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Sez Eddie: T

By
ED LLOYD,
C.M.M., U.S.C.G. (Ret'd)

(Address Mr. Lloyd at 420 3rd.
Ave. S., St. Petersburg, Fla.)

The sound of footsteps on the crude wooden sidewalk drew Brother Getchell's eyes to the cobwebbed window through which appeared the approaching figures of Widow Latty and her grown daughter, Martha, two of the reverend's saved souls. At every prayer meeting the dull face of the widow and the broad, cherry-colored lips of Martha smiled up at the good brother from the foremost seats in the tabernacle.

TWENTY years old was Martha and rich with the glow of health, youthful ardor, and feminine charm. Often in prayer meeting the righteous eyes of Brother Getchell were drawn from their heavenly gaze at the comely limbs of smiling Martha, whose eyes and ears followed the sermon so intently that she seemed not at all aware of the enticing manner in which her shapely knees evaded the shelter of their abbreviated skirt. If, at these distracting moments, Brother Getchell faltered in his speech and became slightly disconcerted no one seemed to notice. Martha always smiled broadly when their eyes met in swift flight, as if in encouragement of his reverential work.

The Widow was first to speak when she and Martha had exchanged sober greetings with the brother and taken uncomfortable positions on equally uncomfortable chairs.

"Brother Getchell, my heart is heavy this morning. I need your help; need it for Martha. Something has come over the girl lately; she is no longer the child I cherished for twenty years. I am mightily ashamed to speak against my own flesh and blood but I fear the Devil possesses her. Last night Martha remained away from home until long after midnight, yet when I questioned her this morning she refused to tell me anything. Nor will she tell if she was in the evil company of one of these local louts who have been molesting her lately.

"I have a mother's right to control my daughter's habits, select her companions, and guide her thoughts. I beg you, Brother Getchell, speak to Martha! Speak to her and warn her of the evils of bad companions and late hours. She boasts that she is going to attend a dance tonight in Long Pine, even though I have forbidden her to leave our home until she tells who was her companion of last night."

"Widow Latty," began the good brother after a long moment of deep thought, during which the Widow sobbed nervously. "you are sore oppressed by a daughter who has given heed to the Devil's word. Yet I know that Martha has been one of the tabernacle's truest supporters and I cannot bring myself to believe that she was in bad company last evening. Admit that she is stubborn, wilful, and disobedient, but do not let your mind give birth to evil thoughts of your daughter. If Martha has given ear to the Devil we must drive the Evil One from her!"

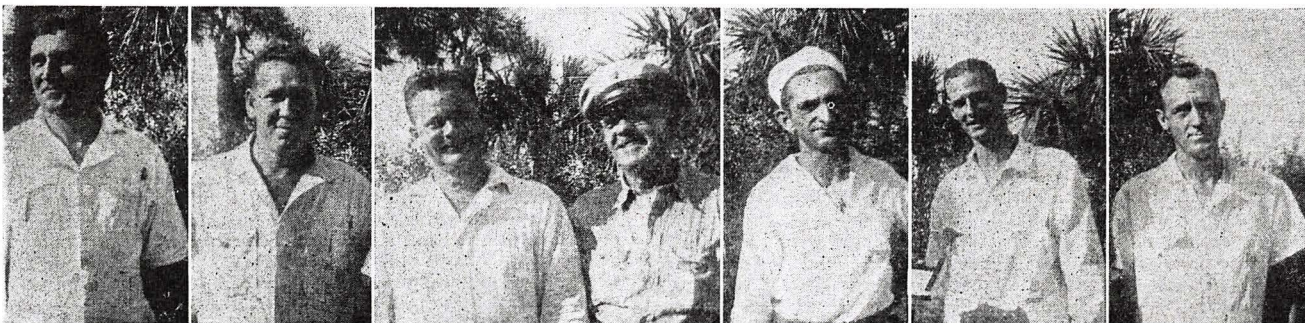
Brother Getchell was now arising to the heights of divine oratory. "You and I, Widow Latty, have in some way failed to protect this child from the evil workings of Beelzebub. We must not again be guilty of such error! Martha is a sensitive girl; she must not be censured too severely. We must win her confidence, win her to our side, so that she will feel free to divulge

Special Service to Martha . . . The Efficiency Bill, Spratling and the Committee . . . Happy New Year . . . Dick Barefield . . . "What? No Rowing?" . . . Folks At Home . . . Hospital Fund.

SPECIAL SERVICE FOR MARTHA (A Short, Short Story)

ALL summer Brother Getchell had been busy saving the souls of the good people of Red Cloud, little Nebraska farming community. Twice weekly his booming voice shook the feeble walls of Red Cloud's tabernacle as he berated his fellow villagers and threatened with fire and brimstone those backsliders who had fallen into the path of the Devil.

This day Brother Getchell sat alone in the little tabernacle room that served as home, rectory, and study. Ostensibly he was preparing next Sunday's sermon, yet Brother Getchell was strangely restless for a man immersed in Christian thoughts. The day was warm, yet no warmer than the blood of the good brother who was scarcely thirty years of age and of goodly proportions and masculine vigor. A worldly man was Brother Getchell, too worldly said some of the jealous menfolk who toiled in the harvest fields while the good brother basked in the admiration and felicitude of Red Cloud's womenfolk.



THESE BIRDS CAN FLY!!

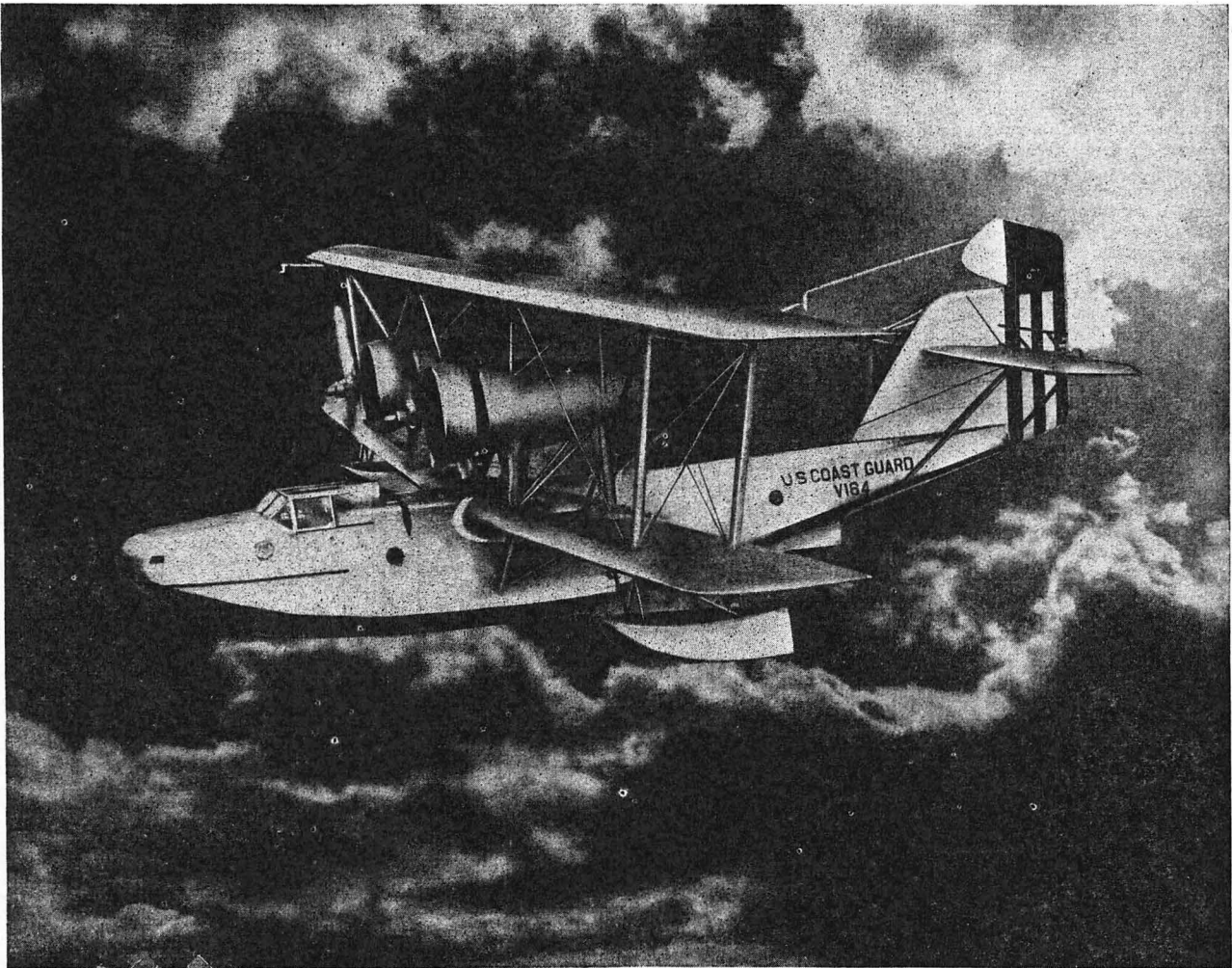
Rescue flights have occurred with such unusual rapidity at the St. Petersburg Air Station during the past three months that little attention is now paid to hops that lack elements of the unusual and extraordinary. The seven petty officers pictured above comprised the crews of the giant Hall flying boat V-165, when that craft established a long-distance record for mercy hops (more than 1,000 miles) and, three weeks thereafter, turned over and sank in the Gulf of Mexico while engaged in another mercy hop.

Left to right: Joe Sabala, AMM1c, Leonard Stonerock, AMM2c, Walter Dykes, AMM1c, R. T. Cupples, ACMM, Louis Lyons, PhM1c, Ted McWilliams, AMM1c (aviation pilot), and Avery Brace, RM1c.

Sabala and Dykes made the long-distance flight, Stonerock and Cupples the final hop during which the plane was lost, and Lyons, McWilliams, and Brace made both flights.

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Highest Flight Honors



WINGS OF MERCY

Coast Guard Flying Boat PH2, Curtiss-Wright powered, Built by Hall Aluminum Aircraft Corporation.



Lieutenant Commander F. A. Leamy, Lieutenants C. B. Olsen and R. L. Burke, U.S.C.G., Coast Guard Aviators, Who Wear Nation's Great Flight Decoration.

THE Distinguished Flying Cross, the most highly prized decoration for United States birdmen, is worn by three of the U. S. Coast Guard's intrepid pilots.

They are Lieutenant Commander F. A. Leamy, U.S.C.G., commanding the Coast Guard Air Station at Salem, Mass.; Lieutenant C. B. Olsen, U.S.C.G., now at Headquarters; Lieutenant R. L. Burke, U.S.C.G., commanding the Coast Guard Air Patrol Detachment basing at Cape May, N. J.

All three medals, upon proper recommendation, were conferred by Secretary of the Treasury Henry L. Morgenthau.

LIEUTENANT COMMANDER LEAMY

On the flight that won him the Distinguished Flying Cross, Lieutenant Commander Leamy was accompanied by Lieutenant P. S. Lyons, who recently lost his life in a Texas crash, and A. Dannenberg, radioman, first class.

The following is an account of the medal-winning flight made by Lieutenant Commander Leamy, on 20 May, 1937, to the trawler *White Cap*, to remove a member of the crew of the trawler who had severed his left arm.

UPON receipt of orders from the Commander, Boston Division, departed Salem Air Station at 2350 to contact trawler *White Cap* in position 44 miles ESE of Boston Light Vessel (60 miles SE of Salem Air Station) to remove from the trawler a member of the crew suffering from a serious injury and in need of immediate hospitalization. Requested trawler to transmit radio signals and flew along null of signals to reported position. Received further information by radio that patient's arm had been severed and that his condition was serious due to shock and loss of blood. At 0034, circled over trawler *White Cap* and noticed that vessel was making several approaches close to water near trawler and it was laboring considerably in the moderate to rather rough WSW seas. Observed that sea conditions were none too favorable for open sea landing at night in this type of aircraft. It was realized that a strong possibility of damage to plane and the lives of the plane crew would be in jeopardy if a landing was made in the existing sea conditions. However, on the other hand, the



Lt. Comdr. Leamy

pilot was faced with the situation that no medical assistance was at hand and that the condition of the patient was such that death would result from loss of blood if the patient had to await the return of the trawler to port. The decision to land and to attempt to save this life having been made, dropped two water flares to illuminate the darkened waters and to accurately determine the direction of the seas and to observe the wind direction from the smoke of the flares. At 0044, landing plane safely in water near trawler and lights. Plane pounded heavily upon landing, but an immediate inspection revealed no apparent damage to the plane, its control surfaces and engine mounts.

While approaching for landing patient had been lowered in trawler's boat and was enroute from boat to plane. Experienced difficulty in effecting transfer of injured man from boat to plane due to the rough seas and the weakened condition of man. Patient was transferred and strapped in seat. Patient was made as comfortable as possible and a flashlight examination revealed the left arm to be severed midway between the elbow and the shoulder, patient was conscious, but weak from shock and loss of blood. Patient was bleeding slightly, but inasmuch as tourniquet and temporary bandage seemed to be arresting the main flow of blood, gave no further emergency medical treatment at this time and made preparations for immediate takeoff. (Patient did not realize his arm had been completely severed and he was kept in ignorance of his actual condition.)

All preparations having been made, requested boat from trawler to remain in water nearby until takeoff was made. At 0105, after considerable difficulty in gaining flying speed, plane rode over a crest of a higher wave, freed itself momentarily and sufficiently to maintain flight before the next oncoming wave could impede its progress, gained a little altitude, topped the crests of several waves and finally rose from the sea. Made flight direct to Salem on null of station radio homing beam. Advised Salem of time of arrival where preparations had already been made in hangar office space to perform emergency operation if necessary. Landed at Salem at 0205, patient was examined by U. S. Public Health Serv-

ice doctor and placed in waiting ambulance and rushed to Marine Hospital at Chelsea, Mass.

LIEUTENANT OLSEN

The award to Lieutenant Olsen was the 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 an 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 Stephan B. Gibbons, who has supervision over the Coast Guard, Rear Admiral R. R. Woesche, Commandant of the Service, 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



Lieut. Olsen

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.

LIEUTENANT BURKE

Lieutenant Burke, third of the Service's aviators to be honored, 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 a 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 the United States Marine Hospital.

Now Commanding Officer of the Coast Guard Air Patrol Detachment at Cape May, N. J., Lieutenant Burke has engaged in a number of other aerial rescue missions evincing high qualities of seamanship and flying ability. Outstanding among these, according to Coast Guard Headquarters, have been flights to the trawler *Wild Goose*, July 31, 1933; to the *S. S. Lemuel Burrows*, June 22, 1934; to the *U.S.S. Salt Lake City*, July 9, 1934; to Ocracoke Inlet, N. C., November 22, 1934, and to the *S.S. Cornelia*, March 24, 1935. In each instance Lieutenant Burke and his crew brought back a person seriously injured or desperately ill.

Lieutenant Burke was appointed a cadet in the Coast Guard on April 29, 1924, and, after serving aboard a number of vessels and at various land stations, was detailed to duty at the Naval Air Station at Pensacola, Fla., in 1930. He was designated a Coast Guard aviator on June 12, 1931. He has set both speed and altitude records for service craft.



Lieut. Burke

OFFICERS' MONTHLY GAZETTE

COMMISSIONED OFFICERS

COMMANDERS (E)

E. F. Palmer, det. Chicago Div., to Jackson. Div. as Div. Engineer.
C. E. Sugden, det. New Orleans Div., to San Fran. Div. as Div. Engineer.

LIEUTENANTS

G. E. Trester, det. Escanaba, to command Nike.
O. C. B. Wev, det. Modoc, to Ex. Off. Escanaba.
W. P. Hawley, Boston Div., to Ice Observation Off., Int. Ice Pat., '39.

LIEUTENANTS (j.g.)

R. R. Johnson, appointed C. G. Aviator; det. N. A. Sta., Pensacola, to Air Sta., Salem.
H. M. Warner, det. Nemesis, to Ex. Off. Algonquin.
R. L. Grantham, det. Air Sta., S. Diego, to command Air Pat. Det., El Paso, Tex.

ENSIGN

C. S. Gerde, det. Diesel Eng. Div., Gen. Mot. Corp., Cleveland, to Defoe Boat and Motor Works, Bay City, Mich. Cutters 72 and 73.

DEATHS

Lieutenant P. S. Lyons, Air Pat. Det., El Paso, plane crash at Boerne, Tex., 19 Dec., '38.
Ensign C. H. Teague, Jr., Itasca, plane crash, Boerne, Tex., 19 Dec., '38.

CHIEF WARRANT OFFICERS

CHIEF BOATSWAINS

L. P. Toolin, det. Travis, to Fort Trumb. T. S.
A. J. Brown, det. Boutwell, to Travis.
F. P. Stone, det. Fort Trumbull T. S., to Reliance.
M. L. Hudgins, det. Reliance, to recruiting duty, Atlanta.
M. A. Ransom, det. Diligence, to Headquarters.
Philip Lehrman, Shawnee, orders of 2 Dec., '38, cancelled.

CHIEF BOATSWAINS (L)

B. W. King, Twelfth Dist., temp. to Golden Gate Int. Exp. Det., San Fran.
Ira Andrews, det. Sixth Dist., to Twelfth Dist.

CHIEF GUNNERS

H. C. Hermann, det. Depot, to Western Inspector.
F. A. Prince, det. Cleveland Div., to Spencer.
E. F. Gradin, det. Spencer, to Depot.

RETIRED

Chief Machinist S. A. Usher, Shawnee, 1 Jan., '38.
Chief Carpenter W. O. Weaver, Western Inspector, 1 Jan., '39.
Chief Boatswain (L) S. F. McInnes, Headquarters, effective 1 Jan., '39.
Chief Boatswain Harry Funk, Air Station, St. Petersburg, 1 Feb., 1939.
Chief Gunner John DeCosta, Western Inspector, 1 Feb., '39.

WARRANT OFFICERS

BOATSWAINS

Emil Moen, det. Duane, to Daphne.
G. V. Stepanoff, det. Harriet Lane, to in charge Guthrie.
K. A. E. Lindquist, det. Shoshone, to Harriet Lane.
R. W. Dierlam, det. Tampa, to Nemesis.

BOATSWAIN (L)

J. G. Hearon, det. Corson Int., to in charge Brigantine Station.

BOATSWAIN (T)

W. L. Saunders, det. War Dep., to Mar. Serv. T. S., Hoffman Isl.

GUNNER

R. E. Barber, det. Saranac, to Cleveland Div.

MACHINISTS(T)

W. E. Lowe, det. War Dep., to Pandora.
Charles Jerabeck, det. War Dept. to Crawford.

PERMANENT APPOINTMENTS

Machinist R. J. Davidson, Nemesis, 17 Dec., '38.
Machinist N. L. Edwards, Ewing, 18 Aug., '38.
Machinist L. A. Chaddick, General Greene, 1 Jan., '39.

RESIGNATIONS

Machinist Lincoln Church, New Or. Div., 31 March, '39.

RETIREMENT

Boatswain C. J. Clayton, New York Div., 1 Feb., '39.

DEATHS

Boatswain (L) C. T. Gordon, (Ret.), 12 Dec., '38, Center Moriches, N. Y.
Boatswain G. F. Michaelson (Ret.), died at Gulfport, Miss., 6 Jan., '39.

DISHONORABLE DISCHARGES

Boatswain Richard Wiltenburg, Daphne, general Coast Guard court No. 6809.
Machinist W. E. Hooper, Pandora, general Coast Guard court No. 6803.

MAN'S TWO BEST THINGS

(Editorial in BOSTON GLOBE, Dec. 12, 1938.)

A shipwreck behind a range of sand dunes is the subject of a beautiful and terrible painting by Winslow Homer, now in the Carnegie Institute at Pittsburg. The sea is that angry gray of raging billows, the sky is cloud gray, the very air is gray with flying mist, and, with an artist's subtlety, he makes you imagine the actual scene of the wreck itself, for all you see of it is the mastheads of the doomed vessel and the spray of a breaking surge: the rest must be imagined from the action of men dragging a surfboat among the dunes, and the rigging of a breeches buoy.

Inventions obsolesce so fast that to read, as we do in dispatches from the Cape, of seven men being rescued from the trawler Andover aground on Nauset Beach, by the quick and skillful use of a breeches buoy sounds, at first, almost like a marine exploit from the past century. The rescue by the Coast Guard was made in dense darkness and the vessel was 150 feet from shore. Here, in such a rescue, and in Winslow Homer's painting, are two of the things, if not the two things, in which man appears at his very best: heroism and art.



LOST IN TEXAS CRASH

Lieutenant
P. S. Lyons

Ensign
C. H. Teague

R. H. Germaine
AMM1c

A Coast Guard plane crashed at Boerne, Texas, on the night of 20 December, and killed four men.

The dead were identified as Lieutenant P. S. Lyons, unit commander, and Rupert H. Germaine of the Coast Guard at El Paso; George C. Latham, an enlisted man at Fort Bliss, El Paso, and C. H. Teague, a naval ensign, at El Paso.

The ship was reported as seen in flames as it passed over Boerne. Sheriff Bierschwale said he believed the pilot, to avoid landing within the town's limits, headed south after the plane caught fire. The plane fell in a pasture only a few feet from the San Antonio-Boerne highway.

H. L. Davis, Jr., a justice of the peace, said he heard the ship zooming over his home, then ground in a pasture only a block from his home.

"Apparently it struck nose down and turned over several times," Davis said. "Parts of it were scattered for 200 yards."

Davis said that while several persons thought the ship was aflame before it struck the ground, he believed an explosion which followed the crash caused the fire. He surmised that the plane had developed motor trouble and that the pilot was attempting to locate a landing field. Bright lights, seen before the crash, were flares dropped by the pilot, Davis asserted.

Assisted by C. E. Haley, of El Paso, a Coast Guardsman who was in San Antonio, Davis gathered up bits of bodies in boxes, working until 3 a. m. After identifications were made the bodies were brought to San Antonio. The body of Lyons was wrapped in a parachute, indicating that he had prepared to jump.

Lieutenant Lyons was graduated from the Coast Guard Academy at New London, Conn., in 1929, and his first station was in Seattle. He took command of the El Paso unit last year.

Lieutenant Lyons was one of the most courageous and widely known aviators in the New England area. He probably is best remembered by a score or more of seamen whose lives he saved and by friends he made during his two-year tour of duty at the Coast Guard base at Winter Island, Salem.

A few days after Christmas, 1935, Lieutenant Lyons, with another Coast Guard plane from Salem, guided a cutter to a wave-tossed dory, and a father and son, Maine fishermen, were saved. In January, 1936, he was appointed commander of the Winter Island base. Under his command it became one of the best equipped Coast Guard stations in the country and was called on for assistance during the floods in Florida in 1935 and in Kentucky early in 1937.

At one time he stayed with his amphibian for sixty hours to save it from damage during a storm.

In 1936, as the first Coast Guardsman to enter the coast-to-coast Bendix air races, he was placed third and made the best time for men contestants.

— The —

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ST. PETE SIDE SLIPS
By CONNIE WING

NINETEEN THIRTY-EIGHT has passed into history, with the final chapter of the year, December, crammed with activities.

On the fifteenth of the month Lieutenant Commander F. A. Leamy, Commanding Officer of the Salem, Mass., Air Station, delivered to this unit the V-115, a Fokker Seaplane. The Fokker replaces the Hall boat which was lost in the Gulf of Mexico in November.

Accompanying Comdr. Leamy on the trip from Salem were Aviation Pilot August Kliesh, August Dannenberg, Robert Day and Karle Verry. Kliesh had at one time been stationed in St. Petersburg.

This column extends congratulations to Mr. and Mrs. George M. Tauff on the announcement of the birth of a daughter at Mound Park Hospital. The little lady has been christened Patricia Ann. Congratulations also to Mr. and Mrs. Walter Dykes for a similar event.

Those of the Air Station personnel who were absent on leave over the Christmas holidays were Lieutenant (j.g.) A. E. Harned, Thomas Wilson, Preston Sapp, Forrest Creath, Walter Dykes, and F. D. Hancock.

It was pleasing both to the Air Station personnel and to their families to have the return in time for the holiday season of Aviation Pilots Ted McWilliams and Loren Perry, and their mechanics Lionel Thoroughgood and "Red" Hancock. The men had been away on temporary duty with the A. T. U., in the Virginias and Carolinas.

Word from official sources has it that Boatswain Ray W. Dierlam attached to the Cutter *Tampa* has been assigned to duty aboard the Cutter *Nemesis*. Boatswain Dierlam is well known in the Sunshine City and his family maintains a permanent residence here.

Events that commanded major attention during December were the party tendered to the children of the officers and men of the Air Station and *Nemesis*, and the Army and Navy club ball held at the Coast Guard Air Station on New Year's Eve.

The children's Christmas party was the high light of the day, December 24th. Rufus Shirley in the role of "Santa Claus" stole the show as he came zooming out of the "North" in a Fairchild plane piloted by Lt. (j.g.) D. O. Reed, and landed in front of the hangar near the Coast Guard Christmas tree.

"Santa" Shirley, with a sack laden with toys and gifts, greeted each one personally as he distributed his bag of presents to the host of children who had been waiting for the appearance of the ruddy complexioned gentleman with the whiskers for ever so many months.

Christmas Day the wives, children and friends were guests of the Air Station personnel for dinner with turkey and all the trimmin's.

One deserving of a full measure of credit for the preparation of a "feast fit for a king" is James Burton, Ship's Cook first class. His efforts were not in vain for there were many many splendid compliments from the women folks of which the vast majority knew something about cooking.

The most outstanding event of the year on any St. Petersburg social calendar was the Army and Navy Club ball held in the Air Station hangar New Year's Eve.

There were many specialty acts to aug-

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ment a floor show that entertained prior to and after the midnight hour. One, a Japanese tumbling act that came from the famed Ringling Bros. Circus. The music was furnished by Sammy Katz and his University of Florida Seminoles. Dancing was from ten until two.

Five hundred or more guests were present at the midnight hour to usher out the old and in the New Year to the shrieking of horns, screeching of sirens and clanging

of bells that continued unceasingly for five minutes or more. Nineteen thirty-eight got a noisy send-off, nineteen thirty-nine a hilarious welcome.

As this goes to press, Loren Perry, mentioned earlier in this column, has again departed from this station for temporary duty in connection with the A. T. U. in the Arkansas region. L. L. Hardrock is accompanying Pilot Perry as mechanic on this recent assignment.

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TREASURE ISLE UNIT

— of —
*League of Coast Guard Women,
Galveston, Texas*
By ROSE LEVIN, Secretary

AT A RECENT meeting of this Unit, Mrs. Charles Ellington was appointed Welfare Chairman to fill the vacancy occasioned by the departure of Mrs. Philip Shannon.

Santa Claus visited the *Saranac* and brought toys, candy and nuts, for the children of the ship's enlisted personnel. Several animated cartoons were shown on the screen and a bountiful Christmas dinner supplied to all.

About three a. m., Christmas morning, all hands were routed out of bed to go to the assistance of a tanker aground off Port Isabel which kept the *Saranac* away for about a week during which time it succeeded in pulling off the tanker.

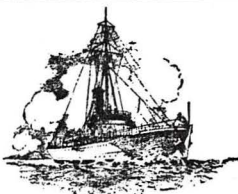
Mrs. B. I. Mixson and children, Rose Marie, Benetta, and Jean, together with Mr. Mixson, spent the holidays with relatives in Beauford.

Gladys Pierce, nurse in the dental clinic of the Marine Hospital and who is most kind and gracious to Coast Guard dependents seeking appointments, was ill at the hospital for several days. The League always grateful for any kindness extended to dependents sent flowers.

I received a package containing three of the loveliest hand made linen handkerchiefs with borders of the daintiest tating ever seen; also a powder puff case of hand made tating. Judy Milliken, whom I had visited in Cape May many times during illness and helped to cheer up, hoped in this way to show her appreciation. Judy it seems, has always been grateful for the visits and interest shown her and writes that she had been confined to her bed for over a month due to a complete breakdown and that it will be many months before she will be anything like her old self again. In the meanwhile, being of an industrious and busy nature, she passes the time away crocheting, tating, sewing, etc., and offers for sale all of these dainty pieces of handiwork. She will be happy to fill any order for these lovely items. Her address is: Mrs. H. Milliken, 25 Grove St., Randolph, Mass. If any of her old friends will write her, it will do much to speed her recovery as she is still under a doctor's care.

Lt. John Zeller, executive officer of the *Nike* at Pascaquola, while in Galveston on a Coast Guard mission, called. Mrs. Zeller was Chairman of the Cape May Air Station Unit.

Mrs. Weirlin of the Chamber of Commerce offered cooperation to the Magazine in the way of supplying pictures, etc. Also, that the Chamber has on hand at all times a list of available rented property, which can be had by calling at their offices. They also asked the League's cooperation in furnishing them the names and addresses of all new Coast Guard arrivals, so that portfolios, containing coupons to be redeemed for many useful items in the stores, can be dispatched. Because the object of the League as a whole is to do what it can to raise the morale and contentment of the personnel and families, we shall be glad to cooperate. Galveston is a seaport city and summer resort, and as such is slow in becoming acquainted with newcomers. The Chamber of Commerce can do much towards their comfort by trying to educate landlords to keep their rental property in such a state that they make comfortable homes for us.



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SAN DIEGO AIR STATION
SANTA CLAUS VISITS

AS THE AFTERNOON sun was sinking over Point Loma, on December 12th, a delegation of local children arrived at the Air Station to shake hands and wish Godspeed and Happy Landings to Lieutenant Grantham who, dressed in fur-lined flying clothes, took off from Lindbergh Field with the V-171 bound for the Polar Regions to pick up Santa Claus and return him to San Diego. A successful ferry flight was completed when he returned Sunday afternoon, December 18th, and 6,000 local children heard Santa Claus greet them from the plane prior to landing at Lindbergh Field.

STILL SEMPER PARATUS

The training received while doing duty in the Coast Guard as a radioman proved its value Monday morning, December 19th, when Irving Astmann, ex-RM2c, picked up an SOS on his ham rig from the French colony ship "*L'Isle Bourbon*" located a few hundred miles from the South Polar Ice Shelf. Astmann promptly forwarded the distress information to the French Embassy at Washington, D. C. This prompt action resulted in a French naval vessel being dispatched from the nearest Naval base at Diego Suarez on the Island of Madagascar with provisions and fuel for the people in distress. Astman is now doing duty with the Department of Commerce at Donner Pass, California, having been honorably discharged from San Diego Air Station last May.

LOCAL NOTES

Our flying C. P. O., Ed Preston, returned from a six months' tour of duty at Oakland and then departed on leave for Salem, Mass., where it is reported he created quite a furore among the fair sex.

The 'smile of beauty' predominates around the Air Station, also on the *Itasca* and *Perseus* these days, as Doctor Cooper with his travelling Dental Trailer spent a busy month here. Dr. Cooper is now en route to Port Angeles Air Station. From there he will go east to the Lakes.

The many friends of Chief Commissary Steward Willis will be glad to know that he is doing duty at this unit and is grad-

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ually getting his shoulder to the wheel again after a long illness.

"Doc" Allen, our new CPhM from the *Northland*, has finally shed his parka and settled down to living in a civilized country. He is fitting into the role of a flying pharmacist's mate like he was made for it. Incidentally, he was married just a few days ago.

IN ARLINGTON



ROBERT LEVEN GRANTHAM
Lieutenant (j.g.)

29 August, 1908.—Born at Sunny South, Ala.
26 July, 1929.—Appointed Cadet.
16 May, 1932.—Commissioned Ensign.
16 May, 1935.—Promoted to Lieutenant (j.g.).
27 April, 1937.—Appointed Coast Guard Aviator.
Served on vessels and at units as follows:
Pontchartrain,
Apache,
Sebago,
Nike,
Naval Air Station, Pensacola, Fla.
Coast Guard Air Station, San Diego, Cal.
Air Patrol Detachment, El Paso, Tex.
6 April, 1939.—Killed in plane crash near Alpine, Tex.
Interment—Arlington National Cemetery, 14 April, 1939.
Survived by widow, Helen Louise Grantham.

"GRANTHAM, OFFICER!"

THE HISTORIC SOD of Arlington National Cemetery last month closed over yet another Coast Guard hero. Lieutenant (j.g.) R. L. Grantham, U.S.C.G., flyer.

Not for the first time in recent Coast Guard history has an officer given his life for enlisted men. Lieutenant Grantham's case left no doubt of his actions and heroism in sending his men to safety while he died at his post.

Caught in a dust storm near Alpine, Texas, the plane was buffeted about by high winds, completely out of control. Lieutenant Grantham ordered his men to jump. They did, the three men landing safely. They were Clifford J. Hudder, James A. Dinan and Robert S. Paddon. They realize full well that Lieutenant Grantham died that they might live. Ages ago it was written in letters to the sky, "Greater love than this hath no man than that he give his life for his friend." There is no finer way to die. To make sure his men were clear, Grantham stuck at the controls too long. When he tried to clear the plane it was too late to save his own life.

Married only last May, Lieutenant Grantham's widow at least has the memory of a man whose name will go down in the annals of the Coast Guard and the United States as all officer, all gentleman, and ALL MAN!

STANDING before the Coast Guard's beautiful World War Memorial, while, in the hushed twilight the historic slopes of Arlington are streaked with alternate lengths of purple shadows of dusk and roseate chiffon paths of the glory of the setting sun, the past of not so many years ago rises before us as in a vision. We hear the boisterous sound of preparation for war. Thrilling four-minute speeches. Long lines before the various recruiting offices. Liberty Bond sales. Saving of sugar and wheat. Hectic days of "not too proud to fight." The so-called "making the world safe for Democracy." The pale anxious faces of women. The flushed anxious faces of young men that WERE men—as distinguished from young men that were NOT. In our vision here at Arlington we see heroic faces, familiar faces of the *Tampa's* crew. We see here the dead to whom this monument is erected. AND WE LOSE SIGHT OF THEM NO MORE!!! We see them enlist to do their share. We see them kiss goodbye and leave their loved ones. Some walk with sweethearts for the last time down shady lanes, the light of love in their young eyes. We see others stoop to kiss a sleeping babe. Yet others receiving the parting blessing of old men and old women. Mothers who press them to their hearts again and yet again. Brave words to wives who do not cry but whose ache is all the more poignant. A goodbye waved from a turn in the road or possibly from the jutting end of a long dock. The MAN is gone and gone FOREVER! Columns of marching men. Whipping flags against the blue sky. We hear again the call across the country, from city, town and prairie, from mountainside and sleepy valley. Down the path of glory! Lives offered their countries! In our vision here at Arlington we go with them away and beyond the ocean's rim. We stand with them at the helm of the brave little cutter *Tampa*, her screws pounding out the courageous message of service above all. We hear the calm orders of service trained officers, the kindly banter of hardy old timers, the willing replies of youngsters. We hear a deafening roar, the hissing of steam, the relentless surge of the oncoming sea, the crash of doom as slanting decks sink beneath the waves. Horror stricken, withal brave faces tossed about among the waters. Blue clad arms reach up—in vain. Played out to the bitter end, man fashion, is the game they had chosen. Answered to the last is the grim call the sea oftentimes imposes upon those who love the sea and serve the flag upon the far flung oceans of the world. Human speech will never be sufficiently adequate to tell what they endured in the service of an ideal. All hands lost! Gone! Utterly wiped out. Down with the ship. True to the utmost to the highest traditions of the sea. We are home when the news comes that the *Tampa* is no more. We see the maiden in the shadow of her great sorrow. The silver head of the father bowed in lasting grief. The anguished face, the clenched hands of the brave, little mother. Thus the past rises before us. We see the blinding flash, miles from shore and, with that flash, there unfolds before us THE REALIZATION OF A GREAT IDEAL!!! The ideal of service and sacrifice. These heroes are dead only physically. They died for others even as did the Man cruelly nailed to the Cross on the Hill of Skulls. They do not sleep here in the land for which they fought. No solemn pines, sad hemlocks, whispering willows for their graves. Over them surges the mighty deep, a glorious everlasting tomb, which has ever claimed the brave and dauntless. The deep and eternally restless palace, yet the palace of eternal rest for those claimed into its rolling bosom. The earth will again

run red with other wars. But it will concern them not. They are at peace. The serenity of sleep after the fulfillment of the ideal of sacrifice and service is forever theirs. They leave us with but two sentiments for those who serve in their country's uniform:—Honor and tears for the dead! Honor and SERVICE for the living!

"Their bodies went down to the surging deep,

"To the shark and the screaming gull,

"That was the price their country asked,

"Good God! They paid in FULL!"

CURTIS BAY

The Coast Guard's million-dollar building project at the Curtis Bay Depot, placed under contract for the most part by August 14, 1938, as part of the Public Works Administration program, will be completed about August 1.

Rapidly nearing completion is the foundry and the sheet metal shop. The colonial-style, three-story and basement barracks designed to house 163 men is 60 per cent complete. A sheet-steel piling bulkhead, 720 feet long, skirting the buildings along Arundel Cove, and dredging of Curtis Creek have already been finished.

In addition, with the assistance of WPA workers, roads in the Depot are being paved and water, steam and other lines are being relaid.

The PWA program is being financed by an allotment of \$817,960, but another building, a storehouse and woodworking shop is being constructed out of regular appropriations, bringing the total cost of the project to about \$1,000,000.

Plans for the buildings being erected with the PWA funds were drawn at the Depot. The buildings are all fireproof, and are intended to replace old frame structures on the reservation.

BULLETIN BOARD

THERE is no excuse for not reading the bulletin board. In the military-naval services it is always smart to make it a point to "get the word."

For generations all the animals had been killing each other off. The jaguar slew the deer. The hawk gobbled up the sparrow. The chickens ate the worms.

So King Lion figured he'd call all hands to muster and declare an armistice. All agreed that for 48 hours nobody would hop on anybody else. They'd all be friends. The armistice was on.

A bantie rooster, a little white rabbit and a canary came arm in arm, hopping down the old gravel road.

"Oh, Oh," warned the bantie rooster, "let's go easy here. See that fox pecking out from behind that fence post with his eye glued right on us."

"Forget it," said the little white rabbit, "the armistice is on. We're all pals. No one is scoffing the other guy for two full days. Ain't life grand?"

"We better make a detour and play it safe," signed off the bantie rooster, "in any outfit there's always some so and so that fails to 'get the word!'"

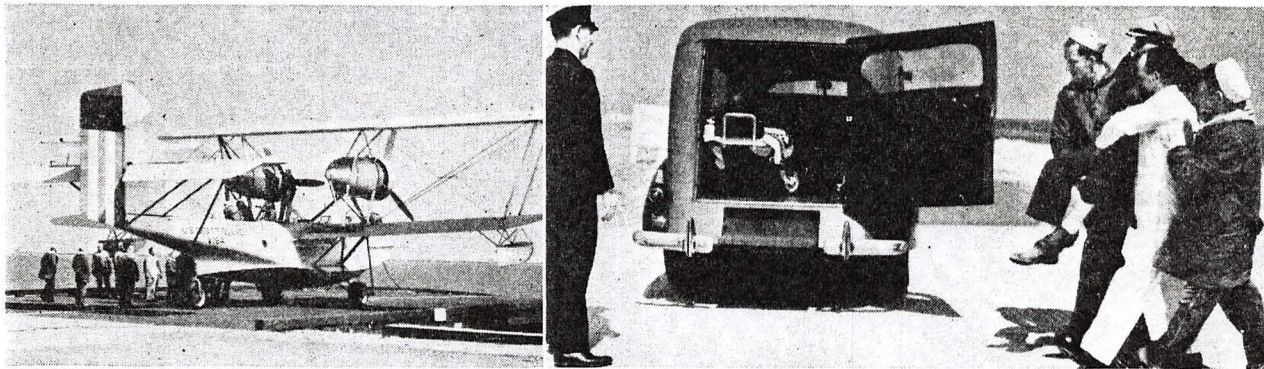


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AT FLOYD BENNETT FIELD

On morning of April 1 a Hall Flying Boat, piloted by Lieutenant T. G. Miller and Aviation Pilot Radon flew sixty miles east of Five

Fathom Light Vessel schooner Rio Douro.

to remove Antonio Rodrigues from the fishing Rodrigues had suffered a fractured leg.

IN CONGRESS

Favorable reports have been made to the House of Representatives by the Merchant Marine and Fisheries Committee on three bills sponsored by the Coast Guard.

The bills were:

1. To increase the commissioned strength of the Coast Guard by 154 line officers and two district commanders.
2. To construct three new cutters, 15 airplanes and a cutter and plane base in Alaska.
3. To permit assignment, as part of Coast Guard duty, of officers to merchant marine schools maintained by the Government and the States.

This week Chairman Bland, of the House Merchant Marine and Fisheries Committee, introduced a fourth Coast Guard bill affecting district commanders. It would provide that district commanders shall hereafter be appointed from Chief Boatswains (L); that district commanders of less than five years' commissioned service in that office shall have rank, pay and allowances of a lieutenant; that after five years' service the pay rank and allowances of a lieutenant commander shall be paid, and after 15 years, those of a commander.

All officers now commissioned as district commanders would retain their present seniority, and the President would be authorized to advance in rank and issue a new commission to any such district commanders, if necessary in order for them to retain precedence.

The personnel bill would provide two new district commanders, increasing the total to 16, give rank of rear admiral (lower half) to the engineer in chief and the assistant commandant while they are so serving, and would increase the present commissioned personnel to 515 (exclusive of professors) to 745. By putting 70 cadets in each incoming class at the academy, the present authorized strength of 568 line officers would be reached by 1944 and the full strength of 722 line officers by 1953.

OFFICER INCREASE

The House Merchant Marine Committee approved legislation to readjust the commissioned personnel of the Coast Guard by increasing the total number of commissioned officers by 154 line officers, exclusive of commissioned warrant officers, and two district commanders.

The increase would be distributed among grades in the same proportion as now effective, and the total vacancies created would be filled at a rate of not more than 20 per cent a year.

REENLISTMENT MONEY

The ban against payment of the reenlistment allowance was dropped in Congress from the Independent Offices Appropriation bill when, in the face of a growing tide of sentiment for payment of the allowance in the House, the Senate agreed to withdraw the amendment prohibiting payment and the bill went to the President for his signature without the restrictive provision. The ban against payment of this strictly military-naval allowance has been "sneaked" in to odd spots on various bills each year. The House, however, is keeping a keen weather eye on such procedure this year.

Unless the ban is "sneaked in" on some other appropriation bill this session, payment of the reenlistment allowance will be resumed on July 1, 1939. Representative Woodrum, who led the fight against the payments in the House, said he would make no further efforts to have the ban enacted. However, the Bureau of the Budget declared that it would not cease its efforts to have the restriction placed in some appropriation bill passed by the present Congress.

Overwhelmed by the House's stand for payment of the allowance, Senator James F. Byrnes, of S. C., leading opponent of the enlisted men's payments, informed the Senate of the House's action in voting against the amendment 206 to 89, and recommended that the Senate accede to the wishes of the House.

Senator Byrnes said he is still determined to fight for enactment of the ban and declared that he would take advantage of every opportunity to insert the ban on an appropriation bill.

The reenlistment allowance for the enlisted men of the services amounts to \$50.00 a year for the first three grades, or a total of \$150.00 for the normal three-year reenlistment in the Army and \$200.00 for the normal four-year reenlistment in the Navy. For the four lower grades, the allowance amounts to \$25 a year, or \$75.00 for a normal three-year reenlistment in the Army and \$100.00 for a normal four-year reenlistment in the Navy.

SOLDIER SUES U. S.

On July 22, 1938, Emmett F. Dickerson reenlisted in the United States Army and believes that he is entitled to receive the reenlistment allowance which the basic pay act of June 10, 1922, made the law of the land. Dickerson has served in the Army for more than twenty years.

The suit to establish his right to the reenlistment allowance of \$75 has been filed in the Court of Claims by King & King,

Washington attorneys, who are widely known throughout the armed services.

In the brief, filed by King & King on March 2, it is shown that a section of the deficiency appropriation act which provided additional funds for the Rural Electrification Administration for the fiscal year ending June 30, 1939, was used as the means for preventing the payment of the reenlistment allowance during that fiscal year.

The proviso "rendered certain appropriations unavailable for the payment of the allowance" and was not worded as a suspension of the 1922 Act granting the allowance. The last suspension was enacted for the fiscal year 1937 and since then Congress annually has made appropriations unavailable for the reenlistment allowances of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey and Public Health Service.

The brief lists the statutes which have provided a reenlistment allowance since 1854, when it was first established as "extra pay for continuous service." It also gives the history of non-payment of the allowance since 1933.

According to the brief, "plaintiff contends that the right to the reenlistment allowance for his reenlistment during the fiscal year 1939 continues under the basic act of 1922 because that statute has not been repealed, modified or suspended. He further contends that the limitation upon the availability of funds appropriated for the fiscal year 1939 for the payment of the allowances does not defeat the statutory right to the allowance."

The following is the *Summary and Conclusion* of the brief:

"The cases cited above establish that limitations upon appropriations have been uniformly construed to effect only the sums so appropriated. These limitations do not destroy, modify or repeal the basic right. Such restrictions are limitations upon the authority of the administrative officer and not upon the courts. Especially is this apparent in the present case where the funds so appropriated were made unavailable for the payment of the allowance. The court's duty to recognize the continuing right is clear in the absence of plain language effecting either a repeal, modification or suspension of the basic law.

"Repeals by implication are not favored. No language employed in any of the appropriation acts referred to in this suit requires, or justifies, a repeal by implication. Had Congress felt that the first appropriation act constituted a repeal, there would have been no occasion for any of the other provisions that followed in later acts.

"No language employed in any of the appropriation acts could be construed as a modification of the basic law. The prerequisites for qualification under the 1922 act and the amount of the allowance to be paid thereunder were left intact.

"Every intendment is against the construction that the basic law was "suspended" during the fiscal year in question. The appropriation acts for 1934, 1935, 1936 and 1937 definitely provided for suspension during those years. The acts for 1938 and 1939 (including the one here involved) abandoned the word "suspension" and merely limited the availability of funds so appropriated. Had Congress intended to suspend the basic law for the year in question, it is plain that it would have done so in the same manner and the same language that it used for the earlier years. Its failure to do so is clear indication that a suspension in 1938 and 1939 was not intended. The change of the former language effecting a suspension gives rise to the presumption that there was a change of intent. The history of the present appropriation act shows clearly that the presumption is well founded in fact.

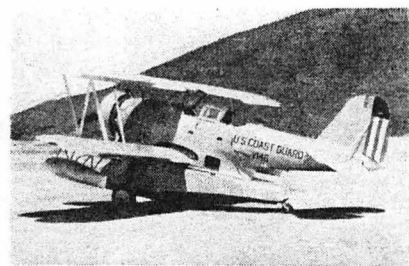
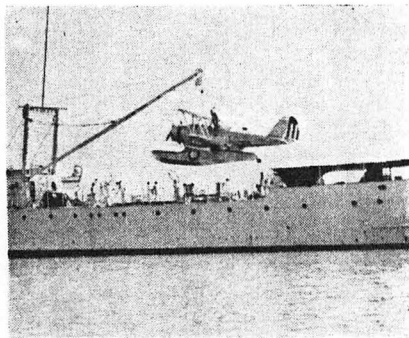
"The claim is a most meritorious one. While the amount involved is small, it is an important element of compensation when compared with the meager pay that the plaintiff receives for his services. He is the victim of circumstances where Congress without destroying his right has prevented its fulfillment out of appropriations made for the fiscal year. It is peculiarly within the power of this court to rectify the injustice done the plaintiff by recognition of his continuing statutory right.

"Judgment should be entered for the plaintiff in the sum of \$75.00."

JOAK

The radioman, message in hand, entered the absent-minded commander's room and said softly, "It's a boy, sir."

The commander looked up from his desk. "Well," he said, "what does he want?"



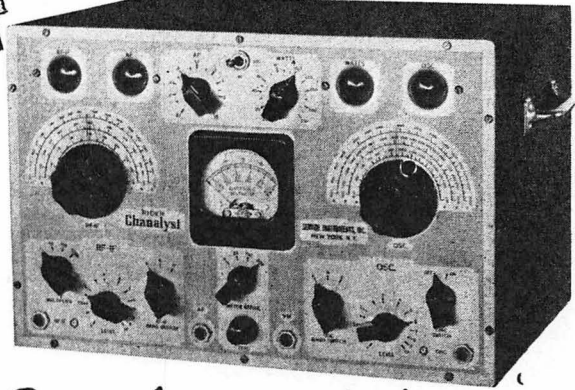
V146

Two photos of Grumman amphibian V146, on duty with cutter Bibb. Photos taken at San Juan, Puerto Rico. Plane crew consists of Lt. Shields, pilot; Albert Pinkston, AMM1c; Grover Smith, AMM2c; Gene Klarman, RM2c.



Signal's THE THING

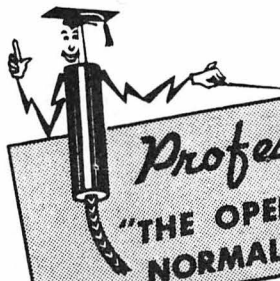
THE RIDER CHANALYST



THE MOST *Fundamental* METHOD OF RADIO TROUBLE - SHOOTING

The Rider Chanalyst is universal in application—it is fool-proof—it is fast. It provides the logical method of troubleshooting because it operates on the most fundamental thing in any radio receiver—THE SIGNAL. Regardless of who made it—regardless of where it was made—regardless of circuit design—you can localize the trouble in a faulty receiver quicker with the Rider Chanalyst. You go through the set as fast as you can move the probes and

thus determine exactly where the signal dies—fades—becomes distorted or takes on hum. This method is not only faster—it eliminates guesswork. Testimonials by competent radiomen attest to these facts! But—don't take their word for it—don't take our word for it—send for descriptive literature which explains the ease with which the Chanalyst is operated, the speed with which it diagnoses troubles in communication instruments. Write today!



Professor Probe Says:
"THE OPERATING VOLTAGES ARE NORMAL, BUT—There's No Signal!"

"The operating voltages of a radio receiver may measure absolutely normal and yet that set can be completely inoperative or the signal weak because of any one of the following common faults:

- Open coupling or blocking condensers. Incorrect alignment. Poor tuning condenser, r-f or i-f grounds. Shorted r-f or i-f transformer turns. Open by-pass condenser. Low-Q tuned circuits. Incorrect oscillator frequency. Defective oscillator padding condenser. Poor tube-prong socket contacts. Faulty control action in AVC or AFC circuits.
- "These defects influence the signal but not the operating voltages, there-

fore, operating voltage tests are not all-embracing fundamental tests. The Rider Chanalyst is the ONLY single instrument which, by tracing the signal (the most fundamental all-embracing test) through r-f, i-f and a-f circuits, most rapidly localizes these and all other defects. AND, the Chanalyst also provides means for making secondary tests, such as determining operating and control voltages.

"Here is an instrument that employs no unknown principles of radio. Is easy to use and saves hundreds of hours of time in locating troubles in all types of communication instruments."

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JOHN F. RIDER



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p. 12.



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.)

Lieutenant Grantham . . . Two Enlisted
Tributes to His Memory . . . Don't Be Kipling's Tomlinson . . . Great Days Ahead
For Coast Guardsmen . . . A New Organization . . . The Committee of Coast Guardsmen Kept the Eye on the Ball and Did a Big League Job in Big League Style.

TO ALL MEN comes eventually the thing known only as Death, and though each man is born with the knowledge that he cannot escape the black shrouds of the Reaper's sweeping cloak, Life on earth soon becomes a precious thing to which each man clings with unreasoning, and fear-inspired, grasp.

Born into the minds of each of us is a love of Life, a dread of the mysterious abyss down which lurks Death. But into hearts and minds of a few men is born a flaming courage that, in moments of swift decision, enables them to bare their warm bodies to Death's cold clasp in order that greater things than physical life may live: Ideals!

And so it was that Lieutenant Robert L. Grantham, U. S. C. G., fleeing not from the Death that sought him, played a losing game with the Grim Reper and won undying glory. For, while he jostled with Death high over a storm-swept Texas woodland, three shipmates escaped to safety. Then, having forestalled a carnage of death, but, in doing so, having left no final escape for self, the gallant officer died; buried in the folds of the parachute that would have carried him to safety had he chosen to be the first, second, or third man to leave the ship.

Thus did Lieutenant Robert L. Grantham, U.S.C.G., die; died that other men might live. Is there a more glorious death? Is there a mother with babe in arms who would wish for her son a more noble entrance to his Maker than through the path of martyrdom?

Two Coast Guardsmen who knew Lieutenant Grantham well, now pay him tribute. Robert A. Paddon, electrician's mate, one of the three men who parachuted to safety, and who is still under hospital care as the result of a wierd 48-hour trek to civilization, says from his hospital bed:

"At this time I do not feel that I can give a good account of our accident and the loss of one of our finest officers.

"I want to say that there is no tribute too high for Lieutenant Grantham, for he was 'all man' and gave us our chance at life, even at the cost of his own.

"It all seems just like a nightmare to me and as yet I cannot fully realize that it happened. I will be under medical care for some time to come, but I want to state again that the Service and the public should know that Lieutenant Grantham had 'what it takes,' and may the Lord be kind to his generous Soul."

Aboard the cutter *Mendota*, Michael Schuller, yeoman, who had previously served with Lieutenant Grantham, writes:

"I have sat here a long time; hours, it seems, trying to put my thoughts into

words, trying to say, in a measure, what is in my heart; and words have come and gone, discarded as lacking in the quality that I would command of them.

"But were I a poet I would write a poem that would be inscribed on the hearts of mankind to the end of time; were I gifted in the creation of music, then would I fashion a song that would rise above the clouds and remain there forever; had I a silver tongue, then I would speak words as of fire that would roar and thunder and burn fiercely down through the ages; each a living, indestructible monument to the memory of a real officer, a real gentleman.

"Lieutenant Robert Grantham had those qualities that cannot be acquired; an innate fineness of character, a heart that was kind and just, an indefinable something that comes from within; and those qualities he had so abundantly that each person who met him forthwith became a devoted friend.

"Now that he is gone, I know that I am not alone in my sadness at his passing. I know that there are other shipmates who feel that same hollow feeling at his going, and that same pride in the manner of his going.

"Yes, I am proud that I have known him and served under him—glad and proud. He was a Coast Guardsman of whom to be proud; and when he made the supreme sacrifice his name was written in ageless letters in the book of the Master, who holds the destiny of our souls in His hands:

LIEUTENANT ROBERT L. GRANTHAM
GENTLEMAN COURAGEOUS."

Seven years ago a classmate at the Academy wrote of Lieutenant Grantham:

"Robert L. departs from the confines of the Academy after a period of most faithful endeavor. He is white clear through, simply because he knows not how to be otherwise. For a pal he will go the limit. His heart and his pocketbook have ever been open to us all. In the long years to come, bringing with them mellowed memories of our cadet days, there will loom one figure, staunch and loyal—Grantham!"

The same fine qualities captured the esteem and affection of his shipmates fore and aft. His record is one of high endeavor and fine achievement. No tribute would be entirely fitting.

* * *

DON'T BE A TOMLINSON

Rudyard Kipling once wrote a poem about a man named Tomlinson who lived and died in Berkeley Square.

Heaven wouldn't take him in—he hadn't done anything good. So he was sent to Hell. The Devil didn't want him around because he hadn't had the guts to do anything really bad. So the Devil kicked him out of Hell. And having no other place to go, he came back to Earth. Here you meet him every day; meet him and do business with him.

The officer who is afraid to make up his mind and blames his indecision upon subordinates—he's a Tomlinson. The gob who takes his salary and gives in return less than 10 per cent loyalty and effort—he's a Tomlinson. He is the man who doesn't know whether he's in love with his wife or with some other man's wife and doesn't dare find out. He hasn't the ambition to work as hard as it is in him to work. Nor the courage to loaf as hard as his laziness tells him to loaf. He doesn't do. He dabbles. He's not a hero and not a villian. He's not decisively just or heartily wicked. He's merely a weakling.

Our politicians, with a few exceptions, are Tomlinsons. And the country is in a sad state today because of it.

There is an oversupply of Tomlinsons in the world today. Don't let yourself be one if you hope ever to get anywhere.

In the old Navy some years ago a fellow was paid off after four years. He was paid



A GREAT OFFICER

Robert L. Grantham

MERCY PLANE CRASH

That lives of danger and daring are led in the Coast Guard's daily work was tragically exemplified again on 16 July, 1939, when the V-164, Coast Guard mercy plane, crashed and sank at sea, carrying three men to death shortly after a stricken seaman had been removed from the Oceanographic Survey ketch *Atlantis*, 150 miles southeast of New York.

The transfer had been completed successfully, despite the roughness of the sea, and the twin-engined craft was poised for the return back to shore when the treacherous Atlantic literally plucked it out of the sky.

The V-164 had risen a few feet into the air when a heavy swell reared in its path. The swell caught the plane's nose and dragged it down.

Before seamen on the *Atlantis* could heave a line to the V-164, it had vanished. Five members of the seaplane's crew, two with backs broken by the impact, struggled free and were picked up, but the others and the sailor they had rescued were carried down.

The dead:

George Priest, 34, of Falmouth, Mass., *Atlantis* crew member.

Lieutenant William Lee Clemmer, U.S. C.G. pilot.

John Radan, Jr., of Bessemer, Pa., aviation pilot.

The survivors, hauled out of the water by sailors who a few minutes before had rowed Priest to the plane in the *Atlantis'* smallboat, were:

- Russell Hayes, yeoman, broken back.
- Frank L. Evers, radioman, broken back.
- Carl A. Simon, mechanic.
- Walter Salter, mechanic.
- Charles R. Whelan, mechanic.

The Coast Guard dispatched two planes and three cutters to the scene.

The *Atlantis* turned to meet the *Pontchartrain*, *Comanche* and *Campbell*, the latter carrying a surgeon.

Mrs. Adria Clemmer, wife of the V-164's pilot, was at Floyd Bennett Field when news of the crash was received.

The *Atlantis*, a 142-foot auxiliary ketch, with a crew of 17, left the Woods Hole oceanographic station July 5 to gauge the Gulf Stream current and was to have returned to the station on 16 July, 1939.

Priest had never been to sea before. He was a real estate operator making a cruise for his health.

MY LIE

(Mrs. W. H. W.)

"Hold your chin up, Hon, don't cry!"
So I hold it up and honestly try
Not to disclose the fear in my heart
While I try hard to play a sailorwife's part.

This isn't the first time; it won't be the last
We'll part and meet as we have in the past.
My heart breaks anew each time it's "good-bye"
But I smile a smile that's a sailorwife's lie.

In the evening when our little baby's abed
I kiss once again his letter off-read,
Then I sit down and have a good cry
My tears wash away a sailorwife's lie.

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AVIATION COMPLEMENTS

New air station complements include the following:

Two AP (one additional at New York, Elizabeth City and San Francisco), 3 ACMM, 1 ACCM, 1 CRM, 1 CBM, 1 RM1c, 1 PhM1c, 1 Y1c, 1 Y2c, 11 Sea (firemen-surfmen) (5 additional at Elizabeth City), 1 MAtt1c, 1 SC1c, 1 SC2c. Total, 26. One additional AMM1c at New York.

Air Patrol Detachment: El Paso—2 AP, 1 ACMM, 1 Y1c, 1 RM1c, 1 RM2c. Total, 6. Cape May, N. J.—1 AP, 1 ACMM, 1 CRM. Total, 3.

Note: In addition to complements of stations, detachments and planes, 3 ACMM are authorized for inspection duty.

Seamen, firemen and surfmen may be assigned to air stations to fill vacancies in non-rated group. Vacancies which may occur in aviation petty officer ratings will be filled through advancement of non-rated men at the air stations who have demonstrated their proficiency for advancement.

The following complements are authorized for planes:

PH-2, PH-3, PJ-1, PJ-2—1 AMM1c, 1 AMM2c, 2 AMM3c, 1 RM1c.

JRF-2, RD-1, RD-4—1 AMM1c, 1 AMM2c, 1 AMM3c, 1 RM1c.

RT-1—1 AMM1c, 1 RM2c.

JF-2, SOC-4—1 AMM1c, 1 AMM2c, 1 RM2c.

R30-1—1 AMM1c, 1 AMM2c, 1 RM1c.

O2U-2, J2W-1, R3Q-1—1 AMM1c.

OO-1, J2K-1, N4Y-1, J2K-2—1 AMM2c.

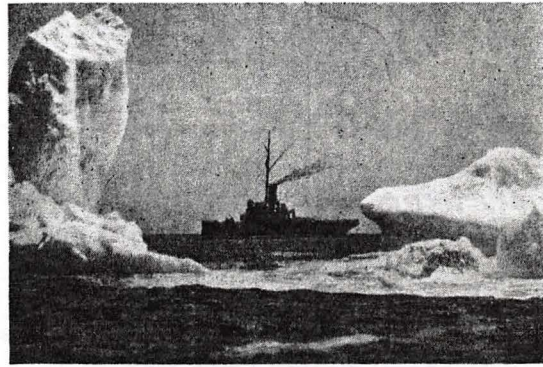
Plane attached to cutter—1 AMM1c, 1 AMM2c, 1 RM2c.

In determining the authorized complement of an air station there will be added the authorized complement of the station proper and the personnel authorized for planes assigned thereto, using as a guide the complements of the various types of planes.

The authorized number of radiomen for an air station is based upon total authorized for the station proper, plus those for the planes attached. The number attached to an air station should be kept at full strength, if practicable, and should, in ordinary course, never be permitted to fall below six. In the event that the number attached falls below six and the Division Commander is unable to furnish replacements, he will advise Headquarters by dispatch. The normal tour of a radioman at an air station is five years; this, however, does not apply to radiomen temporarily assigned to an air station in order to maintain the desired number of six. Radiomen temporarily assigned to air stations to augment a radioman force may be transferred from the station at such time as the emergency for which assigned has passed. Under five years, a qualified radioman will only be transferred out of aviation upon authority of Headquarters. When circumstances permit, a qualified relief will be furnished before a radioman is transferred out of aviation. Should his transfer create more than one vacancy at the air station or reduce the number of qualified men below six, Headquarters will be notified and the necessity explained.

SHOSHONE

The *Shoshone* has been assigned temporarily to replace the *Northland* for duty with Maritime Service at Government Island, Alameda, Calif.



The Cutter Miami — Ice Patrol, 1914

On April 27, 1914, Captain J. H. Quinan of the U. S. R. C. *Miami* and our engineers made the first trials of the Fathometer on the International Ice Patrol.

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Sep. 1939
Vol. 12, #11
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Aircraft Operations at Sea

Admiral Waesche, Commandant, on 9 August, 1939, Released the Following Information.

THE following was released by Rear Admiral R. R. Waesche, U.S.C.G., Commandant, under date of 9 August, '39: The recommendations of a Board of Investigation convened at the Air Station, New York, N. Y., to inquire into the facts and circumstances in connection with the sinking of the Coast Guard seaplane V-164, and the attendant loss of life, in the Atlantic Ocean approximately 160 miles southeast of Ambrose Lightship on 15 July, 1939, are as follows:

1. That immediate steps be taken to eliminate the radio interference on 4200 kilocycles experienced by the New York Air Station.
2. That an official list of all crew members departing in planes be filed at Air Stations before the departure of the plane.
3. That the removal of all reportedly seriously ill patients by plane from vessels in the open sea be immediately prohibited until pilots are thoroughly trained and indoctrinated to successfully accomplish these missions.
4. That funds be obtained to develop a plane as outlined under Opinion No. 13 (13). That a plane should be especially designed and built for Coast Guard off shore patrol and emergency uses. * * * * *
5. That the survivors of the V-164 be commended for their performance of duty and conduct after the crash.
6. That a letter of appreciation be sent to the master and crew of the *Atlantis* for their rescue of the survivors and attempts to salvage the plane.

There are a number of factors controlling rescues at sea by aircraft, among which are:

- (a) The authenticity and urgency of cases in which aircraft have been requested for the relief or rescue of those in danger of loss of life.
- (b) The distance or running time from nearest port or sheltered water of the vessel requesting assistance.
- (c) The distance or running time of the vessel requesting assistance from the nearest Coast

Guard vessel, and the running time of the Coast Guard vessel to the nearest port or sheltered water.

(d) The necessity as well as the advisability from a medical standpoint of removing a patient by aircraft, or of moving the patient at all.

(e) The probability of effecting a safe and successful landing and takeoff at sea considering the flying equipment available and the sea and weather conditions prevailing at the scene.

(f) The training and experience of the pilot and his understanding of the factors involved.

In view of the experience of the Coast Guard during the past several years in carrying out operations at sea by aircraft, a study has been undertaken of the record of Coast Guard airplane landings at sea, particularly those involving the removal of sick or injured persons, to determine if these cases were serious enough and of such urgency as to warrant removal of patients by aircraft.

From a cursory examination of the record it is Headquarters' opinion that in many of these cases removal of the patient by surface craft would have been a satisfactory procedure and the contingent delay would not have altered the eventual condition of the patient, nor would the difference in time of hospitalization have decided the fate of the patient. It is Headquarters' belief that only in exceptional cases is removal by aircraft necessary.

Pending further study and investigation, it is directed that before any attempt is made to remove a patient from a vessel at sea by aircraft a careful analysis—consistent with the time available for study—shall be made to determine whether or not removal of the patient by aircraft is justified. All factors having a bearing on the case shall be taken into consideration, including the following:

(a) The necessity and urgency for removal of the sick or injured persons shall be established as far as practicable and shall be based, in so far as circumstances permit, on a report of symptoms or injuries, submitted to and con-

firmed by a doctor of the Public Health Service, or any other practicing physician in the event an officer of the U. S. Public Health Service is not available.

(b) The possibility of removal by surface craft and the time element involved shall be fully considered.

(c) Weather and sea conditions as reported shall be taken into consideration before departure and again after arrival at the scene.

(d) Landings at sea shall not be attempted in darkness, except in grave emergencies.

(e) Pilots with little total flying experience and untrained in off shore operations in the type of aircraft to be used shall not be assigned as responsible pilots in charge of aircraft on off shore missions, except in most urgent cases and where experienced pilots are not available.

The decision in each case must rest with the District Commander or the Commanding Officer, depending upon which of these officers is in the best position to judge the sum of the various factors involved. After the decision has been made that immediate removal of the patient is necessary, the decision as to whether or not a safe landing and take-off can be made must then remain with the pilot, and his decision must be based on a thorough survey of weather and sea conditions at the scene. (See Aviation Bulletin No. 17-39.)

Until a more detailed policy is developed and promulgated, Commanding Officers of Coast Guard Air Stations shall immediately inaugurate a system of training of all Coast Guard pilots who are not proficient in landing and taking off in rough water. Care should be exercised to see that such training is not given in water so rough as to entertain a probability of damage to the plane or injury to the crew. This is a matter which must be left to the judgment of the Commanding Officers, and Headquarters desires that extreme caution be exercised in this training. Each Commanding Officer of a Coast Guard Air Station shall advise Headquarters as soon as practicable of the training system he has instituted.

All regulations or instructions now in force which conflict with the instructions contained herein, are hereby suspended until such time as permanent changes are made.



JULY PROVED to be a lean month for this committee's treasury. Only \$96.30 was received in the way of contributions. Where were those units that steadfastly supported the Committee of Coast Guardsmen during most of its three-year struggle for victory against odds which up until almost the very end seemed insurmountable? Maybe the heat of these summer days brought with it a spirit of listlessness. Summer, you know, does give us that languid feeling. It sometimes induces us to put off until tomorrow the things we should do today.

Maybe the advent of fall and its cool, bracing weather will serve as a panacea to those units which have thus far neglected to do their bit for five men who did theirs—Spratling, Larsen, Ostendorf, Alexander and Hutchinson. At any rate, we have decided to lengthen our drive for funds from three months to six. November 5, 1939, is the new deadline for contributions to the

APPRECIATION COMMITTEE'S NEWSLETTER

By HAROLD WATERS

Appreciation Committee's Treasurer, James G. House, Box 16, Fort Lauderdale, Fla.

John Jaffee, Fort Trumbull Training Station, and Adam A. Rother, *Campbell*, have been nominated by the men of their respective units to serve on Bob Bussey's Presentation Committee. Another cheery bit of news from the New York District concerns plans for a dance on Staten Island, an event which promises to be quite a success, according to our supporters up that way. Members of the dance committee are

as follows: Robert J. Bussey, Hoffman Island; William J. Kelley, Hoffman Island; John Gillikin, Hoffman Island; Chester L. Frodel, Hoffman Island; Adam A. Rother, *Campbell*, and Alex V. Gorsky, Barge Office.

Receipts for the month of July follow:

Seattle District Office	\$8.39
Ponce de Leon Station	3.00
Seattle Boat Pool	6.50
Campbell	14.88
Tallapoosa	13.00
Dione	5.55
Pandora	14.08
Hermes	5.30
R. J. Beardsley	1.00
B. J. Farmer	1.00
W. G. Nickols	1.00
CG-407	7.00
CG-185	4.50
CG-186	5.00
Nike	6.10

Total for July	\$96.30
June's Receipts	162.12
Received to date	\$258.42

Getting The Story Straight

Correct Account of V - 147 Mishap and Death of Pilot Schweining.

By WM. V. O'BRIEN

AT 12:45 P. M. on July 18th, another tragedy occurred in the ranks of the Coast Guard when plane V-147, on patrol duty, with Pilot Fred E. Schweining, Thomas S. McKenzie, radio operator, and Frank Dryden, mechanic, taking off in the Amelia Ryer, struck a beacon and crashed in full view of the Coast Guard patrol boat 186, stationed at Fernandina, Florida.

SCHWEINING DROWNED

Pilot Schweining was drowned, after every effort had been made to extricate him from the sunken wreckage, first by Dryden, who, while he was injured, submerged himself several times in an effort to extricate Schweining. When the 186 reached the scene, approximately three minutes after the crash, Chief Boatswain's Mate James W. Coste, skipper of the 186, went under four times, but was unable to reach Schweining's body, which was from 12 to 15 feet below the surface. He then held McKenzie by the hand until help arrived, after McKenzie could hold no longer. Dryden was then up on the wing of the plane when Coste told him that he (Coste) would attempt to get Schweining out of the cockpit. Seaman, first class, A. R. Hale, who went overboard just after Coste, rendered much-needed help in assisting Dryden to get on the plane's wing and in transferring Dryden and McKenzie to the yacht *Dream*, under command of Captain John Johnson, which had reached the scene of the crash about the same time that the 186 did. Captain Johnson said that he saw one man in the water as he arrived, but that the position of his boat was such that he did not see the second man until he pulled around the fast-sinking plane. He was high in his praise for the quick and efficient aid given by the 186 and its entire crew.

INCORRECT ACCOUNTS

Stories in the Associated Press and Jacksonville papers inadvertently omitted many

FLORIDA CRASH

Pilot Fred E. Schweining was killed and two companions were injured when a U. S. Coast Guard seaplane crashed as described in accompanying article. The body of the pilot is being removed in this picture.

other details. Mention should also be made of the stellar assistance rendered by R. W. Farr, cook on the 186, who maneuvered the little boat in transferring the injured men from the wreckage of the yacht *Dream*. People who were watching on shore were very complimentary in their stories of the 186 and its entire crew, and regretted the loss of one life, due entirely to the inability to cope with conditions beyond physical aid.

The personnel of the 186 was James W. Coste, chief boatswain's mate; E. L. Tingle, boatswain's mate, 2c; O. C. Horne, chief machinist's mate; R. F. Taylor, machinist's mate, 1c; R. W. Parr, ship's cook, 2c; G. F. Scholtz, fireman, 1c; and A. R. Hale, seaman, 1c.

The V-147, on patrol duty, searching for a barge belonging to the Tidewater Construction Company, of Beaufort, had landed at Fernandina for information and chow on the 186 and was to have resumed the search later. It was nearly three hours later that Pilot Schweining's body was recovered from the wreckage. A line was secured to the plane and a tug towed it to shallow water near the dock of the National Container Corporation, where a crane was available.

33 YEARS OLD

Schweining was 33 years of age and is survived by his wife and two daughters, Frances L., 10, and Sophie, 6. They resided at North Charleston, near the Charleston Navy Yard Coast Guard base. Mrs. Schweining was at home at the time of the accident, but the girls were away on vacation. Schweining's home was in Antlers, Oklahoma.

The beacon was a triangular-shaped wooden one, about 15 feet high out of the water at the time of the crash and was entirely demolished.

The Coast Guard, through Coste, has expressed its appreciation to all who assisted in the rescue of the two men and the salvage of the plane, and particularly to Mr. Kiely, of Rayonier, Inc.; the captain and crew of the tug *Camden*; the Container Corporation; J. D. Moore, who did the rigging in salvaging the plane; Tom O'Hagan and to Captain Johnson of the *Dream*.

TO GET IT RIGHT

In fairness to all concerned and to keep the records straight, the writer of this article is a newspaperman attached to the Charleston (S. C.) *Post-Courier* Company and father-in-law of James W. Coste, spending a few days' vacation with his daughter and family in Fernandina, who took exception to the stories as were published by the Associated Press and the Jacksonville papers, who apparently were unable to get the true version of the crash and rescue. It is meant as no reflection on the A.P. or Jacksonville papers, as it was only after a great amount of pressure and persuasion that he was able to get the true version from his reluctant son-in-law, as well as Seaman Hale and Ship's Cook Farr. A few words of personal admiration at the finale of this story would not be unfair, when I have realized what a great service the U. S. Coast Guard is performing in the saving of lives and property. Vivid in my recollections of 54 years are the many dangers faced by many other Coast Guardsmen with so little publicity and appreciation by the American people.

COMMANDANT ON TRIP

The Commandant of the Coast Guard, Rear Admiral Russell R. Woesche, continuing his policy of as much personal contact with the field as possible, left Washington on an inspection trip to stations on the New England coast. He will go as far up the coast as Eastport, Me. He will confer with the Canadian Commission of Lighthouses at Ottawa, Canada, which conference Rear Admiral Harvey F. Johnson will participate in.

TO CENTRAL AMERICA

Headquarters is planning a Central American cruise for one large cutter and one 165-footer to Central American Republics to demonstrate the activity of the Coast Guard. As yet the vessels to make the cruise have not been designated. Comdr. Ellis Reed-Hill, U.S.C.G., has been named liaison officer on the cruise which is expected to be of about three months duration. The vessels will carry motion pictures showing Coast Guard work and will carry all sorts of life-saving equipment, together with a surf-boat crew to demonstrate life-saving methods.

20 YEAR APPLICATIONS

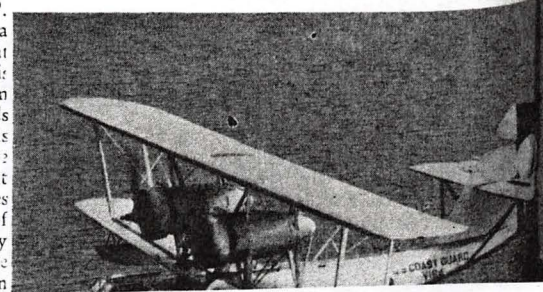
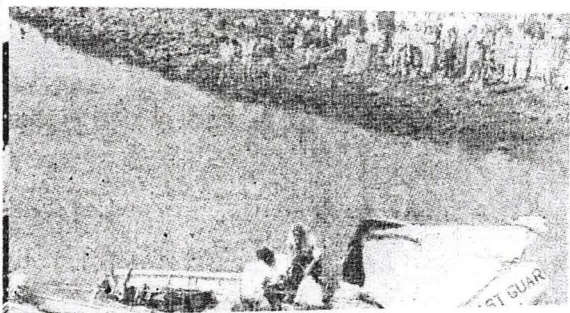
About 53 applications have been received at Headquarters for retirement under the newly enacted twenty-year retirement law. A board will be convened to act on these requests. As yet no hard and fast rule has been devised with regard to granting the retirement requests. Each individual case must be judged on its merits. It is assumed that physical condition of the applicant will be one of the major factors. The Coast Guard, during its present period of stress and strain, is loath to lose the services of experienced personnel.

DECEASED

The crew of the cutter *Calypso* mourn the sudden and tragic death of Shipmate Alfred J. Baker, CMM, stricken by a heart attack aboard the *Calypso* August 5, 1939.

Intimate facts about Alfred J. Baker, a revered shipmate, will be found in the October issue of this publication.

THE V-164



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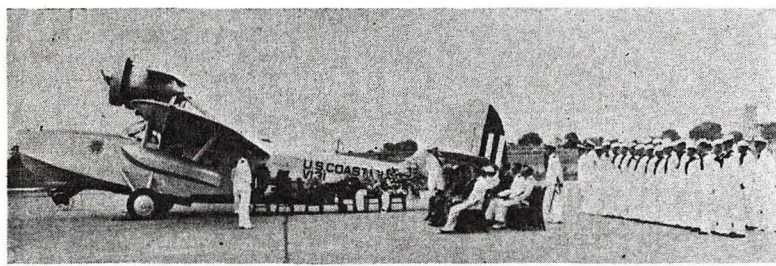


Photo by Horwath

MEMORIAL SERVICES

Memorial services conducted for Lieutenant Clemmer and John Radan July 22d. Lieutenant Burton addressing gathering of relatives and enlisted personnel of station. Flowers shown were flown to sea and strewn upon the waters.



- TRAVISRockland, Me.
- TRITONGulfport, Miss.
- TUCKAHOENew Orleans, La.
- UNALGASan Juan, P. R.
- VIGILANTFort Pierce, Fla.
- VINCESCurtis Bay, Md.
- WOODBURYGalveston, Tex.

- HandkerchiefNo. 98
- Hen and ChickensNo. 86
- Nantucket ShoalsNo. 112
- OverfallsNo. 101
- Pollock RipNo. 110
- PortlandNo. 90
- San FranciscoNo. 83
- SavannahNo. 94
- ScotlandNo. 87
- St. John's RiverNo. 84
- Stone Horse ShoalNo. 53
- Swiftsure BankNo. 113
- Umatilla ReefNo. 93
- Vineyard SoundNo. 73
- Winter QuarterNo. 107

TENDERS

- ACACIASan Juan, P. R.
- ALDERKetchikan, Alaska
- ALTHEAPt. Pierce, Fla.
- AMARANTHDuluth, Minn.
- ANEMONENew Bedford, Mass.
- ARBUTUSNew Bedford, Mass.
- ASPENDetroit, Mich.
- ASTERMobile, Ala.
- BEECHStaten Island, N. Y.
- CAMELLIANew Orleans, La.
- CEDARKetchikan, Alaska
- CHERRYBuffalo, N. Y.
- COLUMBINESan Francisco, Cal.
- COTTONWOODSt. Louis, Mo.
- CROCUSBuffalo, N. Y.
- CYPRESSCharleston, S. C.
- DAHLIADetroit, Mich.
- ELMAtlantic City, N. J.
- GOLDENRODKansas City, Mo.
- GREENBRIERCincinnati, O.
- HAWTHORNNew London, Conn.
- HEATHERSeattle, Wash.
- HEMLOCKKetchikan, Alaska
- HIBISCUSS. Portland, Me.
- HICKORYStaten Island, N. Y.
- ILEXS. Portland, Me.
- IVYKey West, Fla.
- JASMINENew Orleans, La.
- KUKUIHonolulu, T. H.
- LARKSPURMobile, Ala.
- LILACEdgemoor, Del.
- LINDENPortsmouth, Va.
- LOTUSChelsea, Mass.
- LUPINESan Francisco, Cal.
- MAGNOLIAMobile, Ala.
- MANGROVECharleston, S. C.
- MANZANITAAstoria, Ore.
- MAPLEOgdensburg, N. Y.
- MARGOLDDetroit, Mich.
- MAYFLOWERPortsmouth, Va.
- MYRTLEGalveston, Tex.
- NARCISSUSEdgemoor, Del.
- OAKStaten Island, N. Y.
- ORCHIDPortsmouth, Va.
- PALMETTOCharleston, S. C.
- POINCIANAKey West, Fla.
- POPLARSt. Louis, Mo.
- POPPYKey West, Fla.
- RHODODENDRONPortland, Ore.
- ROSEAstoria, Ore.
- SEGOVIASan Francisco, Cal.
- SHRUBBristol, R. I.
- SPEEDWELLPortsmouth, Va.
- SPRUCEStaten Island, N. Y.
- SUNFLOWERGalveston, Tex.
- TAMARACKSault Ste. Marie, Mich.
- TULIPStaten Island, N. Y.
- VIOLETBaltimore, Md.
- WAKEROBINKeokuk, Ia.
- WILLOWMemphis, Tenn.
- WISTARIAPortsmouth, Va.
- ZINNIAKey West, Fla.

RELIEF LIGHTSHIPS

- Relief No. 49New Bedford, Mass.
- Relief No. 85New Bedford, Mass.
- Relief No. 106New Bedford, Mass.
- Relief No. 78Staten Island, N. Y.
- Relief No. 95Staten Island, N. Y.
- Relief No. 91Portsmouth, Va.
- Relief No. 109Charleston, S. C.
- Relief No. 103Detroit, Mich.
- Relief No. 76San Francisco, Cal.
- Relief No. 92Seattle, Wash.

BASES

- FourNew London, Conn.
- SixFort Lauderdale, Fla.
- ElevenOakland, Cal.

OTHER MAJOR SHORE STATIONS

- Coast Guard AcademyNew London, Conn.
- Coast Guard InstituteNew London, Conn.
- Fort Trumbull Training Sta. New London, Conn.
- Coast Guard StoreBrooklyn, N. Y.
- Coast Guard StoreOakland, Cal.
- DepotCurtis Bay, Md.
- HeadquartersWashington, D. C.
- St. Mary's River Patrol Sault Ste. Marie, Mich.

HEADQUARTERS OF DISTRICTS

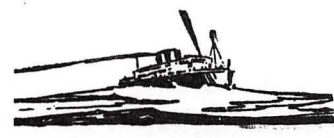
- BostonBoston, Mass.
- New YorkNew York, N. Y.
- NorfolkNorfolk, Va.
- JacksonvilleJacksonville, Fla.
- New OrleansNew Orleans, La.
- San JuanSan Juan, P. R.
- ClevelandCleveland, O.
- ChicagoChicago, Ill.
- St. LouisSt. Louis, Mo.
- San FranciscoSan Francisco, Cal.
- SeattleSeattle, Wash.
- JuneauJuneau, Alaska
- HonoluluHonolulu, T. H.

AIR STATIONS

- Miami, Fla.Cape May, N. J.
- Charleston, S. C.Port Angeles, Wash.
- Salem, Mass.San Diego, Cal.
- Biloxi, Miss.Brooklyn, N. Y.
- St. Petersburg, Fla.

AIR PATROL DETACHMENT

Del Rio, Texas.



- #### LIGHTSHIPS
- Ambrose ChannelNo. 111
 - BarnegatNo. 79
 - Blunts ReefNo. 100
 - BostonNo. 54
 - Breston ReefNo. 102
 - ChesapeakeNo. 116
 - Columbia RiverNo. 88
 - Cornfield PointNo. 118
 - Cross RipNo. 96
 - Diamond ShoalNo. 105
 - Five Fathom BankNo. 108
 - Fire IslandNo. 114
 - Frying Pan ShoalsNo. 115

In Memoriam

Left, Lieutenant W. L. Clemmer, U.S. C.G. Right, AMM2c (Aviation Pilot) John Raden, U.S.C.G., who gave their lives for humanity when their plane was engulfed by the sea near New York after having taken off with a sick passenger.

There's a cold, grey mist on the sea tonight.
 There's a cross on the Southern sky.
 Did you hear that whirr overhead tonight?
 Two flyers passing by.
 There's a faltering break in the radio beam.
 And a halting blink in the truck-light's gleam.
 "May your couch be soft near the singing streams
 "As you rest in peace in the land of dreams."
 Two flyers just passed by.

A TRIBUTE

"May I, through the pages of your magazine," writes Carl J. King, 424 N. Illinois St., Indianapolis, Ind., "join Coast Guard personnel in their sorrow for the deaths of Lt. W. L. Clemmer and John Radan, Jr. As a former Coast Guardsman, the shock was as acute to me as though I were still a member of the Service.

"In tribute to Lt. Clemmer, I have much to say. My association with him was always most pleasant, and I treasure memories of having served under one of the finest officers in the Service. He was fair, exacting, and loyal in his treatment of others, and neither officer nor enlisted man could say anything but good of him.

"Lt. Clemmer's valor and ability as a flyer remains unquestioned by those who flew with him, or were flown to safety by him. In the performance of his duty, he was outstanding.

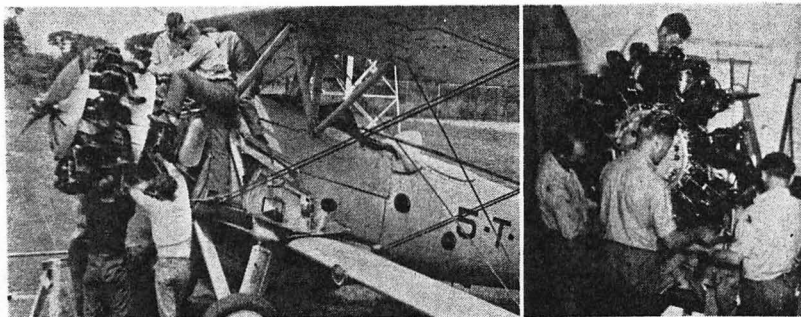
"I extend deepest sympathy to his family and those fortunate enough to call Bill Clemmer their friend."

INSPECTORS

- EasternSt. George, N. Y.
- WesternSan Francisco, Cal.
- NorthernCleveland, O.
- SouthernNew Orleans, La.

MARITIME SERVICE TRAINING STATIONS

- Hoffman IslandNew York, N. Y.
- Government IslandOakland, Cal.
- Fort TrumbullNew London, Conn.



AT ENGINE SCHOOL AND REPAIR BASE
 Left—Trouble Shooting.
 Right—20-Hour Check.

Photos by J. R. MacLeod, CMM.

CHARLESTON AIR STATION

DUE TO THE transfer of Lieutenant Bowman to San Diego Air Station (we certainly will miss him, and wish him luck on his new assignment), and to the recent absence of Lieutenant G. O. Olson, who was in Minnesota on leave, we believe that our Lieutenant Maley had more titles than any other officer in the Coast Guard, among which were: Commanding Officer, Captain of the Port, Maintenance Officer, Communication Officer, and daily he turned his hat around and relieved himself as Flight Officer.

Charleston Scenes—"Boss" Sakolas, ACMM, counting noses at morning muster . . . "Medals" Chinnis, CRM, getting ready to open a hash-and-gas joint when he gets that long anticipated 20-year retirement . . . "Zoomer" Smith, AMM3c, getting in his stick-time pushing a broom around . . . "Keeper of the Hounds" King, AMM1c (a potential hack driver), nursing three new hounds . . . The huge commotion heard in the galley one recent morning turned out to be "Flatfoot" Dorme, SC2c, trying to make hotcakes out of cement mortar . . . Professor Taylor, RM2c, trying to teach the mechanics dot-and-dash, in accordance with a station order. . . Hope the mechanics don't get as dizzy as some radiomen we know . . . Fireman Kimball trying to corral the mechanics (?) on the reservation to come over and listen to a quiet (??) motor . . . Who swiped "Cue Ball" Bay's hair fertilizer? One look at the would-be simonizing job on the steamroller that "Butch" Lodge calls a Plymouth solved that mystery . . . "High Tension" Spencer saying at reveille, "I'm plumb give out, boys, please don't wake me up." . . . "Tell-her-I'm-not-here" Ellis saying to "Pretty Boy" Phillips, "Stay with me, I want to be alone" . . . "Jock" Humphrey, AMM3c, betting on Long Drawers to show in the Midnight Derby . . . "I'll-never-get-married" Gabritsch finally did take the leap and is now honeymooning at the Gas Engine School . . . Why is it that all the girls call "Long Joe" Bedingfield "Shorty"? . . . All special liberty hounds take notice of the new one sprung by "Switch-off" Ruedy when he asked for liberty to go milk a cow! Well, anyhow, what's in a name? . . . "Zephyr" Brown, Y3c, won't get any flight orders now. He's gone to the Mojave and it doesn't fly—we hope. Which reminds us of one on his relief, H. Y. Mullen, Y2c, who came from the Mojave:

Mullen: "Pleace, Captain, can I fly?"
 Captain: "No, you're flighty enough now without taking up aviation."

V-170

Coast Guard Plane V-170 (Pilot Lieut. Burke) removed two fatally injured seamen from the S.S. *Dungannon* in a position approximately 20 miles south of Diamond Shoals Light vessel. The two seamen were attacked by a semi-insane seaman of the S.S. *Dungannon*. One patient died enroute via plane to the hospital and the other died in the hospital.

NORTHLAND

The *Northland* departed Alameda, Calif., for Boston Navy Yard, where the vessel will be fitted out to join Admiral Byrd's U. S. Antarctic Service cruise to Antarctica.

SPENCER SPASMS

AFTER a long absence from contributing to "SEZ EDDIE," your noble reporter comes back, no longer the "Jeep" or "The Man at the Porthole," as he was called while serving on the Rifle Team and the *Dione*, respectively, but under a new name, "The Alaskan Mahout," this new monicker acquired by my success in caring for elephants in Alaska (the pink variety).

The *Spencer* sailed for the Bering Sea on July 25 for the last leg of the patrol and, believe me, when we return many of the now sane young men attached will be on their last legs, for it is really ironical when a ship that is stationed in Alaska has to take an additional three or four months of the Bering Sea for dessert. As for our compatriots on the placid *Ingham*, down there in Port Angeles, it is really an injustice to send them way out to Port Townsend for two or three whole days to attend a celebration. What will this poor crew do when they really have to go to sea?

I really think it is time that this vessel came in for its fair share of publicity and became known as a vessel which stands among the foremost in the Service for fine officers, good crew, and a spirit to face hardships with a smile. We recently lost by transfer some of the finest officers ever known; namely, Lieutenant George H. Miller, Lieutenant (j.g.) J. H. Wagline, Lieutenant (j.g.) F. V. Helmer, Ensigns R. M. Dudley and D. M. Morrell, and Chief Pay Clerk E. E. Miller. Our loss is the gain of the units to which these men are now assigned.

Among the enlisted personnel on the *Spencer* are such fine sailormen as Rusty Clark, CBM; Carl Haldenwanger, QM1c; Carl Iauritson, CWT, and, in fact, there are very few who are not famous in some quaint way. I will try to touch upon each personality in the course of time.

Haldenwanger has never been able to find the dollar's worth of Chinese goods that he was looking for in Alaska last year. He is now planning to renew his search somewhere north of Nome.

Rusty Clark is still sore about not seeing the Kreml "ad" until it was too late (the moths got in his hair) and now he is worried about the chances of termites in his superstructure. Iauritson is still the same Don Juan as in the days before obesity set in, but, as Doc Hamilton would say, he still retains a physique that causes the feminine hearts to flutter.

Jake Brush, the great promoter, is still trying to promote enough money for just one liberty before restricting himself for six months. Such restrictions usually last until

some gullible soul hearkens to his lament and advances him the tidy sum of two-bits. Brush is not a proud man who must have oodles of money before he will betake himself to the bright lights.

The following poem is a fair example of the ability of some of our boys. The characters are not fictitious and no apologies will be made.

THE BRAINING OF JUGHEAD PETE

'Twas down by a Cordova beer joint,
 In the year of thirty-nine,
 When Jughead Pete and Hatchet Fritz
 Clean forgot about Auld Lang Syne.

It was a chit that was known as Nelly,
 She had both the boys well treed,
 That started the scrap between Jughead Pete
 And the hatchet-swinging Swede.

The Swede grabs up a jagged rock,
 About the size of a barrel of beer,
 But Jughead Pete swings a wicked right
 That lands Fritz on his ear.

Comes an interruption to the gory scrap,
 When into the smoke of battle,
 Steps a warrior known as Whisky Wheat,
 Fresh from the wilds of Seattle.

In his sinewy hands he held a bludgeon
 From which whisky once did flow;
 He swung it once around his head
 And laid poor Jughead low.

It has been many moons since that night
 These mighty warriors fought,
 And all the blood these brave lads spilt
 Was found to have been spilt for naught.

For when the fight was over,
 They found the chit was gone,
 She had sailed with the tide in the dawning
 On the good ship "Nellie Juan."

CADET CRUISE

On 27 August, the Coast Guard cutter *Bibb*, with the cadets aboard, departed Colon, Canal Zone, on the last leg of her 1939 Cadet Practice Cruise. The *Bibb* is expected to arrive Hampton Roads, Va., on 20 August, where short and long range battle practice will be held in Lynnhaven Roads, Va., after which the *Bibb* will proceed to New London, Conn., and disembark the 59 cadets.

MAHONING

The new harbor tug *Mahoning* was launched at Port Arthur, Tex., on 15 July.

Aircraft Search Operations

THE USE of aircraft for search operations does not cover any new field, for it is closely related to scouting. In scouting operations, however, the objective is the locating of units of another force; and these units are capable of moving in various directions at various speeds. In search operations as practiced by the Coast Guard, the work consists largely of locating objects which will change their position only as a result of natural forces, such as wind, tide, and ocean currents. The objects most frequently searched for are derelicts, foundered vessels, and other menaces to navigation. In these cases the approximate location of the object sought is given by its last reported position; and from this last position the set and drift are applied to give an estimated position at any particular time. From this estimated position we get the center or point from which search operations will begin.

The determining of a position to begin a search using aircraft differs in no particulars from the procedure used in determining the position from a ship. However, from this point on, after the actual search is begun, the procedure may vary radically. In the first place, the aircraft has a much greater speed at its disposal and can cover a much greater area in less time than can surface craft. At the same time it is much more influenced by wind conditions than surface vessels. For this reason it is very important that the aircraft have some way of locating itself at frequent intervals with considerable accuracy. It is at this time that the surface vessels have their most important use in connection with aircraft search operations. The ship offers a base by which the aircraft can locate itself with accuracy at frequent intervals: it acts as a radio and plane guard, and it is near the scene when contact is made.

The object of an aircraft search is not only how large an area can be covered on a search mission, but also how thoroughly a particular area can be covered by plane. This thoroughness is dependent on several factors, other than personnel, among which may be mentioned: weather, sea conditions, altitude of plane, and distance between courses of the search problem.

The problems of search operations can be analyzed and taken up in detail with a view to explaining the reasons for using planes in certain way on search work.

Information Required on Object Sought—

- a. Composition of object being searched for.
- b. Speed of object sought; or drift.
- c. Last position.
- d. General direction of movement of object being sought.

Information We Need—

- a. General plan of operations for planes and ships.
- b. Number and types of ships or planes available.
- c. Present location of all participating units.

Decisions to be Made—

- a. Selection of search area and point of origin for operations.
- b. Selection of form and method of search.
- c. Search distance, course, speed, and altitude.
- d. Designation of daylight and dark periods.
- e. Establishment of reference point or base line.
- f. Establishment of contact between planes and ships.
- g. Radius of action of aircraft and surface vessels.

These factors will now be taken up briefly to show why aircraft must be used in certain ways to best accomplish their missions.

A Thesis on Search Operations With Aircraft.

By LIEUT. (J.G.) G. O. OLSON, U.S.C.G.,
Coast Guard Air Station, San Diego, Cal.

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Engineering Aerodynamics—Walter S. Diehl.
Practical Air Navigation—Dept. of Commerce Publication 197.
Air Navigation—U. S. Army Air Corps Publication.

Information Required on Object Sought—

In Coast Guard work search operations are in most cases confined to marine objects which are adrift and subject to the natural forces such as wind, tide, and ocean currents. The effects of these forces will vary considerably with the character of the object being searched for. A derelict, for instance, may be barely awash or it may have considerable freeboard. If it is awash we may discount the effect of wind; on the other hand, if the derelict or object sought has freeboard, we must make an estimate of its set and drift due to wind and combine this with those factors resulting from tidal effects or ocean currents. Searching for "blacks" properly comes under the heading of scouting, but this is also one of our duties. In scouting operations, the object sought has more forces at its disposal to change its position and make location difficult. However, it is vital to know its maximum and minimum speeds, as well as its physical characteristics.

The speed of the object sought is of considerable importance, for it defines its radius of action from a given point in a given time.



Lieut. (j.g.) G. O. Olson, U.S.C.G.

In the case of a drifting object, the maximum and minimum drift will help in obtaining its present most probable position. In this connection all forces which have acted upon the object being sought should be considered. Each should be given its due weight to obtain the most probable position of the object before the search operations are actually begun.

The position of the object when last sighted is important because it is the nucleus upon which all search plans are based. Due care should be taken to see that the position given is probable, and when necessary steps should be taken to check its authenticity.

The course or general direction of movement of the object sought is the last vital factor. In the case of ocean currents this information is obtained from charts, and in the case of strong winds, the wind force and direction over the action period will give necessary information to get a probable position.

In all cases involving search work, we must assume some factor for error in position of the object being sought. In most cases where an object is reported, we may assume that the object would be in a circle of twenty (20) mile radius, using the most probable position as a center. Using the drift and set factors to obtain the most probable position, and with this as a center the object sought may be assumed to be within a circle of twenty-mile radius. In cases where several positions have been received, the best procedure would probably be to scribe circles, using these positions as centers. The areas covered by these circles and their connecting tangents would give us our search area. (See Figure 1.)

Information We Need—

A general plan is needed for the operation of our aircraft and ships. This plan should be as simple as possible and should be a plan which has been practiced between ships and planes, so that when an emergency arises no trouble will be experienced from lack of knowledge concerning the proper procedure. It is believed that aircraft and ships could well work out such "dummy" search problems from time to time to gain experience for actual search work.

The number and types of ships and aircraft available, with the characteristics of each, is of considerable importance. This information is of vital concern to the officer directing the search operations. In some cases aircraft have such short radii of action that they would have no value on a distant off-shore search. This subject will be taken up more fully under radius of action, range, and endurance. The operations officer should also know the location of all units to engage in the problem with a view to coordinating their movements to increase efficiency by saving time. The objective is to bring about the earliest possible meeting of the object being sought and the searching vessels and planes.

Decisions To Be Made—

The area to be searched will be determined by the area in which the object sought could most possibly be located, allowing for error in position, wind, tide, and ocean currents, or any other contributing factors. The area to be searched should be laid out on the chart, allowing for these factors. The form and method of search will be used

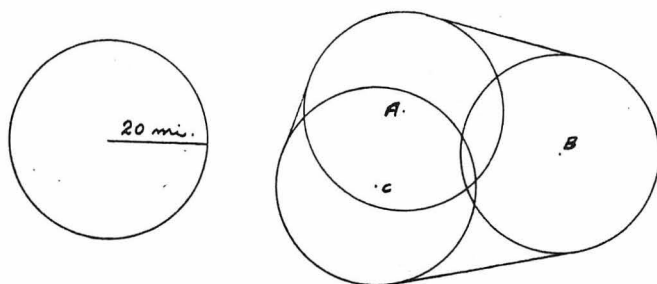


Figure 1—Twenty Mile Radius Search.

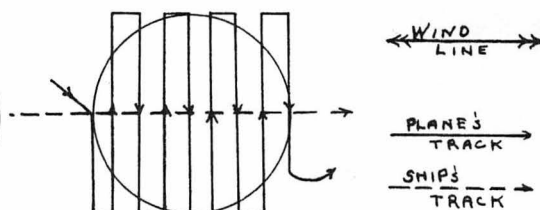


Figure 2—Rectangular Search.

which will give the best results using the searching units available. In cases involving a search where there is no loss of life, it is doubtful if there is use for more than one surface vessel and plane. However, a plane to search most efficiently should have the support of a surface vessel.

RECTANGULAR SEARCH

The most frequent type of search plan is of the "rectangular" form. The "in and out" method, where the plane goes out on one radius and comes back on another, can also be used, but it is less efficient, as the courses give too much overlap near the center and are too far apart as the plane gets further from the center. The rectangular method is familiar to all and consists in the following of courses which parallel each other. This method covers an area very well and is as efficient and thorough as any. In most cases the distance between courses is ten miles, but this assumption for the range of vision is too great for many problems, especially when the visibility is poor. The Army Air Corps gives a factor of 1.8 x visibility for scouting, which indicates that when searching for small objects the distance between courses must be decreased considerably. For average use, five (5) miles between courses would seem to be a good distance. In a rectangular search the long courses should be at right angles to the wind, so that the time element will be the same in both directions. The speed of most aircraft used for search operations will vary from 80 to 95 knots. These speeds are best adapted to search or patrol work, as they give the greatest economy under most conditions.

AT HIGHER ALTITUDES

If the object being searched for has freeboard, and forms a good silhouette, it is doubtful if there is any gain in going over 800 to 1,000 feet altitude. If the plane goes higher than this the silhouette is blended against the background of the sea. In cases where the object sought is awash, and there is reason to believe there is flotsam, it may be advantageous to go to altitudes of 3,000 feet. At higher altitudes the observers can often get a better effect of objects having little or no profile. A kelp or seaweed bed is a good example of this, for these floating masses do not show up well from low altitudes, but are most often readily seen from aloft. The sea conditions also affect the altitude for the plane. Under fair conditions, with no white-caps, objects show up well from considerable altitudes. In some cases, especially over the Gulf Stream, a low overcast will determine the maximum search altitude. In general, there

is no object in carrying out any search operations during darkness. At present none of our planes have a safe cruising radius of over sixteen hours, and in this case all search work can usually be done during daylight hours.

The establishment of a reference point or base line which the aircraft can use for navigational purposes is most important. In fact, on off-shore operations outside of land, the accuracy of navigation on the problem is often determined by having a surface ship on the scene to give a check on navigation. For practically all our work, as will be indicated later on, no ship's speed in excess of twelve knots will generally be needed, and in most cases a speed of ten knots will be found suitable. The use of radio direction finders on both the plane and ship are of value in both the rectangular and in and out search methods, for by means of them the aircraft can easily establish contact with the ship; and later, on the problem itself, the aircraft can "home" with the radio compass and make corrections for drift and set while making its search. In the average search problem the ship should steam at ten knots. Contact should be made at an extremity of the search area; preferably at either the up-wind or down-wind end of the search area. After contact the ship will steam towards the other side of the search area. If operations are timed correctly the plane will finish its search when the surface ship gets to the other side of the area to be searched. The plane will carry out a rectangular search with its long course at right angles to the course of the ship. If the plane has the wind on its beam, and the ship has the wind either directly astern or ahead, the time element for each leg on each side of the ship's track will be the same. The plane will carry out a rectangular search with its long courses at right angles to the course of the ship. By laying out the courses in such manner and of such length as will fit with the ship's and plane's speeds, the plane can be made to cross directly over the ship at regular intervals. This crossing over the ship at regular intervals gives the pilot of the plane a check on his navigation. A surface vessel can keep posted as to position much better than can aircraft and as a result of this each time the aircraft passes over the ship it gets an accurate position. In the in and out method the plane goes out on one direction finder bearing and comes in on another. Contact with ships are best made by radio bearings, and in this connection it is well to mention that there should be no ambiguity as to whether bearings are from the plane or from the ship. After contact has been established voice should be used in preference to code, because it is quicker and because it gives the pilot a chance to talk to the ship's officers.

If a rectangular search is made as indicated in FIGURE II, and the cutter is mak-

ing ten knots and plane ninety knots, the plane can go out twenty miles on each leg and cross the cutter each half-hour, and have an interval of five miles between legs. With no wind conditions, the plane will cross over the ship every thirty minutes; with wind conditions the pilot will make corrections to course and speed as necessary to follow the search plane. In cases where more than one plane is available, it is best to have the planes act together rather than independently. The planes will remain in visual contact and make a sweep, in line.

RADIUS OF ACTION

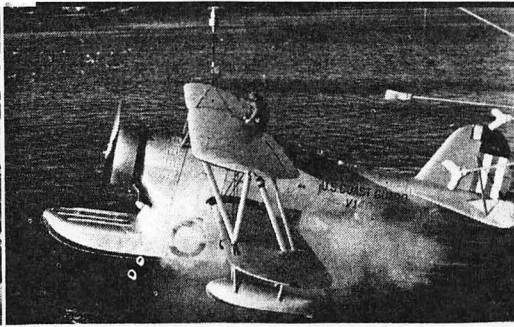
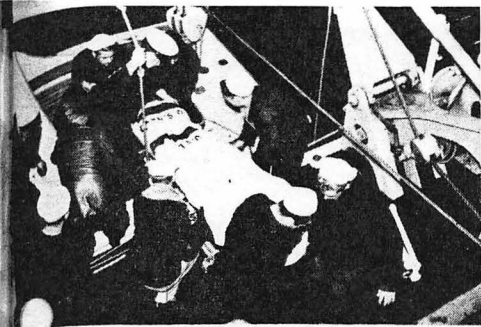
The radius of action of a plane is determined by its fuel capacity and the conditions of the winds. Roughly it tells us how far a plane can fly with a given amount of fuel and still return to its base. In search work we are interested in radius of action because we want to know how long it will take a plane to arrive on the scene, then how long it can search and still have sufficient fuel to return to a base. Winds affect the radius of action considerably, and they should be well understood by all pilots, and also by those who contemplate using aircraft for search work. Radius of action problems may be solved conveniently with mooring or plotting boards, and there are numerous curves and tables which will give pertinent information in regard to range and endurance under varying conditions.

In the *Cavalier* case a sixty-mile wind was blowing from shore to sea. Assuming that the plane cruised at 85 knots, it would have taken it twelve hours to return from a position 300 miles at sea. It would have and there would have been two hours to engage in search work. Under no wind conditions it would have taken less than four hours to go to the scene and the same time to return to the base, thus giving over eight hours to engage in search operations. This gives some idea as to the importance of the wind factor in off-shore navigation.

In conclusion, it is hoped that remarks set down in this article on search operations will help some in giving a better understanding of the uses of planes. There are numerous phases of the search problem which have not been touched, such as problems with two or more ships and one plane, or with one ship and two or more planes. Local conditions also greatly influence the type of search because of the types of equipment available and the actual search conditions themselves. The remarks here set forth are naturally based on limited experience; however, it is hoped that it will be instrumental in leading to further articles and discussions on search operations so that the Service as a whole may know something of conditions at units other than their own or those to which they have been attached.

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WITH THE DUANE

*Left—Taking School Teacher Kenneth Cohen, of King Cove, Alaska, aboard for transportation to hospital at Unalaska.
Center—The engine starts for warming up before taking off, Kodiak Harbor.*

Right—At Nash Harbor, Nunivak Island. An Eskimo woman chats by her front door with "Hank" Oddi, of the Duane. Building on top of hill is schoolhouse.

Fotos by Rogers.

Duane's Alaskan Cruise

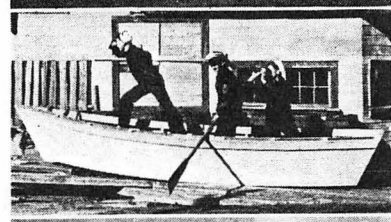
FROM the misty tundra clad shores of the far north comes an ominous rumbling that portends renewed volcanic activity! Nay, tis not the reverberations of Veniaminof's recent eruptions but the more noticeable flare-up of ship spirit on the "Good Ship" *Duane*. (Not a momentary flare-up, mind you, but a definite indication that the spirit of the "Dauntless *Duane*" is about to walk). By common evolution a raceboat crew appeared, and now having arrived in the land of the Aleut and the lingering sun, where time is no factor except in computing the "days until," we have an embryonic baseball team. Talk is circulating as to the possibilities of pistol and tennis aggregations as well, and should such occur it will undoubtedly be our boast that you can name the game and we will play it.

The raceboat crew took time off from their daily two-mile row to Unalaska to toss oars under the U.S.S. *Chester's* bow. However, our hopes for a meeting were dampened with her executive officer's response of, "I've seen your crew and I concede the race!" Instead, the ports rowed the starboards, both crews being swelled by eager recruits—the ports won handily in a grueling test over a mile and a half course in the face of a blustery, drizzly wind. Prizes were awarded to each man of the winning crew, namely, Olsen, Hamilton, J. N.; Thomas, C. Lewis, Wilson, Hamilton, D. D.; Coughlin, Pounder, Varner, and Rubl, coxswained by the able R. F. Lewis.

A scheduled baseball game with the *Redwing* had to be postponed on account of Army plane activities and inclement weather. We do look forward to meeting, however, at the first opportunity.

Social activities centered about various functions sponsored by the good towns-

This and That From the Land of the Aurora Borealis.



Fotos by Rogers.

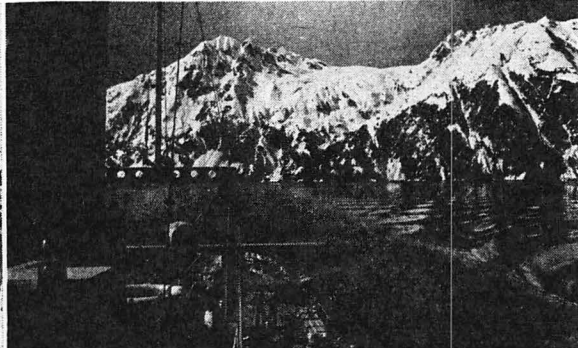
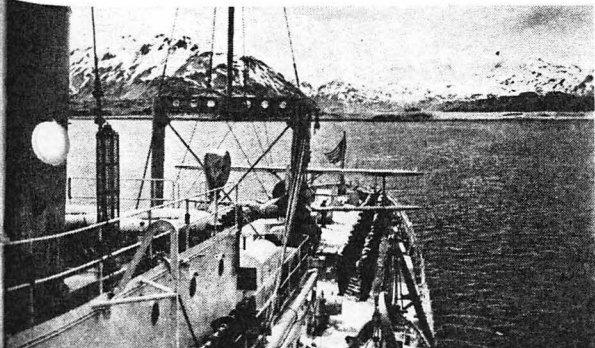
WITH THE DUANE

*Upper—Marching to cemetery at Unalaska to fire salute on Memorial Day, 1939.
Center—Just a little "dry run" boat drill at Dutch Harbor. OY Wm. Folland, Y3c Fred Michaelson, Sea2c George Bailey.
Lower—The ladies of Nash Harbor, Nunivak Island, pose for a picture. The sailors are from the Duane.*

ON THE DUANE

Left—General muster on Duane at Dutch Harbor, Alaska. Center—Sea2c George Bailey signalling to Duane at Dutch Harbor from foot of Ballyhoo Mountain. Right—Going into Valdez, Alaska.

Fotos by Rogers.



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Wings Over Miami HANDSOME LIEUTENANT WON'T BE GLAMOUR BOY

Bill Scheibel Declines Offer to Become
 Adviser and Actor in Movies, Say-
 ing His First and Last Love Is the
 United States Coast Guard.

By JACK STARK
 Aviation Editor, *The Miami Herald*

BILL SCHEIBEL, Dinner Key's hand-
 some Coast Guard lieutenant, nearly
 went Hollywood on his pals.

For several weeks now the lieutenant has
 been slightly warm under the collar about a
 movie contract thrown in his lap by a man
 he met last November on a fishing trip to
 Key West. That wasn't as far back as the
 time he was growing a mustache and Van
 Dyke, but the dapper pilot would still give
 Gable, Power or Boyer a run for their
 money, helmet and goggles or no.

It seems the lieutenant and this big
 Hollywood studio chap started talking fly-
 ing and Coast Guard mercy work while in
 quest of the finny tribe off the island city.
 The executive got all worked up about pro-
 ducing a colossal Coast Guard epic and
 promised Bill he'd get in touch with him.

Several weeks ago Scheibel was made an
 offer to come West that would double his
 flying salary. Hollywood wanted him as a
 technical advisor and flier on a Coast Guard
 story they had whipped into shape. The
 friendly fisherman hadn't forgotten Bill.

But, Thursday, Bill Scheibel told us he
 had turned the offer down. We had been
 hot under the collar for a week, too, wait-
 ing for him to accept. "Why?" we asked.

"I like this Coast Guard work too
 much," said Bill. "I've worked myself up
 the ladder and don't feel like dropping it all
 for a venture that might fizzle out. I'm not
 interested in becoming a glamour boy."

AMERICAN SEAMAN

By ROLAND STEVENS

THE *American Seaman* stood out of New
 York harbor for a New England
 cruise, first stop Rockland, Me. Dropped
 the anchor in Rockland harbor for a
 period of five days and took part in the
 Red Jacket celebration. All the crew
 seemed to enjoy themselves. Had to run
 liberty boats, as there wasn't enough
 water to make the dock. Departed Rock-
 land for Bar Harbor, Me., for two days.
 The U.S.S. *San Francisco* and H.M.S.
Berwick anchored in harbor. Arrived just
 in time for a service dance given by the
 city. No fights. A few under the weather.
 All returned to ship in time to sail for
 Portland, Me., and tied up at the city pier.
 The ship was open for inspection during
 our three-day stop. It seemed like the
 whole City of Portland paid a visit to the
 ship. While there I took in the new
 picture "Coast Guard," and was it lousy!
 It didn't do justice to the Coast Guard.
 Departed Portland for Boston Navy Yard,
 and it was good to see the old town.
 Chelsea street is just the same as years ago.
 A few new faces. Had a chance to meet a
 few old friends while there. Was to make
 a stay of five days at Beantown but was
 called back to New York on the third day.
 Departed for Baltimore for a week and then
 to the ship yard at New York. We hear
 the ship is to be stationed at Tampa, Fla.

Behind the Front Page

By ELLIS HOLLUMS
 Executive Editor of *The Miami Herald*

THERE may be many records broken, and
 there have been many fish caught in the
 great international tuna tournament
 over at Cat Bay, but the hero of the whole
 proceedings to my mind is a slight, sandy-
 haired, soft-spoken and highly efficient in-
 dividual known to all Florida as Com-
 mander A. H. Abel of the Coast Guard cut-
 ter *Mojave*, who was on top of the tour-
 nament several weeks before it got under
 way.

When the affair was first announced,
 Commander Abel started thinking about it.
 I talked with him a few days after the an-
 nouncement was made, and when Erl Ro-
 man, our fishing editor, was all a-dither
 about the news possibilities of the event,
 Commander Abel wasn't thinking of the
 news end of it.

"There's going to be lots of edible fish
 killed in that event," he remarked soberly,
 "and there are thousands of people right
 here in Miami who would like to have any-
 thing to eat. Tuna is a mighty good eating
 fish."

We talked some more, and finally Com-
 mander Abel said: "I'm going to write to
 Washington and see if I can get permission
 to bring that fish over here to feed people."

That was just part of it. Before he
 wrote Washington, he took the matter up
 with executives of the Community Chest.
 Then he took it up with those running the
 tuna tournament and finally wrote Wash-
 ington for permission to bring in the food.
 The chest agencies agreed to see that their
 clients were notified that fish was free when
 the Coast Guard cutter brought it in. For
 his part, Commander Abel agreed to take
 the carcasses of the fish caught, strip them
 to filets on the way across the Gulf Stream
 and have the meat ready for distribution
 when the vessel docked.

Result is that on two trips, he brought in
 a total of more than four tons of fish, ready
 for distribution. It all was claimed in short
 order and today another boatload will be
 brought in.

Unsung heroes of the fish-bringing expe-
 ditions are members of the crew of the *Mo-*



OH YEAH!

"Honest, Officer, we thought that whistle was
 the Master-at-Arms piping chow down!"

Vol. 13
1
p. 10.



NAVESINK LIGHTHOUSE

On Highlands of Navesink, overlooking New York Lower Bay. This fortress-like structure on the Highlands of New Jersey overlooking the entrance to New York, houses the most powerful maritime light in the United States, its beam being rated at nine million candlepower, and visible twenty-two miles at sea. The long stone building, with a light tower at each end, was built in 1862, replacing an even earlier lighthouse. At the present time a light is shown from the south tower only. Navesink has occupied an important place in the history of United States lighthouses. Here was installed, in 1841, the first Fresnel lens to be used in a lighthouse in this country. Navesink was also the first primary seacoast lighthouse to be lighted by electricity, a generating plant and arc lamps having been installed in 1898. One of the first wireless messages to be sent and received in the United States was exchanged between temporary installations at Navesink Lighthouse and aboard the steamship Ponce, on September 30, 1899, under the direction of Signor Marconi; and here again the first experimental radiobeacon was set up in January, 1917. This lighthouse, with its dwellings and shops arranged in a long passage forming a connection between the two towers, bears a strong resemblance to the Lizard Point Lighthouse in England.

RESPONSIBLE JOBS

One of the more important duties that has developed on the Coast Guard by reason of the proclamation of limited emergency and the invocation of the neutrality law, is the responsibility of assuring that the radios of belligerent men-of-war in American ports are sealed and also assuring that these radios are used in American territorial waters solely for the purposes of navigation, distress signals, etc.

In enforcing this feature of American neutrality, the Commandants of the various districts concerned have been instructed by the Commandant of the Coast Guard to report any violations and also to prosecute vigorously any infringement.

NEW SECTION

A new section has been organized at Coast Guard Headquarters, under the direction and supervision of Lt. Comdr. C. H. Peterson, to be responsible for the installation, maintenance, and repair, including development and research, of telephone, telegraph, radio, and sound communication facilities. This section will be under the general supervision of the engineer in chief.

The following existing Headquarters sections will be consolidated in the new unit: Communications engineering section, communications supply section, communications telephone section, and the signal division of the former Lighthouse Service.

RATING ADVANCEMENTS

In order to prevent a repetition of the chaotic situation which resulted from the enforced retrenchment during 1933, as a result of the reduction of anti-smuggling activities due to the repeal of the prohibition law, all original advancements to and in petty officer ratings will be provisional. Certain ratings are set up at the present time in the authorized normal complement of the Coast Guard. Additional ratings will be required in connection with the expansion of the Coast Guard to enforce neutrality, as directed by Executive Order No. 8254, signed September 18, 1939.

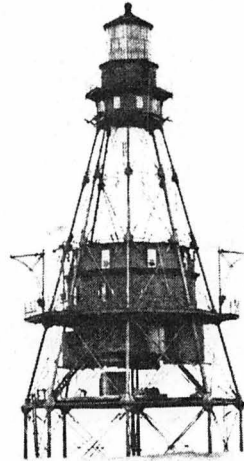
Provision Ratings: (a) In light of the foregoing, all advancements to and in petty officer ratings effected on or subsequent to 1 October, 1939, will be provisional. Men given provisional ratings will, upon completion of the emergency indicated in the Executive Order referred to herein, revert to the permanent ratings held prior to the issuance of the provisional ratings unless, during the interim, they have been given a permanent rating. A proper notation will be made on Form 2599, and in the service record of the man concerned, to indicate that the particular advancement in rating is Provisional.

(b) It will be necessary for men, before being given a provisional rating, to qualify in all respects for such advancement. No waiver of regulations or personnel instructions in this connection will be granted.

Permanent Ratings: Periodically, Headquarters will allot to each district, a certain number of permanent advancements. These advancements will be effected from among the men holding provisional ratings. In such cases a notation will be made on Form 2599, and in the service record of the man concerned, that, in accordance with Headquarters' letter of such and such a date, he was granted a permanent rating. District commanders, in determining which men within their district are to be given a permanent rating within the quota allowed, will make every endeavor to select only those men who have demonstrated their qualifications and fitness for a permanent rating. Men holding provisional ratings, selected for permanent ratings, will not be re-examined before being so rated.

All advancements to acting chief petty officer ratings will be provisional, and will be effected as heretofore by Headquarters. Men advanced to acting chief petty officer ratings will continue in such a provisional status until such time as they may be selected for induction into the regular set-up and given a permanent appointment; or their provisional ratings revoked for cause, or due to the termination of the existing emergency.

The procedure outlined above draws the line of demarcation clearly between the ratings (permanent ratings) required prior to the issuance of the Executive Order indicated above for the normal needs of the Coast Guard, and those ratings (provisional ratings) made necessary as a result of the enforcement of neutrality. This division will prevent the existence of an excess of permanent ratings at the termination of the emergency, as was the case in 1933. Men tendered provisional ratings will be acquainted with the nature of the ratings, and given to understand that they will revert to their former permanent ratings upon the termination of the emergency, unless sooner granted a permanent rating. The foregoing will also obviate the necessity of reducing permanently rated men to meet the reduction which will be necessary upon the termination of the present emergency.



IN FLORIDA

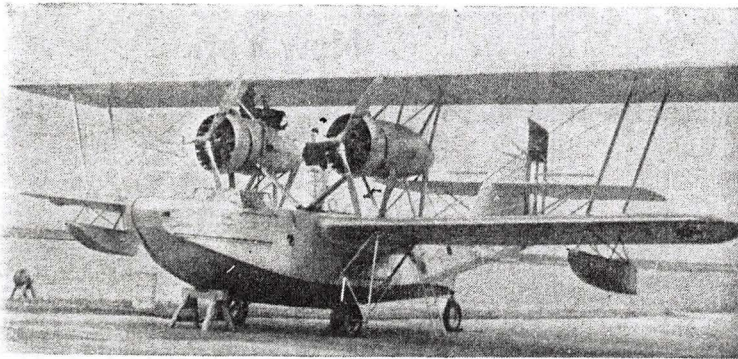
American Shoal Lighthouse is visible from Overseas Highway at Saddlebunch Keys. As early as 1851 plans were made for the erection of a series of great offshore lighthouses to mark the dangerous Florida Reefs. These towers, all of skeleton iron construction, to resist hurricanes, were eventually built one at a time over a period of years, that on American Shoal completed in 1880, being the most recently constructed. The ironwork for this light was fabricated in the north, and along with other necessary supplies and materials, was shipped to Key West, which was made the base of operations. The site of the lighthouse was 15 miles to the eastward, on the outermost reefs, and was covered with four feet of water. Construction continued for about two years, and the tower when completed cost about \$94,000. The lighthouse was first lighted on the night of July 15, 1880, and has since helped to bring about a substantial reduction in the number of shipwrecks occurring along this dangerous coast. The light is 109 feet above the water, and is visible on a clear night for 16 miles. American Shoal Lighthouse is almost exactly like the Fowey Rocks Lighthouse situated near Miami.

AVIATION CONFERENCE

The commanding officers of all Coast Guard air stations met in Washington to give thorough consideration to Coast Guard air problems and to map out a course of action for the development and co-ordination of the air arm. Among those present were Lt. Comdr. Frank A. Leamy, Commandant of the San Diego Air Station; Lt. Comdr. Roy L. Raney, Commandant of the Salem, Mass., Air Station; Lt. W. A. Burton, Commandant of the New York City Air Station; Lt. Comdr. Norman Nelson, Commandant of the Port Angeles, Wash., Air Station; Lt. William Scheible, Commandant of the Miami Air Station; Lt. K. P. Maley, Commandant of the Charleston, S. C., Air Station; Lt. C. F. Edge, Commandant of the St. Petersburg, Fla., Air Station; Lt. Stanley Lenholm, Commandant of the Biloxi Air Station, and Lt. G. H. Bowerman, Commandant of the Coast Guard Patrol at El Paso, Tex.

CONTINUOUS WATCHES

Continuous commissioned officer watches are maintained in the Jacksonville, New York, Boston, New Orleans, Seattle and San Francisco Districts. The move was attributed to the necessity for rapid co-ordination in the neutrality patrol.



The PH-2

with anti-aircraft guns, machine guns, etc. Chief Olander, of the Old Chicago Station, as senior officer, made a fine job of shepherding his flock of small boats to protect any stray craft against barging into the firing arc, the radius of which was 10 miles out from Northerly Island, on Lake Michigan.

* * *

One of the local wags aboard a patrol boat informs us that the ship is always "she" because the rigging costs more than the hull. Sounds as if the idea is more sound than the nautical information involved.

AIDS TO NAVIGATION

The maintenance of aids to marine navigation is a function of the United States Coast Guard, having been placed under that organization on July 1, 1939, and consists of the maintenance of lighthouses, lightships, radiobeacons, fog signals, buoys, and beacons upon all navigable waters of the United States and its possessions: including Atlantic and Pacific Coasts of continental United States, the Great Lakes, the Mississippi River and its tributaries, Puerto Rico, the approaches to the Panama Canal, the Hawaiian Islands, and Alaska.

The chief administrative officer is the Commandant of the Coast Guard, with headquarters at Washington, D. C. Under his direction the functions of establishment, construction, maintenance, and operation of aids to navigation are carried on through administrative and engineering divisions in Washington, and by the various district offices. Because of the wide geographic distribution of aids to navigation on the sea coasts, the Great Lakes, and navigable rivers of the United States, with an aggregate coast line of over 40,000 miles, the field work of the service is carried on by district organizations. There are 13 Coast Guard districts, carrying on lighthouse work, as well as other functions of the Coast Guard. Each district is under the supervision of a commander, assisted by a suitable engineering and administrative force, and equipped with the necessary supply and buoy depots, and with suitable vessels for the maintenance of the navigational aids.

The maintenance of aids to marine navigation is one of the oldest Federal functions, the work of erecting and maintaining lighthouses being provided for at the first session of Congress, by Act of August 7, 1789 (the ninth law enacted by Congress). Twelve lighthouses which had previously been built by the Colonies were ceded to the new Federal Government, and became the nucleus of a system of navigational aids which over a period of 150 years has been increased to a present total of over 29,000.

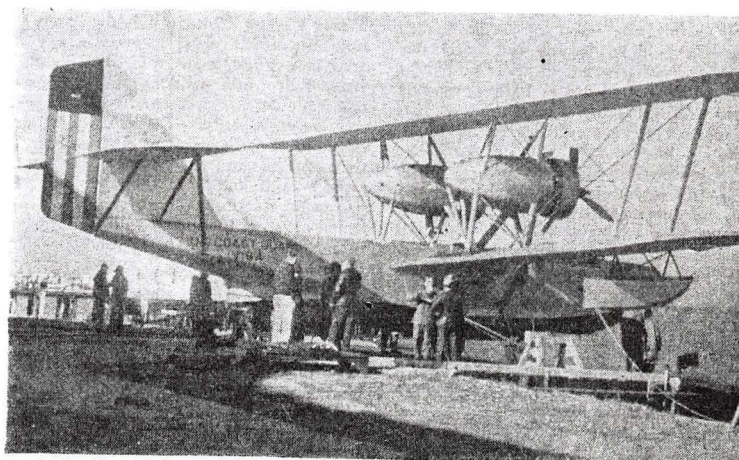
Federal maintenance of navigational aids was first carried on under the direct super-

vision of the Secretary of the Treasury, and early documents pertaining to the service bear the signatures of Alexander Hamilton, who was thus the first superintendent of lighthouses, and of George Washington, Thomas Jefferson, John Adams, James Madison, and other early Presidents. Somewhat later, when the duties of the Secretary of the Treasury had greatly increased, administration of the navigational aids was delegated to the commissioner of the revenue. In 1820 the superintendence of the lighthouse establishment was assigned to the fifth auditor of the Treasury, and in 1845 again transferred, this time to the Revenue Marine Bureau, an organization which later became the Coast Guard. The collectors of customs through all this period served as local superintendents of lighthouses.

A Lighthouse Board was created in 1852, to administer the constantly expanding service, being composed of officers of the Army and Navy, and of civilian scientists. In 1903 the Lighthouse establishment was transferred from the Treasury Department to the newly created Department of Commerce, and in 1910, the Lighthouse Board was superseded by the Bureau of Lighthouses in that Department. On July 1, 1939, the Lighthouse Service was consolidated with the United States Coast Guard.

The United States Coast Guard today maintains over 29,000 aids to marine navigation. The greater number of these are lighthouses, automatic lights, and buoys. There are also about 145 radiobeacons, 31 lightship stations, and about 1,500 fog signals. The appropriations and allotments for the maintenance of these aids total about \$11,000,000 annually.

Below: Another view of the PH-2



AGASSIZ AGITATIONS

By THE AGITATOR

THE Agassiz is at present resting at its regular berth, foot of Charlotte street, Charleston, S. C., undergoing repairs, and the crew is enjoying considerable shore liberty. Our Fireman Spain paid off, shipped over, bought an automobile, and is now sporting the desire of many a man—a woman and a car. And does it shine (the car!) Ted Moore, BM1c, and Dinty Moore, MM2c, are continually arguing as to which is the ugliest. Yeoman Kohler is writing a book called "One Enlistment in Mike's Beer Parlor" or "A Cruise Among the Bar Flies." The book should be a corker, judging from the author's experience. Morris, Sealc, and Bridges, Sea2c, returned the other morning without alibis as to how Morris lost two front teeth and how Bridges lost his jumper collar and hurt his right hand. Seaman Jernigan, who is a graduate of the Armorer's School, has learned much from his education. Some of his inventions are: Fan belts for automobiles from 12-thread line, ideas for conk-shell lamps, contraptions on washing machines, and many other ideas that won't work. Everyone is wondering what Radioman Roberts is getting paid for. Recently, after arising from a little siesta of only 28 hours, he remarked, "I gotta get some sleep." After being informed that a full day had elapsed, he remarked with a big yawn, "No wonder I'm hungry!" Seaman Lewis, who has more than twelve years' service, was discovered returning to the ship after several hours on business, with his jumper wrong side out. That accounts for his latest nickname, "Big Boot." Prince Charming Matthews, RM3c, is often seen riding in a new Ford in the neighborhood where Kohler, Y2c, had been seen many times. Has Matthews beaten Kohler's time? Priebe, CMM, has been telling tall stories of his ability to ride a surfboard. To illustrate his skill, he built one but we can't see what he was bragging about. He merely lies flat on the board and holds on for dear life!

NEW ORLEANS

Headquarters of the Coast Guard District embracing the waters of the Gulf of Mexico and adjacent territory have been moved from Mobile, Ala., to New Orleans, La., where offices have been secured in the Custom House.

CHARLESTON AIR STATION

By OAHU

THIS unit is happy to congratulate Pay Clerk Campbell upon receiving his permanent appointment as pay clerk, and think he richly deserved the reward for his untiring efforts in his line of work . . . We wonder why it is that "Doc" Coates runs around with such an air of activity, unless it could be that he works harder trying to get out of work than he ever does working . . . Mr. El Chico Ronrico "Butch" Macklin has been playing tennis at every available opportunity, trying to reduce that bulging waistline in hopes of passing a Snyder test soon. Incidentally, Macklin and "Moon" Mullins are the undefeated doubles champs at this writing. We also notice that "Butch" is taking the high school girls by storm with his 1939 Overland coupe, white sidewall tires and Miami license plate. It is the only car of its type in town and he keeps it out of town almost every week-end, giving the girls in Sylvester, Ga.; Jacksonville Beach, and Columbia a rare treat. Notice to local girls: Week days only; phone early.

"Sarj" Mullins pulled one out of the bag in this manner, which we consider the height of something or other. A boot wished to go ashore, but, being without uniform, asked "Sarj" for his. Always wishing to do his fellow shipmates a favor, "Sarj" helped the boot into his only liberty blues; then shortly thereafter started getting ready to make a liberty himself, and found, much to his chagrin and disgust, that he was without a uniform!

We are very happy to have McKenzie back with us in a duty capacity, after spending some time in the hospital with injuries sustained in the plane crash of July 18. Also, we are happy to welcome Dryden back in our midst, who, we understand, is leaving the hospital sometime this month, having been injured in the same plane crash.

Elliott is back with us, after spending the past seven or eight months at the Engine School and Repair Base, learning the finer points of airplane engines. Overheard the next morning after Elliott reported for duty: "I don't want to work as an ordinary mechanic; they told me up at the school that I would be a plane captain!"

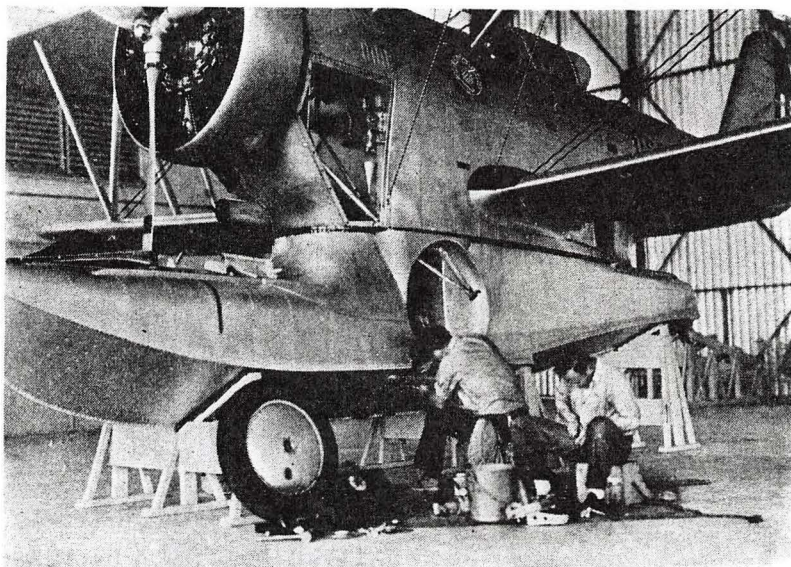
Jack Kimball is about to take on a new boss; none other than the local Miss Millie Judsun. After Kimball, Kid Connolly is expected to fall in line with Millie's sister Helen. Here's wishing all four of them smooth sailing.

We notice that Reudy was recommended for ACM1c, but only succeeded in getting a change of rate from AMM2c to ACM2c. We hope that the selection board will reconsider and give him the advancement, after him having given up his flight pay to saw wood.

Ornell is to be congratulated upon the way he handled the enlisting of the 59 men who were recently shipped in at this station. Some of the recruits experienced difficulty in getting accustomed to shoes, and even now some of them still insist on putting a layer of gravel in their brogans.

ACTIVE

On 9 October, the patrol boat *Active* took the disabled fishing schooner *Gertrude De Costa* in tow from a position approximately 10 miles southwest of Block Island and towed the vessel to Newport, R. I.



At Biloxi Air Station

NEW DIESEL

To answer a demand for a low-cost, economical power plant of 30 KW capacity, Caterpillar Tractor Co., of Peoria, Illinois, has added to its line of Diesel electric sets by announcing a model 46-30.

The new 30 kilowatt set includes a six-cylinder Diesel engine and, as in the 15 and 20 kilowatt sizes, has all electrical equipment inbuilt, with the exception of a circuit breaker. Less than an hour is required to install the set and have it providing light and power.

Uses for the new 20 kilowatt set are widely varied. It is particularly well suited for hotels and theatres, and can be used to power air-conditioning machinery in these and similar establishments. As a standby unit for airports, etc., it is also suitable. Like the smaller sets, it will fit into camps, carnivals, factories, ice plants, mines, quarries, and so forth.

The engine has but three operating adjustments, none of which involves the Diesel fuel system. The generator is of single unit construction, equipped with ball bearings. Built-in regulation enables the set to pick up large motor loads with little light flicker and voltage drop.

No rheostats, switchboards, instruments or complications of any sort are needed with the set. Because units of this capacity are almost always operated close to the power destination, even a voltage regulator is not necessary.

EXPANSION

The 125-foot patrol boats *Bonham* and *Nemaha* are being fitted out at the Coast Guard Depot, Baltimore, and will be stationed at Seward and Ketchikan, Alaska, respectively. Coast Guard will recommission over 90 small patrol craft which are now in a laid-up status. It is also revealed that, in addition to the 2,000 enlisted men recently authorized to be recruited, the Coast Guard will need almost three thousand more enlisted men to carry out the duties that have devolved upon it.

C.P.O. LIST

Coast Guard Headquarters has communicated to the Service the names of 170 petty officers, first class, who have been designated to take examinations for advancement in rating, commencing on or about 4 December, 1939.

TANEY

The cutter *Taney* has departed Honolulu for her regular quarterly visit to the Equatorial Islands. The *Taney* will put in at Canton Island to deliver equipment and freight for the Pan-American Airway Station that has been established there in connection with the San Francisco-New Zealand route.

LIGHTHOUSE PERSONNEL

The Commandant has announced that members of the crews of lighthouse vessels detailed to temporary duty at shore units, during the period of such duties, will receive \$1.95 per diem subsistence allowance in all Districts but the Juneau District, where the allowance will be increased to \$2.25.

TRAINING BASE

The training vessels *Joseph Conrad* and *American Seaman* will be stationed at Ft. Tampa, Fla., site of the Gulf Coast Training Station of the United States Maritime Service. The *American Seaman* is being fitted with additional equipment in order that she may be able to accommodate a total of 250 apprentice seamen.

REDUCE AGE LIMIT

Effective 20 October, 1939, the minimum age limit for enrollment in the United States Maritime Service will be reduced from 21 to 19 years. At the same time, the amount of previous experience necessary for entrance will be reduced from 2 years to one year.

GRUMMAN JRF-2

The Coast Guard has accepted delivery of the second Grumman JRF-2 patrol plane. The amphibian will be used in the neutrality patrol and as a rescue vessel.



Some Personal Opinions on C. G. Aviation

By "INTERESTED READER"
 (Known to Editor)

THE article on Aviation Training in the October issue of the U. S. COAST GUARD MAGAZINE states that our service finds itself on the brink of a dire shortage of aviation machinist's mates and the situation is becoming increasingly acute. You ask how this situation may be remedied, bearing in mind that an untrained man must undergo two years' practical training before being qualified to take over the duties of an aviation machinist's mate, third class. Your three methods given are, no doubt, the only practical means of eliminating the shortage, and you further state that if the first two of these methods were used, the morale of our men in aviation would be disrupted. To that I do not entirely agree, especially considering the type of picked men in our aviation organization.

To analyze the methods:

(1) Recruit civilian or Navy mechanics, giving them petty officer ratings.

To this I definitely agree with you, not only from the viewpoint of the morale of the aviation personnel, but also considering the proficiency of our own personnel in the service.

(2) Transfer sea-going machinist's mates from general service to the aviation organization.

How would this method disrupt the morale of the aviation personnel? If, through advancement, whose morale would be disrupted?

For example: I am personally acquainted with two petty officers, first class. One, an aviation machinist's mate, first class, has been advanced from a non-rated status to that of petty officer, first class, in the aviation section within the past five years. The rating was not thrown at him: he earned it through his own initiative and ambition to gain the knowledge and skill which is so vital to the upkeep and maintenance of our aircraft.

The second petty officer, first class (sea-going), has held his rating for the past five years, and he is meticulous and accurate in his work (a necessary characteristic in aviation) and is seeking further knowledge by constant studying.

In the case of an acute shortage in aviation machinist's mates, supposing this sea-going petty officer was transferred to aviation. True, it would hold up the advancement of a particular second class man and the corresponding lower ratings temporarily, but if the advancement were placed in order of seniority in the aviation organization, the

former petty officer might be placed on the eligible list for chief petty officer, the second class petty officer on the eligible list for the vacancy, and so on down to the non-rated man.

As far as advancement is concerned, the sea-going man has held his rating for five years and our organization, whether it be aeronautical or sea-going, is all for the betterment of the Coast Guard in general. It is true that not all our machinist's mates or ex-motor machinist's mates would be adapted for aviation, as not all would have that important characteristic of a good aviation mechanic, i. e., the feeling of responsibility and refusal to do slipshod work, the covering up of mistakes, or taking anything for granted as to the condition of the craft in his care. However, we must have a number of well qualified men who should be worthy of such a transfer until the acute shortage has been eliminated and your third method is well underway. Because of the shortage, the ratings should not be passed out simply to fill a vacancy, as it not only hurts our organization, but also lowers the efficiency of the man through inadequate training.

Your third method as suggested by a "well qualified gentleman," viz: the assignment of ten non-rated men to the seven air stations for a definite period of training, is not only logical, but seems necessary.

The training of men for aviation is of paramount importance to the organization concerned. It is doubtful if any other work in our service is dependent to such a great extent upon the knowledge and skill of the mechanics, and it certainly is true of aviation work more than any other, that accuracy and thoroughness is absolutely essential.

One of the most unfortunate features of early aviation training lay in the shortness of the time offered for completion of training. During the early days there was utmost skepticism as to the possibility of ever requiring as long as one year for adequate training, yet today the trend is toward a course of not less than two years of full-time day work before completion of the necessary subjects. The pilot who manipulates the controls needs definite instruction, but so also does the mechanic, as the pilots' manipulations depend a great deal on the accuracy and thoroughness of the mechanic.

For an efficient training program a good instructor is essential. The administration and supervision may be excellent, the equipment and supplies adequate, the buildings suitable, but the training cannot be first-



SERVICE TRIO

Surfman Robert Miller, of the Chicago District, with son Wayne, and Mrs. Miller.

class without an experienced and well-trained instructor who knows his subject. It is not enough for an individual to have knowledge, experience, and skill alone, but he must know the fundamentals of teaching, and the organization of the course of study. He must know how to analyze his subject matter, and, most important of all, know how to present his lessons according to the learning process.

A CAA ruling allows a non-licensed man to work upon aircraft and their power plants under the supervision of a licensed man until this non-licensed man has the required time (two years) to make application for his license.

If, at each air station, we have qualified petty officers for instructors an assignment of ten non-rated men to these stations for such a period in practical and theoretical training would give us trained men at the termination of this training, which would give us security for future personnel.

While on the subject of training, I should like to bring up the subject of correspondence courses. The Institute has, in its curriculum, a "Non-rated Man to Aviation Machinist's Mate" course and a preparatory Aviation Chief Machinist's Mate course in which the latest texts available are being used. Aviation, progressing as it is day after day, makes it practically impossible to keep such a course up-to-date. Correspondence course training serves a definite purpose for those already attached to the aviation organization, as well as providing a wedge for those interested.

The student governs the limit of knowledge acquired in such a course by his own perseverance and initiative in desiring to gain this knowledge and as the theory of flight and the internal combustion engine remains the same, although the method of producing each changes day after day, this type of study gives a man the groundwork or foundation upon which he may further his knowledge, skill, and accuracy.

A picked non-rated man who completes a correspondence course on his own initiative, in conjunction with a two-year course of instruction under qualified instructors for a definite period, should give to our service machinist's mates and aviation personnel second to none.

ALASKA DATA

Recently, upon completion of the Bering Sea Patrol Force for the 1939 season, the Commander of the Force, at the request of the Department of Commerce, submitted to the Bureau of the Census complete sociological reports and census of several towns and villages in Alaska.

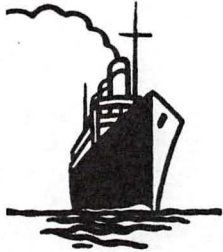


MEN WITH WINGS

Left to right—Harry W. Logan, AMM1c, aviation pilot at Biloxi. The late John Radan, AMM2c, lost on the V-164. Charles Whalen, Walter Salter and Carl Simon, trio of mechanics at Floyd Bennett Air Station. The last named three escaped almost uninjured from the wreck of the V-164 which claimed the lives of Lieutenant Clemmer and Mechanic John Radan last July.

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For other particulars, apply

Kerr Steamship Company, Inc.

17 BATTERY PLACE

NEW YORK CITY



AVIATION CONFERENCE AT HEADQUARTERS

Aviators attend recent conference at Headquarters. (Left to right)—Lt. G. H. Bowerman, Lt. K. P. Maley, Lt. Comdr. N. Nelson, Lt. S. Lånholm, Lt. C. L. Harding, Lt. Comdr. F. A. Leamy, Lt. W. Scheible, Lt. C. F. Edge, Lt. W. E. Sinton, Lt. A. J. Hesford, Lt. W. A. Burton, and Lt. Comdr. R. L. Raney.

BEACHED SAILORS

The Coast Guard has placed all of its maritime training facilities and a new 1,000-man camp at the disposal of American sailors beached by the neutrality law.

Rear Admiral R. R. Waesche, Coast Guard Commandant, ordered training schools at New York, New London, Conn., and Alameda, Calif., not to enroll any more men for training unless they were seamen who had lost their jobs when the neutrality law stopped American shipping to the war zone.

He also notified officials in Boston to precede "immediately" to set up a new training station at Gallups Island in Boston Harbor, with accommodations for 1,000 additional recruits.

Admiral Waesche's orders followed President Roosevelt's announcement that he would seek relief for the beached merchant mariners.

While in the training schools the mariners will receive food, shelter, clothing, transportation and at least \$36 in cash per month.

Higher cash allowances are paid to higher grades of seamen and to all trainees after the first two months in school.

The training schools were established about a year ago by the Maritime Commission to improve the personnel of the merchant marine. *The Maritime Commission supplies only the money, however, and the schools are administered by the Coast Guard.*

The schools are open only to sailors with at least one year's experience at sea. Graduates are enrolled in a maritime reserve which entitles them to small unemployment benefits.

ARGO

Argo towed the disabled Dragger *Sebastiana C* from a position approximately 8 miles east by south of Pollock Rip Light-vessel to Gloucester Harbor.

Argo took the disabled fishing boat *Acushnet* in tow from a position approximately 32 miles northeast by east of Nantucket Lightvessel and towed the disabled craft to New Bedford, where she arrived on the 16th.

Argo towed the disabled Dragger *Catherine C* from a position approximately 50

miles south-southeast of Nantucket Island to New Bedford.

Argo took the disabled fishing vessel *Rose Harvis* in tow from a position off Pollock Rip Lightvessel and towed the disabled craft to Woods Hole.

NEXT BEST

By HARVEY E. WARD

My old pay Joe is quite a rip,
 For him no pleasures mild;
 He likes his rum and whiskey straight
 And he likes his women wild.

His mad exploits have been well known
 For years around the town,
 Yet he showed no signs of weakening,
 No signs of slowing down.

But to all things at last there comes
 A certain diminution,
 And women and liquor finally wrecked
 His iron constitution.

"The best thing you can do, my boy,"
 The kind old doctor said,
 "Is lay off booze and women—
 If you don't, you'll soon be dead."

These words Joe hated much to hear,
 For he loved his pleasures gay;
 He raised up on his elbow
 And these words I heard him say:

"I have no doubt that your advice
 Will much improvement bring.
 But, doctor, confidentially,
 What is the next best thing?"



FLEW CONTINENT

Vernon Tully, ACMM, of Biloxi, one of several pilots who recently completed trans-continental flights in bringing planes to the Atlantic Coast for participation in the neutrality patrol.

1940

Aviation And Safety

CGM
Vol. 13
#5
March, 1940

EFFICIENCY in the conduct of aerial assistance operations depend largely upon the degree of safety by which the operations can be accomplished. Coast Guard pilots are called upon to risk their lives and those of their men on missions which, if successful, may save human lives but which, if unsuccessful, can in no way help those requiring assistance and might result in disaster for the Coast Guard personnel and aircraft involved.

THE SITUATION

Let us assume the following hypothetical situation: A Coast Guard plane has been flying at sea for several hours when it comes upon wreckage to which people are clinging. A high wind is blowing. The sea is too rough to risk a landing. Visibility is poor and darkness is approaching. The fuel remaining is barely sufficient for the plane to remain on the scene for an hour and still reach shelter. The nearest vessel is at least three hours away. A strong current is drifting the wreckage.

The logical course open to the assisting plane is: to broadcast the dead reckoning position, which can be only an approximation of the true position because of the lack of fixes and the drift due to the high wind; to take radio bearings on the nearest searching vessel; to run down the bearing to determine the distance; to give this information to the vessel and then return to the base. The distance and bearing determined in this manner would be greatly affected by any errors made in estimating the force of the wind. Those with experience in searching for small objects at sea will realize what a small chance the vessel will have of successfully running down the bearing and locating the wreckage after a three-hour run. In that time the current will very likely set it beyond the limit of visibility. The visibility of the wreckage will be restricted as it lays low in the water thereby offering a poor profile.

MIGHT DROP JACKETS

The plane might drop life jackets to the persons in the water before leaving the scene but it is doubtful if it could leave anything else to aid the survivors until surface craft arrive. The plane would be of greater value if it were capable of landing more suitable equipment such as rubber life boats, emergency rations, first aid equipment or marker, either visual or radio, designed to attract rescue vessels to the scene. It appears that this would be the safest and most efficient means of giving assistance.

That is is practical to drop equipment of this nature is demonstrated by the fact that a large range of diverse equipment is successfully landed by planes employed by the U. S. Forest Service. The efficiency of fire suppression work depends upon the efficiency with which facilities necessary to service fire fighters are transported to the scene of operations. In inaccessible areas, it is necessary to resort to the aerial delivery of supplies in order to reduce the time element to an absolute minimum. To meet this need, Region 5 of the U. S. Forest Service conducted extensive experiments

Captain L. T. Chalker, U.S.C.G., Head of Aviation, States, "There Is Considerable Merit in What Lieutenant Erickson Has Written"—Commander E. A. Coffin, U.S.C.G., Commanding the Taney, Wrote, "The Various Appliances and Equipment Described in This Article, Together With the Suggestions Given For Their Application to Coast Guard Work in the Air, Are Certainly Worthy of Headquarters' Careful Consideration."

By LIEUTENANT F. A. ERICKSON, U.S.C.G.
(U. S. S. Taney)

which resulted in the development of an efficient, inexpensive cargo parachute and a suitable cargo hatch, releasing gear and a bomb sight, with which maximum accuracy can be attained in the landing of cargo.

The canopy of the cargo parachute is made from a good grade of material known as "cropped and mangled" burlap. Standard widths of the material are hemmed on each end and sewed together to form a square canopy. The 12-ounce material is the most efficient retarder. A vent in the top of the canopy is unnecessary because the material is sufficiently porous to permit the escape of air through the fabric. Two linen shrouds are made up in 22-foot lengths for each chute. The ends are tied to the diagonally opposite corners of the canopy with a square knot which is locked by a half hitch. An overhand knot in the end of the shroud line prevents the half hitch from working out. The shroud lines are extended and a thimble is secured at the bottom or middle point on the shroud lines, by means of a special knot developed for this purpose. The U. S. Forest Service pamphlet, "Aerial Delivery of Supplies," illustrates with several sketches the method of making up and packing the parachute and demonstrates the proper methods for loading cargo.

120-POUND LOAD

The 9 x 9, 12-ounce cargo parachute will carry a 120-pound load with a rate of descent of 40 feet per second. It has been



Lieut. F. A. Erickson, U.S.C.G.

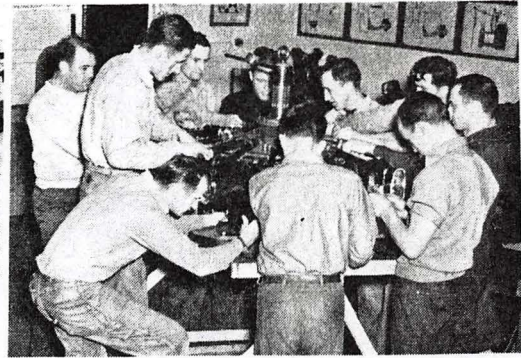
determined by experiment that for the great bulk of supplies used in fire suppression work, a 40-foot per second rate of descent will not produce too great a shock on landing on rocks or very hard ground. However, for the landing of certain supplies, special packing is required and the weight ratio reduced in order to cut down the rate of descent. Among items under this heading, which are landed by parachute are batteries, eggs, electric flash lights, small radio trans-receiver sets and radio tubes.

OPEN HATCH

The type of plane used for this experimental work is a Stinson Reliant, Model SR10FD. A dropping hatch is installed in accordance with the following specifications: "A rectangular open hatch of minimum inside width of 14 5/8 inches and minimum inside length 33 7/8 inches shall be provided through the floor as near aft of the pilot's seat as the fuselage construction allows. Fittings along the side walls of the hatch shall be flush with the cabin floor and arranged in such a way to attach and remove a package dropping chute which will be furnished by the Government. Weight of detachable dropping chute 40 pounds. The side hatch members and their fittings shall have the required factor of safety to sustain a total load of 700 pounds during flight, take off, or landing. A hatch cover flush with the floor shall be provided for use when the package dropping chute has been removed. This hatch cover shall also contain a false bottom with fabric covering to be flush and tangent with the lower fabric surface, and shall be operative from the inside of the aircraft, and shall be so constructed that the weight applied on the inside cannot displace from opening." In addition provision is made for the mounting of a bomb sight. The specifications covering this feature are quoted as follows: "The window beside the co-pilot's seat (on the right side of the cockpit) shall be of sufficient width and depth when open to allow the co-pilot to project head, right shoulder and arm outside of the cabin to permit unobstructed vision forward and downward. A suitable auxiliary, adjustable and detachable windshield shall be provided to protect the co-pilot's face from the propeller blast while in the above mentioned position. This windshield shall also protect a small bomb sight which will be installed by bidder outside of the fuselage on or near the window sill. A bomb sight bracket shall be provided behind the windshield to permit ready installation of the bomb sight. This sight to be furnished

(Continued on Page 38.)

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AT ENGINE SCHOOL AND REPAIR BASE

Photos by J. R. MacLeod, CMM.

Overhauling electrical accessories for gasoline engines at Engine School and Repair Base, Norfolk, Va. (Gasoline and Diesel Engine Class.)

Overhauling aviation engines at Engine School and Repair Base, Norfolk. (Aviation Engine Class.)



Photo by J. R. MacLeod, CMM.

GRADUATING CLASS

Seated, left to right—Guy R. Hunter, MM1c, Ass't Instructor; Hal S. Ward, CMM, Instructor; Ch. Mach. T. E. McCreedy, Executive Officer; Commander (E) W. M. Troll, Commanding Officer; Charles R. Cook, CMM, Instructor; Herbert H. Hall, WT1c, Ass't Instructor.
Standing, center row, left to right—Donald A. Drisko, Surfman, Salem Air Station; Seaborn W. Garrett, Sealc, Biloxi Air Station; Roy L. Dean, Sealc, St. Petersburg Air Station; James A. Boone, F2c, New York Air Station; Harold D. Bennett, F1c, Port Angeles Air Station; Homer J. Tessier, F1c, Miami Air Station; George Gabritsch, F1c, Charleston Air Station; Wilmer P. Miller, Sealc, San Diego Air Station, and Ralph E. LaMott, F1c, Port Angeles Air Station.
Rear row, standing, left to right—Thomas A. Hammond, Sealc, Miami Air Station; Henry Snyder, Sealc, Miami Air Station; Rocco J. Guarino, Sealc, Salem Air Station; Benjamin A. Burge, Sealc, Charleston Air Station; Julian E. White, Sealc, New York Air Station, and Kristian F. Andersen, QM3c, San Diego Air Station.

ENGINE SCHOOL AND REPAIR BASE
By FLOYD RIGGS AND OTHERS

ANOTHER Aviation Engine Class graduated on February 3, 1940, and have been returned to their stations to keep things humming. All made excellent marks while here and we are glad to list their names below. This class was composed of the following named men: Donald A. Drisko, Surfman, Salem Air Station; Seaborn W. Garrett, Sealc, Biloxi Air Station; Roy L. Dean, Sealc, St. Petersburg Air Station; James A. Boone, F2c, New York Air Station; Harold D. Bennett, F1c, Port Angeles Air Station; Homer J. Tessier, F1c, Miami Air Station; George Gabritsch, F1c, Charleston Air Station; Wilmer P. Miller, Sealc, San Diego Air Station; Ralph E. LaMott, F1c, Port Angeles Air Station; Thomas A. Hammond, Sealc, Miami Air Station; Henry Snyder, Sealc, Miami Air Station; Rocco J. Guarino, Sealc, Salem Air Station; Benjamin A. Burge, Sealc, Charleston Air Station; Julian E. White, Sealc, New York Air Station, and Kristian F. Andersen, QM3c, San Diego Air Station. These boys certainly made many friends while here and we certainly wish them all the luck in the world.

Due to the bad weather all activities pertaining to football had to be called off and LaMott managed to graduate and depart with his squad before the surfmen had an opportunity to settle the argument. Those surfmen are getting ready to do some real training and thinking about the baseball season which will open soon, they have already lined up their teams and they think that with a little elimination, they will take on all comers. So when you see them in a huddle around the table on topside now, you can just bet that they are not watching LaMott and White with their never-ending ping pong contest. Yes, the bad weather was certainly rough on the boys and about all that they could do for amusement was to play marbles and in that Guy Hunter was taking all of these as fast as they put them in the game, until someone got wise and ran in a couple of steel balls. These played havoc to Hunter's "glasses" and he decided it was better to loan them a few to play with than to have all of his broken.

The one that we are expected to believe this month comes from John W. Short, EM3c, Base Eleven. Short claims that the speed cop told him to "come on, step on it" and then gave him a ticket for speeding. This ticket being worth six dollars in court in favor of the state. Our "Block-Head" prize goes uncontested to our own Claude D. Thorpe, CMM, who so faithfully followed the advise of his "alley

lawyer," that he failed to submit a claim for his war bonus, thinking that he was not entitled to it. He has real first hand information now from reliable sources and is ready to dispense it at any time, if anyone cares to listen to his story as to why he didn't get his.

Dickerson, our Y1c, who acts as pill dispenser and general "Filler-in Man," says that it's not the sick ones that bother him, but the "Cream Puff Squad" who invariably bring up the chorus with their aches and pains. Dickerson also entered a strong protest with your reporter, his chief complaint being that he does not sell enough magazines and that too many want to borrow his after he has read it. He states that he is continually getting in Dutch with the missus, as he must either carry the magazine home or explain where the two-bits went to, so why not help him out, fellows, and see your reporter. He usually has one that he will be glad to sell you, and will not embarrass you by offering to let you read it free. At meal-times, you will always find your reporter in the mess hall. No, don't confuse him with the "Cream Puff Squad."

As much as we regret to admit it, but we must. If you will notice the graduating class picture by CMM J. R. MacLeod, elsewhere in this issue, you will discover that the Chief Aviation Engine Instructor, Charles R. Cook, CMM, appears to be sound asleep, or his eyes are closed. We never expected Cook to be caught "napping" with his class during working hours. Wonder if it's the farm that's making him that way or did MacLeod play a "photographer's trick" on him. Better keep better hours, Cook.

We wonder when our Mad Russian Kirby will complete the overhaul of his new used car. Doesn't seem to make any difference whether it's the old Buick or the new used Oldsmobile, Kirby spends most of his time under the hood.

The next class will assemble here on April 4, 1940, and will be for the Gasoline and Diesel Engine Course. Suggest that those who may be interested get their applications in.

ALGONQUIN

The *Algonquin* took the disabled trawler *Lark* in tow in a position approximately 85 miles east of Boston and towed the craft to Boston. The *Lark* had previously been taken in tow in a position approximately 300 miles east of Boston by the cutter *Cayuga* on 17 January, on which day the *Cayuga* while endeavoring to pass a 10-inch line to the *Lark*, fouled the line in the *Cayuga's* wheel.

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CAPE MAY COMMENTS

JANUARY BROUGHT real winter to Cape May, with freezing temperatures practically all month. Snow was plentiful and keeping the landing field clear was a major task. The only available plow was a road scrapper and with "Hank" Milliken, AMM1c, as ballast, it was a startling sight to see the scraper tearing through snow drifts at forty miles per hour, towed by a truck. For the first time in years, Cape May Harbor was completely covered with ice, and many calls for assistance were received from vessels icebound.

The right way to run a New Year's dance was demonstrated by a committee under the direction of Gunner W. O. Dwyer. It was agreed by all hands that this was the best dance yet, and plans are now under way to hold regular monthly dances. Social activities in Cape May are very limited during winter months, and dances at the Air Station are eagerly looked forward to by the residents of Cape May.

We are glad to report the recovery of Gay A. York, CRM, from a severe attack of "flu." "Pappy" is back in flying status again, and with Lonnie Bridges, ACMM, is now in Santa Monica, Calif., on temporary duty in connection with the purchase of a new Lockheed Lodestar.

With the continued cold, ice skating enjoyed great popularity, and Herman Pedersen, CMM, went skating. With his double runner skates, Pete turned a pond into ice cubes in no time. Pete says the grade of ice in Cape May is much inferior to ice in Norway. A welcome visitor was Lieutenant E. E. Fabey, formerly of Cape May Air Station, who piloted the V-170 to Biloxi. "Doc" Scott, PhM1c, has a haunted hedge in front of his house which continually jumps out and tangles in the front wheels of his car. At least, that's what "Doc" states. At a recent amateur contest in Cape May, Richard Addis, Sea2c, won a prize as "Donald the Duck," and prizes were awarded to Henry Wolfe, BM1c, and Charles O. Franklin, Sea2c, in a violin and guitar number. Richard Ward, MM2c, returned from ten days' leave with a blushing bride. Blessed events are numerous these days, led by Chief Boatswain A. F. Pittman with twins, and followed by Lockburn Shaw, Sealc; Louis Cole, Sealc, and Joseph Miller, MM2c, with girls all around. Congratulations. Matrimonial rumors are thick and concern Richard Ward, MM2c; Gus Olson, Sealc, and Jack Graham, Sealc. Raymond Fair, RM1c, was nicknamed the "Rainbow Kid" when he flashed his new Christmas underwear and socks. Fair's famous snoring terminated with the gang paying for a room for him in town and getting him watch standers liberty so he could use it. Peter Marcoux, GM1c, was transferred to Jacksonville District as small arms instructor just in time to miss the cold weather. When Robert Mallard, RM1c, was questioned as to what an "ohm" was he replied "an Englishman's castle." "Fat Stuff" Price, Sea2c, calls his girl friend "Woo-Woo" and seems to be

hitting it off nicely. Transfers to Light-house tenders are numerous, and Richard Addis, Sea2c, is much worried that some day he may have to wear "Tender Pansy" on his flat hat. Walter Cross, CGM, is a big winner on pin ball machines, using so much "body English" that for hours after a heavy session he can be seen weaving around as if guiding an imaginary ball. Congratulations to Gerald McGovern, new aviation chief machinist's mate.

The wind may be howling in Cape May, but it will never reach the intensity that the violin of Barron, Y1c, reaches. There may be a lot of people laying claim to being the biggest noise in the Coast Guard, but I do hereby state that Barron and his violin should receive this high honor, and without any objections from anyone. "Barronoff and his violin" is what he is called down in Cape May. And can he swing out the "Beer Barron Polka."

Although Christmas is long past, our dear old Uncle Sammy is still playing the role of Santa Claus. The other day saw seven of our radio school students leave the confines of the Fort, and upon leaving were presented with their third class rates. The graduates are as follows: Reggie Budd, to N. Y. D.; Hanie Cole, to Jax. Dist.; Punchy Goeke, to the Jackson; Joe Hajj, to San Fran. Dist.; Mac McCracken, to Norfolk Dist.; Bob Shrout, to N. Y. D.

The writer of this column thinks that the writer of Trumbull Tales must be a screwball.

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ERVAN'S CAFE
KEYSTONE 6214
SCHELLENGER'S LANDING
Cape May, N. J.

WOODBURY
The 125-foot patrol boat *Woodbury* has been ordered from her station at Galveston, Texas, to report at the Coast Guard Depot, Curtis Bay, Md., by 4 February to undergo certain miscellaneous hull and machinery repairs and for hull sheathing.

AB-26
AB-26 removed two marooned persons from an island in Jenkins Creek (Chesapeake Bay).

QUESTIONS

... and ...

ANSWERS

☆ — ☆ — ☆ — ☆


A Service to The Service

•

Conducted by

ED LLOYD

☆ — ☆ — ☆ — ☆



- Q.** IN WHAT month and year did the Coast Guard send vessels to protect American interests in Cuba?
- A.** At various dates during September, 1933.
* * * * *
- Q.** What was the last statement made by the Post Office Department with regard to the issuance of a Coast Guard commemorative stamp this year?
- A.** The last statement issued by Ramsey S. Black, Third Assistant Postmaster General, was: "Such action seems highly improbable because of the large number of stamps already approved for 1940."
* * * * *
- Q.** When does the next class start in aviation engine training for non-rated men?
- A.** The next class at the Coast Guard Engine School and Repair Base at Norfolk, Va., starts on July 5, 1940. The next class at the Navy Primary Aviation Machinist's Mates School at the Naval Training Station, Norfolk Va., starts on March 11, 1940.
* * * * *
- Q.** What are the qualifications for entering the above schools?
- A.** The qualifications for entering the Engine School and Repair Base are set forth

- in Personnel Bulletin 10-38, sub-paragraph (i), which states in part "This course is limited to aviation ratings and men in training at air stations for aviation ratings."
- The qualifications necessary for entrance to the Navy school are that a man should have been attached to an aviation unit, show marked mechanical aptitude and have a high school education.
* * * * *
- Q.** How long does the schooling last?
- A.** The course at both of the above-mentioned schools is approximately six months long.
* * * * *
- Q.** How can a non-rated man in general service get into aviation?
- A.** By requesting transfer to an air station for general duty. At the air station the man will be judged whether suited for special training at the Engine School.
* * * * *
- Q.** Can a "Revolution," speaking of national revolt, fail?
- A.** A "revolution" to be properly covered by that word, must succeed. If there is not a complete turn-over it is not a revolution.

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Photos by Rubado, EM2c, and Willoughby, EM1c.
ON THE INGHAM

Left—Office force of the Ingham. Left to right, kneeling—Doherty, Y3c; Jorgenson, Y2c. Standing—Foree, Y3c; Pay Clerk W. P. Clement, and Darrow, Y2c.
Center—Bay inspection on the Ingham.
Right—Bum boats bartering with the crew of the Ingham at Ponta Delgada, St. Miguel, Azores.

ONONDAGA

While on the Pacific Coast, Rear Admiral R. R. Waesche, U.S.C.G., the Commandant, held a conference on board the *Onondaga*, attended by the commissioned and warrant officers attached to all units in the vicinity of the Columbia River. The cutter was docked at Tongue Point and the Admiral inspected the Astoria base and buoy depot, where new construction has been in progress during the last year.

At general muster on board the cutter, Admiral Waesche presented letters of commendation to the officer and crew of the *Onondaga's* lifeboat that had recently brought off survivors of the wrecked auxiliary schooner *Varsity*; through a heavy surf pounding on the shores of Vancouver Island. The vessel had been totally demolished two days before being located and the survivors were in need of medical attention. They could not be taken over the trail on shore.

The Commandant had but a few days previously sent out the letters before departing to the Pacific Coast by airplane travel.

The boat's officer and crew were: Lieut. (j.g.) R. R. Waesche, Jr.; James A. Sweeney, CBM; Ainsworth E. Kruger, BM2c; Joseph M. Kuntz, Sea1c; John T. Roberts, Sea1c; James O. Johnsrud, Sea2c; Charles W. Olson, Sea2c, and Norman J. Wirsching, F3c. All received letters identical in substance, as follows:

"On 8 February, 1940, while you were a member of the crew of a surfboat from the *Onondaga*, you assisted in suc-

cessfully landing the boat through a heavy surf, removed three wounded survivors of the wrecked American Seiner *Varsity*, from the vicinity of Pachena Point, Vancouver Island, and assisted in successfully launching the boat through the heavy surf to place the rescued on board the *Onondaga* for further transportation to Port Angeles, Washington, where medical attention was provided.

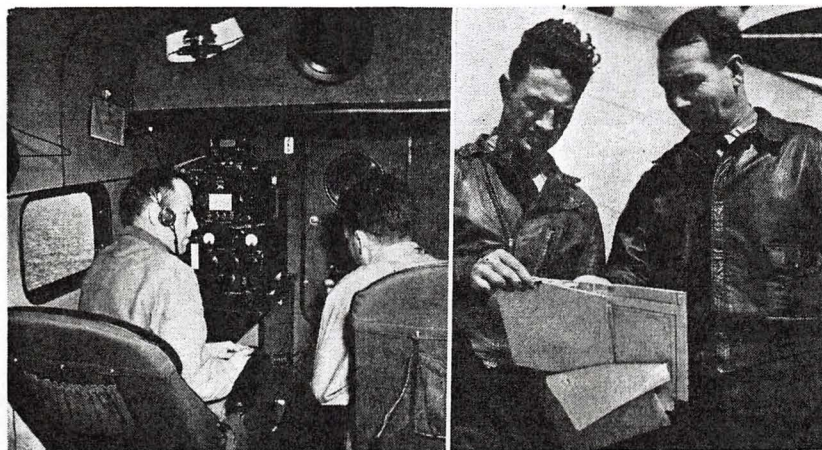
"Your action on this occasion is in keeping with the best traditions of the Coast Guard, and the Commandant takes great pleasure in commending you for your courageous and skillful performance of duty under adverse conditions.

"A copy of the letter will be filed with your official record."

In addressing those present, the Commandant remarked briefly of his familiarity with the perils of the North Pacific and Vancouver Island coastline during violent winter storms, and recollected instances of similar rescues while he had been stationed here in the *Snohomish* and old *Algonquin*.

APPRECIATION

Richard G. Messer, PhM1c, stationed at the Marine Hospital, Hudson and Jay Streets, New York City, and Mrs. Messer wish to thank their many friends and the League of Coast Guard Women for their kindness and sympathy during the illness and death of their son, Richard G., Jr., age 11 years. Death occurred on April 2, 1940, and interment was in Cedar Bluff Cemetery, Annapolis, Md.



Boro Wide Photos
AT NEW YORK AIR STATION

Lieutenant Watson A. Burton, U.S.C.G., commanding.
Left—Interior V-175, twin-engine Grumman. Carroll W. Meeks, RM1c; W. M. Reeves, AMM1c.
Right—Lieut. W. A. Burton (right), Commanding Officer, New York Air Station; Joseph A. Webber, aviation pilot, discussing chart prior to take-off.

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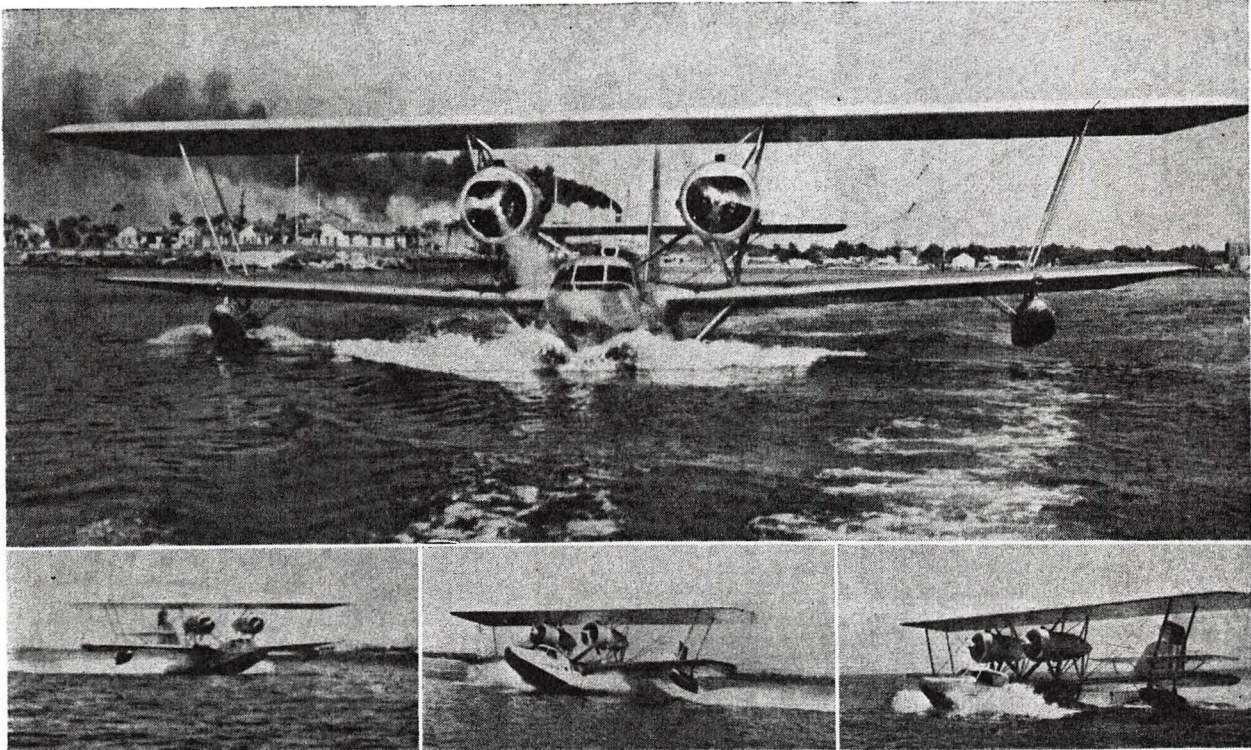
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you'll like!

SAY KELLOGG'S BEFORE
YOU SAY CORN FLAKES

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FOR HUMANITARIAN SERVICE FROM THE AIR

But the P-13, shown above undergoing acceptance trials at St. Petersburg, Fla., can quickly be converted into a combat ship. Three P-13 patrol planes have been delivered within the past few days. V-180

went to the Salem, Mass., air base, V-181 and V-182 were assigned to the Cape May, N. J., air base. Only one plane of the original order of seven remains undelivered.

About Coast Guard Flying

THIS ARTICLE is almost entirely the results of a recent interview with a Coast Guard commissioned officer, and, as the reader will see, it touches upon many salient points which have been much under discussion in recent months.

The need for perfect cooperation and co-ordination between the Coast Guard's air force and sea force was never more urgent than at the present time. The blunders of the British Ministry of War in failing to coordinate the movements of its air force with its sea and land expeditionary forces is an example from which all our Services can learn much. That example is a spectacular one with which all the world is now familiar. There are lesser examples, however, much nearer home.

SPEED NOW EXISTS

Our Coast Guard is now engaged in the process of girding its loins in preparation for any and all eventualities, and out of these preparations there will most certainly develop the need for close cooperation between our air and sea forces. In fact, the need already exists.

Unfortunately, the Brass Hats of the British Navy resented the prestige of the Royal Air Force when that force began to develop. Unfortunately, the masterminds of the U. S. Navy long resented the ambitious efforts of air-minded officers. And, again unfortunately, there has been much resentment of the amazing growth of the Coast Guard's air department.

The growth of aviation seems always to have been cursed by jealousies and misunderstandings. There is no doubt that avi-

A Discussion of Some of the Problems Confronting Coast Guard Flight Development.

By EDWARD LLOYD

ators have been just as much to blame for these misunderstandings as have seagoing personnel.

We hope and believe that the following series of forceful statements made by one of the Coast Guard's outstanding aviators will do much to create a better understanding of the aviation situation.

The officer speaks:

"I have read with interest the article in the May issue of the U. S. COAST GUARD MAGAZINE relative to sea and air. It is obvious that the persons who expressed the views contained in that article are crossing the bridge before they come to it and that they have several mistaken impressions. For instance, their statement: 'There is very little room in Coast Guard aviation for fliers over forty years of age.'

"We don't know yet whether or not there will be room for fliers over forty years of age in Coast Guard aviation and we won't know until that time comes. Incidentally, that age is in error. Our aviators, for the most part, should be able to fly until they are forty-five or fifty.

FUTURE DEVELOPMENTS

"Another consideration is this: Who knows but what in five or ten years, or at

the time our aviators get to be forty-five or fifty, we will have large planes which will be used on Bering Sea patrol or ice patrol and for other duties requiring a tremendous range, and possibly these planes will be commanded by a two-and-a-half striper or a three striper who will actually do very little of the piloting but will act as flight captain much the same as the flight captains of the trans-Atlantic airplanes at present.

"Relative to the objection voiced regarding an aviator who has been in aviation for fifteen years and finally has to return to sea duty at forty; I do not believe that he will be so woefully unqualified as outlined. Stop and consider that while a Coast Guard officer is on aviation duty he is navigating, concerned with certain types of seamanship, and actively carrying on various and sundry Coast Guard duties. His administrative ability improves as he goes along, and he becomes more mature in his judgment. It would appear that this training is not so far from the training and experience an officer should have in order to be a competent executive officer or commanding officer of a Coast Guard cutter.

"I do not think there would be any more objection to an officer of this background going back to line duty than there was when engineering and the line were combined and various engineering officers went to line duty.

"Aviation is a specialty. This fact must be accepted and those officers who show by their records that they are doing a good job for the Coast Guard in aviation should be allowed to remain in aviation for the du-

ration of their careers and so long as they are physically able!

"The use of the proper type of aircraft aboard our new cutters will ultimately prove entirely practicable and there is no reason why many of the aviators cannot be assigned to our cutters and thereby maintain a close touch with the sea-going organization.

"To get back to my original point, even the most ardent aviation enthusiast does not have sufficient imagination to predict how big or how important Coast Guard aviation will become in the next ten years. I think anyone with imagination or foresight will agree with me that it has a tremendous future.

HAD SAME PROBLEM

"We are, of course, going through the same situation that the engineers went through thirty or forty years ago. At that time, and even in more recent years, engineers were looked upon as a necessary evil—somebody to dirty up the berth deck or the wardroom. Times have changed, and engineers are now considered equally important to the line branch, and the two work hand in hand. And so it will be with aviation. In time our problem will work itself out.

"The job at present is to go to work and promote and foster improved, more intelligent ship-plane operations, in order that the entire Service will be more efficient and, as a result of this improved efficiency, receive more credit and, consequently, bigger and better appropriations."

DATA ON HOUSING

The Coast Guard Alumni Association has collected and mimeographed data on housing conditions and other information of interest concerning cities in which Coast Guard personnel are maintained. A copy of the data will be mailed to each officer who is ordered to a new station.

AIR BASES

With ten Coast Guard air bases located at strategic positions on the Atlantic, Gulf and Pacific coasts, there is some feeling in that Service that unless the Navy takes

advantage of such bases in carrying out the increased air base program introduced into Congress some needless duplication and expense will be incurred.

The Coast Guard maintains self-sustaining air bases at Salem, Mass.; Long Island, N. Y.; Elizabeth City, N. C.; Charleston, S. C.; Miami, Fla.; St. Petersburg, Fla.; Biloxi, Miss.; San Diego, Calif.; San Francisco, Calif., and Port Angeles, Wash. The bill introduced into the House of Representatives this week would authorize funds for construction or enlargement of naval air bases at or near, among other points, Norfolk, Va.; Seattle, Wash.; Quonset Point, R. I.; San Diego, Calif.

PERSONNEL INCREASE

President Roosevelt has asked Congress to appropriate an additional \$2,518,900 for the Coast Guard in order to bring the enlisted complement of its vessels up to war strength. In making the request, the President stated, "These estimates are necessary to provide for pay, allowances and other expenses of 2,500 additional men for the Coast Guard in order that the vessels of that service may be manned adequately for the duties devolving upon it by reason of the existing international situation."

LIGHTHOUSE RESCUE

Four Pawtucket men were rescued at Newport by Carlton Small, assistant light keeper at Hog Island light, when their skiff capsized as they were fishing in Mount Hope Bay.

Seeing the men floundering in the water near their overturned boat, Small rowed out and pulled them aboard. Those rescued were Leo Berube, Arthur E. Foisy, Wilfred J. Massey and Henry J. Coleman.

NEW REGULATIONS

Following an intensive study of the regulations governing the personnel of the armed services of a number of foreign nations, together with a review of all previous ones in use from time to time in the armed components of the United States, the Coast



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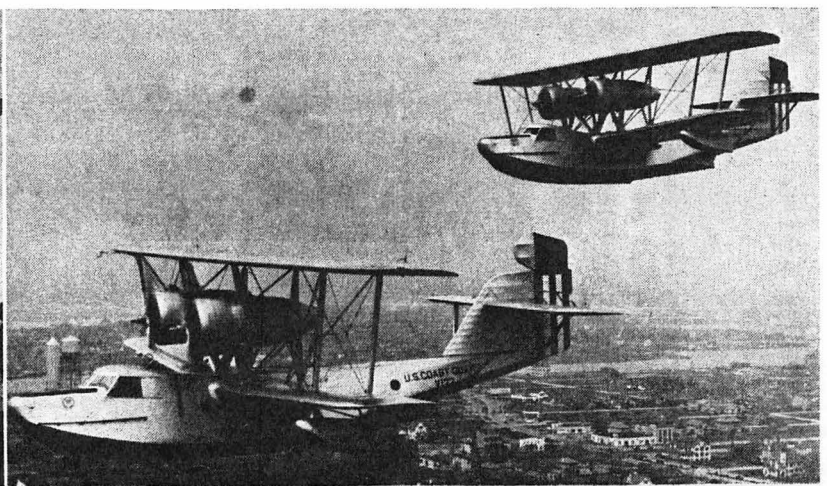
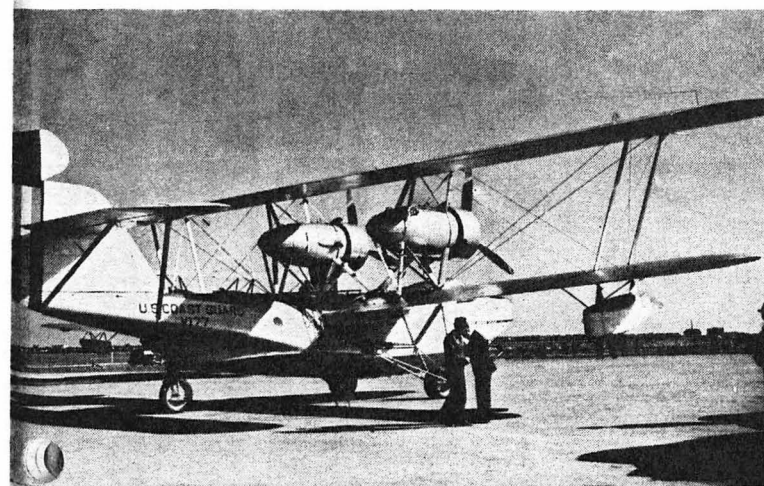
N. S. Meyer, Inc.

New York

Guard has compiled a new set of regulations which are now in the hands of the printer and will be published in about two months. Issuance of new regulations was brought about primarily by the great expansion of the Coast Guard within the past few years.

ADMIRAL'S MESSAGE

The next issue of the U. S. COAST GUARD MAGAZINE will be the 150th Anniversary number, containing the anniversary greeting to the Service from Rear Admiral Waesche. This number will also contain many other fine features and will be a splendid souvenir edition. Sales representatives are urged to increase their usual order for the August number.



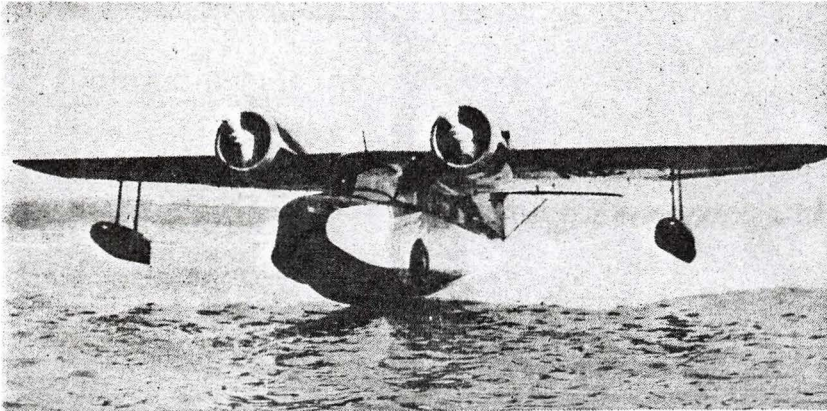
FROM FLOYD BENNETT AIRPORT

At the left is shown Coast Guard Hall boat PH-S, from the Coast Guard's Air Station at New York, where Lieutenant W. A. Burton, U.S.C.G., is in command. At the right the same plane is shown leading another ship in the air. This is a long range flying boat, Wright 875

horse power Cyclone engines, swinging Curtiss Electric Controllable propellers. This boat can cruise for 2,000 miles non-stop and can pick up from 20 to 25 passengers at sea in emergencies.

Rudy Arnold Foto

CGM
July 1940
Vol. 13, # 9



GRUMMAN G-21 AMPHIBIAN

On 31 January, 1939, a contract was let for the purchase of three twin engine Grumman amphibians in the sum of \$24,000. The performance for these amphibians is as follows:

Full speed at 5,000 feet.....	200 mph
Cruising speed	150 mph
Economical cruising speed for maximum range of 950 miles.....	120 mph

Capable of one engine performance with full load.

Dimensions:

Span	49 feet no inches
Length	38 feet no inches
Height	13 feet 11 inches

Powered with two Pratt and Whitney Wasp Jr.s. rated at 400 HP each at 2200 rpm.

This plane is an eight-place monoplane and will be used for intermediate range work and can accommodate eight passengers in an emergency.

SEZ EDDIE

(Continued from Page 13.)

We now have the rather amusing picture of Congressmen stumbling over one another in their eagerness to grant billion-dollar appropriations for new planes of every sort. Despite the first negative shake of the Congressional head, the Coast Guard will, in the near future, be granted more planes and better planes than ever before in its entire history! That's an exclusive prediction. Some of these planes may be acquired through deals with the Navy Department, but others will be built on C. P. contracts.

These developments and the developments of the next few months bear out the truth of statemen's printed in these columns last April when we stated, "When Congress refused to authorize the appropriation of \$2,000,000 for new long-range patrol planes there was much keen disappointment throughout this Service. The burden of responsibility now rests with Congress. A later session of Congress can hardly fail to see the genuine need of a sizeable appropriation for new planes and new equipment."

First to Arm. First Coast Guard vessel to assume the full appearance of a craft of war was the big cutter *Campbell* which, on May 25, sailed from New York armed with 13 guns, including an anti-aircraft battery. The arming of the *Campbell* was America's answer to rumors that a belligerent European nation had eyes on Greenland. The *Campbell* is scheduled to berth at Godthaat, Greenland, for an indefinite period.

Small Cutters. It is not generally known by the personnel of 165-foot cutters that the original designs of those vessels allowed for the installation of heavier calibre guns, in times of emergency, than those carried in peace time. Such, however, is the case.

Great Lakes Survey. Two months ago this Whirlpool sector of the Sez Eddie column predicted that the Coast Guard would eventually turn over the Charleston, S. C., Air Station to the Navy, in return for which the Coast Guard would receive a

naval appropriation for construction of a new unit at some point to be selected by our Service. That prediction was, of course, based upon study of existing conditions.

We now learn that the Coast Guard will soon make a two-month aerial survey of the Great Lakes in an effort to locate a de-



FLIGHT OFFICERS

Lt. True G. Miller, Lt. J. R. Henthorn,
Air Station, St. Petersburg, Fla. U.S.C.G., Biloxi
Air Station.

sirable site for a Coast Guard air station. We understand that a commissioned pilot from Elizabeth City, N. C., will make the survey, paying particular attention to the regions bordering on the shores of Wisconsin. There is no doubt that a C. G. air station will, sooner or later, be built in the Lakes region. In view of the troubled international situation and the threatened decline of the British Empire, our Canadian boundary is likely soon to be dotted by many governmental posts whose purpose it will be to guard against subversive activity on that unguarded border.

Personnel Training. The Coast Guard is throwing wide the door of opportunity to enlisted personnel who have made themselves eligible for training in many Service schools. The shortage of capable skilled mechanics—not hammer and chisel wielders—'s just as serious in the Coast Guard as it is in all other circles. We have been given to understand that the Coast Guard will avail itself of facilities at several Navy schools in addition to its own numerous

schools. It seems probable that non-rated men in general service may be declared eligible for instruction at the Navy's Primary Aviation Machinist Mate's School at Hampton Roads, Va. Almost any non-rated man should be able to qualify himself for enrollment at one of the C. G. radio schools in the near future.

The opportunity now being afforded youthful personnel is the best since the "gold rush" days of 1925 when promotions hit an all-time peak. The current opportunity far exceeds that of 15 years ago in one very important respect, however. Real basic training and instruction is now available for each promotee. In the "rum war" era a fellow had to learn the tricks of his trade by the dint of individual perseverance. The results were not always satisfactory. And the current trend toward rapid promotion may have some unsavory results if any of the hastily-made petty officers make the common error of considering themselves "specialists" rather than honest-to-God Coast Guardsmen who are essentially sailors.

Lighter Than Air. The Navy is going to get eight small dirigibles out of current aviation appropriations. These lighter-than-air craft are conceded to have definite superiority over airplanes insofar as observation purposes are concerned—and these blimps will be used chiefly for observation work in adjacent Atlantic waters. This Navy action seems almost certain to backfire to the disadvantage of Coast Guard enthusiasts who, for several months past, thought they saw opportunity to obtain lighter-than-air craft for the Coast Guard.

During the time that dirigibles fell into disuse in the Navy it was thought that the Coast Guard might be prevailed upon to carry on experimentation with the gondolas of the air. However, now that the Navy is back on the trail of dirigible development, it is not likely that the Coast Guard will have an opportunity to delve into this phase of aeronautics.

Destroyer Men. It is believed that there are about 3,000 men in the Coast Guard who served in the old Destroyer Force of several years ago. These men, many of whom state that destroyers are the best vessels afloat, are eagerly watching developments in the Navy and Treasury Departments. They'd like nothing better than to see a few destroyers turned over to the Coast Guard for coastal surveillance work.

There is a distinct possibility that the



CHANDELEUR LIGHT

CGM
 Aug. 1940
 Vol. 13
 # 10
 pp 12-15.

Wings Of The Coast Guard

The History and Development of Aviation in the Coast Guard.

AVIATION IN the United States Coast Guard has as its primary purpose the saving of life and property along the coasts of the United States and its possessions. Besides the promotion of safety of life, it is charged with law enforcement missions and assisting in national defense.

Since its beginning, aviators in the Coast Guard have been imbued with the thought that it is their responsibility to see that protection is given to all those who travel upon the sea.

Although Coast Guard officers in the early days of aviation realized there was a definite need for aircraft in the Service, it was not until 1916 that Congress authorized the establishment of ten Coast Guard plane bases along the coasts of the United States. Before this could be accomplished, the nation was at war with the Central Powers, and the program temporarily was abandoned.

The war gave Coast Guard aviators an opportunity to enlarge upon their peacetime air training. Less than a year after the cessation of hostilities, the Navy seaplane NC-4 made the epochal first crossing of the Atlantic Ocean by flying boat. The pilot was a Coast Guard officer, the late Commander E. F. Stone, U. S. C. G.

The flight convinced everyone in the Service that an aviation unit was a necessary adjunct to the Coast Guard. A flapping tent hangar was set up at Morehead, N. C., as a first step and a few obsolete planes were obtained from the Navy. As a result of actual flights, the station demonstrated the great value of aviation in the performance of Coast Guard duties. A year later, however, in 1921, the experiment was discontinued because Congress had not appropriated funds.

In 1926 the Coast Guard took to the



Rudy Arnold Foto.

HIGH OVER LITTLE OLD NEW YORK

This ship is from the U. S. Coast Guard Air Station at Floyd Bennett Field, New York, where Lieutenant W. A. Burton, U. S. G., is in command. The plane is a Hall PH-3 long gauge flying boat (Wright 875 horse power "Cyclone" Engines swinging Curtiss electric controlled propellers.) This boat can cruise for 2,000 miles non-stop and pick up 20 to 25 passengers in emergencies at sea.

air in earnest. Congress, that year, appropriated an initial sum of \$152,000—and aviation in the Service was underway. Two air stations were established, one at Gloucester, Mass., the other at Cape May, N. J. Five small planes were purchased.

In the past five years, under the guidance of Secretary of the Treasury, Henry Morgenthau, Jr., Coast Guard aviation has made rapid progress.

Today, the Service has eight modern air stations and before the close of 1940 two more will be completed. Its modern air-

craft includes: Ten long-range twin-engine patrol seaplanes; 16 intermediate range twin-engine amphibians; 15 inshore patrol single-engine planes, and 9 planes of special types.

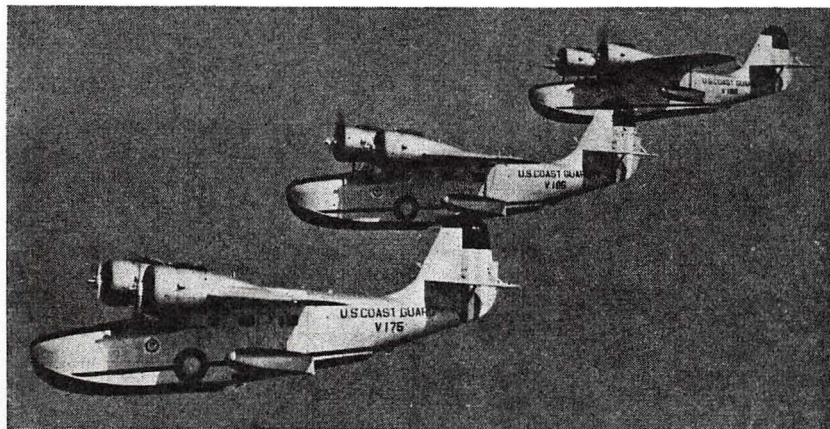
Flying boats in the Service are designed especially to make offshore landings. At present, five twin-engine seaplanes, to have a cruising range of 2,000 miles, are under construction.

All Coast Guard planes are equipped with the most up-to-date radio facilities and on flights are in direct communication with land stations. In addition to the standard installation, each is provided with a radio direction finder, by means of which the plane can be guided accurately to any vessel, aircraft or station equipped with radio.

Coast Guard aircraft are called upon to perform a great number of duties—preponderantly of a humanitarian nature; and the uses to which they are put increase each year. In addition to assisting persons and vessels at sea, they often fly serum and medical supplies in emergencies. Small craft without radio equipment and isolated communities rely on Coast Guard planes for the dissemination of warnings of approaching hurricanes and floods. While on patrol, the planes constantly are on the lookout for derelicts and other obstructions to navigation. In 1939, twenty-one were found and removed.

Six officers and men of the air unit have died while attempting to save lives at sea.

Promoting safety at sea is by no means the only duties performed by the Coast Guard air service. It aids fishermen by reporting the location of schools of fish; patrols regattas and marine parades; and since



MODERN WATERFOWL

These three Grumman twin-engine utility transport amphibians, high over the surface of the sea, suggest the lines from Bryant's "Ode to a Waterfowl"—

"All day thy wings have fanned
 At that far height
 The cold thin atmosphere."



COAST GUARD

*Completes Century and Half of
Service on Land, Sea and Air*

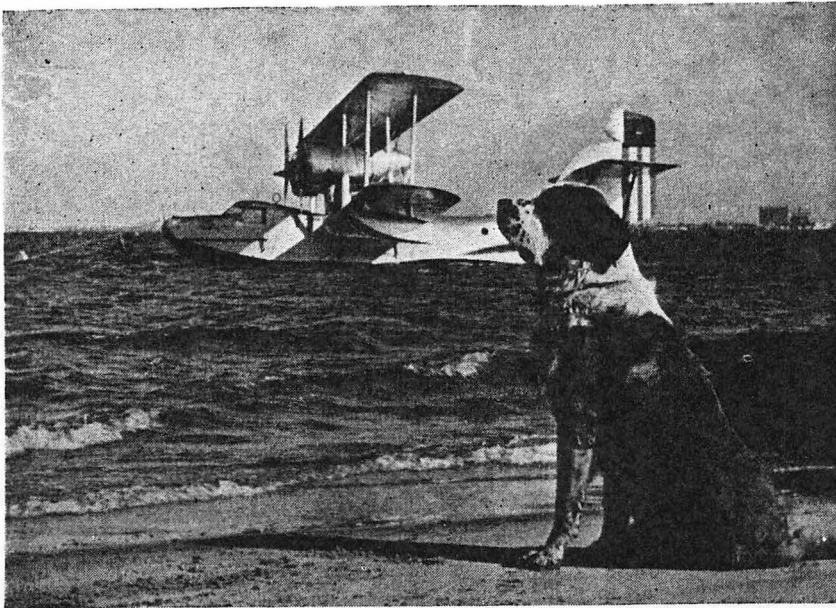
In 1790 President Washington signed the bill establishing the country's first maritime organization to patrol the boundaries of new America, and to guide and aid voyagers following its shore lines. In the 150 years following, the Coast Guard has built up a far-flung organization which has continually enlisted the latest scientific developments in carrying out their missions.

Wright is proud to have had a part in powering a large proportion of the aircraft with which the Coast Guard has extended its operations into another dimension.

WRIGHT AERONAUTICAL CORPORATION • A Division of Curtiss-Wright Corporation • PATERSON, NEW JERSEY



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OLD FAITHFUL

PH-3, Hall Flying Boat V-177, guarded by Bruno, New York Air Station mascot.

1935 has conducted an annual survey of migratory waterfowl along the eastern coast for the Biological Survey.

The air unit has an important place in the law enforcement operations of the Treasury Department. During the prohibition era, Coast Guard planes contributed to the suppression of smuggling. Today, smuggling in bulk along the coasts virtually has disappeared.

Aircraft, invaluable in the enforcement of the United States neutrality laws, also is utilized in detecting illicit distilleries. In 1939, more than a thousand such stills were located by Coast Guard planes.

The use to which Coast Guard aircraft was put in 1939 is found in the following:

Persons warned of impending danger	1,931
Vessels warned of impending danger..	335
Persons assisted	266
Emergency medical cases transported..	115
Persons transported from disabled vessels	10
Disabled vessels located	87
Navigation obstructions reported	21
Smuggling vessels located	7
Smuggling airplanes located	1
Assistance to other Government departments	328
Contraband seized (gallons)	18,625
Illicit distilleries located	1,041
Illicit distilleries seized	165
Vessels seized or reported.....	1
Miscellaneous cases of law enforcement	10

Passengers transported	2,342
Persons o'herwise transported	275
Airplanes identified	7,203
Vessels identified	29,738

Coast Guard commissioned officer aviators receive their training at the Naval Air Station, Pensacola, Fla., but not before they have had at least three years of sea duty. Each year, ten officers are assigned to Pensacola for flight training and instruction.



The course lasts one year and includes 300 hours of flying time.

Coast Guard aviators have made the following world's records in amphibian planes: 191.734 miles per hour on December 20, 1934; 173.945 miles per hour over a 100 kilometer course with a 500 kilogram load on June 25, 1935; and an altitude of 17,877.243 feet with a 500 kilogram loan on June 27, 1935.

Today, the air unit has 42 commissioned officers, 22 warrant officers and 399 enlisted men. Its air stations are located at Salem, Mass.; New York City; Charleston, S. C.; Miami, Fla.; St. Petersburg, Fla.; Biloxi, Miss.; San Diego, Calif., and Port Angeles, Wash. A patrol detachment is located at Cape May, N. J. Under construction are two air stations, one at Elizabeth City, N. C., and the other at San Francisco, Calif.

In time of war, or when the President so directs, the Coast Guard becomes a part of the Navy. The aviation unit is trained for such an emergency.

PLUCKING BOARD

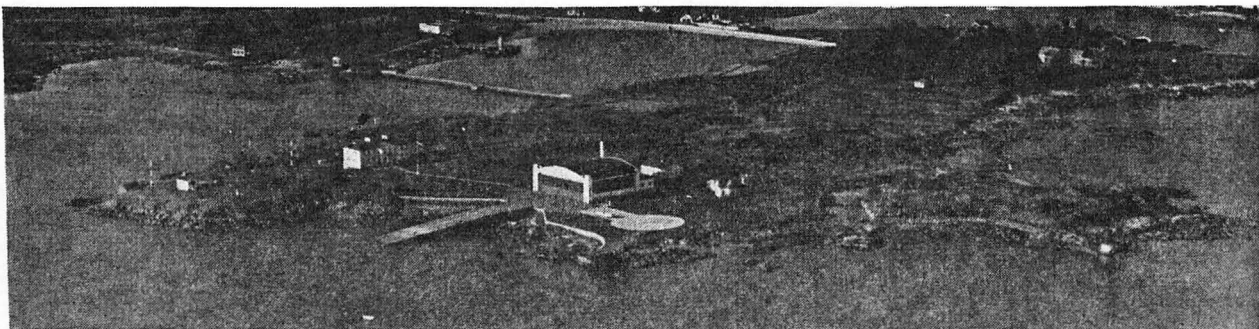
The commissioned personnel board met, completed its work and submitted its findings to Rear Admiral Russell R. Waesche. The officers affected were notified of the "plucking" board's action by the Commandant and have 30 days in which to appeal the board's decision. If they appeal the action, they will be retained on active duty until the next board convenes. If the next board also recommends their retirement, they will be retired. No indication was given as to the number of officers acted upon by the board.

It is felt at Headquarters that the service now has the necessary machinery to insure efficiency and eliminate from the service officers found to be unsuited or inept.

Rear Admiral Russell R. Waesche, Commandant of the Coast Guard, has approved the findings of the personnel board which selected officers for separation from the service and is now notifying officers affected.

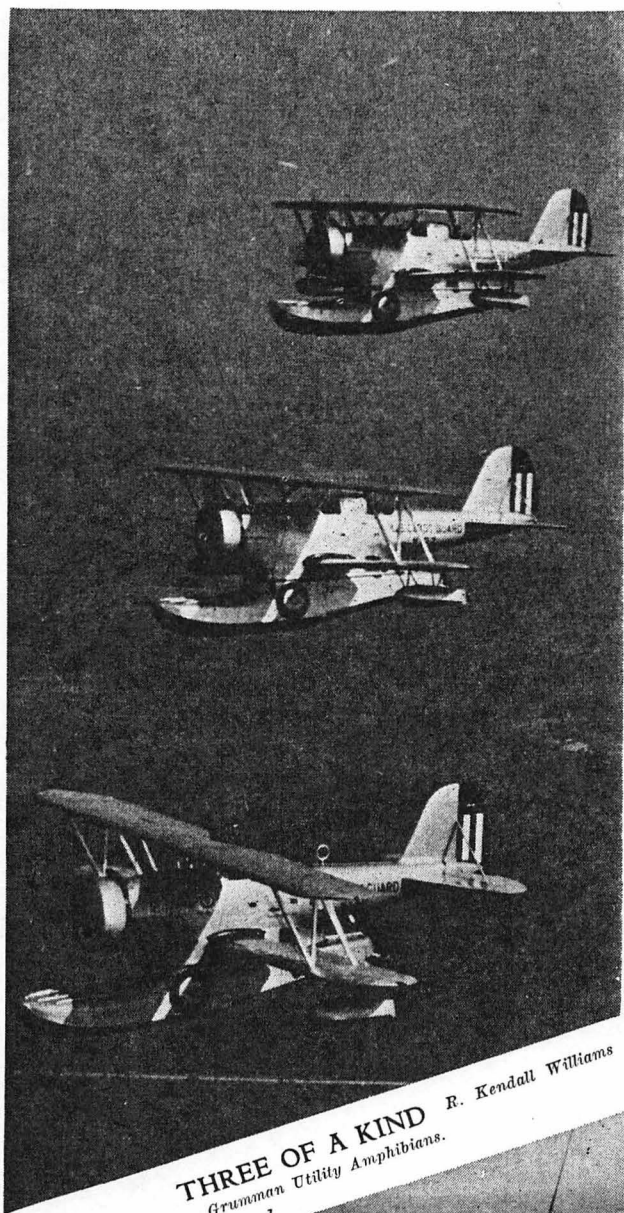
HEADQUARTERS

A site for a proposed new United States Coast Guard Headquarters at Seventh street and Maine avenue, S.W., Washington, D. C., has been approved by the National Capital Park and Planning Commission. This site would not only provide for the erection of a suitable office building in which Coast Guard administrative activities would be concentrated, but would provide, immediately across the street docking facilities on the Washington Channel.



U.S.C.G. AIR STATION AT SALEM, MASS.

Above—Lieutenant Commander R. L. Raney, U.S.C.G., Commanding.



THREE OF A KIND R. Kendall Williams
Grumman Utility Amphibians.
Underwood and Underwood.



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



Elizabeth City Dedicates

THE CEREMONIES which will dedicate the newly completed Coast Guard Air Station at Elizabeth City, N. C., on 7 August, are but an outward manifestation of sentiment. The dedication of this wonderful plant has taken place over the past many months since its conception and will continue to be dedicated for a long time to come. It is apparent to the most uninformed the care in planning of the entire layout. Nothing has been neglected to make the station complete in every detail.

The Coast Guard is fortunate in having many friends and sponsors of the type which have given freely of their time and effort in securing the wherewithall for the project. No comment on the subject would be complete without tribute to the tireless efforts of the Honorable Lindsey Warren, House of Representatives, from North Carolina; Mayor Jerome Flora, the City Commission of Elizabeth City, the Chamber of Commerce of Elizabeth City and the Pasquotank County Commission. How well these unselfish persons have accomplished their task is indicated not only by the excellent physical establishment about to be dedicated but the enthusiastic welcome accorded each new member of the station reporting for duty. No friendlier spirit has been found anywhere than right here in Elizabeth City. Unlike most cities in which the Coast Guard units are located, the townspeople seem more interested in making the personnel feel at home and acquainted than in commercializing their arrival.

Naturally, the situation will not be altogether one-sided. It is, however, a tribute to the vision of those responsible for the location of this station that this unusual spirit exists. With a complement of nearly one hundred officers and men the payroll alone will yield much in the way of increased business to the merchants of the city. Commissary supplies as well as materials and equipment will go far toward making the air station a leading local industry.

LATEST TYPES

Aircraft assigned will be the latest and most useful type. Present plans call for three twin-motored long-range patrol seaplanes built by Hall Aluminum Aircraft Corporation and designated PH-3's, three intermediate range twin-motored amphibians as built by Grumman Aircraft and designated JRF-2's, four landplanes of an observation type manufactured by Fairchild Aviation Corporation and two large twin-engined Lockheed utility land planes, making a total of twelve.

Boat equipment will include one thirty-foot power combination rescue and service craft of moderate speed and well equipped. This boat and five others was built to Coast Guard specifications at an Elizabeth City boat yard. A twenty-foot, open, powered work boat and a twelve-foot bateau for handling lines and servicing planes completes

Newest of Coast Guard Air Stations Goes Into Commission.

By G. C. MEADS
Secretary, Elizabeth City Chamber
of Commerce

this equipment. A boat house for shelter will provide protection and moorings for the boat equipment.

The hanger, while not unusual as Coast Guard hangers go, is probably more complete and contains more innovations than any other. Administrative offices, garages, storerooms, pump and boiler rooms, machine shops, carpenter, propeller, paint and dope, and electrical shops surround three sides of the main hanger floor. Available



IN COMMAND

Lieutenant Richard L. Burke, U.S.C.G., in command at Elizabeth City's new Air Station.

hanger space for plane stowage measures clear 120 by 120 feet. An armory and landing flare locker, radio transmitter and receiving rooms, sick bay and operations office are conveniently located in the hanger. A parachute packing loft and storeroom are available in the overhead trusses in

a mezzanine effect. The field operations tower, incidently the highest obstruction on the entire field, is situated atop the hanger roof and commands a view of the water landing area of Davis Bay as well as the field.

The word "barracks" is associated in the minds of many with a frame drab severe structure assembled during an emergency to meet exacting conditions. A glance at the building termed such soon dispels the connotation, for this building likewise was designed and constructed with a view of permanency and efficiency. Topside are dormitories and sleeping quarters for the men, while down below on the ground floor are the galley, commissary storerooms, mess halls for officers and men, recreation rooms for officers and men and sleeping quarters for visiting pilots and such officers as may be required to remain at the station overnight.

The landing facilities available for both landplanes and seaplanes are the finest to be found in the country. Four concrete runways each one hundred feet wide, the shortest of which is 3,260 feet in length, and all with clear approaches compares favorably with any field in the country. Davis Bay on the Pasquotank River offers an unlimited seaplane landing area. This body of water is clean, fresh water without floating debris or submerged obstructions. A clear sand beach approachable the entire length of the station property is ideal for seaplane operations.

STRATEGIC LOCATION

The desirability of locating the air station at Elizabeth City is obvious from a study of the coast line charts. Its strategic location from the operations viewpoint of the Coast Guard is apparent. Future operations will bear out the wisdom of this fact.

In adding this station to the lists of active units on its 150th birthday, the Coast Guard may well mark the day of its dedication as significant. Its official welcome has been well placed and the 7th of August, 1940, will mark a new era for not only the Coast Guard but the citizens of the entire State of North Carolina. High Treasury officials, Senators Baily and Reynolds, Congressman Warren, Governor Hoey and Governor-elect J. M. Broughton, Admiral Waesche, Captain Chalker, and Captain Crapster of the Coast Guard, officers of the Army, Navy and Coast Guard will be among the speakers and distinguished guests at the program. Visiting squadrons of Army and Navy planes with representatives of other Coast Guard Air Stations will be guests during the day.

The Chamber of Commerce of Elizabeth City is honoring the Coast Guard on its 150th birthday as well as the new air station on its dedication by issuing an especially artistically designed cachet on the occasion.

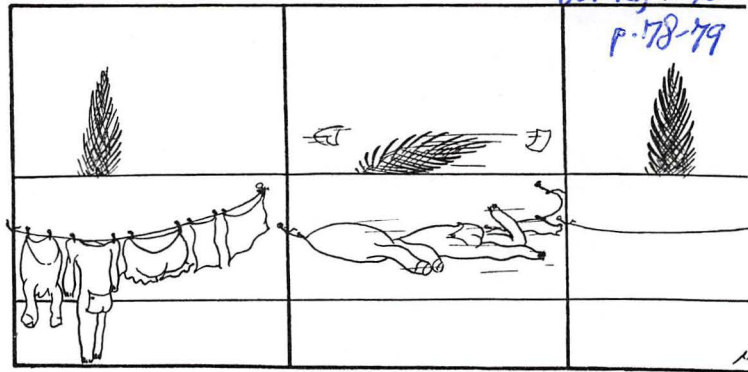


CGM
 Aug. 1940
 Vol. 13, # 10
 p. 78-79

ICE
 Organized 1915
AUTHORIZED CAPITAL
 \$200,000.00
 NORFOLK, VIRGINIA

ENGINE SCHOOL AND REPAIR BASE
 By FLOYD RIGGS AND OTHERS

ANOTHER Aviation Engine Class reported on June 26, 1940, for a course of instructions. This class, composed of the following men, commenced their studies on July 1, 1940: Robert C. Haggerty, Sealc, Salem Air Station; James E. Potts, Flc, Biloxi Air Station; Hugh B. Houston, Sealc, New York Air Station; James E. Costigan, F2c, Hamilton; Robert L. Brown, Sealc, Ewing; Ralph L. Etheridge, MM1c, Lake Worth Inlet Station; Francis H. Cicero, Sea2c, Cape May Air Patrol Detachment; John L. Costill, Sealc, Cape May Air Patrol Detachment; Andrew P. Turnier, Sealc, Cape May Air Patrol Detachment; Sherwood L. Smith, Sealc, Charlestown Air Station; John H. Strider, Sealc, St. Petersburg Air Station; Edward V. Sapp, Sea2c, Charleston Air Station; Robert E. Drake, Sealc, Miami Air Station; Martin W. Trapp, Sealc, St. Petersburg Air Station; Jock W. Pinder, Sealc; Hardy M. Willis, Sealc., and Paul S. Smith, Sealc, all from Miami Air Station, and Kenneth M. Short, Sealc, San Diego Air Station. These boys are all busy with their work now, but intend to find time off to attend a "going away" party for the present aviation class which completed their course about July 20, and start on the homeward-bound journey. Will have to give their names in the next issue, as we have already lost one man this month, which is plenty news within itself. That



GONE WITH THE WIND

old famous "galley-hound" or "watch-dog" Thornton Sprouse, finally packed his bag and carried it down to the picket boat CG-440 to get in some more sea duty. Plenty of ex-students will remember him as the owner of the unit's mascot "Lux." He carried Old Lux up in the Virginia hills sometime ago and then came back waiting for his sea duty. Says that Lux is watching the cave until he retires upon completion of his 20 years this fall. Hope Lux don't have to wait too long for that retirement.

Your reporter is planning another visit to that Coast Guard State of North Carolina, and with thoughts like that on his mind, he is unable to give much news this month. In fact, everyone has been so bothered with the war and the weather here, that news is scarce.

ence course in movie operating a managing so that his services m mediate available if needed in th ments.

In view of the uncertain Euro tion, Gaetano Migliori, RM3c, h his name to MacGlory, rolls his is studying the bagpipes. Mayb maybe not, but it was good fo when Kenneth Drake, AM1c, tern last groundup" the hash put out l les" Bolding, SC2c. "Freckles" can save money by serving eggs in ing, boiled so hard that they cannc and then cutting them up and ser as salad for supper. Another preserving chow seems to be to hour for breakfast every mornr finally breakfast is served befor with no customers except a fev back from a late liberty. Char lin, Sealc, striker under "Blink veteran chief carpenter's mate, nicknamed "Blank" in honor of ning mate. "Blink" and "Blank carpenter shop well in hand. S transfers were "Doc" Scott, PHM York Air Station; Oliver Berry, to Charleston Air Station, an Twambly, Sealc, to the Pho School at Washington, D. C.

CAPE MAY COMMENTS

CAPE MAY AIR STATION is still hanging on although decommissioning is expected the early part of August. Because of the commissioning of the Naval Inshore Patrol Force at Cape May very shortly, it is rumored that Coast Guard activities here will eventually consist of but three patrol boats, one picket boat and a very small base personnel.

An unfortunate and unusual accident occurred in Cape May Harbor in early July when a Marine Reserve amphibian plane crashed into a fishing boat while taking off from the water, resulting in the death of one person and injuries to others in the boat. The plane sustained no damage and completed the takeoff. Aid to those in the overturned boat was speedily rendered by the CG-4305 whose crew had witnessed the crash. The two most badly injured, one of whom died enroute, were flown to a hospital in Philadelphia by Lieutenant A. J. DeJoy.

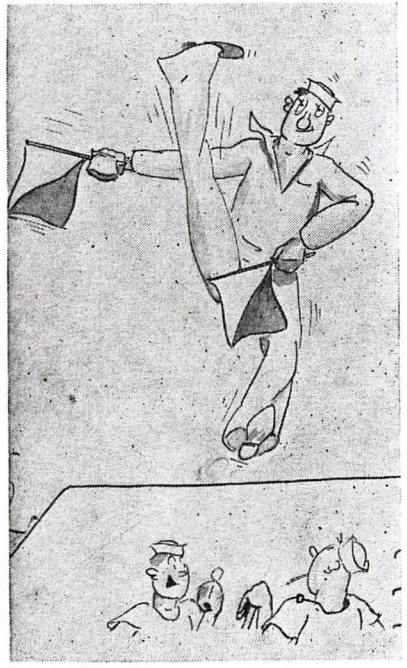
While employed as station movie operator, James A. Maynard, EM1c, in an effort to reach a mosquito on the back of his neck, had the misfortune to thrust his hand into an electric fan, suffering severe lacerations. Although in great pain, Maynard, rather than close the show, ran off the several remaining reels before proceeding for medical assistance.

Herman Pedersen, CMM, is now official gas tank operator and is looking for new worlds to conquer. To obtain better business Pete is contemplating the issuance of credit cards after the manner of large gasoline concerns. Some natural criticism occurs such as when Pete charged "Pappy" York, CBM, for 24 gallons of gasoline when he filled the 20-gallon tank on "Pappy's" car. Pete is taking a correspond-

TRUMBULL TALK

AGAIN WE change correspond first the "Wren" turned se then Diogenes gets a column own. Poor old Trumbull has bles, and her "Tremors" have ceased. The "Tales" is humble i tory and knows not to whom to discredit of crushing an inexperienced respondent. The "Tremors" seen capitulated before the "blitzkrieg" under way. We foresaw this but orders to do some "feudin'." Ah time table, we are lost for want get—we cannot fight a column not exist. However, the old For represented in these days when Ne al flutters in the breeze on Ba bulletin board and the enemy is at The radio and yeoman factories ing night and day and we must i the Cooks and Bakers School, fo not only the army travels on its A sailor must have a strong stom will make a poor showing at the r

Among the instructors in the mill is that watermelon heart-eatin Neely, who once shocked the h: cops of Gotham when he failed the curtains of his Raymond Str ment—and he wasn't eating w that time. Speaking of embarrass



HEREDITARY

"His mother was a fan dancer."

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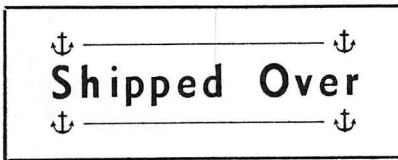
CGM
Sept. 1940
Vol. 13, # 11
pp. 34-35



MEN OF THE AIR

Sutton Fotos

Left to right—Aviation Pilot Harry H. Eckels, AMM2c, Charleston Air Station; Calvin A. Chinnis, CRM, Charleston Air Station; William J. Hill, ACMM, Charleston Air Station; Aviation Pilot Theodore McWilliams, ACMM, Charleston Air Station.



Marston, E. L., Surf, White Head.
Manantan, Eugenio, OffStd1c, Pontchartrain.
Masaschi, Frank, MM1c, Maddaket.
Maahs, H. A., MM1c, Ossipee.
Lydon, J. M., Surf, Charlotte.
Lill, H. G., CMM, Frederick Lee.
Landis, T. N., MM2c, Mojave.
Lange, Herman, BM1c, Portage.
Lane, E. H., CY, Headquarters.
Larsen, Edward, CM1c, Shoshone.
Lewis, Warden, Cox, Modoc.
Long, J. J., SC2c, CG-185.
Newcomb, A. E., CBM, Chatham Lifeboat.
Nielsen, H. E., MM1c, St. Louis Dist. Off.
Newton, R. E., EM1c, Haida.
Minor, A. P., BM1c, Rifle & Pistol Detach.
Nash, G. E., GM1c, St. Mary's River Patrol.
Nielsen, H. V., CBM, Mar. Tr. Sta.
Maurer, J. J., CMM, Tampa.
Lambert, J. M., QM3c, Tampa.
Nelson, K. W., Surf, Muskegon.
Magnuson, J. L., Surf, Point Adams.
McGovern, G. E., AMM1c, Air Patrol Detach.
Marcoux, Beter, GM1c, Dist. Off., Jacksonville.
Laquan, Regino, Mtl1c, Argo.
MacLean, N. D., EM1c, Depot.
Madsen, C. A., BM1c, Mar. Ser. Tr. Sta.
Martin, A. J., MM2c, Point Judith.
Matchner, J. S., MM1c, Ocean City Lifeboat Sta.
McElroy, J. T., CMM, General Greene.
Martin, J. J., F1c, Cahoone.
Rickel, H. C., CMM, Base Jax.
Ramstad, A. G., CBM, Base Four.
Poythress, W. C., BM1c, Norfolk Dist.
Probst, L. M., Y3c, Mar. Ser. Tr. Sta.
Rasmussen, Oluf, Surf, Punta Gorda Light.
Rittenhouse, R. F., Surf, Port Orford.
Payment, C. J., MM2c, St. Joseph.
Raines, D. C., WT1c, Haida.
Pride, F. C., Y2c, Thetis.
Bastille, Lazare, Surf, Fletchers Neck.
Berg, P. A., CMM, Monmouth Beach.
Richardson, E. G., CBM, Hammond.
Slocomb, H. I., BM2c, Travis.
Sheldon, Royal, QM1c, Taney.
Rude, C. B., WT1c, Redwing.
Smith, L. C., CMM, Lupine.
Stapleton, W. B., R2c, Cyane.
Siladio, Francisco, OffStd2c, Argo.
Spugnardo, F. J., AMM1c, Air Sta.
Sortland, Jalmar, CM1c, Point Adams.
Seovill, C. C., Surf, Hampton Beach.
Bahr, Clifton, BM1c, Ocean City Lifeboat.
Aydtlett, E. F., MM1c, Norfolk Dist.
Annis, R. F., Surf, Norfolk Dist.
Anderson, C. L., Y1c, Onondaga.
Anderson, A. R., MM1c, Haida.
Beraqua, John, GM1c, Modoc.
Bennett, E. J., SC3c, Nike.
Baxter, L. R., Surf, Michigan City.
Batiancela, M. E., OffStd1c, Tahoe.
Bargo, M. O., EM1c, Norfolk Dist.
Balmores, G. O., OffStd3c, Ossipee.
Baker, C. B., MM2c, Fishers Island.

Tracy, C. A., MM2c, Muskegon.
Straup, H. M., Surf, Corson Inlet.
Tilghman, George, Surf, Napagague.
Taylor, L. E., BM2c, Stone Harbor.
Toth, S. S., Surf, Point Reyes.
Stonefield, V. V., Surf, Siuslaw.
Tobiason, Thor, ACM, Biloxi Air Sta.
Thagard, R. L., MM1c, Base Six.
Thorsen, H. L., BM1c, Nemaha.
Trast, A. A., CBM, Intelligence Unit, S. F.
Isaacson, Samuel, CCStd, Campbell.
Gostrue, Frank, Sealc, Sebago.
Dickerson, H. B., Y1c, Eng. Sch. & Rep. Base.
Brantly, Frank, MM2c, Spencer.
Bradley, August, CBM, CG-185, Jax.
Bond, R. F., GM3c, Spencer.
Bland, H. F., SC3c, Air Sta., Miami.
Blackwood, C. O., BM1c, CG-156.
Blackmon, L. S., MM1c, Dix.
Brown, Russell, Surf, Ship Bottom.
Brown, Peter, MM2c, San Juan Dist.
Brown, E. I., CGM, Pt. Townsend Tr. Sta.
Britton, M. M., F1c, Tahoma.
Braswell, W. M., MM2c, CG-2387.
Byers, W. W., Sealc, Alameda.
Busby, Ewell, F1c, CG-185.
Burrus, Adolphus, Jr., CBM, Quogue.
Downs, R. F., BM1c, Barnegat Lifeboat.
Boham, W. M., MM1c, Point Arguello Lifeboat.
Cooksey, H. H., CPhM, Mar. S. T. S., Hoffman Island.
Brown, K. K., CPhM, San Diego Air Sta.
Coward, C. V., MM1c, Wakerobin.
Hudspeth, P. "B", AMM1c, San Diego Air Sta.
Kelly, O. L., SC1c, CG-173.
Benjamin, L. H., MM2c, Quogue Lifeboat, N. Y.
Clemmons, Garfield, Surf, Oak Island.



Lee, L. A., CRM, Pontchartrain to St. Louis Dist.
Trei, Theodore, CBM, Morris to Northland.
McGuekin, H. J., CMM, Daphne to Northland.
Moore, W. A., CMM, Unalga to Marion.
Glover, J. J., CBM, Unalga to Galatea.
Duclos, L. R., CY (a), San Francisco Dist. to Aurora.
Gunn, Z. C., CMM, Unalga to Marion.
Burdette, W. J., CPhM, Rec. Off., Omaha, Neb., to Mar. Tr. Sta., Gallups Island.
Glover, J. J., CBM, Galatea to Tr. Sta., Ellis Island.
Hill, W. J., ACMM (a), Air Sta., Charleston, S. C., to Air Sta., Biloxi, Miss.
Currier, Ernest, CCStd, Chelan to Mojave.
Allen, W. T., CBM (a), San Pedro Group to Itasca.
Felsen, M. J., CY (a), Norfolk Dist. to Modoc.
Fenwick, J. G., CBM, CG-171 to N. Y. Dist. Off.
Walsh, Willard, CBM (a), Champlain to Academy.
Stinnotte, A. W., CMM, Base Four to CG-148.
Ware, T. S., CBM, Nike to New Orleans Group.
Logan, H. W., ACMM (a), Air Station, Biloxi, Miss., to Air Sta., Elizabeth City.
Hutchinson, M. K., CY, Chicago Dist. Off. to Rec. Off., Chicago.

Fleenor, W. E., ACMM, Air Sta., Salem, to Air Sta., Miami.
Ullenes, G. D., CBM, Spruce to Five Fathoms Bank L. S. No. 108.
Summerfield, A. J., CRM, Norfolk Dist., Frying Pan Shoals Lightship to Princess Anne Rad. Sta.
Blish, H. J., ACMM (a) A.P., Air Sta., Elizabeth City to Air Sta., New York.
Cherrick, J. A., CMM, Winterquarter L. S. to Orchid.
Scholtz, William, ACMM, Insp. C. G. Aircraft, Bristol, Pa., to Air Sta., Miami.
Watson, J. J., CCStd, Base Eleven to Itasca.
Brown, Arthur, CEM (Tel), Chicago Dist. to Sault Ste. Marie Sec. Tel. Lines.
Archembeau, M. J., CBM, Seattle Dist. to CG-68.
King, K. P., ACMM (a), Air Sta., N. Y., to Air Sta., Salem.
Newcomb, A. E., CBM, Chatham Lifeboat Sta. to Cuttyhunk Lifeboat Sta.
Rieffenberger, L. F., CMM, Rec. Off., Chicago, to Rec. Off., Omaha.
Kirby, J. D., CBM, Grand Haven Sta. to So. Chicago.
Crawford, T. L., CBM, Jackson to St. Mary's River Patrol.
Borrowes, A. R., CY, Triton to Mar. Ser. Tr. Sta., Gallups Isl.
Cutler, V. H., CQM, Spencer to Mar. Ser. Tr. Sta., Gallups.
Askins, J. L., CQM, Base, Alameda, Cal. to Sebago.
Lindahl, A. F., CQM, San Francisco Dist. to Base, Alameda, Cal.
Foster, K. M., CBM, Golden Gate Lifeboat Sta. to Point Bonita Lifeboat Sta.
Stacey, F. J., CMM, Taney to Tiger.
Mace, J. E., CMM, Tiger to Taney.
Weeks, L. G., CRM, Cypress to Charleston Base Monitoring Sta., Charleston.

"IT'S A RECORD!"

"Semper Paratus," the Coast Guard's march anthem by Captain Francis Saltus Van Boskerck, U.S.C.G., can be obtained on Decca record. It is record No. 3267.

MAKING READY

Orders were issued to the Commanders of the Seattle and Honolulu Districts (including certain floating units of the San Francisco and Juneau Districts) to have vessels of their districts report to the Puget Sound and Pearl Harbor Navy Yards, respectively, for the installation of battery, sound equipment and other authorized work completed.



C. J. Hiller Foto

HAMILTON HUSKIES

Left—Carlton Cherrigan, RM2c, looks out from the Hamilton "shack."
Right—A. D. Knowles, RM3c.



ST. PETE AIR STATION

By F. HALFERTY, Y2c

THE ST. PETERSBURG Air Station ball team is now in third place. The team came out in first place during the first half and has won seven out of ten during the second half. We sincerely believe the team will be champs this year as they have the last two years.

Our comfortable and roomy JRF Grumman amphibian V-176 was transferred to the new San Francisco Air Station. Lieut. Bowerman piloted the ship from St. Petersburg to San Francisco with a crew from St. Petersburg Air Station which will be permanently assigned to San Francisco. They are L. A. Thorogood, AMM1c; John C. Gill, RM1c; Ralph M. Vernon, AMM2c, and Harold R. Vinje, AMM3c. Best wishes for happy landings at San Francisco Air Station for these boys.

A. Hadley, SC1c, was transferred to the lightship *Cypress* at Charleston, and we now have Arthur Murphy, MAtt2c, back with us from the *Mojave*. We welcome R. M. Frey, Sealc, and Guy Higginbotham, Sealc, back from the Engine School and Repair Base. Higgy's return has given the local girls a new outlook on life. Louis Cramer is strutting around with a coxswain rate on his arm now. Harold Vinje received the rating of AMM3c before being transferred to San Francisco. Tommy High, Cox, has just returned from North Georgia where he has been discussing plans for carrying on the feud between the Higs and Collises. Collis, AM1c, hails from Western North Carolina and declares that the Higs must be wiped out. Halferty, Y2c, has just returned from Ridgecrest, N. C., where he attended the Baptist Training Union Convention. Halferty has a lot of plans for converting Coast Guardsmen that he learned up there in spite of the fact that there were around 1500 girls there between the ages of 17 and 24.

To commemorate Coast Guard Day, the 150th anniversary of the establishment of the Coast Guard, a special program was prepared by the air station. Lieut. T. G. Miller was interviewed by announcers from radio station WSUN while circling over the city in the Grumman V-176. This was an interesting program, especially to those who know little of Coast Guard activities. In the afternoon a ball game and a beach apparatus drill took place. We have a beach cart at the air station now and a number of the personnel are waiting for the establishment of the rating of aviation surfman. The ball game is off the record because of free beer. It seems that the Maritime seamen can really stand up under beer, for they beat the air station 4 to 0.

Reid J. Cartee, RM1c, is now taking it easy on retired pay up in Manassas, Ga. Cartee was retired as of 1 August due to defective eyes. Pop Cupples, ACMM, is back from his moneymoon and seems to be standing up well under the strain of married life. Congratulations, Pop, and best wishes from the air station crew.

MARITIME VESSELS

The *Tampa* towed the U. S. Maritime Commission vessel SS. *West Segovia* from the mouth of the Mississippi River to Galveston, Tex., and at the request of the Maritime Commission, the Commander, Norfolk District, was directed to assign a vessel of his district to tow the SS. *Edenton* from the James River Fleet to Baltimore.

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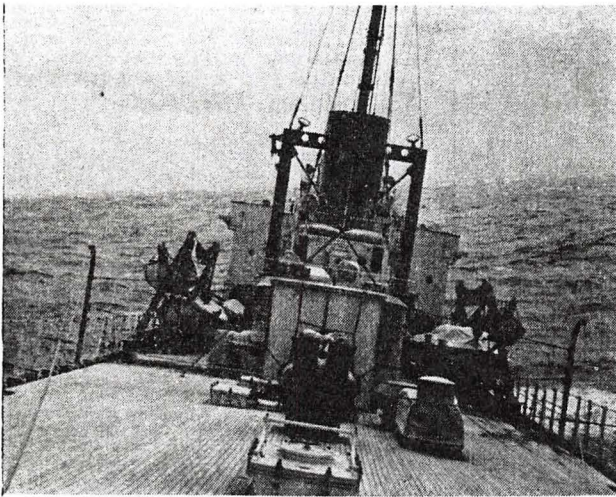
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CGM
Sep. 1940
Vol. 13 #1



C. J. Hiller Foto

IN MID-ATLANTIC

The Hamilton rolls a bit during the long Weather Patrol in mid-Atlantic on Station No. 2.

ACADEMY CLASS

One hundred and forty-eight cadets have been appointed to the Academy, with a second group of about 25 cadets to be announced in the near future. The cadets have reported at the Academy, representing the top contestants of the 1,736 competitors who took the nation-wide examination on 15 May, 1940. When the class is augmented by the second group, it will be the largest entering class in Coast Guard Academy history.

The names of the cadets announced so far are as follows:

Malcolm C. Cook
Rufus S. Drury
E. D. Hudgens, Jr.
Joseph R. Steele
E. DeK. Veal, Jr.
Bromley Blackshaw
Denny E. Bram
Reginald A. Glahn
Alden E. Lewis
Hugh S. MacColl
Robert P. Mack
Gustavus S. Miller, Jr.
Mitchell A. Pereira
Robert L. Ruth
Marion G. Shrode, Jr.
Owen W. Siler
George W. Sohn
Carl E. Walker
Wesley M. Young
Robert A. Adams
William S. Allan, Jr.
Fillmore Avdeovich
Alan D. Goucher
Vernon F. Hauschild
Sidney H. Hewett
Austin F. Hubbard
Robert B. Moore
Paul Morosky
Robert T. Norris
Ralph A. Peterson
W. M. Tinsley, Jr.
Charles H. Krey
Glenn E. Murphy
Charles W. Valner
G. MacA. L. Costner
William E. Feerst
Donald McL. Reed
Edward F. Poole, III
Warren E. Rast
Daniel J. Scalabrini
John R. George
Norbert Amborski
William E. Baird
Marion T. Barrentine
William M. Benkert
Mario J. Cataffo
J. MacN. Dempsey, Jr.
Thomas G. Jennings
Mahlon J. Harrington
H. E. Lawrence, Jr.
John J. Leach, Jr.
Robert J. LoForte
Robert E. MacDonald
Jesse G. Magee, Jr.
Richard A. Pasciuti
Vern F. Peterson
J. D. Richardson, Jr.
Robert M. Rowe
John E. Russell

Arthur P. Gnam, Jr.
Donald O. Ellis
Robert A. Schulz
Charles Wayne
James T. O'Connor
Joseph H. Dondis
David L. Davies, Jr.
Wilfred N. Derby, Jr.
Bernard E. Kolkhorst
Alfred W. Albert
Donald B. Anderson
Albert Baltiskonis
Norman McL. Barlow
Robert J. Carson
Donald A. Caswell
Ernest H. Goldman
Philip Hermann
William R. Hopkins
Phillip J. McFarland
Carl L. Parrott
L. A. Pharris, Jr.
William W. Ryan
John C. Standish
B. M. Willieman
Paul P. Yarnovich
Robert F. Lutz
Melvin Mark
Horace S. Rich
Alvin B. Jordan
Wallace C. Dahlgren
George P. Jacobson
Robert R. Jones
Keith C. Vrana
Robert C. Boardman
Samuel W. Cocks
Raymond H. Evans
Leo D. Kinnard
William E. Dennis
Le Wayne N. Felts
William D. Palmer
Leonard E. Austin
James N. Ashbrook
Frederick J. Hancock
Frank S. Miller
Edward R. Tharp
Henry R. Wharton, III
Leonard S. Wissow
T. P. Cheatham, Jr.
Kenneth A. Walsh
William N. Banks
Kenneth R. Vaughn
Charles E. Kemp
Ward R. Emigh
Frank M. Fisher, Jr.
Kenneth K. Kline
Anthony Paul Porcino
Jefferson P. Miller
Garth H. Read
John R. Rogers

James P. Van Etten
William J. Zineck
Dale V. Ness
Ross A. Butler
Alexander Cameron
Frank B. Carter
Carlton T. Clark, Jr.
Robert I. DeSherbinin
John J. Doherty
David R. Donke, Jr.
Leslie B. George
Arthur Hancock
Robert L. Harvey
Richard E. Hoover
Wilfred U. Johnson
Curtis J. Kelly

J. A. Springston
Harry H. Carter
Edward A. Korpady
E. F. M. Kirchner
H. G. Learned, Jr.
Keith Low
Henry J. Lyon
R. T. Merrill, III
Bernard Piersa
Robert V. Prouty
Justin A. Taylor
A. R. Wadum
G. W. Wagner
Serenio S. Webster, Jr.
Samuel R. Woll

LOUISIANA FLOOD

Cooperating with the American Red Cross, the Commander, New Orleans District, made preparations to supply boats, equipment and personnel to the southwest section of Louisiana to evacuate a large number of people who were reported in danger from the flooded waters of that area.

CAMPELL—COMANCHE

Upon the arrival of *Campbell* in Greenland waters, the cutter *Comanche* was detached from further duty in those waters and ordered to return to her station at Stapleton, S. I., N. Y.

CARTIGAN

Cartigan searched for the abandoned schooner *J. W. Clise*, reported adrift in the Gulf of Mexico.

SAVED BY AIR

Coast Guard plane V-154 took off from Biloxi (Miss.) Air Station for the reported position of the sinking of a catboat (one and a half miles southwest of Biloxi Lighthouse). Two men were reported as being aboard the catboat before she capsized. Upon arrival on the scene two persons were sighted struggling near the completely submerged boat in choppy water. The plane landed and the pilot and mechanic laid across the wing of the plane and with great difficulty removed the two men from the water. The men had been in the water approximately a half-hour. The plane wing was damaged as a result of assistance rendered, so that the plane was required to taxi back to the Air Station, approximately five miles. One of the men when removed from the water was found to be completely exhausted as a result of the long submersion. Both men were given medical treatment at the Air Station and later allowed to proceed to their homes.

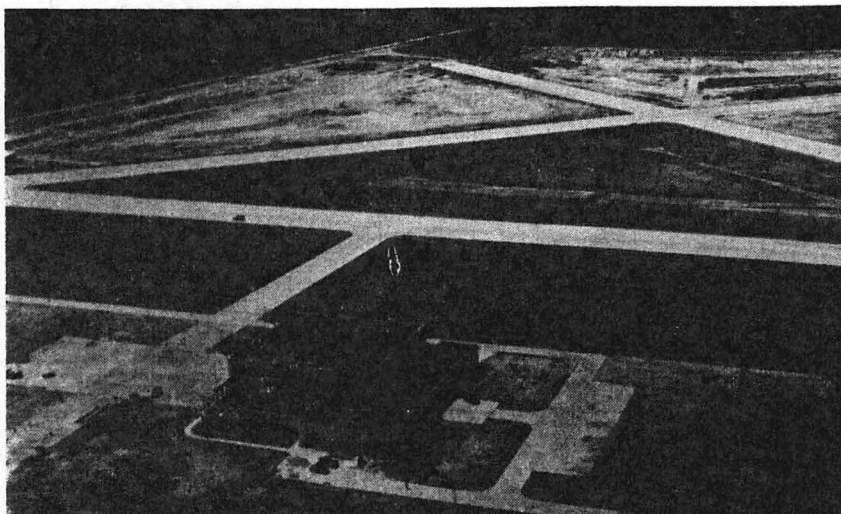
SHOSHONE—ITASCA

Shoshone was detached from duty as a vessel of the B-ring Sea Patrol Force. *Itasca* relieved the *Shoshone* on this duty.



JUST ONE BIG, HAPPY OUTFIT

Pilot—"I could have sworn I heard a yell!"



ELIZABETH CITY, NORTH CAROLINA

U. S. Coast Guard Air Base. Built under special congressional appropriation and WPA project. Cost about two million dollars—WPA participation, three hundred and seventy-five thousand dollars; four runways, three are three thousand feet long and one is three thousand four hundred feet long. River bed has been dredged for seaplanes' base. The hangar shown was built under contract without WPA participation.

which was a red vulture, and told him to speak to no one of his vision until the time was ripe.

And then Adolf did spread the word to the west that he was the defender of the civilizations against the red torch of Communism. And to the east he sent emissaries telling the "bear that walks like a man" that he was ready to sacrifice the capitalists on the altar of Karl Marx. Then he played both ends for the good of Adolf, and when he had prepared himself he moved into the old dominions of his predecessors and, with nothing but an umbrella raised in anger to stop him, he possessed himself of two nations and found a stumbling block in the Polish Corridor and then there was some fighting the like of which was never known before.

But the tale is long and the tablet is short and the candle is blacked out as a buzzing is heard in the skies. There will be more anon.

(Editor's Note: Watch for the mystic words of Diogenes next month. Will he predict the ultimate fate of Adolf Hitler? We think he will!)

AT ELIZABETH CITY

The Coast Guard is justly proud of its new \$2,000,000 air base at Elizabeth City, N. C., a pride that is shared by North Carolinians who see in this thoroughly up-to-date aviation facility a potentially important defense factor in some future emergency.

Primarily planned to facilitate the Coast Guard's normal functions, consideration was given to its possible national defense service in the preparation of plans for its construction. Built under a special Congressional appropriation, with supplemental assistance from a \$375,000 Works Project Administration project, the new air base will be dedicated some time this fall, probably in October, with "open house" and elaborate ceremonies.

The airport represents a general cooperative effort on the part of the Coast Guard, the Congress, residents of Elizabeth City, who voted a \$50,000 bond issue to buy the land for the site, and the Works Projects Administration who supplied funds and labor to supplement the Congressional appropriation.

Two hundred and eighty-eight acres were graded and planted with grass, and a subterranean drainage system was installed by the WPA workers. This work included grading, cutting timber, pulling stumps, grubbing, a complete drainage system, a chain link fence and grading for the runways.

While the entire plot will resemble one huge landing runway, four great runways, each 100 feet wide, have been paved with concrete, criss-crossing so as to take advantage of wind from any direction, three runways are 3,000 feet long each, the fourth is 3,400 feet long. In addition there is a taxi strip and ramp, 178 feet long, on which seaplanes may emerge from the Pasquotank River Bay, so dredged that the waters will provide safe landings for seaplanes.

The runways are named for men connected with the endeavor—for President Roosevelt, for Representative Lindsey Warren, who guided the legislation through Congress; for Mayor Jerome B. Flora, of Elizabeth City, and for E. Leigh Winslow, WPA engineer in charge of the work done by the Federal Work Relief Agency.

A hangar, 202 feet by 155 feet, constructed without WPA participation, is complete in every detail. The Coast Guard barracks building will measure 63 feet by 127 feet, while lighting equipment, repair shops, an armory and a heating system will complete the station's equipment.

This modern aviation base, well equipped to give aid and protection to coastal shipping, is in marked contrast to the sand dune at Kitty Hawk, only ten minutes distant, where a winged pylon on Kill Devil Hill marks aviation's birthplace.

ARGO—GAYHEAD

The *Argo* took the yacht *Andrew Lee*, with damaged gasoline tanks, in tow from a position off Nantucket Lightvessel and towed the vessel to New Bedford.

The *Argo*, together with Gayhead Station motor lifeboat, succeeded in floating a schooner ashore one mile west of Menemsha Jetty, Mass.

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MARION—CG-42

Marion and the CGC-42 were reported searching for the bodies of two men who were drowned at Red Rock, Charlotte Amalie, V. I.

FAUNCE

The *Faunce* took the disabled dragger *De.ora* in tow from a position off Pollock Rip Lightvessel (Mass.) and towed the vessel to Woods Hole, Mass.

UNALGA—MARION

The cutters *Unalga* and *Marion* have been endeavoring to float the 6895-ton steamer *Robin Adair*, aground off Southwest Point, Island of St. Croix, V. I.

CAPTAIN GABBETT

Headquarters regrets to announce the death of Captain Cecil Maunsell Gabbett, Commander of the Jacksonville District, U. S. Coast Guard, at Seattle, Washington.

Captain Gabbett was born January 12, 1882, in Columbus, Georgia. He was appointed a cadet June 18, 1900, and promoted through the various ranks to Captain, October 28, 1929.

During his Service career, Captain Gabbett served on both the Atlantic and Pacific coasts, the Great Lakes, and made two Alaskan cruises. He had had over 21 years of sea duty, during which time he was assigned to the cutters *Chase*, *Foward*, *Windom*, *Apache*, *Bear*, *McCullough*, *Rush*, *Pamlico*, *Seneca*, and others. During the World War he served on the naval vessels *U.S.S. Albatross* and *U.S.S. Dorothea*. He was also assigned to the New York District, Seattle District and Boston District. He had been Commander of the Jacksonville District since October 14, 1935, and was also Captain of the Port of Jacksonville, Florida.

Captain Gabbett was awarded the Victory Medal with Atlantic Fleet clasp.

He is survived by his widow, Mrs. Mary Blake Gabbett; a daughter, Mrs. Daniel T. Birtwell, Jr., and son, Cecil Maunsell Gabbett, Jr.

Captain Gabbett was buried with full military honors at the Arlington National Cemetery.



ON LAST PATROL

Captain C. M. Gabbett, U.S.C.G.

Washington Whirlpool

— Being the Results of Observations and Interviews Within the Service —

By EDW. LLOYD



GRUMMAN AND WRIGHT

IN THE PAST month the names of Grumman and Curtis-Wright have moved rapidly into the Coast Guard spotlight, Grumman because of attention focused on the new "Widgeon," and Curtis-Wright because of that company's prominence in aircraft engine progress.

The new Grumman amphibian, known as the "Widgeon," successfully passed through a series of trial tests and several of these planes will be delivered to the Coast Guard immediately.

The Wright Aircraft Corporation, manufacturers of a majority of the engines used in Coast Guard planes, has stepped up its scale of production in a manner that has eased the minds of Federal authorities who feared the dangers of a bottleneck in this plant which figures prominently in America's national defense program.

The Grumman "Widgeon" is a four-place amphibian which includes many safety characteristics not heretofore found in all other Coast Guard planes. A twin-engined job, it handles easily on one engine. It is metal riveted; has five watertight compartments; one gas tank in each wing; has a wing area of 245 square feet and is 31 feet long. Cruising speed is between 138 and 150 miles per hour, with a ceiling of 15,000 feet.

The "Widgeon" represents a school of thought that has many adherents in Coast Guard aviation. The cruising range of 750 miles represents what many fliers believe is a sane and sensible feature for planes that are to do coastal work, not deep-sea work. This characteristic does away with the excess weight that is the curse of all large planes which carry much gasoline in order to have lengthy cruising characteristics. One type of plane now being used by the Coast Guard has a cruising range of almost 2,500 miles. It is believed that there is a definite trend away from such grandiose cruising ranges and that the "Widgeon" is really the stopgap in the Coast Guard's present emergent need for planes.

Because of the sudden burden created by the national defense program, aircraft manufacturers have not been able to devote the facilities of their plants to the development of a distinctive Coast Guard plane and it is not likely that they will be able to do so during the next two years. However, aircraft corporations are not losing sight of the fact that the Coast Guard will soon award sizeable contracts for planes that will be suitable for inshore and offshore coastal work and, in the meantime, those corporations whose planes give the best performances will be in line to cooperate with the Coast Guard in designing, building, and testing the Coast Guard plane of the future. And that is the dream of every Coast Guard flier—a basic C. G. rescue and patrol plane.

* * * * *

NATIONAL DEFENSE

Keenest student of the steps which are being taken to speed up our national defense program is our own Secretary of the Treasury, Henry Morgenthau, Jr., head of the Coast Guard. Since the day on which President Roosevelt officially designated Morgenthau as "co-ordinator of domestic and allied purchases of military aircraft" the Secretary has been urging all corporations to

keep abreast of the government's needs. The problem is to speed up production so that hundreds of planes can be shipped to England each month without depriving our own armed forces of their basic needs.

One inspection tour carried the Secretary to the Curtis-Wright plant, Paterson, N. J., where he was conducted through the plant by Myron B. Gordon, general manager. Morgenthau inspected the machine shop, assembly line, and final test department. He declared that all the world is desirous of obtaining American-made engines and, at the close of his tour, spoke in glowing terms of the skill of American mechanics.

Last month the Government awarded contracts in the amount of \$70,000,000 to the Curtis-Wright Corporation. Simultaneously, Curtis-Wright announced plans for construction of the largest aircraft manufacturing plant in the Middle West. A factory covering 1,200,000 square feet and costing \$10,000,000 will be erected on the site of the Lambert-St. Louis municipal airport.

* * * * *

NEW DEVELOPMENT

It will be a long time before Coast Guardsmen learn about the latest proposed advancement in the field of small-boat patrolling of the coast. The Coast Guard's motorized lifeboats have proven themselves to be excellent vessels in rough water. In fact, they are probably the best rough water boats in the world. However, it has recently been pointed out that these motor lifeboats frequently cannot operate efficiently because they have neither direction finder nor transmitter. The limited fuel capacity has also come in for some consideration by those who are far visioned enough to realize that the day is fast approaching when the entire aspect of coastal work must be streamlined in order to keep pace with increasing activities along America's coast lines.

There are instances on record showing that motor lifeboats have had to cruise aimlessly, and sometimes fruitlessly, when searching for lost vessels. The safety of mariners in distress would be enhanced by the installation of direction finders and transmitters.

* * * * *

REGULATIONS

There appears to be no reason to believe that the Coast Guard will relax its regulations in the same manner as the War Department did last month. The War Department directed that the hand salute need not be executed when the personnel are off duty, except when addressed by an officer. The Army also relaxed the provisions for "attention" at meals when an officer enters the room. The old regulations stated that "when an officer enters a mess hall enlisted men seated at meals will refrain from eating and remain seated at attention until the officer directs otherwise, or leaves the room." Under the new regulations of the Army, enlisted men will remain seated at ease and continue eating unless the officer directs otherwise.

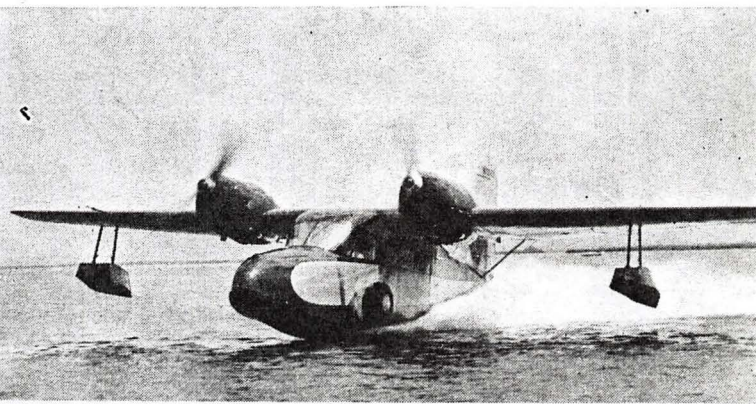
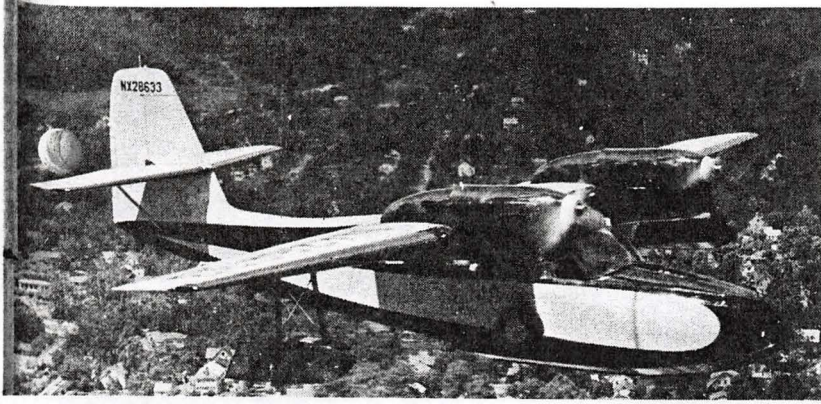
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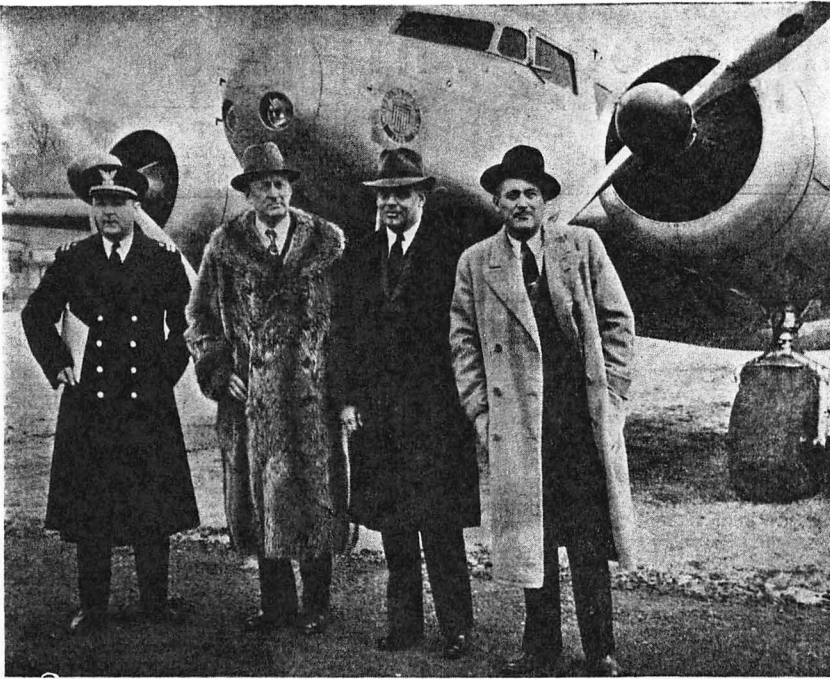
AIRCRAFT DELIVERIES

Britain is at last beginning to receive the airplanes which this country promised to deliver many months ago. During the first

EXCELLENT AIR ACTION is shown in these two shots of a Grumman "Widgeon" afloat and in the air during recent trials

before a Coast Guard Board of Inspection. A number of "Widgeons" will be delivered to the Coast Guard in a few days. Photos by Rudy Arnold.





SECRETARY MORGENTHAU'S OFFICIAL Lockheed plane, powered by Wright Whirlwind engines, forms an appropriate background for Lieutenant Richard Burke, U.S.C.G.; the Secretary; M. Y. Gordon, vice-president of the Wright plant, and Frank LeMan, president of the Caldwell-Wright Airport.

five months of 1940 only 20 planes per month were shipped. In June, 97 planes went overseas. In July this was increased to 173. August's shipments jumped to 278 but during September only 200 left this country. The peak was hit in October when slightly more than 300 planes were delivered in Britain. The months of December and January will show just how much aid this country can give Britain during 1941. If England doesn't receive 500 planes in each of those two months there will be some worried gentlemen in this nation's capital.

* * *

AUTOGIRO IN NEWS

A number of government representatives, including Coast Guard officials, recently witnessed flight demonstrations of the Pitcairn jump take-off Autogiro. This new ship, the Whirl Wing, was flown to Washington by Pitcairn pilot Fred Soule. Its unique vertical take-off and flight performance were shown at several Washington Airports.

The Department of Justice, whose Border Patrol Division is responsible for watching our Mexican frontier, evidenced considerable interest in this new type of air transportation as it was repeatedly shown that this ship can land and take-off in areas that are both rough in character and restricted in size. The Department of Agriculture, which has been using Autogiros for some years in survey and plant quarantine work, also was favorably impressed by the demonstrations.

At Bolling Field high ranking Army, Navy, and Coast Guard officers, as well as representatives from the Civil Aeronautics Authority and the National Advisory Committee were on hand to see the ship put through its paces. During the several days over which the demonstrations of the Whirl Wing were made, wind conditions varied from still air to a 25-mile an hour breeze. In the stronger winds the ship extended its normal vertical jump of 25 feet into a practically continuous ascent. (Read next month's "Washington Whirlpool" for lat-

est developments regarding use of the Pitcairn Autogiro in the Coast Guard.)

* * *

DESERTERS CAUGHT

The conscription law has struck terror in a source that has gone unnoticed heretofore. During the past ten years there have been numerous desertions from the enlisted ranks of the Coast Guard, Army, and Navy. Because of the expense that would be involved, the Service made no special effort to track down the deserters except in cases where serious charges were pending at the time of desertion.

Many deserters found it compulsory to register for conscription because any hesitancy to do so would have revealed their past dereliction to their employers and as-

sociates who would quite naturally suspect them of draft dodging. These fellows are now trembling from day to day as they await the ultimate uncovering of their past record. Once their fingerprints are recorded their only hope will be that the Government may not choose to prosecute—a course of action in keeping with the policy of treating the conscrip's gently.

* * *

GRUESOME

In the National Cemetery at Arlington, Va., there lies buried the head of a drum which once gave forth savage music at the hands of black men in Africa! The drumhead was made from the human skin of a retired naval officer who was beheaded by African headhunters. English explorers and scientists in Africa were attracted to the drumhead by its peculiar markings and, upon their return to England, they subjected the skin to laboratory tests. The tests brought out human skin whorls which identified the skin as being that of a retired American officer who had been long missing! The skin was finally interred in Arlington with full military honors. And there it lies today, perhaps the most peculiar mortal remains in the world.

* * *

CAPITAL SIGHT

Washington, D. C.! City of beauty, city of charm, city of destiny. Yes, and city of mediocrity, city of human frailities and human peculiarities not unlike Podunk and Pumpkin Hollow.

Yesterday, close by the rear steps of the Capitol, a well-dressed woman who gave every evidence of having at least a fair share of this world's goods, approached a newsboy. She asked for a paper, opened it casually to the stock market quotations while the newsboy awaited payment. Calmly she studied the quotations, folded the paper neatly—and handed it back to the amazed newsy!

* * *

NOTES

Because of the national defense program the styles of the 1941 automobiles are likely to be unchanged in 1942. The annual re-tooling process will be impossible in auto factories that are now immersed in Federal work... Several Coast Guard

(Concluded on Page 23)

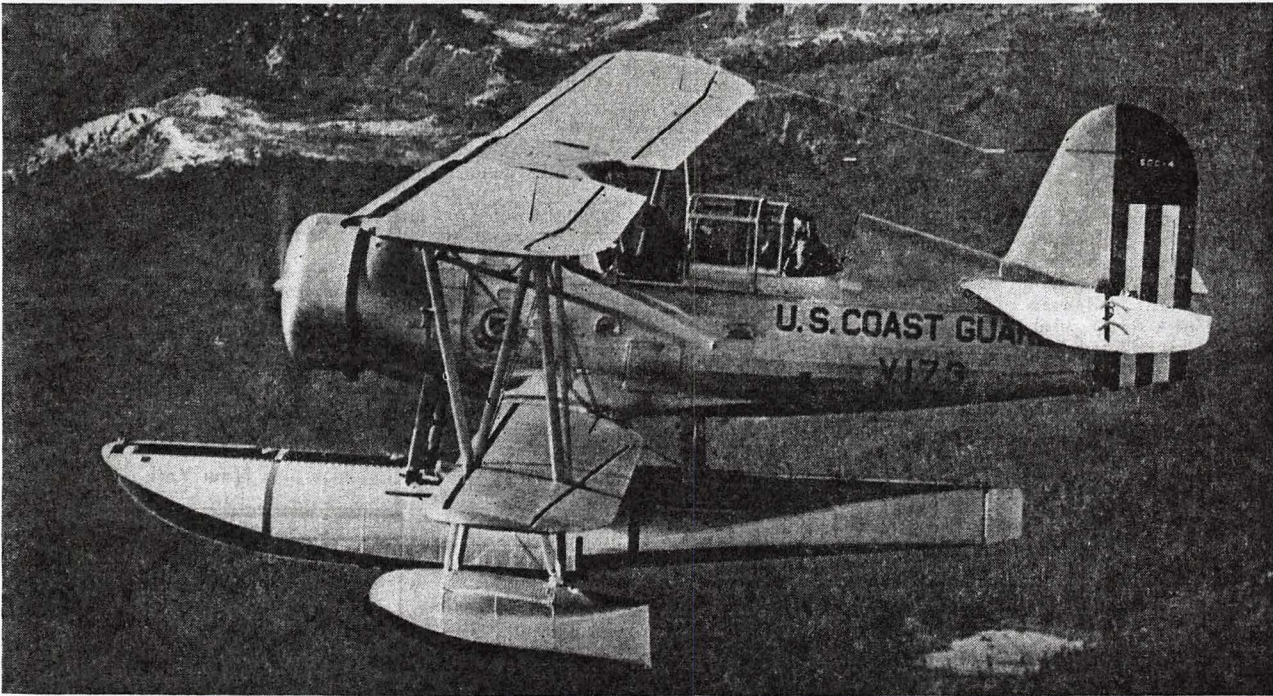


SECRETARY MORGENTHAU INSPECTS the Curtiss-Wright factory. Left to right are Victor Colnaghi, who is shown operating a vertical boring drill on a Double Row Cyclone 14 Crankshaft; Secretary Morgenthau; Myron B. Gordon, vice-president and general manager; George Chapline, vice-president of sales; Lieutenant Richard Burke, U.S.C.G.; P. W. Brown, general superintendent; A. Amundsen, works manager, and P. B. Taylor, chief engineer.

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CURTISS *Serves the* COAST GUARD

Curtiss Planes of the SOC-4 type are in daily use by the Coast Guard in executing missions along America's 5000 miles of coast line.
CURTISS AEROPLANE DIVISION · Curtiss-Wright Corporation · Buffalo, N. Y.



NEW YORK AIR STATION By PERRY CHUTE

WELL, another month has passed and Christmas is here. Lt. Seeger and Rapp, ACMM, left for San Diego Air Station and a farewell party was given in their honor. McNeil, AMM1c, was master of ceremonies and turned in a wonderful job.

Leadbeater, upon registering to vote, had to take a literacy test (he is up for chief) and when he went back to vote the sweet young thing asked him if he knew how! Tygart, Sea1c, came back from Georgia with some cigars (TWOOFERS)—a very good smoke, two for a nickel. Jablonski, Sea1c, has taken unto himself a bride of the O'Leary clan. Good sailing, Ski! Joe Forbes, upon donning his new CPO outfit, went home and the landlady chased him with a broom, thinking he was the dogcatcher. Joe had to call his wife to come and get him. "Pappy" Reeves met a Fifth Columnist one night but won the go as a cop and the bartender refereed. Calhoun, AMM3c (AP), has arrived fresh from Pensacola and taken over his duties. This boy Calhoun is a very quiet and unassuming lad. We are all overjoyed to hear that "Rebel" Berry's accident is not as bad as first reports. The officers and men of this station regret the untimely death of Lt. T. G. Miller, who will be long remembered as an officer, gentleman, and aviator.

The Agony wagon was here with Dr. Calhoun and Sutton, PhM1c. Here is an idea. How about more of these dental

trailers? Several days ago, at crash drill, Julian White got in the crash boat and went aft to see if the water was coming out, and at the same time the coxswain gave her the gun! The twistings that poor Julian went through to stay aboard would make a snake with St. Vitus dance blush with shame. Next time maybe we can duck him. You should hear McNeil singing in his bawth. (Take it easy, Mac, we want the plaster to stay on!) At quarters, Kollen, Sea1c, asked Bean, ACMM, how to resuscitate a pregnant woman. That is one time Bean had nothing to say. Lt. Johnson has arrived and taken over the duties of Lt. Seeger as Maintenance Officer.

Have heard via the scuttlebutt that there is to be an aviation edition of the COAST



OSCAR QUIVERS asks, "Whaddaya pullin' out y'r jumper like that for?"
Replied Homer Oxenheart, "The doctor told me to watch my stomach."

GUARD MAGAZINE. All men in aviation would like to see it go through, for a lot of men in general service think that all there is to aviation is flight pay. Well, that is about all except working all night on a 25-hour check so the plane can go the next day. Or have you ever seen an engine change, or did you ever put on or take off the beaching gear of a Hall boat in below-freezing weather when a sea was running and your waders filled with water? Sure, you will say they can take a hot bath and go to bed. Oh, yeah? And let salt water start its dirty work? The plane has to be washed down and the engines treated. Have you ever spent 10 to 15 hours in a Hall boat and listened to those 1,500 "jassacks" kicking over? Think of the pilot that has to mulehaul that same big boat when the weather is a little bumpy. Do you know that all men assigned to aviation do not draw flight pay, but are prorated so that all hands get some, and students do not draw flight pay? Have you ever heard at night, "Put the duty plane on the line and warm it up. A small boat is missing!"

NEW DISTRICTS

Two new districts have been established in the Coast Guard. One at Philadelphia, Pa., which will consist of that part of the New York District comprised within the States of Pennsylvania, Southern New Jersey and Delaware. Commander E. A. Coffin will command this new district. The other district will be the Los Angeles District, with headquarters at Los Angeles, Calif., and will consist of the southern counties of California and the States of Arizona and Utah. Commander L. L. Bennett will command this newly formed district.

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P. 49



24
YEARS



of
**COAST GUARD
AVIATION**



★ Since Coast Guardsman Adam Suthridge assisted Orville and Wilbur Wright in their first flights at Kitty Hawk in 1903, the U. S. Coast Guard has become increasingly dependent on its Air Arm. The first Coast Guard aviation group was formed and trained in 1916 at the Naval Air Station at Pensacola. Today the Air Arm of the nation's oldest maritime service has ten air bases strategically located along 6000 miles of this country's shore line and borders. One of the most outstanding among many Cyclone powered aircraft in Coast Guard service is the Hall PH-3 long range flying boat, shown above, which has featured in some of the service's most memorable missions.

WRIGHT AERONAUTICAL CORPORATION
A Division of Curtiss-Wright Corporation • PATERSON, NEW JERSEY



WRIGHT Aircraft ENGINES

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JOHN P. MYERS, JR.
U.S. Coast Guard

National Publication of the United States Coast Guard

1790 — 151 YEARS AS THE NATION'S SEA POLICE — 1941

1941





REAR ADM. LEON C. COVELL
Assistant Commandant

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COMDR. W. J. KOSSLER
Aviation Engineering Officer

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LT. COMDR. F. A. LEAMY
Aviation Operations Officer

Rear Admiral Leon C. Covell, Assistant Commandant, Pays Tribute to the Aviation Personnel of the U. S. Coast Guard in a Message to the "Eyes of the Service."

"I HAVE witnessed the growth of Coast Guard aviation from a single plane in 1916 to a force of over 55 land and seaplanes in active use today. In 25 short years the dream of employing planes in the rescue and patrol work of the Coast Guard has been fully realized. It has also been demonstrated that planes have an important place in the law enforcement and other duties of the Service. From a single initial air station, the aviation unit of the Coast Guard has now reached a point where the portions of the country under its jurisdiction are served by a total of 10 stations, so located that planes can be promptly dispatched to practically any area in the continental United States in which Coast Guard activities are normally carried out.

"In these times of national emergency it is gratifying to realize that the aviation personnel of the Coast Guard has received the basic training in the control, operation and maintenance of modern aircraft. While the military aspects of their training has been somewhat overshadowed in the Coast Guard by their numerous and varied peacetime duties, nevertheless they present the nation's best material for the prompt making of wartime pilots and the trained personnel for plane's crews and the vitally important ground crews. Should the need arise, the aviation unit of the Coast Guard is instantly ready to continue its present peacetime activities or to take on such additional functions as the exigencies of the situation may demand."



The Coast Guard In Aviation

A Colorful Review of the Past and the Present.

By HON. HERBERT E. GASTON,
Assistant Secretary of the Treasury

EARLY in the history of aviation the bold navigators of the Coast Guard looked longingly at the new element and it was not long before they entered it. Coast Guard aviation has as its primary purpose the saving of life and property along the coasts of the United States and its possessions. Besides the promotion of safety, it is charged with law enforcement missions and takes its place also in the lines of national defense.

Since they began their cruises aloft, Coast Guard flyers have centered their attention on giving added protection to all who travel upon the sea.

Although Coast Guard officers in the early days of aviation realized that there was a definite place for aircraft in the Service, it was not until 1916 that Congress authorized the establishment of 10 Coast Guard plane bases along the coasts of the United States. Before these could be established, however, the nation was at war and the program was temporarily abandoned.

EPOCHAL FLIGHT

The war gave Coast Guard aviators an opportunity to enlarge upon their peacetime training. Less than a year after the cessation of hostilities, the Navy seaplane NC-4 made the epochal first crossing of the Atlantic Ocean by flying boat. The pilot was a Coast Guard aviator, the late Commander E. F. Stone.

The flight convinced everyone in the Service that an aviation unit was a necessary adjunct to the Coast Guard. A flapping tent hangar was set up at Morehead, N. C., as a first step and a few obsolete planes were obtained from the Navy. As a result of actual flights, the station demonstrated the great value of aviation in the performance of Coast Guard duties. A year later, however, in 1921, the experiment was discontinued because Congress had not appropriated funds.

In 1926 the Coast Guard took to the air in earnest. Congress, that year, appropriated an initial sum of \$152,000—and aviation in the Service was under way. Two air stations were established, one at Gloucester, Mass., the other at Cape May, N. J. Give small planes were purchased.

In the last six years, under the guidance of Secretary Morgenthau, who has been as keenly interested in this as in other branches of the Service, Coast Guard aviation has made rapid progress.

MODERN EQUIPMENT

Today the Service has 10 modern air stations. Its modern aircraft include: 15 long-range twin-engine patrol seaplanes; 15 intermediate range twin-engine amphibians; 12 inshore patrol single-engine planes, and 9 planes of special types. Three additional intermediate range twin-engine amphibians and eight additional inshore patrol twin-engine amphibians have been ordered.

All Coast Guard planes are equipped with up-to-date radio facilities and are in direct communication with land stations during flights. In addition to the standard installation, each long-range and in-

termediate plane is provided with a radio direction finder, by means of which the plane can be guided accurately to any vessel, aircraft, or station equipped with radio.

Coast Guard aircraft are called upon to perform a great number of duties—preponderantly of a humanitarian nature; and the uses to which they are put increase each year.

In addition to assisting persons and vessels at sea, they often fly serum and medical supplies in emergencies. Small craft without radio equipment and isolated communities rely on Coast Guard planes for the dissemination of warnings of approaching hurricanes and floods. While on patrol, the planes constantly are on the lookout for derelicts and other obstructions to navigation. In 1939, twenty-one were found and removed.

Air patrols are not without sacrifices. Six officers and men of the air unit have died while attempting to have lives at sea.

Promoting safety at sea is by no means the only work performed by the Coast Guard air service. It aids fishermen by reporting the location of schools of fish; patrols regattas and marine parades; and since 1935 has conducted an annual survey of migratory waterfowl along the eastern coast for the Biological Survey.

LAW ENFORCEMENT

The air unit has an important place in the law enforcement operations of the Treasury Department. During the prohibition era, Coast Guard planes contributed to the suppression of smuggling. Today, smuggling in bulk along the coasts virtually has disappeared.

Aircraft, invaluable in the enforcement of the United States neutrality laws, also are utilized in detecting illicit distilleries. In 1939, more than a thousand such stills were located by Coast Guard planes cooperating with the Alcohol Tax Unit of the Treasury Department.

For its commissioned officer aviators and enlisted pilots the Coast Guard depends on training at the Naval Air Station, Pensacola, Florida, but not before they have had at least three years of sea duty. Each year, ten officers are assigned to Pensacola for flight training and instruction.

KEY STATIONS

Today, the air unit has 48 commissioned pilots, 19 enlisted pilots, 22 warrant officers, and 520 enlisted men. Its air stations are located at Salem, Mass.; New York City; Charleston, S. C.; Miami, Fla.; St. Petersburg, Fla.; Biloxi, Miss.; San Diego, Calif.; Port Angeles, Wash.; Elizabeth City, N. C., and San Francisco, Calif.

The station at Elizabeth City, N. C., is the latest and most modern in the Coast Guard and has the distinction of being complete within itself, which makes it unique in this respect.

It has concrete runways as long as 3,400 feet, a ramp for seaplanes and a full self-sustaining layout of hangars, shops and barracks. Complete military control of the field rests in the Coast Guard and no outside traffic or control can interfere with Coast Guard operations.



THE ASSISTANT SECRETARY
Hon. Herbert E. Gaston, Assistant Secretary of the Treasury, in charge of the United States Coast Guard.



STRAIGHT FROM WASHINGTON

OFFICIAL HEADQUARTERS NEWS



FLIGHT TRAINING FOR ENLISTED MEN

Plans have been approved for flight training of 75 enlisted men of the Coast Guard at the Naval Air Station at Pensacola, Fla. The men will attend the Pensacola classes during the first six months of 1941. Elimination flight training will be conducted at a Coast Guard station prior to the assembling of the Pensacola classes.

Men desiring to take the course should submit their applications to their District Commander, together with a report of his satisfactory flight physical examination and his agreement to extend his enlistment if he does not have two years or more to serve.

Applications for men holding the rating of first class petty officer and below, who by January, 1941, will have completed two years' continuous service in the Coast Guard, will be considered by their District Commander if they are qualified as follows:

(1) Not more than 28 years of age on 1 January, 1941.

(2) Physically qualified and temperamentally adapted for aviation training, involving actual control of and flying in aircraft.

(3) Those who have at least two years' obligated service remaining from date of completion of course at Pensacola, or who so agree to extend enlistment to comply.

District Commanders have been authorized to issue travel orders to men taking the required physical examination. Certain stations in each district have been designated for the physical examination.

Those men selected for the training at Pensacola will, upon graduation, be required to change their ratings to aviation machinist's mate as soon as they meet all requirements and pass the necessary aviation machinist's mate examination.

The numbers of men to be selected from each district are as follows:

Boston District	13
New York District	12
Philadelphia District	2
Norfolk District	10
Jacksonville District	9
New Orleans District	6
Los Angeles District	3
San Francisco District	5
Seattle District	5
Chicago District	2
Cleveland District	4
St. Louis District	1
Hawaiian District	1
San Juan District	1
Ketchikan District	1

HONORS FOR ACADEMY

Bachelors of science degrees will be given to graduates of the United States Coast Guard Academy in the future.

Coast Guard officials said the Association of American Universities had placed the Academy at New London, Conn., on its accredited list and that hereafter a graduate would be "on the same educational footing as the graduate of an accredited civilian university."



SECRETARY MORGENTHAU

"The aircraft manufacturers are doing a swell job. The biggest majority of them have been moving heaven and earth to get this defense program going and I think they have done a perfectly grand job. They deserve a lot of credit."—
Secretary of Treasury Henry Morgenthau.

The approval of the Academy, as an institution having the right to grant degrees, is the result of several years of plan-

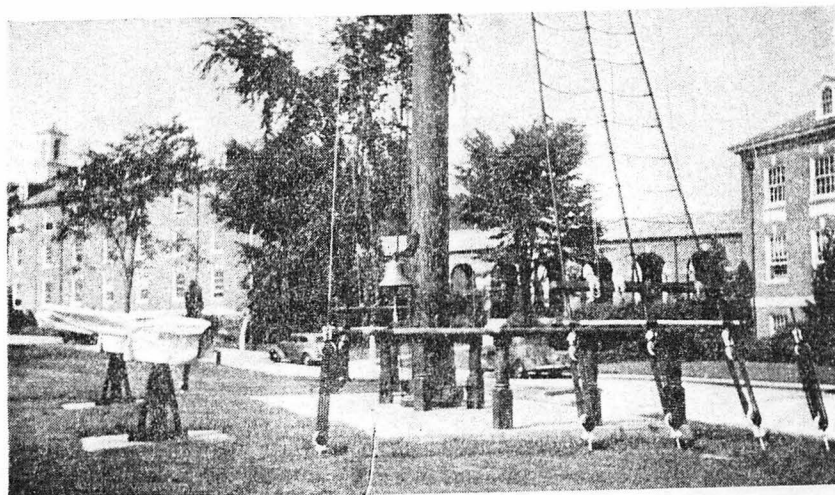
ning on the part of the Coast Guard, and the building up of the equipment and teaching staff of the institution to a point where it met with the approval of the Association of Universities. As early as 1934, in a report of the Academy advisory committee, was stressed the desirability of having a nucleus of permanent professors and instructors at the Academy. This was held to be necessary properly to instruct the cadets and to keep the teaching on a level of that of civilian institutions of high reputation. Improvements were made gradually, both in the teaching staff and in the physical equipment of the Academy, and culminated in the accrediting of the Academy by the Association of American Universities.

In its letter to Capt. James Pine, Superintendent of the Academy, the Committee on the Classification of Universities and Colleges, in announcing the acceptance, added that it was particularly interested in Dean Richardson's comments on the splendid student body and on the program of instruction which appeared to the committee to be excellently conceived and organized. It was Dean R. G. D. Richardson, of Brown University, Providence, R. I., who had made a formal inspection of the Academy on behalf of the Association.

CREDIT FOR LONGEVITY

In a ruling issued for the Secretary of the Navy, the Comptroller General has held that the pay provisions of the Selective Service Act, which state that enlisted men of the Navy shall be entitled to receive at least the same pay and allowances as are provided for enlisted men in similar grades in the Army and Marine Corps, do not entitle men of the Navy to include prior service in the Army in computing their longevity pay. This means that neither will enlisted men of the Coast Guard be

(Continued on Page 45)



THE COAST GUARD ACADEMY, New London, Conn., where future officers are trained in the mysterious ways of the sea. Captain James Pine is Superintendent of the Academy.



OFFICERS GAZETTE

COMMISSIONED OFFICERS

COMMANDERS (E)

J. N. Heiner, Hqrs., from Div. of Materiel to Asst. Chief, Div. of Finance.

LIEUTENANT COMMANDERS

J. A. Hirshfield, Onondaga, relieved of additional duty as Captain of the Port of Astoria, Oregon.

LIEUTENANTS

R. E. Stockstill, orders of 20 Sept. 1940, cancelled; det. Itasca to Honolulu Base, Honolulu Dist.

G. W. Dick, det. Pontchartrain to Depot.
J. P. Gorman, det. Comanche to Pontchartrain as Eng. Off.

E. J. Roland, det. Nemesis to New Orleans Dist. as Com. Off.

I. J. Stephens, det. MSTs, Alameda, Cal., to Headquarters.

E. J. J. Snyder, det. St. Petersburg Air Sta. To Port Angeles Air Sta.

LIEUTENANTS (J.G.)

H. R. Chaffee, det. Hamilton to Mendota as Eng. Off.

Joseph Howe, det. Taney to Onondaga as Eng. Off.

E. A. Cassini, det. Pontchartrain to Comanche as Eng. Off.

D. W. Weller, det. Bibb to Hamilton.

A. E. Harned, det. Elizabeth City Air Sta. to Naval Air Sta., Pensacola.

R. H. Blouin, appointed Coast Guard Aviator; det. NAS, Pensacola to Brooklyn Air Sta.

ENSIGNS

Clement Vaughn, Jr., appointed Coast Guard Aviator; det. NAS, Pensacola to San Francisco Air Sta.

A. W. Wuerker, appointed Coast Guard Aviator; det. NAS, Pensacola, to Port Angeles Air Sta.

J. E. D. Hudgens, appointed Coast Guard Aviator; det. NAS, Pensacola, to Biloxi Air Sta.

E. B. Ing, appointed Coast Guard Aviator; det. NAS, Pensacola, to Elizabeth City Air Sta.

CHIEF WARRANT OFFICERS

CHIEF BOATSWAINS

J. H. Davies, det. Reliance to San Francisco Dist.

Frank Paul, det. Morris to command Pulaski.

C. S. Studley, det. Pulaski to command Morris.

Albert Nelson, det. N. Y. Dist. to Seattle Dist.

M. J. Bruce, det. New Orleans Tr. Sta. to command Tuckahoe.

P. F. Shea, det. Camellia to command Sunflower.

CHIEF BOATSWAINS (L)

Joseph Mazzotta, det. Atlantic City Sta. to N. Y. Dist.

Wilfred Pantzer, det. New Orleans Dist. Of. to New Orleans Tr. Sta.

Ira Andrews, det. San Fr. Dist. to Norfolk Dist.

CHIEF MACHINISTS

J. B. Wellman, det. Hermes to Ossipee as Eng. Off.

James Madole, det. San Pedro Group to Hermes as Eng. Off.

J. H. Hollister issued per change of sta. from Alameda to Marshfield, Ore., as Eng. Off. Morris.

CHIEF GUNNERS

S. A. Harvey, det. of East. Insp. to N. Y. Dist.

CHIEF PAY

CLERKS

H. E. Solomon, det. Headquarters to Los Angeles Dist.

A. J. Maclean, det. Los Angeles Dist. to Shoshone.

D. L. Brown, det. N. Y. Dist. to Philadelphia Dist.

DEATHS

C. J. Valdrow, Ret.; at Marine Hospital, Baltimore.



Solomon

WARRANT OFFICERS

APPOINTMENTS

The following Boatswains (T) appointed Boatswains:

- Murray Day, Pamlico.
- Ludwig Ehlers, Redwing.
- T. F. Sullivan, Harriet Lane.
- E. J. Vetsch, Guthrie.
- H. E. Stutter, Nansemond.
- G. L. Ehlers, Dione.
- W. U. Fulcher, Crawford.
- G. T. Aldworth, MSTs, Gallups Island.
- Daniel Shea, New Orleans Tr. Sta.
- E. J. Williams, Headquarters.
- J. A. Anderson, Shawnee.
- J. M. Joseph, American Scaman.
- Charles Ehmman, Depot.
- L. M. Cannon, Aurora.
- A. W. Walker, Cedar.
- C. F. Garrison, Morris.
- Ragnar Anderson, Carrabasset.
- N. C. M. Johnson, Captain of Port of, Baltimore.
- H. A. Jensen, Alert.
- F. D. Overhauser, MSTs, Gov. Isl., Cal.

The following former Lighthouse Service personnel issued appointments as indicated:

- Boatswains: H. E. Melton, Wakerobin; R. H. Bergh, Fort Gratiot Light Sta., Cleve. Dist.; J. R. Green, Hemlock.
- Machinists: W. S. Cochrane, Dahlia; C. G. Johnson, Cedar.
- Radio Electricians: G. W. Bedford, Staten



LIEUT. J. P. WHITE

St. Petersburg Air Station.

Island Base; F. J. McDonald, Chelsea Base, Boston Dist.; J. W. Havlicek, New Orleans Dist.; C. W. Rom, Key West Base; R. F. Dibb, Ketchikan Dist.

BOATSWAINS

- E. M. Chandler, det. Pulaski to Morris.
- C. F. Garrison, det. Morris to Pulaski.
- Sigurd Christiansen, det. Academy to Colfax.
- R. T. Lippert, to command Antietam.
- W. H. Stafford, det. Boston Dist. to Ewing.
- M. M. Mitchell, det. N. Y. Dist. to Antietam.
- O. L. Laveson, det. Milwaukee Base to Rush.
- L. A. Sande, det. Pequot to Diligence.
- W. J. Pinch, det. Agassiz to Dione.
- G. L. Ehlers, det. Dione to Agassiz.
- E. E. Sykes, det. Bluebonnet to Magnolia.
- J. E. Sherwood, det. Jasmine to Galveston Sta.
- W. I. Cook, to command Camellia.
- J. A. Anderson, det. Shawnee to Reliance.
- S. G. Yeager, det. Ellis Island Tr. Sta. to New Orleans Tr. Sta.

BOATSWAINS (T)

Robert Sanderson, det. Carrabasset to Legare.
A. I. Roberts, det. Ellis Island Tr. Sta. to N. Y. Store.

RADIO ELECTRICIANS

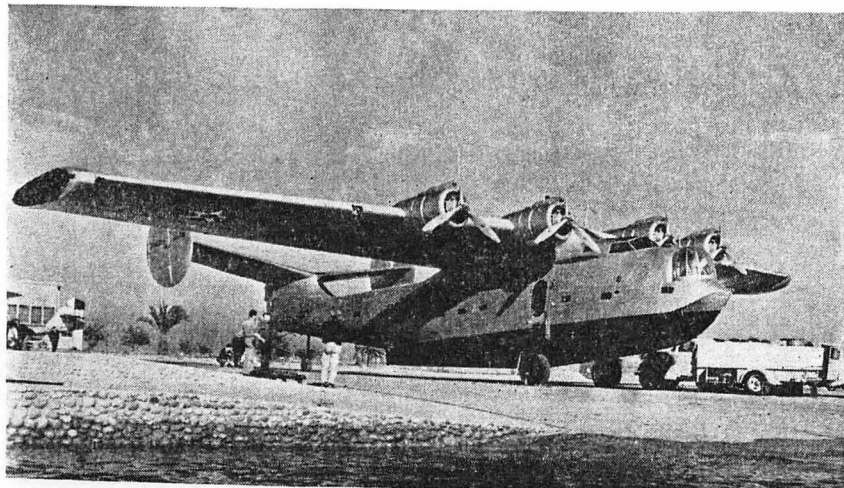
L. G. Bellarts, det. Ingham to Com. Base, Depot.

PAY CLERKS

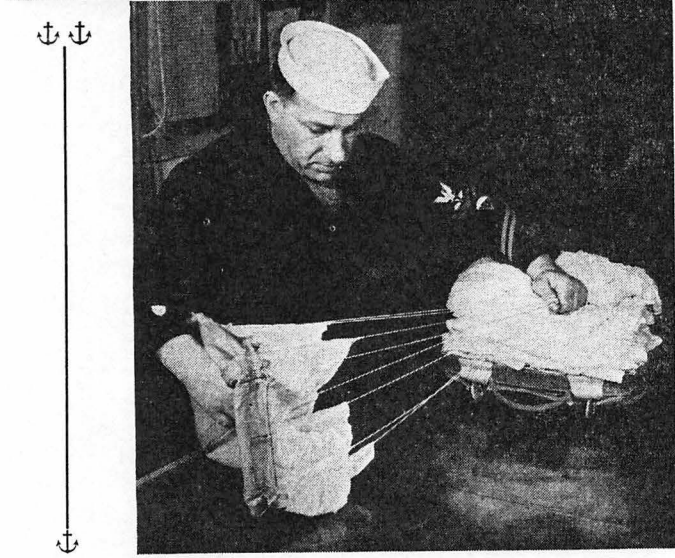
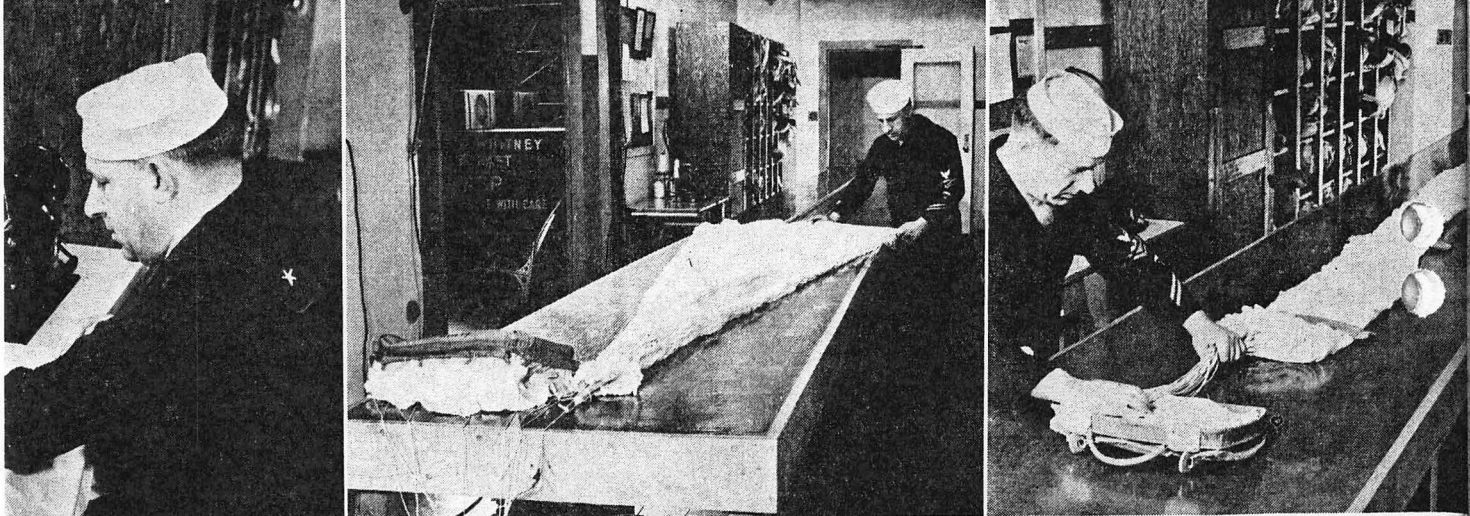
- C. F. Erickson, det. N. Y. Store to Com. Base, Depot.
- Linnie Thompson, San Diego Air Sta.; orders of 14 Nov., 1940, cancelled.
- D. P. Burke, N. Y. Store; orders of 7 Nov., 1940, cancelled.
- Lawrence Maher, det. Depot to Detroit Base.
- E. N. Doughty, orders of 14 Nov., 1940, cancelled; det. Elizabeth City Air Sta. to Honolulu Dist.
- F. M. Daniel, det. San F. Dist. to Los Angeles Dist.
- Linnie Thompson, det. San Diego Air Sta. to Honolulu Dist.
- E. N. Doughty, det. Elizabeth City Air Sta. to San Diego Air Sta.
- W. S. Coburn, det. Hoffman Island to Phila. Dist.
- F. T. Kane, det. Ellis Island Tr. Sta. to New Orleans Tr. Sta.
- J. R. Harris, det. Sebago to Headquarters.

BIDS OPENED

Bids for the construction of two 180-foot cutters were opened late in November, but there was only one bidder, the Sullivan Dry Dock and Railway Corporation of Brooklyn, N. Y. The firm offered to build the vessels, or one, for \$849,000. No action has yet been taken to award a contract, but at least one, to be named the "Cactus," will be built. The vessels, for servicing aids to navigation, are to be 180 feet long, 35-foot beam, displacement 935 tons, propulsion Diesel electric, power 1,000 shaft horsepower, and speed 13 knots.



A CONSOLIDATED MODEL 29 being fueled at the Coast Guard Air Station, San Diego, Calif. This is one of the largest flying boats in the world and bears a close resemblance to the land bombers slated for England.



FOLDING A PARACHUTE. Upper left, Frank Vanelli, AMM2c, of New York Air Station, repairs a damaged 'chute. Center: The 'chute is extended carefully and folded longitudinally. Right: The important shroud lines must be kept clear, although loosely bunched. Note the temporary weights which hold the 'chute in position. Lower left: Finally the small pilot 'chute tops the pack. Right: The finished pack. (Nice work, Vanelli!)

THE MAGIC OF SILKEN THREADS

YESTERDAY the parachute was looked on as an instrument of folly, an overgrown umbrella associated only with foolhardy daredevils and nocturnal aerial barnstormers. Today the parachute is an ordinary and commonplace bit of aircraft paraphernalia. It is to the aviator what the lifebelt is to the sailor—a stalwart and reliable safety factor in times of emergency.

Remarkable as has been the development of the parachute however, there is reason to believe that the potentialities of these silken umbrellas have only been scratched. The use of parachute troops in Norway was an illustration of how 'chutes may be used for the purpose of landing equipment and supplies, in addition to permitting men to float safely to earth.

As a result of the successful German use of parachutes and similar Russian practice maneuvers, America is currently studying the parachute as an instrument of constructive use. The U. S. Forestry Service has used parachutes in its fire-fighting activities, lowering forest rangers in the threatened wooded areas with great success.

In the Coast Guard there can occasionally be heard talk of new uses of the parachute in humanitarian work. The idea has been proffered that a real effort should be made to bring about the development of a specially designed parachute which could be used for lowering foodstuffs, medicines, clothing, and anti-toxin to groups of persons who may be isolated by reason of

floods, hurricanes, or ice conditions. At the present time the parachute is not an entirely satisfactory instrument for this type of work because of the impossibility of controlling the direction of downward descent. The parachute flare—used to illuminate areas at night—is an example of how similar small 'chutes may find their way into general use.

In conjunction with the discussion of future uses of the parachute, a startling thought has been projected with regard to



THERE HE GOES! A man's life now depends on the skill of the parachute rigger.

the combined uses of autogiro planes and 'chutes.

The suggestion is that an autogiro could easily achieve a stationary low altitude position directly above any stranded group of flood or hurricane victims and that while the autogiro was in this advantageous position all manner of aid could be delivered by the miniature parachute route. Too, a doctor or pharmacist's mate might, in extreme cases of medical emergency, make a parachute descent with minimum risk from the almost stationary autogiro. This is one of the more startling suggestions regarding parachutes and their future uses.

No story of parachutes in the Coast Guard would be complete without mention of the six Coast Guardsmen who achieved fame via means of parachute jumps: Lieutenant Eddie Fahey and enlisted men Cliff Hudder, Robert Paddon, Jimmy Dinan, Harry Eckels, and Douglas "Pete" Lorraine.

Fahey, Hudder, Paddon, Eckels, and Dinan are members of the Caterpillar Club, having been saved from death by parachutes. Lorraine's famous 'chute performance was "just for fun," a 5,000-foot delayed fall in which he descended 4,500 feet prior to pulling the ring in his 'chute.

Lieutenant Fahey and the late John Radan (and few men have ever been more admired and respected than was enlisted man John Radan) parachuted to safety over Biloxi, Miss., when their plane com-

(Concluded on Page 47)



Washington Whirlpool

— Being the Results of Observations and Interviews Within the Service —

By EDW. LLOYD



LIGHTHOUSE PERSONNEL

ONE OF THE most grievous problems now confronting the Coast Guard is the matter of the lighthouse personnel who, under ordinary conditions, would have been inducted into the regular establishment many months ago or, in the case of those not eligible for such induction, would have been granted definite and assured standing.

Unfortunately for the several thousand men of the lighthouse division, the national defense program heaped so much vital work upon Coast Guard Headquarters that the problems of those men were, regretfully, sidetracked. It is some consolation for those men to know that Headquarters is keenly aware of the present discomfort which surrounds the uncertainty of their collective and individual status.

RETIRED PERSONS

The hysteria which is visible on every street corner in the District of Columbia has spread to the ranks of the Coast Guard's retired personnel. Many persons are jumping to the conclusion that America will be in a state of active warfare within thirty days after the Presidential inauguration. Such a line of reasoning has no basis of fact.

Many retired persons have altered their personal plans and are virtually awaiting orders to return to active duty. In many cases this is a definite hardship to the persons concerned. In reality, there is little reason to believe that Coast Guard Headquarters will recall men who are now on the retired list. Of course, if this country should actually become involved in hostilities the men who retired under the provisions of the Efficiency (20-year) Bill would be promptly recalled. Men who were retired from active duty because of physical disability would not be recalled except in an all-out last-ditch struggle.

Retired persons, whose physical condition will permit them to do so, can serve their country best by seeking employment in the mechanical trades for which they may be qualified. This is a much better procedure than the current one of sitting at home awaiting orders. And retired persons can do much to kill foolish hysteria by turning a deaf ear to all rumors of recall to duty. If the recall comes, it will be sudden and unexpected. Until it does come (and we believe such an event very unlikely) retired persons can go about their business in a manner that will be to the best interests of themselves and the Coast Guard—as shipyard workers, mechanics, engineers, etc.

AMERICA'S POWDERKEG

So you think that the Caribbean is the focal point of national defense at the present time? If you do, you are in agreement with the majority of Americans. However, there are just a few persons in Washington, D. C., who will tell you, with a twinkle in their eye, that America's real powderkeg is the isle of Greenland, far to our north!

Not many persons know that a small expedition of German scientists (at least the Nazis classified them as scientists) were seized in mid-Atlantic by a Norwegian patrol vessel which had been operating out of Iceland. The scientists had intended to land in Greenland and establish radio and weather observation

stations. If they had succeeded in their venture, this would have been the first planting of the German swastika on soil of the Western Hemisphere.

What would have happened if the Nazi scientists had landed in Greenland and found themselves confronted by the U. S. Coast Guard's patrol detachment which was sent there several months ago?

Just what orders had previously been given to the Coast Guard detachment, are not known. However, the Coast Guardsmen were not sent to Greenland for the purpose of acting as welcoming committee for any group of foreign adventurers!

Greenland—America's powderkeg—might have exploded with a shock heard around the world if the Germans had not been intercepted.

Here is why very little news is released about activity in Greenland: The downfall of Norway converted Greenland into a conquered German territory. Actually, Germany conquered Greenland at the same instant that Norway capitulated. What, then, is the U. S. Coast Guard doing in Greenland?

Shhh! Please don't ask embarrassing questions. Remember that International Law is dead. International Law has been supplanted by the militaristic law of "Get there first!" And the Coast Guard got there first!

RETREAT FROM DUNKIRK

Is it too amazing to believe that the epochal British evacuation of Dunkirk will have a definite affect upon the history of the U. S. Coast Guard? Do not scoff too quickly at the idea.

Dunkirk is destined to become one of the famous names in the years of the future which will permit calm study of the lessons taught by that scene of horror.

More than 300,000 British soldiers were backed to the very waters of the English Channel. Safety for them lay 100 miles across the Channel in England. Yet the British transports and heavy-draft vessels were helpless to aid the men who represented the power of the British Empire! Shallow water barred the Royal Navy! The port was in flames, the position helpless. But it was then that every humble fisherman and boatman answered the government's call for aid, and put out from the English shore in small launches, powerboats, sailboat, and all manner of weird and scurvy craft. This motley fleet of ves-

sels, sailed by an almost anonymous group of volunteers, braved the perils of the Channel, braved the flames of Dunkirk, braved the spray of airplane bullets, and sailed into the shallow waters of Dunkirk. And 300,000 British soldiers escaped a certain death.

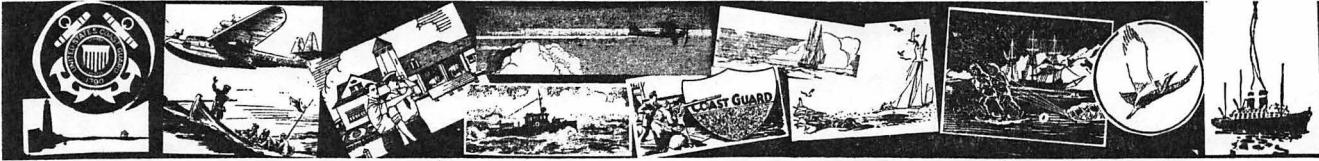
No finer illustration of the value of small boats to a maritime nation was ever given than by the small craft which saved an English army from annihilation. And the work which was performed at Dunkirk is having its effect in the U. S. Coast Guard. The evacuation of Dunkirk illustrated the need of the present voluntary Coast Guard Reserve as an organization ideally suited for emergent operations in shallow water—not necessarily in times of war, but in times of peace when disaster strikes. And the need for shallow-draft speedboats in the fleet of Coast Guard vessels was once again driven home in forceful style.

(Continued on Page 32)



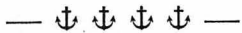
LT. W. A. BURTON, commanding officer of New York Air Station, greets Lt. Juan Rios Montenegro of the Cuban Air Force, Dec. 20. Lt. Montenegro, who is known as the "Lindbergh of the Caribbean," completed a 10,000-mile good will flight through South and North America. He is now a guest of the Coast Guard's New York Air Station.





Two Inspiring Messages!

Direct From Headquarters to the Men of the
Coast Guard.



AVIATION ENGINEERING

By COMMANDER W. J. KOSSLER

THERE must necessarily be close cooperation between Operations, whether of ships or aircraft, and Engineering. It must first be determined by Operations exactly what missions are to be accomplished, and then it is Engineering's problem to provide the most suitable equipment to efficiently perform those missions.

In the case of aircraft, as in ships, usually various missions are contemplated and frequently there is conflict regarding the selection of equipment to satisfactorily accomplish all of them. Nice judgment is therefore required in arriving at the most satisfactory compromise. If an attempt is made to provide equipment to accomplish too many divergent missions, the resulting compromise is satisfactory for none of them. On the other hand, if the equipment is too greatly diversified both maintenance and efficient operation are unduly handicapped and the cost is greatly increased. It must clearly be kept in mind, therefore, which missions are most important so as to provide the most suitable equipment for their efficient accomplishment and to accept the limitations necessarily imposed on other perhaps desirable but infrequent missions.

There is no such thing as the ideal plane for Coast Guard operations, except in dreams. As there is inevitably a difference in opinion regarding the relative importance of the various missions to be accomplished, there will be a difference of opinion of the suitability of the equipment provided. Engineering must be guided by the opinion of the majority of the operating personnel.

AVIATION OPERATIONS

By LT. COMDR. F. A. LEAMY

THE PERSONNEL of Coast Guard aviation should continue with untiring efforts to attain the goal of complete cooperation and coordination with the land and sea forces of our Service.

The operations of Coast Guard aircraft covers a field of wide and varying duties from rendering aid to persons and vessels in distress to law enforcement and assisting and cooperating with other Federal agencies. These manifold aviation duties cannot be accomplished successfully without the complete cooperation between the personnel operating aircraft and the personnel maintaining aircraft, and the air stations to which they are assigned. Many of these duties cannot be accomplished efficiently by aircraft alone. The successful outcome of these missions is dependent upon the coordinated efforts of all Coast Guard forces.

Inasmuch as each person having to do with the operation and maintenance of airplanes has definite ideas as to just what type of plane should be purchased, it has been the policy to obtain suggestions and recommendations from aviation personnel both in the field and at Headquarters as to the type of airplane to be procured which in their opinion can most advantageously be used in the Coast Guard. These suggestions have been very useful in the selection of new aircraft, and it is hoped that all personnel connected with aviation will offer suggestions looking toward the betterment of the Service.

Back of the successful completion of a mission lies the groundwork of personnel working as one man to see that materiel failures will be few and far between. It is our hope that this spirit will always prevail and that the Coast Guard will continue to look with pride to the fact that no one person is acting for himself alone, but for the good and benefit of all.



Great Lakes Aerial Survey

THE COAST GUARD'S recent aerial survey of the Great Lakes—made for the purpose of locating a site for a future air station in the Lakes area—come in series of 53 flights, totaling about 125 hours in the air cruising about 15,000 miles. The findings and reports of the surveying officer, Lieutenant A. E. Harned, have not as yet been made public. However, it is known that many sites which had previously been recommended as desirable were found to offer little in the way of modern airport facilities.

Accompanying Lieutenant Harned on his flights were S. J. Brodnan, RMIc; William Rettig, AMM2c, and Ovie Tillis, AMM3c. In addition to the routine work of surveying, this detachment responded to three requests for assistance, aided four persons, saved the lives of three persons, transported two medical cases, and located eleven disabled vessels. The work of this single plane during the months of July, August, and September adequately illustrated the need for regular aerial patrols over the expansive waters of the Great Lakes.



Lieut. A. E. Harned

The cordial reception extended Lieutenant Harned and his crew left no doubt of the esteem in which the Coast Guard is held by residents of the Michigan shore.

Shortly after the start of the aerial survey in July, and during a routine flight, Mechanic Tillis spotted a motorboat in distress. The rough waters of the Strait of Michigan had disabled the craft and it was on the verge of swamping. Despite rough water, Lieutenant Harned set the Grumman plane down and taxied to the sinking craft. Turbulent waves, however, prevented making contact with the two occupants of the rapidly sinking vessel, who for three hours had been bailing and were on the verge of collapse.

Finding it impossible to reach the motorboat without seriously damaging his plane, Lieutenant Harned let two lifejackets drift down to the victims, then taxied to the lee side and instructed them to jump overboard. They were pulled aboard the plane, in an almost helpless condition.

Before disembarking from the plane and departing for their homes in Mackinac City, the fortunate survivors stated: "We thought the water was too rough for the plane to land. We saw it circle in the air and thought it was going to leave us. In a few more moments we would have been ready to take a deep breath and give up the struggle."

Several weeks later a flight was made from Traverse City, Mich., across the Canadian border, to pick up a young hunter who had been so seriously burned that it was impossible to move him by land or water, due to the roughness of either route. Moving the patient into the plane was a difficult task, requiring the plane to go alongside a dock in a broadside manner that extended one of its wings and pontoons onto the shore at a precarious angle. Fortunately, this unorthodox method resulted in no

Lieutenant A. E. Harned and Crew Co-ordinate Survey Flights With Mercy Flights.

the aerial patrol and then quoted at great length from the pages of the U. S. COAST GUARD MAGAZINE. At the present time Congressman Bradley is preparing for this Magazine some comments anent the need for a Coast Guard air station on the shores of Michigan.

Although any prediction as to the site which will eventually be chosen as the one best suited for the needs of the Coast Guard can be merely a haphazard prediction—little more than a random guess—there is some reason to believe that Traverse City, Mich., may be the favored site.

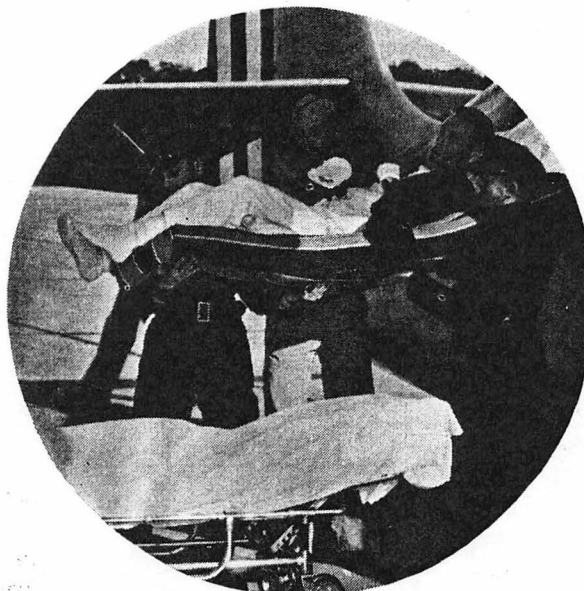
In view of the fact that most of the distress calls which come from the Great Lakes area occur during the extremely turbulent weather of winter and early spring, there is considerable conjecture about the manner of operation which will be adopted by the Coast Guard in the event that an air station actually is erected on the shores of the Lakes.

Lieutenant Harned's survey and his rescue flights, were made during the summer months when the weather was comparatively tranquil—although fog and high winds made his task far from an easy one.

The records of the past many years show that numerous groups of fishermen, hunters, and sportsmen are imperiled each winter by the unpredictable action of ice floes which, year after year, carry many men beyond the reach of Coast Guard cutters and beyond the gallant surfmen whose rescue performances on the waters of the Lakes are the most heroic epochs in the rugged traditions of these very rugged waters.

In the past, the difference between life and death for many marooned persons has been the time required by the Coast Guard to locate them. In freezing winter weather a single hour may spell death. Citizens of the Great Lakes region are vehement in their assertion that Coast Guard airplanes are vitally needed for the purpose of making aerial searches for persons in distress; thus locating the victims with no loss of time and directing the movements of cutters and surfboats afloat. This trend of thought is identical with that upon which the Coast Guard's leading air and sea authorities are now working—co-ordination of the efforts of land, sea, and air forces.

Modern airplanes are equipped to withstand the ravages of freezing weather aloft. Consequently, no concern is felt for the ability of Coast Guard planes to maintain an all-winter schedule of patrolling on the Lakes. It is almost universally agreed within the Coast Guard that airplanes which may eventually be assigned to duty on the Lakes will limit their winter work to aerial surveillance.



END OF A MERCY FLIGHT, with victim of burns being carried to a waiting ambulance. Lieut. Harned in center.

damage to the plane and the youthful victim was flown 750 miles to a hospital in Milwaukee, the flight being made in weather requiring much blind flying.

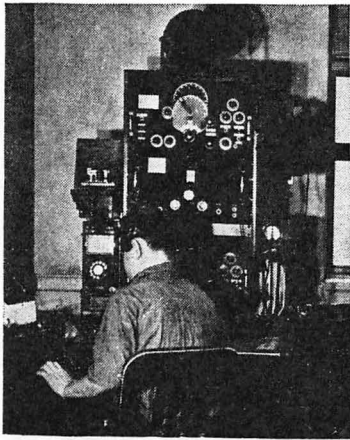
Keenest student of the Coast Guard's new interest in the Great Lakes is Congressman Fred Bradley, of Rogers City, Mich. On the floor of the House, Congressman Bradley reviewed the work of



Congressman Fred Bradley

Afloat and Aloft with the U. S. COAST GUARD

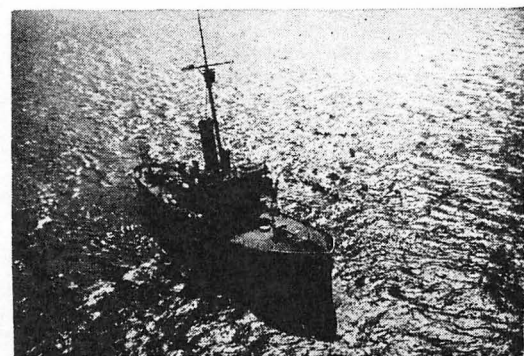
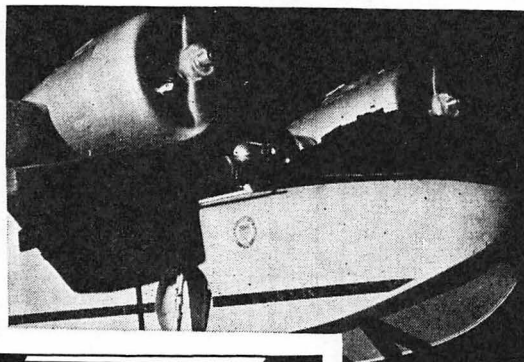
THE co-ordinated efficiency of the sea and air forces of the U. S. Coast Guard is greater today than ever before. Planes now operate as the true "Eyes of the Service," giving valuable visual aid to sea-going cutters. Cutters remain what they have always been—the backbone of the Coast Guard. It will always be the lot of the cutter to perform the dirty rough-weather work for which aircraft are unsuited. In achieving efficient co-operation between its air and sea forces, the Coast Guard is living up to the highest standards of its motto "Semper Paratus"; "Always Ready—on land, on sea, and in the air, a united Service!"



(1) Comes A Message—S O S!



(2) The Skipper Checks the Call

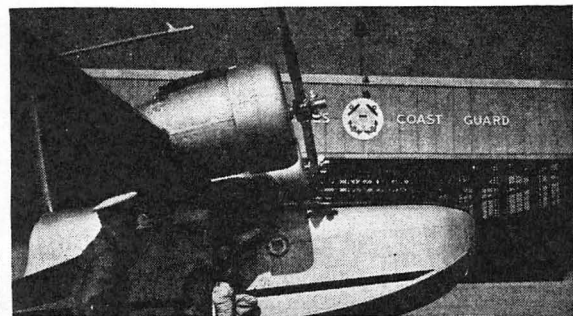


(4) A Cutter, Too, Prepares to Respond

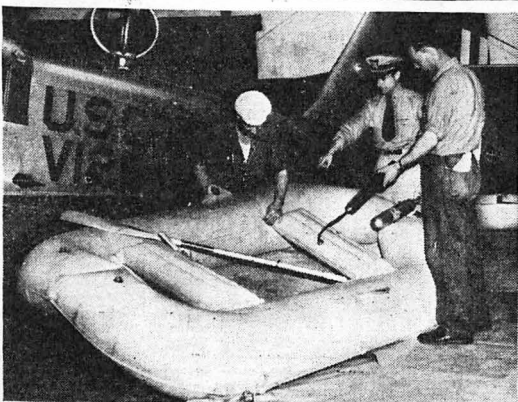


(5) Charts Are Studied

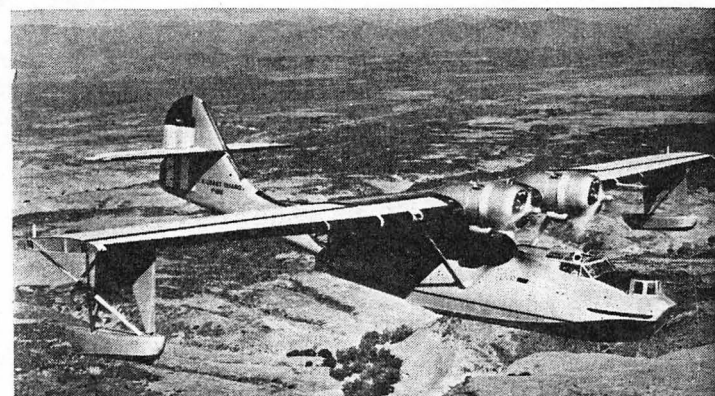
(3) Warm Up Those Engines!



(6) The Final Orders



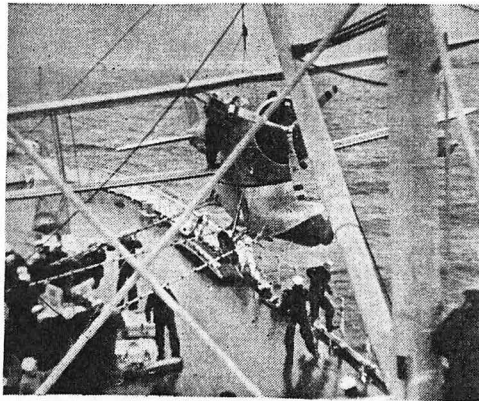
(7) Collapsible Raft May Be Needed



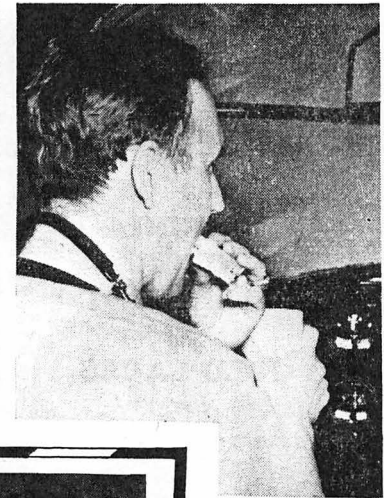
(8) If the Job is in the Pacific, Big Bertha Answers!

On these two pages are depicted typical scenes of action when a message for aid is received at a Coast Guard Air Station. From the instant a radioman receives the distress call until all aid has

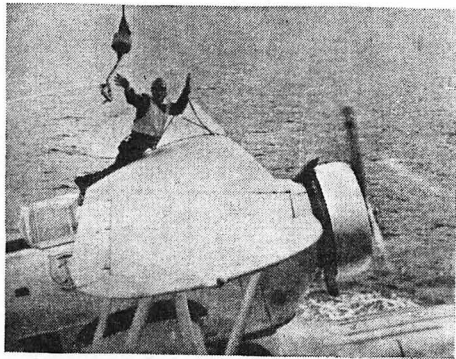
been given to the ship or persons in trouble, the entire facilities of the Coast Guard are concentrated upon the task at hand. The wide range of visibility enjoyed by airplanes makes it possible



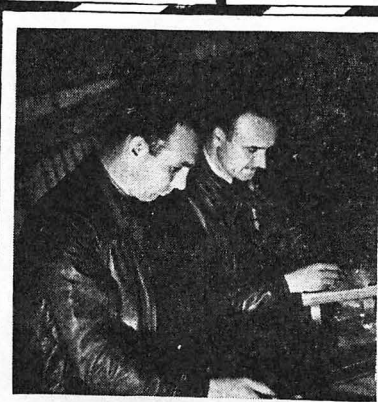
(9) Far at Sea a Cutter's Plane Swings Out



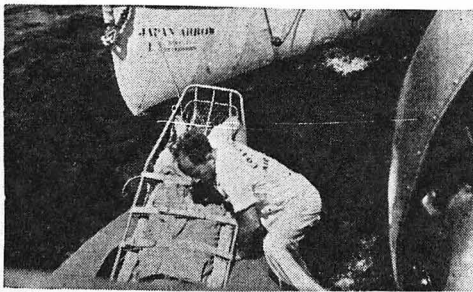
(11) Chow Time Aloft!



(10) All Clear



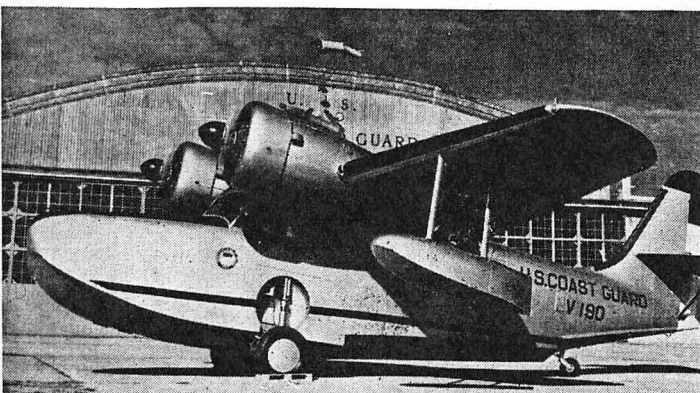
(12) Charts are Studied Ashore



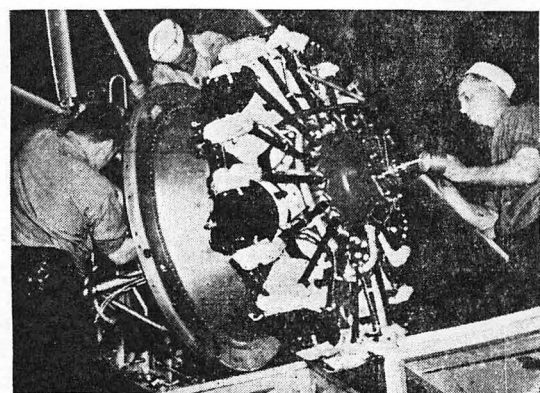
(13) The Rescue



(14) Thence to a Hospital



(15) The Flight is Ended . . .



(16) . . . but the Mechanics Work On!

for them to direct cutters to the scene of trouble with unerring accuracy, even though winds and currents may have changed the location of the craft in distress. Upon arriving at the scene,

amphibian planes and flying boats may rush emergent cases to shore for hospitalization but the powerful cutters usually assume responsibility for all rescue and assistance work in rough waters.

HAMILTON HYLITES

FROM PAST experience and all present indications the following episodes should blossom forth ere the *Hamilton* departs Norfolk on her next patrol:

'Tis rumored that "Tombstone" McKinnon has heard of a new graveyard with some very beautiful slabs of white marble upon which he may lie and whisper sweet nothings to the beautiful ghosts as they float by. . . "Lover" Ruhland, RM3c, who recently returned from a glorious and spectacular conquest of the fair young maidens' hearts in his native Missouri, will again thrill the young maidens of quaint old Berkley Town with his wooings. . . "Cold Steel" Monroe, GM1c, is rumored to be negotiating with the Fuller Brush Company to obtain the local monopoly, and plans to sell each and every housewife in Berkley. . . Our Nasty agent and head of the local Gestapo, Carl Von Jaehne, SM3c, has returned from a very important blitzkrieg in the wild and wooly West. Local military authorities have hinted that there is a certain hill in the vicinity of Pescadero, Caliprunia, upon which grazes an unknown number of sheep, and Von Jaehne has undertaken the dangerous mission of trying to obtain the exact number of them and the number of blades of grass it takes to subsist each one. . . Another well founded rumor has it that our No. 1 motorcycle enthusiast, "Prunier" Beal, Sea1c, has given up his wild and wooly escapades with his Harley-Davidson and that certain little blonde and decided to return to his native "Pruneland" and take unto himself that certain little "Girl of His Dreams" with whom he has been corresponding steadily all these many months, as his one and only. To some people the war may be far away, but not so with "Doggie" Perdue. From the looks of some of the shiners he has been sporting lately, the war at his abode has already been underway in earnest. Dan Cupid seems to be holding the spotlight up to all the unencumbered bread winners aboard the *Ham*. During the past three months the following Hamiltonites have taken the fatal step: Cowing, EM2c; Hughes, Cox; Perdue, Sea1c; Spencer, Y2c; Farlow, Sea1c, and Roberts, MM2c. "Flags" West, SM3c, 'tis rumored will soon be among the number if he can persuade a certain little rebel lassie to say "yes." Pentecost, Sea2c, was also recently seen shopping for a plain golden band in one of the local rock dispensers. "Rube" Young, Y3c, claims it's the real thing this time and he is to take the fatal step soon, but, young lady, beware! 'tis happened so many times before—not until the J. P. says "do you take," etc., and a couple of "I do's" are sounded, will the skeptics be convinced. . . "Negative" Ashcroft, SC3c, our star snaphooter, has purchased himself a new Studebaker and will thrill the local young lassies no end.

Recent losses of first class shipmates include Lieut. Ross, our engineer officer; "Rebel" Donahue, Y3c, and "Jerry" Nesmith, Flc. Newcomers aboard include some thirty or forty apprentice seamen from Curtis Bay and Ellis Island; Wilkin'on, Y3c, from the *Sebaqo*; Gross, GM1c, from the St. Louis District, and Lieut. Chiswell from the *Mendota*.

WANTED!

A picture of the Twin Lights on Thatcher Island, Cape Ann, Mass., is wanted by this publication.

COMMANDER E. F. STONE

Recently erected at the Coast Guard Air Station in St. Petersburg, Fla., was a small but rugged memorial—a sun dial resting atop a tapering mound of rocks.

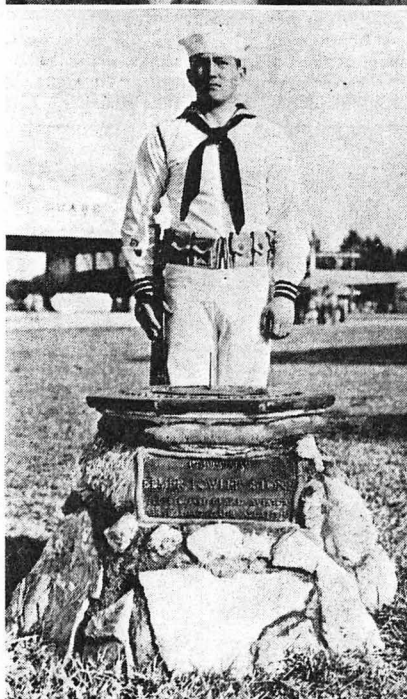
Daily the sun plays upon the dial, throwing a shadow which marks the rise and fall of day. And one is reminded of a man whose light threw a lengthening shadow of foresight upon the epochal events of Coast Guard aviation.

On the ruggest memorial at St. Petersburg is a plaque stating:

In Memoriam
Elmer Fowler Stone
First Coast Guard Aviator
First Across the Atlantic

And across the face of the dial appear the words: "A Prophet is Not Without Honor."

Indeed, the late Commander Elmer F. Stone is honored in the hearts of the men who served with him. This man who



A Man and His Memorial

piloted the seaplane NC-4 across the Atlantic Ocean in 1919 on the first successful aerial spanning of that ocean, was the pioneer of the extensive Coast Guard air force of today. More than that, he has left an indelible impression upon the men who are carrying the torch which he passed on to them.

Commander Elmer Fowler Stone; a name to conjure with; a name to be indelibly chiseled into the lore of the Coast Guard.

WASHINGTON WHIRLPOOL

(Continued from Page 33)

range of 4,000 miles these mighty planes can destroy Italian submarines, transports, and supply ships. Italy has to transport everything she needs in her African offensive across the Mediterranean, and the Model 23's can cripple this jugular vein.

The British have already, although secretly, sent airmen to Canada for the purpose of accepting the big bombers and flying them direct across the Atlantic. Although great secrecy surrounds all plans, it is likely that several of these bombers will take off from Botswood, Newfoundland, in a few days.

NOTES

One year ago the odds were ten to one that Henry Morgenthau, Jr., would not succeed himself to the post of Secretary of the Treasury. The reason given for this assumption was the health of the Secretary, which was not of the best. In the light of world-shaking events of 1940 and in view of President Roosevelt's re-election, it is evident that Secretary Morgenthau will again guide the destinies of the Treasury Department. And, needless to say, the Coast Guard is very happy about the whole business. No other Secretary of the Treasury ever displayed as enthusiastic an interest in the Coast Guard as has the current Secretary.

It is common knowledge on Capitol Hill that Colonel Charles Lindbergh would have been offered an important aeronautical post by Wendell Willkie if the latter had achieved the presidency. And speaking of Willkie, here's a tip: He will make no formal announcement of his future political plans but will gradually throw his personality and his political strength behind some comparatively young Republican who is well versed in party politics. A man of the calibre of Henry Cabot Lodge is the type most likely to get the Willkie backing. Young Lodge has the advantage of a famous family name, a rich heritage of dignified service to the nation, and many years of experience in party bargainings.

The Post Office Department found itself unable to adjust its program to allow for the issuing of a postage stamp in honor of the Coast Guard's 150th anniversary, but it experienced no trouble at all in issuing a special stamp commemorating the 75th anniversary of the ratification of the Thirteenth Amendment to the Constitution freeing the slaves! The reason for this peculiar action was a telephone call direct from the President to Postmaster Frank Walker.

A furious building program in the Washington (D. C.) Navy Yard is likely to result in the employment of 20,000 persons. The Yard is guarded more closely than ever in its history. Bolling Field, just across the Anacostia River, is another scene of tremendous activity and vigilant observation. Bids will soon be opened at Coast Guard Headquarters for the awarding of contracts for the construction of 32 new patrol boats, 81 feet in length.

He Flew Egg Crates!

FROM eggcrates to boxcars! That is the span of aeronautical development encompassed by the career of Robert "Pop" Cupples, ACMM, of the Coast Guard Air Station at St. Petersburg, Florida,—from the flying eggcrates of a quarter-century ago to the flying boxcars of today.

In 1905, when horses and buggies were still the popular means of transporting the "girl friend" on regular Sunday night dates, and automobiles still created major sensations when they pulled up to a noisy stop on Main street—Cupples already was in the aviation branch of the Navy.

Among Cupples' highly prized possessions today you will find a card, slightly discolored from age, which contains the surprising information that he was registered as U. S. naval aviator pilot No. 1, on February 28, 1909.

ONLY THREE PLANES THEN

"Yes, I was the Navy's number 1 pilot all right—but that didn't mean much," Cupples asserted the other day, "because the Navy only operated three planes at that time."

"Pop" was pilot on a crate that appeared to be a big hayrack with a motor. However, in those days of aviation infancy, the Navy proudly proclaimed it to be a "Curtiss pusher type." In this aerial "speed demon" the pilot sat on the edge of the lower wing—a good strong wind easily could have blown him from his precarious perch—and the motor and propeller were at his back.

Eventually Cupples was promoted to the position of ground instructor at Pensacola. Many of his students later became famous pilots, including such outstanding officers as the late Comdr. E. F. Stone, who was navigator on the new NC-4, which made the first trans-Atlantic flight in July, 1919. Another of Cupples' students, Comdr. C. C. Von Paulsen, commanding officer of the

cutter *Duane*, was one of the Coast Guard's pioneer fliers.

SERVED IN MANY CAPACITIES

During his service with the Navy, Cupples served at various times in such important duties as maintenance of aircraft and engines, ground school instructor, power plant instructor, elementary flight instructor, advance flight instructor and electrical chief.

In 1923 Cupples resigned from the Navy and, in 1926, he was a daring barnstorming pilot with the famous Gates Flying Circus, an organization that thrilled nearly every State in the Union during its spectacular operation.

With his appetite for pioneering in aviation still unsatisfied, Cupples signed up as co-pilot and later as flight mechanic with the New York Rio and Buenos Aires Line, Inc., a service which continued slightly more than a year when the line was merged with Pan-American Airways—operator of a fleet of famous Clipper ships. For two years he served with Pan-American as co-pilot and flight mechanic and for three additional years in the capacity of flight mechanic on the Clipper ships flying from Miami to South America.

FIRED ON BY CUBAN MOB

During the hectic days in Cuba, in August, 1933, when the populace suddenly turned on President Gerardo Machado, Flight Mechanic Cupples was aboard the Pan-American NC-80-V, anchored in the Havana harbor awaiting the arrival of 28 passengers and 750 pounds of mail. Orestes Ferrara, Cuban Secretary of State, also was aboard the huge plane, nervously pacing back and forth in the aisle. Suddenly a mob appeared on the nearby waterfront—a machine gun, aimed at the craft, started its deadly cracking.

Pilot Lee Terletzky, assisted by Co-pilot Fred Richards, went into immediate action. The plane arose from the water

and hurriedly headed from danger toward Miami. En route to the southern port, Cupples discovered 11 machine gun bullet holes in various parts of the plane, but the crew and passengers escaped injury. Later the crew received the congratulations of R. I. Dunton, Pan-American manager of the Caribbean division, for their expertness in saving the lives of the passengers and the avoidance of serious damage to the plane and equipment.

JOINS COAST GUARD

In spite of the record which he was establishing with the commercial company, Cupples again yearned for service with the government, and on August 2, 1935, he resigned from Pan-American. A short time later he enlisted in the Coast Guard.

"Yes, I've got a record or more than 7,000 hours in the air," Cupples declared, "and I never have received a scratch from an accident. It's the safest, surest form of transportation—but aviation is still in its infancy," the veteran flyer exclaimed.

THE MAIL BUOY

(Continued from Page 37)

stationed at a primary or secondary radio station near Chicago.

"Your truly,
"JAMES GERRITS."

"U.S.C.G. Station,
"Fire Island, Bay Shore, N. Y.
"Is there a surferman in any station south or west of New York who would like a swap to Fire Island Station? I desire to get nearer my home, which is in the West.

"JOHN P. CROUCH."

"U.S.C.G. *Icarus*,
"Stapleton, S. I., N. Y.
"I am a seaman, second-class, in the New York District, wishing to make a mutual transfer with anyone in the Chicago District.

"LOUIS T. HAVEL."

"U.S.C.G. *Greenbrier*,
"232 Custom House,
"St. Louis, Mo.
"I know that the best way to get results is through the U. S. COAST GUARD MAGAZINE, so please publish the following notice: Is there a MM2c on the East Coast, preferably in the Boston District, attached to a surf station, who would like to swap for the cutter *Greenbrier*? If so, please communicate with me.

"IRVING BURESCH."

THANK YOU!

"U.S.C.G. *Icarus*,
"Staten Island, N. Y.
"Your December issue was a complete sell-out on the *Icarus*. Please send me ten additional copies hereafter.

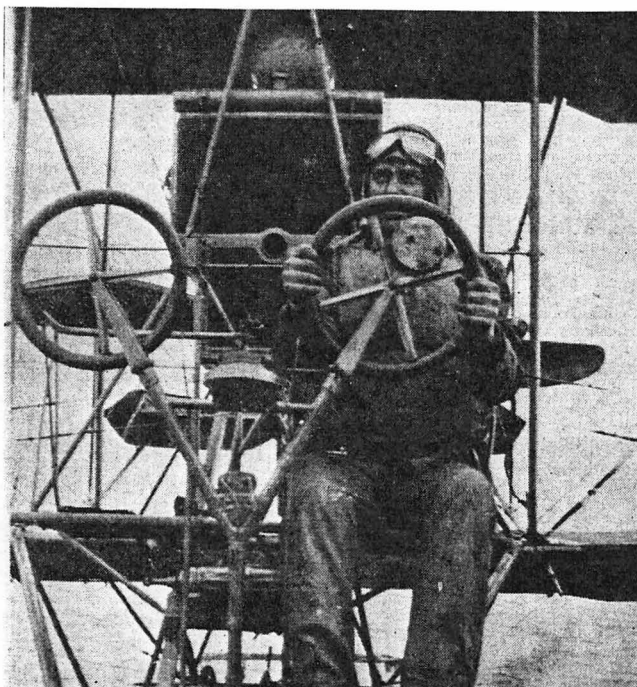
"JAMES A. GRIFFIN."

"U.S.C.G. *Sebago*,
"Norfolk, Va.
"I sold out the December issue so fast I hardly had time to move. In fact I found myself in trouble. I neglected to save copies for two of my oldest customers. You should have heard those fellows growl. But I don't blame them. I finally obtained extra copies for them and they promptly mailed them home. I must have at least 60 copies each month hereafter.
"The crew of the *Sebago* wishes all the luck in the world to our new editor. We know that he is one of us.

"Sincerely,
"PETER MAJKUT, Y2c."

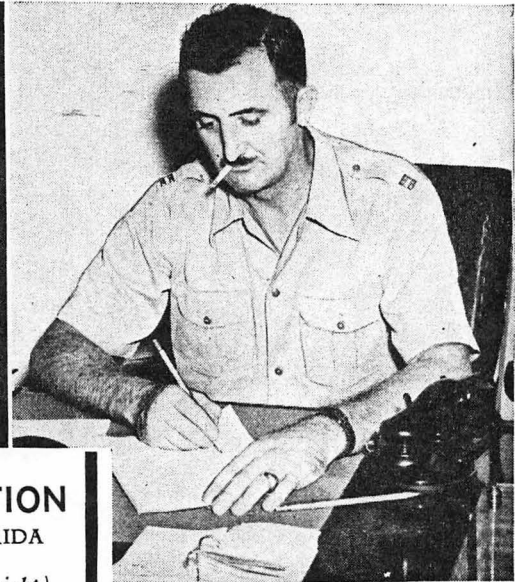
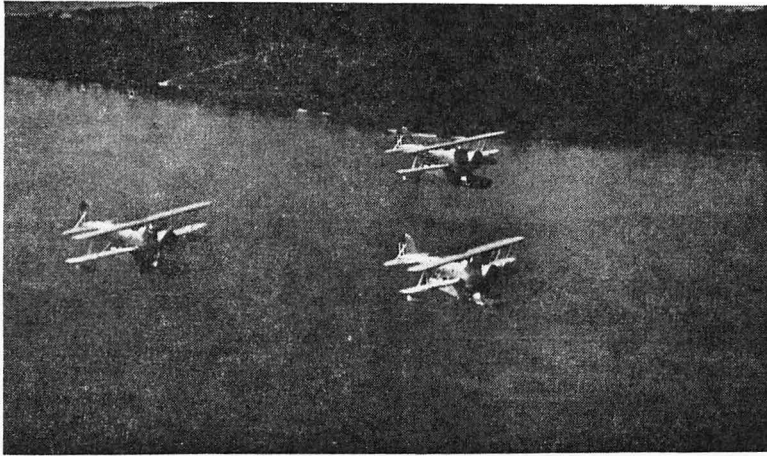
"Recruiting Office,
"Chicago, Ill.
"Please send me six copies of the U. S. COAST GUARD MAGAZINE each month.
"HARVEY J. MILLER, MM1c."

"Sullivan Island Station,
"Moultrieville, S. C.
"The COAST GUARD MAGAZINE in my opinion is one of the greatest assets of the Service and it is the duty of every member of the Service to aid the Magazine in any possible way that may present itself.
"ALTON W. MEEKINS."



R. T. CUPPLES, when he was the Navy's No. 1 pilot, and, below, Cupples today as an aviation chief machinist's mate at the St. Petersburg Air Station.



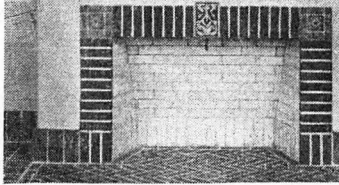
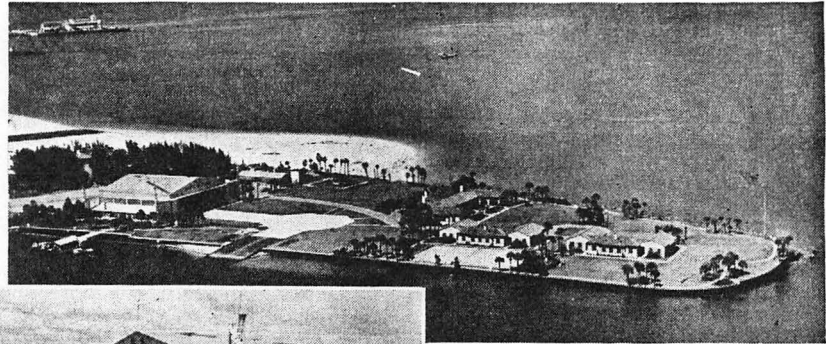
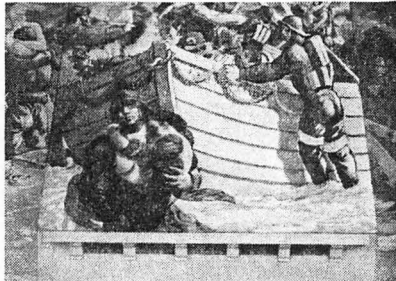


Above—A trio of Grumman amphibian planes wing their way along the Gulf coast on observation patrol. Florida's west coast has been the scene of alien smuggling in recent months.

**U.S.C.G. AIR STATION
ST. PETERSBURG, FLORIDA**

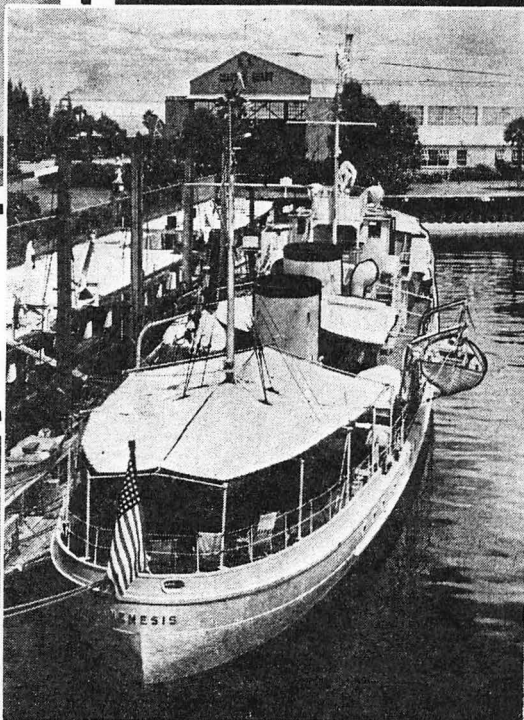
Lieut. Comdr. C. F. Edge (right)
Commanding Officer

Below—Architecture and landscaping unite to produce a beautiful setting.

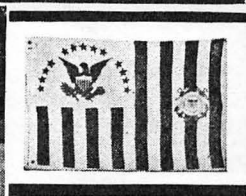
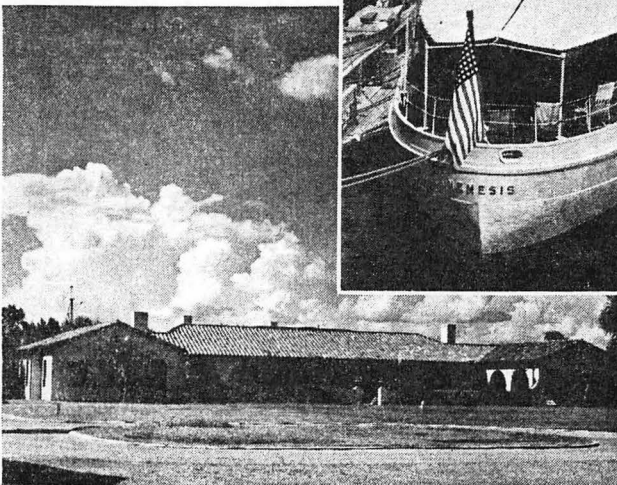


Above—Many murals adorn the interior of the station. On the east wall of the recreation room is a mural depicting the S.S. Morro Castle disaster of 1934. Below—Main barracks building, including mess hall.

Left—Within a few feet of the air station, the cutter *Nemesis* lies ready for action.



Below—A modern machine shop aids in the maintenance of planes and equipment. Joe Dean, AMM1c, is operating a lathe.



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NEW YORK DISTRICT

Various lifeboat, light station and ship units of the New York District will cooperate with the Air Defense Command, U. S. Army, in that locality in an Aircraft Warning Service recently established. These Coast Guard units will aid in furnishing reports to the Air Defense Command of the approach and location of "hostile" aircraft near our coastline.

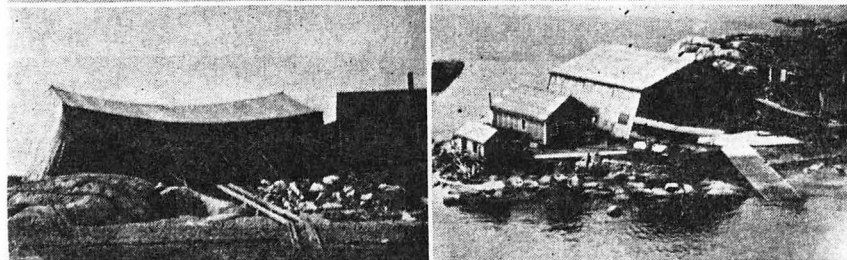
Comdr. J. S. Baylis, Aide to the Captain of the Port of New York, and Comdr. Robert Donohue, Commanding Officer, New London Base, expect to attend the annual convention of the Propeller Club of the United States in New Orleans, La., this month, while on official business in that city.

Three 125-foot Coast Guard patrol boats, the *Frederick Lee*, the *Legare* and the *Jackson*, arrived in New York recently from the Great Lakes, en route to new permanent station at Norfolk, Va.

MACKINAC ISLAND

Mackinac Island Lifeboat Station crew removed the crew from the steamer *Frank J. Peterson*, aground off St. Helena Island, Lake Michigan, after the underwriters had decided to abandon the vessel.

EARLY COAST GUARD FLIERS



EARLY DAYS AT GLOUCESTER. Above—The first hangar crew at Gloucester, Mass. Lower left—This ancient tent housed the first planes of 1925. Lower right—The personnel of Base Seven erected this wooden hangar at a cost of five thousand dollars.

It's a far cry from the days in 1925 when an early crew of ambitious Coast Guard fliers erected a tent on windswept Ten Pound Island, Gloucester, Mass., and manhandled the decrepit planes which, by the grace of God and man-killing work, were made to fly and to achieve the first real progress in the Coast Guard's vigorous aerial program.

It is regrettable that the identities of the men grouped above with Commander C. C. von Paulsen (third from left, rear) have gone unrecorded. Theirs was an heroic role which should be properly recorded for posterity.

Millions of dollars are now being spent for aviation. In 1925 one dollar was expended for the purchase of the old patchwork Army tent hangar erected by Commander von Paulsen and his crew. Through the flaps of this old tent came sand, snow and dirt in quantities that drove mechanics to despair.

It was a palatial affair in 1925—hat wooden hangar pictured at the right. It cost all of \$5,000 and was a big improvement over the tent hangar. (Air stations are now erected at a cost of millions of dollars!)

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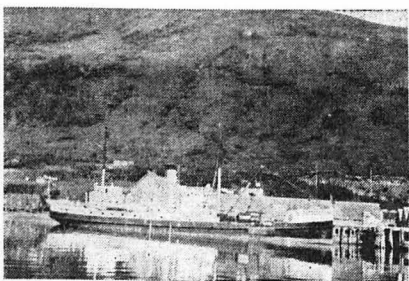
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THE CUTTER CEDAR at Ketchikan, Alaska, engaged in lighthouse work.

Over the
Editor's
Shoulder

Address all correspondence (news, circulation, etc.) to U. S. COAST GUARD MAGAZINE, 3 Church Circle, Annapolis, Md.)

DRAW up a chair, sailor! Draw it up close to the hearth so you can feel the warmth of these words. Winter is upon us; the wind howls; the ship rolls where she lies; ice forms on the rigging. It's cold. Sailor, very cold.

But, Sailor, you can stand that sort of cold. It's the other sort of coldness I want to talk to you about; the coldness of man's inhumanity to man; the cold shoulder which the man of the street gives to the man of the sea. And the coldness of being alone; the coldness which chills one's soul and freezes one's heart—knowing that no person, no group of persons, notices or cares that you are alive and that you have ambitions, wishes, hopes, desires, and emotions.

Does the Service seem to have squeezed from you every last drop of personal emotion, leaving you bitter and disillusioned? Yes, the Service will do that to you sometimes. Perhaps the Service doesn't make enough allowance for the frailty of our human flesh. At any rate, there is no frigidity that has been known to mankind comparable with the lonely frigidity that has been known to clamp down upon men of the sea. And, because of this frigidity—this lack of personal interest in the ambitions and hopes of Coast Guardsmen—the lives of many men assume a warped and bitter outlook.

But there is a place where men of the Coast Guard can shake off the restraint placed upon them by the regimentation of Service life and by the holier-than-thou attitude of civilians. One short month ago it was the privilege of this editor to create such a spot. Of course, the place is not what it will be one year from now. But it is a place your editor believes is destined to become the meeting spot of every itinerant Coast Guardsman.

Let me invite all of you to visit the new quarters which the U. S. COAST GUARD MAGAZINE is now in the process of developing at 3 Church Circle, Annapolis, Md. These quarters are going to be the sort of place where sailors of the Coast Guard can enjoy an unceremonious visit with this editor; a place so free and easy that no man will hesitate to speak his mind; a place where open comradeship will be as existent as it should be in every fore-castle!

Yes, shipmates, it is terribly cold outside. We can do nothing about that atmospheric coldness but we definitely can do something to disperse the other sort of coldness which is the common curse of Service life. We are making a place which Coast Guardsmen can look to as a place of personal interest. Whatever your needs



William J. Hill, ACMM, and Ted McWilliams, Aviation Pilot.
* * *

FRISCO AIR UNIT

The San Francisco Air Station was officially opened and placed in commission at 10:45 a. m., Friday, 15 November, 1940. Capt. Stanley V. Parker, District Commander of the San Francisco District, read the orders and delivered the station to its first commanding officer, Lt. George H. Bowerman. At the commissioning ceremony there were approximately 150 guests.

may be, whatever your troubles, whatever your viewpoints, whatever your ideas, there is a place where you can discuss them freely—and that place is 3 Church Circle, Annapolis, Md., the enlarged home of the U. S. COAST GUARD MAGAZINE. Your publication now occupies at that address a three-story building which is being thoroughly renovated.

We have been fortunate in establishing better news relations at Coast Guard Headquarters and better sources of information amongst members of the U. S. Congress. This is very fortunate. But far more fortunate is the present opportunity which exists for this Magazine to become the "Bible of Every Coast Guardsman."

Your editor has been in the Coast Guard since 1925. I don't need to be told of the problems or advantages which confront enlisted men and officers. I've lived the life; I've sailed the ships; I've made my liberties ashore along the entire Atlantic seaboard. I'm still in the Coast Guard, a broken-down chief machinist's mate who sees in the U. S. COAST GUARD MAGAZINE a glorious opportunity to give real service to the Service.

You are going to be hearing more about 3 Church Circle, Annapolis, Md. Paste that address inside your locker; pin it to the curtains at home, scribble it on a bit of paper. And plan to visit our plant. We'll be happy to show you the sights of Washington, D. C., and escort you to places of interest. Our new location is scarcely a stone's throw from the key points of the Nation!

Next month I hope all of you shipmates will be peering "Over the Editor's Shoulder" on this very same page, at this very same time. I'll be looking for you.



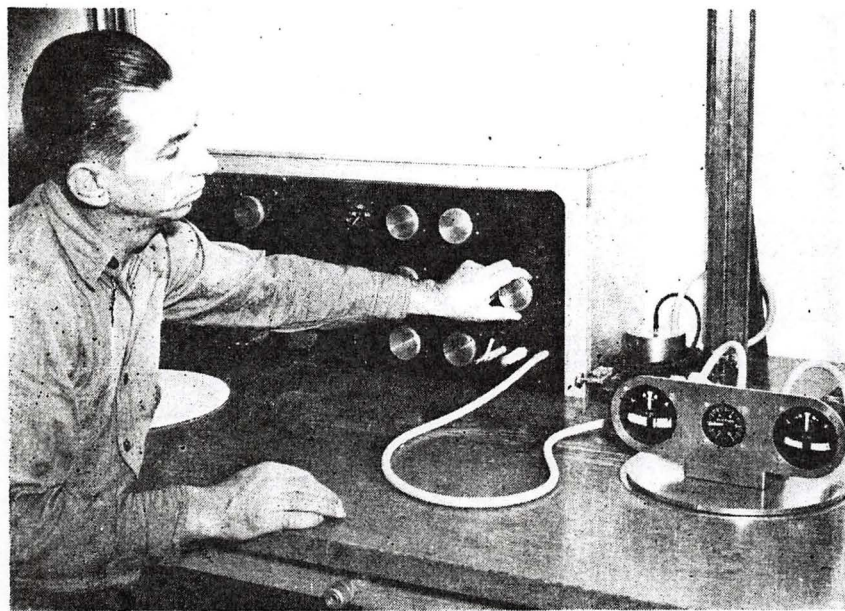
CGM
Feb. 1941
Vol. 14, #4



• ENLISTED •
• GAZETTE •

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Sundfor, John, C.B.M., CAHOONE.
Trei, Theodore, C.B.M., INGHAM.
Tingle, Earl L., B.M.1c, TALLAPOOSA.
Tisdale, John H., B.M.1c, New Orleans.
Wickens, L. L., C.M.M., Astoria Base.
Tarr, H. T., C.M.M., Cutter 192.
Smith, Wm. E., C.M.M., ACADEMY.
Woodward, Wm. C., M.M.1c, BEECH.
Treahey, Frank C., M.M.1c, MACKINAC.
Terrebonne, O. J., M.M.1c, Galveston Sta.
Tucker, C. H., M.M.1c, New Orleans.
Jordan, A. A., M.M.1c, New Orleans.
Smith, Wm. K., M.M.1c, CGC No. 38.
Selph, John B., M.M.1c, St. Mary's River.
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Stallings, Wm. H. T., M.M.2c, DIONE.
Sweeley, R. L., M.M.2c, AURORA.
Stefano, A. A., Bandmaster, ACADEMY.
Tyner, H. D., Q.M.2c, KICKAPOO.
Shinkus, A., R.M.1c, Navy Lard.
Charleston, S. C.
West, R. E. L., Jr., R.M.1c, Headquarters.
Tregner, O. A., C.Y., TANEY.
Snowden, M. J., Y.1c, Chicago District.
Taylor, Geo., Y.2c, Store, Alameda, Cal.
Piermatteo, L. M., F.1c, GALATEA.
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Taylor, R. H., Surf., Pope's Island Sta.
Wand, Geo. H., Surf., Virginia Beach Sta.
Willis, Lathan, Surf., Ocracoke Station.
Sorrow, D., S.C.1c, San Fran. Radio Sta.
Zemko, A. Wm., S.C.3c, Cutter No 13.
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Worth, H. H., Sea.1c, Boston Dist. Office.
Shecora, J. M., Sea.1c, ACADEMY.
Tenney, L. F., Sea.1c, FORWARD.
Wharton, W. H., Sea.1c, MOJAVE.
Ready, J. P., A.1c, TAHOE.
Williams, Kimbuck, M.M.1c, AB 67.
Richardson, D., W.T.2c, Norfolk Dist.
Patron, B. L., Off.Std.3c, M.S.T.S.
Tabuena, M. F., M.Att.1c, ACADEMY.
Serba, E. J., Surf., Youngstown Station.
Simmons, H. N., Surf., Nauset.
Sajewicz, Jos. A., Surf., Watch Hill.
Thompson, H. E., Surf., West Jonesport.
Sing, Wm. G., Surf., Lewes.
Walker, Wm. J., F.1c, PEQUOT.
Smith, E. W., F.1c, R. O. St. Louis.
Williams, P. K., F.1c, R. C. Seattle.
Small, M. R., Sea.1c, RELIANCE.
Van Gordon, Q. E., Sea.1c, Cutter 400.
Swan, R. E., Sea.1c, WAKEROBIN.
Patterino, A. J., Sea.1c, N. Y. Air Station.
Richards, S. R., Sea.1c, AMARANTH.
Turner, J. C., Sea.1c, Norfolk District.
Voss, C. Wm., Sea.1c, R. O. New York.
Small, F. B., Surf., North Beach.

Transfers

Lodge, H. C., C.R.M., SUNFLOWER to Gallups Island.
Lane, F. C., C.R.M., ILEX to Gallups, Isl.
Van Cleave, J. E., C.R.M.(a)*, Radio, D. C. to Gallups Island.
Elsstrom, J. A., C.C.M., CHAMPLAIN to PONTCHARTRAIN.
Wilson, R. C., C.Q.M., L. S. San Francisco, to LUPINE.
Hinson, Irving, C.M.M., L. S. No. 95 to TULIP.
McElroy, J. T., C.M.M., GENERAL GREENE to DEPOT.
Chretien, Wm., C.R.M.(a) (Pro)**, Radio, D. C. to Gallups Island.
Ober, Joel, C.R.M., ESCANABA to Gallups Island.

* (a) Acting.
** (Pro) Provisional.

Going Up
Promotions to and in Petty Officer Grades

Burleson, E. E., B.M.2c, B.M.1c(Pro.)
Lavery, J. J., Cox.(Pro.), B.M.2c.(Pro.)
Downing, D. O., A.C.M.M.(a) (Pro.)
A.C.M.M.(a)
Danford, D. C., A.M.M.1c(Pro.), A.M.M.1c.
Maddrix, H. F., A.M.M.2c(Pro.), A.M.M.2c.
Martenson, Ralph B., A.M.M.2c(Pro.)
A.M.M.2c.
Drisko, D., A.M.M.3c(Pro.), A.M.M.3c.
Ensworth, S. W., A.M.M.1c(Pro.), A.M.M.1c.
Gosky, A. J., A.M.M.1c(Pro.), A.M.M.1c.
Holliday, R. N., M.M.2c, M.M.1c(Pro.)
Keele, A. J., R.M.2c(Pro.), R.M.1c(Pro.)
Wicks, C. W., Q.M.3c(Pro.), Q.M.2c(Pro.)
Galjour, A. A., G.M.3c, G.M.2c(Pro.)
Hardwick, A., Cox.(Pro.), B.M.2c(Pro.)
Jones, F. G., Cox.(Pro.), B.M.2c(Pro.)
Farquhar, C., Sea.1c, G.M.3c(Pro.)
Duque, D., Off.Std.3c, Off.Std.2c(Pro.)
King, R. J., W.T.2c, W.T.1c(Pro.)
Dickinson, R. E., B.M.1c(Pro.), B.M.1c.
Howell, L. W., B.M.2c, B.M.1c(Pro.)
Peterson, G. J., B.M.2c(Pro), B.M.1c(Pro.)
Call, K., B.M.2c(Pro.), B.M.1c(Pro.)
Parkin, J. C. O., B.M.2c(Pro.), B.M.1c(Pro.)
Ware, G. E., B.M.2c(Pro.), B.M.1c(Pro.)
Strange, H. L., B.M.2c(Pro.), B.M.1c(Pro.)
Flint, W. B., B.M.2c(Pro.), B.M.1c(Pro.)
Huntley, A. E., M.M.1c, B.M.1c.
Hazen, C., B.M.2c, B.M.1c(Pro.)
Harris, T. J., B.M.2c, B.M.1c(Pro.)
Edwards, K. G., Q.M.2c, B.M.2c to B.M.1c(Pro.)
Vaughan, H., B.M.2c, B.M.1c(Pro.)
Johnson, R., Surfman, B.M.2c(Pro.)
Latty, E. E., Cox.(Pro.), B.M.2c(Pro.)
Pratt, E. E., Surfman, B.M.2c(Pro.)
Midgett, J. E., Cox.(Pro.), B.M.2c(Pro.)
Squires, M. S., Surfman, B.M.2c(Pro.)
Cowan, N. E., Surfman, B.M.2c(Pro.)
Turner, W. R., Surfman, B.M.2c(Pro.)
Paska, M. W., Cox.(Pro.), B.M.2c(Pro.)
McFadden, W. J., Surfman, B.M.2c(Pro.)
Long, E. D., Surfman, B.M.2c(Pro.)
Green, W. E., Cox.(Pro.), B.M.2c(Pro.)
Peterson, H. E., Surfman, B.M.2c(Pro.)
Laporte, L., Cox.(Pro.), B.M.2c(Pro.)
Justis, G. W., Surfman, B.M.2c(Pro.)
Peterson, A. H., Surfman, B.M.2c(Pro.)
Cranmer, S. C., Surfman, B.M.2c(Pro.)
Mathis, W. S., Surfman, B.M.2c(Pro.)
Payne, R. W., M.M.2c, B.M.2c.
Larrick, J. V., Q.M.2c, Q.M.1c(Pro.)
Botchie, P. R., Q.M.2c, Q.M.1c(Pro.)
Roe, L. S., Q.M.2c, Q. M.1c(Pro.)
Charlesworth, R. L., S.M.2c(Pro.), Q.M.2c(Pro.)
Hauser, A. H., Q.M.3c, Q.M.2c(Pro.)
Wilkins, W. W., Q.M.3c, Q.M.2c(Pro.)
Mendoza, G. W., Q.M.3c, Q.M.2c(Pro.)
Goldhammer, W. R., Sea.1c, Q.M.3c(Pro.)
Broadenow, H. E., Sea.1c, Q.M.3c(Pro.)
Haley, G. F., M.M.2c, A.M.M.1c(Pro.)
Eckels, H. H., A.M.M.2c, A.M.M.1c(Pro.)
Fountain, S., Jr., A.M.M.2c, A.M.M.1c(Pro.)
Campbell, K. L., A.M.M.2c, A.M.M.1c(Pro.)
Vallowe, J. E., A.M.M.2c, A.M.M.1c(Pro.)
Gabritsch, G., A.M.M.2c, A.M.M.1c(Pro.)
Bates, E. H., A.M.M.3c, A.M.M.2c(Pro.)
Humphrey, J., A.M.M.3c, A.M.M.2c(Pro.)
Elliott, R. C., A.M.M.3c, A.M.M.2c(Pro.)
Muyskens, E. R., Sea.1c, A.M.M.3c(Pro.)
Bolton, W. C., Sea.1c, A.M.M.3c(Pro.)
Edwards, G. R., M.M.2c, M.M.1c(Pro.)
Fulcher, T. L., M.M.2c, M.M.1c(Pro.)
Choate, R. E., M.M.2c(Pro.), M.M.1c(Pro.)
Dill, F. E. R., M.M.2c(Pro.), M.M.1c(Pro.)
Taylor, E. G., M.M.2c, M.M.1c(Pro.)
Yates, H. C., M.M.2c(Pro.), M.M.1c(Pro.)
Silva, J., M.M.2c(Pro.), M.M.1c(Pro.)
Ventre, J., M.M.2c, M.M.1c(Pro.)
Twarog, F., M.M.2c(Pro.), M.M.1c(Pro.)
Ransom, D. H., M.M.2c, M.M.1c(Pro.)
Chighizola, J. C., Surfman, M.M.2c(Pro.)
Hurst, "D", "Q", Jr., Surf., M.M.2c(Pro.)
Smith, L. L., F.1c, M.M.2c(Pro.)
Combs, A., Surfman, M.M.2c(Pro.)
Taylor, J. F., F.1c, M.M.2c(Pro.)
Gordon, J. M., F.1c, M.M.2c(Pro.)
Gordon, R. W., F.1c, M.M.2c(Pro.)
Powers, T. J., F.1c, M.M.2c(Pro.)
Lyles, R. H., F.1c, M.M.2c(Pro.)
Davis, B. E., F.1c, M.M.2c(Pro.)
Anderson, C. D., Surfman, M.M.2c(Pro.)
Douglas, J. D., Surfman, M.M.2c(Pro.)
Sail, E., F.1c, M.M.2c(Pro.)
Regan, P. L., Surfman, M.M.2c(Pro.)
Hawes, L. C., Surfman, M.M.2c(Pro.)
Magee, J. L., P.M.2c, P.M.1c(Pro.)
Carlson, W. E., P.M.2c, P.M.1c.
Johnston, J., G.M.2c, G.M.1c(Pro.)
Schultz, G., G.M.3c, G.M.2c.
Phippen, C. C., G.M.3c(Pro.), G.M.2c(Pro.)
Hebert, P. D., G.M.3c(Pro.), G.M.2c(Pro.)
Underwood, L. C., G.M.3c(Pro.), G.M.2c(Pro.)

C&M March, 1944
Vol. 14, #5

IT PAYS TO FLY

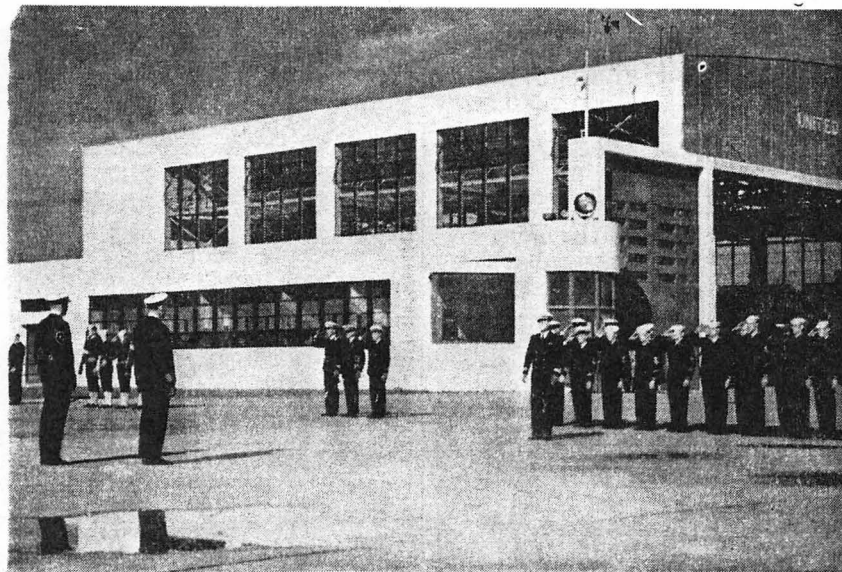
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CAPTAIN STANLEY V. PARKER on the left, and Lieutenant G. H. Bowerman on the right, at the Commissioning Ceremony, U. S. Coast Guard Air Station, San Francisco.



LIEUTENANT BOWERMAN assumes command of the Frisco Station at formal ceremonies. The new station was dedicated with elaborate ceremonies on February fifteenth.



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IN MEMORIAM



THE LATE CLYDE CONDREY, *flier, shipmate, gentleman,—Coast Guardsman.*

On the morning of January 5, 1941, a pall of gloom was cast over the Salem Air Station, caused by the death of our friend and shipmate, Clyde H. Condrey, A.C.M.M. (AP).

Condrey was found dead in his bed at the Station, having passed on during the morning hours, a victim of coronary thrombosis.

All who knew him respected him for his loyalty, courage, intelligence and pleasing disposition. Those who did not know him have missed an opportunity to meet a man whose loyal friendship was cherished by all of us at this station.

A World war veteran, he entered the Coast Guard in 1924, later went to Pensacola, Fla., for pilot's training and since graduation from there had more than 2000 flying hours to his credit; having served at Air Stations in St. Petersburg, Fla., Charleston, S. C., Cape May, N. J., and at Salem, Mass., as well as with the Air Patrol Detachment in Texas.

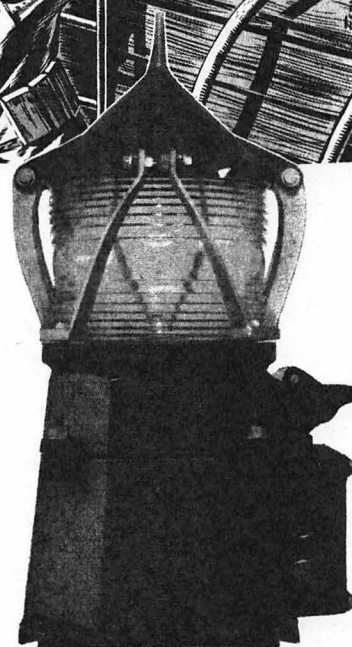
In 1936 Condrey was commended by Governor David Scholtz of Florida, for his excellent work in finding the body of a man in a cypress swamp near Avon Park, Fla., after weeks of search by hundreds of volunteer civilians, W.P.A. workers and Legionnaires had proven fruitless.

It was Condrey who flew pneumonia serum to McRae, Georgia, in 1937.

So we all mourn the passing of a MAN. His untimely death has left an emptiness in the heart of each of us.

We all join in extending our heart-felt sympathies to his widow, Mrs. Lillian Phelps Condrey and to his daughter Miriam.

Officers and men of this station attended a short funeral service in the Chapel of Full's Funeral Parlors in Salem, after which the body was sent to San Antonio, Tex., for interment in the National Cemetery there. Machinist E. M. English acted as escort.



FOR the most severe conditions met in lighthouse service the Wallace & Tiernan Products Inc. Marine Beacons perform an outstanding service. They are unaffected by the severest weather or salt spray conditions and even withstand complete submergence.* Completely protected by the sturdy lantern, the W&T Products Inc. lamp-changer and flasher mechanisms have established a well earned reputation for reliability over long periods at unattended light stations.

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*The rugged quality of W&T Products Beacons was dramatically demonstrated recently when three units which had been submerged in about 35 feet of sea water at Key West, Florida, since the hurricane of September 1936, were recovered. After nearly three years, two of the three beacons were replaced in service after merely cleaning, repainting and replacing batteries. The third required reconstruction of the lampchanger mechanism as the upper section of the lantern was flooded. The flasher mechanism in the lower housing was intact and in good condition.



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Manufacturers of Signal Apparatus and Lighthouse Equipment

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MR. BOWDITCH

Surveys the Chicago District and Tells of Some Interesting Personalities : :

DICK HORN, Y3c, has bounced from the tender-class cutter *Hyacinth* (which is now in dry-dock at Manitowoc) to the supply office, Chicago District. . . Dick Brawner, Sealc, erstwhile nautical genius for rd on the AB-3, has executed a transfer maneuver which lands him aboard the *Escanaba*, at Grand Haven, Mich.

They wander in and out of the hospital with a good deal of nonchalance these days. Lieut. Comdr. Nat Fulford went there for observation early in March, and Julius Mizel, R.Elec., arrived there via the route of getting in an automobile smash-up on the highway enroute from Traverse City to Chicago. Floyd Cloud, RM1c, also put in a little time at Marine.

Guests of honor at the Commodore's Kingfish dinner of Chicago Corinthian Yacht Club last month were Captain and Mrs. G. T. Finlay. They're both good judges of kingfish. Part of the entertainment that night was Coast Guard motion pictures, shown by Mack Snowden, Y1c, and Harvey Miller, MM1c, from the local recruiting office.

The *Escanaba* was in port at Chicago a few days, and your Mr. Bowditch had a short chat with Lieut. Comdr. J. P. Murray at the office. A short visit aboard the following day served to renew acquaintance with Lieut. Frank Helmer and Lieut. W. L. David, engineering officer. While at the recruiting office, we also encountered Quartermaster Ninnes; McNeill, CMM, and George Smith, CBM, and others. The ship arrived with a heavy coating of ice acquired in a stormy passage from the other side of the Lake.

George Tullis, Y3c, of the cutter *Holluhock*, barged in to see us while in from Milwaukee, and since then we acknowledge receipt from him of an autographed copy of Vincent Starrett's "Books Alive," a volume which will have special interest for your Mr. Bowditch as Vincent Starrett is an old friend of his. So far, there seem no further developments as to Tullis' free trip

to New York, donated by "Stage," the Conde Nast magazine. Could it be possible that these worldly editors are pulling George's leg?

A recent letter from George Menke, formerly yeoman at the District office and for a while aboard *Colfax*, reveals that he is married, living in St. Louis and working for the Army quartermasters, after completing his Coast Guard hitch, the latter part of which was spent at Dubuque, Ia., where two cutters for use on western rivers are being built. George Menke says that his relief there was B. A. Koebbe, Y2c, who we recall a few years ago as a seaman aboard the *Colfax* and the *Nansemond*. He left here for the Cleveland District when he made yeoman.

Latest communique from Captain LeRoy Reinburg, at Curtis Bay, Md., requests that he be remembered to numerous friends in Chicago. Frank R. Witte, RM3c, who came here from Curtis Bay last month, is currently on duty at Wilmette transmission station. The CGC 119 has left the swampy morass which masquerades complacently under the name of a yard, and gone to the Great Lakes Yard. Joe Lesniak, BM1c, in charge of the 119, reports a bright outlook, and as this goes to press two of his crew are on leave—Marshall Clark, MM2c, and Johnny Bellew, Sealc. Just returned from leave are a few others, including that estimable guardian of the galley, Karl Wolff, SC2c.

Stan Disbury, CBM, has been adding to his many laurels by exercising another of his numerous talents and conducting a cramming class for candidates for Reserve examinations for warrants and commissions in his Swiss Chalet on the lighthouse reservation, doing it on his own time nights and proving (we attended some sessions to get acquainted with his technique) that he is just as much at home with a blackboard and a text book as he is aboard a vessel.

Charlie Feddersen, CB, in the district intelligence office, told us a few yarns t'other day of his old days in square rig, in 1902, and gave a vivid description of a dramatic passage from Valparaiso to Antwerp, with a spectacular gale off the Azores. Those fellows who learned their profession aboard the old windjammers had to be seamen—if they weren't they'd be in Davy Jones' locker instead of sitting around an office.

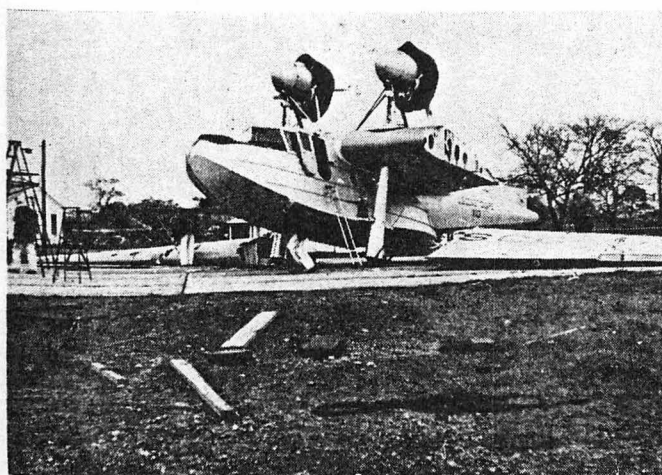
We haven't heard anything from Mark Kent Hutchinson, CY, since a letter a few months ago postmarked Juneau, Alaska, aboard the *Haida*; but Pay Clerk Sullivan and George Menke both report having more recent word from the Walter Winchell of the Coast Guard.

Chief Bos'n A. C. Stewart moved his goods, wares and hereditaments, as well as personnel, from Room 754 of the U. S. Courthouse to Suite 328. The last time we were in to gam with him, he was swearing in 24 recruits, one of whom he confided used to play in a symphony orchestra.

John Lazaros, MM1c, has moved from Disbury's port captain contingent to the *Hyacinth*. . . Bill Robertson, Sea2c, is splitting his time between temporary duty at the supply office and duty at the anchorage office. . . Surf. Lockhart has gone from Old Chicago Station to the AB-3, which vessel, ably skippered by Archie La Roe, BM1c, is still at the shipyard. . . Barney Koffler, Y1c, is getting some more sea duty aboard the *Hyacinth*, transferred from the District office.

S.S. RAMON

The cutters *Spencer*, *Comanche* and *Mohawk* intercepted the *SS Ramon De Larrinaga*, with heavy list to port due to cargo shifting, in a position approximately 60 miles east by north of Cape May, N. J., and convoyed the disabled vessel to the Delaware Breakwater where repairs could be made.



GONE BUT NOT FORGOTTEN are the old Fokker flying boats which paved the way for many of the types of planes now in popular use in the Coast Guard. The Fokkers flew . . . and . . . flew . . . and flew. They refused to crack up; they refused to quit; they refused to grow old. So, when sheer old age placed the

Fokkers in the out-moded class there was nothing to do but de-commission them. The last of the Fokkers was dismantled at Salem Air Station, its fabric soaked with gasoline, and a match applied. Above photos show the Fokker a few moments before being consumed by flames.



Sez EDDIE By ED LLOYD

Intimate Items of Coast Guard Events and Personalities

THE MAN WHO CAME BACK

FEW THINGS in this mystifying whirligig which we call Life appeal so intensely to the emotional side of man as does the spectacle of a fellowman, or fellowmen, battling against obstacles, fighting against misfortune, gamely surmounting grave barriers which bar their way to an appointed goal.

All too few of us mortals possess the grim tenacity to strive repeatedly, repeatedly, repeatedly for a goal. Initial efforts and initial steps we take unhesitatingly; our enthusiasm high, our outlook lofty. The goal looks promising and not far away.

But then comes defeat. Unforeseen tragedy, unreckoned mistakes, unconsidered burdens thrust their ugly heads upon the scene. The goal fades—grows more distant.

Then does the soul of man pass through either one or two transitory stages. Dejection takes command of his sensibilities and he lapses into an era of self-pity, the bonds of which he nevermore can unshackle; or he reaches into some inner reservoir of courage, determination, and stubborn ambition and starts again on the now lengthier pathway to his appointed goal.

In the final analysis, the important thing is not the goal which each man sets for himself, nor his success or failure in achieving that goal; the important thing is the daily effort he makes to keep a distant goal within his vision, for no man is lost who retains sight of some worthy goal—and that goal may be of varied things; simple or complex, professional or personal.

Many are the men in the Coast Guard who have waged gallant battles against obstacles which barred their way to their respective goals. Scores upon scores of Coast Guardsmen merit laudation for having figuratively lifted themselves by their bootstraps. One name flashes to mind as I write these words: Howard Blish. "The Man Who Came Back" might well be the title of his biography. Blish is a Coast Guard aviation pilot. There was no glory road, no primrose path, for this man. Truly, he came up "the hard way."

The story of Howard Blish goes back to 1929 when he enlisted in the Navy. All went well with the young recruit who, blessed with a rollicking sense of humor that is his outstanding trait, became a machinist's mate in almost record-breaking time, and was soon designated for flight training. He made his first flight May 8, 1930, and made his first solo flight just twenty days thereafter. Then he was ordered to Pensacola for a year's flight training. Thirty-five candidates entered the same flight class. Only five completed the course. Blish was one of the five.



THE MAN WHO CAME BACK, Howard Blish, ACMM (AP), whose personal courage in the face of tremendous odds that threatened to write finis to his aeronautical career, is described in the accompanying story.

Life was cheery and kind. The horizon was very blue. Blish had achieved an objective with no more than a reasonable amount of effort.

Where, then, is the "success story?" It is yet to come.

After flying for the Navy until 1934, Blish decided to take a whirl at civilian aviation. Maybe the decision was wise, maybe unwise. At any rate, it led to a chain of events that carried Blish into the Valley of the Shadow, and, from that Valley, back to the peaks of individual Success.

It took less than one year for Blish to decide he did not belong in civilian life. Working as a machinist in commercial circles lacked the ready comradeship of Service life, so in 1935 he applied for enlistment in the Coast Guard at St. Petersburg, Fla., where he was instructed to submit an application in writing, then to go home and await a reply. Ninety-nine persons would have done just that, but Blish—having a happy combination of determination and humor—was the one hundredth. He remained at the air station and performed all manner of menial tasks. He knew what he wanted to do in life—sans pay, sans privileges, sans official sanction. Finally authority was given for his enlistment and he returned to Service life in the capacity of AMM2c, a mechanic, not a pilot.

Then came disaster, the barrier which was to place this man's goal at the ends of the world. A private airplane, piloted by a man whom evidence later revealed was wholly incompetent, plunged crazily to earth and buried its two occupants in its own wreckage. Howard Blish was one of the occupants. The pilot was killed; Blish was mangled. With his back broken, nose shattered, one leg fractured, teeth destroyed, and suffering from numerous abrasions, Blish was pulled from the wreckage. Many months later he walked out of the hospital to which he had been

carried, but he walked with a pronounced limp and with the aid of a special leg harness. If ever one man seemed far removed from his objective, Howard Blish was that man, as he hobbled hopelessly about the airplanes which once he had mastered. But Blish was saved by a vast store of courage or by his amazing sense of humor. That sense of humor has never failed him. Through the long months of physical effort to rebuild his broken body, Blish led all others in jesting at his "hippety-hop" manner of walking. And when, on occasion, his leg harness failed him and he had to clutch at any nearby object for support, he jested at his own predicament. Thus did Howard Blish meet and conquer the tragedy which entered his life. Eventually health and strength returned in full meas-

(Con. on Page 40)

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SEZ EDDIE
(Continued from Page 34)

ure. Gradually he — unmindful of his skirmish with death—returned to the pilot's seat, and, in 1938, was given official designation as a full-fledged pilot. Today, you'll find him at New York Air Station, one of the Coast Guard's outstanding pilots and—most decidedly—the life of the party at that Coast Guard Air Station. If you linger long in his company you'll see humor at its best. Perhaps he'll tell this one:

After completing the preliminary flight class in the Navy Blish was assigned to a patrol seaplane as co-pilot. Unfortunately for him his rating was merely that of Fireman third-class. A Radioman first-class as-

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serted the authority of his rate and gave Blish detailed information about how to clean bilges—supervising the actual cleaning. A few days thereafter Blish was vaulted to the rating (now non-existent) of Aviation Pilot first-class. "And maybe I didn't instruct that radioman in the art of cleaning bilges!" chortles Blish.

Or Blish will wisecrack in the manner he did when our photographer snapped the picture accompanying this story. Blish had returned earlier that day from an instrument flight (blind flying). "This will be a hell of a picture—I'm still on instruments!" he declared as he shook his head in feigned bewilderment.

* * * * *

SERVICE ARTIST

A few months ago Marius Petersen was retired from the Coast Guard because of physical disability. Petersen, during his years of active service, gained a noteworthy reputation as a painter of nautical scenes. This magazine asked Petersen for information regarding the circumstances which directed his talents into the field of art. We find his reply so interesting and so brimming with a rich philosophy of life that we pass it along to our readers exactly as this Service artist wrote it:

"I began oil painting while serving on British convoys during the first World War, 1914-18. On the British freighter *Duchess of India* there happened to be a well-known British artist. He took an interest in my drawings and told me to devote myself to art work because I had talent.

"I witnessed two submarine attacks on our convoy. With keen interest I watched how the artist, by a few lines, created the outline of a picture portraying the submarine attack. Four months later he painted the picture. I then realized that art means more than a mere picture to look at. It expresses something which belongs in human minds and, above all, a gift from God given to a few to create art. The artist himself doesn't create. Talent is born. All of us have talent of some sort, in some line. Every human being is an open book with talents to be developed."

* * * * *

ODDS AND ENDS

Not many persons know that the late Clyde Condrey who died at Salem Air Station was the youngest veteran of the World War, starting his career in the U. S. Army when he was only thirteen years of age. He served overseas for almost one year at that tender age.

We'd like to have someone write a story for us about William E. Ehrman, QM1c, of the cutter *Northland*. He merits an interview, for he is the fellow who has frequently spent six consecutive months at sea in the capacity of Assistant to the Ice Observer on International Ice Patrol, changing from one cutter to another without returning to shore.

The crew of the *Wakerobin* are extolling the virtues of H. V. Lamb as an orator. Seems that Lamb has been delivering some pep talks to the good people of Keokuk, Iowa.



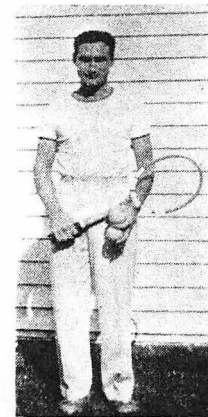
F. L. Hargis

This magazine's new representative on the *Sebago* is Dewey Bowling, CY. He is a worthy successor to that other livewire, Pete Majkut, who has been transferred to the Norfolk District office.

We hear that Fred L. Hargis, of the *Calumet*, is one of the staunchest supporters of this magazine, and one of our most enthusiastic readers. Nice going, Fred!

TENNIS LAURELS

Lt. W. L. Maloney, Communications Officer of the Jacksonville District Office,



Lt. W. L. Maloney

was a co-finalist in the Florida State men's doubles tournament in Jacksonville. His team was defeated by a slim margin, 6-4, 4-6, 6-4. Last October Lt. Maloney paired with a civilian to win the Jacksonville City doubles championship, the second consecutive year he had shared that crown. Lt. Maloney advanced to the quarter finals in the Florida State tournament men's singles competition, in

late December, where he lost to a top-ranking player.

CROSS-WORD SOLUTION

(Puzzle on Page 31)

C	E	L	E	B	A	T	E	S	M	E	T	E
A	L	E	I	R	L	E	E	N	I	P		
M	A	N	N	E	R	E	N	C	E	A		
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I	T	A	S	C	A	M	R	I	N			

CGM
May, 1941
Vol. 14, #7

C. G. Aviation News

By LIEUT.-COMDR. F. A. LEAMY

Recently, Headquarters adopted the policy of giving preliminary flight training at Coast Guard Air Stations to officers and enlisted men making application for flight training at Pensacola, Florida. The number of Coast Guard officers and enlisted men allotted by the Navy for each class for flight training is small, and it is believed that the preliminary flight training received prior to going to Pensacola will give a more solid foundation upon which to build the course given at Pensacola. The Air Station, Charleston, S. C., was selected for the preliminary flight training for the class commencing at Pensacola on 10 February. The following officers and enlisted men successfully completed the preliminary flight training course and were ordered to Pensacola:

OFFICERS

Lieutenant (jg) Richard Baxter, Lieutenant (jg) D. W. Weller, Lieutenant (jg) R. M. Dudley, Ensign C. W. Schuh.

ENLISTED MEN

AMM3c Marvin W. Thompson, AMM3c Paul F. Hersey, AMM3c (pro) Harold D. Bennett, Surfman Kenneth Cannon, F1c Glenn L. Kellogg, Jr.

Five additional enlisted men were ordered to report for flight training at Pensacola with the class commencing 6 March, 1941. These men were:

Surfman Edward T. Werner, Sealc William J. Solari, MM2c Stewart R. Graham, MM1c Wheeler M. Braswell, Y1c Hubert Craven.

The instructors for the preliminary flight training program at the Air Station, Charleston, were Lieutenant Commander, N. M. Nelson, Lieutenant W. D. Shields, Lieutenant (jg) R. F. Shunk, Lieutenant (jg) R. L. Mellen and ACMM W. N. Durham (aviation pilot).

The N3N training planes and N4Y landplane which have been assigned to the Air Station, Charleston, for the preliminary flight training program, which has just been completed, have been transferred to other Air Stations. Two of the N3N planes were sent to St. Petersburg, Fla., and the other N3N with the N4Y plane were transferred to the Air Station, Elizabeth City.

* * *

Headquarters is considering the assignment of another JRI airplane to the Air Station, Miami, in the near future. This airplane will be based at Jacksonville, Fla., but it will be attached to the Air Station, Miami, for maintenance and operation. It is expected that a pilot and co-pilot will be assigned this duty.

* * *

About May 1, 1941, the Coast Guard, in cooperation with the Coast and Geodetic Survey, will make an aerial survey of Alaska. It is planned to use the PBY seaplane which is now attached to the Air Station, San Diego, California. Lieutenant G. H. Bowerman, the Commanding Officer of the Air Station, San Francisco, will be the pilot of the airplane, ACMM August Kleisch, the copilot and RM1c Dannenberg the radioman. The balance of the crew has not as yet been selected. It is expected that much valuable information will be obtained from this aerial survey as

very little of the Alaskan areas has been charted. This aerial survey it is expected, will be completed sometime in the later summer or early fall.

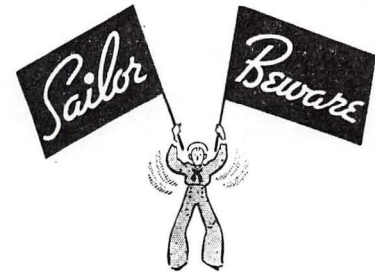
Coast Guard officers from the Air Station, Elizabeth City, N. C., have made preliminary aerial surveys of areas along the Ohio, Mississippi, and Tennessee River Valleys which may become flooded when the Spring rains start. Information which will prove of value in the event of the necessity for aerial flood relief work was collected concerning the nature of the terrain, and conditions which may be met due to floods in these areas. Officers recently graduated from Pensacola who were sent to the Air Station, Elizabeth City for indoctrination in flying Coast Guard aircraft, participated in these flights under the supervision of experienced pilots. The reports indicate that this cross-country training was considered valuable experience for these new airplane pilots.

* * *

In July, 1940, Headquarters directed that a pilot, with airplane and crew proceed to Traverse City, Michigan, for a three-months' tour of duty making an aerial survey of the Great Lakes Area. The information obtained on this survey was most comprehensive for the period covered, but it was decided that in order to have an accurate picture of conditions during all seasons of the year it would be necessary for an airplane to be based in the Great Lakes Area for a period of one year. On March 1, 1941, the Air Patrol Detachment, Traverse City, Michigan, was placed in operation. Lieutenant R. R. Johnson is in command, ACMM J. L. Riggs, the copilot, ACMM MacNeil, AMM1c Rettig, and RM1c Meeks the crew.

Aerial surveys of the Great Lakes Area will be conducted during this tour of duty, and it is expected that the information furnished by Lieutenant Johnson concerning the feasibility of operating airplanes during all seasons of the year in the Great Lakes Area will enable a decision to be reached as to the advisability of establishing an Air Station in this area.

A Link trainer and a truck by which to transport it were purchased recently for the use of Coast Guard aviators and aviation pilots in maintaining their proficiency in flying by instruments. It is planned to assign this Trainer to the Air Station, New York, upon its delivery and after the personnel at that place complete their course of instruction in the use of this Trainer, it will be sent to the other Air Stations that do not have the facilities for receiving this training. AMM1c Harry H. Eckels has just completed a course of instruction in the care and maintenance of a Link Trainer, and he will furnish instruction to the aviators and aviation pilots at the various Air Stations. This course consists of a thorough indoctrination in the art of flying by instruments in simulated "blind" conditions, and problems of orientation. Although a number of aviators and aviation pilots have received this course, either at the Naval Air Station, Pensacola, while undergoing flight training, or under Navy or Civil Aeronautics auspices, it is considered desirable that all personnel flying aircraft receive this training frequently.



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First National Stores

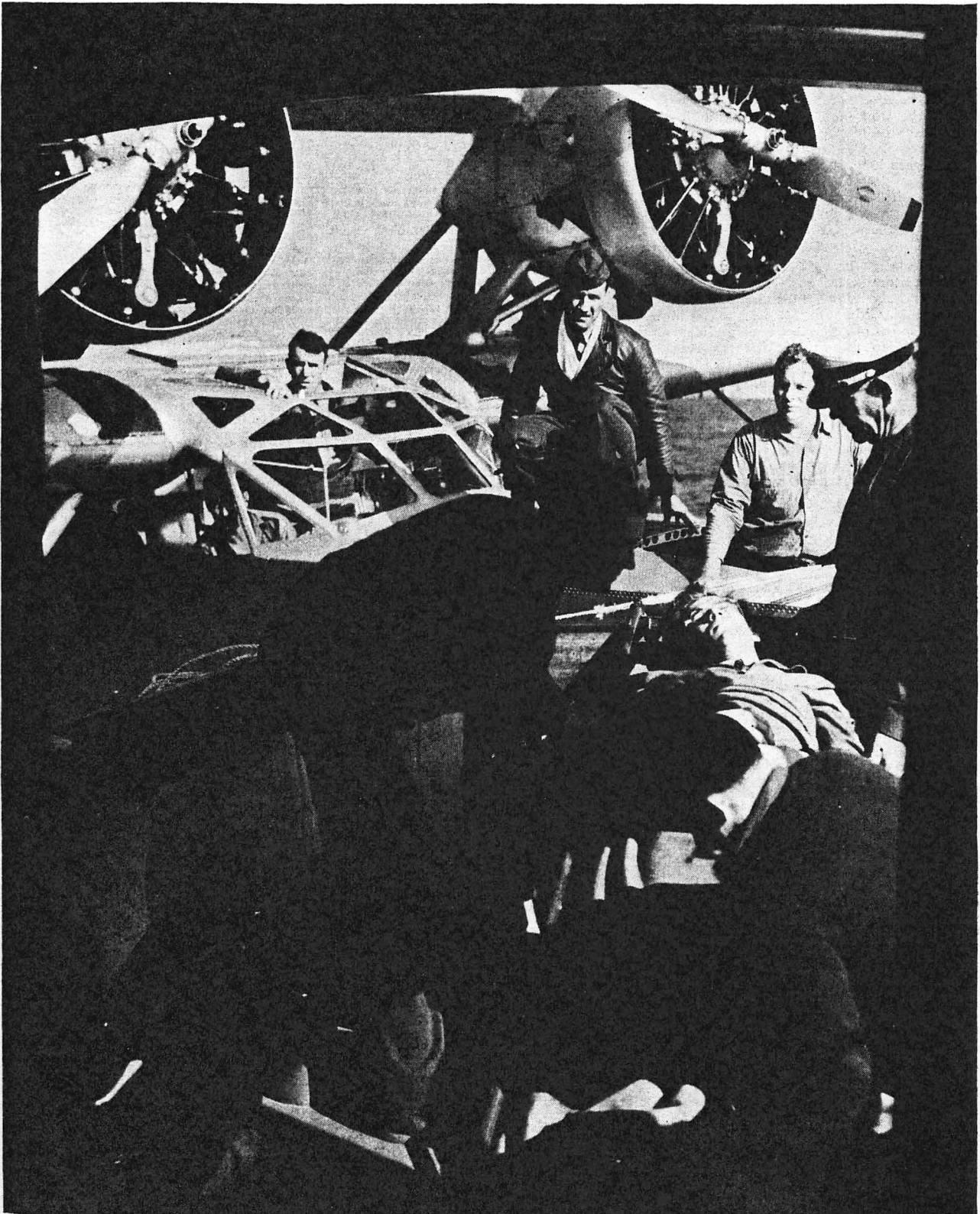
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TO THE PERSONNEL of the Air Force of the United States Coast Guard this Edition of the U. S. Coast Guard Magazine is dedicated. Like their Service Mates Ashore and Afloat, These Men Exemplify the Full Meaning of the Coast Guard's Cherished Motto: "Semper Paratus."

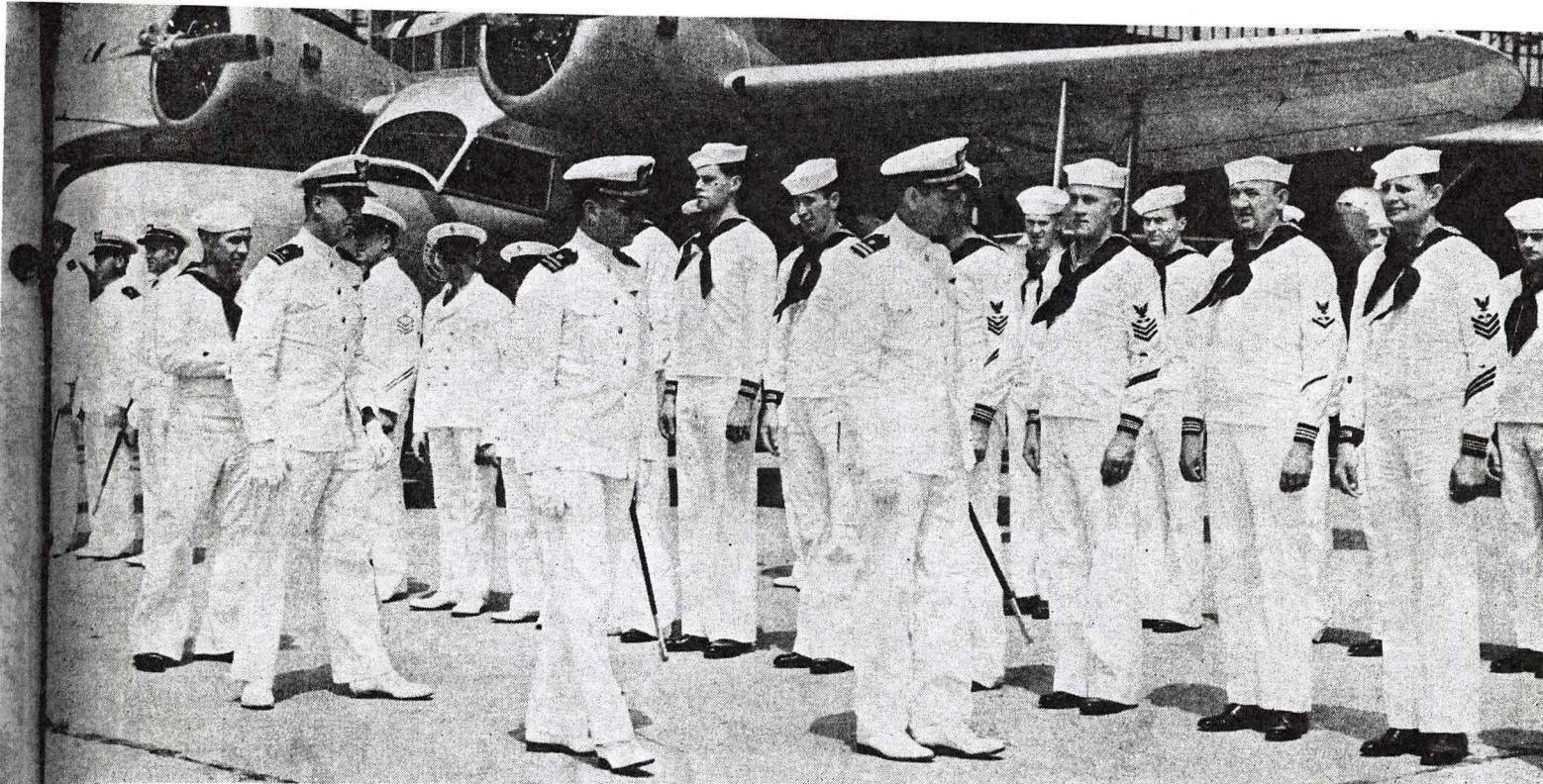


Winged Mercy

Rudy Arnold Photo

C9M June, 1941

Vol. 14, # 8.



LIEUTENANT W. A. BURTON, *Commanding Officer*, inspects the personnel of New York Air Station at General Muster, accompanied by Lieutenant L. H. Seeger and Lieutenant (j.g.) Robert

Lafferty. The New York aerial unit is currently engaged in patrolling Atlantic waters as part of the Neutrality Patrol.

Screened houses and rooms are literally fly traps. Once the fly is inside the screening, SWAT HIM.

One female fly, allowed to live and breed over a full summer season, can produce 850 pounds of flies.

If the average potential victim of the fly's many germs could study the insect through a microscope we'd all be more anxious to swat the fly.

In the meantime anybody that "wouldn't harm a fly" is just a plain dampheel. And the term "harmless as a fly" would just as well fit "harmless as a bombing plane, a load of dynamite, a forest fire or a tidal wave."

WE'RE TELLING 'EM

MEN IN UNIFORM stick pretty close together. This is particularly true of the Coast Guard and the Marine Corps, possibly brought about by close relationships in small arms competition, football, some years ago, etc., etc.

When, at Christmas time, the Coast Guard received the well known "biznezz" in the matter of furlough fare certificates, I was in an excellent position to hear the indignant reaction among Marines. "Those fellows rate every break we get; they're in there pitching all the time," just about expressed it.

A few issues ago these pages contained an editorial pointing out that while all the hurrah these days seemed to be for the Army and the gallant boys that are being drafted (some call 'em handcuffed volunteers) very little space in the public press was being devoted to the Coast Guard, Navy or Marine Corps.

To top it off I note in a leading New York daily a discussion as to what Army cantonment has thus far produced the best trained and conditioned soldiers. As a plain matter of fact the best conditioned soldiers right now are not in the Army at all. Rather they are in the First Division, Fleet

Marine Force (Atlantic), recently returned from Cuba.

In the Caribbean no civilian labor of any sort built their camps, sewers or drainage. Rather they took over plain points of land covered with manzanita and mangrove. Mid gnats, mosquitos, flies and what not, bull dozers cut into the hard corral and cleared spaces. Drainage and sewers were dug. whole canvas cities housing thousands sprung up. Young America, quite as much on its own as in covered-wagon days, hacking a home out of the wilderness. Stripped to the waist, brown as savages, here are men in great physical condition. Behind them

is the arduous work of ship to shore movements and infantry landing force maneuvers.

Needless to say all of this has been done sans cushioned seat movies or registered hostesses.

If you want to know where the best U. S. close-to-the-water seamen and boatmen are I'll give you the U. S. Coast Guard. And if you want to know where the best close-to-the-ground, hard and right-on-the-target soldiers are I'll give you the U. S. Marine Corps. Selah!

THESE SUPERMEN!

Adolf Hitler and his stooges keep harping on Aryans, race purification and defeat of England. It doesn't make sense. He also keeps harping on the "Germans in America." That doesn't make sense either.

Back in the dim days before England was England, Indo-Aryan languages and races moved up from the near East. Years later such purely Germanic tribes as the Jutes, the Saxons and the Angles, *Real* German people, moved over to Britain and became what has developed into your present Englishman. They had various tribes and dialects, but the language of the people that settled in the South and started the city of London, its commerce and its printing presses, became the official language. Most of the words in the English language today are from the German. The ruling house of England was German only a few generations ago. So when Hitler cries that this world is only for racial Germans and that England must go under, he is talking two ways. A fair-haired blonde Britisher is more Aryan and more German, racially, than Hitler is.

The early Germans—sometimes called Allemagnes and Teutons—were the fierce tribal people that climbed down out of their tree-crotch huts and stopped the Roman Legions in their tracks. Those early Germans liked to fight. Evidently the Germans that developed into modern



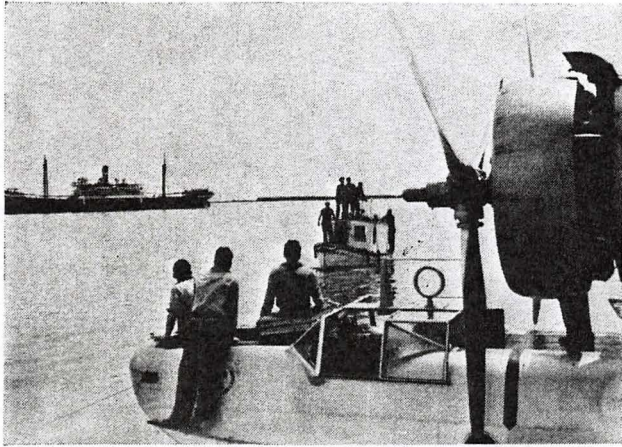
TO CHARLES THALER, BM1c, of St. Louis, was awarded the annual Medal of Valor presented by Post 27, American Legion, Baltimore, Md. Thaler had rescued from drowning a ten-year-old boy submerged in the waters of the Mississippi.

(Continued on Page 67)

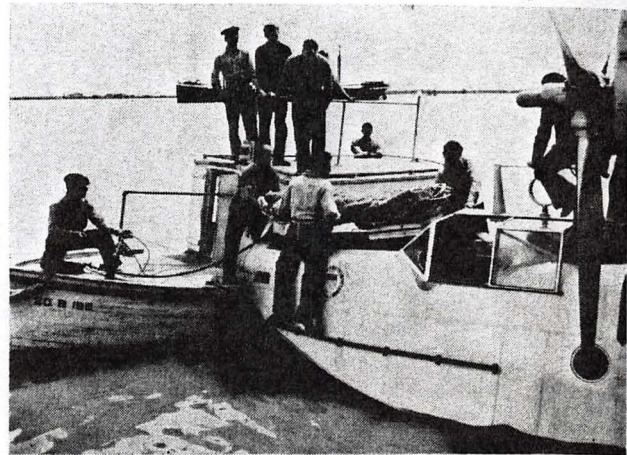
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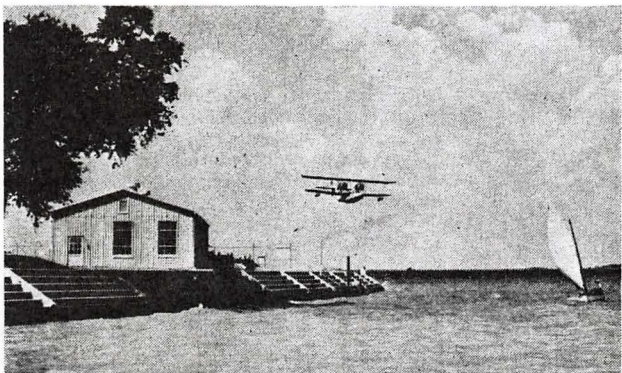
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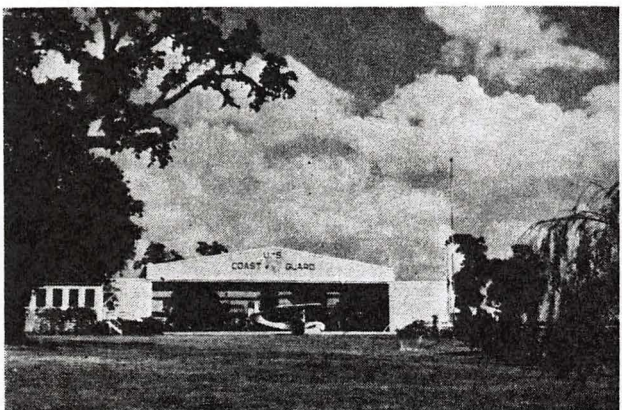
NEAR PILOT TOWN, LA., on the not-always calm waters of the Mississippi River, a plane from Biloxi Air Station lies at anchor while awaiting the approach of a fishing boat bearing the prostrate form of Phillip G. Hyer, stricken by pneumonia.



LIEUTENANTS WILD AND MCINTOSH, pilots, lift the stretcher-ridden patient onto the bow of the big Hall Flying Boat and prepare to pass the burden aft.



LIKE A GUARDING ANGEL, the Biloxi Air Station periodically sends out planes to watch over the destinies of pleasure craft and commercial vessels.

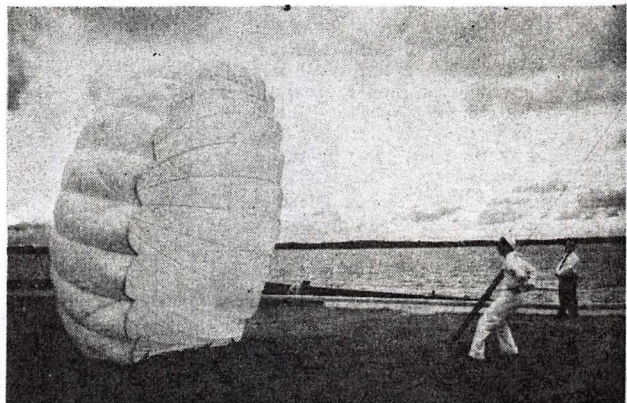


LIEUTENANT COMMANDER S. C. LINHOLM commands this cloud-festooned station which has come to be one of the scenic spots in the State of Mississippi.

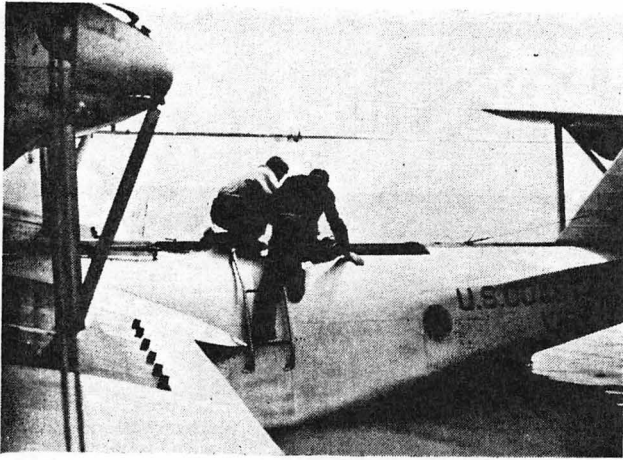
Biloxi Air Station

On the Shores of the Gulf of Mexico Basks One of the Coast Guard's Ten Air Stations, Close to the Heart of the Deep South.

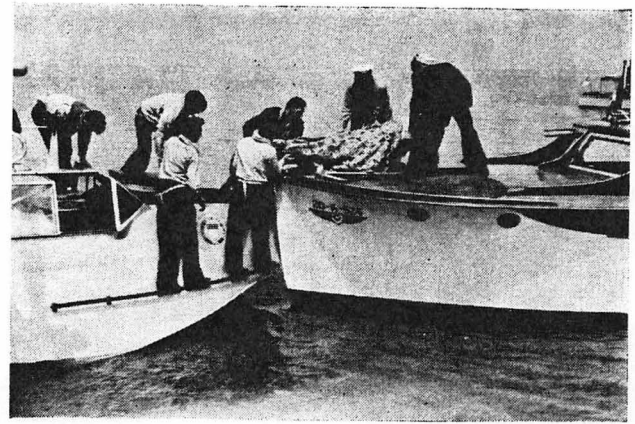
By WALTER F. ROQUE, C.B.M.



AVIATION MACHINIST'S MATE MASON billows a parachute for inspection, cherishing it as carefully as a sea-going gob does his cork lifejacket. Upon these silken folds and slender shrouds may depend the safety of a distressed flyer.



DOWN THE HATCH! *The stretcher having been carried along the length of the plane is lowered through the large aft hatch and deposited securely on one of the two canvas bunks below. The return flight then commences.*



ARRIVING AT LAKE PONTCHARTRAIN, *the plane is met by Coast Guard Reservists of the New Orleans Yacht Club and the patient is transferred to a shore hospital.*

RIGHT smack up against the placid waters of Biloxi Bay on Point Cadet, Mississippi, is situated the U. S. Coast Guard Biloxi Air Station. The southern half of the station overlooking the bay is a lush green hillside that slopes gently and then drops abruptly to meet the narrow strand separating the verdant foliage of the station from the aquamarine arm of the Gulf. On the very summit of the hillside there rises the white rambling structure of the barracks, it's two patios making definitely deep indentures, it's cupola forming a lofty perch on the center section, and it's bright green shutters and doors providing a color refuge from its painted brick sides.

The northern half is taken up with the apron, hangar, garage, and radio shack, with a strip of lawn separating the hangar and its adjoining apron from the city street that turns off at right angles, its vertex at the main gate.

Bordering the reservation, with the exception of the seaward side, it a high strongly woven fence well ribbed with steel uprights and topped off with barbed wire. Spotted here and there along this fence are vines of different varieties, their tender rambling shoots and stalks weaving themselves through the open mesh and in appropriate seasons bursting forth in bloom to lend an enchantment of color and fragrance to that stern, forbidding barrier.

Studded here and there throughout the station, singly and in groups and so arranged as to enhance each special or otherwise orthodox building or setting, are trees, shrubs, and flowers. To name a few; majestic oaks whose leafy bows afford pleasant respite from the barbecuing rays of the sun; Pfittzer juniper with their low spreading branches edging the bases of the golden and green arbor vitae and overlapping the edges of a shady pool where a constant stream of water trickles over a miniature waterfall; oleander whose blood red blooms are a sharp contrast against the firm and green foothold of the soil; waxy leaved ligustrum, forming the foundation plants of the barracks and the hedging of the macadam roadway. All these, and many others too numerous to mention, blend in perfect harmony, each one adding a little or a great deal to beauty, fragrance, and elegance.

The officer personnel attached to this station are: Lieutenant Commander S. C. Linholm, Commanding Officer; Lieutenant F. G. Wild, Executive Officer; Lieutenant J. G. Lawrence, Maintenance Officer; Lieutenant (j.g.) J. W. MacIntosh, Communications Officer; Ensign J. D. Hudgins, Parachute and Photographic Officer; Chief Machinist H. Olmstead, and Chief Pay Clerk C. E. Bogren.

The condition and maintenance of the planes, the general appearances of the hangar, buildings, grounds, etc., within and without, the quality and quantity of the food, and the neat well-disciplined men speak highly of the efficient management of the officer personnel.

Among the enlisted personnel we have that criss-cross combination representing an assortment of types and personalities.

They are generally happy, industrious, fun-loving and not addicted to malicious gossip and unethical practices. The standards of health here are extremely high, naturally showing a trend to well-balanced living and good habits. By this I do not mean to imply that the men are psalm singers or devoted to the rigid diets and exercises as prescribed by some leading health authorities; but I do imply that, as a general group of young-to-middle-aged Americans, they are above average in those qualities I have previously mentioned.

However, so much for the rugged and formal side of the picture. Let us fly on to the fertile fields of fun, frolic and fantasy where the little odds and ends that fit into the daily lives of these men bring forth avalanches of amusement and mountains of mirth.

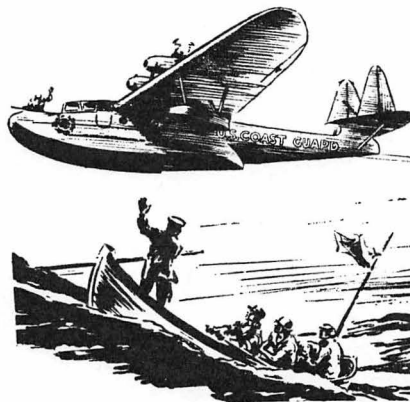
For instance; there is our pink-cheeked pal who reigns supreme as the only (at present) A. P. attached here. He is no other than V. C. (Vic) Tully, that dashing caballero of the skyways. Then there is our most accommodating canteen yeoman Joe (Non-Stock) Ray. His famous war cry is; "Don't forget, boys, don't run off without buying some of this special hair tonic at a special price. Makes you smell like a Chinese laundryman on an outing. Gets your wife or sweetheart to come a little closer to you and makes 'em a lot easier to handle." To this day no one knows whether Joe himself uses the gush liquid that he tries to push off on an unsuspecting customer.

We have with us also that scampering scoundrel Joe (Sandino) Sabala. If not watched too closely he will serve the unwary person with substitutes right out of the storeroom. His war cry is; "Now, buddy, I've got just the thing for you. It's

not the conventional thing to use, but I'll warrant that it will do a perfect job and your ability as a good worker will impress your superior officers." If the individual is not firm in his demands of no substitution, he may well find himself varnishing, not with varnish, but a mixture of glue, snake oil, and residue from gumdrops, the wooden portion of the officers' commode.

Including in this roundup of rascals is that belligerent, bellicose, bull of buffoonery, "Submarine Joe Calay." One night as Joe was slumbering noisily after a tough day of reporting in from leave, he was summoned by the officer of the day to take the station crash boat and deliver a telegram to the U. S. Engineer's dredge then working in the harbor. Unfortunately the Western Union does not supply its messenger force with water transportation, but it was fortunate that four of Joe's buddies, while en route ashore, took note of his new tough temporary duty and were farsighted enough to render aid to a shipmate in need. When these self-same buddies returned from an evening of cavorting ashore, whether it was sheer reluctance to awaken Joe and surprise him with a gift suitable to his new calling is not known; but

Continued on Page 69



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Fresh Water Yacht Basin

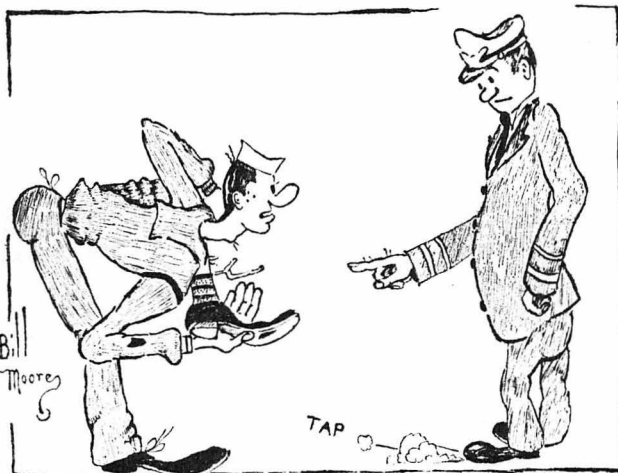
On the Inland Waterway to Florida

ERNEST J. SANDERS, MGR.

ANDREW SANDERS,
SUPERVISING ENGINEER

ARCHIE G. SANDERS,
ASST. MGR.

P. O. BOX 488
ELIZABETH CITY, N. C.



"But, Mr. Scheiber, I thought red, white and blue was regulation."

BILOXI

(Continued from Page 57)

when Joes did awaken the next morning there was a spanking brand new bicycle snuggled close to his bunk.

Incidentally it is needless to state that these buddies were as far reaching as they were far seeing for not one of them could or would account for the source of the bicycle. However to this anecdote I have dedicated a poem.

ODE TO A MESSENGER BOY

Now, sailors bold have hearts of gold,
And a shipmate is their first concern.
They'll give gifts to haunt his every
want,
And gifts that make him burn.

'Twas just that way, when Joe Calay,
Had a message to deliver one night,
So his shipmates four, at his boudoir
door,
Left a bicycle shiny and bright.

You can easily guess, so my answer is
yes;
No more does poor Joe have to hike,
With heartfelt joy that messenger boy
Just pedals around on his bike.

With a message for thee and a message
for me.
Whether ashore or afloat;
Be on mountain high or desert dry;
If at sea he'll be out in a boat.

But I'm glad for one that old days are
done,
And that these are days of speed.
For I'm more than sure that his ship-
mates four,
Would have brought him a prancing
steed.

You remember the day when Joe Calay
Was "Submarine Joe," no less.
But with a horse in his hall he'd be
known to us all;
As Joe of the Pony Express.

Enough of jesting for a while. Let us
turn our sober attention upon the really at-
tractive community of Biloxi.

Located on a peninsula extending into
the Gulf of Mexico, historic Biloxi on the
Mississippi Coast is an enchanting city of
more than 17,000 people. Here nature has
bestowed an even-tempered climate as evi-
denced by the bounteous growth of pine and
palm trees; the former unable to withstand
the intense heat of a too tropical clime nor
could the latter survive the rigors of a cold
period.

Biloxi is one of those rare places that de-
rives its income from industry and tourists.
It is classed by many as the Nation's Fish
Basket where delectable shrimps, oysters,
and fish from the Gulf contribute to the ap-
petizing and healthful foods of America.
More than 500 boats are employed in the
fishing industry and an Old World Color
pervades around the quaint waterfront. The
trim two-masted schooners under full sail
against a brilliant sun-set is a sight long to
be remembered.

Here basking in the cool breezes of the
Gulf, this peninsula city is blessed with a
natural layout where commercial and resort
development do not conflict. Here also out-
door sport takes its place under the sun
with unlimited facilities for sailing, motor-
boating, fishing (fresh and salt water),
hunting, golf, tennis and many others to
gladden the heart of the sports enthusiast.

CGM
Aug. 1941
Vol. 14
10

ZINE will not fail the men of the Coast Guard. No, nor their loved ones who must remain ashore with fear and trepidation in their hearts. To whatever sectors of the Western Hemisphere the men of the Coast Guard may go, there will be found the U. S. COAST GUARD MAGAZINE—giving official news, personal news, news of the folks back home, all the news that means so much to our Coast Guardsmen.

The U. S. COAST GUARD MAGAZINE appreciates the position of integrity and personal affection it holds in the hearts and minds of Coast Guardsmen. We are not unmindful of the responsibility of our position. We shall ever strive to serve the Coast Guard in a manner worthy of that trust.

The men of the Coast Guard, we believe, are mindful of the numerous ways in which they can lend their support to their magazine, thus building a greater and more vigorous publication.

By giving actual and enthusiastic support to the national advertisers whose products are advertised in our pages the men of the Coast Guard can assure themselves of continuing to have the strongest and most vigorous medium of Service journalism in the Service field! This applies alike to commissioned officers who operate the numerous Ships Service Stores, to the enlisted men who are employed in these Stores and to the 22,000 officers and men who patronize the Ships Service Stores. On the final page of this issue appears a list showing the national products advertised herein.

It is with much genuine appreciation that the U. S. COAST GUARD MAGAZINE expresses its gratitude to Commander (E) Ellis Reed-Hill for his letter of congratulation and for his timely and worthy suggestion: "It is trusted that the readers' support will be

sufficient to insure continuance of your contracts with national business."

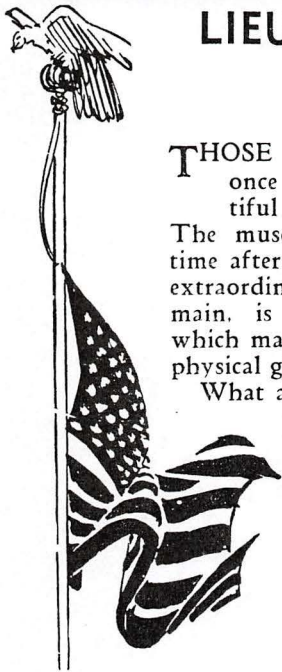
There seems to be little doubt that the support of our readers will continue to be of the same enthusiastic nature which has been typical throughout the history of this magazine. It is this support which makes the U. S. COAST GUARD MAGAZINE the unique one it is. It is this same support, multiplied by the increased strength of the Coast Guard, which is making itself apparent in the increased size of this publication — and in the unusual number of new and timely pictures — and in articles of such merit that they are frequently quoted by the radio and the press.

In more ways than one, the fortunes of the Coast Guard and of the U. S. COAST GUARD MAGAZINE are moving in identical channels. The Coast Guard is larger than at any time in its history; it is being called upon to perform tremendous duties; it is receiving new recognition in the Service field of military and naval tactics. But the Coast Guard is far from satisfied. There is much yet to be done; new tasks to be completed, greater assignments to be carried out. Therefore there are no signs of self-satisfaction; no indication that there are no further goals to achieve. The Coast Guard is looking ahead to the future.

And so it is with the U. S. COAST GUARD MAGAZINE. New duties in behalf of the increased personnel of the Coast Guard face this publication. The national recognition which has recently been accorded this magazine is no sign that there can be any curtailment of the Service-wide efforts to maintain this publication as the one forceful and aggressive mouthpiece of the Service and its men.

LIEUTENANT (j.g.) DONALD WILLIAM WELLER

September 4, 1910 — June 12, 1941



THOSE RUDDY little legs which once churned the boards of beautiful Billard Gymnasium are still. The muscular but tiny body which, time after time, thrilled audiences with extraordinary feats of basketball legerdmain, is quiet. The flaming spirit which made this little man the envy of physical giants has gone out.

What a man does it not always important. Importance lies in the manner of doing.

No one remembers the results or the scores of the basketball games in which Don

Weller played as a young Cadet. Scores are unimportant. Games are unimportant. But everyone who saw one or all of those games remembers how he played.

Into all things to which he turned his hand, either as Cadet or officer, Don Weller injected a flaming spirit of animation, zest and enthusiasm. For

these things he will be remembered — for an enthusiasm that brooked no discouragements, for a spirit of sportsmanship that knew naught of vanity, for a determination to play every game and to assay every assignment in a manner surpassing all expectations. He knew no half-way measures!

Lieutenant Weller (Class of 1935) met his death June 7, 1941, while flying in group formation over Bayon Grande (Gulf of Mexico), when his plane collided with a plane operated by a student pilot of the U. S. Marine Corps. Lieutenant Weller was born in Lima, Ohio, on September 4, 1910; entered the Coast Guard Academy on August 13, 1931, and was commissioned an Ensign on May 27, 1935. He was promoted to Lieutenant (j.g.) on May 27, 1938. He was appointed a Student Coast Guard Aviator on December 20, 1940, and reported for training at the Naval Air Station, Pensacola, Florida, on February 9, 1941.



Interment was in Arlington National Cemetery on June 11, 1941.

And so, to the long and honored scroll bearing names of Coast Guardsmen who gave their lives in the line of duty, is added one more: Lieutenant Donald William Weller.

CGM
Aug. 1941
Vol. 14, #10

English Government would not interfere with a German military movement eastward into Russia and the Ukraine. But instead of deliberating the peace offer, Winston Churchill exposed the proposition to the U. S. S. R. and urged Stalin to strike before Hitler started his march eastward. The German declaration of war on Russia came as a forced move on the part of Hitler who could not afford to bide his time once Stalin had been acquainted with the German intent.

Despite Churchill's advance warning to Stalin, it is doubtful that Russia will last long under the blitzkrieg tactics of the German army. Canny Churchill, however, has succeeded in engineering a respite for England and from this clever bit of international intrigue may emerge the turning point of the war.

* * * * *

ARMED GUARDS

There is much controversy regarding the arming of American merchant ships. The controversy continues to rage but anyone who doubts that guns and ammunition are to be placed upon our merchant craft must be blind to the direction being taken by our program of national defense. While everyone knows that armed gun crews on merchant vessels can offer only feeble defense against submarines, there is no reason for sending merchant ships to sea in an utterly defenseless condition which would permit submarines and raiding craft to come virtually alongside before firing their missiles of death.

And speaking of ammunition, there was no delay in rushing this material to Newport News, Va., when the S.S. America was ordered to that port for conversion into a troop transport. Long before the big liner was re-fitted and renamed the U.S.S. West Point, great loads of ammunition were awaiting her crew of Coast Guardsmen.

* * * * *

GASTON TO MOVE?

Herbert Gaston, Assistant Secretary of the Treasury, having active supervision of the Coast Guard, may vacate that post in the near future. The move depends upon Secretary Gaston being selected to head the new agency of economic warfare. No selection for this post has yet been made. In fact,

the affairs of the agency are very much upset.

Four prominent men have been named as likely heads of the agency: Will Clayton, Dean Acheson, Gaston, and Vice-President Wallace, who might double in brass.

Secretary Gaston, whom this writer understands was at once time night editor of the New York World, has earned no small amount of recognition by his efficient but unspectacular handling of duties as Assistant Secretary. If he becomes head of the Agency of Economic Warfare his loss to the Coast Guard will be a most regrettable one.



ASSISTANT SECRETARY OF THE TREASURY HERBERT GASTON recently inspected the Coast Guard Air Station at San Diego, Calif. He is shown here (center) with Charles W. Salter of the Customs Service and Lieutenant C. G. Bowman, commanding officer of the station.

CUTTERS COMING

The Coast Guard has accepted delivery of the first of the 40 cutters under construction in New York. The cutters will now be delivered at the rate of one each week.

The Coney Island plant of Wheeler Shipyard, Inc., is busily occupied with construction of these vessels, which represent the largest order on record under a single contract for vessels of the cutter patrol type. Sharing the record contract, aggregating \$2,600,000, is the Sterling Engine Company of Buffalo, N. Y., which is producing 80 Sterling Viking engines of 600 horsepower each, two of these power plants going into each of the 83-foot Coast Guard cutters.

The new craft are highly streamlined and are powered with engines equipped with the latest developments in pilot house remote control, representing the last word in power units of this type for heavy duty service. The craft will carry a considerable increase in firing power and the armament will be of the latest type, although these details are secret.

The new cutters, which are designed primarily for inshore patrol but which are fully equipped for offshore duty as well, have wheelhouses with rounded corners and sloping sides of extreme streamline design. The wheelhouse windows are of non-shatterable plexiglass. Construction innovations made public reveal that the bridge wings and gasoline tanks are of everdur as is the wheelhouse. The engine foundations are of steel throughout, no wood being employed.

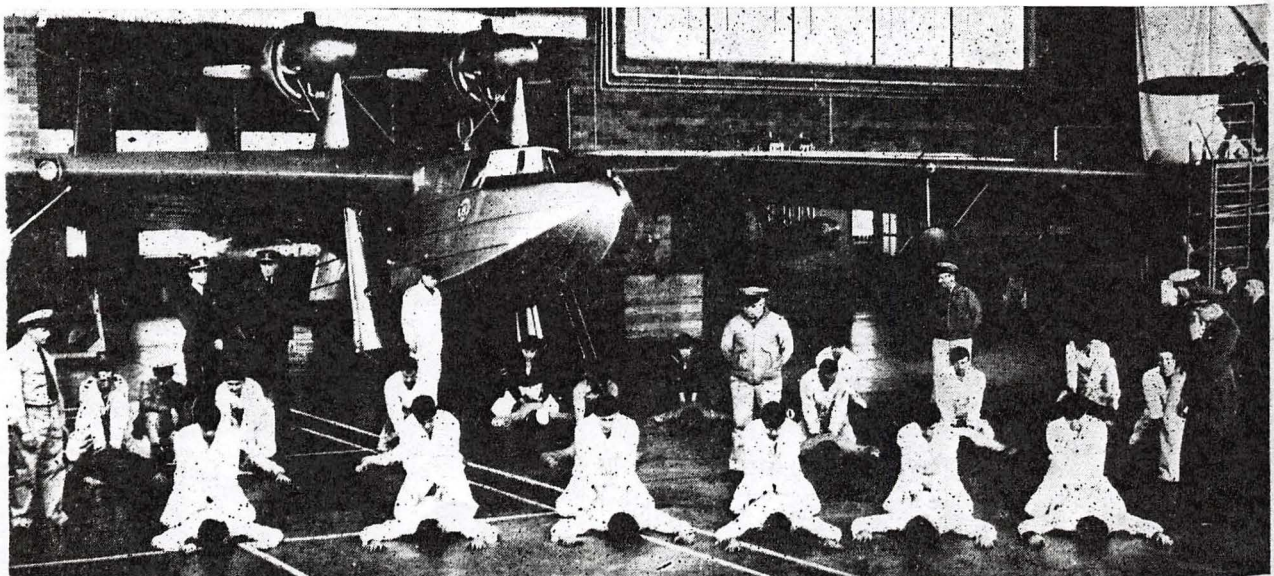
The boats are electrically equipped throughout, with electric stoves, heaters and refrigerators. The engine compartments are exceptionally well ventilated. Each cutter will carry a crew of ten, eight men and two officers, every man aboard having his own individual spring berth.

* * * * *

JOINT MANEUVERS

Units of the Coast Guard, Army and Marine Corps are operating at this moment off the coast of North and South Carolina in what is probably the first exhibition of

(Continued on Page 68)



DESPITE THE WARLIKE duties which the Coast Guard is currently performing, the Service is keeping pace with its basic training. Coast Guardsmen at Salem, Mass.

Air Station perform the Schaefer method of resuscitation with the expertness which is demanded of all Guardsmen regardless of whether they are assigned to duty afloat, ashore or in the air.

CGM, Nov. 1941
Vol. 15, #1
pp. 52-53

Recruiters Take To To Air

**Chief Boatswain Lee R. Scott
Introduces Innovation in
Field of Coast Guard Re-
cruiting.**

By D. E. HOBELMAN

IT is traditional that you can find recruits almost anywhere, if you look hard enough, talk fast enough, and wave a flag. The recruiting lads have come some considerable distance since the old days of sidewalk pounding and standardized posters. Nowadays it's a matter of modern posters, organized campaigns of education, moving pictures to illustrate what the Service really is, elaborate mailing lists, radio broadcasts, multiplication of desk and paper work, streamlined trucks, and all the headaches that can be devised to keep the recruiting officer awake nights and curtail the available leave for the men working under him.

All of which is preliminary to introducing what one recruiting officer, Lee R. Scott, Chief Boatswain in charge of the Omaha District, has referred to as a "streamlined recruiting station." The boys have taken to the air! It wasn't, as one enlisted cynic remarked, such an awful leap from shoveling out the hot air to flying in the cold air!

While it has become axiomatic in the sea-going services that the Middle West can be counted on to provide more men than



POTENTIAL RECRUITS step upon the scale in a preliminary physical examination at the Omaha, Nebr., airport where the Grumman V-186 introduced the Coast Guard to numberless persons not previously informed of the part being played by the Coast Guard in the affairs of the nation.

any other part of the country, not to mention that the quality runs consistent with the quantity involved, nevertheless there are distinct hurdles to be leaped in the West.

The spellbinders of isolationism and pacifism get in more good licks out in the prairies than they do on the coast. The mine-run of people are possibly less conscious of foreign dangers inland than they are on the coast, where presumably any possible attack would be felt first, and felt most severely. Also, the silvery-tongued orators who put the populace to sleep with songs of security and promises of pie in the sky have their stronghold in the West.

Possibly it was not without due consideration that the first so-called "streamlined" recruiting unit went into action at an airport in Omaha, Nebraska. This invention was one more product of Rear Admiral Russell R. Waesche's brilliant mind. That mental repository has astonished no few of his friends and co-workers, not only because it seems to house an unlimited supply of new ideas, but because he seems to be able to work it in continuous watches

of sixteen hours or more with a minimum of time off for rejuvenation.

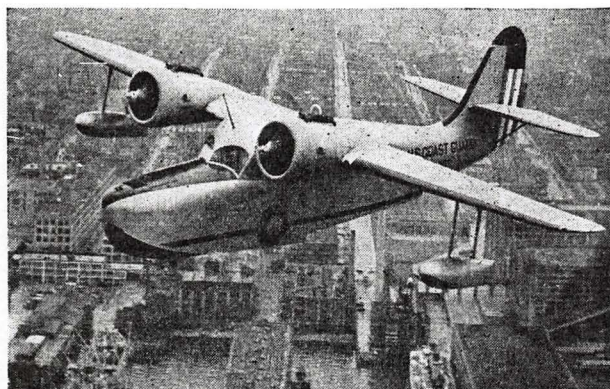
Lieutenant C. R. Bender, commanding officer of the V-186, a twin-motored Grumman amphibian, piloted the plane from Elizabeth City, N. J., to Omaha, Neb., where he established contact with Chief Boatswain Lee R. Scott, regional director of the Coast Guard recruiting units in the north central states.

Before getting our typographical propellers further fouled in our verbiage, it may be as well to give some indication of what the civilian population thought about all of this. Emery Hoenshell, director of publicity for the Omaha Chamber of Commerce, wrote on 16th September, 1941, to Mr. Scott:

"I want to congratulate you on the splendid publicity which you obtained for the Coast Guard amphibian when it visited Omaha a short time ago. Occasionally all of us wonder as to the number of people who read or hear our message. Possibly you are wondering how many were reached by our Coast Guard publicity on this occasion.

"Radio Station WOW advises me that they reached 819,000 potential radio homes in six states, or about 3,500,000 persons. You can readily see that the broadcast which you staged from the airplane was heard over a wide area. At the time it was in progress, I was on my way home from the office, and I saw a great many people standing out in front of their homes watching the ship and listening to their radios at the same time.

"Feature stories which the World-Herald carried in connection with this event were also of great publicity value to you. Latest Audit Bureau of Circulation reports list this coverage at more than 186,000.



The twin-engine Grumman banks into a graceful turn and prepares to descend amidst an expectant throng of mid-western recruits who have been lured by the voice from the sky.



THE OATH OF ALLEGIANCE is administered by Chief Boatswain Lee R. Scott to six youths of Omaha, Nebr., who responded to the lures of the Coast Guard's first aerial recruiting station.

Lieutenant (j.g.) C. R. Bender, commanding the Grumman Amphibian V-186, witnesses the ceremony.

"With broadcasts over KOIL, KOWH and news coverage in approximately twenty suburban papers, you can see that you did a splendid job of covering this entire area. Personally, I think that this is not only splendid publicity for the Coast Guard, but for the city of Omaha as well. Any time we can be of service to you, please feel free to call upon us."

Old hands like myself have known some of Lee Scott's ingenuity in the past, so it was a surprise to get clippings telling about this latest outburst of energy and sound business sense. Lee is one of those rare individuals who was able to transfer his genius from floating units to shore activity with neither a whimper nor a skipped measure. Lee is just as much an amphibian the the V-186.

Due to prompt announcements over Station WOW, by that station's popular announcer, Foster Moy, a crowd of several thousand were on hand to witness the inauguration of the nation's flying recruiting station of the oldest sea-going military service. And, what's more, they saw a beautiful ship make a perfect landing. Topping the climax, they saw the enlisting of men who had just joined the colors.

Six young American citizens were physically examined, took the oath of allegiance, and were solemnly sworn in by Lee Scott. Traditional usage was followed, the ceremony was witnessed by an audience who had been requested to remove head gear and keep silence; and the personnel conducting the proceedings were congratulated afterward by leading citizens on the manner in which the whole event was handled.

The plane then took off, circled over Omaha, and through a radio hook-up from the V-186 to Radio Station WOW on the 1245-1300 Foster Noy Program, Coast Guard duties and what the Service has to offer to future young unmarried Americans was discussed in an impromptu interview. The next day, the plane flew to three outlying cities—Norfolk, Ainsworth, and North Platte, Neb., and due to advance publicity fine crowds were on hand to hear the message conveyed. The stock recruiting folders and other literature carried on hand at the Omaha recruiting office were distributed, and the plane returned to its temporary Omaha base at 1900.

The V-186 was due to hop to Spencer, Iowa, at 0900, when the largest county

fair (at least that's what Lee told us it was) in the world was to be held. When we looked a little askance about the size of this county brawl Lee merely said, "Well, Gim, that's *their* claim; not mine!" As an anticlimax, Lee handed us an after-though on that. "However," said he, reflectively lighting a cheroot, "due to heavy rains, that was postponed."

"When I get through with this business," said Lee, "I'll have the Coast Guard in the natives' minds, if not in their hearts."

If we are any guesser (and we are pretty good at that game usually), Lee will have the Coast Guard stuffed down their throats and running out of their ears before he gets through with the aforesaid good citizens.



CHIEF BOATSWAIN LEE SCOTT, recruiting officer... (left), and Lieutenant Bender, pilot, prepare to bid adieu to Omaha and the radio technicians of Radio Station WOW at the conclusion of the Coast Guard's first aerial recruiting endeavor.

CGM
Dec. 1941
Vol. 15,
#2.

MERCY MISSION

Coast Guard Fliers at Traverse City, Michigan, Speed Critically Ill Patient to Distant Hospital.

RECENTLY word was flashed to the Commander of the Soo Section by radio from Isle Royale, on the Canadian border in northern Lake Superior, that an enrollee of the C.C.C. Camp on that isolated island was stricken with pneumonia and his immediate removal to a hospital was vital.

This information was relayed to Lieutenant R. R. Johnson, Commander, Great

Lakes Air Patrol Detachment based at Traverse City, Mich. The amphibian V-192 was immediately made ready for flight. The two seats on the right side of the cabin were removed and a litter installed in place. Everything in readiness, Lieutenant Johnson and his crew, James L. Riggs, ACMM (AP) as co-pilot; Felix J. McNeil, AMM 1c, and Carroll W. Meeks, RM1c, took off for Isle Royale, a distance of approximately 350 miles. During the flight, instructions were radioed to the Isle Royale Camp to have the patient ready for removal to the plane upon arrival.

The plane arrived over the island and landed in a tiny harbor surrounded by high hills and was brought to anchor. The lit-



AVIATION PILOT JIMMIE RIGGS, ACMM, and Lieutenant R. R. Johnson (above) study a chart prior to hopping off on their mercy flight. The pneumonia patient (below) is placed aboard the plane by his comrades of the Civilian Conservation Corps. This trip again illustrated the efficiency of the Coast Guard as protectors of life and property.



ter, with blankets and safety straps, was sent ashore. The patient, Eugene Kiedrowski, accompanied by Dr. George C. Gallagher, camp surgeon, was brought out to the plane in a pulling boat. The patient was carefully brought into the plane and firmly secured on the litter frame. The crew, in accordance with a Headquarter's bulletin on communicable diseases, wore anti-germ masks furnished by the Munson Hospital at Traverse City. The doctor came aboard and everything was in readiness for a tricky

ANTI-GERM FACE masks were worn by the crew of the plane, in accordance with Headquarters' instructions. Jimmie Riggs illustrates the use of the mask.

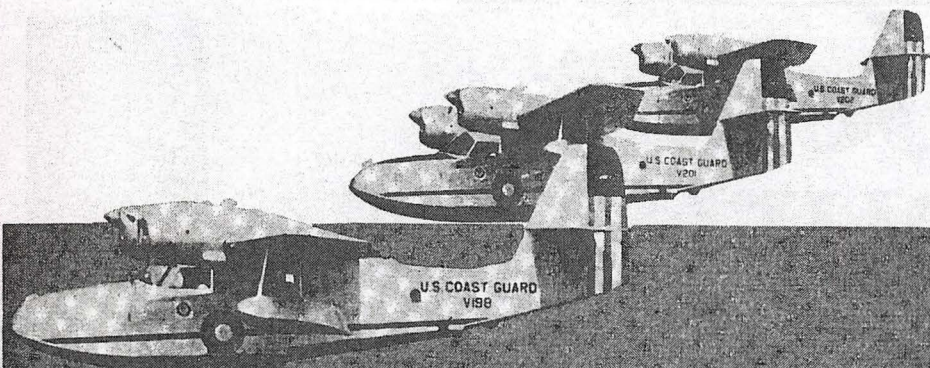
take-off from the tiny harbor. Soon the patient was on his way to the hospital.

Approximately 20 minutes had elapsed between landing and take-off. Lieut. Johnson radioed ahead for an ambulance to meet the plane at Laurium, Mich., and upon arrival the patient was transferred to the awaiting ambulance.

The Portage Lifeboat Station was in radio contact with the plane during its flight and the officer in charge, Chief Bos'n F. C. Sollman, dispatched a car to the Laurium Airport with hot coffee and sandwiches for the crew of the plane. Later Lieut. Johnson and his crew took off for Traverse City after a successful 700-mile mercy flight.

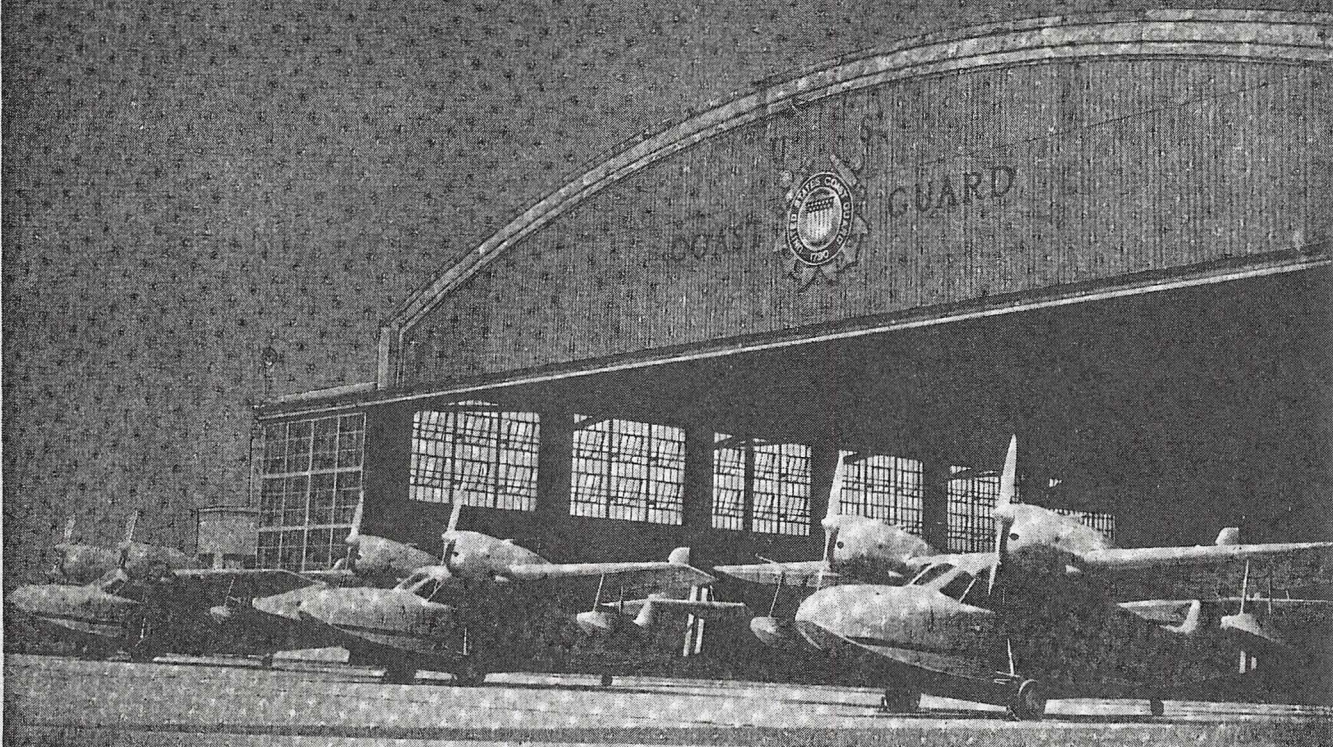
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CGM
Feb. 1942
Vol. 15, #4



GRUMMAN J4F-1's JOIN THE COAST GUARD

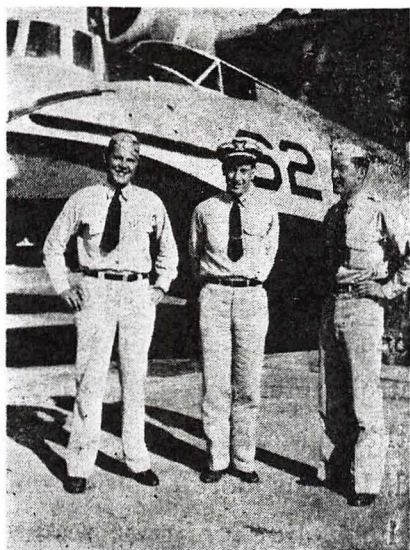
★ Grumman versatile pocket amphibians, "the airplanes of a hundred uses," are now performing inshore and coastal patrol duties for the U. S. Coast Guard at their bases on the Atlantic, Pacific, Gulf Coast, and the Great Lakes.



GRUMMAN AIRCRAFT ENGINEERING CORPORATION

BETHPAGE, LONG ISLAND, NEW YORK

CGM
Feb. 1948
Vol. 15, #4
pp. 26-27, 69



COAST GUARD FLIGHT instructors at Pensacola, Fla., are (left to right) Lieutenants Robert Shunk, Charles Tighe and A. E. Harned.

Flight Training

A Trio of U. S. Coast Guard Officers Instruct American and British Fliers in Seagoing Aeronautics at Navy's Great Air Station, Pensacola, Fla. Exclusive Interview Reveals Efficiency of Abbreviated Course.

PENSACOLA is a magic word in aeronautical circles. When a flier says, "I went to Pensacola," he is speaking words equivalent to those of a civilian who says, "I went to Cambridge," or "I went to New Haven," for just as Cambridge means Harvard and New Haven means Yale, so does Pensacola mean the great Naval Air Station.

The Naval Air Station at Pensacola, Florida, is the world's foremost training center for naval aviators. Sprawling on the northwest part of Florida, this community is figuratively owned and operated by naval airmen. All day planes drone overhead. The sun-drenched streets bustle with fliers in neat khaki uniforms. The little town suffers from growing pains and it strives valiantly to accommodate the demands which the enlarged training program has placed upon it.

Although Pensacola is usually thought of solely as a scene of U. S. Navy activity, it is not surprising to learn that three commissioned officers of the Coast Guard hold important posts as instructors. No, this is not surprising when one recalls that men of the Coast Guard are serving on all fronts—in Greenland and Iceland, in the mid-Atlantic, in the mid-Pacific, in Hawaii, in Alaska.

Little is known of the work of Lieutenants A. E. Harned, Charles Tighe and Bob Shunk, the trio of Coast Guard officers on flight training duty at the Naval Air Station, but this trio is playing an important role in the training program by which America aims to keep the U. S. Fleet and Britain's Royal Air Force supplied with fliers.

Pilots who graduated from Pensacola a few years ago would scarcely recognize the streamlined and improved course of instruction now in vogue. The earlier course of twelve months' duration has been shortened to seven months. Students get six weeks of intensive ground school training before they are permitted to do any flying. After the completion of this preliminary period,

they enter one of four primary landplane squadrons for a period of training lasting about two and one-half months. Next they advance to the heavier service type of landplanes in Squadron 2. Here they also get formation flight training, flying in three and nine plane formations. This consumes three more weeks.

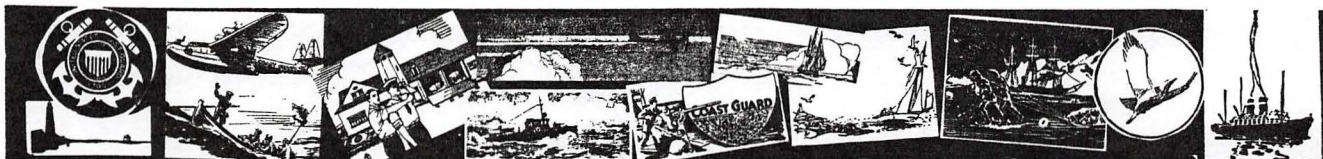
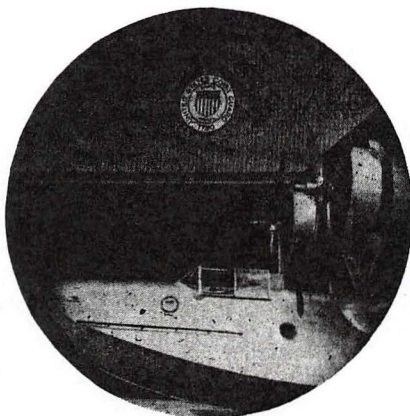
The last phase of the basic training is received in Squadron 3, the instrument squadron where, during another three weeks, the student fliers become trained in the art of instrument flying.

During all this time the ambitious young flier has not set foot inside a seaplane and he is perhaps wondering if he hasn't, by some error of geographic calculation, strayed into an army training field. But then he is introduced to one of the three "finishing squadrons"—Squadron 4, consisting of big flying boats (which all C.G. students get); Squadron 5, consisting of scout-observation seaplanes; or to a fighter training squadron at Miami. Under the original training program the student received training in each of these three finishing squadrons, but now he is trained in but one.

What manner of course is this new stream-lined one? Well, suppose we ask that question of Lieutenant A. E. Harned.

"How about it, Lieutenant? How does this training compare to the training which you received some years ago when you went through here as a student?"

"Without a question, it's vastly improved! Remember, live and learn. After all, flying an airplane is really simple—young boys and girls solo after only six, eight, or ten hours of instruction. Yes, these students here can do that, too, but the seven months' training is to teach a man to fly instinctively in order that his undivided attention may be devoted to his mission—search, gunnery, bombing, etc. It's easy enough to teach a man to fly but to get him to use his head is an entirely different matter! However, we try."



Lieutenant Harned warmed to his subject. "I might add that this is really an 'A-1' course of instruction and a man who receives his wings may righteously wear that beaming look of joy on his face as he walks out of the Commandant's office with his designation."

"You make things sound a trifle difficult, Lieutenant," this reporter volunteered. "Just how much of a grind is this training program?"

"That's just what it is, a grind, and a tough one. Make no mistake about that. Many a man leave here in abject disappointment because of his failure to make the grade. The mental strain is really terrific. A student having completed an hour and a half of instruction in the air finds he is left with the mental and physical strength of a kitten! It's drive, drive, DRIVE every minute out of the 90. He *must* get that phase of the training *NOW*, as it will be something new tomorrow, with no time for catching up. A visitor walking into the Students' Ready Room will see youngsters lying all around, many asleep. True, some may be merely lazy, but I know that a lot of them are just plain exhausted from an instruction or check flight. I know from experience and I believe it's tougher now."

INSTRUCTORS' ATTITUDE

At this point your reporter recollected stories he had heard about the hard-boiled attitude of instructors toward students. What was the truth about that, we inquired of Lieutenant Harned.

"The hard-boiled idea emanates from two things," he replied, "the movies and the fact that an instructor must necessarily consider each student to be a prize dumbbell. The movies exaggerate and dramatize the situation. An instructor cannot presume that any student is capable or intelligent. To do so would be to invite the temptation of glossing hastily over elementary phases of instruction. It's purely a matter of self-psychology. By assuming that each student



PRIOR TO BEING assigned to Pensacola, Lieutenant A. E. Harned did tours of duty at Elizabeth City, N. C., and at Traverse City, Mich.

is dumb, the instructor makes it necessary for himself to pay strict and severe attention to even the most minute details. Thus there can be no haphazardness, no neglect, no loopholes in the course of instruction."

Lieutenants Harned, Tighe and Shunk are instructors in Squadron 4—the big boat squadron—where the student, having passed through the three squadrons of primary training, is introduced to flying boats. And the introduction inevitably proves to be a staggering setback to the embryo pilot who having now being undergoing instruction for approximately five and one-half months, has come to think of himself as somewhat of a full-fledged flier. He is consternated to find that he has literally to learn to fly all over again! The transition to two-engined planes, to water instead of land, and to a control wheel instead of a

stick is startling. As a matter of fact it takes the same number of hours of instruction—ten—for a student to solo a big boat as it did for him to solo his primary training landplane. And this with 200 hours of experience in back of him!

After listening to the roar of planes landing and taking off in practice flights it is easy to believe that Pensacola is a great place for a pilot to acquire flying hours. Instructors frequently spend 70 hours a month in the air; on occasion as many as 90. An instructor's day usually consists of three hours of instructing his own students, two hours checking other students, and three hours of night flying.

Your reporter found the duties of Lieutenant Harned, Tighe, and Shunk extremely interesting. They no longer serve as daily flight instructors. Instead, they give the flight checks (examinations) after the students have progressed in their training.

SOME BULLET HOLES

Lieutenant Harned is the gunnery officer—in charge of all camera and free gunnery and bombing training in the big boat squadron. At the present time he instructs more than (number censored) American boys and (number censored) Royal Air Force boys each month. This assignment is a good example of what Harned meant when, earlier in this interview, he stressed the importance of teaching young fliers to use their heads. This reporter failed to grasp the deadly seriousness of the remarks until he learned that, upon occasion, bullet holes have been found in the wings of planes as result of careless use of armament in flight!

When Lieutenant Harned was interrogated about the use at Pensacola of America's ultra-secret bombsight he judiciously declined to make any comment, but it was learned from another source that the secret bombsight is used in the training program and the accuracy with which it lays bombs on any given target is startling—even when

(Continued on Page 69)



A TRIO OF GRUMMAN J4F-1's from the Coast Guard Air Station at Brooklyn, N. Y., fly in right echelon formation. Coast Guard pilots and mechanics are loud in their praise of all types

of Grumman amphibians. Lieutenant Commander W. A. Burton, commands the Brooklyn Air Station, home base of these three Grummans.

O'Leary Foto

CGM
Feb. 1942
Vol. 15, #4

Aviation Headquarters Personnel

PLAYING an ever-increasing role in the ever-increasing duties of the Coast Guard is our air force, small when compared to the air forces of the Army and Navy but equally as efficient as either of those aeronautical branches.

The technical administration of the affairs of the Coast Guard air force center largely in the hands of Commander (E) W. J. Kossler and Lieutenant Commander Frank A. Leamy.

Commander Kossler heads the aviation engineering section at Headquarters. The commander moved into his present duties in May, 1940, having been on aviation duty for a period of six years, prior to which he had served fifteen years in general service.

Commander Kossler is well known throughout the Service for his early organization work in connection with the formation of the Coast Guard Rifle and Pistol Teams which achieved enviable national reputations.

Lieutenant Commander Frank A. Leamy is the air force's operations officer. Prior to his present assignment he served as commanding officer of the Coast Guard air stations at Miami, Fla., and Salem, Mass.

Commander Leamy holds the cherished Distinguished Flying Cross in addition to



Commander W. J. Kossler



Lieut.-Comdr. Frank Leamy

the Victory Medal for Service in World War I.

A trio of other officers complete the aviation commissioned personnel at Headquarters.

Lieutenant Chester L. Harding is on technical duty in Commander Kossler's engineering division, having been assigned to this duty in July, 1939. Lieutenant Harding has been an aviator for eight of the eleven years since he received his original commission as ensign.

Lieutenants A. J. Hesford and W. E. Sinton hold perhaps the two most important individual flying assignments in the Coast Guard.

Lieutenant Hesford is Admiral Waesche's aide and pilot, an assignment demanding extreme skill as a pilot and unusual qualifications for the difficult liaison tasks which customarily fall to the lot of an aide.

Lieutenant Sinton pilots the Coast Guard plane based at Bolling Field and



Lieutenant A. J. Hesford



Lieutenant Chester Harding



Lieutenant W. E. Sinton

CGM
June 1942
Vol. 15, #8

IN MEMORIAM

By LIEUT. R. R. WAESCHE, JR.

I HAVE just learned of the death of one of my classmates, Lieutenant Bob Lafferty, U.S.C.G., in a plane crash off Gay's Head, a few days ago.

Bob was universally liked at the Academy. He was an excellent athlete and a good friend of all. He didn't give a damn whether school kept or not.—one of the reasons he was such a good flyer. The U. S. COAST GUARD MAGAZINE carried a story recently of his commendation for landing his plane in a seaway, taxiing to shore, and taking off again successfully.

In the hopes that you may get an idea of our feeling for him, I wish to quote the paragraph under his picture in "Tide Rips —'36":

"Serious minded? Well, at times, but never to the extent that he isn't willing to take a fling at a long chance, even to a blind date. Not that this dashing cavalier is ever forced to such tactics, but that's merely one phase of his carefree, happy-go-lucky existence. When everyone is nursing a new-born gripe, ready to turn in a

resignation, or plan a strategic coup d'etat, Bob will turn the thing inside out, come forth with some statement ridiculing the whole affair and set us thinking aright.

"A true sportsman is this man from Long Island. Not an armchair enthusiast, who by listening to the radio and reading the papers knows the names of every player in the big leagues, but a hard-hitting fullback, a steady racing-yacht helmsman, an athlete who gets his sport first-hand. Termed by the local press a 'raw-boned line-cruncher' (he borders on being chubby), 'Jack Armstrong, the All-American Boy with the All-American face' has had a dominant part in four years of Academy athletics."

Bob will be very greatly missed by us all.



Steve Tarapachak, AMM1c

**In
Line of Duty
They Died**

✠

Lt. Robert J. Lafferty
Stephan J. Tarapachak
AMM 1c

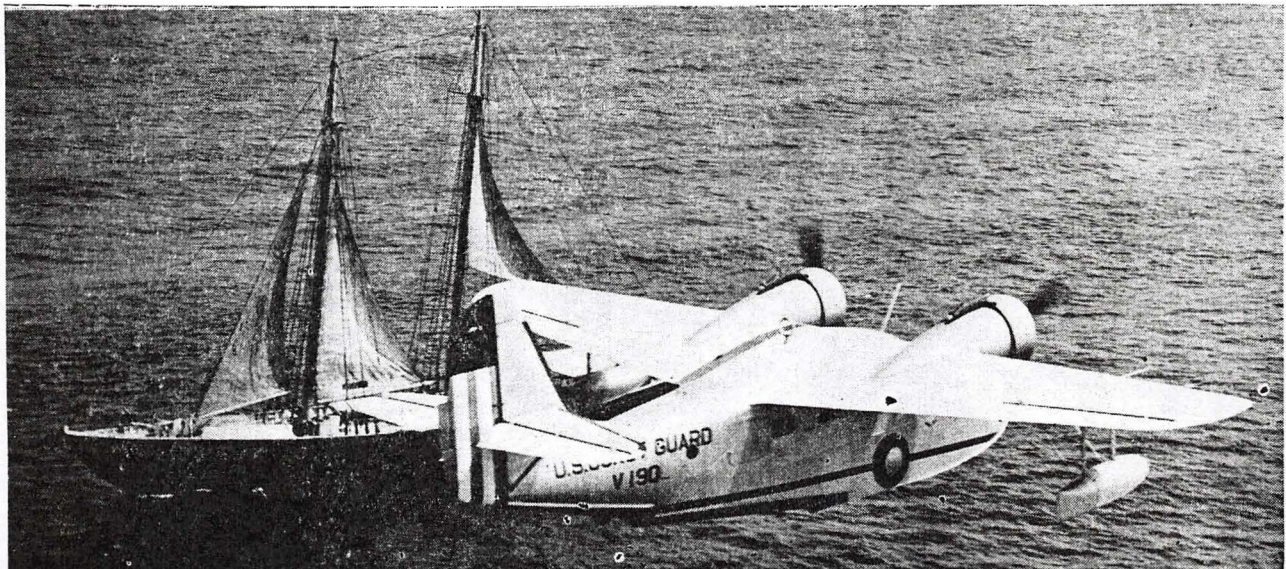
William A. Boutelier
RM 2c

✠

April 15th, 1942
U. S. Coast Guard Air Station
Brooklyn, N. Y.



Lieut. Robert Lafferty



THE ILL-FATED V-190 wings its way low over Pilot Boat No. 3 at the entrance to New York Harbor. The 190 was on submarine patrol over Atlantic waters when it disappeared. The

main wreckage of the plane and the bodies of Lieutenant Lafferty and Mechanic Steve Tarapachack were never found.

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Chicago,
Duluth
and
Georgian
Bay
Transit
Co.



some matches that could be made. Seven fine world championship fights:

For the Heavyweight Title—1. Joe Louis, champion, Army, vs. Billy Conn, Army.

For the Lighthouseweight Title—2. Gus Lesnevich, champion, Coast Guard, vs. Ken Overlin, Navy; 3. Winner of Lesnevich-Overlin vs. Billy Soose, Navy.

For the Middleweight Title—4. Tony Zale, champion, Navy, vs. George Abrams, Navy; 5. Winner of Zale-Abrams vs. Freddie Apostoli, Navy.

For the Welterweight Title—6. Freddie "Red" Cochrane, champion, Navy, vs. Marty Servo, Coast Guard; 7. Winner of Cochrane-Servo vs. Garvey Young, Marine Corps.

Marty Servo recently lost a decision to the chocolate-coated darling of the New York ring crowd, "Sugar" Ray Robinson. Neutral observers contend that Marty gave Robinson plenty of what-for and that the decision in the brown stringbean's favor was not unanimous. The wise ones of fistiana claim that either Servo or Robinson can take Champion Cochrane. We wouldn't like to go on record like that. Champions usually fight like champions when the title is on the line. Servo may or may not be able to take Cochrane but he certainly has won the right to the chance.

Ahead of him in line stands Marine Garvey Young. In an over-the-weight fight with Cochrane, the title on ice, the Marine raised plenty of whoop-de-doo with Cochrane, Young winning the unanimous decision over the champion.

Anyhow, above are seven title fights.

The boxers should, of course, be paid off and the promoter should be the fellow who has oftentimes proven to be, and is right now again proving to be, the greatest promoter of all time. We refer, of course, to the elongated gentleman in the striped pants and the star-spangled weskit, Old Mister Whiskers himself.

Mike Jacobs, who has had things much his own way by having the champions and challengers nailed down to "inside contracts" to fight for "One Alone To Be My Own" will not like the suggestion, but Uncle Mike should not kick now that Mr. Whiskers has "inside contracts" on the boys above named. They are no longer solely Uncle Mike's nephews. They now belong to Uncle Sam. Too, Uncle Mike states he staged the last two Louis fights for free, so if he is not in the picture he'd just side-step the work and headache of making the matches and staging the shows.

EIGHTEEN SAVED

Recently while making a regular routine flight in the Gulf area, Coast Guard Plane V-184 from Biloxi, Miss., located the wreckage of a torpedoed tanker, with 8 men seen clinging to one raft, a small boy clinging to a hatch cover, four men clinging to another make-shift raft, and four men and a girl clinging to a floating ship's mast. Due to the fact that it would be impossible to land a plane of this type in the water, the pilot of the plane proceeded to a group of six fishing boats observed some distance to the northeast from the wreckage and notified the fishermen of the plight of the survivors of the torpedoing. The fishing boats picked up all survivors, and landed them at a seaport on the Louisiana coast.

MY OWN LITTLE JOB



It isn't as big as the other chap's
With a flaring sign;
It isn't as great as yours, perhaps,
But it's mine.
Just my own little job to hold down
tight,
Stick to, embrace, with a man's
strength and might.
It isn't a golden, downy way,
Perfumed, sun-kissed and bright;
It isn't all laughter and cloudless day,
But it's mine all right;
My own little job I have chosen to
do,
Mine, and I'm the kind of man who'll
do it, too.

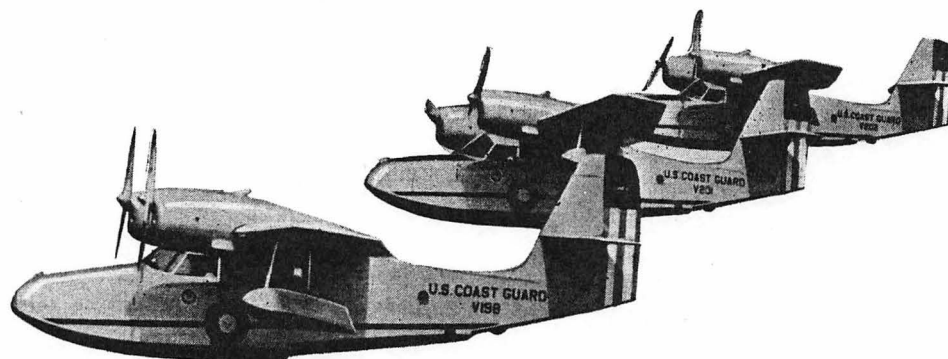


TO Mr. and Mrs. Walter H. Becker, a boy, six pounds and four ounces, named Wayne Walter. The elder Becker is a yeoman, first class, at the Detroit Recruiting Office.

To Walter and Esther Terry in Baltimore, Md., a son, Walter Raleigh. Mr. Terry is a chief pharmacist's mate now stationed at the U. S. Marine Hospital, Baltimore, Md.

To Mr. and Mrs. Harold W. Collins, RM1c, of 8 Bartlett street, Somerville, Mass., a daughter, Patricia Rose, at Sunnyside Hospital, Somerville.

Gene Tunney warns people that cigarettes will kill them, but says nothing about whiskey. He manufactures whiskey.



... *Built to "take it"*

No greater tribute could be paid the Grumman J4F-1's than the reliance placed in them by the U. S. Coast Guard. On hazardous off-shore patrol . . . the daring exploits of their crews, for the most part, unsung . . . these sleek, sturdy aircraft are dependably on the job—doing a job, the whole year 'round.



GRUMMAN AIRCRAFT ENGINEERING CORPORATION
BETHPAGE • LONG ISLAND • NEW YORK

*A fleet of Coast Guard J4F-1
Grumman amphibians on
the line—ready for action!*



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GREAT LAKES TOWING CO.
 CLEVELAND 1800 TERMINAL TOWER OHIO



Good luck to all the C. G. boys wherever they are, and thanks for printing this (if you dare).

Sincerely,
 MRS. BARBARA E. ALLEN.

PROUD. AND JUSTLY SO

In regards to the letter written by the woman who signed herself a Coast Guard Wife, if I felt that way about my husband's uniform I certainly wouldn't have the nerve to call myself a Coast Guard Wife. I think it is an honor bestowed upon my husband to be able to wear his country's uniform. Where would all these so-called socially-minded people be without the armed forces?

It is people like this that help to make wars. I am so proud that my neighbors and everyone else knows that my husband is a sailor in the U. S. Coast Guard. **PROUD, C. G. WIFE.**

AND STILL ANOTHER

Curtis Bay, Md.

A real C. G. wife should be quite proud of her husband's occupation as well as his uniform.

I have been married in the Service for eleven years and have always had very dear civilian friends to whom I was always proud to admit that my husband was a Coast Guardsman, even though he was on shore duty and not required to wear his uniform until this new order was posted.

We have always lived in the best neighborhoods and our children always played with the children of our civilian friends and neighbors. We had absolutely no apologies to make to anyone and suffered no loss of social prestige.

Of course such things could be very embarrassing in any walk of life when one is pretending to be more than he really is and suddenly he is discovered in his true role, but don't

blame that on the Coast Guard or the uniform.

I doubt if any Coast Guard family has ever suffered the loss of social prestige because of the uniform alone. I haven't in eleven years of Service life, and I have never concealed my husband's occupation or was ashamed of his uniform. **A WIFE.**

NO SOCIAL CLIMBER

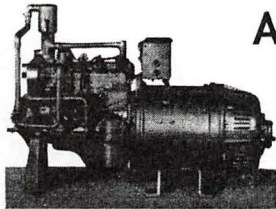
This is in answer to the letter in the June magazine written by a person calling herself a "Real (!!) C. G. Wife"!! You notice I put question marks behind the "real" part and I think all will agree with me that it takes a big stretch of imagination for anyone to feel she is entitled to the signature given.

Today men are fighting in the different branches of service to protect their wives, mothers and sweethearts, so I hardly think wearing of the uniform is considered an "objectionable" law. As for advancing socially in your community let me say this, a person's social position depends upon the person himself! We all come into this world with the same suit of clothes and it is up to each one to advance socially, and man-made laws cannot abet or retard you in any way. The type of so-called community which doesn't accept one of Uncle Sam's fighting men is not a social realm worthy of trying to attain.

My husband used to wear his uniform only when on duty, as what man doesn't like to change from his working clothes at the end of the day, but he now wears his uniform and it makes me very proud to be seen with him.

I'm afraid that wife would find it more "embarrassing" to explain why her husband is in civilian clothes and not doing his bit for his country, as all able-bodied men not in defense work are proud to wear a uniform.

Here **KOHLER**
 Electric Plants
WORK 24 Hours
 A Day



Kohler 10R36 Electric Plant used aboard Coast Guard boats

Kohler Electric Plants, sole source of light and power for these spunky little fighting craft, supply electricity for lighting, heating, cooking, radio communication, submarine detection, and electrically powered navigating instruments. Efficient and reliable, Kohler Plants also safeguard shore stations against power failures. Kohler Co., Kohler, Wis.

K O H L E R
 O F
K O H L E R

WEYERHAEUSER STEAMSHIP COMPANY
 Intercoastal Freight Service
 Newark, N. J.
 Tacoma, Wash.



"FATS" WALLER, famous pianist, composer and band leader, took time out between shows to provide some welcome entertainment for the boys at Salem Air Station on a rainy (unusual for New England) afternoon. Smiles on the men crowded around the piano in the recreation room show his success.

Over the Editor's Shoulder

Readers are invited to come in and peer "Over the Editor's Shoulder" any morning or afternoon. When in or near Washington, D. C., visit Three Church Circle, Annapolis, Md.

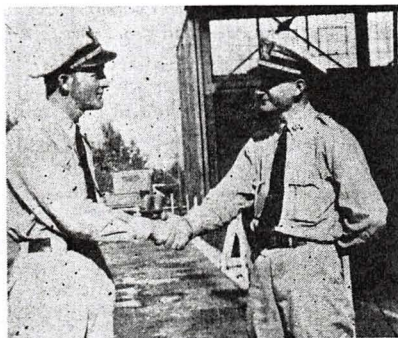
GOOD afternoon, Readers!

This final page has, in recent months, become a sort of informal gathering place wherein readers and editor may get together for discussion of affairs and events pertaining to our Service and to our Magazine.



Ed Lloyd

This is the brief story of Lieutenant David O. Reed, whose epic aerial rescue of 21 seamen has been flashed across the country. On second thought, it is not a story of the true spirit of the Coast Guard as exemplified after the flight by Lieutenant Reed in his statements to this publication.



LT. DAVID O. REED (left) exchanges greetings with a fellow officer, Lt. E. J. J. Suydam. The Navy Cross has been awarded to Lieutenant Reed in recognition of his epic aerial achievement.

First, let's look at the story as told in accurate fashion by the several press services of the nation:

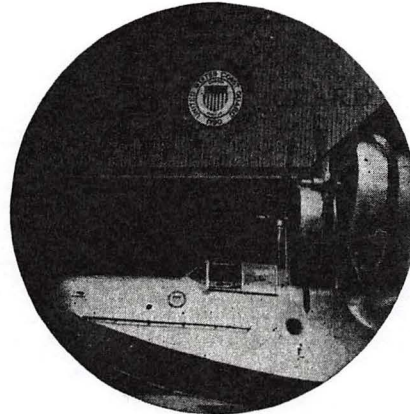
"His seaplane so badly overloaded that it was barely able to stagger into the air, a Coast Guard pilot rescued 21 Norwegian seamen, one with a broken back, from the Gulf of Mexico.

"The plane, designed to carry not more than eight or nine persons, piled the 21 men in on top of five crew members and 600 gallons of gasoline. All of them were flown to Lake Pontchartrain, near New Orleans, and all, including several badly burned, survived.

"Piloted by Lieut. D. O. Reed, of Winchester, Ky., the patrol plane was on a routine flight when its crew spotted the wreckage of a ship. Reed flew down close to the water but no survivors were seen and the seaplane continued its patrol.

"Some time later the observer, J. H. Rogers, gunner's mate, second class, saw two lifeboats adrift close together and Lieutenant Reed changed course and landed on the water near them. The work of removing them, first the man with the broken back and then those who had been burned, to the plane was begun at once.

"Everybody aboard was placed as far forward as possible and Reed tackled the job of getting the plane off the water.



"He finally got it flying, but the strength of two men was needed to hold the wheel forward against the tremendous weight the plane was never designed to carry.

"Plane was extremely tail heavy," said Lieutenant Reed in his operations report, "and pilot and co-pilot, Ensign V. S. Tully, United States Coast Guard, both applied full weight to push yoke forward. In spite of their combined efforts the plane took to the air at 40 knots indicated air speed, in an extremely nose-high attitude. Before clearing finally into the air the plane came back on the water once.

"Once in the air no difficulty was experienced in picking up speed and in getting the plane in level attitude. In level flight and stabilizer set full nose down, it was still necessary to apply forward yoke pressure."

"Barely flying at all, the big plane then lumbered on to New Orleans and safety."



ENSIGN V. A. TULLY, former enlisted pilot (above), is credited by Lieutenant Reed with prompt and speedy judgment and action which culminated in the successful flight of a Coast Guard plane overloaded with 21 survivors of a torpedoed vessel.

And that is the story of Lieutenant Reed's flight.

But here is the story your editor wishes to relate. It is brief, it is personal, it is intimate. Above all else, it is a glowing tribute to the type of officer that the U. S. Coast Guard Academy is producing; it exemplifies that spirit of selfless thinking, that spirit of "loyalty to those below you to as those above you" which the Commandant emphasized in the pages of this Magazine just one month ago. The story is a tribute to a man and a gentleman, a tribute to an officer who no doubt knows the true meaning of the word "shipmate."

The story consists merely of the simple statements of Lieutenant Reed when this editor contacted him immediately after the flight. As our readers read these statements remember that these words were uttered at a time when this officer was receiving great adulation; were uttered at a moment when he might have been forgiven had he chosen to speak a bit proudly of his achievement. But this is what he said:

"DEAR ED—There is not very much to add to the report that have been put out on our flight, except this. As every one in the Service knows, but seems often to forget, no one man can make these flights. Not enough credit goes to the Coast Guard as a whole or to the men in the hangar who spend their time keeping the equipment up to the point where such flights are possible. If at any point along the line of maintenance or upkeep one man had fallen down on his job, the ending of the flight might often be different.

"If this flight merits a special place in the Magazine, be sure and give credit to the members of the crew of the plane. Each did his job well. In case you do not already have their names, they are J. E. Horwath, ACMM; D. C. Danford, ACMM; B. A. Lynn, RM1c, and J. H. Rogers, GM2c.

"Not enough credit for the successful completion of this flight can go to Ensign Vernon C. Tully. His quick-thinking in

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throwing his weight on the yoke, without any signal from me, was the factor which resulted in the scales of chance being balanced in our favor. He realized the difficulty I was experiencing in getting the nose down and knew just what to do and when to do it."

The spirit of the Coast Guard? There you have a real example of it. May that spirit, that love of Service and respect for one's fellows, never grow dim!

CIRCULATION

It was indeed gratifying to receive, in recent days, letters from a number of sales representatives declaring that the only trouble they were experiencing was a shortage

of copies of our recent editions. Many of these enthusiastic fellows had previously increased their usual order but found that even the extra copies were insufficient to satisfy the demand. Harold Murphy, of the *Anemone*, is one fellow who increased his order and then found it necessary to again increase the order for this September number! And Sammy Long of the *Mojave*, did likewise. And Jack Ellis, CY, at Charleston, S. C. And Chet Claudino, CBM, at Corpus Christi, Tex., and Bob Sullivan, Sealc, of Elizabeth City, N. C. All these fellows fairly yelled for additional copies. And there are others. There is Bill Nix, CMM, of Fort Trumbull who is getting thirty extra copies this month; and Joe Green, of Buffalo, with twenty-five extra; and Walter Terry, of Baltimore; and Walter Becker, of Detroit; and Davis Cassell, of New Orleans. Yes, and more, too. There is Hugh Dasher, of Morehead City, N. C., and Jack Lynes, of New York City, who ordered 200 extra! And Dale Archer, of Gloucester, and Boyce Presnell, of St. Petersburg, and George Tullis, of New York City. And George Ecimovitch and Robert Sullivan, of Elizabeth City, N. C.; and W. C. Cruikshank, CY, of Manhattan Beach; and Carl Maxon, CPhM, of Owensboro, Ky.; and Ray Bond of Frisco; Dwayne Kinney of Savannah,

Ga.; Herbert Kershaw of Boston and S. A. Buges of Boston; and Carl Knudsen of Cleveland. The sentiment of all these fellows was expressed by Lloyd Johnson, of Newport, R. I., who wrote: "Due to the enormous demand for this Magazine, it is requested that you furnish me fifty additional copies!"

To the above named fellows and to many whose increased orders will arrive after these words have gone to press—yes, and to those who cannot justifiably increase their monthly orders because they have already achieved maximum sales at their units—your editor would like to say "Thank you."

**Our National
ADVERTISERS**

Ask for the following products
at your canteen

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- Chesterfield Cigarettes
- Chuckles
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- Gem Razors and Blades
- Glostora Hair Tonic
- Jeris Hair Tonic
- Granger Smoking Tobacco
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- Philip Morris Cigarettes
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- Prince Albert Smoking Tobacco
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- Sir Walter Raleigh Smoking Tobacco
- Shinola Wax Paste Shoe Polish
- Tootsie Rolls
- Vaseline Hair Tonic
- Wrigley Chewing Gum
- Yello-Bole Pipes

EN ROUTE TOKYO!

THERE is one thing to be said for war: It drives the lazy, postponing, dodging human animal to face issues. As long as we can, we put off, not just the unpleasant, but the worthwhile, simply because it is so difficult to get people together on anything.

Consider, for instance, the importance of Alaska.

It becomes increasingly clear we will soon have no kickoff point for a major attack on Japan outside this continent.

And on this continent there is no kickoff point better situated than Alaska.

As a matter of fact, the military experts say that we will be able to base bombers on Alaska for assaults on Tokyo, before too long. And that is something known not only to us but to Tokyo. Therefore, the Japs are rushing at great speed to get clear in the South Pacific so they can swing on Alaska with force and effect before we get fixed there.

Our Government knows about that race. Every other government in the world knows about it. We must win, and we must let no minor issue stop us from making Alaska a military base of tremendous power.

SEMPER PARATUS

*Official U. S. Coast Guard March
Song*

By CAPTAIN FRANCIS SALTUS
VAN BOSKERCK, U.S.C.G.

(Reprinted by popular demand)

Verse

From Aztec shore to Arctic Zone,
To Europe and Far East,
The Flag is carried by our ships
In times of war and peace;
And never have we struck it yet
In spite of foeman's might,
Who cheered our crews and cheered
again
For showing how to fight.

Chorus

So here's the Coast Guard marching
song,
We sing on land or sea.
Through surf and storm and howling
gale,
High shall our purpose be.
"Semper Paratus" is our guide,
Our fame, our glory, too,
To fight to save or fight and die!
Aye: Coast Guard, we are for you.

2d Verse

*Surveyor and Narcissus,
The Eagle and Dispatch,
The Hudson and the Tampa,
The names are hard to match;
From Barrow's shores to Paraguay,
Great Lakes or ocean's wave,
The Coast Guard fought through
storms and winds
To punish or to save.*

3rd Verse

Aye, we've been "Always Ready"
To do, to fight, or die,
Write glory to the shield we wear
In letters to the sky.
To sink the foe or save the maimed
Our mission and our pride,
We'll carry on 'til Kingdom Come
Ideals for which we've died.