is the country, lest we forget, the existence of which was won by the life's blood of men and boys like you, and you, and you. Neither you nor I have a right to let down these predecessors of ours. They left bloody footprints in the snows of Valley Forge and their blue-clad bodies wearing the shield of the Coast Guard went down with the Tampa.

For your benefit and mine, they showed the way of service just as truly as the Son of Man on Golgotha showed the way of life. What is a Twenty Year Bill, or a reduction in pay or 100 and 1 different service disappointments when you weigh it against Coast Guardsmen like Sanderlin, Lamby, Cashman, Griswold, Stark, Dipert and many others like them.

Steven Decatur went down in history for having said, "My country—right or wrong." History teaches you that, at the time Decatur said that, he did not personally believe that his country was right or that the Naval Service was treating him right. In fact, the full quotation should read, "My country, in her intercourse with foreign nations, may she ever be right, but right or wrong—my country."

The Twenty Year Bill does not pass like many had hoped it would pass, and like this Magazine had hoped it would pass. It is dangerous, then, to tab everything and everybody in authority in the Coast Guard as a group of sun-downers. The next step in the development of that line of thought is that the Rear Admiral Commandant is no good and has let you down, and that it follows that the President of the United States is no good. That leaves some few folk out on the limb as men who swore to serve their country but who, in the face of a reverse or two, would double-cross the highest command in the Coast Guard, and their Commander-in-Chief, the President of the United States.

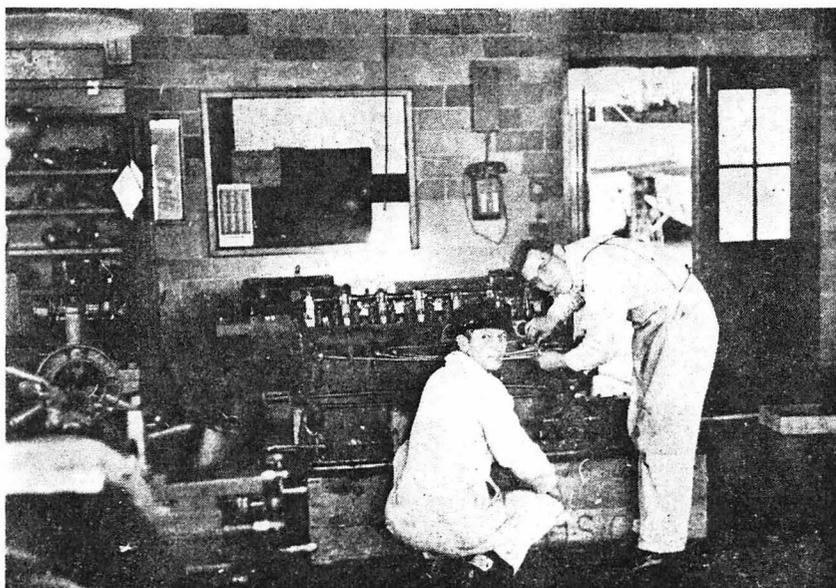
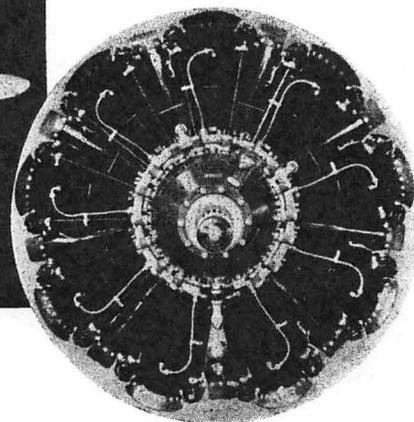
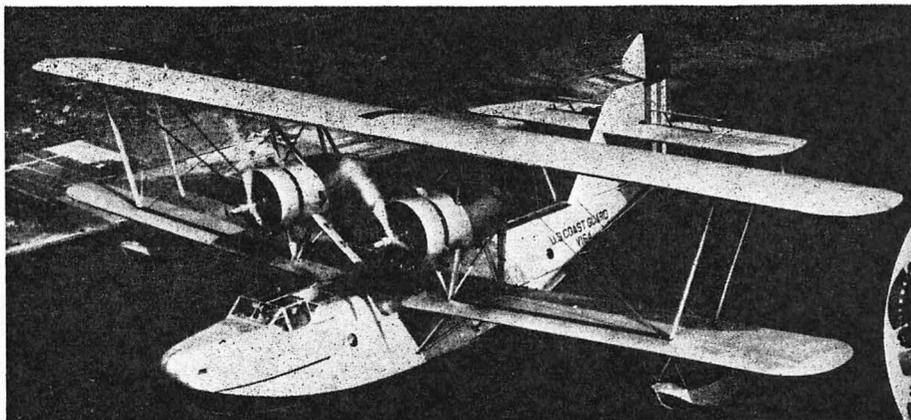


Foto by ACMM T. R. Callahan

SALEM AIR MECHANICS

ACMM C. H. Rapp and AMMSc L. A. Cook, in the machine shop at U. S. Coast Guard Air Station at Salem, Mass., assembling crash boat engines after overhaul. Lieutenant Commander F. A. Leamy, U.S.C.G., is in command at Salem.

(Please turn to Page 6)



HALL ALUMINUM CORPORATION U. S. COAST GUARD FLYING BOAT

Powered by

WRIGHT CYCLONES

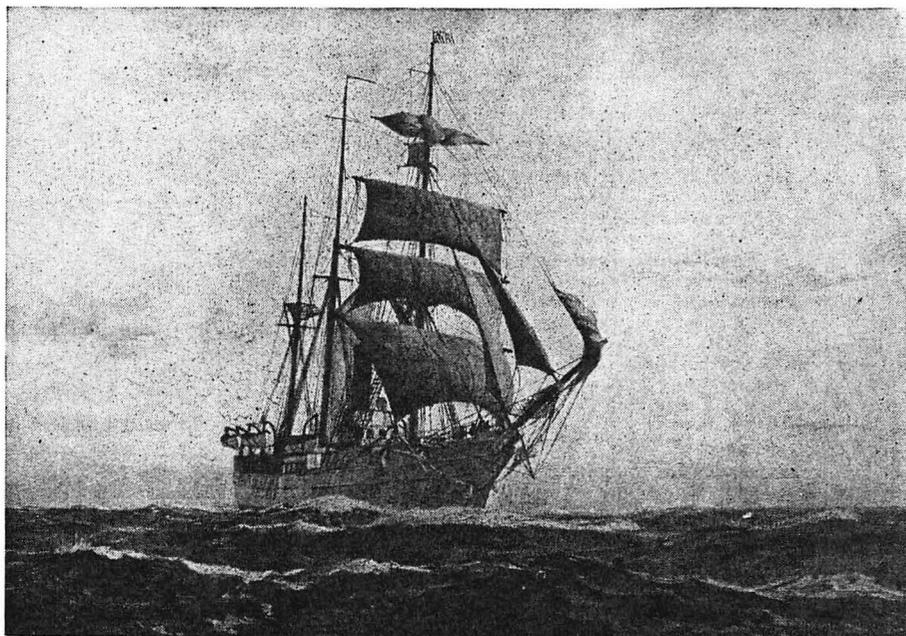
Wright Cyclone engines power the fleet of new twin-engined Hall Aluminum Corporation Flying Boats recently purchased by the United States Coast Guard. These planes, equipped with Curtiss "Full Feathering" Propellers, are the largest flying boats ever built for the Coast Guard and will be used for long range patrol duty and rescue work. Wright Cyclones and Whirlwinds also power the majority of the planes now rendering service duty with the U. S. Coast Guard.

Wright Cyclone



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A DIVISION OF CURTISS-WRIGHT CORPORATION

A Large Natural Color Reproduction Of The Painting Of The Famous Cutter "BEAR"



Every Coast Guard Home Should Display this Beautiful Picture

This beautiful picture of the old "BEAR," in natural colors, 26 x 21½ inches, for framing.

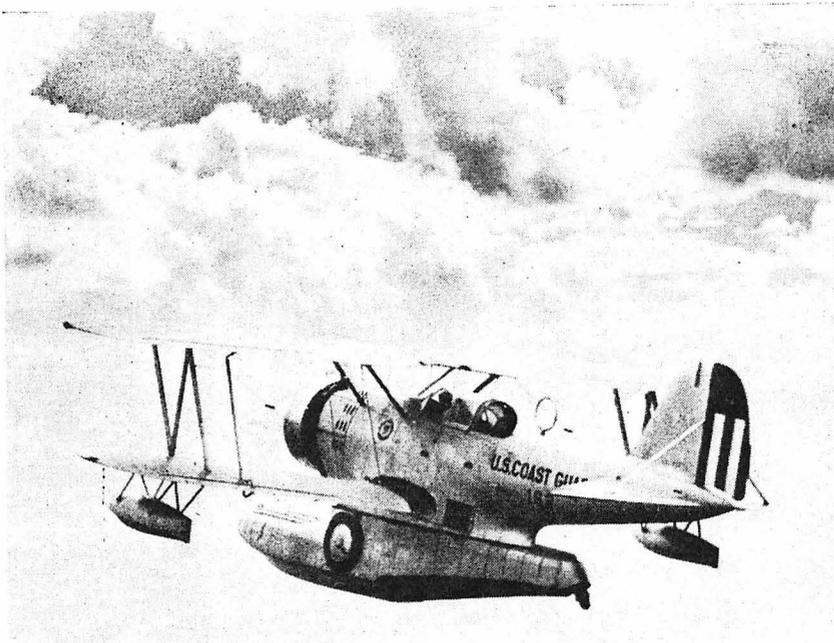
Thousands of them were sold at \$5.00 the copy. You can now obtain a copy for \$1.00 by adding it to the \$2.50 price of the U. S. COAST GUARD MAGAZINE. Includes all mailing costs. Total, \$3.50. Act quickly. The offer is limited to the supply of pictures on hand at the Coast Guard Academy Athletic Association. Use the coupon.

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.....
.....
.....



GRUMMAN AMPHIBIAN

Skyward bound after a fine take-off.

Just for the sake of argument, assume that the President of the United States is not what you would like him to be, or that the Rear Admiral Commandant is not what you would like him to be. The fact is, these two officials are, respectively, the Commander-in-Chief and the Rear Admiral Commandant, and if you are a soldier or a sailor, you are for them and the Service into which you obligated yourself, voluntarily, 100% and even unto death.

The fact that great men in history have been abused, berated, assassinated and crucified has not made them wrong any more than Nathan Hale was wrong when the British hanged him to an apple tree. At that, we owe a vote of thanks to the British officers who recorded for American posterity Nathan Hale's last statement, "I regret that I have but one life to give for my country."

Thoughtless street urchins play about the feet of the statue of Nathan Hale little appreciating that but for the man represented by the Statue, and thousands of others like him, there would be no United States of America into which to play. Men in uniform are not thoughtless urchins. Revolt against authority, fascism, bolshevism, nazism and other "isms" have no place in a country like ours and in a service like ours. Sum it up with the disgusted remark of an old German-born Civil War veteran of Wisconsin who said, "What this country needs is some more Nathan Hales." Maybe the old boy had figured up that without an adequate supply of Nathan Hales, there would be no country to serve and possibly none worth serving.

Of course there are those who'll tell you that plain old day to day patriotism is passe, that it's cheap flag waving. "Patriotism" is a word seldom used in the Services. It is not necessary to use it since it is there; a living, breathing thing. But to feel like the writer of this column feels while writing this, you've GOT to feel that the uniform you wear is just as truly emblematic of the finest country on earth as is the flag of our country.

You do not always get a square deal in the military-naval services. But you do not quit. You render true faith and allegiance as summed up in the dying words of the British soldier, his life's blood gushing

forth on the sand of a distant desert. "The flag of England is a TERRIBLE thing." No good British soldier needed an explanation. They knew the man meant "terrible" in its demands but beautiful and worth dying for, right or wrong.

WARRANT OFFICERS

WE stand corrected!

On the editorial page of the May, 1938, U. S. COAST GUARD MAGAZINE there was printed,

"The Bill to provide Coast Guard Warrant Officers with Navy parity and promotion to chief warrant rank had a rather hard row to hoe. It became law and elsewhere in this issue you will see the results of it in the list of recently promoted chief warrant officers."

This statement was not correct. The party Bill sponsored by the Warrant Officers Association has not been passed by Congress in this session and is yet to become law. The promotions to chief warrant grade reported in the last issue of the Magazine came about as a result of a selection board convened by the order of the Secretary of the Treasury, and not as a result of an Act of Congress.

Pharmacist T. LeBlanc, President of the National Council, Warrant Officers Association feels that this erroneous information as disseminated in the Magazine, should be corrected.

These columns gladly correct it.

With such a large and unprecedented group of Warrant Officers moving up to Chief Warrant rank the Magazine erroneously assumed that new legislation made such long awaited advancements possible.

However, the new Chief Warrant officers were made under the authority of the following regulation of the Coast Guard:

"Article 334. APPOINTMENT AS CHIEF WARRANT OFFICER. Under such regulations as he may prescribe, the President is authorized to appoint, by and with the advice and consent of the Senate, chief warrant officers of the Coast Guard from permanent list of warrant officers of the Coast Guard as the needs of the Service may require, and such chief warrant officers shall receive the same pay, allowances and benefits as commissioned warrant officers of the Navy of like length of service. Provided, that no warrant officer shall suffer a reduction in pay or allowances on account of his appointment as chief warrant officer under the provisions of this section. (14 U.S.C. sec. 20a)."

This regulation permits the advancement to chief warrant grade as the needs of the Service require, in the discretion of the Secretary of the Treasury, and does not make it mandatory that warrant officers of the Coast Guard shall be appointed to chief warrant officers at the expiration of six years, which law the Navy warrant corps happens to have.

Some years ago, the Warrant Officers Association passed a Bill in both houses of Congress to give parity to warrant officers of the Coast Guard with their brother warrants in the Navy, but this Bill was vetoed by the President and did not become law.

Our readers are, of course, familiar with the customs of many publications when an error is made in print. False pride cause the retraction to be printed in some obscure position.

The U. S. COAST GUARD is not proud of having made a mistake but it is sufficiently big and sufficiently decent to admit an error, and print a retraction in the same position and with the same prominence as the original article in error.

BETWEEN TWO FIRES

Writes a Coast Guard enlisted man, anonymously:

"Do you realize the COAST GUARD MAGAZINE is losing support due to its luke-warm attitude on the Twenty Year Bill? If your attitude does not change, the Magazine will soon be as dead as the dodo. The Coast Guard enlisted personnel will continue the fight for the Twenty Year Bill within the scope outlined in the Commandant's recent letter. Enthusiasm has not slackened. Everybody in the Coast Guard feels that they are entitled to a Twenty Year Bill, and they cannot and will not believe that Admiral Waesche is wholly against the bill. They believe that all Admiral Waesche need do is approve of it and the bill will become law. They also believe that Admiral Billard—and many of us like Admiral Waesche to Admiral Billard—would have signed the bill gladly.

"The adoption of the Twenty Year Bill would abolish almost all causes for discontent among enlisted men. It would prove economical in the end to the Government. Most enlisted men feel strongly in favor of this bill because they do not feel they are asking for anything outrageous or unreasonable.

"May we urge that you print in the Magazine a separate department featuring articles and editorials urging Headquarters and the Treasury Department to support the bill."

From a commissioned officer some months ago the Magazine received a letter stating:

"If Headquarters is not in favor of the Twenty Year Bill you can do your Magazine only harm by continuing to boost the Twenty Year retirement bill. Neither the Magazine nor the enlisted personnel can move forward under a policy of bucking Headquarters."

From a lad who signs himself "Old Timer," comes this: "If the Magazine does not change its tactics I am cancelling my subscription. You could have referred in small type, some place in the back of the book, to Admiral Waesche's disapproval of the Twenty Year Bill, if you had to refer to it at all."

(There you have a fellow who not only tells you what to print and what not to print, but also specifically where to print it.)

Here's the counter-balance again, from San Diego: "I hope the Magazine wakes up and pipes down on the retirement bill. The Coast Guard already has more than the Navy in this respect. To receive parity with

the Navy would be to lose the $\frac{3}{4}$ pay physical retirement."

From San Francisco: "Since you printed Admiral Waesche's order on the 20 year bill the officers seem more interested in the paper than they once were, but the enlisted men are divided on it."

And one of our Eastern air stations: "The enlisted men are the only people interested in the Magazine. Neither the Captain nor the Exec. are interested enough to buy a copy."

Now isn't that a pretty how-do-you-do. You're damned if you do and damned if you don't.

The unfair part of both criticisms lies in the following facts:

a. The opening gun in favor of the Twenty Year Bill was fired in the pages of this Magazine, specifically in the publication of an article written by David Spratling.

b. Editorial after editorial in favor of the Twenty Year Bill appeared in these columns.

c. Article after article written by Spratling and other members of his committee were printed in these pages.

Needless to say the Magazine will continue to print anything and everything it can obtain in favor of the Twenty Year Bill. The pages of the Magazine are wide open for the publication of opinions on any subject of interest to the Service either from officers or enlisted men.

Of course, the Magazine must also print the news honestly and correctly, and when that news is not pleasing to some of our readers or all of them, certainly that does not absolve the Magazine from the responsibility of printing the truth.

Nothing would have pleased this Magazine more than to print, "The Twenty Year Bill has passed, approved by the President of the United States, the Senate, the House of Representatives and the Rear Admiral Commandant." Unfortunately that was not the news and we could not print it.

The Magazine now goes to a large group of Senators and Representatives. It goes to many important readers outside of the Coast Guard and we repeat that we will be glad to print anything obtained in favor of the Twenty Year Bill.

If anything can be more fair than that, or more honest than that, we would appreciate our readers telling us so, preferably not anonymously.

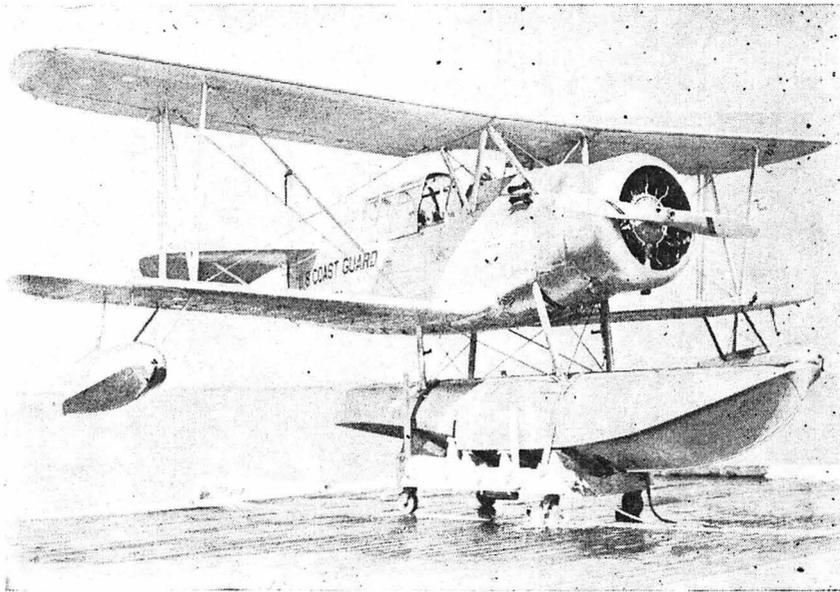
IN THE SENATE

THERE is no denying the fact that there is a decided difference of opinion among Coast Guard personnel in general and Coast Guard officers in particular as to the advisability, in the interests of Coast Guard enlisted men, of securing the legislation recommended in the twenty year bill.

Some officers have contended that the passage of this bill, placing the Coast Guard on a parity with the Navy as to Fleet Reserve retirement privileges, would eliminate the present disability retirement privileges of the Coast Guard and replace them with the much less desirable disability regulations of the Navy.

Enlisted men of the Navy are frank in their opinions that the Coast Guard's disability allowances are really something worthwhile. In all events, many in the Coast Guard believe that by securing personnel legislation that would be difficult to obtain, the present structure of benefits to Coast Guard enlisted men might be seriously endangered.

That this contention is not an idle one is shown on Page 8357 of the Congressional Record—Senate—of 5 May, 1938. S 3823 was up for a hearing. It provides for the equalization of certain allowances for quarters and subsistence of warrant officers and enlisted men of the Coast Guard with those



SOC—4
Mounted on floats and on handling truck.

Foto by Horwath.

of the Army, Navy and Marine Corps. In the Navy warrant officers and enlisted men receive allowance for quarters and subsistence during illness. The Comptroller General ruled that a man in that category was not entitled to quarters while undergoing treatment in a Marine hospital. S 3823 is a typical instance of the efforts of Coast Guard Headquarters toward protecting and safeguarding the interests of Coast Guard personnel.

Senator King, of Utah, objected to the bill, saying, "I object for the reason, first, that there is some controversy now as to the status of the Coast Guard, and there is a feeling that the Coast Guard is seeking all the advantages, privileges and benefits of the Navy. That matter is under consideration. There is now pending a motion made by me to reconsider a bill (the twenty year bill) dealing with this matter, which was passed a short time ago. I desire to make further inquiry of the Navy and of officials of the Government with regard to the matter. Let the bill be passed over."

The bill was passed over.

Senator Copeland replied, "I am satisfied to have the bill go over, as suggested by Senator King, in order that he may look into it, but I hope that in his study of the problem he will give consideration not alone to the large question of the position of the Coast Guard in our scheme of things, but to Coast Guard officers of similar rank with officers in the Navy and in the Army, in order that they may not be treated less generously than are the other employees of the Government."

Senator King then assured Senator Copeland that the matter would be given careful attention.

Here is a concrete instance of objection to fair and impartial Coast Guard legislation, the objection based upon objection to the Twenty Year Bill.

These pages dislike printing news like this. But these pages also like to tell the truth.

ALERT

Alert proceeded to the westward from her position approximately 100 miles southeast of Kenei Peninsula, Alaska, with food for Umnak natives, reported to be suffering with scurvy and shortage of food.

TO THE UNKNOWN SOLDIER

By JERRY KOMORECH
USS SARANAC

NOTHING makes one think and ponder,
Nothing makes one's heart grow fonder,
Not even great finesse can press
One's heart with gnawing emptiness,
Like these cursed thoughts, these stories,
These everlasting memories:

A shell-torn land, bleak and dreary!
Alsace-Lorraine! Chateau-Thierry!
St. Mihiel! Argonne Wood! The
Vesle!

They all tell a horrible tale:
Mid twisted wire Death scythes and reaps,
And strews the dead in crumpled heaps.

A head gored here, an arm crushed there!
Misery stalks the eerie air
As country! color! creed! are sown,
Plowed under, into parts unknown,
Body to body! soul to soul!—
As screeching "Big Ones" knell their toll.

Unknown! These martyr men of yore!
Unknown to man forevermore!
They fell for a cause, gave their "all",
They fell so that WE would not fall:
Theirs was true faith—not fallacy:
That Barrage for Democracy!

CARTIGAN

Cartigan was reported searching for three men reported missing from the sailboat *Saginaw*, the *Saginaw* having been located with the three members of the crew missing.

"DENK YO!"

"Enclosed please find a Money Order for the renewal of my subscription to the U. S. COAST GUARD MAGAZINE. Here's hoping it continues to be as good in the future as it has in the past. I always enjoy every copy and read every word and have a complete file of all issues since the Magazine started.

"Yours truly,

"D. W. HUNTER,

"P. O. Box 12

"Stow, Mass."



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Secretary of the Treasury

Hon. Stephen B. Gibbons,
Assistant Secretary of the Treasury

Rear Admiral R. R. Waesche, U.S.C.G., *Commandant*

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von Paulsen, C. C.
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Com. Mojave.
C. O. S., New York Div.
Com. Sebago.
Com. Saranac.
Com. Tampa.
Com. Taney.
C. O. S., Norfolk Div.
Com. Mendota.
Com. Tahoe and Int. Ice Patrol '38.
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Com. Air Sta., Floyd Bennett Field, N. Y.
Headquarters.
Com. Base 11.
Headquarters.
Headquarters.
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S. Cal. Sec., S. F. Div., S. Pedro.
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C. O. S., Boston Div.
Com. Campbell.
C.O.S., Chicago Div.
C.O.S., New Orleans Div.
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Com. Bibb.
Com. Duane.
Com. Hamilton.
Com. Pontchartrain.
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Com. Cayuga.
C.O.S., Jacksonville Div.
C. O. S., Spencer.
Com. Boston Div.
Com. Chelan.
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Academy.
Com. Ingham.
Com. Hawaiian Section.
Com. Shoshone.
Com. Miami Air Sta.
Com. Base 4.

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Zeusler, F. A. Com. Northlana.

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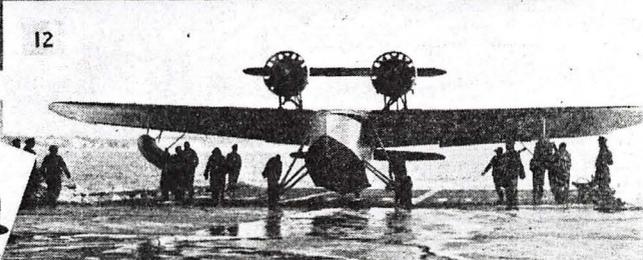
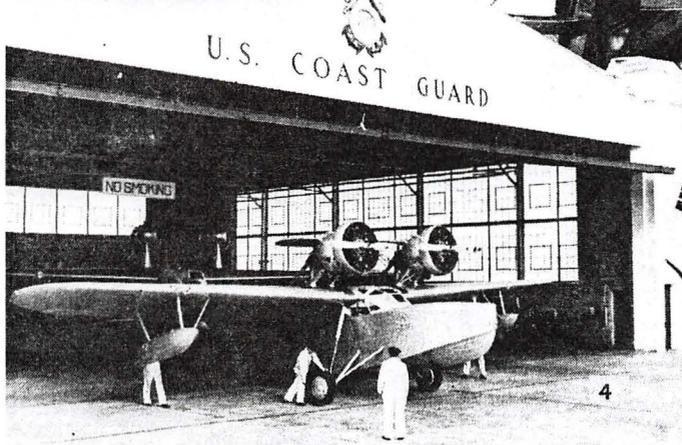
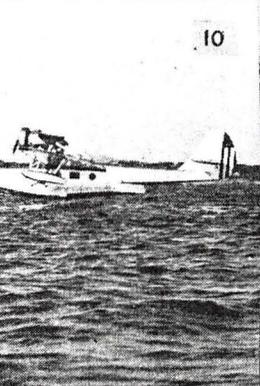
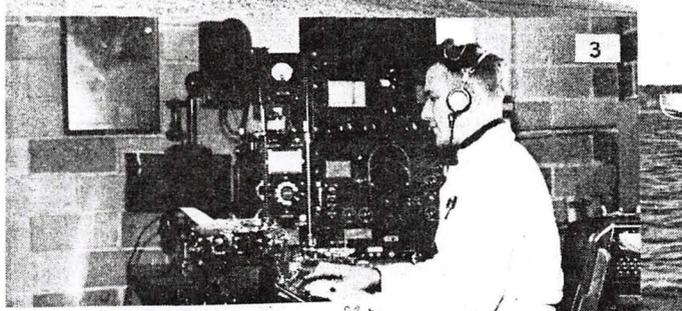
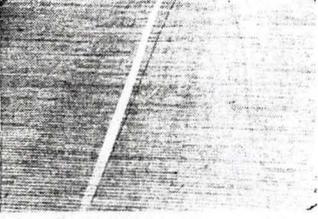
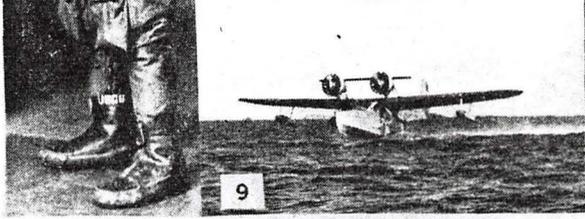
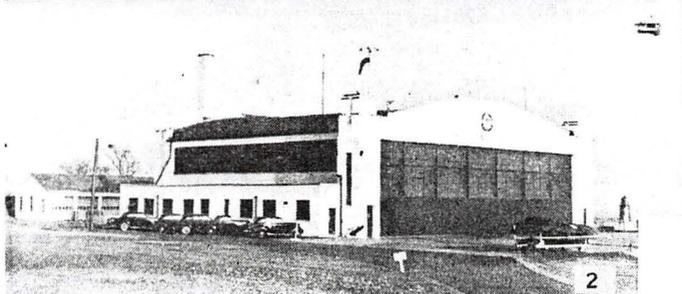
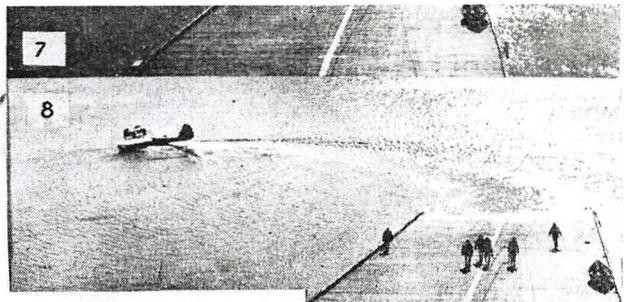
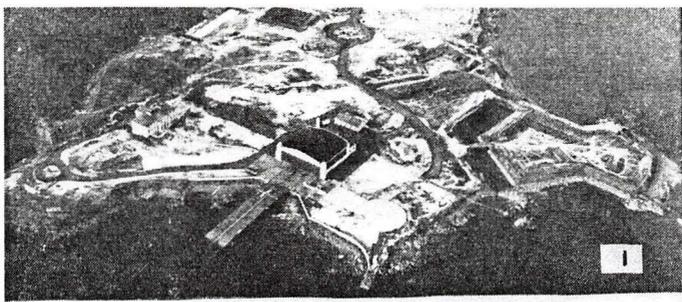
LIEUTENANT COMMANDERS

Awalt, T. Y. Ex. Off., Modoc.
Austermann, W. J. Ex. O., Chelan.
Baker, L. H. Ex. Off., Ingham.
Barron, S. E. Com. Tahoma.
Belford, H. G. Com. Tallapoosa.
Berdine, H. S. Com. Argo.
Bloom, W. G. Headquarters.
Bradbury, H. G. Com. Modoc.
Byrd, J. H. Ingham.
Carlstedt, G. C. Ex. Off., Mendota.
Collins, P. W. Com. Unalga.
Conway, J. D. Spencer.
Coward, K. K. Saranac.
Cronk, P. B. Ex. O., Saranac.
Curry, H. H. Westinghouse, Pittsburg, Pa.
Davis, A. W. Com. Galata.
Dean, C. W. Headquarters.
Eskridge, I. E. Dione.
Fritzweiler, Charles. Com. Nike.
Fritzsche, E. H. Headquarters.
Furey, R. H. Ex. O., Tahoe.
Gelly, G. B. Headquarters.
Grogan, H. E. Duane.
Guisness, C. E. Cayuga.
Hall, A. G. Com. Comanche.
Hall, R. B. Boston Div.
Harwood, C. W. Bibb.
Haugen, N. S. Com. Aurora.
Heimer, R. C. Com. Itasca, C.o.P., San Diego.
Hilton, C. H. F. T. T. S.
Higbee, F. D. Com. Onondaga.
Hirshfield, J. A. Headquarters.
Hoyle, R. M. Com. Icarus.
Imlay, M. H. Academy.
Jacobs, D. G. Com. Atalanta.
Jewell, R. C. Com. Maine I.S.P.F. and Kickapoo.
Jones, M. C. Academy.
Jordan, B. Defoe Works., Bay City, Mich.
Kelliher, J. W. Ex. O., Taney.
Kenner, F. T. Hawaiian Section.
Kenner, W. W. Com. Calypso.
Kossler, W. J. Hall Alum'n. Co., Bristol, Pa.
Lawson, C. W. Taney.
Leamy, F. A. Com. Air Sta., Salem.
Leslie, N. H. Com. Base 6.
McElligott, R. T. Com. Champlain.
McCabe, G. E. Headquarters.
McKean, G. W. Tampa.
McNeil, D. C. Ex. Off., Bibb.
Marron, R. V. Ex. O., Mojave.
Martinson, A. M. Com. Mohawk.
Mauerman, R. J. Com. Escanaba.
Meals, F. M. Hamilton.
Mehlman, S. P. Haida.
Moore, H. C. Academy.
Murray, J. P., Jr. Spencer.
Nelson, N. M. Com. Air Sta., Pt. Ang's.
O'Neill, M. Headquarters.



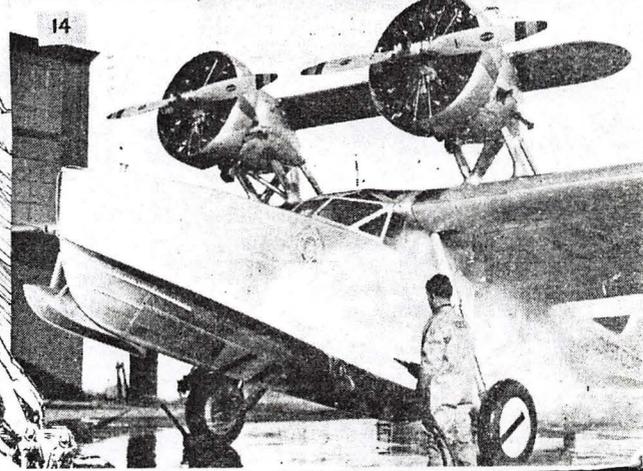
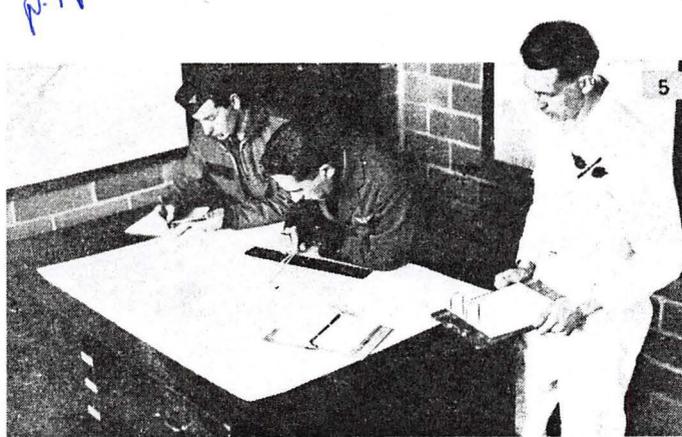
AT ST. PETERSBURG, FLORIDA

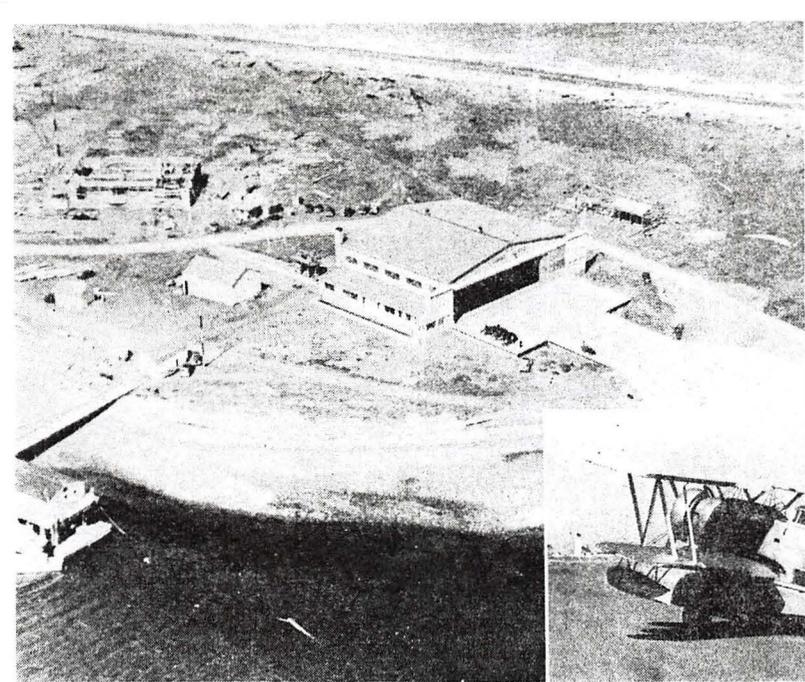
U. S. Coast Guard Station, Lieutenant C. F. Edge, U.S.C.G., commanding.



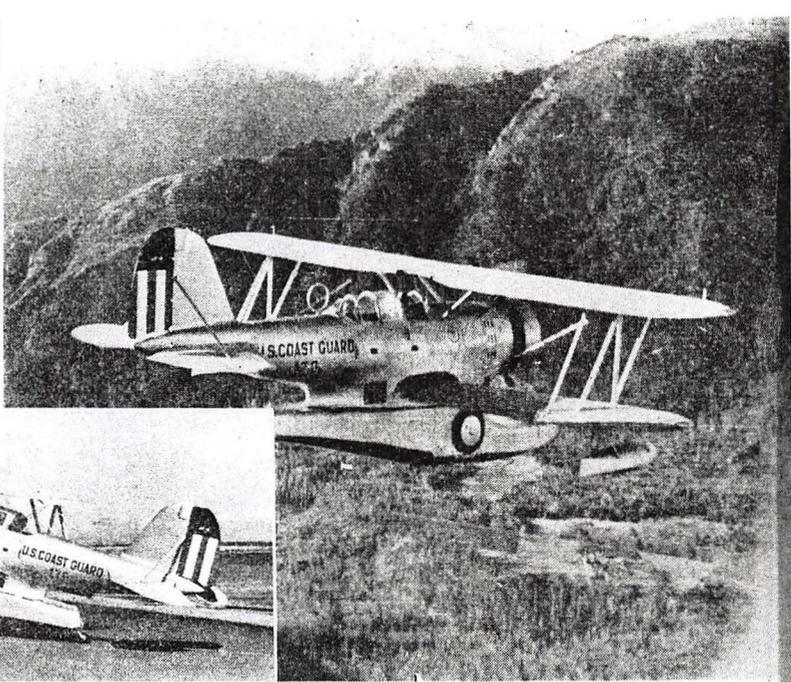
CGM
June 1938
Vol. 11, # 8
p. 19

Out of Salem
Fotos by William Jeffrey, Salem Evening News.
Foto story of a Rescue Flight from the U. S. Coast Guard Air Station, Salem, Mass., is explained on page opposite.

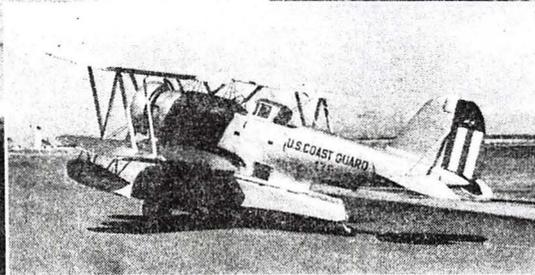




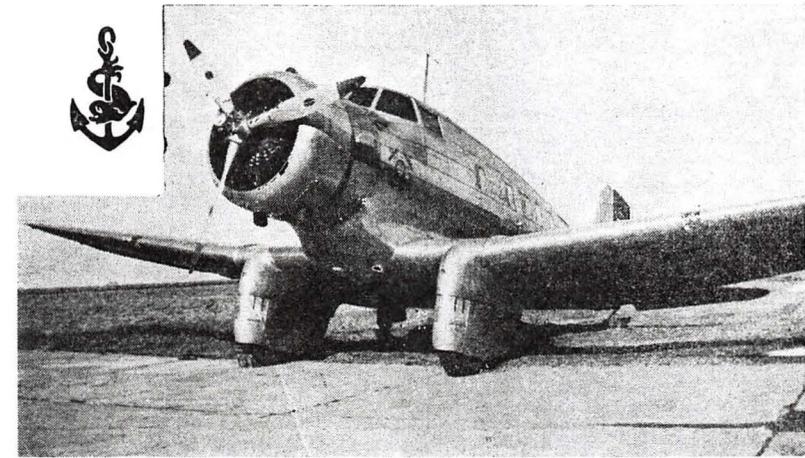
Miami Air Station.



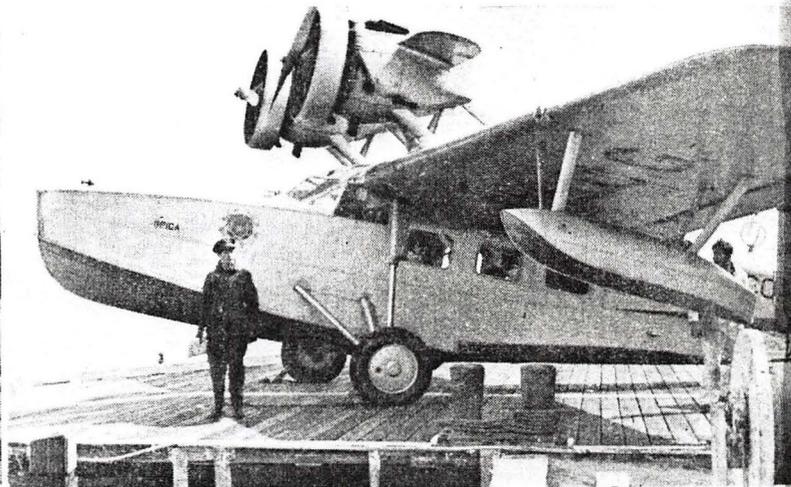
A Grumman in flight.



Grumman.



Northrop Landplane.

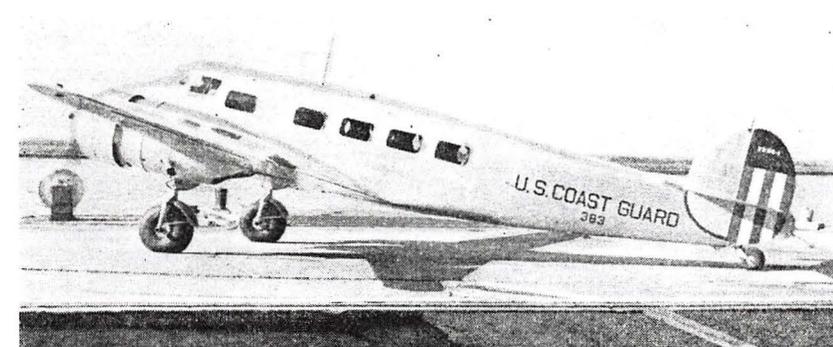


RD Douglas.

CGM
June 1938

IN THE AIR WITH THE
U. S. COAST GUARD

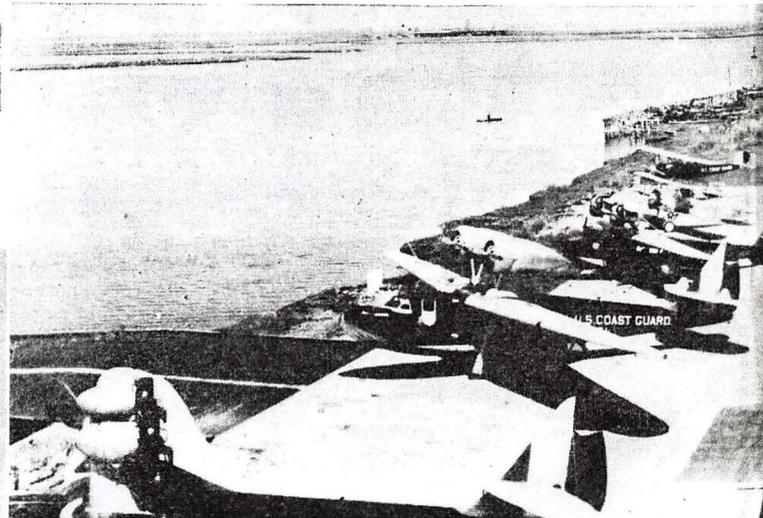
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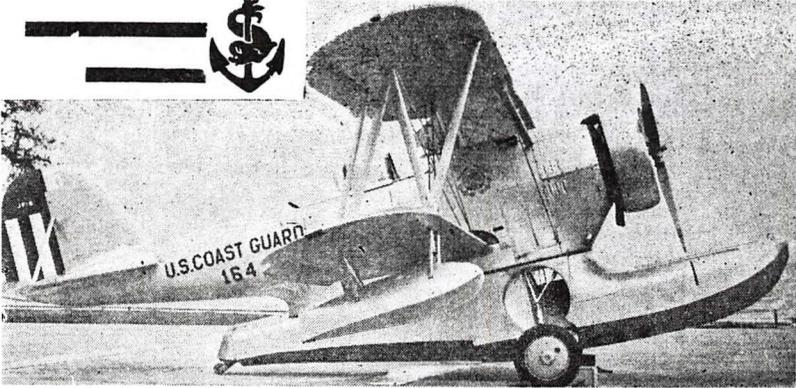


Above—Lockheed Electra.

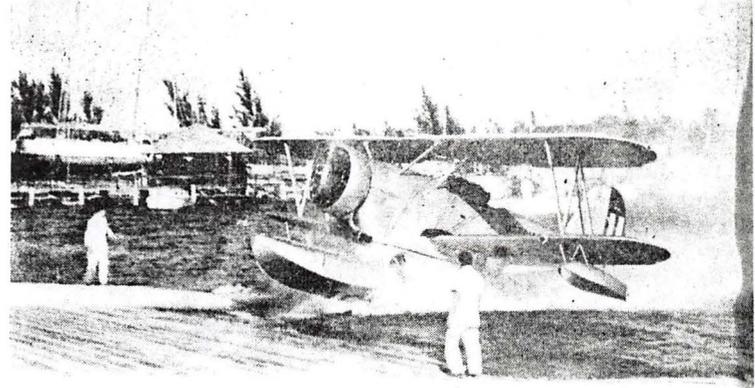
At Cape May, N. J.

Below—Douglas Amphibian.





Grumman Amphibian.



Grumman Amphibian coming in.



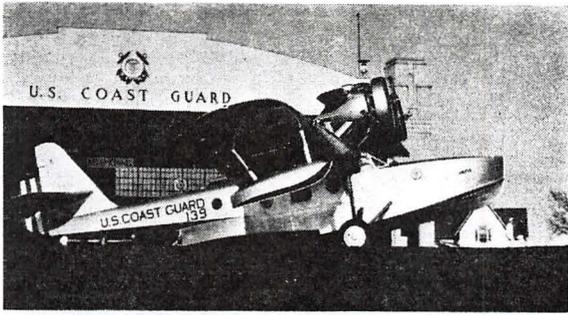
Air Station, St. Petersburg, Fla.



Curtiss Scout-Observation plane.

Here and There in the Air Service of the Coast Guard

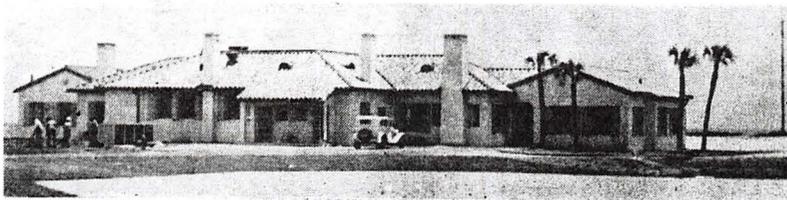
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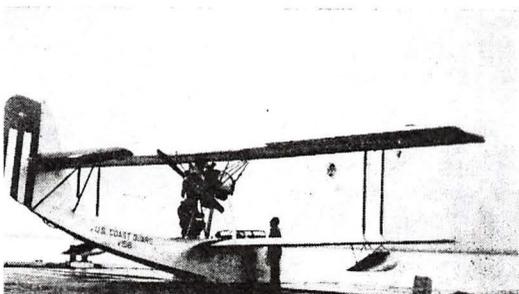
RD-4 Douglas.



Coming in at St. Petersburg, Fla.



Below—RD Douglas Amphibian.

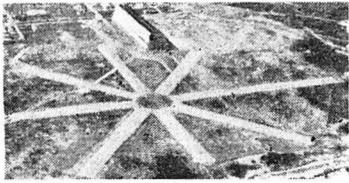


*Above—
Air Station
at St.
Petersburg.
Left—
Viking
Flying
Boat.*



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Cape May



Comments

COOL Cape May has so long been the hub of Coast Guard aviation: the experimental station, or clearing house for many of the planes acquired by the Coast Guard in recent years. Also, many Army and Navy planes come in on our landing field. Consequently, we see considerable flying and activities connected with flying, some of which the skeptics classify as good—and some of which they shrug a shoulder and look the other way. Which all leads us to a recent performance which we believe to be worthy of note. And because we believe in giving credit where credit is due we will tell this one on our Commanding Officer, Lt. R. L. Burke, and let the lightning strike where it may. On the 25th of April, while ferrying the Hall boat V-166 from the factory of the Hall Aluminum Aircraft Company, Bristol, Pa., to Cape May, Lt. Burke encountered a thick "pea soup" fog when but a few minutes from the Station. It was a genuine zero-zero with all the trimmings, and it set in quicker than you could roll a hoop across the hangar deck.

We of the ground crew spent an eternity of waiting and wondering . . . Well, now, we've all flown through rain and fog before, and we have seen the heroes of the silver screen dramatize such flights and landings and make light of them, but still we persist in saying it is no child's play. As later told by the plane crew, Lt. Burke circled around at a low altitude until it was just possible to identify the marshland immediately below. Due to years of familiarity with the surrounding country it was possible to determine an approximate location. When the hummocks of the marshland suddenly ended it was reasonable to assume that the plane was then over water, although the water itself could not be seen.

Knowing that a landing must be attempted sooner or later, whatever the consequences, Lt. Burke set the nose of the huge plane down, slowly, ever so slowly, feeling for that welcome gentle surge of gurgling water. When contact was made, take it from the plane crew, there never was a prettier landing in any kind of weather. It was not possible for the ground crew to see the landing, but it could be followed through by intently listening. To add to the hazards, the channel is rather narrow and lined on either side by a rock and concrete seawall. Also, the harbor contains a number of rather husky buoys. And soon after the landing was made several boats of the mackerel fleet came groping their way into the harbor. Altogether it was a good job well done, but all in a day's work at Cape May.

Next comes up the matter of displacement of personnel. The long list of names of the men who have been transferred from here to the new air station at Floyd Bennett Field would reach from here to thar; and it would read off like a muster roll, so we won't go into that. Let the new station formulate its own publicity—so say we. Suffice it to say where formerly the skeleton stood there now but remains the backbone. When the smoke finally does clear away

there will be but a handful of men left to carry on in the true traditions of the Coast Guard. So we extend the sincerest of good wishes to the officers and enlisted men who were our shipmates, and "Happy Landings."

On the 6th of April a farewell dance was held at the Dewey Hall, on the reservation, in honor of the men who were listed for transfer. The fact that towards the end of the dance all hands were out on the floor giving their own interpretation of how the Big Apple should be danced, should be ample proof that the dance went over with a bang.

There have also been innumerable farewell parties in private homes all over the town. Take, for instance, the case of one Ralph A. Green, A.M.M.1c., by far the most feted man of the lot. After the first dozen or so of parties Ralph says he lost count. At the present time Ralph is still among us.

On the 4th of May, Clarence D. Danford, A.M.M.3c. packed bag and baggage into his car and headed South to take up his station at Charleston, S. C. Let us hear from you, Dan.

Jimmy Riggs, A.M.M.1c. and A.P., is also slated to head South before long—to the Border Patrol Detachment, El Paso, Texas. Well, Jim, may our trails cross again; it was a real pleasure knowing you.

At 6:45 A. M., April 14th, patrol boat C.G.-226, Richard F. Abernathy, C.B.B. in charge, went to the assistance of the steam tug *Tamaqua*, which was enroute from Philadelphia to Boston with a tow of four barges. Engine trouble developed in the form of a broken air pump, so the tug hove to at McCrie Shoals. After towing the disabled tug to Delaware Breakwater the C.G.-226 returned to McCrie Shoals to stand by the barges until a relief tug arrived. Returned to station at 6:10 P. M. The same evening, at 8:35 P. M., the C.G.-226 set out from Cape May to render assistance to the fishing boat, *Captain Drum*, which had a fish net fouling its propeller. The boat was located and towed 32 miles to port.

Patrol Boat C.G.-110, Norman A. Dreher, C.B.M. in charge, on the 21st of April gave assistance to the fishing boat *Salvatore and Rosalie*, which was found adrift in Cape May Harbor with a broken connecting rod, and was towed to Schellengers Landing. On the 22nd of April C.G.-110 towed the fishing boat *Santa Maria*, found with a disabled engine due to water leakage in the crankcase, a distance of 37 miles to Cape May harbor.

"When troubles trouble you," says Joe Glover, C.B.M., "pay them no heed."

Lt. W. D. Shields and his husky mechanic, "Pinky" Pinkston, spent a few days with us recently, while transferring their new Curtiss job from landing gear to seaplane floats. The plane, SOC-4, V-172, proceeded on to Norfolk, Va., where it will operate from the cutter *Bibb*.

Lt. H. A. Morrison flew the PH-2, V-166 out of here to its new station at Salem, Mass. Lt. W. S. Anderson flew the PH-2, V-164 to its new station at New York City. Lt. C. G. Bowman flew the PH-2, V-167 to Charleston, S. C. And Lts. T. G. Miller, J. F. McCue and T. J. Harris flew nearly all the rest of our planes out of here to New York. The Lockheed Electra and the Stinson are the only planes remaining on the station at the present time.



Obituary

For the Chiefs of the Depot

HEY! HEY! They came, they saw, and they conquered. Who? Why the little Chiefies of the MUDUCK. Yeh, man! The *Modoc* CHIEFS, (not Indian chiefs) the "REVENOORS" from the land of "TARHELLIA" (Nawth Carolinky to you, sub), handed the highly touted chiefs of the Depot the worst licking they have received in years. Due credit must be give the Depot CHIEFS, but they just didn't have it in the clinches. They tell me that "Big John" Gillikin is a professional ball player, of course they must have some alibi due to their crushing defeat. It seems that they couldn't stand up under the pressure and the heavy siege guns the "kids" of the *Modoc* unlimbered. Jasper "The Goon" Elliott, CGM, twirled for the *Modoc* "Kids" for the first three innings, then "Big John" Gillikin took over from there. Fain D. Taliaferro, CMM, used to be quite a ball player and still gets around with the rest of the boys. Bill Daughtry, CY, used to play with the old Base 6 team, and the "Silver Fox" Art Gibbs, CQM, used to play a little also, not forgetting Johnnie Johnson, CEM, who used to hold down the fort on the old *Northland*. Andy Stewart, CMM; Doc Schultheis, CPhM; Elliott H. Lane, CY, all played good ball. Of course there were errors and errors, but what could one expect. Doc Schultheis led the day with strikeouts, while Bill Daughtry, John Gillikin, and Fain D. Taliaferro led the team in its offense against the slants of the mighty *Lane* of the Depot. Mr. Lecky, *Modoc's* genial lieutenant, was busy all afternoon taking pictures of the "kids" in action. Cries of robber were heard, throw the umpire out, and he's lousy, but everyone had a wonderful time, especially the crew of the *Modoc* who turned out to the man to root for their side, and I mean including the officers too.

Lest we forget to tell you, gentlemen, the final score: *Modoc* Revenours, 36; Depot Varmints, 7.

The boys from the muddy waters of the Cape Fear and the land of Tarheelia are now primed to drink the trophy. When shall it be? The umpires, the official score keeper, and all players engaged in the contest are eligible. The sad news:

(Signed) "GNAT."

DOES IT LOOK TUF?

	F	E	R	R	O		C	I	V	I	L					
1	Y	R	R	H	I	N	E	G	L	O	A	T	E	D		
2	D	O		N	O	S	P	O	R	O	U	S		Y	O	
3	A	L	E		T	E	A	P	O	O	Y	S		J	U	T
4	M	I	M	I		T	R	I	O	S		M	O	L	E	
5	S	C	A	R	S		C	A	M		S	A	S	I	N	
6	S	N	A	T	G	H		S	A	T	E	E	N			
7	A	T	O	M			R	A	S	P						
8	S	T	E	A	L	S		S	M	I	T	H	S			
9	S	T	I	L	T		C	O	W		D	R	I	T	E	
10	T	R	O	Y		H	O	N	E	Y	O	N	E	S		
11	I	O	N		H	A	R	C	E	I	N		E	N	S	
12	N	W		S	O	N	N	E	T	E	E	R		T	E	
13	T	E	M	P	L	E	S		S	L	A	Y	T	O	N	
14	D	R	Y	A	D				D	R	E	A	R			

Correct solution of cross-word puzzle in last issue, no correct solution from readers were received and you can blame Y2c Charles Nutko for that.

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Night Flight

The Story of Lieutenant C. B. Olsen's Great Flight That Won Him Aviation's Highest Award and Saved An Army Officer's Life

"THE reputation of aviation as a whole in the United States Coast Guard depends upon the individual performance of all officers, warrant officers or enlisted men assigned to aviation duty, whether in the air or on the ground," said Captain Lloyd T. Chalker, U.S.C.G., Chief of the Aviation Division of the Coast Guard.

"The outstanding performance of Lieutenant C. B. Olsen, in recognition of which that officer was recently decorated with the Distinguished Flying Cross, thus finds all in the Coast Guard in general and in Coast Guard aviation in particular, showing a full measure of pride in Lieutenant Olsen's accomplishment," Captain Chalker continued.



Captain Chalker

"The courage and efficiency of the individual flyer is of paramount and vital importance, but he represents indoctrination, splendid training, good equipment and efficient co-operation from ground personnel. When the individual flyer does a great job it means not only that he has done so but also that Coast Guard aviation—every man in it—has done a great job," Captain Chalker concluded.

A performance involving the rescue of life at sea, for which Lieutenant C. B. Olsen, U.S.C.G., recently received the Distinguished Flying Cross, thus finds all in the Coast Guard pointing with justifiable pride to the Lieutenant's great exploit, as a job "one of OUR officers" accomplished. No

branch of the Service is ever one bit greater than such spirit makes it.

Secretary of the Treasury Henry Morgenthau, Jr., personally pinned aviation's most highly prized decoration on Lieutenant Olsen. His was an outstanding performance.

Emergencies! All are in a day's work for a Coast Guardsman, whether he is ashore, afloat or awing. And the toughest jobs come at night, or in bunches.

A fire, damaging pleasure craft at Fort Lauderdale, Florida (near Miami), was engaging the attention of Coast Guardsmen, when an assistance call, radioed at noon, June 24, 1935, from a ship 300 miles offshore from Miami, flashed through the Coast Guard communication system.

The ship calling for assistance was the Army Transport *Republic*, Captain E. S. McLellan, master.



Lieut. Olsen in Flying Togs

Major Walter Guillon, of the Army, critically ill, in need of immediate medical attention to save his life, was aboard *Republic* which was proceeding through Windward Passage bound for New York and would not reach that port under four days.

A COAST GUARD cutter probably could steam out to the ship, remove the sick passenger and transfer him to a hospital at Miami in about 36 hours. A seaplane could accomplish the task much quicker. Which was it to be?

If the seaplane was to be used, much depended upon the weather.

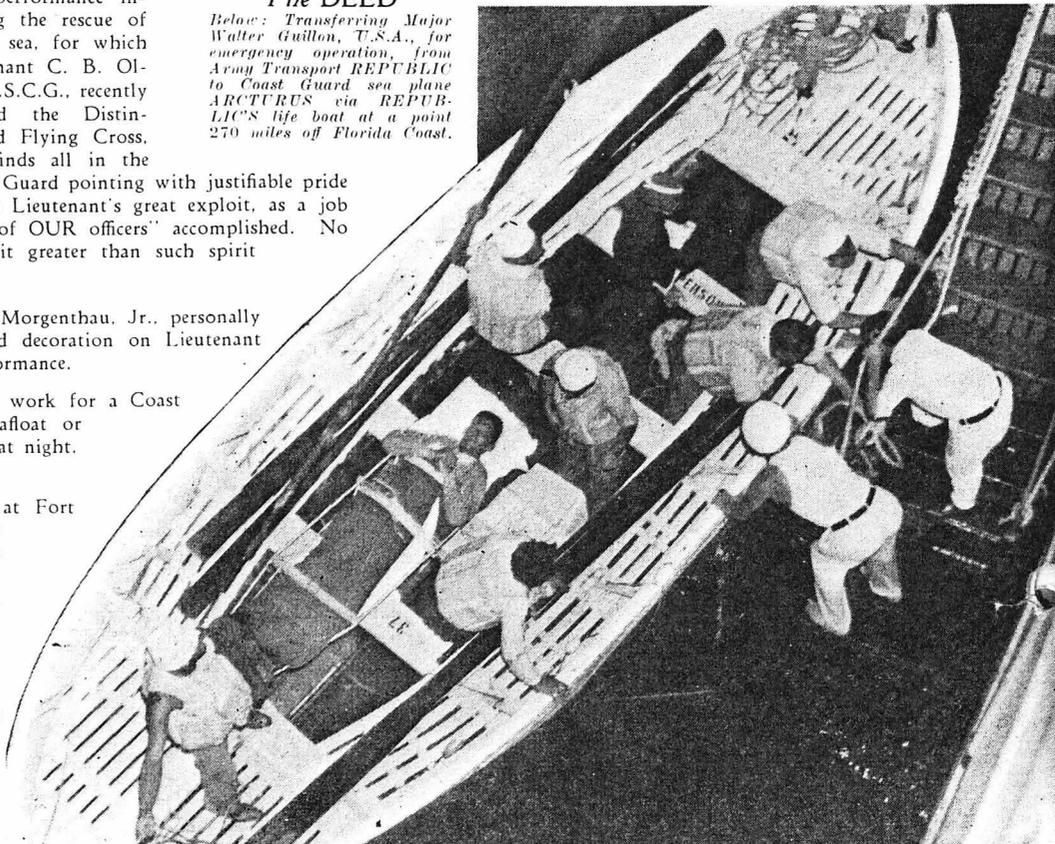
Darkness was fast approaching, and the seas were rough. Severe rain and thunderstorms made weather bad for flying. Yet, there was no doubt or hesitancy at the station. Nor did it deter Lieutenant Olsen. A human being was in distress. "The book says 'Go out there.' The book does not require you to come back."

THE REWARD

Above: Secretary Morgenthau presents the Distinguished Flying Cross to Lieutenant C. B. Olsen.

The DEED

Below: Transferring Major Walter Guillon, U.S.A., for emergency operation, from Army Transport REPUBLIC to Coast Guard sea plane ARCTURUS via REPUBLIC'S life boat at a point 270 miles off Florida Coast.



The commanding officer lifted his eyes from the tersely worded radiogram and glanced at the face of his right-hand man, Lieutenant C. B. Olsen, and said quietly, "Night flight—two-seventy miles out." Olsen, tall, grave, and competent looking, merely nodded.

"Night flight—270 miles" meant almost three hours flying out to sea over the Bahamas to a rendezvous near the Hole in the Wall, a passage between the two Easternmost groups of the Bahamas, landing on a rough sea in darkness, picking up a stretcher case from a heaving lifeboat, taking off under adverse and probably hazardous conditions, and then a long night flight back to the base. The *Arcturus* was wheeled from her hangar and Olsen selected his three men, A. L. Nostrand, aviation machinist's mate, B. L. Chambers, pharmacist's mate 1st class, and M. E. Terrell, radioman 1st class. The *Arcturus* took off with a maximum load of gasoline one hour before dark.

ARCTURUS TOOK OFF

Hurried preparations were made, and a few minutes after the second message was received, the *Arcturus*, with Lieutenant Olsen at the controls, took off through the thick weather, with a full load of gasoline.

In spite of the heavy thunder and lightning storms, which the *Arcturus* encountered, radio contact was maintained with the *Republic* during the entire trip. After three hours and a half of flight, the *Republic's* searchlights were sighted by the *Arcturus's* observers.

Lieutenant Olsen maneuvered his plane several times in a wide circle on the starboard side of *Republic* and each time, as he passed by the ship and headed into the wind, he came down nearer to the surface of the water, rain squalls, inky darkness, flashes of lightning, and claps of thunder.

The sky was black, but the water blacker, making it difficult to observe the water line. Finally, *Arcturus* radioed *Republic* she was drawing in her radio aerial and was going to land.

It truly was a breathless moment for those on *Republic* who observed the landing. When Lieutenant Olsen brought his plane around to the wind, far astern of *Republic*, he gently descended as he came up abeam of the ship until the pontoons bit into the surface of the water with an abrupt but perfect landing at a safe distance off *Republic's* starboard bow.

A spontaneous cheer arose from *Republic's* passengers thronging the starboard rails. A fitting tribute, unheard, however, by Lieutenant Olsen and his valiant crew who were deafened by the roar of the plane's motors.

Arcturus then taxied to a safe distance off *Republic's* port quarter; *Republic* meanwhile swinging broadside to wind to make a lee for her lifeboat which had been lowered into the water and was awaiting the sick passenger to be carried down the accommodation ladder.

WIFE GOES, TOO

Major Gullion, strapped securely in a safety stretcher, was soon placed in the lifeboat. His wife then followed, nimbly stepping from the ladder to the lifeboat.

One of *Republic's* officers, Mr. Adolf Andersen, in charge of the crew, quickly maneuvered the lifeboat to the seaplane.

Transferring the patient from the lifeboat to the seaplane offered difficulties due to a swell that was running which caused the lifeboat and seaplane to roll as they were cautiously lashed together.

When the patient and his wife had been safely transferred aboard *Arcturus* the lifeboat returned to *Republic* which once more swung her head into the wind and indicated to Lieutenant Olsen with searchlight beams, the eye of the wind.

(Concluded on Page 60)

"I Owe My Life to Olsen, of the Coast Guard!"

By LIEUTENANT-COLONEL WALTER GULLION, U. S. ARMY



Lt. Col. Walter Gullion.

SEVERAL splendid Army surgeons were aboard the *Republic* that day but their skill was not available, due to absence of X-ray facilities and a consequent lack of knowledge of just *where* to operate. Omitting technicalities, it is sufficient to say that the very able medical authorities aboard were as one in the opinion that, were I not removed to a fully equipped mainland hospital within, at the most, twelve hours, the necessity for such a move would no longer exist!

Even my lay knowledge was sufficient to make the situation clear—approximately four hundred miles from Miami, the nearest mainland city of any size, with the *Republic* capable of making around sixteen knots—obviously, the odds were against me. And then some one, either Colonel Bill Carter or Colonel Tod Larned, thought of the U. S. Coast Guard and their all too little publicized errands of mercy. Radio contact was made. Through the whole-hearted cooperation of the Master, Captain E. C. McClellan, and Colonel C. A. Dougherty, Commanding Officer of Troops, *Republic* changed course and steamed, full speed ahead, for Miami. The first radio reply was to the effect that the *Arcturus*, one of the Coast Guard's "flying lifeboats," would take off at dawn for a rendezvous with the *Republic* near the "Hole in the Wall." The ship's radio replied that the necessity for the trip would no longer exist by that time!

Then through the darkness we heard the roar of airplane engines and realized that the *Arcturus* had really arrived—until that sound it had seemed a dream, a figment of a fevered brain. It seemed incredible that even the Coast Guard could send a plane

through 300 miles of rain and storm and blackness, meet the ship on schedule, land in rough seas in darkness such that the water line had to be sensed rather than seen! But there they were!

I am told that the transfer from ship to plane, with the ship's searchlights playing on the tossing lifeboat, and the take-off—witnessed by hundreds of passengers lining the rail—made a dramatic picture. As an unwilling actor in this drama, my thoughts were largely with our sixteen-year-old daughter, forced to go on to New York alone, not knowing at any hour whether her Dad was alive or dead. She was a REAL soldier!

Mrs. Gullion, with me in the lifeboat, was not sure until we reached the *Arcturus* whether or not she would be allowed to make the trip. Even her slight additional weight was a probable factor in the difficulty of the take-off, each effort at which was distinctly "no fun" for the bouncing patient. We were off at last on our three-hour flight, straight through two storms, Olsen not attempting a detour around the storm area on account of the gas situation and the time element. My wife, on this her maiden flight, her courage and confidence unflinching, dispensed cigarettes, ice water and encouragement.

We landed at midnight at Dinner Key Base and were met by solicitous Coast Guardsmen with an ambulance and surgeons. Within an hour the necessary operation was successfully performed.

I believe that, on arrival, I tried to express my feeble thanks to Lieutenant Olsen and his courageous and skilled crew. Today, fully recovered, and with three years to review the circumstances, I know beyond all doubt that *I owe my life to Olsen*, with a large measure of gratitude also to the Coast Guard Aviation Service, which trains such men. Possibly other flying services can accomplish such missions but to the Coast Guard it is a routine affair, all in the day's work, largely "unhonored and unsung."

I rejoice that the law has been amended so that Olsen's feat has at last been properly recognized with the award of the Army's Distinguished Flying Cross—the first such award, I believe, to a Coast Guard officer. In my opinion, no one more worthy has ever worn this coveted award.

Happy landings to you, Olsen!

13 REAR ADMIRALS

Rear Admirals now on the U. S. Coast Guard retired list, totalling thirteen, are:

J. I. Bryan, Norfolk, Va.

G. C. Carmone, Preston, Md.

B. M. Chiswell, Silver Spring, Md.

R. O. Crisp, Washington, D. C.

D. F. A. DeOtte, Washington, D. C.

F. M. Dunwoody, Piedmont, Cal.

Herman Kotzschmar, Portland, Ore.

W. E. Maccoun, Belvedere, Cal.

T. M. Molloy, New York City.

C. G. Porcher, Brooklyn, N. Y.

W. E. Reynolds, Washington, D. C., former Commandant.

Randolph Ridgely, Jr., Wanamassa, N. J.

H. B. West, Washington, D. C.

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Tribute to Sacrifice

*St. Petersburg Dedicates Monument
to Perrott, Morris and
Eubank.*

By WM. H. SNYDER
(St. Petersburg Times)

TWO years ago Coast Guard amphibian No. 168 roared above the St. Petersburg Air Station and headed out over Tampa Bay where occupants of the plane started searching for two boys reported lost in a small boat. The small craft was soon sighted, but the three airmen were killed when their plane suddenly hurtled into Tampa Bay.

On 15 June, 1938, Coast Guard amphibian No. 145, sister ship of No. 168, droned back and forth over the air station. The pilot dipped his wings in salute.

Below he could see a long line of Coast Guardsmen from the *Nemesis* and the air station dressed in white, standing at rigid attention while Coast Guard and Navy dignitaries joined with local citizens in dedicating a tall, stately memorial shaft to the three men who just two years before failed to return from their final "errand of mercy."

The monument, designed by Paul Jorgesson, and erected by the Chamber of Commerce, will stand as a memorial to Lt. Charles M. Perrott, Chief Radioman Walter O. Morris and Aviation Machinist's Mate William D. Eubank, the three men who lost their lives in the Coast Guard's major aviation tragedy.

Mrs. William D. Eubank, widow of one of the victims, stood beside the monument while Capt. Lloyd T. Chalker, chief of Coast Guard aviation, accepted the imposing monument on behalf of the Coast Guard.

Capt. Chalker described the disappointment of Rear Adm. Russell R. Waesche when official business in Washington made it impossible for him to attend the ceremony and personally accept the shaft from the Chamber of Commerce. Capt. Chalker's brief address, he explained, was written by Admiral Waesche.

"Today I am here in a dual capacity," Capt. Chalker told his listeners. "I am here as a representative of the Commandant of the Coast Guard and as head of Coast Guard aviation.

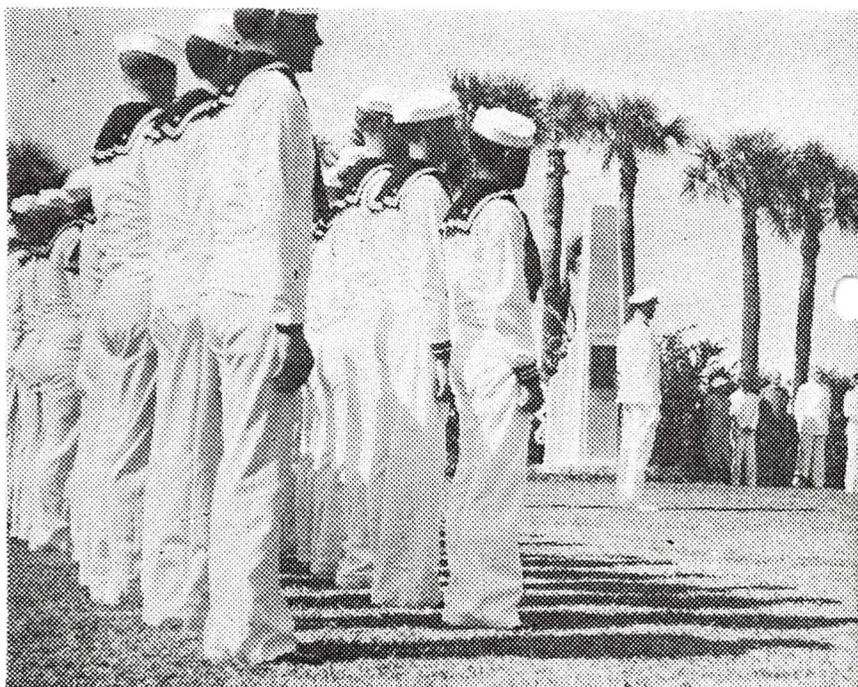
"I consider it a rare privilege to be here and to join with you in reverently dedicating this monument to the three members of the Coast Guard who lost their lives in a mission of assistance."

Previously the monument was undraped by Mrs. Eubank, following a short address by LaVerne Thomas, president of the Chamber of Commerce. The ceremony was attended by many local citizens, including city and county officials and civic leaders.

Capt. Chalker, in accepting the shaft, said:

"In witnessing the unveiling of this memorial this morning, among the impressions which passed through my mind were those of 'sacrifice' and 'tribute,' the sacrifice which was made by Lt. Perrott, Chief Radioman Morris and Aviation Machinist's Mate Eubank, and the tribute which the St. Petersburg Chamber of Commerce is paying to their memory in the form of this monument.

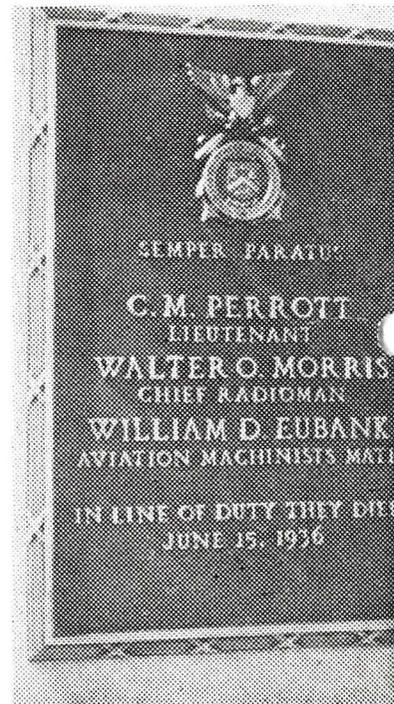
"'Sacrifice' and 'tribute' are terms hard to describe in words, as they carry with them, particularly on this occasion, a feeling and



Coast Guardsmen from the St. Petersburg Air Station and cutter NEMESIS stood alertly at attention when Capt. Lloyd T. Chalker, Coast Guard aviation chief, accepted the memorial shaft which was erected by the Chamber of Commerce to the memory of Lt. Charles R. Perrott, Chief Radioman Walter O. Morris and Aviation Machinist's Mate William D. Eubank, who lost their lives two years ago when their plane crashed after they had ended a search for two boys reported missing in a small boat.

spirit which goes beyond human expression. You will understand therefore that these brief remarks that I have to make are but a feeble portrayal of the recognition by the Coast Guard of the sacrifice of Lt. Perrott and the two members of his crew, and of the appreciation by the Coast Guard for the action of the St. Petersburg Chamber of Commerce in erecting this tribute to their memory.

Right: The memorial plaque, contained in the monument, bears the names of Lt. Charles M. Perrott, Chief Radioman Walter O. Morris and Aviation Machinist's Mate William D. Eubank, who lost their lives two years ago when their plane crashed while they were on an "errand of mercy."

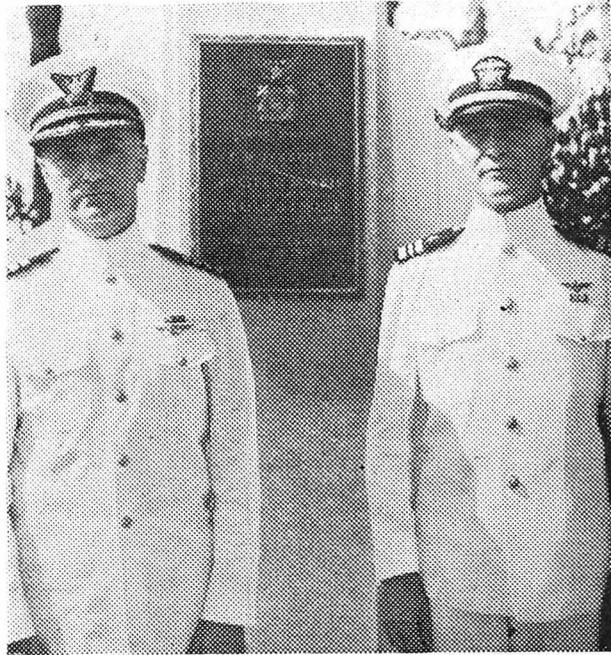


"Lt. Perrott, as pilot of the Coast Guard plane, in responding to the call for assistance in locating two boys missing overnight in a small boat, was carrying out a duty which is considered routine.

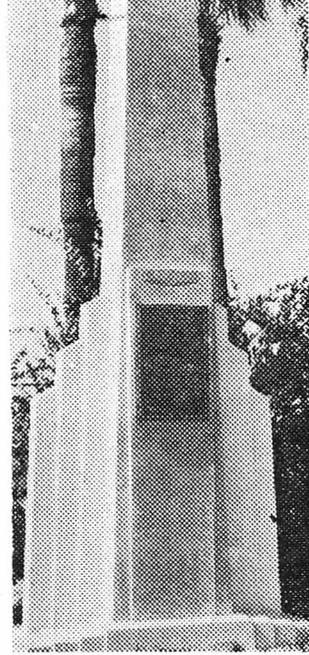
IT IS an obligation which every officer and man in the Service assumes by reason of his being a member of the Coast Guard. In the peace and war history of the Coast Guard, that inherent obligation has always been met with honor—unflinching loyalty and devotion to duty. So often has there been placed upon the official records, as in this case, the statement, 'Mission accomplished.' Ironic, it may seem—those who had gone out to save—lost!

"It is only in that spirit—a disposition and will of mankind to go out to the assistance of his fellowman—that civilization can go on. The action of these three members of the Coast Guard was mute testimony of faithful adherence to that lofty trait in mankind.

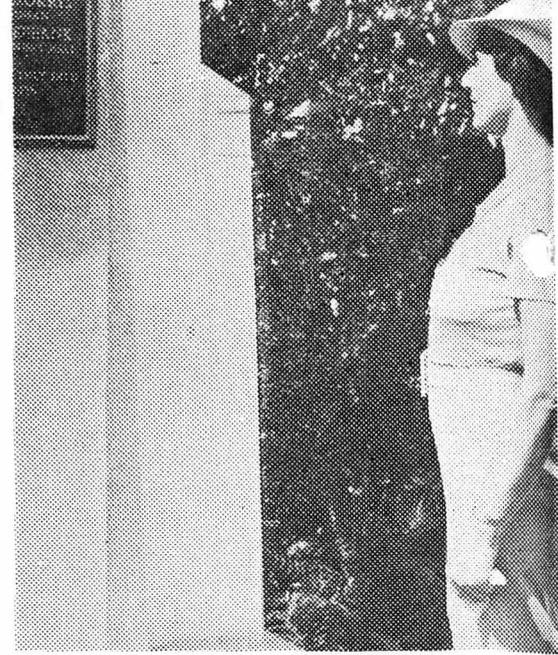
"Through the passing of time there has grown up in the Service a proverbial saying, which in simple words, typifies the
(Continued on Page 36)



The United States Navy was officially represented by Comdr. Robert P. McConnell, commander of the Opa Locka Naval Reserve Base. Comdr. McConnell is shown at the right with Capt. Lloyd T. Chalker, Coast Guard aviation chief.



This is the stately 14-foot shaft erected to the memory of three Coast Guard airmen who lost their lives two years ago when their amphibian crashed into Tampa Bay.



"I think it is beautiful," Mrs. William D. Eubank murmured when she inspected the memorial shaft and its bronze plaque. Mrs. Eubank, who came from Washington to attend the dedication services, is the wife of one of the men who lost his life in the airplane crash two years ago.

TRIBUTE TO SACRIFICE

(Concluded from Page 10)

spirit of the officers and men of the Coast Guard who stand ready at all times of distress or emergency. That saying is, "You have got to go, but you don't have to come back."

"The records of the Coast Guard since 1790 are filled with an honored list of those who have made the sacrifice in the saving of their fellowman. In the early history of the service and up to the recent era, practically all the cases were those of personnel at Coast Guard stations and aboard Coast Guard vessels. Of late we have seen the honor roll embrace those who are manning the Coast Guard aircraft, and in the past three years five officers and men of the service have lost their lives in flying aircraft to assist in the protection and saving of life at sea.

GOOD MEN AND TRUE

"Lt. Perrott was a representative officer of the Coast Guard—a graduate of the Coast Guard Academy and of the Naval Air Station at Pensacola. He brought into his work the best available training and knowledge, and he was imbued with the traditions of the service. Likewise were Petty Officers Morris and Eubank representative of the high standards in the enlisted corps of the Coast Guard. All men of homes and families who, when time from their duties would permit, took active part in the community life here at St. Petersburg.

"Sons of Pennsylvania, Kentucky, and Texas, typical of the cross-section of American manhood in the Coast Guard, they had chosen the Coast Guard as their life's career, and the service record of each of them was one of honor.

"Careers untimely ended, their names shall always be among the honor roll of members of the Coast Guard who have died in line of duty upon missions to save and to assist. In hallowed Arlington cemetery, their mortal remains rest alongside the nation's heroic dead and in sight of the memorial which has been erected in memory of members of the Coast Guard who made the supreme sacrifice in the World War.

"I know that while this monument is being erected by the St. Petersburg Chamber

of Commerce, it represents not only their own tribute to the memory of these three members of the Coast Guard, but it reflects the esteem held for them and their sacrifice by the entire community. On behalf of the United States Coast Guard, I extend our gratitude for your action. We of the service join with you in the spirit of reverent memory of three members of the Coast Guard whose lives, whose records of service, and whose sacrifice serve as an inspiration and an assurance that the Coast Guard can be depended upon to serve faithfully the high public trust with which it is invested."

In presenting the memorial shaft to the Coast Guard, LaVerne Thomas, president of the Chamber of Commerce, described the flight which ended in death for the three Coast Guardsmen who were being honored.

His address follows:

"We have assembled here on this solemn occasion to pay tribute and honor to three Coast Guard men who lost their lives in line of duty two years ago, June 15, 1936.

"The days before the tragic accident, two boys, S. J. Carter, Jr., and Jimmy Green, left on a fishing trip and failed to return that evening—parents of the boys immediately summoned the Coast Guard for assistance in locating the missing young fishermen.

SHALLOW WATER

Lt. C. M. Perrott, Chief Radioman Walter O. Morris and Aviation Machinist Mate William E. Eubank were assigned the task of locating the boys. Within a few minutes after the Coast Guardsmen left the air station, the boys were located near a range light in shallow water near Pinellas Point. Lt. Perrott signaled to the boys and turned the plane back toward the Coast Guard Air Station, where he flew low and summoned the assistance of the crew of the crash boat, after zooming the plane twice over the station, then the lieutenant circled and headed toward the motor boat. However the crash boat was unable to reach the launch because of shallow water and preparations were being made to send a shallow draft vessel when the tragic accident happened.

"One of the boys on the launch stated that the plane was flying low and it suddenly started to fall when a right turn was being made.

"The exact cause of the tragic accident which caused the death of these fine men will no doubt never be solved.

NO WARNING OF DEATH

"It was the opinion of officials of the Coast Guard that the crash came without warning, as the last radio message from the plane stated that everything was all right. My friends, even though these men, while on an act of mercy, met their fate without warning, I am sure, knowing the loyalty and character characteristics of these men and all men who are in Coast Guard service, I say to you that if they had had information that they were on a perilous mission and may not return or if they had been facing an enemy, it would have made no difference. They were interested in mankind, they knew their duties, and they faced them unflinchingly—even though it meant death. Therefore I think it is fitting that the Chamber of Commerce, City of St. Petersburg and the citizenship of this great city join hands in erecting this monument to these heroes who gave their lives in order that others may live."

IMPRESSIVE CEREMONIES

The impressive ceremonies were ended after benediction was pronounced by Chaplain E. A. Edwards.

Coast Guard officers who came from other stations to attend included Lt. C. B. Olsen, Washington, D. C., Lt. G. O. Olsen, Charleston, S. C., and Lt. J. R. Henthorn, Biloxi, Miss.

Comdr. Robert P. McConnell, commander of the Opalocka naval base, piloted his plane to represent his service.

Mrs. William D. Eubank flew from Washington in a Coast Guard plane to attend the services.

"It was the first time I have ever ridden in an airplane," Mrs. Eubank explained. "I enjoyed the thrill of the ride tremendously. I only wish my husband could have been a member of the plane's crew and that the unveiling of the memorial hadn't been the reason for the trip from Washington."

"It is simply beautiful," Mrs. Eubank declared, tears filling her eyes, when she inspected the memorial shaft and bronze plaque which bears the name of her late husband.

Mrs. Eubank returned to Washington an hour after the ceremony aboard Capt. Lloyd T. Chalker's all-metal plane piloted by Lt. C. B. Olsen.

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REDWING

Headquarters ordered the *Redwing* to temporary duty with the Bering Sea Patrol Force for a period of about two months in connection with fishery observations in Bristol Bay in cooperation with the Bureau of Fisheries. The *Redwing* will replace the *Morris*, originally scheduled for this duty. The *Redwing* departed for Bristol Bay on 23 July.

MONEY! MONEY!

At the request of the Director of the Mint, Headquarters on 25 June authorized the Commander, New York Division, to provide sufficient guards for the transfer of approximately one billion ounces of silver from New York to West Point, N. Y.

ONONDAGA

Onondaga, after patrolling the regional Sea Scout Regatta, proceeded to Portland, Ore., to take part in the Annual Rose Festival. During the next day visits were exchanged with the Mayor, Chamber of Commerce, Governor's Military and Naval Aides, Collector of Customs, Commissioners and Rose Festival executives.

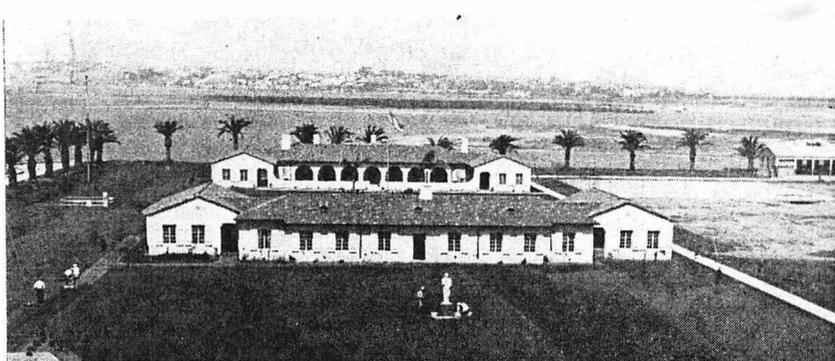
Officers and men participated in many of the Rose Festival events and some entertainment was given on board in an attempt to reciprocate for that given them on shore. The *Onondaga* received excellent newspaper publicity.

This year's festival was very well attended by a large number of out of town visitors. The hours for visiting ship were published daily in the newspapers. About 6,000 persons are estimated to have come on board.

AT ASTORIA

Guided by the far-seeing eye of a Coast Guard amphibian plane, the surface branch of the service rescued the missing Portland-owned yacht *Beverly B* and the disabled halibut schooner *Enterprise* of Portland.

Flying south of the Columbia river, Lieutenant-Commander Norman M. Nelson, in command of the Port Angeles Air Station, located both vessels and gave their position to the *Onondaga*, which first picked up the schooner en route and wirelessly to the Tillamook Bay Lifeguard Station to bring in the *Beverly B*. When the cutter reached the whistling buoy outside of the Tillamook bar, the lifeboat towed the yacht out



AT SAN DIEGO

The late Commander Elmer F. Stone, U.S.C.G., pioneer Coast Guard flyer who piloted the NC-4 across the Atlantic years ago, is honored at the U. S. Coast Guard Air Station at San Diego.

The upper picture shows the Air Station at San Diego. Although the Air Station is but a little over a year old, it is constantly being pointed out as one of the beauty spots of the city. Located on the bay and surrounded by palms it has a beautiful natural setting. CBM Robert B. Justice deserves credit for his work on the lawns and shrubbery that add so much to the appearance of the station.

In the foreground is shown the memorial erected to the memory of Commander Stone.

The lower picture shows the dedicatory tablet to Commander Stone.

Picture of Commander Stone appears at the right.

Lieutenant S. C. Linholm, U.S.C.G., commands the Air Station at San Diego.



to the vessel. Both the schooner and the yacht arrived in Astoria.

An editorial in the Astorian Budget, entitled, "Coast Guard Bird Eyes," reads:

"Importance of having a Coast Guard amphibian plane here was shown by the happenings of the past week-end. Two boats were in distress at sea and both were located by a Coast Guard plane, operating out of Port Angeles in the absence of the local plane. One of the boats was reported missing and was the specific object of the plane's search. The other was discovered flying distress signals in the course of the hunt. Both were met by boats from Astoria as a result of the plane's report and were brought safely back.

"Without the plane to aid in the search, the Coast Guard boats might have hunted for a long time for the missing boat, might in fact never have found it. A plane can see over a far greater area at sea than can a boat, even one with a high mast like the cutter *Onondaga* from which a lookout can be kept. It is self-evident that a plane stationed here, operating in close connection with the Coast Guard boats, can be of much more service than one operating out of distant Port Angeles.

"It would be unfortunate if the current dispute over claims that the plane frightened mother mink into eating their young should keep the amphibian away. Undoubtedly a satisfactory settlement of the dispute can be worked out that will satisfy the mink farmers and permit the plane to continue on its station here."

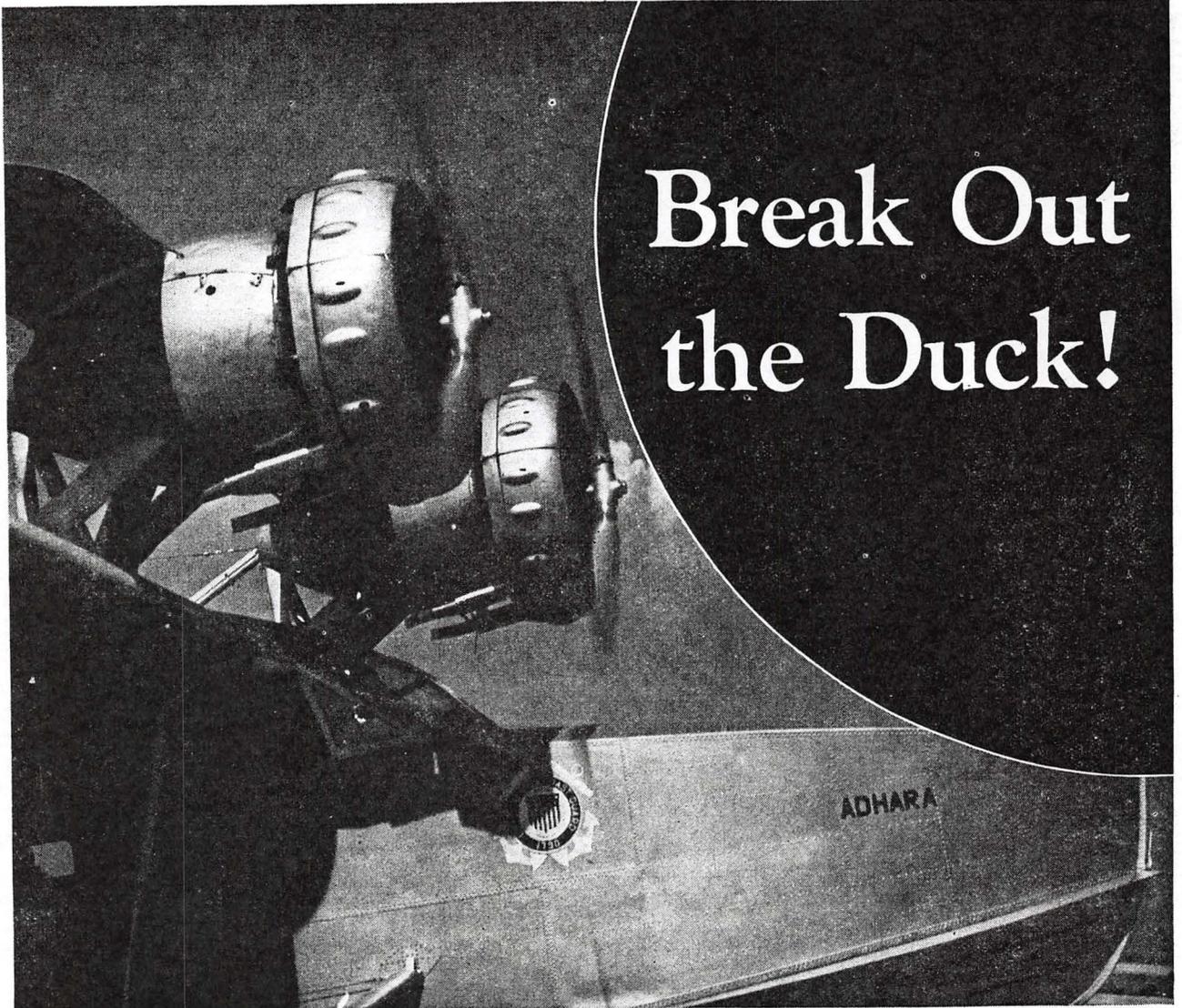
ATALANTA

Atalanta arrived at Vancouver, B. C., to participate in the Royal Vancouver Yacht Club and the Seattle Yacht Club regatta held at Vancouver on 4, 5 and 6 July.

ARMY AIDED

CG-240 and the AB-19 floated the U. S. Army Engineers' boat, *General Humphreys*, which was aground one mile north of West Bay Bridge, Panama City, Fla.

Break Out the Duck!



Rudy Arnold

THE officer on watch tilted his swivel chair forward, slid an arm across the desk and throttled the clatter of a telephone. "Coast Guard," he answered by formula. A word-geyser poured from the receiver as a woman's excited voice unleashed itself from the other end of the line.

"My husband and two other men went fishin' yesterday and they ain't none of them been home yet. Us women is goin' crazy, cause we figure maybe they drifted out to sea. We called up the fire department but they said they didn't know nothin' about water except squirtin' it, and to call the Coast Guard 'cause they know all about boats and such things, an' so I want you to get our husbands back again. Do you know where they are?"

"No, ma'am, not exactly, but we may be able to help you. What kind of a boat are they in?" asked the chief petty officer.

"A fishin' boat I'm tellin' you."

"Yes, ma'am, but there're hundreds of fishing boats. How big is the one your husband is in, what color is it, where did the party start from?"

"I don't know nothin' about the boat, but there's three of them aboard and they said they was goin' out to the fishin' buoy."

"Which fishing buoy?" asked the sailor.

"You ought to know about that. That's your business, ain't it?"

"Yes, ma'am, we know where there's over 1,300 buoys." For half an hour the Coast Guardsman slowly and patiently

Courtesy of
"THE ELKS
MAGAZINE"

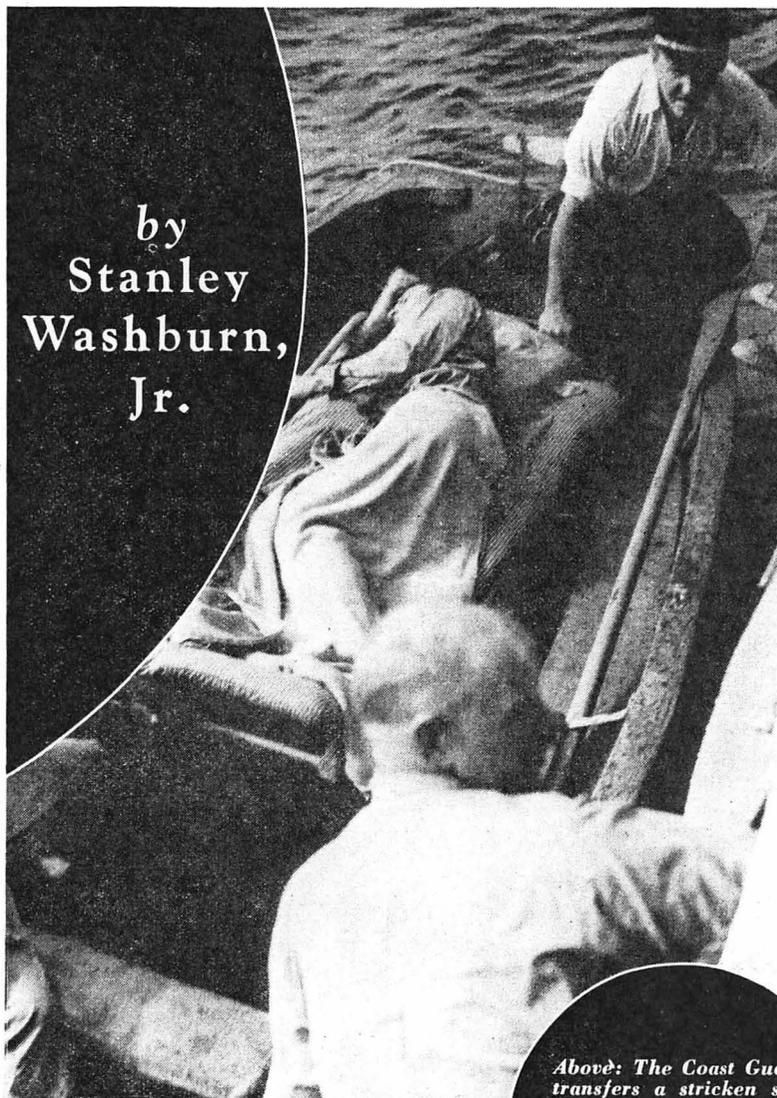
wheedled scraps of information from the frantic, ill-informed woman.

After telephoning scores of boatlandings and yacht clubs in the vicinity, the missing boat was located under a dock on a nearby waterfront. Further investigation revealed that the three missing fishermen were ashore all the time taking full advantage of their brief escape from dominating wives.

ORGANIZED under the Treasury Department and operated primarily to render service to those in peril on the sea, the United States Coast Guard is one of the finest branches of our Government service. The enlisted men of the Coast Guard are recruited from civilians who must pass rigid physical examinations. The course of instructions are a close parallel to the training at the Naval Academy at Annapolis. Midshipmen make the summer cruises with the fleet and after graduation are promoted in rank and pay in the same way as a naval officer. Those qualifying for Coast Guard aviation are sent to the Naval Air Station at Pensacola, Florida, where they take the same flight training course as naval aviators trained for service with the fleet.

Due to the confidential nature of their business in checking illegal entry, smuggling and piracy, very little publicity is given to Coast Guard activities. We admire the technical perfection of our domestic airlines, the skill and ingenuity required to fly the Pacific on schedule, but seldom does one hear of the Coast Guard. Occasionally, when airliners are grounded by fog, and the ocean is whipped to a froth by a gale, a Coast Guard plane will take off at

by
Stanley
Washburn,
Jr.



Above: The Coast Guard transfers a stricken seaman from a life boat to the cabin of a plane. He is then rushed to a hospital. Below: U. S. Coast Guardsmen test air-filled rubber boats.



night without such aids as beacons or radio beams, and fly off the coast nearly a hundred miles to sea. Here it will land under unbelievable conditions alongside a rolling freighter to remove some wretched, pain-racked human whose life depends upon immediate medical attention. The technical knowledge and piloting skill required by Coast Guard aviation is probably more exacting than any other type of aviation.

Besides returning strayed husbands to their wives, the Coast Guard has various other duties which are covered by daily patrols. Fishing boats broken down at sea, suspicious vessels hovering off the coast, floating objects such as bodies or capsized skiffs, amateur yachtsmen in distress, are all under constant observation of Coast Guard pilots as they wing their way along the shoreline.

The patrol plane is in constant radio communication with a home station which can dispatch patrol boats to the scene where assistance is required. The patrol boats are powered by gasoline engines which give them a speed of about fifteen knots. Their long, slim hulls carry a one-pounder on the raised bow and the red and white striped ensign of the Coast Guard flies from the mast. The oldest and most wide-spread branches of the Coast Guard are the "sandpounder" stations which are scattered along the coast at five-mile intervals. They can be recognized by their observation towers and high, tapering flagpoles. These stations are equipped with breeches buoys and small cannon to fire lines over a wreck, and high-sided surf boats designed to negotiate the breaker line and make landings on beaches. The boats are mounted on wagons so that they can be hauled down the beach to a point nearest a wreck, where they are launched into the surf.

If the pilot of a patrol plane spots an object off-shore which looks interesting he writes a note. The folded message is stuffed into a "message block" which is a square piece of wood with a hole bored into it and fitted with a cork. To make it easily visible, the block is painted a bright yellow and trails a four-foot streamer of yellow bunting. The pilot drops the message block alongside the nearest coastal patrol boat, or "wings" it into the front yard of a nearby "sandpounder" station. Whoever receives the message takes immediate steps to reach the designated spot marked by the Coast Guard pilot who circles over the object until help arrives.

In addition to the standard distress signals received by radio the Coast Guards have an elaborate grape vine from which miscellaneous information is gleaned. Reports are constantly trickling into the station from local fishermen, freighters in the steamer lane, Coast Guard land stations, and a vast army of confidential informers on waterfronts of every country in the world which harbors vessels destined for American ports. Time and again the omniscient eye of the Coast Guard has followed the progress of a vessel half-way around the world, and finally apprehended it in the act of landing Chinese or smuggling contraband through the surf on a dark, rainy night on some deserted coast. No wonder the underworld of the sea attributes occult powers to the Coast Guard.

The remarkable efficiency of the sea-going life savers is primarily due to the perfection of their radio organization. Operators know their radio procedure so thoroughly that they can take the fastest messages in their sleep, can "work" foreign ships and make sense out of the most badly garbled translations. The radio direction, now used on the civil airways, was perfected by Coast Guard technicians to enable the pilots to fly for hours over the mist-shrouded ocean directly to a steamer which sent any kind of a radio signal.

Every minute of the day and night Coast Guard operators sit at their receivers listening on the international distress frequency for the blood tingling sound of an SOS. There is no counterpart for this magic message, respected in every language of the world. Only extreme emergency conditions warrant the sending of an SOS. This call summons men to risk more lives to help those already facing death. For this reason SOS is a sacred signal and is used only in cases of extreme emergency. The signal which is "next best" is an NCU call which means, "I'm in need of Coast Guard assistance." It indicates usually that some condition exists which cannot be handled without aid. Here is the way they come in:

"NCU OILER ABOARD CRUSHED INDEX FINGER OF RIGHT HAND IN OIL PUMP STOP FLESH BADLY TORN RAFFED AND CUT TO THE BONE ON UNDERSIDE OF FINGER NEAR KNUCKLE COMPOUND FRACTURE STOP VESSEL 150 MILES SOUTH DELAWARE BREAKWATER SIGNED MASTER SS TIMBER-RUSH"

After a short radio conversation a coastal patrol boat lying in Delaware Bay weighed anchor and headed on a course to intercept the S.S. *Timberush*, take off the injured man and rush him to the nearest hospital.

Amateur medical practice at sea is unbelievably casual. Usually the patients are remarkably tough individuals who cling to life when by all the rules of physiology they should have been dead long ago. When these hardy spirits finally admit sickness, a real emergency exists. A few hours saved may mean life or death. It is such calls that tax to the utmost the judgment and skill of Coast Guard aviators. To give an idea of what these men can do it is best to cite some typical rescues by the maestro of Coast Guard pilots. Lieutenant Richard Burke has over 320 rescues in his log. After finishing the Academy he spent two years on a destroyer and four years' duty on Coast Guard surface craft. He went through Pensacola and received his wings in 1930. From that time on he has participated in all types of aerial rescue work. His special flair seems to be for off-shore rescues in the amphibian flying boats. By a sixth sense he seems to have the knack of nursing a flying boat down into seas which threaten to tear off wing tip floats, or stave in the entire hull. Despite innumerable breathless escapes and battles with the sea, Dick Burk is still hale and hearty.

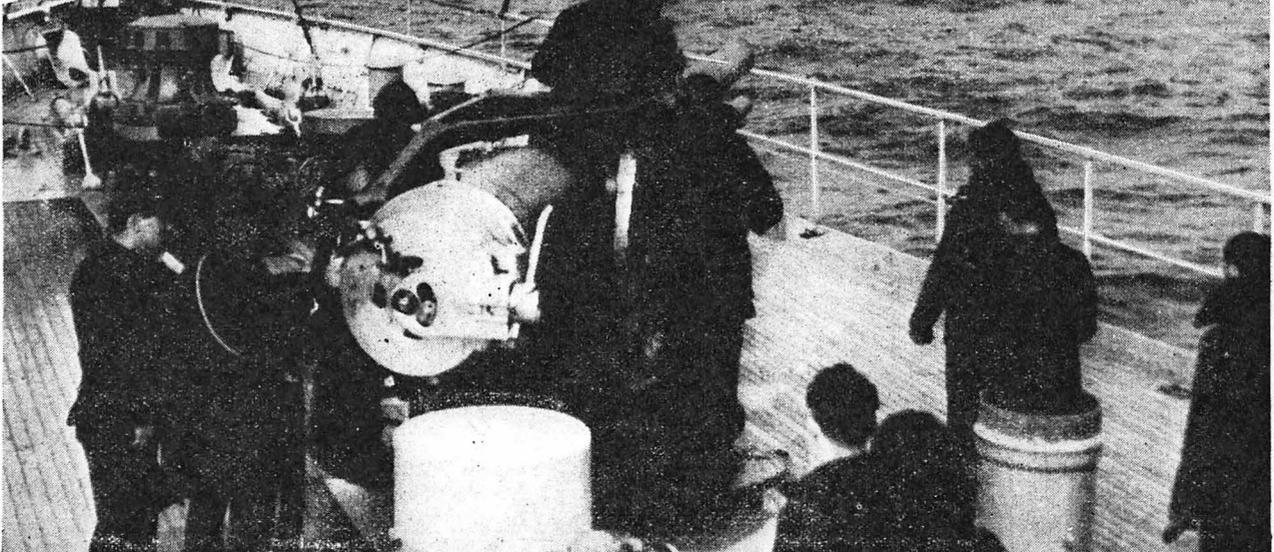
One morning several years ago, while Burke was skipper of the Gloucester Coast Guard Aviation Base, the radio operator handed him an NCU message from a Boston trawler 175 miles off the coast. The substance of the message was that one of the members of the crew in a moment of exasperation had cut open an annoying boil with a rusty safety razor blade. A few days later his mates found him unconscious in his bunk. The captain took one look at the fisherman's swollen head and distorted face and decided an NCU was in order.

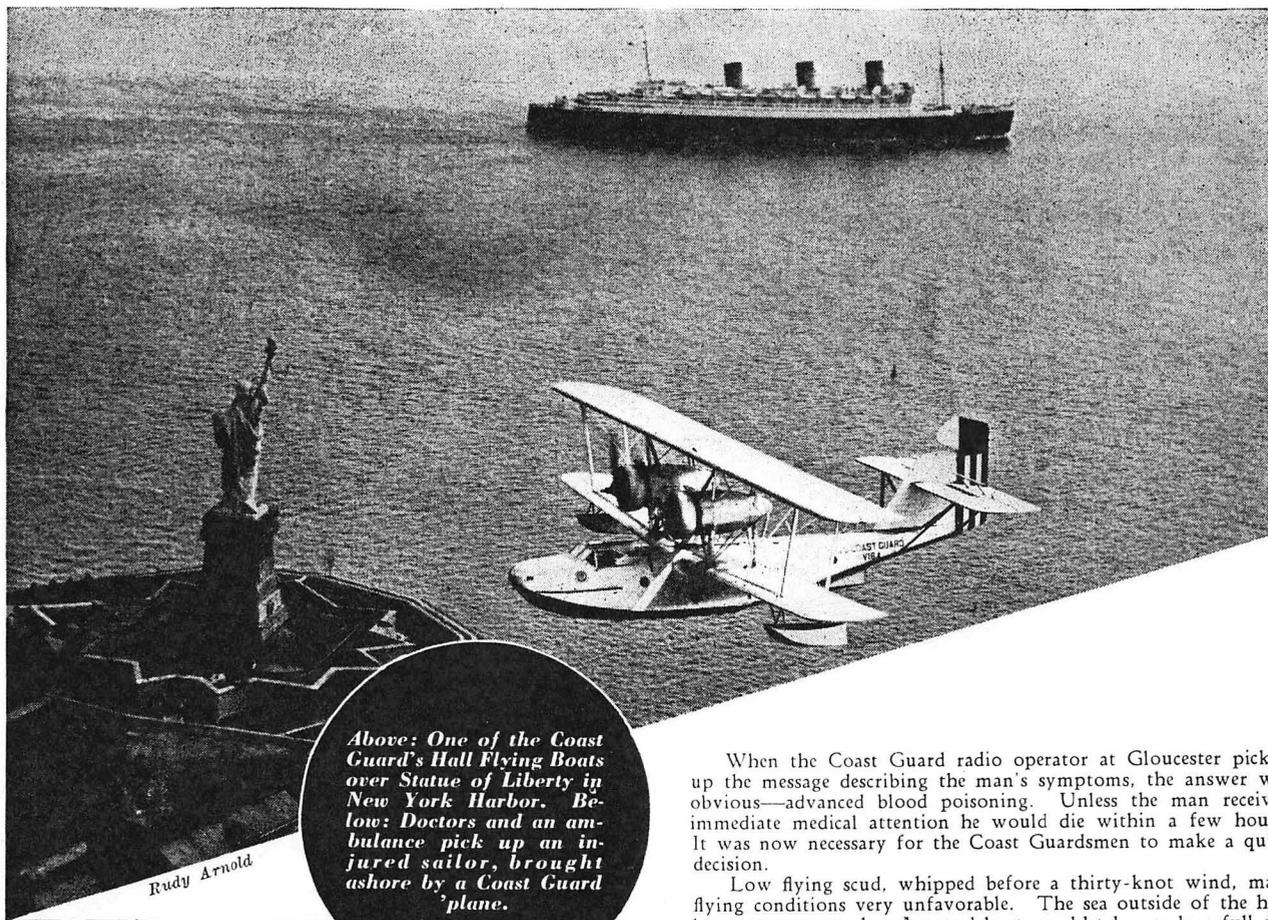


Above: Lieut. Richard A. Burke, center, with Franklin D. Roosevelt, Jr. and Commander John Baylis, U.S.C.G. Below: Sailors on U.S. Coast Guard cutter firing at an iceberg.

Rudy Arnold

Underwood and Underwood





Above: One of the Coast Guard's Hall Flying Boats over Statue of Liberty in New York Harbor. Below: Doctors and an injured sailor, brought ashore by a Coast Guard plane.

Rudy Arnold



Rudy Arnold

When the Coast Guard radio operator at Gloucester picked up the message describing the man's symptoms, the answer was obvious—advanced blood poisoning. Unless the man received immediate medical attention he would die within a few hours. It was now necessary for the Coast Guardsmen to make a quick decision.

Low flying scud, whipped before a thirty-knot wind, made flying conditions very unfavorable. The sea outside of the harbor was very rough. A patrol boat would take nearly a full day to reach the trawler. The fisherman on the trawler would undoubtedly die unless an airplane could bring him to a hospital within a few hours.

"Break out the duck!" Lieutenant Burke telephoned the hangar crew. A few minutes later a large amphibian flying boat was warming up on the wind-swept ramp in front of the hangar. These planes used for off-shore rescue work are known as Douglas Dolphins. Although not ideal for the purpose, the amphibians, familiarly known as "ducks," are the best available, considering the meager appropriations for Coast Guard equipment. Two powerful engines are mounted high over the wing as far from the water as possible. They are further protected from the sea by specially shielded magneto housings, spark plugs and carburetor air intakes.

Accompanied by a volunteer co-pilot and radio operator, Lieutenant Burke took off from Gloucester harbor and headed out to sea, guided by the radio direction finder. After heeding a head wind for nearly two hours, they spotted the trawler. She was rolling to the scuppers. Sea poured from the decks after each plunge. An endless procession of long, gray combers swept relentlessly before the northeast gale. Burke circled the trawler several times, speculating whether he could get away with a landing in that sea. The big amphibian was maneuvered to a position down wind from the vessel, and started gliding down for a landing. The lower the ship came to the surface the more forbidding the waves looked to the pilot. Was this suicide or damned foolishness? Instinctively his hand tightened on the throttles. It was not too late to realize the impossibility of this type of flying—but instead of "giving her the gun" and going back home, the pilot thought of the unfortunate fisherman lying in his bunk aboard the trawler, dying of blood poisoning.

He nursed the amphibian over several crests, losing every possible knot of flying speed. The V-bottom flickered a wave and the heavy airplane was hurled into the air like a skipped stone. The engine roared out a short burst of power and a second later the ship dropped into the succeeding trough. A tremendous shock shook the metal hull as it struck a wall of water at some forty miles an hour. Spray crashed against the cabin windows. The cabin became suddenly dark, as daylight was obscured by a solid mass of green water. The control wheel was wrenched viciously from the pilot's hands and was banged back against his chest. A comber had swept over the entire ship and lashed the tail surfaces, dashing hundreds of pounds of water against the fragile elevator and rudder control surfaces. A moment later the airplane shook itself clear and floated like a duck.

(Continued on Page 54)

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BREAK OUT THE DUCK
(Continued from Page 7)

The pilot reached up to open the hatch. "Boy, oh, boy, don't you wish we had a couple of those Congressmen on the appropriations committee aboard during that landing?" he remarked to his co-pilot. "Maybe they'd understand why we keep hollering for special airplanes for this work instead of the smooth-water arks we're using."

Aboard the trawler, the crew were lashing a coffin-like box to the thwarts of a lifeboat. This was laboriously lowered over the side and rowed over to the airplane. The fishermen had no understanding of the relative fragility of an airplane structure and repeatedly banged the heavy lifeboat against the hull and wings of the tossing amphibian. After a half-hour of heart-breaking effort,

the inert patient was dragged limply through the cabin hatch. The unconscious man was lashed to the floor while the pilot started the engines.

When all the hatches were secured, Burke opened the throttles and drove the ship into the sea, porpoising up and down over the waves as it gathered speed. Every few seconds the entire cabin was submerged. The propellers shuddered violently, shaking the whole plane as their tips picked up sprays and lashed the sea water aft in a tornado of sound and mist. The shocks became faster—more severe every second. The ship was almost in the air, bouncing heavily from wave to wave, when an ominous roller loomed up ahead. With all his strength Burke horsed back on the control wheel to lift the bow over this granddaddy of them all, but the ship shuddered and plunged headlong into the sea. This time it went so deep that streams of water squirted from minute leaks in the glass mountings of the cabin windows. It was completely dark. The roaring propellers were slowed down and suddenly stopped dead by the weight of solid water.

POOR CONDITIONS

After this experience, Lieutenant Burke decided that a take-off under such conditions was quite impossible. Starting the engines again, he taxied over to the trawler and shouted to the captain to pump fuel oil over the side and then get his vessel out of the way. A few minutes later a long, glossy stick of iridescent oil undulated on the surface of the ocean in a narrow lane to windward. Again the amphibian plunged and pounded over the swells until it finally sluggishly hurled itself into the air and headed toward the coast. Two hours later the patient was on an operating table in a Boston hospital. Two months later he was back on the fishing banks.

Coast Guard aviators sometimes render aid entirely apart from the usual marine rescue work. A sixteen-year-old boy on Ocracoke Island, North Carolina, was chopping wood. Suddenly the axe slipped and buried itself deep in the boy's leg. His screams of pain gradually weakened as his life blood dripped from the crudely stanchioned wound.

Ocracoke Island is remotely located in the low-lying swamps which extend for hundreds of miles along an inland water west of Pamlico Sound. Hours later the first call for help came from the distressed parents in that swampland community. The desperate father had rowed to the mainland, borrowed a horse, galloped to the nearest telephone and called the closest hospital. The patient was in an almost inaccessible spot and apparently nothing could be done. Someone suggested the Coast Guard, but investigations revealed that no patrol boats were near.

IN CAROLINA

Although the Cape May Coast Guard Station had nothing to do with the case the drama taking place in the Carolina swamps was picked up by the alert radio operator. The intercepted message was delivered to Lieutenant Burke, who was the commanding officer of the Cape May Station. To satisfy his curiosity the skipper pulled out a chart to locate Ocracoke Island. It was an isolated spot far from open water. The area for miles around was dotted by small islands and mud flats. Lieutenant Burke walked out of his office and looked at the weather. A slow drizzle was setting in from the southeast. It was four-thirty in the afternoon which in October meant about an hour more of daylight. Ocracoke Island was over two hours away. That would mean a landing after dark in unknown water, no obstruction lights and no radio signal on which to operate the direction finder. In addition to these natural disadvantages, the ceiling was steadily lowering. With bad weather setting in from the south,

the chances were that the visibility in Carolina swamplands would be very poor.

If this were an SOS, or even an NCU addressed to the Cape May Station the case would be different, but this message had been picked up purely by chance. It was none of Cape May's business. Dick Burke returned to his desk but could not help thinking of the lad dying down there in the swamps for lack of medical aid. He glanced from the window, across to his own cozy quarters where his wife was probably getting supper for his own child.

"What the hell—Coast Guards are supposed to save lives and her's a chance to save one," Burke said half aloud, jumping to his feet and seizing the telephone to the hangars.

"Get out number four. We're leaving as soon as you get her warned up. Ask McCormick and Hersh if they want to volunteer for a hazardous flight not in line of duty."

"AYE, AYE, SIR!"

"Aye, aye, sir," snapped the voice on the other end of the line as he hung up the receiver and shouted the orders.

"Break out the duck, sailors, the skipper's going on a rescue." Back in the captain's office final orders were being given. The co-pilot, Lieutenant Fales, was already plotting the course while Lieutenant Burke called the radio room.

"Sparks get hot on Norfolk and say we're going through to Ocracoke right now. Have them relay word to the yokels to have the patient ready."

When the first flush of action subsided, Burke cursed himself for a fool. Where was his responsibility as a Coast Guard officer? He was deliberately going to risk a \$40,000 Government airplane and three other men, on the mere chance that he could make a blind landing at night and get away with it—could get his patient aboard and take off to get him to a hospital before he died. The telephone interrupted his reverie.

"You know, Fales, I believe that gang would volunteer to fly with us on a round trip through the Holland Tunnel, if we asked them to."

IN THE COCKPIT

Once in the familiar cockpit with its clean smell of dope and gasoline, he felt at home again. Co-pilot Fales sat beside him. In the cabin, McCormick, the non-commissioned radio operator, calmly tuned in his receivers and checked with the home station. Hersh was closing the cabin hatch. Before the pilots a maze of instruments glowed cheerfully in the semi-darkness. Successively, the two engines were tested at full throttle. Purple flame from the exhaust stacks momentarily added a flash of color to the dismal fall twilight. A moment later the big ship was racing down the runway, and lifted easily—headed on a southerly course. From now on there was no time for emotional reminiscences. An engineer of the air was operating a precision tool. The problem was to land the Douglas at a point some two hundred and forty miles away, in the unlighted swamps of North Carolina, as near as possible to the pin point on the chart, labeled Ocracoke Island.

The airline led ninety miles off the coast across a hundred and seventy-five miles of open water. If the course was good they should intercept the shoreline of North Carolina at Kitty Hawk, where the Wright Brothers made their first flights. A monument surrounded by a beacon light marks the exact spot where Wilbur Wright took off. This was the target at which Lieutenant Burke aimed his ship that drizzly October evening. Flying on through the murk and checking his position by taking radio bearings, the pilots drove their ship southward.

Darkness closed in. As the minute approached when a land fall should be made at

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in the current instalment of THE MAIL BUOY, wherein appears a volatile outburst of Communist sympathies from the pen of a sophisticated young American who scorns such things as patriotism and loyalty to his country. That outburst is a concrete example of how Communism sows its cantankerous seed in the minds of young people who visualize themselves as chosen apostles of new-fangled creeds.

Modern American life seems to have created a generation of weaklings and spineless adolescents who think an eight-hour day is something from out of the Spanish Inquisition. *Work* is a word that has no place in their lexicon. Twenty-five years ago such persons would have been permitted to go hungry, thus learning for themselves that there is no place in the world for human parasites. Today those persons evade all work by posing as disciples of a "new era". And indulgent parents and an indulgent nation nurture them kindly.

The great salve of Communism is that each young Communist pictures himself as a great leader. His fellow Communists will be the workers but he will be their

leader! There has never lived a Communist who visualized himself doing an honest day's work for an honest day's pay. Indeed, no! Communism is a utopia of milk and honey. Under the banners of Communism there will be no truck drivers, no laborers, no working class, no soldiers, no sailors. Milk and honey will flow in the gutters of every highway, along with generous portions of ice cream and cake.

If you don't believe this, take a look at Russia. But don't look too closely or you will see an ugly picture that doesn't jibe with the glowing things we've been promised under the Communist banner. You might see the inner workings of the secret Russian police that has executed thousands of persons and disposed of their bodies in mysterious ways; you might see a government encouraging men and women to scorn marriage but to bring forth nameless children to be turned over to government agencies; you might see women losing feminine graces and developing broad backs, burly arms, thick legs, and dull minds as they toil in factories as mere puppets in Lenin's perpetual five-year plan; you might see the almost complete destruction of in-



Photograph by Anthony V. Ragusin

BAILED OUT

Back on the job at the Biloxi Air Station of the U. S. Coast Guard for flight duty along the Gulf of Mexico are the two pilots who bailed out of their amphibian plane, which became disabled some days ago near Mobile. Left to right: Lieutenant E. E. Fahey and Aviation Pilot John R. Radan, both of Biloxi.

dividualism and the cold regimentation of life under the true banner of Communism.

You would not, of course, see a single sign of Christianity in all of Russia. Certainly not. Christianity, the Church, Jesus Christ, are all stupid and old-fashioned notions that are entirely out of date in this year of 1938—according to young American Communists.

ALASKAN AVIATION

The Federal Government is prepared to spend millions of dollars on the air defenses of Alaska. We wonder just how this will tie in with future Coast Guard aviation activity in that great northern peninsula? We wonder, too, if the Coast Guard dream of a big C. G. air station in Alaska will ever become a reality. Not to our knowledge has there ever been official consideration of such an air station but we do know that the proposition is very much alive in the minds of some enthusiasts and it is not inconceivable that such a dream may eventually become an actuality.

The "dream" station consists of a large self-sustaining Coast Guard community. In this community there would be a Government commissary, homes for personnel and their families, and a school solely for children of C. G. families.

A few years ago such a "dream" station would have been classified as a farcical impossibility but today it is receiving the attention of some of our soundest thinkers in aviation. And many of us who have closely watched the transition of the Coast Guard during the past few years would feel no genuine surprise if the year 1940 should see a Congressional appropriation of \$1,500,000 being set aside for this very purpose. Work on the new million-dollar air station at Elizabeth City, N. C., is now underway and will approach completion next June. After that—???

FOR GOOD TIMES

In the September issue of this Magazine it was recommended that more units of the Coast Guard sponsor events such as dances, parties, barbecues, picnics, and similar forms of entertainment that ultimately lead to harmony and happiness for men of this Service. Of course, as was to be expected, someone had to pop up with the plaint

CGM
Oct. 1938
Vol. 11
#12
pp. 29-30.

**ENGINE SCHOOL & REPAIR
BASE CHATTER**

By 7—11

IT SEEMS as though some of the students that have just graduated in the July Class were too studious. Maybe deep thought and concentration had something to do with it. Take for instance, Joe Pelletier, MM2c; otherwise known as "Diesel Joe." This wee bit of information was overheard one night when "Diesel Joe" was in peaceful slumber, after having seen the monthly marks for the electrical class.—"I may not be so hot in electricity, but wait until I get in the Diesel Class. I'm not so good on theory, but I am a cracker-jack Diesel Engineer. Wait until they see my practical mark in the Diesel Class. Why, I have commendations from the Commandant on my splendid care and operation of Diesel Engines. Besides, I am a graduate of the Diesel Engine Class from New London Submarine Base, etc., etc.—

What we cannot understand is why Diesel Joe didn't compare with Ramsey and Vogel as far as practical work was concerned—maybe "Diesel Joe" turned on "Fuel on all cylinders and air on all cylinders together," when he was only supposed to "stand-by."

I think the class, as a whole, owes Buck "Solid Injection" Benny Etheridge a vote of thanks and gratitude for his perseverance and untiring efforts in coaching and carrying a certain machinist's mate thru the difficult parts of the course. I know his shoulders are sore from carrying such a burden. I think P. Ward would be a burden on any surfman's shoulder.

I am sure that the whole class will agree, when I say that the chow that C. C. Std. Beyer puts out at the school is unexcelled anywhere in the service. (NOTE—Why can't all stations feed like the Engine School?). We think Headquarters should start a class right here at the base for Chief Commissary Stewards—On How to Feed—in three easy lessons and make C. C. Std. Beyer instructor of the class. You certainly know your stuff, "Stew." Only one objection. You shouldn't serve turkey and corn-on-the-cob at the same meal. It makes it embarrassing trying to hold two platters in one hand.

Conversation overheard between an aviation student and a machinist mate while waiting for chow one noon:

AVIATION STUDENT: "I think Stew feeds lousy."

MACHINIST MATE: "I can't agree with you; what do you get at the air stations that we don't get here?"

APPRENTICE SEAMAN: (Service time—two beers ago) "Well for breakfast we get eggs and bacon, two or three kinds of cereal, fresh milk, tea, coffee and two kinds of fruit."

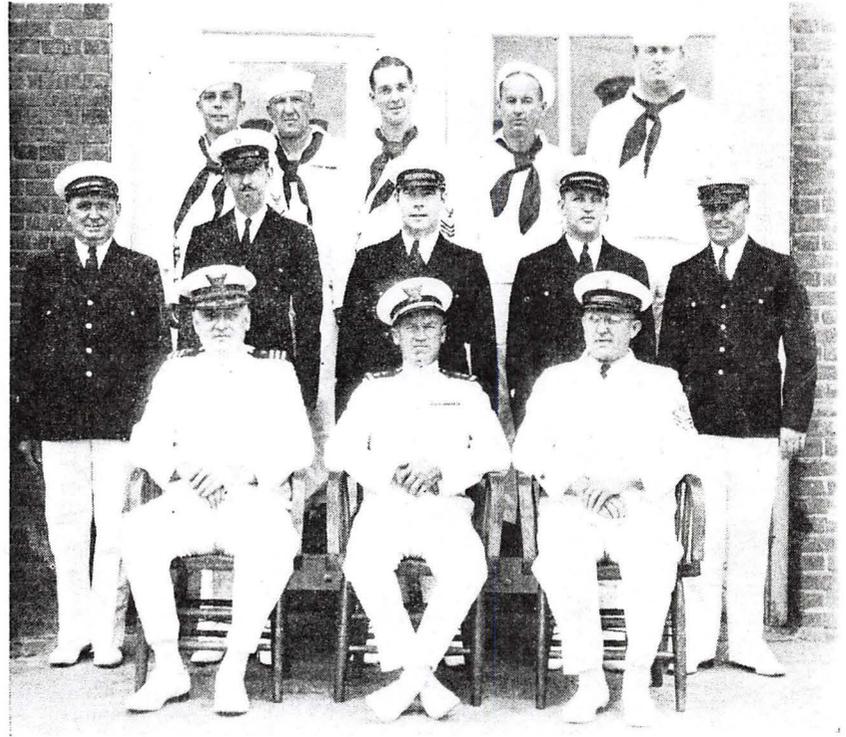
MACHINIST MATE: "It seems to me we get about the same, in fact. I saw three kinds of fruit for breakfast this morning."

LITTLE A. S.: "I never saw but one kind, this morning."

MACHINIST MATE: "Well, we had apples, surfman,—and aviators."

While we are still speaking of chow, the other day in the mess hall Benny Bunny Etheridge must have thought he was back at Cape Hatteras Station. Our good shipmate and yeoman Dickerson had just put pepper and salt and red lead on his frankfurters and was getting ready to jab a fork into them when he discovered it was Mr. Benny Bunny Etheridge's fingers in his plate AGAIN.

We wonder what the first words were that David Campbell MM2c said to his new



**GRADUATING CLASS ENGINE SCHOOL AND REPAIR BASE,
JULY 29, 1938**

Front row, left to right: Commander (E) W. M. Troll, Chief Machinist T. E. McCready, CMO MM Hal. S. Ward (instructor).

Standing, front row, left to right: Benjamin F. Etheridge, Surfman (Cape Hatteras Station) Myron H. Keller, Surfman (Sturgeon Bay Canal Station), William R. Ramsey, Surfman (Portsmouth Harbor Station) Herman M. Vogel, Surfman (Barnegat City Station) Ralph I. Townsend, Surfman (Milwaukee Station).

Standing, rear row, left to right: Guy R. Hunter, MM1c (FREDERICK LEE), Joseph A. Pelletier, MM2c (McLANE GROUP—CG—228), Paul Ward, MM1c (CRAWFORD), David M. Campbell, MM2c (NIKE), Gerhart W. Christianson, MM2c (TALLAPOOSA).

All of the above class completed the Gas and Diesel Engine Course with an average final mark of over 90. Etheridge, Ramsey, Townsend, Hunter, Pelletier, Ward, and Christianson are to remain at the School for the Lathe Course.

son upon arrival at home. Congratulations Mr. and Mrs. Campbell, upon the arrival of the new Machinist's mate.

In a few more days Vogel and Keller will have finished their leave and will be back at their respective stations. I can see them on watch, a-way up in the tower (1:30 A. M.) resting their chins in the palms of their hands, and saying to themselves, "Wonder how the boys are making out in the Lathe class." "King of wish I had stayed, now. There sure is a lot of difference between these tower watches and those good old telephone watches."

Wonder who will pay the rent at Lynch's canteen when "Chris" leaves next month. They say Lynch is seriously contemplating (if he could be serious) selling out and opening a canteen—"way down Georgia Way." Somewhere near the Tallapoosa so he will be near his best customer.

O. K. TOWNSEND, how about it? We understand there's going to be a Mrs. Tillie Townsend going back to Milwaukee with you when you leave. Are we right, or, are we right?

Credit certainly goes to Guy Hunter MM1c for being a gentleman and scholar. He is well mannered and should go a long way in anything he attempts. And an extraordinary tennis player—he is, "40-love-my-dear."

We must not forget our "Jimmy Legs" on the topside. Maybe he should have been a boatswain's mate instead of a machinist mate, the way he bellows, sometimes, one has to look at that crow. By the way P. Ward did you thank Buck (Solid Injection) Benny Benny Etheridge for his untiring efforts, that helped you to the top of your class?

This school located in the old home port of Norfolk, Virginia, boasts several advantages over any other service school. The principal one is that it is in reality a "school," where the military parts and school is operated so harmoniously that neither becomes boring and when the finishing day comes and the graduates begin packing in preparation for leaving for their regular stations, and with long faces they pass a sorrowful "good-bye" to all hands

**ENGINE SCHOOL AND REPAIR BASE
NORFOLK, VIRGINIA
30 July, 1938**

**GAS AND DIESEL ENGINE COURSE
FINAL MARKS**

NAME	Ex. Avg.	Pract.	Inite.	Note	Total	Stdg.
Ward, Paul (112-708), M. M. 1c	99.21 (49.61)	3.6 (22.6)	4.0 (15)	3.9 (9.7)	96.91 (3.8)	1
Townsend, Ralph I. (110-391), Surf.	99.16 (49.58)	3.6 (22.6)	4.0 (15)	3.9 (9.7)	96.88 (3.8)	2
Hunter, Guy H. (105-178), M. M. 1c	98.9 (49.45)	3.6 (22.6)	4.0 (15)	3.9 (9.7)	96.75 (3.8)	3
Keller, Myron H., (214-538), Surf.	97.64 (48.82)	3.6 (22.6)	4.0 (15)	3.9 (9.7)	96.12 (3.8)	4
Christianson, G. W. (102-008), M. M. 2c	96.93 (48.47)	3.6 (22.6)	4.0 (15)	3.9 (9.7)	95.47 (3.8)	5
Ramsey, William R. (213-536), Surf.	96.14 (48.07)	3.5 (22)	4.0 (15)	3.8 (9.4)	94.47 (3.7)	6
Pelletier, Joseph A. (121-176), M. M. 2c	95.87 (47.94)	3.5 (22)	4.0 (15)	3.8 (9.4)	94.34 (3.7)	7
Vogel, Herman M. (211-718), Surf.	94.24 (47.12)	3.5 (22)	4.0 (15)	3.8 (9.4)	93.52 (3.7)	8
Etheridge, Benjamin F. (103-367), Surf.	90.85 (45.43)	3.5 (22)	4.0 (15)	3.8 (9.4)	91.83 (3.6)	9
Campbell, David M. (101-700), M. M. 2c	91.14 (45.57)	3.5 (22)	4.0 (15)	3.5 (8.5)	91.07 (3.6)	10



THE THREE "BUTCH'S"

From Engine School and Repair Base. Reading from left to right: Paul Ward, MM1c; Ralph I. Townsend, Surfman; and Guy R. Hunter, MM1c.

and go forth to show the service at large what an accomplishment it is to be privileged to attend Commander (E) Walter M. Troll's Engine School & Repair Base, for the U. S. Coast Guard. Upon arrival here, the student is given a thorough lesson in the use of hand tools, what they are, what they are to be used for, how to prevent breaking them, how to keep from damaging the work, how to take care of tools after the job is finished and miscellaneous other precautions so necessary to the making of good mechanics. From this they proceed into the construction, care, and operation of gasoline engines, this included to actual tearing down and rebuilding of engines. Not one but several kinds. In the class rooms, complete engines are dissectioned whereby the student can see just what takes place within the engine when it is turning over; from this they pass on into instruction, care, and operation of all sorts of marine electrical equipments, and a course in electricity which could not be obtained elsewhere without considerable expense. In the electrical class, students must rebuild the equipment from parts, test, and see it in operation, also completely rewire several different makes of engines as used in the Coast Guard, after completing this far, they are then given instructions and practical experience with Diesel engines. Weekly examinations are held and note books are regularly examined. All being marked according to their merits. Students who maintain an average mark of 90 or better are recommended to Headquarters for training in the "Lathe Course" of eight weeks. In Lathe work they are given instructions and practical work in such a manner that before the eight weeks expire they have become so familiar with a lathe that they can make it tie and untie square knots.

The following men reported as students for the class assembled for August 29, 1938: Robert W. Bunselmeier, F1c (Cleveland Division); Seth L. Doane, F1c, (Sebago); Herbert H. Hall, WT1c (Champlain), Joseph E. Herschel, F1c, (Chicago Division); Roger W. Knight, Surfman, (Portsmouth Harbor Station); Donald W. Lauer, Surfman (Charlotte Station); Orviss R. O'Neal, Surfman, (Smith Island Station); Isaac L. Pratt, MM2c, (Dix); Earlie W. Shelton, F1c, (Pequot).

Besides the regular Gasoline and Diesel engine course and the Lathe Course, there is maintained the Aviation Class, which received full instructions and practical work into all phases of aviation work, such as engine care, operation, and overhaul, trouble

shooting, and actual ground practice with two instruction planes. When this class goes in operation, they do a complete job, and when the student is ready to depart for his regular station, they can detect and locate the trouble by a smell of the fumes.

All in all, this is a very good place, and any present or ex-student will be glad to vouch for it. There is maintained here the best commissary department, which has what the old timers say, the best commissary steward in the service. Living quarters could not be made better, and conditions for the welfare of the student in his pursuit for more knowledge could not possibly be more comfortable and complete. All he has to do is come here, study, listen, eat, sleep hearty, and work—the actual knowledge will then come easily.

We also regret to announce that the Maritime Service Station, Hoffman Island, New York, obtained two of our old regulars in the person of: Dirk A. Dross, CMM, our congenial storeroom man, and Robert J. Bussey, PhM1c, our official pain-reliever, and we sincerely hope that they will enjoy their new assignments and our best wishes goes with them. Doc. Bussey is in reality a good pain or medicine-man, and we recommended him to those that may desire this kind of service at Hoffman Island.

The school is anxiously awaiting information from the "Chesapeake Bay Gongers" quarters at the Division Mooring, as to the possible date when the "Gongers" will qualify on the Tennis Court, by defeating the third team, in order that the school's second team will have some competition.

TAHOMA TALES

By "OBSERVER"

FOR its size the *Tahoma* probably has more outstanding characters than any other vessel in the Service. The recent addition to our complement of Collins, CMoMM, and Gielda, Sea2c, ("the best bow-hook on the East coast") are good examples. Collins, noting the trend of the times, decided to get some steam experience and accordingly had himself transferred to the *Tahoma*. But fate had other plans for him. No sooner did he arrive than it was discovered that the Kohler gasoline generator needed a complete overhaul. The motor in the self-bailer then started ailing. Not to be outdone, the motor launch then broke down completely. A remodeled Kermath was installed to replace the worn out motor. With his work finally done, Collins was ready for steam in earnest, but again he reckoned wrong. The *Cartigan* pulled in with an old skiff and quickly got rid of it by donating it to the *Tahoma*. An old Johnson outboard motor was dug up and our hero, being a motor machinist, was at once appointed skipper of the craft. With the afore-mentioned "best bow-hook etc.," Gielda, he patrolled the four-day races at Put-in-Bay with credit. Not once was he run down by the sailboats. He says he is going to get his steam experience yet, even if he has to work on every motor in the Division. Such perseverance must be rewarded.

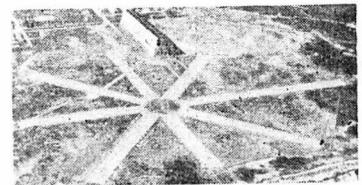
A thrilling race was witnessed in Cleveland harbor recently when the *Tahoma* raced against the stout-hearted crews from the *Frederick Lee*, *Petrel*, and *Crawford* to decide the championship in the nineteen-foot surfboat class. The boats jockeyed at the starting line like a bunch of spirited race horses. For the first quarter-mile all the boats were practically abreast but then the *Tahoma* crew, rowing an old condemned boat, started pulling away and in-

creased the distance all the way, winning in 19 minutes, 17 seconds over a two-mile course. The *Frederick Lee* came in second, with the favored *Petrel* coming in last. The *Tahoma* crew consisted of Mattson, coxswain; Baker, stroke; Hamilton, Flanagan, and Rabenan rowing in that order. The *Jackson* still stands between the *Tahoma* and the Cleveland Division championship but the boys feel confident of overcoming any obstacle to their ambition. Soon races will be staged between Cleveland and Chicago Divisions for the Great Lakes championship.

The basketball season will be here before we realize it. Although many of our last year's stars have been transferred, many likely newcomers will take their places and we expect to have a creditable season.

And so we close with regards to the couple hundred or more men who first become acquainted with the Service on the good old *Tahoma* and are now scattered all over the Service, even as far as Honolulu.

Cape May



Comments

By J. E. HORWATH

AT CAPE MAY games, races and refreshments, softball game between the Patrol Boats and the Base, a boatride for the wives and children of the personnel. A committee composed of Leslie (Wildcat) Simpson, CEM, Harold E. Barron, Y1c, and Ernest B. Scott, PhM1c, threw a very satisfactory party despite a light rain during the first half of the afternoon, and with the aid of a couple of cases of beer donated by the canteen and consumed principally by Wildcat Simpson. Some of the events and the winners are as follows:

Husband Calling Contest—draw between Mrs. John Williams and Mrs. Herman Pedersen.

Potato Face for Women—Mrs. Kenneth L. Drake.

Potato Race for Children—Freddie Spencer.

Race for Small Girls—Fay A. York.

Race for Boys—Cordie Pearson.

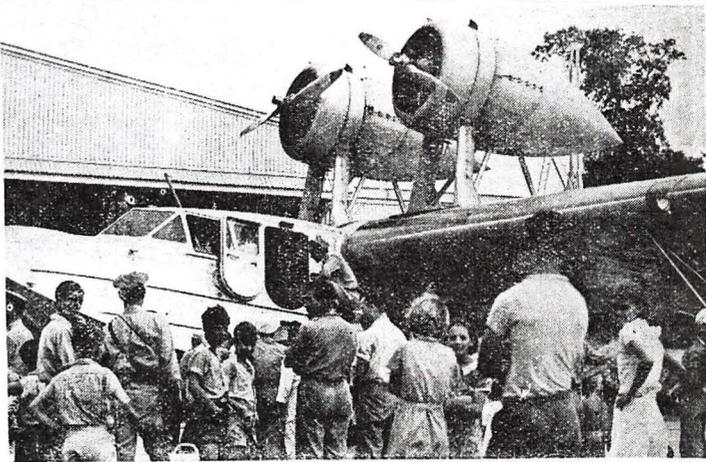
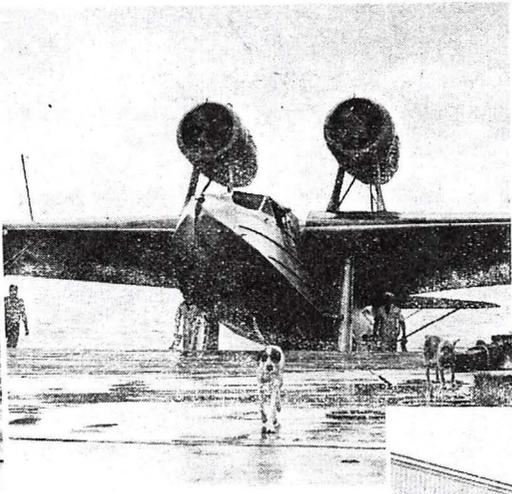
Potato Race for Boys—Cordie Pearson.

Ball Throwing Contest—Mrs. John Williams.

The ball game was won by the Patrol Boats with ease, under the management of Charles Harwood, CMoMM, even with the adverse and erratic umpiring of "Wildcat" Simpson.



Dorothy Murray, fourteen year old daughter of Thomas Murray, CMM at Cape May Group. "Queen of the Beach" at Cape May. Dolly also sets the style for the younger generation.



All Photographs by Anthony V. Ragusin

AT BILOXI AIR STATION

(Lieut. Comdr. R. L. Raney, U. S. C. G., Commanding)

The Biloxi Air Station, U. S. Coast Guard, recently executed a typical ambulance plane rescue job. The Dutch steamship *LETO*, out of Rotterdam, and bound for Houston, Texas, sent out a radiogram, while in the Gulf of Mexico, that its master, Captain L. Van Aarsten, 43 years, was critically ill. Division Coast Guard radio picked up the message and the steamship steered for Southwest Pass, Mississippi River, where the huge flying life boat alighted. The stricken patient placed on a stretcher was transferred to the plane by a crew from the *YEATON* of Gulfport, flown back to Biloxi, where the skipper was rushed to the Biloxi Hospital for urgently needed medical treatment. The following scenes were made at the Biloxi Air Station:

Upper left: The ambulance plane taxis up to the ramp.

Upper center: The huge plane crawls out of the water.

Upper right: Three members of the plane crew step out of the plane as the big flying boat is at rest. Left to right: Radio Operator J. W. Moulton, Co-Pilot John Radan, Aviation Pilot Harry Logan. The other member of the crew, Pharmacist's Mate W. S. Coburn, was conducting a doctor to the patient in the plane when this shot was made.

Upper right: Three members of the plane crew step out of the plane as the it stopped on the apron of the Air Station.

Lower right: Captain Van Aarsten is removed from the plane.

Kitty Hawk the swinging shaft of light from the Wright memorial monument flashed through the low-hanging clouds directly ahead. Half an hour later the big Douglas was circling over the spot calculated to be near Ocracoke Island. A few feeble gleams from kerosene lanterns were the only evidences of life on the ground. For miles around there was no other light. Pilot Burke dropped a water flare and came in for the landing with his fingers crossed.

The amphibian skimmed over the dark water of a lagoon and touched lightly. The plane was slowing up nicely when, without warning, the men were thrown against their belts and it nosed violently to a sudden stop. They had hit a mud flat. At least they had landed without wrecking the plane.

Lieutenant Burke pushed open the hatch and switched off the engines. The silence was broken by the sound of oars splashing and working in row locks in the direction of a light.

"HEAH'S YO' PATIENT!"

"Hey, you in the boat," Burke called, standing up in the cockpit with his shoulders out of the hatch, "is this Ocracoke?"

A drawling voice called back from the boat. "If you-all's the Coast Guard, we's got your patient right here."

Ocracoke on the button! This is a piece of precision flying that has rarely been equaled. A few minutes later a dozen rowboats and men in hip boots were crowding about the stranded plane.

"Come on, all you fellows," shouted Burke. "Get a hold on the hull and push this ark off into deep water when I start the engines." After much shouting and rocking of wings, accompanied by ear-shattering crescendos of sound as the engines were alternately opened up full, the heavy plane slid, ducklike, into the water, where the anchor was dropped and the engines cut.

"Okay, boys. Bring the patient alongside," shouted Burke. From a group of

huddled forms, a sobbing woman among them, the limp figure of the boy was passed up from the large scow to the Coast Guardsmen standing by the cabin hatch. An unwieldy bandage, soggy with blood, encumbered his leg. Carefully he was lifted through the after hatchway and strapped to the floor between the seats.

The next problem was to take off down an unlighted channel, bordered by mud flats and floating buoys made of boiler plate. Burke stood up and harangued the local people. "Listen, you fellows, I've got to get this airplane going sixty-five miles an hour before it will fly. If I hit one of those unlighted buoys before we get off, you will have five dead men on your hands instead of one injured kid. How about it now? Where is the channel and where are those buoys?"

INTO A CONFERENCE

The natives went into a conference but could reach no agreement. In exasperation, Burke listened to the futile arguing from the rowboats and the moans of the unconscious boy in the cabin. To save time he took matters in his own hands.

"Here, you in the nearest skiff!" he called. "Row out there to the left about two hundred yards with this flashlight. Make sure that all is clear and tie up to the first buoy you come to. When you have tied up swing the light in a circle—like this." The officer rotated the lighted flashlight in a slow circle at arm's length, and then passed the light to one of the men in the boat. As the first rowboat splashed off into the darkness, Burke designated another boat to follow the same procedure on the right-hand side of the channel.

Ten minutes later, both rowboat parties were signaling that they had tied up to the first unlighted buoys on either side of the channel. A moment later the rescue plane roared down the channel. A second after passing the first rowboat the pilot thought he saw something dead ahead. Just for



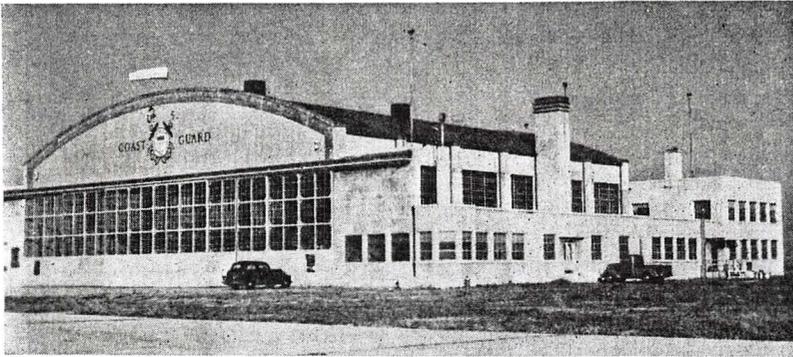
luck, he lifted the wing in a skidded turn. An eight-foot metal nun-buoy flickered by. It had been completely overlooked by the local advisors!

Forty minutes later the amphibian glided to a landing in Norfolk harbor, where a Navy motorboat, ordered by the plane's radio, was standing by, ready to take off the patient. The operating room staff was waiting—blood donors sat ready in the anteroom. The boy recovered.

Lieutenant Richard Burke is only one of the many Coast Guard aviators who guard our shorelines on the Atlantic and Pacific coasts. The same spirit of teamwork and self-sacrifice prevails in all branches of the Coast Guard. They never receive thanks for their heroic rescues and never expect it. They find great satisfaction in their humanitarian work, and secretly, nothing pleases them more than to hear their skipper order, "Break out the duck!"

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#2
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AT BROOKLYN, N. Y.

Photo by Horwath.

U. S. Coast Guard Air Station, Floyd Bennett Field, Brooklyn, N. Y.

base pay for the various grades beyond those now authorized for the Navy. The Navy, it is stated at the Department, has all the grades and ratings its service needs. The Sadler board, appointed at the behest of Chairman Vinson of the House Naval Committee, will report for increases in base pay.

"The Army, in turn, contends that while they would be glad to have increases in base pay that increases in grades and ratings are more necessary for efficiency and they do not want to recommend both classes of increases because they feel that would boost the cost to so prohibitive a figure that Congress would give them little serious consideration."

MERCHANT MARINE

The maritime Commission's Merchant Marine training program, as embodied in the Maritime Service now being administered by the United States Coast Guard, should be in full operation by 1 December. More than 2,500 applications have been filed from licensed and un-licensed merchant marine personnel for training under the Maritime Service.

A break-down of the type of applicants reveals some very interesting facts. More than 80 per cent of the applicants are native born, and 96 per cent are caucasians. They are almost equally divided between the married and unmarried status, with 48 per cent in the former and 52 per cent in the latter. In age, 64 per cent are under forty years old, and 30 per cent have had military-naval service in either the Army, Navy, Marine Corps or Coast Guard. In education, 50 per cent have had from one to four years of high school, 12 per cent have had from one to four years of college work. In experience, 80 per cent have had over two years of merchant marine experience. The percentage of licensed officers and un-licensed men is about equal. Every state in the union is represented with the exception of Arizona, Arkansas, Colorado, Idaho, Kansas, Nebraska, New Mexico, South Dakota and Wyoming.

It is unpredictable at the present time just how far the labor unions will go in opposition to the training service. Neither the C.I.O. or the A. F. of L. have endorsed the plan, and while propaganda against training in the government schools has been very light in the east, on the west coast considerable opposition has been encountered.

The closing year is the greatest from the standpoint of merchant marine building since the World War, and there is every prospect that 1939 will see even greater strides. In the face of such expansion, the training of merchant marine personnel by the Maritime Service will, it is hoped, contribute greatly to the efficient operation of America's shipping fleet.

PROTESTS SCHOOL PLANS

The Maritime Commission's extensive training program, under direction of the Coast Guard, has drawn the fire of National Maritime Union officials, primarily on the premise of the alleged military character of the training.

The commission has received a complaining letter from Joe Curran, president of the N. M. U., which, among other things, seeks a guarantee that the service will not be opened to those who have never followed the sea but are desirous of entering this field. He also objects to use of the Government hiring halls for the engaging of seamen by masters of vessels and protests against the use of the Coast Guard as a medium of instruction at the training station at Hoffman Island.

Acting Chairman Thomas H. Woodward of the Maritime Commission, said that the union protest had been received by the commission, but that any action or discussion regarding the matter would be referred to Rear Admiral Emory S. Land, chairman, who is now in South America, and Rear Admiral H. A. Wiley, member, also with Admiral Land and who has been directly handling the training program.

In the meantime, the plans for developing the training stations are being pushed with all the vigor possible on the East and West Coast, where preparations are being made for a course to be given on Government Island. Despite the protests of the union officials, it was pointed out that the commission already has on hand more than 2,500 applications from licensed officers and seamen to be enrolled in the training schools.

One plain-spoken retired officer said: "Any deserving boy, whether he's been to sea or not, has the right to train to go to sea and while he's on shipboard he ought to be trained as to which end a gun shoots from. He may need it. Incidentally, the CCC youngsters ought to be given small arms instruction and infantry drill. They, too, may need it."

V-165 LOST

Hall flying boat, V-165, stationed at St. Petersburg, crashed 150 miles at sea, November 11, turning completely over and sinking. Plane was endeavoring to land in rough seas to pick up stricken merchantman. Crew escaped uninjured by means of emergency life raft. Crew members were: Lieutenant C. F. Edge; R. T. Cupples, ACMM; Ted McWilliams, AMM1c; L. L. Stonerock, AMM1c; Avery Brace, RM1c, and Louis Lyons, PhM1c.

CG-186

CG-186 arrived Mayport with the disabled oil screw *Miss Brunswick* of Jacksonville.

MORRILL C. MASON

Morrill C. Mason, 40, retired sergeant of the District of Columbia Fire Department and World War hero, died at Dania, Fla. Burial was in Arlington National Cemetery.

Mr. Mason became ill last Spring soon after he had given blood for a transfusion in a futile effort to save the life of Mrs. Blanche Gertrude Landis, 22, victim of a brutal beating, for which a jury convicted her husband. Mr. Mason was retired from the Fire Department last August, due to disability.

Mr. Mason was commended by Vice Admiral William S. Sims of the United States Navy and Admiral H. S. Grant of the British Navy, for heroic performance of duty during the sinking of a British steamship.

An electrician in the United States Coast Guard, Mr. Mason, while on the *Seneca*, was one of 20 men who volunteered to save and convoy to port the British steamship *Wellington*, which had been torpedoed by Germans and abandoned by most of her crew in the Bay of Biscay in September, 1918. Subsequently, the vessel sank and 11 of the *Seneca's* men were drowned.

Mr. Mason was a member of the Police and Fire Post of the American Legion, the Veterans of Foreign Wars and the Joppa Lodge of Masons. He was a native of New Hampshire, and had lived in Florida since retiring from the Fire Department.

Surviving are his widow, Mrs. Lillian M. Mason; a daughter, Jacqueline Mason; his parents, Mr. and Mrs. Neil F. Mason, and grandmother, Mrs. Mary Morrill. The parents and grandmother live in Woodstock, Vt.

Captain William J. Wheeler, U.S.C.G., war-time commanding officer of the *Seneca*, paid high tribute to Mason. Captain Wheeler said:

"Mason served with great credit on the *Seneca*, practically throughout the period of our participation in the World War, on the trying duty of escorting freight convoys from England to the Mediterranean. He was also a key man of the *Wellington* volunteers, being the radio operator of this expedition, and I recall that he kept the radio in operation until the last moment.

"After the war I had the pleasure of seeing him from time to time in Washington, where he was a member of the District Fire Department, from which he retired this year as a sergeant, for physical disability after fifteen years' service.

"Mr. Mason was ever a true and loyal Service man, an honor to the flag, and a bulwark to American institutions. It would appear that the illness which caused his death originated from another sacrifice on his part, a blood transfusion.

"The *Wellington* incident has been written up with great pride by the Coast Guard on a great many occasions, and no member of that heroic band of volunteers displayed more courage than did Mason."

DELIVERY DATES

Delivery dates of boats on the three contracts for which the Government will furnish equipment.

Twenty 38-ft. Cabin Picket Boats building at the plant of Palmer Scott and Co., New Bedford, Mass. First boat due 12 January, 1939. Last boat due 9 October, 1939.

Fifteen 30-ft. Rescue Boats building at the plant of Gibbs Gas Engine Co., Jacksonville, Fla. First boat due 15 December, 1938. Last boat due 1 September, 1939.

Four 35-ft. Station Boats (Jonesport Model) building at the plant of James E. Graves, Inc., Marblehead, Mass. Last boat due 26 February, 1939.

COMMANDANT'S TOUR

Admiral R. R. Waesche, Commandant of the Coast Guard is on the West Coast for an inspection trip. He will inspect the site for the new Coast Guard Air Station at San Francisco, and will hold two conferences with Coast Guard officers at Seattle and Port Angeles, Wash. The Commandant requested that as many officers as possible be present at these two conferences. The first was held on Nov. 3, at Seattle, and the second on Nov. 4, at Port Angeles.

Admiral Waesche's itinerary is as follows: Nov. 3, arrive Seattle 8:00 a. m.; Nov. 4, leave Seattle via Coast Guard plane for Port Angeles, thence by plane to Astoria, Oregon, on same day; Nov. 5, leave Astoria; Nov. 6, arrive San Francisco at 1:30 p. m.; Nov. 8, leave San Francisco at 8:00 p. m.; Nov. 9, arrive Los Angeles 8:10 a. m.; Nov. 10, Fly to San Diego and return via Coast Guard plane; Nov. 11, leave Los Angeles for Washington.

MERCY FLIGHT

Salem's Coast Guard's "mercy plane" made a fast flight across Massachusetts Bay to aid two cadets stricken with acute appendicitis aboard the school ship *Annapolis*, off Provincetown.

The cadets, Edward Segar and Harry S. Mank, both of Philadelphia, Pa., were taken aboard the plane and rushed to Salem, where an ambulance was waiting to transfer them to the Chelsea Marine Hospital.

The flight to Provincetown and return was accomplished within an hour and the two cadets were under observation at the local hospital within two hours of the time the Salem Coast Guard Base was appealed to.

The plane was piloted by Lieut. Commander F. A. Leamy, accompanied by Radioman Louis Schuman and Mechanics T. R. Callahan and Roy Mason.

OCEAN CITY, MD.

Coast Guardsmen fought for four hours through high seas and a storm to rescue the disabled trawler, *Alma Bell*, of Philadelphia off Ocean City, Md.

The 60-foot, 42-ton vessel was towed to port safely with seven men aboard after four other crewmen launched two motor dories and succeeded in reaching shore to warn the Coast Guard of the *Alma Bell's* disaster.

Cat. John Munson said constant battering by the storm caused a cylinder head in the ship's engine to break.

"We hoisted distress signals but the rain clogged vision and no one saw the signals until finally the Coast Guard came through in its usual style," he said.

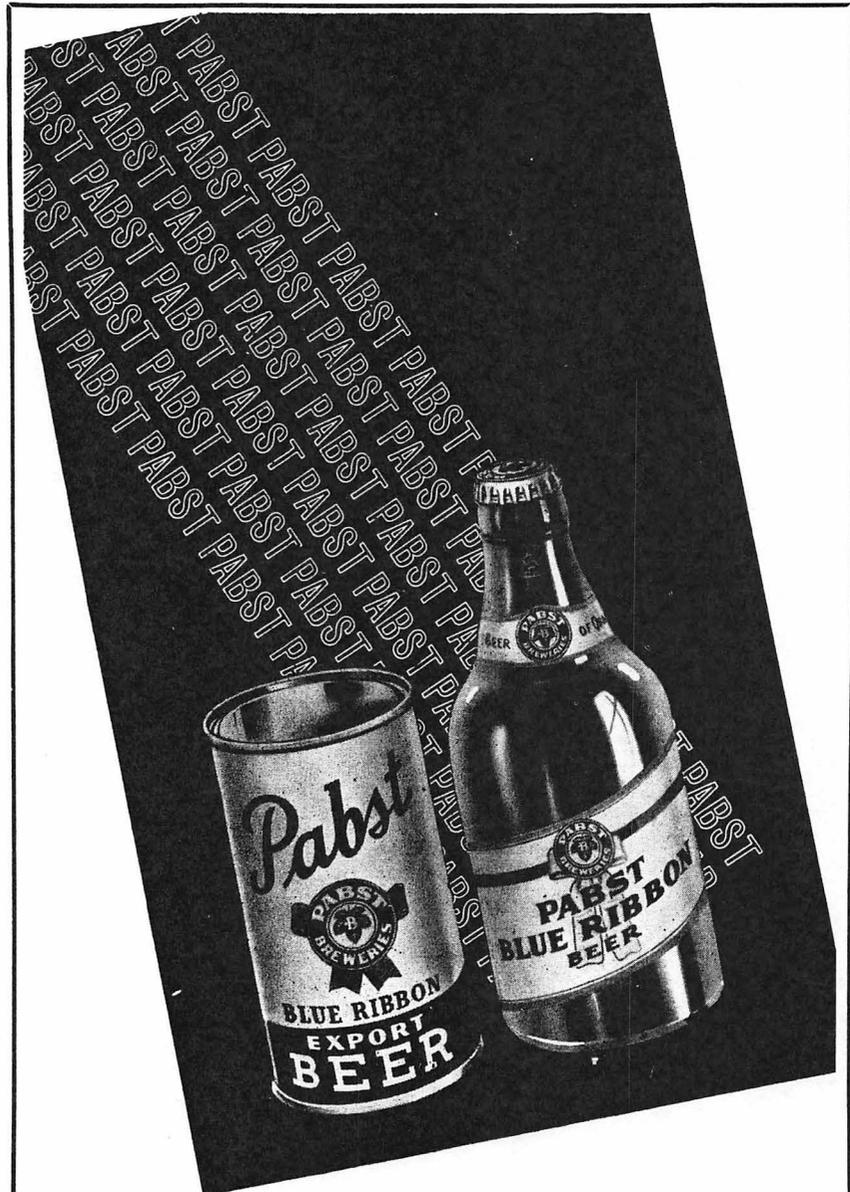
Acting Keeper William J. Massey and Coast Guardsmen James D. Farlow, Levin J. Bunting and Fred J. Bunting manned the Coast Guard boat.

AT REDONDO

Voters of Redondo, Calif., have passed a \$300,000 bond issue, and this money, coupled with a \$245,000 grant from the WPA, will be used to create another municipal yacht harbor on the Pacific Coast.

SPEED RECORDS

The American Power Boat Association Racing Commission, Charles F. Chapman, secretary, has announced, lists 87 recognized motor boat speed records to keep amended each year. This is almost twice the number recognized as world marks by the International Motor Yachting Union.



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CGM
Dec 1938
Vol. 12
#2
pp. 10-13.



"They Made It!"

The Story of a Great Mercy Flight.

By ED LLOYD

SCARCELY more than a month ago six members of the St. Petersburg Air Station embarked on an all-night flight that established a new long-distance record for Coast Guard mercy hops. A Hall flying boat, manned by Lieutenant A. E. Harned, Ted McWilliams, AMM1c (co-pilot); Avery Brace, RM1c; Joe Sabala, AMM1c; Walter Dykes, AMM1c, and Louis J. Lyons, PhM1c, took off from St. Petersburg at 4:30 one Monday afternoon in response to a radio appeal from the Canadian steamer *S.S. Reginolite*, 380 miles southeast of Miami, in the waters of San Salvador. The *Reginolite* had requested emergency treatment and hospitalization for a sailor, Edison Bowes, suffering from undetermined intestinal trouble.

The Miami Air Station had no plane capable of making the flight so it became the lot of the giant Hall boat at St. Petersburg to span the Florida peninsula and continue southward to the scene of distress, a distance exceeding 500 miles; a round trip of 1100 miles. The Hall boat, carrying 850 gallons of gas and equipped to fly 2,000 miles, landed alongside the *Reginolite* shortly before midnight and was in the air again thirty minutes later with Bowes being made comfortable in one of the plane's bunks. The stricken seaman was rushed to a Miami hospital and soon thereafter the big Hall boat was on its way cross-country to St. Petersburg, arriving about noon with its tired and sleep-starved crew.

THEY MADE IT!

Walter Dykes, AMM1c; Ted McWilliams, AMM1c, (co-pilot); Lieutenant A. E. Harned, pilot; Louis Lyons, PhM1c; Joe Sabala, AMM1c; Avery Brace, RM1c.

Center insert is also of Lieutenant Harned.

ALL members of the rescue crew are veterans of Coast Guard aviation with the exception of Louis Lyons, PhM1c, who had recently been transferred from the cutter *Tampa*. Lyons, known in all corners of the Service as "Pee Wee," is a sea-going veteran of Bering Sea Patrols, International Ice Patrols, the old Destroyer Force, and all other types of arduous Coast Guard duty other than aviation. He had been attached to the Air Station only three weeks at the time of the epic flight and his impressions of Coast Guard aviation, as brought forth in the following personal interview, will be of interest to the many sea-going Guardsmen who have had no opportunity to observe rescue planes in action. Lyons was interviewed immediately after stepping from the plane and his reactions are both interesting and humorous.

"Doc, now that you're back, tell me did you find this mercy flight very much different from the mercy trips you've made aboard sea-going cutters and in the old destroyers?"

"Gee, Ed, if you mean speed, Gosh, Yes! Just think how long we'd be underway in one of the old 'tin cans' that could knock out twenty-five knots at best. Why, in this case we'd have been more than a day arriving at our destination and picking up that poor fellow. With this big Hall boat slipping through the air at about a hundred per, we got where we were going at midnight. You know we left the station about four-thirty that afternoon. That's making onions in any man's language, should you ask me."

"What were you thinking about on your way down there, Doc?"

"Everything, to be honest with you except putting the shackles on the bang-tails. Of course I was more or less wondering just how ill this fellow really was. You understand I had some suspicions as to what might be wrong with him but I was preparing myself for any eventuality."

"I suppose you carried every kind of pill imaginable for every ache and pain you could think of?"

"No, Ed, I didn't. I knew before we left that this was a medical case and that the patient had been given some medication by the master of his ship according to radio advices. The main idea was to get him to a hospital without loss of time. I did slip a little bottle of pills into my pocket for emergency's sake, along with something that would boost the old pump along in case such action was necessary. You know, Ed, when you start off on this sort of trip, it's really hard to say just what will be needed most and in this case it was just a matter of snap judgment mixed with a lot of common sense."

"They tell me, Doc, that this is the first time you have ever been up in a plane. Is that right? And how did it impress you? Just how did you feel about it?"

MAIDEN FLIGHT

"You're right, Ed, it was the first time in my life I ever got higher than the twenty-ninth floor of a metropolitan skyscraper. How did I feel? That brings to mind this incident. Just before I joined the Navy back in 1920 I was working for the Coal Production Company in Wilkes-Barre, Pennsylvania, and I still remember the first time I descended into the pits, a matter of 1,450 feet. I got on the cage with a lot of other fellows, some of whom had spent as many years in the mines as I was old at the time, and one of them who knew that I was green as grass said, "Hang on, buddy, we're going down!" In an instant I felt myself dropping and I grabbed onto a little handle. Well, to make a long story short, Ed, you can go back to Wilkes-Barre today and still get my fingerprints off that handle iron. It was just the same yesterday. Someone in the Hall boat yelled, "Hang on, Doc, we're going up!" We started shipping, skipping, jumping, and what not, and you can bet your life that Doc hung on. No kidding, Ed, I can take, with a little dusting powder, my own fingerprints off one of the bunks in the Hall boat. They're still there and they'll be there!"

"Was there any sight on the whole trip that particularly impressed you?"

"Believe me, there was, Ed. And this is no advertising publicity either, but Boy! to look at Miami from the air at night is certainly something worth while. We were flying over that city at about seven-thirty or eight o'clock and the town was lit like a church at a wedding. It was certainly a beautiful sight and of course seeing such a sight for the first time added to the grandeur of the whole thing."

"After you left Miami what was your next destination?"

HEADED SOUTH

"We flew across to Nassau and then headed south. From there down there was little to see because fog and rain obliterated such sights as might ordinarily have been visible."

"Some of the fellows tell me the landing was a bit rough down at San Salvador. Is that right?"

"Let me tell you about that, Ed. I first realized we were heading down for the drink when the pilot passed the word back to the radio operator to wind in his aerial. Well, I'm sitting on a bunk, the landing lights are on, and pretty soon I see something greenish which I recognized as water coming up to meet us, and before I have a chance to call my brain back from a recess period the boat hits the aqua, and I guess we're making plenty of knots because yours truly gets jolted, and I mean jolted not jilted. Quicker than you could say scat, I start looking for some hand swabs as I expect to find little streams of water oozing through crevices and whatnot but the old girl is



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just as dry on second observation as a collection pan in a hobo camp on Sunday. She can take it I'm convinced!"

"Some of the guys in the plane tell me you got a little greenish under the gills down at San Salvador, Doc."

"Listen, Ed. I've been in some pretty tough blows in my time but had the PH-2-V-165 done many more of those duck jittersbugs while we were down there, Mrs. Lyons' little boy Louie would have been, once again, a seasick sailor and no fooling!"

"Well, Doc, now that the whole thing is over would you care to go through the same experience again?"

"Say, Ed, with these guys I'll go through hell and atmosphere any time they say the word!"

"You know, Doc, that trip established a record in Coast Guard aviation."

"That's what I hear, Ed, but you know the Service; you're one of us and you know that it isn't records we're trying to set up. It's lives that count with us!"

"Thanks, Doc. You're a grand Coast Guardsman!"

"You're welcome, Ed. I hope you get a chance to go on the next big hop."

COAST GUARD FEAT

(Editorial in St. Petersburg Times)

Efforts to win official commendation for Lt. A. E. Harned—St. Petersburg Coast Guard aviator who recently successfully completed the longest aerial errand of mercy in the history of the nation's oldest armed service—should not stop short of the award of the Distinguished Flying Cross to this heroic young aviator.

High courage is a by-word in the Coast Guard marine and air forces; hazards are part of the daily task.

But there was something above and beyond the call of duty, something especially fine and brave on the part of the young lieutenant and his crew of five in responding to the distress call that arose from the Canadian freighter *Reginolite* which was then midway between San Salvador Island and Crooked Island passage in the West Indies.

Nearly 200 miles in a seaplane over land where motor failure easily might have spelled disaster. On into the darkness of night and storm. Three hours of blind flying in pitch blackness. Locating the freighter, with only a radio beam to guide them. Landing in the angry waves. Transferring a stricken sailor from ship to plane. And then the desperate hazard of taking off from the rough sea, in the darkness, for the return flight to Miami where the patient was hospitalized and his life saved. Five hundred and sixty miles non-stop on the trip down; 380 miles in storm and darkness coming back.

The Coast Guard has a saying, "You have to go out, but you don't have to come back."

Lt. Harned and his men knew the chances were that they might not get back, but they went ahead and did the job, just the same. They not only went out, but they came back, too.

The bravery of all of them deserves the highest commendation, but particularly to the young lieutenant, on whose broad shoulders the supreme responsibility rested, there should come fitting recognition.

The Distinguished Flying Cross is the symbol with which a grateful nation recognizes the brave deeds "above and beyond the call of duty" of its military and naval fliers. Surely, Lieutenant Harned's heroism falls well within the requirements for meritorious achievement necessary to receive this most valued of all flying awards. We would like to see him get it, and we hope the well-deserved award will be promptly forthcoming for he richly deserves it.

FLEET RESERVE ASS'N

Chalk another favorable decision on the bulkhead of the Fleet Reserve Association before the Board of Veterans Appeals in the case of Shipmate Robert V. Petritz, of Newport Branch 19, retired for physical disability back in 1921 on account of tuberculosis. For seventeen years this shipmate had been collecting \$57.50 monthly on his \$10,000 war risk insurance policy, when out of a clear sky the Veterans Administration cut off further payments.

Shipmate Petritz turned to lawyers and Congressmen for assistance, but it was not until he called on the Fleet Reserve Association that he got "action."



THE D.F.C.

The above picture, showing the Distinguished Flying Cross being pinned on Lieutenant Richard L. Burke by Secretary of the Treasury Henry Morgenthau, while Admiral Waesche, Commandant, looks on, echoes a daring rescue at sea, when Burke piloted his plane through a storm to pick up a critically ill sailor.

Lieutenant Burke was selected for the award by the Permanent Board of the Coast Guard in recognition of a flight 130 miles to sea through fog and rain to rescue the severely injured seaman whose life was saved by prompt hospitalization.

Able to proceed only on radio bearings because of the adverse weather, Lieutenant Burke on June 13, 1933, flew the seaplane *ADHARA* from the Coast Guard Air Station at Gloucester, Mass., to the fishing trawler *SHAWMUT*. Heavy swells about the vessel made the landing and takeoff exceedingly perilous, according to the citation for the award, but the pilot made his way back to Boston airport, where a waiting ambulance carried the seaman to a hospital.

The month of October brought him the glad tidings from the Fleet Reserve Association that the Board of Veterans Appeals had reversed the former action of the Insurance Claims Council of the Veterans Administration. Before the month is out Shipmate Petritz will receive back payments totalling more than \$900—and for the rest of his life, so long as he is totally and permanently disabled he will receive \$57.50 monthly. Another striking illustration of service on the part of the Fleet Reserve Association, which again proves that properly conducted organizations can do a great deal of good. "In union there is strength."

SHIPPING OVER MONEY

The lone magazine (NOT the U. S. COAST GUARD MAGAZINE) that is not in accord with the action of the Fleet Reserve Association in seeking to secure shipping over money for enlisted men through arrangements of cooperation with King & King, a law firm of Washington, D. C., has published editorial statements which may be misleading to its readers who are not familiar with the facts.

The Fleet Reserve Association, through its official publication, *Naval Affairs*, refuses to enter any printed controversy with the magazine that objects to the course given, but it does seek to keep the thoughts of its members in the channel of truth and away from the rocks and shoals of misinformation; therefore, the following letter from King & King, addressed to C. E. Lofgren, National Secretary, Fleet Reserve Association, is published for the information of the membership and others who may be interested. The name of the objecting magazine is deleted in the publication of the King & King letters. Writes Mr. Frederick W. Shields, of King & King:

"As suggested in our recent telephone conversation, we are giving you our reaction to the

editorial appearing in the Mid-September issue of * * * Magazine.

"To be very frank about the matter, we had not given this editorial much concern, because we felt that the misinformation therein contained was apparent to anyone cognizant of the subject. Their principal objection to the action we are taking is of course the fee we are charging the men for handling their claims. Our fee is, as you know, one equalling twenty per cent of the amount allowed and paid on the individual claims handled by us. (The objecting magazine) apparently thinks we should handle these claims on a five per cent basis.

"We fixed our fee with full knowledge of the difficulties inherent to the prosecution of these claims; we realized that there is a strong possibility that each claim must be prosecuted in the Court and that prosecution of any case in Court involves a considerable out-of-pocket expense, to say nothing of professional time necessarily required. (The objecting magazine) has only the vaguest conception of what is involved in prosecuting a claim in the Court of Claims and their ideas about the proper fee to be charged for handling claims in that court are not based upon accurate knowledge of the procedure through which such claims necessarily go. In perhaps three-fourths of the claims it would cost more in actual out-of-pocket expenses to file and prosecute the claim in the Court of Claims than we would be entitled to as our fee were we handling these claims on a five per cent contingent fee basis.

The long involved discussion that the magazine makes about the supposed liability of the men to us on account of the fee we are charging is pure nonsense. Our fee agreement does not obligate any man to pay us a fee until his claim has been allowed and paid. Any person reading the fee agreement we have prepared for use in these claims will understand it and we submit that the time for payment of our fee is perfectly clear. In any event we can make ourselves perfectly plain on this point here and now by saying that no man owes us a fee for the handling of these claims until and unless he actually receives a check from the United States in payment of his allowance. And that, we submit, is precisely what our fee agreement provides.

"(The objecting magazine) next advises the men that they may file their claims in the Federal Court of the District in which they reside, adding that there is no need for an attorney to handle the claim. The fallacy of this statement is that the Federal District Courts have no jurisdiction over this type of claim. By statute the Court of Claims has exclusive jurisdiction to hear and determine the claims of federal employees for salaries and allowances. So, any claim filed in a Federal District Court would promptly be dismissed by the Court for want of jurisdiction and the claimant would lose his filing fee of \$10.00 imposed by the Court at the time he filed his declaration.

"We can say in closing that we did attempt to explain the situation existing in connection with these claims to (objecting magazine) in the hope that it would correct some of its more inaccurate statements. Instead, only portions of our letter were run in the next issue of the magazine and the entire effect of our letter was destroyed.

"In fairness to (objecting magazine) we may say that we are in entire accord with their suggestion that the men of the Navy seek legislation from Congress restoring payment of the reenlistment allowance. We feel that it is only a question of time until Congress does restore payment of the reenlistment allowance, but, in our opinion, when Congress does take this action, it will operate only in the future and will not apply to the men who are entitled to the allowance because of their reenlistment prior to the date of the enactment of the legislation. This, of course, is only our opinion, but we feel that it is a sound one and will be concurred in by anyone familiar with Congressional matters. If we are correct in this opinion, the only way the men who have reenlisted before the date of the enactment of the legislation can recover their allowances is by bringing suit in the Court of Claims, and that is what we are doing.

"We very much appreciate the attitude the Fleet Reserve Association has taken in this matter. The same attitude has been taken by every other service organization and publication, except * * * Magazine, and if anything is accomplished by us in this action it will be largely due to the cooperation we have received from the Fleet Reserve Association and other similar organizations and publications."

TO DOMINICANS

The Dominican Republic is making arrangements to purchase from the Coast Guard three 75-foot patrol boats for use in coastal patrol work off the Dominican coast. Representatives of the Caribbean Island Republic were in Washington concluding final terms and inspecting the vessels to be bought.



Sez Eddie:

By
ED LLOYD,
C.M.M., U.S.C.G. (Ret'd)

(Address Mr. Lloyd at 420 3rd.
Ave. S., St. Petersburg, Fla.)

Heartless Henry . . . 20-Year Bill . . . Rifle Team . . . Merry Xmas to You . . . Communism Again, But NOT in the Coast Guard . . . Medals and Men . . . Coast Guard Headache . . . Tampa Post, Legion . . . Odds and Ends . . .

HEARTLESS HENRY (A Short, Short Story)

HEARTLESS. That was the word most often used by the women of the Thursday Afternoon Sewing Club to describe Boatswain's Mate Henry Watson, husband of little Mary Watson.

It was common knowledge in Our Town that Mary worked with might and main to keep her home the most spotless of any in the village. And in this objective she succeeded magnificently. Indeed, her four-room apartment fairly shone with a cleanliness that could not have been improved upon by a staff of trained domestics.

Yet few were the hours spent by heartless Henry Watson in his own home. Each evening he fairly rushed out of the house and beat a path to Bob Flynn's grab three-room apartment, where Bob and his wife Sarah laughingly greeted him with, "Welcome to the dump!"

FOR a long time no one in Our Town could understand John's truancy from his home. Then early one evening Red Henderson, quartermaster, and his wife Helen visited the Watsons. Henry and Red hadn't seen one another since they had last been shipmates together on the *Tallapoosa* three years past. In the excitement of their boisterous greeting Red failed to note a small particle of clay fall from the arch of his shoe onto the carpet until Mrs. Watson stooped with dustpan and broom and briskly restored cleanliness to her living room. Despite her transparent smile and effusive assurances that no harm had been done, Red fidgeted uneasily until Henry shouted, "Sit down and take a load off your feet, Red. Tell me, how do you like your new skipper? I was with him when he was ordnance officer on the old *Jouett* and he was sure a screwball in those days."

"Oh, he's not so bad," replied Red as he opened a pack of Camels, tossing one to Henry and expertly flipping another into his mouth. "He lets the Exec run the ship and everything goes along smooth as silk. Why just last week . . ."

Red's voice came to a sudden halt. Mrs. Watson had glided across the room and was pointedly moving an already convenient ash receptacle a few inches closer to Red's chair. An awkward silence gripped the room as Red and Henry shifted their weight uneasily.

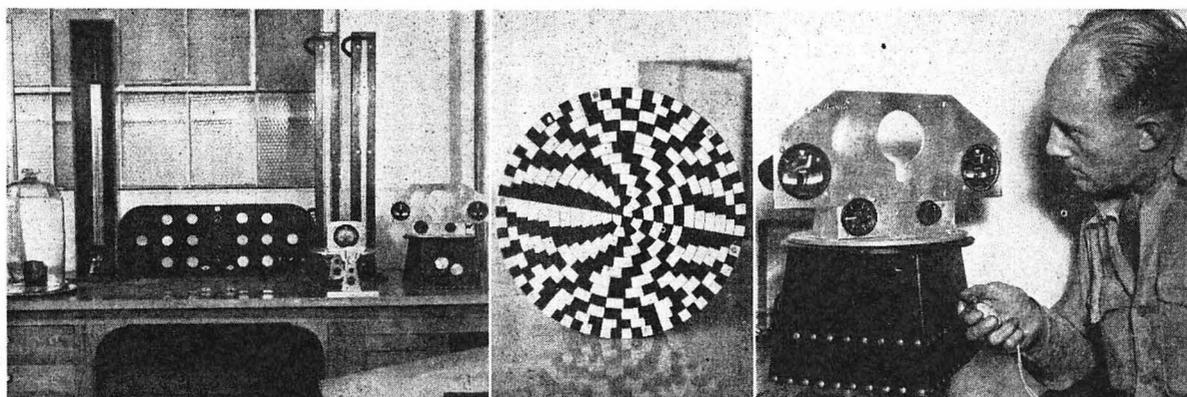
"I think it's so easy to keep a neat house if one is just careless," effervesced Mrs. Watson. "Don't you think so, Helen?"

"I guess I'm not a very good housewife," confessed Helen. "If I didn't let Red hang his clothes on door knobs, drop his shoes under a convenient chair, scatter cigarette ashes all over the house, and clutter our rooms with magazines and newspapers I'm afraid I'd see very little of him."

Before his wife could reply, Henry heaved himself out of his chair, winked an appealing eye at Red, and said, "While you girls discuss housekeeping, Red and I are going to take a gallop around the block. Come on, Red, let's get out of here."

Red needed no second invitation. He was right on Henry's heels as they gained the freedom of the sidewalk. An embarrassed silence held them in its grip for a moment until Henry turned to his companion. "She doesn't mean anything by it, Red, but it sure isn't much of a home, is it?"

(Continued on Page 33)



AVIATION TEST EQUIPMENT INVENTED AND DEvised BY ALVIN N. FISHER, ACMM.

This equipment, as pictured, is now in use at the St. Petersburg Air Station and will probably be installed at all other Coast Guard Air Stations in the near future. Fisher is now on inspection duty at Lyndenhurst, Long Island. (See also Nov. '38 issue of U. S. COAST GUARD MAGAZINE.)

Left: Instrument Board Layout and Test Equipment. In left foreground appears a Bell Jar with altimeter enclosed in vacuum during actual test.

Immediately back of Bell Jar is an Air Speed Monometer used for calibrating air speed indicators.

A Mercurial Barometer stands to the left of the Instrument Test Panel in center.

To the right of the Test Panel is a Mercury Monometer, used to check manifold pressure gauges, and a Water Monometer, used to check bank and turn indicators.

Directly in front of the two Monometers is a Check Stand for use in testing directional and Sperry gyros.

At the extreme right appears an ingenious Turn Indicator. This peculiar device, resembling a cross-word puzzle, is an interesting feature of Fisher's layout. It is technically known as a Stroboscope and is used in conjunction with a sixty-cycle Neon light in calibrating tachometers. The Stroboscope operates on the basis of an optical illusion. When revolving at a correct speed the black and white areas blend into invisibility.

Right: Fisher is here shown using a stop watch while testing instruments on his Turn Indicator.