

PRESIDENT'S PERSONAL FILE

PPF 9
Gifts B
Dec. 1942

PPF900097

ack.
T. A. G. T.
T. G. T.

P.P.F.
9-B

ack.
12-23-42
mtl

Chicago. Ill

P. P. F.
9-B

KRIKORIAN, Rev. M. P.,
Philadelphia, Pa.,
December 8, 1942, (ackd. 12/17/42).

Sends the President an inscribed copy of his book, entitled, "The Spirit Of The Shepherd".—Book sent to Study.

See P.P.F. 9-K

fmf

Rev. Franklin D. Roosevelt,
Room 1, Box 500,
Washington, D.C.,
New York, N.Y.,
New York, N.Y.

ack.
T. A. T.
G. B. T.

pp7
9-B

ack.
12-23-42
mtl

Chicago Ill

December 17, 1942

pp7.
9-B

+ pp7450

CS:

For acknowledgment your kind
welfth to Miss LeHand. The
an appreciates your courtesy
old book to which you refer
o thank you ever so much for
ght.

ident sends his best wishes
istmas Season.

Very sincerely yours,

Grace G. Tully
Private Secretary

X
Mrs. Franklin Brooks,
Route 1, Box 575,
Brookwoods Farm,
Blue Mountain,
Saugerties,
New York.

pl

ack.
T. A. G. T.
G. T.

pp7
9-B

ack.
12-23-42
mtl

Chicago Ill

Mr. *Chen*

December 17, 1942

pp7.
9-B

+ pp7450

My dear Mrs. Brooks:

I have for acknowledgment your kind note of December twelfth to Miss LeHand. The President more than appreciates your courtesy in sending him the old book to which you refer and has asked me to thank you ever so much for your friendly thought.

The President sends his best wishes to you for the Christmas Season.

Very sincerely yours,

Grace G. Tully
Private Secretary

X
Mrs. Franklin Brooks,
Route 1, Box 575,
Brookwoods Farm,
Blue Mountain,
Saugerties,
New York.

pl

ack.
T. A. G. T.

PPF 9-B

ack.
12-23-42
mtl

Chicago Ill
Nov. 3 1942

ack.
12/11/42
pphus Ehen

BROOKSWOODS FARM
BLUE MOUNTAIN
SAUGERTIES, NEW YORK

Dec. 12 - 42

Route 1 Box 575

My dear Miss LeBlond:

Since my dear husband passed away Feb. 42, I have been going through some of his papers. Among them I found a note he wrote - saying that he had a very old book, printed at Lyons (France), 1555 which he wanted to send to the President

ed over the tele-
our Brazilian Divi-
ta C. Lins to which it
Brazilian Division
, with the request
r. Pedro Estellita

Carneiro Lins, Rua Rodrigo Silva, 30, Rio de Janeiro, Brazil, acknowledging, in the President's name the dedication and the many generous reference to the Chief Executive. It appears that some time ago the author sent a copy to the President, who, however, did not acknowledge it.

Referred by memo, 12/21/42, to the Dept. of State for appropriate action. No Record in White House of orig. book ever having been received.

SEE: PPF 9-L

ilo

No cover on this.

ack.
T. A. G. T.
T. G. T.

PPF 9-B

ack.
12-23-42
mtl

Chicago. Ill

² for his library at Hyde Park.

I have been looking for it
and yesterday I found it.

So tomorrow I'll mail it to the
President. Will you be kind enough
and be my "Spokesman", as you
were so many times for my
dear departed, who, if he should
listen to me, would thank you
heartily, he called you a "Wonder girl",
and that the President was lucky

9-B
ed over the tele-
our Brazilian Divi-
a C. Lins to which it
Brazilian Division
with the request
r. Pedro Estellita

Carneiro Lins, Rua Rodrigo Silva, 30, Rio de Janeiro, Brazil, acknowledging,
in the President's name the dedication and the many generous reference to the
Chief Executive. It appears that some time ago the author sent a copy to
the President, who, however, did not acknowledge it.

Referred by memo, 12/21/42, to the Dept. of State for appropriate
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SEE: PPF 9-L

ilo

No cover on the...

ack.
T. A. G. T.
G. T.

PPF 9-B

ack.
12-23-42
mtl

Chicago Ill

3.

BROOKSWOODS FARM
BLUE MOUNTAIN
SAUGERTIES, NEW YORK

to have you. I do want to
apologize for the way the book
is packed - but I live here in
the back woods and have little
opportunity to go to the Village
of Saugerties, which is 6 miles
from my place to get a
chance to pack it better. Tell the
President please to overlook

9-B
ed over the tele-
our Brazilian Divi-
a C. Lins to which it
Brazilian Division
with the request

that one of the President's Secretaries send a note to Dr. Pedro Estellita
Carneiro Lins, Rua Rodrigo Silva, 30, Rio de Janeiro, Brazil, acknowledging,
in the President's name the dedication and the many generous reference to the
Chief Executive. It appears that some time ago the author sent a copy to
the President, who, however, did not acknowledge it.

Referred by memo, 12/21/42, to the Dept. of State for appropriate
action. No Record in White House of orig. book ever having been received.

SEE: PPF 9-L

ilo

No cover on this.

ack.
T. A. G. T.
T. G. T.

PPF 9-B

ack.
12-23-42
mtl

Chicago Ill

the seeming carelessness of an old lady. Hoping and praying that the President and you all will be blessed with good health to be able to stand these trying times, I'll close, maybe I'll ^{have} the pleasure to meet you some day. With very very kindest regards to the President and with thanks and appreciation,

I remain

Very sincerely your

(Mrs. Franklin) Paula Brooks

9-B
ted over the tele-
our Brazilian Divi-
ita C. Lins to which it
Brazilian Division
e, with the request
Dr. Pedro Estellita

Carneiro Lins, Rua Rodrigo Silva, 30, Rio de Janeiro, Brazil, acknowledging, in the President's name the dedication and the many generous reference to the Chief Executive. It appears that some time ago the author sent a copy to the President, who, however, did not acknowledge it.

Referred by memo, 12/21/42, to the Dept. of State for appropriate action. No Record in White House of orig. book ever having been received.

SEE: PPF 9-L

ilo

No cover on this.

ack.
T. A. T.
T. G. T.

PPF 9-B

ack.
12-23-42
mtl

Chicago Ill

SPOCK, Anne I. -- Administrative Assistant
COORDINATOR OF INTER-AMERICAN AFFAIRS
Washington, D. C.
Dec. 18, 1942.

PPF-9-B

Let. to Mrs. Bonsteel stating: "As you requested over the telephone this morning, I am sending you the memorandum from our Brazilian Division and the book, "O Sol do Pacifismo" by Pedro Estellita C. Lins to which it refers." Memorandum CO-No. 2340 to the Coordinator from Brazilian Division requesting that enclosed book be sent to the White House, with the request that one of the President's Secretaries send a note to Dr. Pedro Estellita Carneiro Lins, Rua Rodrigo Silva, 30, Rio de Janeiro, Brazil, acknowledging, in the President's name the dedication and the many generous reference to the Chief Executive. It appears that some time ago the author sent a copy to the President, who, however, did not acknowledge it.

Referred by memo, 12/21/42, to the Dept. of State for appropriate action. No Record in White House of orig. book ever having been received.

SEE: PPF 9-L

ilo

No cover on this.

att. A. T. L.

pp7
9-B

ack.
12-23-42
mtl

Chicago. Ill
Dec 3/1942

Kartha Borucki

Berwyn - Ill.

Replica of Abraham
Lincoln doily Series B.

file 12/21/42

pp7.
9-B

pp7 9-R
+169

No cover on this. 1-3.

ack
T. A. T.
T. G. T.

pp7
9-B

ack,
12-23-42
mtl

Chicago. Ill
Dec 3/1942

file 12/21/42

pp7.
9-B

pp7 9-R
+169

No cover on this. 2-3.

ack.
T. A. T.
T. G. T.

P.P.F.
9-B

ack.
12-23-42
mtl

Chicago. Ill
Dec. 3, 1942,

TREADWELL, Miss Marlene,
Millerton, N.Y.,
December 19, 1942 - ackd.

P.P.F.
9-B

Sends an inscribed copy of "Pageant of Poetry" and a copy of her
verse. Also refers to the President's mother.—Book sent to Study.

See P.P.F. 9-T

fmf

ack
T. A. G. T.
T. G. T.

P.P.F.
9-B

ack,
12-23-42
mtl

Chicago. Ill
Dec. 3/1942

P. P. F.
9-B

HALSTEAD, C. E., Chief Professional Promotion,
E. R. SQUIBB AND SONS,
New York, N.Y.,
December 16, 1942, (ackd. 12/21/42).

Letter accompanied by a copy of the booklet, "Medical Journal
Abstracts", which he is distributing to physicians in the armed forces and
to hospitals as well.—Sent to Study.

See P.P.F. 9-H

fmf

ack
T. A. T.
T. G. T.

PPF 9-B

ack.
12-23-42
mtl

Chicago Ill
Dec. 3 1942

PPF 9-B

MC GONAGLE, Eleanor -- Librarian
The Franklin D. Roosevelt Library
Hyde Park, N.Y.
Nov. 25, 1942.

Sends book to the President; to study.

Let. to Mrs. Eben saying they cannot find Peter Pauper books listed in either Series A or B nor the book from the Foreign Minister of Brazil in re Virgil. — On Dec. 2, 1942 Miss Tully wrote to Miss Suckley asking her to look in cabinets in the President's office at the Library for Peter Pauper editions of books which she has checked on enclosed list. Desire to purchase them for the President. — On Dec. 12, 1942 Miss Tully sent memo to Eugene Casey together with 5 Peter Pauper Press books.

SEE: PPF 5764

ilo

ack
T. A. T.
T. G. T.

PPF 9-B

ack,
12-23-42
mtl

Chicago. Ill
Dec 3/1942

PPF-9-B

PADOVER, Saul K.
Washington, D. C.
Ackd. Dec. 23, 1942.

Sends book to the President; to study.

SEE: PPF 9-P

ilo

PPF
9-B

ack
T. A. T.
T. G. T.

P.P. 7
9-B

ack,
12-23-42
mtl

Chicago. Ill
Dec 3/1942

KENNEDY, W.G.,
Miami, Fla.
12-15-42 (ack.)

Sends President for his personal use a 1943 leather bound Year Book with
his name embossed in gold letters.

See P.P.F.9-K

P.P. 7
9-B

br

ad
T. A. T.
T. G. T.

pp7
9-
B

ack.
12-23-42
mtl

Chicago Ill
Dec 3/1942

To President Roosevelt

Dear Mr + Mrs Roosevelt this
is a little present for you + your wife.
I am a poor girl who have no father
I am on the Childrens age. This is my
first table pad which I made by
hand. I thought it would be nice
to send the first one to you for a
Christmas present. I am doing all
I can to help win this war. I am
saving scraps of which I carry to
school. I am in the 7th grade at
the Hartigan School. I listen to you
many times over the radio. I have
two brothers Aquilla¹⁴ & George 11
We are very poor. My mother
stay sick morely all the time. We
attend Sunday School every Sunday

My name Maude Bivons

My Julia Thompson

3915 So Federal St

Chicago Ill

x pp7
9-T
+ pp7
9-P

2

2

2

Maudie
Bivens

22

My dear Maudie:
the President It was
which accident was
third. They
to have this
wishes to ask
family for y

Decer

December 23, 1942

My dear Maude:

It was kind indeed of you to send the President and Mrs. Roosevelt the gift which accompanied your letter of December third. They appreciate your wanting them to have this product of your own handiwork, and have asked me to convey their very best wishes to you and to the members of your family for the Christmas Season.

Very sincerely yours,

Grace G. Tully
Private Secretary.

Maude Bivens,
3915 South Federal Street,
Chicago,
Illinois.

mtl

+ this
 nds will
 f the
 spirit
 Peace,
 spine
 f be ours.
 1- Banker

GOLL, Mrs. Claire,
Brooklyn, N.Y.,
December 16, 1942, (ackd. 12/24/42).

P.P.F.
9-B

Letter to Miss Tully, submitting a copy of her inscribed book, "My Sentimental Zoo", to the President and Mrs. Roosevelt.—Book sent to Study.

See P.P.F. 9-G

fmf

It is
as will
the
spirit
peace,
of
be ours,
to
Bunker

file

P.P. 7
9-B

December 23, 1942

My dear Mr. Biser:

It was kind indeed of you to send the
President the tie as a Christmas remembrance.
He appreciates your friendly thought of him and
I have pleasure in conveying his best wishes to
you.

XP 07-9-T

2,

Very sincerely yours,

Grace G. Tully
Private Secretary

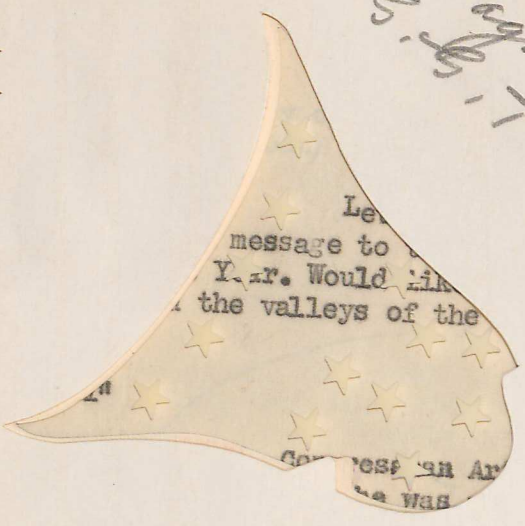
L. H. Biser, Esq.,
503 A Street, S. E.,
Washington, D. C.

dd

This
will
be
the
spirit
of
peace.
of
be
ours.
to
Bunker

ack.
Mr. Wagner keeps
S. B. 1.1.

May Christmas bells ring
in for you
A Christmas Day of joy and cheer,



ack
12/12/42

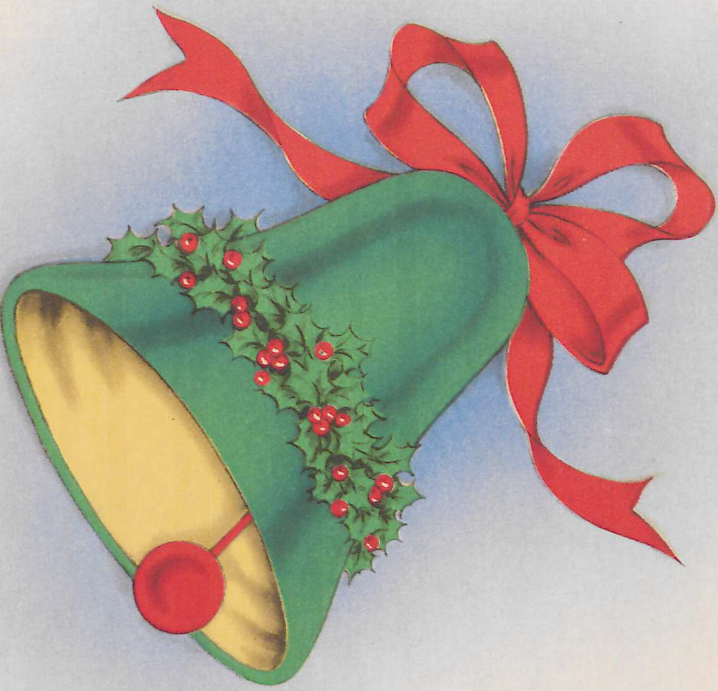
extending appreciation
ervance of Rosh
e President a book
d August 20, 1942.

mog

rote to the President,
ve mentioned book for
n as possible, in order
edged this letter 11/12/42,

VSR

of thanks to
book. ilo



And New Year chimes,
sweet and clear, proclaim
their promise of a Happy Year!
Harrison, Reynolds
503.4 St S.E. Washington

to this
nds will
the
spirit
Peace,
afine
of be ours.
to Burke

Merry Christmas



2,

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SC122
MADE IN U.S.A.

At this
time will
of the
spirit
peace,
again
of be ours,
to Bunker

PPF 9-13

JACOBS, Meyer
Interfaith Movement, Inc.
New York, N. Y.
August 14, 1942

Letter to the President extending appreciation for the recent Interfaith message to the Jews at their observance of Rosh Hashanah, the Jewish New Year. Would like to present to the President a book of flowers plucked from the valleys of the Holy Land. Ack'd August 20, 1942.

See - PPF - 9 - "I"

mcg

On November 9, 1942, Congressman Arthur G. Klein wrote to the President, saying a few days before election he was presented with above mentioned book for the President and he would like to have an interview as soon as possible, in order to present this book to the President. Gen. Watson, acknowledged this letter 11/12/42, advising that he will receive the book for the President.

vst

Under date of Dec. 15, 1942 Miss Tully sent letters of thanks to Hon. Arthur G. Klein and Meyer Jacobs for the above mentioned book. ilo

It is
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the
spirit
peace.
of
be ours.
to Bunker

GALLINAS, George,
Hermosa Beach, Calif.
12-7-42 (ack. 12-22-42)

Sends copy of his booklet to the President entitled,
THE BIRTH OF A NEW WORLD. (storeroom)

See P.P.F.9-G

Washington, D.C.
Dec. 15, 1942. Ack. 12/23/42

Let, to the President, transmitting 2 volumes of the "History of
of Connecticut" together with a letter addressed to the Pres. from Mrs. Joseph
H. Gallinas, Pres. of the State of the General Board of Education
in the State of Connecticut. Let of the 12/23/42, to Mr. Gallinas.
Original correspondence and books to Hyde Park Library, Regis B.

P.P.: 7
4-B

br

And this
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be the
spirit
Peace,
of
the
of
be
ours.
to
Bunker

PPF-9-B

MALONEY, Hon. Francis -- M.C.
Washington, D. C.
Dec. 16, 1942. Ackd. 12/23/42

Let. to the President, transmitting 2 volumes of the "Victory Book of Connecticut" together with let. addressed to the Pres. from Mrs. Horatio H. Armstrong, Pres. of The National Society of the Colonial Dames of America in the State of Connecticut. Let. of thanks, 12/23/42, to Mrs. Armstrong.
Original correspondence and books to Hyde Park Library, Series B.

SEE: PPF 9-N

ilo

And this
will
be the
spirit
Peace,
of
ours.
to
Bunker

PPF-9-B

BLANCHARD, Dr. C. E.
Youngstown, Ohio
Ackd. Dec. 9, 1942.

Sends book entitled "The Romance of Proctology" and booklet
"Letters to My Great Grandchildren"- by Dr. C. E. Blanchard. To study.

SEE: PPF 9-B

ilo

this
will
be the
spirit
Peace,
of
be ours,
to Boulder

WILLIAMAST, Miss Margaret Mary,
Chicago, Ill.,
December 29, 1942 - add.

PPF-9-B

CHANCE, M. Wade
Mayfair, W. I. and New York, N.Y.
File date: Dec. 29, 1942.

Sent the President the books "Punch and The War and Churchill" with
the penciled notation the "Even War cannot black-out English humor!" —
On 12/28/42 Miss Tully sent memo to Hon. G. T. Summerlin asking him to send
note of thanks to Mr. Chance and then return the books to her.

SEE: PPF 9-C

ilo

And this
will
be the
spirit
Peace,
again
of be ours,
d- Barker

PRENDERGAST, Miss Margaret Mary,
Chicago, Ill.,
December 26, 1942 - ackd.

P.P.F.

9-B

Sends a card of Season's Greetings and a book of "Poems of Patriotism"
to the President.--Book sent to Study.

See P.P.F. 9-P

fmf

And this
will
be the
spirit
Peace,
again
of be ours,
d- Barker

MEMORANDUM FOR MISS MELVINA THOMPSON:
December 28, 1942.

P.P.F.

9-B

"Will you be good enough to thank Mr. Simon Lissin and tell him I am delighted to have the copy of the originals of his work for the Hyde Park collection?" signed F.D.R.——Book sent to Series "B".

See P.P.F. 9-L

mf

My dear Miss Thompson:

Many thanks, in the President's
behalf, for your courtesy in sending him the
personal copy of THE NATIONAL 1943 special-
issue book as a Christmas remembrance. He is
deeply grateful for the friendly thought which
prompted this presentation and I have pleasure
in conveying his best wishes to you and through
you to the Virginia Polytechnic Institute Group
of Experts.

Very sincerely yours,

Franklin D. Roosevelt
Scientific Secretary

Miss M. E. Thompson,
National Museum, 900 Jefferson
Building, Washington,
D.C.

And this
will
be the
spirit
Peace,
of
peace
of
be ours,
to
Bunker

PP7
9-B

December 29, 1942

PP3-9-B

Sends back to the President to study.

My dear Cadet Badger:

Many thanks, in the President's behalf, for your courtesy in sending him the personal copy of THE SENTINEL 1943 appointment book as a Christmas remembrance. He is deeply grateful for the friendly thought which prompted this presentation and I have pleasure in conveying his best wishes to you and, through you, to the Virginia Polytechnic Institute Corps of Cadets.

Very sincerely yours,

Grace G. Tully
Private Secretary

Cadet G. M. Badger,
Managing Editor, THE SENTINEL,
Virginia Polytechnic Institute,
Blacksburg,
Virginia.

B

pl

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Peace.
upine
of be ours.
d-Bunker

12-29-42 (ack.)

DELL, Jacob A.
Columbus, Ohio
Ackd. Dec. 29, 1942.

PPJ-9-B

Sends book to the President; to study.

SEE: PPF 9-D

ilo

PPJ-9-B

at this
ends will
of the
spirit
Peace,
refine
of be ours.
id- Bunker

POCKET BOOKS, Inc.,
New York, N.Y.
12-29-42 (ack.)

Sends copy of booklet PRELUDE TO VICTORY. (study)

See P.P.F.9-P

P.P.F. 7
9-B

br

at this
ends will
of the
spirit
Peace.
refine
our life ours.
id - Bunker

December 29, 1942

PP7
9-B

My dear Mr. Burke:

Many thanks, in the President's behalf,
for your kindness in sending him the Christmas
cards and for your note of December twenty-
fourth. It is deeply gratifying to him to know
that he has your friendly thoughts and your
prayers during these critical days.

x PP7
9-c

Very sincerely yours,

Grace G. Tully
Private Secretary

(3)

x
Charles Burke, Esq.,
3720 Upton Street, N. W.,
Washington, D. C.

dd



at this
and will
of the
spirit
of peace.
refine
my life ours.
id- Burke



Oct 11 1914
A.T.
O.F.

3720 - Upton St. N.W.
Wash. D.C.
12-24-12

The President of the United States
Mr. Franklin D. Roosevelt
The White House

Mr. President:

I have made the
enclosed cards since I sent you
box of my Christmas cards

Several weeks ago.

It is my wish, that this
humble gift of these cards will
bring you a measure of the
traditional Christmas spirit
with its accompanying Peace,
Joy and Happiness.

God Bless and inspire
you that victory may be ours.
Sincerely,

Charles Reid-Bunker

x P.P.T.
9-7

book, TWO OF A KIND.

br

LT

12

Se



X07-W
Copyright
CHARLES REID BURKE
WASHINGTON, D. C.

Study

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

001

LITTLE, BROWN & COMPANY,
Boston, Mass.
12-27-42 (ack. 12-29-42)

Sends President advance copy of book, TWO OF A KIND.

See P.P.F.9-L

br

*P.P.7.
9-B*

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

DUVAL, Ewing,
Kansas City, Mo.
12-17-42 (ack. 12-29-42)

Sends copy of book, "Jesus Christ Heals" by Charles Fillmore
of Kansas City. (Study)

See P.P.F.9-D

P.P.F.
9-B

br

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

RICHARDS, J. K., Captain,
United States Naval Reserve,
Midshipmen's School,
New York, N.Y.,
December 15, 1942, (ackd. 12/29/42).

P.P.F.
9-B

Letter, saying he is forwarding under separate cover, a copy of the
"Side Boy", the class book, published by the ninth class of midshipmen.—Book
has been received and sent to Study.

See P.P.F. 9-J

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

ASGIS, Dr. Alfred J.
New York, N. Y.
7-25-42

P.P.F. 9 - "B"

Wrote to the President enclosing the first copy of the "Limited Edition" of the writer's book, "Professional Dentistry in American Society," and asking permission to dedicate this book to the President. Ack'd 8-5-42. Sent to Study.

See - PPF - 9 - "A"

geg

This will acknowledge the receipt of

On Dec. 21, 1942, Mr. Asgis sent article "Postwar Dentistry: A Program" to the President. On same date sent copy of second printing of his book "Professional Dentistry in American Society" to Mr. S. Early. ---
Ackd. 12/29/42 by Mr. Early.

ilo

Very sincerely yours,

Grace E. Tully
Private Secretary

Barnes & Noble, Inc.,
Fifth Avenue at 12th Street,
New York, N. Y.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 29, 1942

Gentlemen:

This will acknowledge the receipt of
the book which you were good enough to send to
the President. He is most appreciative of your
kind thought of him.

Very sincerely yours,

Grace G. Tully
Private Secretary

Barnes & Noble, Inc.,
Fifth Avenue at 18th Street,
New York, N. Y.

dd

To Study
WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON
001

KAGAN, Dr. Solomon R.,
Roxbury, Mass.,
December 29, 1942 - ackd.

*P.P.F.
9-B*

Sends the President an inscribed copy of his book, entitled,
"American Jewish Physicians of Note".—Sent to Study.

See P.P.F. 9-K

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

POE, Mrs. Mary L.,
St. Petersburg, Fla.,
December 29, 1942 - ackd.

P.P.F.
9-B

Sends the President a copy of her book, "The Christ We Know".—Sent to Study.

See P.P.F. 9-P

fmf

My dear Mr. Burleigh:

Please accept the President's thanks
for your kindness in sending him a copy of the
booklet THE CHRIST WE KNOW, 1942-1943. He appre-
ciates your friendly thought.

Very sincerely yours,

Grace T. Kelly
Private Secretary

Mr. E. Charles Burleigh,
300 Belmont Avenue,
New York,
Connecticut.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 29, 1942

My dear Dr. Burlingame:

Please accept the President's thanks
for your kindness in sending him a copy of the
booklet BOZ ON AMERICA, 1842-1942. He appre-
ciates your friendly thought.

Very sincerely yours,

Grace G. Tully
Private Secretary

Dr. C. Charles Burlingame, ✓
200 Retreat Avenue,
Hartford,
Connecticut.

dd

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 29, 1942

My dear Mr. Brenner:

Thank you, in the President's behalf,
for your courtesy in sending him the inscribed
copy of your book. You may be assured that
your friendly thought is appreciated.

Very sincerely yours,

Grace G. Tully
Private Secretary

P. S. Brenner, Esq.,
130 West 31st Street,
New York, N. Y.

dd

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

ARMBRUSTER, Rev. E.O.,
The Muhlenberg Press,
Phila., Pa.
12-15-42

sends book to the President bearing on post-war problems and the bases of a
just and durable peace--CHRISTIAN WORLD ACTION, by O. Frederick Nolde.

See P.P.F.9-M

P.P.7
9-B

br

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

FRANKLIN, Mitchell,
College of Law,
TULANE UNIVERSITY OF LOUISIANA, THE,
New Orleans, La.,
December 13, 1942, (ackd. 12/28/42).

P.P.F.
9-B

Letter to Miss Tully, saying he is sending under separate cover, the copy of the November issue of the "Tulane Law Review" to the President.—Book sent to Series "B".

See P.P.F. 9-T

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

LIPTROTT, Upton E., Vice President,
AMERICAN BANKER,
New York, N.Y.,
December 8, 1942, (ackd. 12/22/42).

Letter to the President, enclosing copy of the "American Banker".—Book
T.A.

See P.P.F. 9-L

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

✓ Administracion General de Rentas Municipales,
E. E. U.E. De Venezuela,
Distrito Federal,
Departamento Libertador - Caracas.

Send two booklets to the President:

"Humilde Homenaje al 'Grande Almirante del Oceano' Don
Cristobal Colon" - Jorge Crespo Vivas

Referred to Department of State, 12/31/42.

mob/

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

TONER, W.,
Detroit, Mich.,
December 28, 1942 - ackd.

Note of thanks from Miss Tully, for sending the President the
Biblical plaque.--Sent to Storeroom.

See P.P.F. 9-T

fmf

WOOD, H. A.,
Jackson, Miss.,
December 24, 1942.

Author sends two books, "The Final Outcome of Hitler's Mad Dream" and "Victorious America", both inscribed, to the President; also telegram, stating he mailed the books and with the President's permission will send a couple of the books to Prime Minister Churchill.—Ref. by memo, 12/29/42, by Miss Tully to the Department of State for appropriate acknowledgment and return of the books to this office. Attention of Mr. Summerlin.

See P.P.F. 9-W

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

GELIN, Joseph A.,
Managing Editor,
CATHOLIC PRESS UNION, INC., THE,
Cleveland, Ohio,
December 18, 1942, (ackd. 12/30/42).

Letter, also sending a copy of their publication, "For Victory - After Victory", a symposium of Catholic teaching on the principles that must underlie a just peace and a stable world order. They are presenting it to the President as a pledge of support for peace. — Book sent to Study.

See P.P.F. 9-C

mf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

POOL, Dr. Eugene Hillhouse,
New York, N.Y.
12-29-42 (ack.)

Sends President an inscribed copy of his book. (study)

See P.P.F.9-P

br

P.P.F.
9-13

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

PPF-9-B

BAILLIE, Hugh --- Pres.
United Press Associations
New York, N.Y.
Ackd. Dec. 29, 1942.

Sends book "Freely To Pass" by Edward W. Beattie, Jr. To study.

SEE: PPF 9-U

ilo

Gen. G. T. Tilly
Chief of Staff

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 29, 1942

My dear Mr. Byron:

Please accept the President's thanks
for your courtesy in sending him the copy of your
book, THESE CHESAPEAKE MEN, as a Christmas remem-
brance. He wants you to know that he appreciates
your kind thought.

Very sincerely yours,

Grace G. Tully
Private Secretary

Gilbert Byron, Esq.,
Kings Highway,
Dover,
Delaware.

cd

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 10, 1942



Dear Patron:

Enclosed is your copy of **THESE CHESAPEAKE MEN**.
Because of your generous support the advance sale has surpassed
our greatest expectations and at the present time the entire first
printing has been sold.

Thank you so much and may you have a happy holiday
season.

Sincerely yours,

Gilbert Byron

NOTE: In case you have friends who are interested, a second
printing of **THESE CHESAPEAKE MEN** is now in preparation
and is promised for February 1, 1943. It will contain the same
poems, the same bright illustrations in color, sell for the same
price, but will be bound in green cloth. Copies of this second
printing can be reserved by writing:

GILBERT BYRON, KINGS HIGHWAY, DOVER, DEL.
\$2.00 Postpaid

for sending the President, the book,
Sent to Study — (Book is a Christmas

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

PHILLIPS, Mrs. Helen C.,
Kansas City, Mo.,
December 31, 1942 - ackd.

Note of thanks from Miss Tully for sending the President, the book,
entitled, "The Twelve Powers of Man".—Sent to Study.—(Book is a Christmas
Remembrance).

See P.P.F. 9-P

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 1942

NICHOLSON, C.E.,
Scranton, Pa.
12-30-42 (ack.)

Sends President copy of the book IF WE WISH TO BE FREE.

See P.P.F.9-N

br

P.P.7
9-B

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 30, 1942

PPF-9-B

HITCHCOCK, Mrs. Gilbert M.
Washington, D. C.
Dec. 24, 1942. Ackd. 12/30/42.

Note to the President together with book "A Christmas Carol" which she left at the White House. — Presidential ackd. on 12/30/42.
Mrs. Hitchcock's note and book to Hyde Park Library, Series A.
Copy for our files.

SEE: PPF 1094

ilo

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 1942

WALLE, R. Vande,
Green Bay, Wis.,
December 29, 1942 - ackd.

Sends books to the President as a Christmas remembrance.—Books sent to Study.

See P.P.F. 9-W

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 23, 1942

COX, D. Sam,
Wilmington, N.C.
12-23-42

Sends an inscribed book to the President and a candy cane.

See P.P.F.9-C

br

P.P.F.
9-13

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

WYLER, Mrs. Melanie,
Venice, Calif.,
December 5, 1942, (ackd. 12/17/42).

Sends the President three old books.—Sent to Study.

See P.P.F. 9-W

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 1942

PEARSON, Dr. James C.
Washington, D. C.
Ackd. Dec. 17, 1942.

PPF-9-B

Sends book to the President; to study. In book address of above
is given as Cumberland, Md.

SEE: PPF 9-P

ilo

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 1942

HARRIS, H. H.,
Boston, Mass.,
December 28, 1942 - ackd.

P.P.F.
9-B

The President sends note of thanks to writer for the old book he sent to him as a Christmas remembrance.—Sent to Study.

See P.P.F. 9-H

fmf

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 10, 1942

PPF-9-B

KENNEDY, Hon. Martin J. — M.C.
New York, N.Y.
Dec. 31, 1942.

On above date the President wrote to Mr. Kennedy thanking him
for Christmas remembrance and card; book of beautiful photographs of our
land; to study.

SEE: PPF 9-K

ilo

FROM: G. H. H. H.
TO: Mr. Kennedy

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 23, 1942

My dear Mrs. Baker:

This little note conveys the President's hearty thanks to you for your kindness in sending him the knitted scarf and socks. He more than appreciates your friendly thought in wanting him to have this product of your own handiwork.

The President fully understands the pride with which you speak of your sons in your recent letter and he sends his most cordial good wishes to you for the Christmas Season.

Very sincerely yours,

Grace G. Tully
Private Secretary

Mrs. A. Baker,
Archer City,
Texas.

mtl

X
Mrs. J. L. Baker,
Archer City,
Archer Co., Tex.

INSURED
NO. 1811
WICHITA, KANSAS, TEXAS
APR 10 1916

President Roosevelt,
Washington, D. C.



WICHITA, KANSAS, TEXAS

4/9/16

87
9-B

8P4
9-S
8P4
9-F

X18-Minil.

tmb

ORK CITY WA 3-7800

B.P.B.
Handwork given to
Mr. Riley to give one of
her men
G.G.T.

Mr. President:-
Our committee
for Christmas
will be
out to
bring
us
to
the
city
of
Hos. 6

Archer City, Tex. 12

Nov. 6, 1942. ack.

12-23-42

mtl

Mr. President:-

am sending you a little gift
for christmas. I hope you can
use it. I knit so much for
my nerves I run out of some
one to knit for. I sent Prime
Minister Churchill a pr. of scot
some time ago.

I have 2 boys in service, one
with police force in Los Angeles
Calif. and the younger one is
somewhere in Middle East.
Radio operator in a big plane
Capt. Howard J. Baker 18040800

514 Bomb sqdr U.S.A. M.E.A.F.

376 Bomb Group 1st A.C.

I am 73 yrs. young and I have
one partially paralytic son
at home with me. We are keep-
ing home fires burning till this world
Our rationing is not hardships.
If the boys can get good american
food let them have it. I listen
to the news and am all for the
allies. Hope you have good health
the old year out and the new year in.
a bred and born democrat. Mrs.
Anna Baker.

PP7
9-B

PP7
9-S
PP7
9-F

X18-Miscil.

tmb



WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 23, 1942

Dear Mr. Baker:

The President asks me to thank you ever so much for your kindness in making available to him the Star Finder, which you mentioned in your letter to him of November eighth. It has just been received and, although he has not yet had an opportunity to try it out, he is delighted to have it.

You are more than kind and he is most appreciative of your thought of him. The President asks me to send you his very best wishes for the Christmas Season.

I returned Mr. Baker's letter offering the Star Finder to him one time ago, and I assure that it is in your files.

GRACE G. TULLY
Private Secretary

Harold A. Baker, Esq.,
The Baker School of Navigation,
Hotel Astor,
New York, New York.

tmb



HAROLD A. BAKER HUDSON VIEW GARDENS 183rd ST. AND PINEHURST AVE. NEW YORK CITY WA 3-7800

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 19, 1942. 4

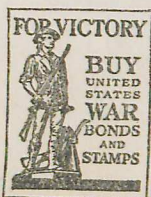
MEMORANDUM FOR MISS TULLY:

Some time ago you asked that an Army officer call on Mr. Harold A. Baker, of the Baker School of Navigation, Hotel Astor, New York City, and pick up an instrument known as a star finder, which Mr. Baker had offered as a gift to the President.

We have submitted the star finder to Princeton University Observatory for comment, and I attach a letter from General Terry offering some remarks on its value.

I returned Mr. Baker's letter offering the instrument to the President some time ago, and I assume that it is in your files.

Frank McCarthy x 25
FRANK MCCARTHY,
Major, General Staff,
Asst. Secretary, General Staff.



HAROLD A. BAKER HUDSON VIEW GARDENS 183rd ST. AND PINEHURST AVE. NEW YORK CITY WA 3-7800 ✓

HEADQUARTERS 2ND SERVICE COMMAND
SERVICES OF SUPPLY
OFFICE OF THE COMMANDING GENERAL
GOVERNORS ISLAND, NEW YORK

December 10, 1942

Major Frank McCarthy,
Aide to the Chief of Staff,
Washington, D. C.

My dear Major McCarthy:

I am pleased to acknowledge receipt of your letter of November 13 in which you express interest in an instrument known as a "Star Finder" offered to the President by Mr. Harold A. Baker of the Baker School of Navigation, Hotel Astor, New York City.

The "Star Finder" has been investigated by this headquarters; has been submitted to the Princeton University Observatory for comment. It appears to possess distinct value as an aid in teaching the student navigator to identify quickly those stars which are visible at any given season. Furthermore, a student can learn to visualize the coordinates and apparent motion of the stars more quickly by the use of this instrument than he can by a great deal of paper work.

The instrument may prove an aid in operational navigation since it will point within a few degrees of one of the navigator's stars and generally identify that star without confusion. As an instrument for approximate navigation it may possess potential value which can only be determined after further study and refinement. Some of these changes have been recommended for the Princeton University Observatory. It is believed that this instrument is likely to be of interest to the President and is therefore being forwarded to you under separate cover.

With kindest personal regards and hoping I may be able to be of assistance to you in the future, I am

Very sincerely yours,

T. A. Terry

T. A. TERRY,
Major General, U. S. Army,
Commanding.

Incl.

THE BAKER SCHOOL OF NAVIGATION HOTEL ASTOR

November 8, 1942.

Honorable Franklin D. Roosevelt,
The White House,
Washington, D. C.

November 13, 1942.

Dear Mr. Roosevelt:

MEMORANDUM FOR THE COMMANDING GENERAL, SECOND SERVICE COMMAND:

You are requested to call on Mr. Baker of the Baker School of Navigation, Hotel Astor, New York City, has written the President and offered to send him an instrument known as a Star Finder.

The Chief of Staff desires that an officer of the Second Service Command call on Mr. Baker, inspect the instrument, and determine whether it is likely to be of any interest to the President. If so, it should be turned over to the officer by Mr. Baker, who has stated a willingness to deliver the instrument through the Army. It should then be packed by the officer and transmitted by appropriate means to the undersigned for delivery to the President.

If the instrument is deemed of no interest to the President, it is desired that the officer submit suggestions to be included in a reply to the letter in which the offer was made. By direction of the Chief of Staff:

It is unnecessary the way the telescope points to the star desired to locate, just by making a few adjustments on the instrument. I will send more complete directions with it, when and if you care to have me send this to you. It is not large, weighs about one pound.

FRANK MCCARTHY,
Major, General Staff,
Asst. Secretary, General Staff.

It will shortly appear in most news papers, I believe. I am now attempting to place them with the various Naval, and Coast Guard Academies and with the Air Training Stations. Also I am trying to do this with the Air Line Companies. The instrument widens the field for the navigator, sea or air, gives him a sky full of stars to take sight on with his sextant or bubble octant. Without the instrument, he would have to work problems of identification with FO 211 or FO 214, but with this Observatory he just sets it and it points out the desired star, then he takes his sight for Line of Position or sight for a Fix.

COPY FOR THE WHITE HOUSE

HAROLD A. BAKER HUDSON VIEW GARDENS 183rd ST. AND PINEHURST AVE. NEW YORK CITY WA 3-7800

6
THE BAKER SCHOOL OF NAVIGATION HOTEL ASTOR

November 8, 1942.

Honorable Franklin D. Roosevelt,
The White House,
Washington, D. C.

"The Ensign" att

Dear Mr. Roosevelt:

You will remember me as Commander of the Westchester Power Squadron, rather than through this new enterprise of mine, teaching prospective U S Navy and Coast Guard officers the science of Celestial Navigation.

Thank you for interceding for my close friend, Lieut. Charles H. Phelps, Jr., USNR, who needed the waiver on his eyes to remain in the service and attend School at Quonset, for RADAR. Phelps was the happiest of men that day when he learned the good news.

I am enclosing a copy of the United States Power Squadron official publication, "THE ENSIGN" of which I am associate editor. It has an article on page 39, about my School and also concerning a New Star Finder, being sold through my School.

The manufacturer is making up a special instrument for me to send you with the compliments of us both. This is not a toy, but a proven star identifier and locator. The War Department and many of the services have ordered quantities, but have made a few secret changes in it. I believe it will be used in Air, on the Sea and by land forces of our Country.

It is uncanny the way the telescope points to the star desired to locate, just by making a few adjustments on the instrument. I will send more complete directions with it, when and if you care to have me send this to you. It is not large, weighs about one pound.

Can you have your Secretary notify me how to send this. The precautions that must be taken in your case would naturally be used in receiving this instrument. It can be sent through any of the armed forces in this city, or given directly to the F B I to send to you, them selves, that is if you care to have one.

It will shortly appear in most Army planes, I believe. I am now attempting to place them with the various Naval, and Coast Guard Academies and with the Air Training Stations. Also I am trying to do this with the Air Lines Companies. The instrument widens the field for the navigator, sea or air, gives him a sky full of stars to take sights on with his sextant or bubble octant. Without the instrument, he would have to work problems of identification with HO 211 or HO 214, but with this Observatory he just sets it and it points out the desired star, then he takes his sight for Line of Position or sights for a Fix.

Captain J. F. Hellweg, USN, at the U S Naval Observatory told the manufacturer, who showed it to him, that it leaves too little for

President F. D. Roosevelt

Page 2.

the student to do. Commander Woodruff at Annapolis, is much in favor of the instrument. Mr. Rude, of Rude Star Finder fame also approves of it, for student, navigator and instructor.

I believe it should be in all the High Schools of the Country, in all military and naval academies, and on every ship, plane and even army tank in service. I understand the Tank Corps is considering using it, as are other branches of the Services.

Changes will include H A of each Star, probably eliminating the R A now on the cylinder and placing an extra ring for Stars in Southern Latitudes, which is important for our Navy and Air Forces.

The Air Lines Companies and the Air Ferry Command need Navigators, so I asked them if the Power Squadrons can "go to bat" for them as we did for the Engineers Amphibian Command, the Coast Guard Auxiliary and in a smaller way for the U S N R. I offered to make the services of myself and School available for any instruction needed at a small charge to cover expenses, to any and all of these many important services.

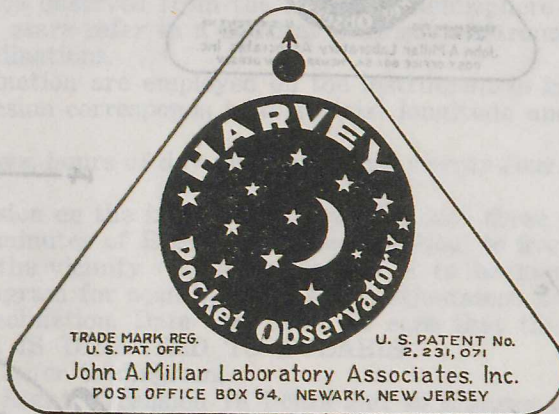
Sorry to send you such a long letter, again, you and your staff are so busy. The news of our troops landing in Africa and the fine work the Navy has been doing, has been electrifying to all Americans. It must have pleased you immensely to have everything go off so smoothly as it appears to have done, at this writing. To know that Americans can do things so thoroughly is very satisfying.

Thank you for your courtesy. I hope this letter finds you in the best of health and spirits.

Cordially yours,

Harold A. Baker

Harold A. Baker.



Sale of this instrument handled through: THE BAKER SCHOOL OF NAVIGATION,
Hotel Astor, New York City, N. Y. (Harold A. Baker.)

NAVIGATORS (air or sea)

TEACHERS

STUDENT ASTRONOMERS

SURVEYORS

You will find the HARVEY POCKET OBSERVATORY valuable because it functions regardless of weather or cloud conditions, day or night, any hour of any week, month or year. It is not necessary to "sight" any celestial body in order to ascertain the location of a desired constellation, star or planet at any time. At night it will aid in easily and quickly identifying the various astronomical objects. It has innumerable uses for desk study and observation, such as noting the apparent movement of celestial bodies and their positions throughout the seasons. As the HARVEY POCKET OBSERVATORY is employed it will be found as useful to the student of the sky as is the slide rule to the mathematician. Those who enjoy star gazing just for the pleasure of it will find the HARVEY POCKET OBSERVATORY an excellent companion.

A-STAND

- 1-Right Support
- 2-Left Support
- 3-Latitude Scale

B-BASE

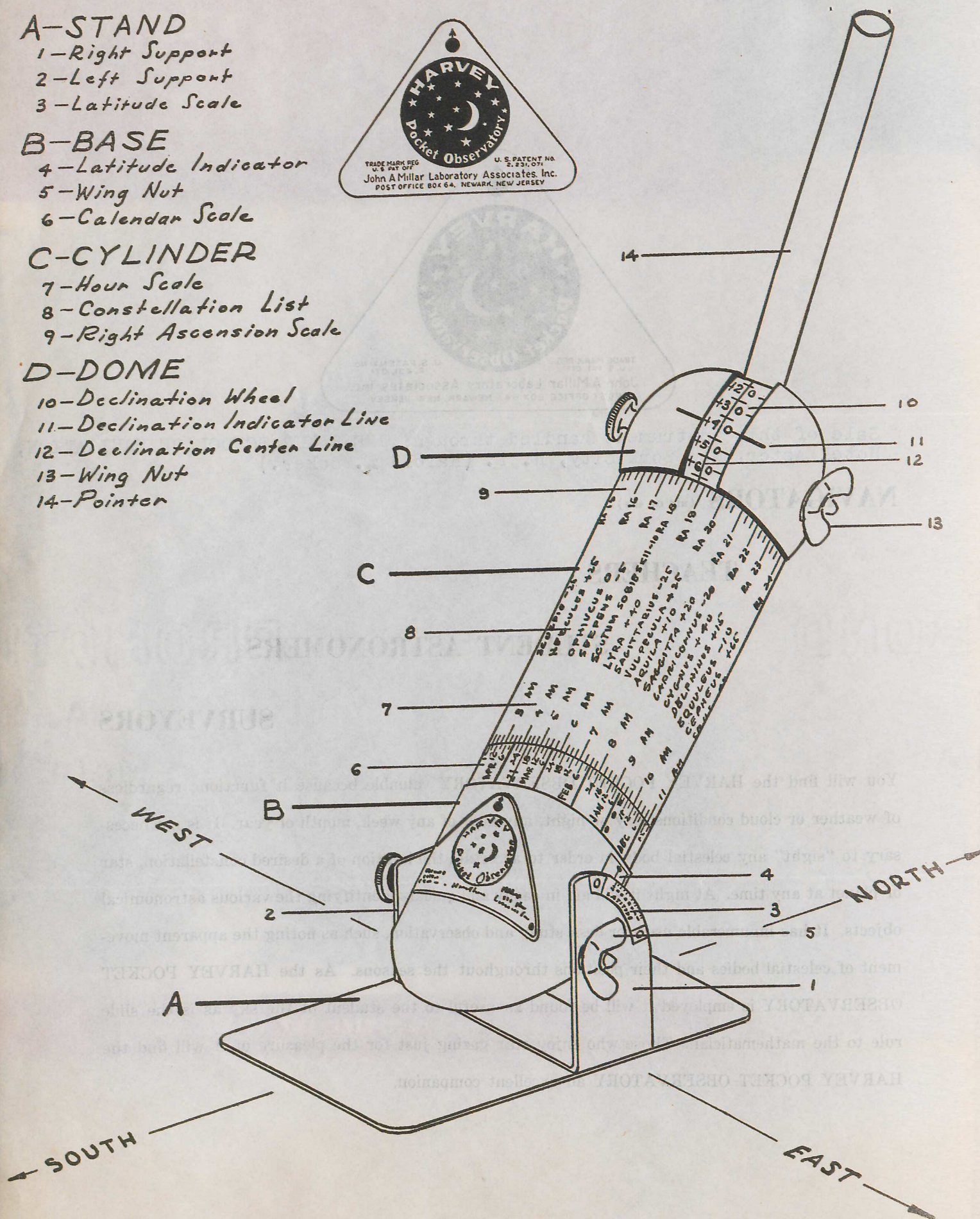
- 4-Latitude Indicator
- 5-Wing Nut
- 6-Calendar Scale

C-CYLINDER

- 7-Hour Scale
- 8-Constellation List
- 9-Right Ascension Scale

D-DOME

- 10-Declination Wheel
- 11-Declination Indicator Line
- 12-Declination Center Line
- 13-Wing Nut
- 14-Pointer



Instructions for the

Standard Time MUST be used in "Daylight Saving Time."

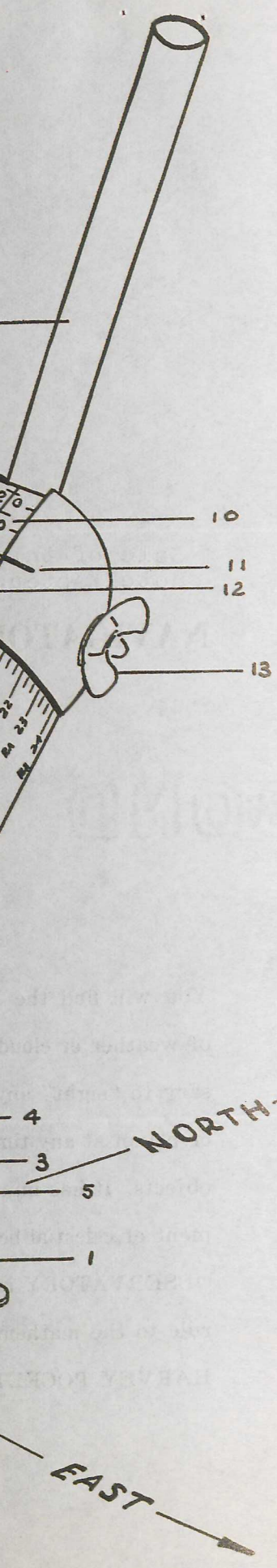
Constellations which may be observed. To locate planets or stars refer to Right Ascension and Declination tables. Right Ascension corresponds to longitude. Right Ascension corresponds to latitude.

Scales show months and days, hours and minutes. Each hour of Right Ascension on the cylinder is divided into twenty minutes each. Twenty minutes of Right Ascension is equal to one degree of longitude. Determine the latitude of the vicinity of the object. See diagram for Right Ascension, Declination, and Longitude. THAT THE DOME IS DIRECTED TO THE OBJECT.

Example: to locate Lyra. Refer to the Cylinder at Right Ascension 18h 40m. Turn the Declination Wheel (D 10) to 40 degrees. Set the Declination Center Line (C 12) to 40 degrees. or night (C 7) opposite the intervals. Orient the instrument to Lyra.

ALPHABETICAL LIST OF CO

	Right Ascension	Declination	Principal Star
	Hrs. Min.	Degrees	
Andromeda	1 0	+40	Alpheratz
Antlia	9 40	-30	
Aquarius	22 40	-10	
Aquila	19 40	+10	Altair
Aries	2 20	+20	
Auriga	5 20	+45	Capella
Bootes	14 20	+20	Arcturus
Caelum	5 0	-35	
Camelopardalis	4 40	+70	
Cancer	8 40	+20	
Canes Venatici	12 40	+40	
Canis Major	6 40	-20	Sirius
Canis Minor	7 40	+5	Procyon
Capricornus	20 20	-20	
Cassiopeia	40	+60	
Centaurus	13 40	-40	
Cepheus	21 40	+65	
Cetus	1 40	-10	
Columba	6 20	-35	
Coma Berenices	13 0	+25	
Corona Borealis	16 0	+30	
Corvus	12 20	-20	
Crater	11 20	-20	
Cygnus	20 40	+40	Deneb
Delphinus	21 0	+15	
Draco	14 0	+65	
Equuleus	21 20	+5	
Eridanus	4 0	-10	
Fornax	2 40	-30	
Gemini	7 20	+30	Castor and Pollux
Grus	22 0	-45	
Hercules	17 0	+25	



Instructions for the Use of the Harvey Pocket Observatory

Standard Time **MUST** be used in the operation of the instrument. Do not use "War Time" or "Daylight Saving Time."

Constellations which may be observed from the Northern Hemisphere are printed on the Cylinder. To locate planets or stars refer to a nautical almanac or astronomical tables for their Right Ascensions and Declinations.

Right Ascension and Declination are employed on the instrument to indicate positions of celestial bodies. Right Ascension corresponds to terrestrial longitude and Declination to terrestrial latitude.

Scales show months and days, hours of day and night, the twenty-four hours of Right Ascension and Declination.

Each hour of Right Ascension on the instrument is divided into three equal parts of twenty minutes each. Twenty minutes of Right Ascension are equal to five degrees of the circle.

Determine the latitude of the vicinity where observation is to be made and set the instrument accordingly. See diagram for scale (A 3). After adjustment has been made for Latitude, Right Ascension, Declination, Date and Time, be sure that the STAND IS LEVEL AND THAT THE DOME IS DIRECTED TO POLARIS.

Example: to locate Lyra. Refer to diagram.

On the Cylinder at Right Ascension 18 hours and 40 minutes is Lyra with its declination setting given as +40. Turn the Dome so that the Indicating Center Line (D 12) on the Declination Wheel (D 10) is directly opposite Lyra or Right Ascension 18 hours 40 minutes. Set the Declination +40 on the Declination Scale (D 10) to the Indicator Line (D 11) inscribed on the Dome. Now, holding the Cylinder (C) firmly, adjust the hour of the day or night (C 7) opposite the day of the month (B 6). The months are divided into three day intervals. Orient the instrument (see illustration) and the Pointer (D 14) will be directed to Lyra.

ALPHABETICAL LIST OF CONSTELLATIONS AND NAMES OF PRINCIPAL STARS

	Right Ascension Hrs. Min.	Declination Degrees	Principal Star
Andromeda	1 0	+40	Alpheratz
Antlia	9 40	-30	
Aquarius	22 40	-10	
Aquila	19 40	+10	Altair
Aries	2 20	+20	
Auriga	5 20	+45	Capella
Bootes	14 20	+20	Arcturus
Caelum	5 0	-35	
Camelopardalis	4 40	+70	
Cancer	8 40	+20	
Canes Venatici	12 40	+40	
Canis Major	6 40	-20	Sirius
Canis Minor	7 40	+ 5	Procyon
Capricornus	20 20	-20	
Cassiopeia	40	+60	
Centaurus	13 40	-40	
Cepheus	21 40	+65	
Cetus	1 40	-10	
Columba	6 20	-35	
Coma Berenices	13 0	+25	
Corona Borealis	16 0	+30	
Corvus	12 20	-20	
Crater	11 20	-20	
Cygnus	20 40	+40	Deneb
Delphinus	21 0	+15	
Draco	14 0	+65	
Equuleus	21 20	+ 5	
Eridanus	4 0	-10	
Fornax	2 40	-30	
Gemini	7 20	+30	Castor and Pollux
Grus	22 0	-45	
Hercules	17 0	+25	

	Right Ascension Hrs. Min.	Declination Degrees	Principal Star
Hydra	9 20	-10	Alphard
Lacerta	22 20	+45	
Leo Major	10 0	+20	Regulus
Leo Minor	10 40	+30	
Lepus	6 0	-20	
Libra	15 20	-15	
Lynx	8 0	+50	
Lyra	18 40	+40	Vega
Monoceros	7 0	0	
Ophiuchus	17 40	0	
Orion	5 40	0	Betelgeuse, Rigel, Bellatrix
Pegasus	23 20	+20	Algenib
Perseus	3 20	+50	Algol
Pisces	1 20	+10	
Pisces Australis	23 0	-30	Fomalhaut
Pleiades	3 40	+25	
Puppis	8 20	-40	
Pyxis	9 0	-30	
Sagitta	20 0	+20	
Sagittarius	19 0	-25	
Scorpio	16 20	-25	Antares
Sculptor	20	-30	
Scutum Sobieskii	18 20	-10	
Serpens (head)	15 40	+10	
Serpens (tail)	18 0	- 5	
Sextans	10 20	0	
Taurus	4 20	+15	Aldebaran
Triangulum	2 0	-30	
Ursa Major	12 0	+60	
Ursa Minor	15 0	+75	Polaris
Virgo	13 20	-10	Spica
Vulpecula	19 20	+25	

Instructions for the Use of the Harvey Pocket Observatory

Standard Time MUST be used in the operation of the instrument. Do not use "War Time" or "Daylight Saving Time."

Constellations which may be observed from the Northern Hemisphere are printed on the Q. To locate planets or stars refer to a nautical almanac or astronomical tables for their Right Ascension and Declination. Right Ascension and Declination are employed on the instrument to indicate position of celestial bodies. Right Ascension corresponds to terrestrial longitude and Declination to terrestrial latitude. Scales show months and days. Hours of day and hours of night are shown on the Q. Each hour of Right Ascension on the instrument is divided into three equal parts of twenty minutes each. The instrument is to be made and set the instrument for latitude.

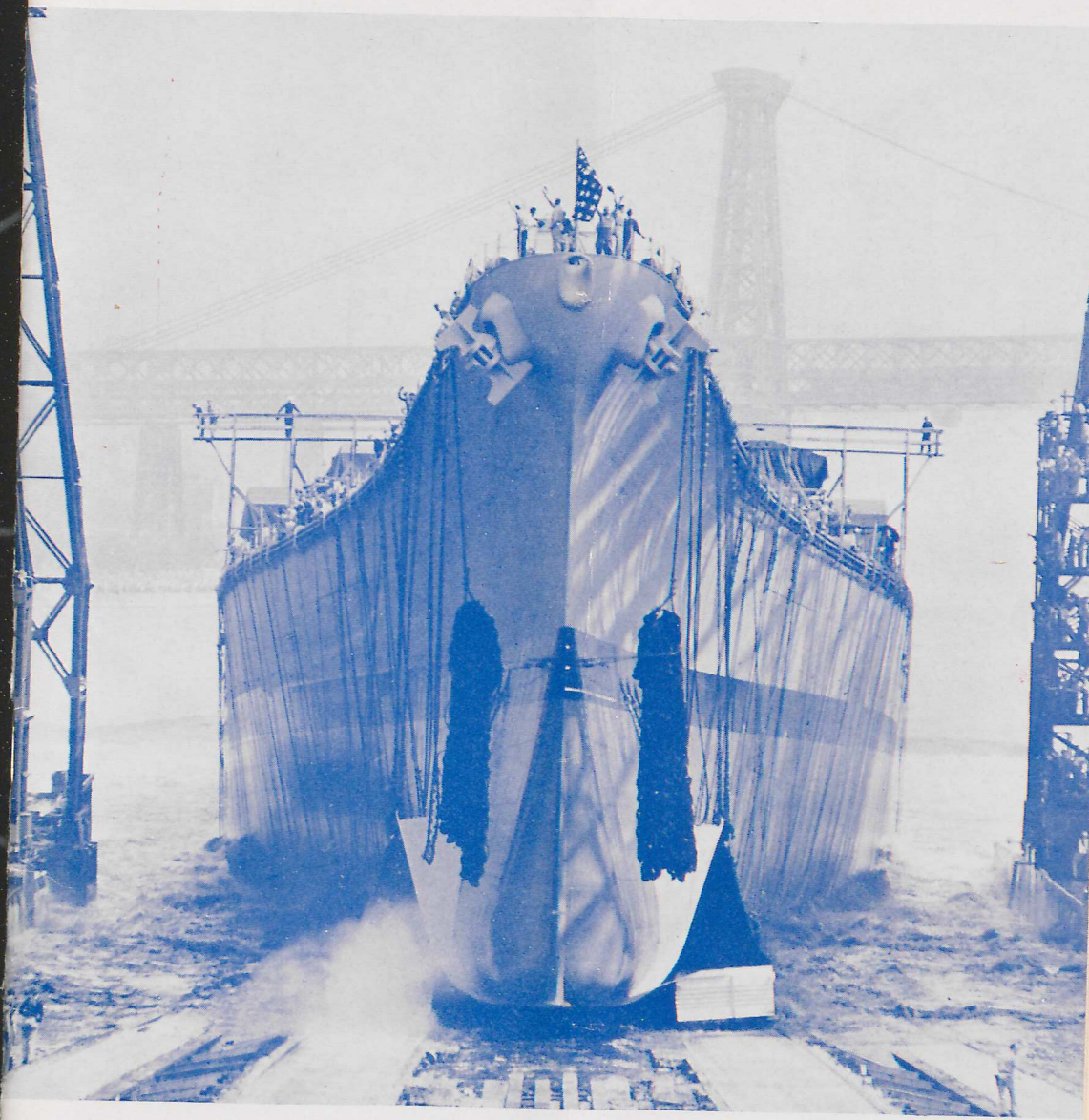
PRINCIPAL STARS

	Right Ascension Hours Minutes		Declination Degrees Minutes	
Aldebaran	4	32	+16	23
Algenib		10	+14	51
Algol	3	4	+40	43
Alphard	9	24	- 8	24
Alpheratz		5	+28	45
Altair	19	47	+ 8	42
Antares	16	25	-26	18
Arcturus	14	12	+19	29
Bellatrix	5	21	+ 6	17
Betelgeuse	5	51	+ 7	23
Canopus	6	22	-52	39
Capella	5	12	+45	56
Castor	7	30	+32	1
Deneb	20	39	+45	4
Fomalhaut	22	54	-29	56
Polaris North Star	1	44	+88	59
Pollux	7	41	+28	10
Procyon	7	36	+ 5	22
Regulus	10	5	+12	15
Rigel	5	11	- 8	16
Shaula	17	29	-37	3
Sirius	6	42	-16	38
Spica	13	22	-10	51
Vega	18	34	+38	43

Andromeda	1 0	+41	1
Antlia	3 40	-30	1
Aquarius	22 40	-10	1
Aquila	19 40	+10	1
Aries	2 20	+20	1
Auriga	5 20	+45	1
Bootes	14 20	+20	1
Cassiopeia	5 0	-35	1
Canis Major	4 40	+70	1
Canis Minor	8 40	+30	1
Capricornus	12 40	+40	1
Cancer	8 40	-20	1
Centaurus	20 20	-20	1
Corvus	12 20	-20	1
Cygnus	20 40	+40	1
Delphinus	21 0	+15	1
Draconis	21 20	+5	1
Eridanus	4 0	-10	1
Gemini	7 20	+30	1
Heracles	17 0	+25	1

THE ENSIGN

EARLY FALL 1942



OFFICIAL PUBLICATION OF THE UNITED STATES POWER SQUADRONS

Curse of Kehama" and
resident's desk.

mf

IMPORTANT U.S.P.S. DATES

SEPTEMBER 14, MONDAY, 12:30 P. M.
Governing Board Meeting, Hotel Astor, New York, N. Y.

OCTOBER 13, TUESDAY, 12:30 P. M.
Governing Board Meeting, Hotel Astor, New York, N. Y.

NOVEMBER 9, MONDAY, 12:30 P. M.
Governing Board Meeting, Hotel Astor, New York, N. Y.

DECEMBER 14, MONDAY, 12:30 P. M.
Governing Board Meeting, Hotel Astor, New York, N. Y.

★ ★ ★

Send information for this page to the Editor.

★ ★ ★

Cover Photo

Photo Courtesy Acme

'45,000 Tons of Steel Smack the Water'

A proud event in American History was the recent launching of the 'U. S. S. Iowa'— Mightiest warship in the World!

May she vanquish every enemy she meets and may she never be without that plane protection which has been proved a necessary part of every capital ship's fighting equipment!

THE ENSIGN

REG. U. S. PAT. OFFICE

OFFICIAL PUBLICATION
OF THE UNITED STATES
POWER SQUADRONS

VOLUME XXIX • NUMBER SEVEN • AUG.-SEPT.-OCT.
(Early Fall 1942)

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EDITOR—Walter R. Juettner JN, Milmoir Rd., Northport, N. Y.

ASSOCIATE EDITORS—Harold A. Baker N, 86 Trinity Place, New York, N. Y. ⚓ Frank F. Casey AP, 57 South Drive, Plandome, L. I., New York. ⚓ PHOTOGRAPHERS—John I. Madigan and Don Selchow. ⚓ ART DIRECTOR—Rolf Klep.

OFFICERS—William L. Sayers N, Chief Commander-6 East 45th St., New York, N. Y. ⚓ Bertrand H. Perry N, Vice Commander-P. O. Box 213, Annapolis, Md. ⚓ Robert A. Busch, Acting Secretary-Room 528, 155 Worth St., New York, N. Y. ⚓ Chas. E. Brady N, Treasurer - 50 Broadway, New York, N. Y.

Any article appearing in this magazine is to be assumed as representing the opinion of the author, and is not to be considered as reflecting the policy of the United States Power Squadrons unless the article is so designated.

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WHEREAS in his Wisdom
it has pleased the
ALMIGHTY CREATOR
to call for duty on the Good Ship
DISTANT SHORE our beloved
Shipmate

Lt. Commander
FRANCIS K. GUNDLACH
USNR - NYNM

and
WHEREAS

Commander Gundlach
was so dearly loved by us all not
alone for his ability and character
but for his fairness and genial

nature and for his services, through the years, to this organization as its
SECRETARY

and for his efforts to which he devoted himself so unselfishly and so sincerely
to the furtherance of our ideals, now therefore be it

RESOLVED

that we, the Governing Board of the United States Power Squad-
rons, in meeting assembled on this thirteenth day of October, nineteen hun-
dred and forty two, on behalf of all the Members of the Watch, numbering
over nine thousand, who have served with and admired him for so many years,
direct that there be

INSCRIBED ON OUR MINUTES

this tribute to our Shipmate who has sailed on his Last Voyage.

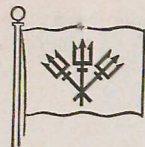
*Through the purpling shadows that darkly trail
O'er the ebbing tide of the Unknown Sea
I shall get under way with a dip of my sail
And a ripple of waters to tell the tale
Of a lonely voyageur, sailing by,
To the Mystic Isles where at anchor lie
The craft of those who have sailed before
O'er the Unknown Sea to the Unseen Shore.*

*A few who have watched me sail away
Will miss my craft from the busy bay;
Some friendly ships that were anchored near
Some living souls that my soul held dear
In silent sorrow will drop a tear.
But I shall have peacefully furled my sail
At moorings sheltered from storm and gale
Greeting my Mates who have sailed before
O'er the Unknown Sea to the Unseen Shore.*

RESOLVED

And be it further
that a copy of these resolutions be sent to his Widow and family
with our sincerest condolence and sympathy.

H. A. J., October 13th, 1942.



OUR CHIEF COMMANDER'S MESSAGE

Excerpts from a Report Made by Chief Commander
Sayers to the Governing Board, Sept. 14, 1942

**TO THE MEMBERS OF THE GOVERNING BOARD,
UNITED STATES POWER SQUADRONS:**

Since the last meeting of the Governing Board, many things have
happened which directly affected the Squadrons. I have endeavored to
keep you in touch with the various important matters, and I wish to express
here my thanks to the Rear Commanders and Local Squadron Commanders
for their earnest efforts in carrying out my various requests. I have, of,
course, attended numerous local Squadron parties and rendezvous. From
the reports that I hear from all sides, we are progressing.

You are all familiar with the starting of the Engineers' Amphibian
Command. Your National War Committee cooperated with me on this
one hundred per cent. During the summer months, I received a call from
Washington and a visit from Lieut. Col. Salzmann, and arranged a meeting
which was attended by the members of the War Committee. You all have
received copies of the letter that was sent out. Col. Salzmann was over-
whelmed at the response that he received at the mass meetings staged by
the U.S.P.S. all over the country. I am proud to say that a large group of
our Squadron men are now in the commissioned ranks in the E.A.C.

We received a request from the U. S. Coast Guard and the U. S. Mari-
time Commission to help them secure Cadets for the Naval Marine Cadet
Training. I communicated this information to all of you.

As you remember, we had received the resignation of Mr. Martus as
Chairman of the Special Course Committee, and last June I invited Dr. Ter-
rell E. Cobb N, of Narragansett Power Squadron, to carry on and organize
the Special Course Committee.

I want to express here the thanks of the Chief Commander to Marshall
Van Winkle, Jr. N, who has been acting as Chairman of the Engine Course,
so-called, and to Charles L. Petze, Jr., who is acting as Chairman of the
Seamanship Course, and to Tom Russell who has taken over the Signalling
Course Committee.

At the last meeting of the Board, there was referred to the Chief Com-
mander and to the Chairman of the Committee on Admissions, the ques-
tion of new charts to be included in the Elementary Course. In coopera-
tion with Dr. Barnes, the new chart has been approved by the Committee
on Admissions and will be included in the Elementary courses.

I am happy also to report that I have used much ink in signing ele-
mentary and advanced grades promotion certificates. This is one of the
greatest pleasures that a Chief Commander has.

Commander Horenberger and his War Course Committee have been carrying on in this Naval District, and he will report to you later on. These special courses have also been given in other parts of the country. This reflects greatly to our credit.

On June 25th, I received a letter from Vice Admiral Waesche, Commandant of the U. S. Coast Guard, who invited me for consultation in Washington. Accompanied by Commander Bill Smith, Chairman of the War Committee, I went to Washington.

On July 16th Admiral Waesche wrote: "Your circular letter to members of the Power Squadrons in furtherance of the procurement and operations of small boats in the anti-submarine campaign, is before me. Your letter is to the point and forceful, and if an appeal by written words can produce results among your membership, they should. I compliment you on the message and appreciate all you are doing to assist us in the War effort."

And again, another letter: "Thank you for your letter of July 13th, sending the names of members of the Power Squadrons who will assist the Coast Guard in procuring personnel to man vessels on anti-submarine duty. District Coast Guard officers have been advised of the names and addresses of these men and will get in touch with them. Again let me express my appreciation, etc."

While in Washington, I met Commander R. E. Wood who is a member of the Cleveland Squadron and is now Chief of the Auxiliary, and really its Operations Officer at Headquarters in Washington for the Temporary Reserve. We recommended members for the Special Committees of Civilians being formed in all the Naval Districts along the East Coast.

"By demand" of the Coast Guard Officer in command for the Third Naval District, I was drafted to the Committee in New York and made Chairman of the Motor Boat Division. This Committee is... enrolling members in the sail boat end of the Committee's function. The Motor Boat end will come later on.

I likewise received a telephone communication from Lieut. (J.G.) John Leo, who is seeking for the Navy in the Deck Volunteer Specialist—Local Defense Service (D.V.S.-L.D.S.), of 33 Pine Street. Candidates for commissions in the service must be between the ages of 22 and 45, with motor boat experience. I immediately communicated this information to the Rear Commanders and Local Squadron Commanders, and I recently heard from Lieut. Leo that he is being deluged with applications. This is just another little job that we have done during the summer months.

Respectfully submitted,

WILLIAM L. SAYERS, N
Chief Commander, U.S.P.S.

SUMMER OVER THE YARD ARM

Your Editors take a look at the record—and find it inspiring!

THE Summer sun has passed over the yardarm, leaving in its afterglow a definite reflection of things to come. There have been fewer rendezvous. Gasoline shortages have cut deeply into the sport of boating as we once were privileged to enjoy it. Night and day war work has kept many of us occupied. From 15% to 40% of the members of the Squadrons have joined the armed forces. The Coast Guard Auxiliary and Temporary Reserve, comprised in some instances wholly of Squadron ships and men, have crystallized into well organized, integral arms of our national defense forces, which have already withstood the acid test of action. The Squadrons have outdone themselves in providing names *and men* for the new Engineer Amphibian Command. Not by ones or twos have they gone—but by scores!

So we take our goodbye to Summer, not with a feeling of nostalgia for the past, but with the determination to utilize, in the immediate present and for the duration, the experience that our pleasure boating fortunately has given us.

The following pages contain the greatest number of reports of Local Squadrons ever published in THE ENSIGN. These news reports flooded in soon after the appeal sent out in August. Never before have your Editors seen such spontaneous response. Frankly speaking, we were swamped. ! With spare time ever-diminishing because of extra war time work, including a weekly hitch with the Coast

Guard Auxiliary, we have been hard-pressed to get this issue of THE ENSIGN into the hands of the printer. For this prolonged delay and for omitting reports of some Squadrons because of lack of space, we offer our apologies and hope you will bear with us in these times.

The U.S.P.S. Finance Committee, early in September, anticipating a sizable decrease in Squadron income due to the departure of so many of our members for service with the Armed Forces, recommended that the number of issues of THE ENSIGN be cut to eight per year instead of ten. Therefore in place of the usual August-September issue we present herewith the 'Early Fall 1942' issue which in effect combines the August, September and October issues.

Another combination of issues will take place during the Spring months.

These are fast moving times and organizations such as the United States Power Squadrons, must pull in their belts and keep on their toes in order to carry on their work with efficiency in face of dwindling man-power and money. Our efforts to date in this War have already won acclaim, as you have seen in the Chief Commander's report, but our endeavors must be greater and still greater. So if you are not already engaged in some Squadron activity make up your mind right now to go out and do your part! There's plenty of work for all—and your Commander will welcome your help. Let's go!

WATCH FOR FEATURE ON LOCAL PUBLICATIONS

In an early issue THE ENSIGN will illustrate the many fine publications issued by local Squadrons of the U.S.P.S. It has been suggested that Editors' names and addresses be published in connection with this feature and THE ENSIGN will be happy to carry out this suggestion if all local publication editors will send their names and addresses to the Editor of THE ENSIGN. While you are at it, send along the latest issue of your publication. The deadline is November 15th.

NEWS OF THE LOCAL SQUADRONS

CONDUCTED BY FRANK F. CASEY, AP

ABSECON ISLAND

Annual Banquet June 27th. Certificates awarded. Advanced Grades announced. Over 15 new EP's. Eight new AP's. Guests included: Vice Comdr. Perry, Comdr. Nelson, Comdr. Thomas of Wilmington, Larry Dodge and Rear Comdr. Kiler of the Fifth District. Vice Comdr. Perry's talk to the new EP's was highly inspirational. New officers elected were: Comdr., H. C. Hoffman; Lt. Comdr., John Lilliston; Treas., Augustine A. Repetto; Secty., Josiah White, IV. Seven of our men have received commissions in the E.A.C. and one in the Navy.

ANNAPOLIS

Down in 'Crabtown', this Squadron recently graduated a splendid new EP Class. Lt. Comdr. George Whitaker takes the credit. Annual Dinner held in historic Carvel Hall. Chief Commander Sayers honored us with his presence. Present also were Vice Comdr. Bert Perry and Rear Comdr. Kiler. Famous Navigator Weems, retired Commander, U.S.N., and Captain Christians of the Naval Academy also were guests of honor. Our rendezvous was held at Cephas Smith's lovely place on Crab Creek directly across from Vice Comdr. Perry's 'Oaklee'. High on the point Old Glory streamed from a tall flagstaff with a gorgeous rainbow of signal flags flying below. In true seagoing fashion each Squadron ship received a cannon salute as she rounded the point.

A practice cruise, problems and all, was arranged by Add Albaugh AP. Most of those who participated were EP's. They performed like seasoned sailors and came through with colors flying in spite of the fact that Old Chesapeake got a bit nasty.

Hopes run high for the new Elementary Piloting Class now forming which will be handled by Kensy Byles AP. Annapolis Squadron owes what success it enjoys to the hard work of Comdr. Emory Rice, Vice Comdr. Perry, and our good neighbor—Patapsco Squadron.

ASHTABULA

The season just past was unusually active. Large Elementary Class added 33 new members bringing active membership to 70.

An innovation was the chartering of a 40 ft. cabin cruiser early in the Spring which was used during the Summer as a Squadron Training Ship. Squadron dances have financed the expense of fitting out this ship and members participating in training cruises have 'chipped in' enough to cover operating cost.

Members of the Squadron who have never before had the opportunity of handling a boat gained first-hand experience. The training ship—named 'Arlene G' manned by Squadron and Auxiliary members did special duty for the Coast Guard in Ashtabula Harbor during the weekend of July 4th.

In June, a rendezvous was held at Fairport Yacht Club, 27 miles west of Ashtabula.

On July 30th, training ship accompanied the Ashtabula Sea Scout sailing vessel 'Jolly Roger' to the Annual Sea Scout rendezvous in Port Clinton Ohio—a voyage of 120 miles. Equipment including a pelorus and taff-rail log enabled the Squadron members aboard to learn practical piloting. A predicted log race was held on August 30th under the direction of Past Comdr. Richards. A trophy—the Commander's Cup, was presented to Mr. Louis Finke—the winner.



(Photo by K. W. Blennerhassett, Boston P.S.)

Retiring Comdr. C. M. Cobb (Lt. U. S. C. G.), relinquishes presiding officer's chair to new Comdr. F. E. Harding at annual dinner dance of the Boston P. S. In the photo, left to right, are: Mrs. Lyle E. Reid, wife of Lt. Comdr. Reid, Past Chief Comdr. Wesley Morse N, Mrs. Harding, Ex Comdr. Cobb JN, Comdr. Harding JN, Mrs. Sayers, Chief Comdr. Wm. L. Sayers N, Miss J. Harwood.

BUFFALO

This Squadron sponsored a meeting on August 2nd to enable members to meet Lts. Hayes and Walton of the E.A.C. Four Buffalo men have received commissions in the E.A.C. They are:

Capt. Roswell S. Buck
Capt. Roland H. Young
Lt. Lawrence Bennett
Lt. Harold Sanderson

Mr. E. Douglas Howard N, took the competitive examination for Coast Guard Reserve and received the rank of Lieutenant. Mr. B. P. Devin JN, received the rank of Ensign.

C.G.A. Flotilla 41 was established by Buffalo Power Squadron members three years ago. These men became the nucleus of the C. G. Temporary Reserve and have built these organizations into an efficient force to aid in this area.

Commander of Buffalo Power Squadron P. J. Hunt, with the rank of Lt. Commander is in charge of all Temporary Reserve work on the vitally important Niagara frontier. His command extends from Dunkirk, N. Y., on Lake Erie to North Fairhaven on Lake Ontario.

Lt. F. C. Schippnick JN, as Commander of 41 has played a prominent part in the formation of Flotillas 45, 46, 47 and 48—all located in adjacent areas.

Other members commissioned include: Robert B. Warman, Lt., j.g.; Edward E. Tunmore, Lt., j.g.; D. P. Robinson, Ensign.

Robert S. Schew and Charles Pearson, III, are on sea patrol duty with the Coast Guard Reserve.

Buffalo's Annual Clam Bake was held on July 18th at Port Colborn in conjunction with the Buffalo Canoe Club. Fortunately for one of the canoe sailors the Power Squadron boats were on hand for his canoe capsized and was found four hours later. The Power Squadron rescued the unfortunate canoeist.



Amphibian Command Candidates at Buffalo P.S. Left to right: Lts. Walton and Hays, of the Amphibian Command. Standing, Comdr. P. J. Hunt, Buffalo P.S. Waiting Buffalo Squadron Amphibian candidates in the rear row.



ALBIN PETERSON
Late Commander
Dayton Power Squadron.

DAYTON

This Squadron's Ensign is at half mast because of the death of our old friend and Commander, Albin Peterson, who sailed on his last cruise on August 3, 1942. Pete not only instructed Dayton's first Elementary Class in 1937 but also for the next five years. He carried much of the burden of all class instruction. He also arranged our Summer cruises, entertainment, dinners, and other features.

A remarkably expert sailor he participated in the Chicago-Mackinac Race over 20 times since 1915 placing first three times.

In World War I, he was First Mate on a troop transport. Pete stands enshrined in our memories. His work for Dayton will be his everlasting memorial.

CHARLEVOIX

War activities have made it impossible for usual Squadron pursuits at Charlevoix this Summer. We have assisted local Coast Guard headquarters in the issuance of hundreds of Identification cards. Organization of a local flotilla of the Coast Guard is now in progress. Charlevoix has also helped out wherever possible with Piloting instruction in connection with Coast Guard Auxiliary work. Several members are hard at work with a local boat company turning out sturdy harbor patrol boats for government service.

Two members, skippers Bellinger and Krulik, are in active service. More will be joining soon. Charlevoix furnished the Engineer Amphibian Command with a complete list of members and their qualifications.

COLUMBUS

As a Squadron, Columbus had a somewhat slack Summer. Blame the war. No organized boating activities but individual members managed to get in a lot of cruising. Many members have signed up with Coast Guard Auxiliary Flotilla 65. Flotilla will soon be assigned to the protection of the dikes and water system at Buckeye Lake in cooperation with the Conservation Department of the State of Ohio.

A number of our men have applied for commissions in the Engineer Amphibian Command.

Patrol of the Inter-lake Yachting Association Races held in the early part of August handled jointly by Dayton and Columbus Squadrons.

Capt. Trafford Tallmadge of the Ohio State Naval Militia wrote recently as follows: "Subject—U. S. Power Squadron Cooperation. 1. While I appreciate that you and the other members of your organization volunteered your services to this authority...I cannot permit our late experience to pass without comment.

2. I wish to highly commend the members of your organization for their patience, their attention to duty, their gentlemanly conduct and for the strict business-like manner in which the courses of study have been supervised."

Columbus members in service are:

R. C. Bohannon, Lt. Colonel, Army
S. P. Dunkle, Major, Army
T. H. Escott, Commander, Navy
H. F. Haines, Lt. Colonel, Army
P. W. Holstein, Lt. j.g., Navy
C. D. Potts, Army
C. J. Lambrecht, Army

DELAWARE RIVER

The 'Barometer', this Squadron's unfailing indicator of activity, shows a new 'high' in the large number of Delaware men now in the armed services.

The trend of the war's effort on Squadron social activities is also indicated by the cancellation of D. R.'s Spring Rendezvous, originally scheduled for June 20th and 21st.

The Annual Dinner in honor of the retiring Commander was held on June 10th at the Warwick Hotel. New officers were installed, new members welcomed and Advanced Ratings awarded. The new D. R. Squadron song, with words and music by the Rev. J. S. Stephenson, Jr., was introduced and was very well received.

Our special War Committee, organized last Spring, has worked out a condensed course in Dead Reckoning and Celestial Navigation for officers at the Navy Yard. Our men give the course three nights each week and are repeating the course for the third time. The Navy Yard has commended the Squadron for this useful contribution.

Comdr. Nelms took the wheel at Delaware River Squadron this Spring. All Delaware officers attended the District Meeting at Wilmington to obtain detailed information regarding the E. A. C.

This information was relayed to all members.

A restricted rendezvous will be held in late September or early October at Ocean City following the precedent set last year.

An incomplete list of Delaware River men in service follows:

Henry E. Abbott, Dr. Donald K. Acton, Henry E. Ancker, Eli Attwood, Walter S. Bardsley, Jay A. Borden, W. Gilbert Brown, Howard W. Butterweck, Leonard A. Catford, Wm. R. Clark, Edmund G. Cook, John W. Dawson, Jr., William H. Dunn, Jr., Walter M. Egbert, Walter A. Ennis, Jr., A. E. Eskridge, J. A. C. Foller, Edward R. Fuller, Elwood F. Goslin, Dr. Conrad F. Hellwege, Arleigh P. Hess, Sr., Arleigh P. Hess, Jr., Wm. McClelland Hess, William Holloway, Prof. Howard M. Jenkins, Robert W. Kleinsorg, Harold F. Kline, Henry W. Ligon, Wm. K. Lindeman, Francis P. Lynah, Craig Wright Muckle, John Paul North, Carl L. Passier, J. Ross Pilling, John Morton Poole, IV, Horace G. Powell, Kendall E. Read, George C. T. Remington, Wolcott Willoughby Robinson, John Sidney Rossiter, Wm. Richard Sayer, H. Sheldon Smith, Dr. Wilbur A. Smith, Nelson Eliot Spurling, Wm. D. Strauch, Jr., Charles J. Swain, Jr., George E. Toothill, James C. Underwood, R. E. Williams, Otis A. Witters, Robert P. Tutt, William P. Wear.

DETROIT

The Spring Rendezvous, on May 23rd, at St. John's Dock, on the North Channel of the St. Clare River, saw a party of 40 enjoy a delicious fish fry. Detroit held a joint rendezvous with Toledo Squadron on June 13th.

The War Committee reported on the large number of recommendations made to various branches of the service. At the same meeting on July 20th, complete printed information was distributed con-

cerning the E.A.C. Ed Brown told of his experience in delivering a P.T. boat newly built at Detroit to the Brooklyn Navy Yard.

A motion was made offering to supply local boat builders with Squadron crews for use in delivering Navy boats.

The speaker of the evening, Col. S. Reinecke, Commander of the Great Lakes Naval Survey Office in Detroit, told of the activities of his office in preparing charts of the lakes, and also of his experiences in doing similar work in Hawaii.

A big event of the season was the District Nine Rendezvous at the Detroit Yacht Club over July 11th and 12th. Scores of boats brought several hundred members from Toledo, Grosse Isle, Grosse Point and Saginaw Squadrons.

Detroit has an instruction unit functioning for the purpose of giving the boys at the Naval Armory boating experience.

The Annual Piloting Contest for the trophy donated by former Chief Commander Anderson was held on August 15th.

The weekend of August 29th and 30th saw another Detroit Rendezvous at Harsen's Island in the St. Clare River. The final rendezvous of the season was held at Merwin Park on the Canadian side of the St. Clare River on September 19th.

Registration for Elementary and Advanced Courses was started on September 14th and classes are expected to start early in October. Special courses will be given in Motors, First Aid, and Signaling.

Verne Jubenville, formerly head of Detroit Pistol Committee, has joined the E.A.C. as a Lieutenant and is in charge of Pistol Instruction at Camp Edwards, on Cape Cod.

Twenty-eight members of Detroit have left to join the armed forces. Various services attracted the men as follows:

Navy, 5; Army, 8; Coast Guard 5; E.A.C., 4; Miscellaneous, 6.

Thirty-five applications went to the E.A.C. shortly after the call came forward from Washington.

ERIE

A feature of the July 17th rendezvous was a compass checking session.

Recently the Civil Air Patrol cooperated with the Squadron by running a communications test from ship to plane and vice versa by panels and maneuvers. It was pronounced very successful. Comdr. Graham's boat 'Dotsark' communicated with Pilots Dick Arters and Earl Kearns. Later Don Starrett aboard his 'Mary Jane' continued the test. Signal procedure in the Power Squadron Handbook was followed precisely.

The local Coast Guard Auxiliary has attracted considerable number of Erie Squadron members.

Erie Squadron will run classes in all four courses this Winter, supplementing with special courses in communications and engines. The Squadron has also offered to assist the Coast Guard Auxiliary with their instruction classes.

Four Erie members are in the E.A.C. The Navy obtained another good man recently when George Carroll received his commission at Lieutenant.

FINGER LAKES

Lost to this Squadron for the duration is Comdr. Cecil J. Newton, recently appointed a First Lieutenant in the U. S. Army and stationed at Camp Edwards, Mass., as an officer of the E.A.C. Lt. Comdr. Gordon Yells takes over command of the Squadron.

Two other Finger Lakes' members are on active duty: C. Peter Motto is also a First Lieutenant in the E.A.C. and Private Ralph Waldorf with the Air Corps at Scott Field, Ill. Names of ten Finger Lakes' men were submitted to Washing-

ton for the E.A.C. Six were commissioned and are on active duty.

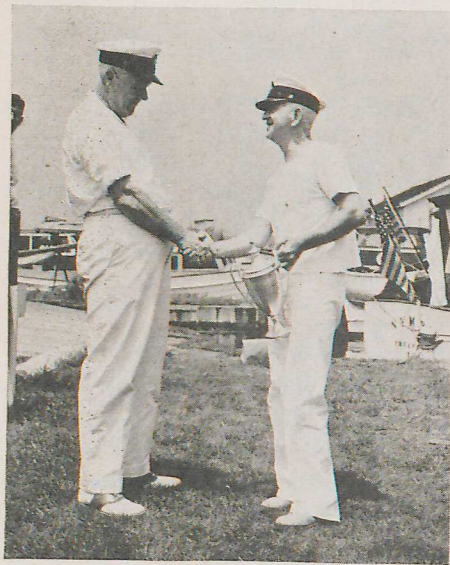
Finger Lakes Squadron sponsored the formation of Flotilla 22, U.S.C.G.A. Most of the members are now signing up for the U.S.C.G.R. Temporary. A Squadron cruise to Cayuga Lake State Park was enjoyed by five of the fleet over the Labor Day weekend.

GREAT SOUTH BAY

A most successful Inter-Squadron Rendezvous was held recently by members of South Shore and Great South Bay Squadrons.

Boats met at Great River and proceeded in formation to the anchorage at Timber Point. Comdrs. Carlin of Great South Bay and Travers of South Shore led their respective contingents.

On Sunday, July 19th, a Piloting Contest was staged between the two Squadrons. A pea soup fog rolling in from the



Comdr. Carlin, Great South Bay P. S., congratulates Comdr. Travers, South Shore P. S., on South Shore's Piloting Contest Victory.



Chief Comdr. Sayers presents first prize in the Great South Bay-South Shore Piloting Contest to winner Carl Hillston, of South Shore. Hillston is now a 3-time Piloting Contest winner.

ocean made the contest more difficult than originally planned. Eighteen boats participated—all finishing.

The Perpetual Trophy donated by both Squadrons was won by the South Shore Squadron. Great South Bay expects to get it back next year!

Comdr. Sayers presented the trophy to the winner—(see photograph).

GLOUCESTER

Rendezvous held at Tuck's Point, Manchester, Mass., on July 25th. Lt. Comdr. Allen 'in charge' ably assisted by the two Harrys—Cann and Swett. A lobster dinner was the piece de resistance.

All boats in this Squadron are on active shore patrol each week. All members of Gloucester Squadron are members of the U.S.C.G.A. Power Squad-

ron instruction has borne fruit in this work. Members in the armed forces are:

D. P. Brown, Lt., U.S.N.R.
A. W. Phillips, Lt., U.S.N.R.
P. W. Bolger, U.S.N.R.
P. Gamage, U.S.N.R.

GROSSE POINTE

First Problem Cruise of the 1942 season was held June 13th. Many boat owning members of the Grosse Pointe Yacht Club availed themselves of the invitation to have a deviation card and speed curve worked out by the seagoing Squadronites. This first run tested the skill of the crews and gave them the opportunity to put some of their book work to practical use. Lt. Herreshoff JN, had three additional problem cruises planned but it was decided to abandon this program because most of the members were too busy with Coast Guard duties and other war work.

HARTFORD

Hartford Squadron formed U.S.C.G.A. Flotilla 717 with a membership of over 40 and a fleet of over 15 vessels.

Hartford Squadron members have also been instrumental in forming other Auxiliary Flotillas at the Hartford Yacht Club and the Wethersfield Cove Yacht Club.

Past Chief Comdr. Wesley Morse is District Captain of the U.S.C.G.A. and has been commissioned a Lieutenant in the Temporary Reserve. Fred R. Hennig JN, is Vice District Captain and is a Lieutenant, j.g., in Temporary C.G.R.

Seven members have been recommended for the U. S. Engineer Army Amphibian Command and four are on their way into this branch. No rendezvous were held this year due to local conditions. Most of our members' time afloat was devoted to C.G.A. Activity.

The Annual Meeting was held on September 15th and candidates for office for 1943 nominated.

Well over 10% of Hartford's members are now in the service:—

Merrill W. Bill AP, Quartermaster 3c, U.S.N.R.

Wolcott S. Brown N, Lieut. (j.g.), U.S.N.R.

Dixon C. Burdick, U.S.N.R.

Curtiss C. Burnham, Gunner's Mate 3c, U.S.N.R.

Joseph Christoff JN, Lieut., U.S.N.R.

Ralph D. Cutler, Jr., Lieut. (j.g.), U.S.N.R.

F. Kimball Daggett AP, Lieut. (j.g.), U.S.C.G.R.

Franck Kelso Davis, Ensign, U.S.N.R.

Archibald S. Deming, Lieut. (j.g.), U.S.N.R. Med. Corps

J. Vernon Downing AP, Coxswain, U.S.C.G.R.

Wilbert J. Emigh, Lieut., U. S. Army Air Corps

Robert B. English JN, Lieut. (j.g.), U.S.C.G.R.

John W. Gammons, Lieut., U. S. Army

Elmer E. Gustafson, Cadet, U. S. Army Air Corps

David M. Hildreth JN, Private, U. S. Army

Ewald Johnson JN, Lieut. (j.g.), U.S.N.R.

Wm. L. Nicoll, Jr., Private, U. S. Army

Harry Schwarz, Private, U. S. Army

Vanderbilt R. Spader, Ensign, U.S.N.R.

Harold R. Speare, U.S.N.R.

E. Gerrard Spencer JN, Boatswain's Mate 2c, U.S.C.G.R.

Wm. J. Supple, Seaman, U. S. Merchant Marine

Frederic W. Wallace N, Lieut. (j.g.), U.S.N.R.

Wm. C. Weeks, U.S.N.R.

John K. Winter, Lieut. (j.g.), U.S.N.R.

Wm. G. Wolcott, U.S.N.R.

Charles H. Wright, U.S.N.R.

HOUSATONIC RIVER

On June 19th, a Stag Beach Party was held at Fairfield Beach. Dimout restrictions put an end to festivities at dark. The July rendezvous at Port Jefferson, L. I., was cancelled because of heavy weather. On July 24th, we held a dinner at the Remington Gun Club in the grand

nautical setting of Bedford Point. On August 8th and 9th this Squadron once more engaged in traditional ferrying operations with the local Sea Scouts. One hundred sixty scouts and officers, plus 24 Squadron members voyaged to Long Island.

Sunday, at 3 A.M. it started to rain pitch-forks. At 10 o'clock the beach looked like the evacuation of Dunkerque. The scouts were packed up waiting on the beach to be taken aboard boats. Many were seasick on the way back. Some of the boats remained until better weather on Monday morning. All in all it was a great experience for the boys. On August 22nd and 23rd, a real old-fashioned rendezvous was held at Port Jefferson despite the uncertainties and pressing demands of the present emergency.

HUENEME

Last March when the United States Navy took over Port Hueneme 'en toto' this Squadron was forced into a peculiar inactive situation. Other conditions operative since then have not helped us as a unit.

Boats previously moored here are now scattered from Newport Harbor to San Francisco Bay. No vessels of any type, except those under complete government control are being allowed to enter or to leave this harbor. Comdr. D. A. Godshall and several other members of Hueneme Squadron have joined the U.S.C.G.A.

Members of Hueneme Squadron have vowed to use their Squadron training to the fullest advantage to further the war effort—and when peace comes bring our comrades in arms under the Ensign with a deeper sense of comradeship and devotion to the interests of all wherever boats may float.

ITHACA

A Spring 'Launching Party' was held on May 14th with 60 persons present including E. P. Langworthy, Rear Comdr., who presented the Squadron's Charter.

C. G. A. Flotilla No. 23 was formed through the efforts of members of this Squadron. Of the 26 members of the Flotilla, 20 are Squadronites. The Flotilla has 22 boats in its fleet.

Comdr. Stallman has completed a course of instruction for 46 members of the U. S. Army Signal Corps stationed at Cornell University. Cornell has been named as an indoctrination center. This situation presents an unusual opportunity to Ithaca Squadron and plans are being made to take advantage of it.

LONG BEACH, CAL.

Rear Comdr. John Stick gave an instructive talk at the regular June meeting held at the home of Past Comdr. Ted Perry. The July meeting was well attended and resulted in the start of another C.G.A. Flotilla with 20 members of Long Beach Squadron doing the organizing.

Twenty-five per cent of the membership of this Squadron is now in active service with the Navy or Coast Guard:

C. Bull, F. Bumpus, C. W. Chamberlain, F. E. Cleverly, F. M. Davenport, P. DeRuff, R. Dyer, F. L. Fredericks, R. T. Nichols, G. B. Ravencroft, F. L. Rozier, R. A. Smith, J. H. Wadsley, Dr. P. R. Winters, F. K. Wyatt.

Two new Advanced Classes are now in progress: the N Class and the JN Class.

LOS ANGELES

Boating has been considerably restricted this Summer in this district. Pleasure craft had not been allowed to leave Los Angeles or Newport Harbors. Yet this Squadron has been quite active. Organized in 1940, LAPS boasts 122 active members with 83 boats in the fleet.

A recent canvass of our membership indicates that 16 are in some branch of the armed services. These men are:

J. A. Bullard, Lt., U.S.N.R.
J. Cope, Lt., U.S.C.G.
J. O. Decker, Lt. Comdr., U.S.N.

D. Duke, U.S.N.
 R. Emmett, Lt., U.S.N.R.
 C. W. Flynn, U.S.C.G.
 W. Fuller, Lt., U.S.N.
 E. Green, Capt., E.A.C.
 H. E. Jewett, Bos'wn, U.S.N.
 D. Johnson, Lt., U.S.N.R.
 H. P. Martin, Quartermaster, U.S.N.
 J. Molina, U.S.A.
 R. Rigdon, U.S.C.G.
 F. C. Ruppert, Ensign, U.S.C.G.R.
 H. R. Sage, Lt., E.A.C.
 H. A. Strait, Ensign, U.S.C.G.R.

Many more are leaving before long.

At a general meeting on July 22nd certificates were presented to those who passed the last Elementary Piloting, AP, and JN examinations. The Squadron now has one Navigator, 13 JN's, 34 AP's, and 74 EP's on the rolls. Instructors are extremely scarce. Despite this the Squadron has started a new AP Course with 26 members enrolled. A JN Course with 19 members. And a new N Course with 13 in the class. It is anticipated that a new EP Class and an Engine Class will be started soon.

A large number of LAPS men have joined the C.G.A. Many members have been elected to officerships in the Auxiliary.

Thirty-five names were submitted to the E.A.C. More than 25% of the men applying have been accepted and given commissions.

MANHASSET BAY

This nine month's old Squadron, off to a flying start, crammed a good bit of activity into a Summer beset by gasoline restrictions and war work. Various standing Committees have been appointed and are functioning. The Summer's only rendezvous—Manhasset's first—was a bang-up affair. Famed deep water, globe girdling schooner—'Albatross' was chartered for a rendezvous on August 15th. Flag bedecked, she made a most imposing sight as she lay to anchor for the occasion in Manhasset Bay. Officers and

guests reviewed Manhasset's fleet as it steamed by.

Dinner was served aboard the 'Albatross' after the review. Rear Commander Haedrich, of the district, was the guest of honor.

Two of Manhasset's charter members are now in the Coast Guard—Robert Cranor, Ensign, and Everett Fooks, Lt., j.g. Other members in the service are:

J. G. O'Neill, Lt., U.S.A.
 J. M. Burke, Lt., j.g., U.S.N.
 C. Enloe, Lt Med. Corps, U.S.A.S.

Manhasset's first dinner-dance and initiation ceremony was held in late Spring at the Port Washington Yacht Club and was an outstanding success. Several fine new members were added to the Squadron Roster. Seventy-five per cent of Manhasset's members are boat owners. Chief Commander Sayers, Rear Comdr. Haedrich, and Past Comdr. Fitzgibbon of North River were guests of honor. Quite a few of Manhasset's men are on active duty with C.G.A. Flotilla 1203.

MARBLEHEAD

Annual Banquet was held on June 4th with 110 members and guests present. Officers elected were: Comdr., Harold T. N. Smith; Lt. Comdr., Roger Osborne; Secty., Harry Gilchrist; Treas., William Welch.

In three short years, this Squadron has grown from a membership of 10 to its present 106 enrolled members. Sixteen Marblehead men are now serving with the armed forces.

A delegation from Gloucester Squadron at the Annual Banquet was headed by Comdr. T. W. Hagstrom. Guests of honor were Chief Comdr. Sayers, Past Chief Comdr. Morse, and Boston's present Comdr., F. R. Harding.

Also among the luminaries was Coast Guard Lt. Comdr. Fahey, who gave a very interesting talk.



(Geo. Palmer Photo)

Manhasset Bay makes merry! Scene aboard Scr. 'Albatross', Manhasset Bay P. S. mid-summer rendezvous, where the order of the day was a smooth sea, sweet music and service uniforms. Men in uniform, (l. to r.) are Comdr. E. Fooks, now a Lt. j.g. in the Coast Guard, and Lts. j.g. J. M. Burke and J. G. O'Neill, U.S.N.R. Pictured also is the seagoing accordianist, who always stays on an even keel.

MERRIMAC RIVER

Out of a membership of 27, three members of this Squadron are serving in the Army, 1 each in the E.A.C., Air Corps and the Signal Corps. Also we have a Lieutenant in the Navy and a Lieutenant in the Coast Guard.

Seventeen members are with the C.G.A. Flotilla 408 organized by officers and men of this Squadron.

The C.G.A. men are doing from 12 to 48 hours' duty per week on patrol and watch tower service.

Every available boat in our fleet is on active duty.

We have sent in seven applications to the E.A.C. and offered our instruction services to the Coast Guard Auxiliary.

MIAMI

As Squadrons go this is a young unit. Serious setbacks have been experienced but the Squadron has come through on top. Today Miami is 142 strong. Membership is being sadly depleted through departure of many men for service but Miami Squadron has full intentions of carrying on a complete program of instruction. As James Lunnon, new Commander of Miami says, "We are running with the throttle wide open. Course will follow course in quick succession—for time is the essence."

Men in the service are:

In the Army—

O. L. Horton, W. T. Sutton, D. R. McAllister, W. C. Curtin.

In the Navy—

L. Goddard, Lt.; B. C. Madsen, Lt.; C. A. Mills, Jr., Lt.; J. K. Hanaford, Lt.; B. W. Partridge, Jr., Ensign; and C. E. Menneken.

In the Coast Guard—

F. E. Brown, E. C. Kent, D. L. Remley, R. Wetmore, Bos'n; Richard Goodhard, Lt.; M. Kramer, J. L. Powers, R. T. Tjader, J. C. Yoder.

Pan-American Air Ferry—

J. C. Campbell, E. P. Goldthorpe.

During the past two months some 15 officers of the Navy and Coast Guard have availed themselves of the opportunity to study Navigation in Miami's Classes.

MIDDLETOWN

Middletown's first C.G.A. Flotilla got underway at the regular monthly meeting of Middletown Power Squadron held June 15th. We were fortunate to have Past Chief Comdr. Wesley Morse present to outline the plan of organization.

Mr. Sidney Leete told us some of his experiences with the C.G.A. in the Flor-

ida Everglades. Former Secty. R. C. Moeller, now with the Coast Guard spoke briefly on the C.G.A. work. Classes on Signalling, Military and Naval Instruction, and First Aid are underway.

All officers of C.G.A. Flotilla 722 are members of Middletown Squadron.

MILWAUKEE

Milwaukee Squadron recently organized a 12 weeks' First Aid Course under sponsorship of the Red Cross. The local C.G.A. Flotilla, also participated. Lt. Comdr. A. P. Pelikan was the organizing spirit back of this work. Milwaukee Squadron and the Coast Guard Auxiliary are cooperating closely.

NARRAGANSETT BAY

Due to our geographical location it has been impossible for Narragansett to boast of much in the way of accomplishments during the Summer. Our achievements have been mostly individual efforts with the C.G.A. Most all members are associated with Flotillas in and about this body of water. The various Flotillas are on active patrol 24 hours per day.

Our instructors are fast going the way of all good men—that is to say into the service of the Navy or Coast Guard and they are doing right well by themselves. Four of our instructors are with the U.S.N.R.—Lt. Comdr. W. B. Hall, Ensign; B. Peterson, C.B.M.; F. Wilbour, Jr., E. Therien, C.B.M., with the U.S.C.G.R. The Advanced Grades Committee has lost its JN instructor—Dexter Stevens, who is an Ensign in the U.S.C.G.R.

At this time, we have close to 40 members in the armed forces. There are many more that we do not know about at this writing, especially those who have left to join the E.A.C.

It won't be long before our local publication—"The Gansett Clipper" is a reality. Editor Jack McDevitt promises the first issue very shortly. This is one of the means by which we hope to keep the boys



Photo by Pelikan

Who wouldn't change places with this Milwaukee Squadronite? 'Victim' is in first-aid class in Red Cross Course sponsored jointly by Milwaukee P. S. and C.G.A.

in the services 'hep' to what is happening around the Bay.

NEPTUNE

Many members of this Squadron are active in C.G.A. Flotilla 1204. Comdr. C. J. C. Kennedy is Medical Officer of Flotilla 1204.

Members of Neptune's Squadron in the armed services are:

D. J. Crawford, U.S.C.G.R.
H. L. Crawford, U.S.N.
W. Deutsch, U.S.C.G.
E. Deutsch, U.S.C.G.R.
J. B. Downing, U.S.C.G.R.
W. Liebheimer, U.S.A.
J. W. Pendill, U.S.C.G.R.
A. W. Levin, U.S.C.G.R.
D. Satterthwaite, U.S.C.G.
G. Erdworm, U.S.A.

NEW BRITAIN

Activities in this territory have been limited due to gas rationing and pressure of war work. Many members have joined C.G.A. Flotilla 905. Headquarters of the Flotilla are in Hartford but we have held weekly Signalling Classes in New Britain. Active assignment to patrol duty is expected momentarily.

Two members have joined the Navy—John Andrews and Ensign J. N. Howard. Other members are planning to join the Coast Guard.

NEW HAVEN

The Annual Summer Rendezvous was held in the sanctity of Branford Harbor on July 25th. The early stages of the affair saw nine or ten power boats moored side by side with Comdr. Miller's boat in the first position. In another group lay six windjammer members of the fleet.

About 6 P.M. the boats were brought together and an evening meal was served from pre-determined galleys.

N.H.P.S. membership has been split to some extent between the Milford and Branford Flotillas of the C.G.A. Milford Flotilla has been on 24 hour patrol of the Housatonic River guarding the power plants and bridges.

Branford Flotilla has been busy surveying its area preparatory to extended patrol duty. Many practical drills have been held. Practically all C.G.A. officers are members of N.H.P.S.

Other members of N.H.P.S. belong to the Summer Island, Stony Creek, and the New Haven Flotillas of the C.G.A.

A basic training course in Semaphore and Morse Signalling was held last Spring in all Flotillas.

N.H.P.S. members in Uncle Sam's service are: W. R. Wilson, S. Brown, J. Rodee, H. McGuire, H. White, D. Worceski, Jr., T. Wells, W. P. Curtis, W. H. Haggard, W. E. Prindle, Jr.

NEW LONDON

A local C.G.A. Flotilla has been formed with 26 members all but three of whom are New London men.

Men in the service are:

D. H. Fisher, U.S.C.G.
F. M. Howell, U.S.C.G.
E. A. Forbes, U.S.N.
H. A. Hicks, U.S.A.

New London P. S. has permanent quarters of its own with a room in a downtown bank building. Reconditioned and decorated by members it contains models, nautical prints, and many interesting properties for teaching Elementary Piloting. Any Squadron members who are in New London on meeting or class nights will always find a cordial welcome awaiting them.

NEW ORLEANS

At the July 28th meeting 55 certificates ranging from EP to N were presented. A large number of EP certificate winners were ladies. Included were a number of members of the AWVS. Their Local Chairman, Mrs. W. A. Bent, presented each member of her unit with another Certificate from the AWVS.

Comdr. Rappelyea, Executive with the Higgins Boat Industries, who manufacture PT Boats and Attack Barges, showed splendid motion pictures of British Commando Troops in actual raid maneuvers. Also shown were official pictures of the sinking of the Graf Spee. In all, 34 new members were admitted and 21 Advanced Grades Ratings awarded.

Though the New Orleans Squadron is but a little over two years old, continuous instruction work has been carried on. As a result, the percentage of Advanced Grades is high. Present AP Class with an average attendance of 30 is well along its course.

NORTHERN NEW JERSEY

War restrictions again! Blackout regulations made it necessary to cancel our scheduled Dinner-Dance. However, the

Annual Rendezvous on July 18th and 19th proved the truth of the old adage that good things come to those who wait. Sixteen vessels met at a pre-determined L-LO designation on July 18th and proceeded up river to anchor at Pleasure Bay, North Long Branch. The roof of Price's Hotel was raised several inches with the gaiety of the party ashore. Over 100 Northern New Jersey Squadronites and guests attended. Comdr. Leo Carling of Shrewsbury Squadron was guest of honor.

When the call came for men for the E.A.C. a quick canvass of our members resulted in 40 men being recommended for commissions.

While it is difficult under present conditions to contact men after they are in the service, we know the following men are already in active duty:

P. Ammerman, G. W. Crowell, W. M. Dealaman, Jr., A. G. Deronde, T. Jensen, W. F. Koenig, H. W. Lewis, R. P. Morris, J. Mahoney, F. W. Mullen, W. D. McConnell, J. F. McHugh, B. Papaneck, G. D. Potter, B. S. Rencon, C. Scheer, C. G. Stevenson, P. A. Tremper, J. T. Young, and E. T. Foster.

Practically the entire Squadron membership is connected with the Coast Guard Auxiliary in various Flotilla of the area.

NORTH RIVER

In these times when the C. G. Reserve and the C. G. Auxiliary are playing an increasingly important part in the war effort, N.R.P.S. is glad to recall that these two organizations came into being as a result of a meeting of the Squadron held on November 9, 1939. On that date, a group of North River men, after listening to an address by Lt. (now Lt. Comdr.) P. D. Mills, U.S.C.G. formed Flotilla No. 1, Southern Division, New York District of the Coast Guard Reserve. This was the first action of its kind to be taken under the then new law enacted to provide for the assembly

of yachtsmen into units for possible use in a national emergency.

Chief Commander W. L. Sayers, then Commander of North River P. S., was elected Commander of the Flotilla. H. S. FitzGibbon, Lt. Comdr. of North River P. S. was elected Vice Commander. B. B. Wallace, who recently resigned as Commander of North River P. S. to become a Captain in the E.A.C. was Junior Commander of the Flotilla.

North River P. S. has continued its active interest in the C.G.A. and practically every member who hasn't departed for actual service with the armed forces is now in the C.G.A.

So wide is the interest in the newly formed E.A.C. that the compilation of North River P. S. men in service might well start with the men who have departed for service with the E.A.C.:

B. P. Wallace, Capt., E.A.C.
F. J. Jackson, Lt., E.A.C.
E. L. Streb, Capt., E.A.C.
A. A. Talcott, Lt., E.A.C.
J. R. Wilkins, Capt., E.A.C.

Other North River members known to be in the service are:

W. P. Albertson, Army Air Corps
G. L. Astley, U.S.C.G.
S. S. Auchincloss, Lt. Col., U.S.A.
T. D. Blake, Lt., U.S.N.R.
E. M. Blanchard, Lt., Army Air Corps
W. C. Cain, Ensign, U.S.C.G.
F. E. Carter, Sergeant, U.S.A.
S. G. Chambers, Lt., U.S.N.R.
F. G. Chase, C.B.M., U.S.C.G.
C. M. Clark, Lt., U.S.M.M.A.
J. Corvan, Lt., U.S.N.R.
W. C. Crosby, Major, U.S.A.
G. H. Davis, Lt., U.S.N.R.
W. O. Elzay, Lt., U.S.A. Corps
A. C. Esslinger, Lt., U.S.A.
D. G. Frost, Capt., U. S. Air Corps
L. B. N. Gnaedinger, Bos'n 2nd, U.S.C.G.
A. W. Greason, Bos'n 1, U.S.C.G.
M. N. Jackovics, U.S.A.
E. S. Lachlan, Lt., U.S.N.R.
J. Lancer, Lt. Col. Medical Corps, U.S.A.
T. C. McCrea, U.S.N.
T. F. McGovern, Lt., U.S.C.G.

J. D. Melody, Ensign, U.S.N.R.
E. L. Mills, U.S.A.
A. J. O'Connor, Lt., U.S.N.R.
N. Ramsey, Lt., Army Air Corps
H. C. Slack, Lt., U.S.C.G.
E. G. Smith, Major, U.S.A.
A. D. Warwick, Major, U.S.A.
W. B. Weber, Lt., U.S.A.
R. B. Woodcock, Ensign, U.S.N.R.
L. O. Wortman, Private, U.S.A.
A. B. Butterworth, Army Transport Service
F. M. Paull, Major, U.S.A.
P. Whitcomb, U.S.N.R.

Following the resignation of Burgess P. Wallace to enter the E.A.C., new officers elected were: Comdr., W. F. Avery N; Lt. Comdr., F. C. Buerk N.

OLD FIELD POINT

The membership of this Squadron has concentrated its activities in daily round the clock patrol duties with C.G.A. Flotilla 1208. Newly formed, this Flotilla is ably commanded by Capt. Robert F. Wells, a Master of Sailing Ships. R. L. Davis, is Vice Commander of the Flotilla. Both men are members of Old Field Point P. S. Walter Dreaheer of Bayside P. S. is Junior Commander.

On August 16th, the boats of Flotilla 1208 held a practice drill with local defense units in which 26 simulated 'casualties' were brought in from a supposed marine disaster on Long Island Sound. Landed in Port Jefferson Harbor they were taken care of by the Red Cross un-

der the direction of Dr. F. S. Child.

Our Chairman of the Local Board of Admission J. S. Corbett JN, has instituted Piloting and Seamanship lectures to concur with the educational program of Flotilla 1208.

PATAPSCO RIVER

Greater portion of the Summer devoted to special courses and cooperation with the U.S.C.G. and the U.S.C.G.A.

Patapsco helped Maryland Yacht Club put over a most entertaining evening for the benefit of the Coast Guard Relief. U.S.C.G. Curtis Bay Depot Band provided music. A grand floor show completed a perfect evening. Largest rendezvous of the year was held over July 4th. Feature was Patapsco's regular annual visit to Vice Comdr. Perry's grand port in Crab Creek. Forty-six boats, whose skippers had saved all their gasoline for the affair and 22 cars, whose member-owners considered the rubber and gasoline well spent, attended and made the welkin ring. Potomac, Salisbury, and Annapolis Squadrons were represented.

On July 12th several of our members cooperated with the C.G.A. in marine maneuvers and practice assignments for the benefit of visiting gold braid.

Patapsco conducted a Navigation Course for the U.S.C.G. at Curtis Bay Depot. To reciprocate the Coast Guardsmen taught our members Semaphore Sig-



You can't count 'em here but there were forty-six ships of Patapsco, Salisbury and Annapolis Squadrons in rendezvous at Crab Creek.



Yearly Port of Call. Patapsco Rendezvous at Vice Comdr. Perry's 'port' in Crab Creek. How many years have you had 'em now, Bert?

nalling. A concise course on internal combustion engines was also conducted.

On the second weekend in August the annual Inter-Squadron Rendezvous was held at Tilghman's. The severely inclement weather held down attendance at this event.

Patapsco is looking forward to a busy Fall and Winter with full classes in each division of instruction.

PITTSBURGH

Pittsburgh pitched in with other Squadrons to provide the E.A.C. with a roster of qualified men. Thirty-eight names were forwarded soon after the appeal.

This year, Pittsburgh is planning to start instruction courses by the middle of September. An innovation is the new Engine Course provided by the National Special Course Committee.

Pittsburgh P. S. members are cooperating 100% in the patrol activities of the U.S.C.G.A. Have rendered meritorious assistance on several occasions.

Pittsburgh Squadronnaires in service include:

J. G. Horne, Lt., U.S.N.R.
G. E. Dickson, Civil Air Patrol
W. C. Marshall, Ensign, U.S.N.R.
E. Pickut, U.S.N.
C. S. Richards, Lt., U.S.N.A.F.

Robert Swan, III, Ensign, U.S.N.R.
C. J. Walsh, Private, U.S.A.C.

Despite the growing list of members departing for service with the armed forces, Pittsburgh Squadron expects a sizable increase in membership.

PORTLAND, ORE.

Following the trend and helping to emphasize it on the Pacific Coast, this Squadron organized a U.S.C.G. Auxiliary Flotilla early in June. Mr. S. S. Brundage was elected Commander, Harold Pratt, Vice Comdr. From the very first, attendance at meetings has been phenomenal, attesting to the intense interest in this activity in this area. Duties consist principally of river patrols in close cooperation with the Coast Guard. Three other flotillas have been organized in Portland, and are doing good work, but the Power Squadron Flotilla has by far the largest membership, and with all due modesty may be said to be taking the lead in many ways.

First man to be enrolled in U.S.C.G. Temporary Reserve in the Portland area was our Commander, S. S. Brundage. The second enrollee was Harold Pratt, Vice Comdr. Third was R. S. Catrol, Past Comdr. and organizer of Portland P. S. The honor accorded these men was in recognition of their excellent



BURIED TREASURE! Portland (Ore.), Squadron's first official cruise. Committee chairman buried the treasure so thoroughly that he couldn't find it himself!



Presentation of Membership Certificates to Charter Members of Portland (Ore.), P. S. aboard the historic old battleship 'Oregon'. Lt. Comdr. C. M. Wheeler presents Certificate to Capt. Orvel Skaggs, Commander of crash boats at Portland-Columbia Air Base.

untiring work both as officials and as individuals.

Despite the foreboding approach of Fall and Winter all members continue to serve willingly, and all seem eager to use the present opportunity for service to toughen up in preparation for the heavy weather ahead.

Early this Summer, Certificates of Membership in the U.S.P.S. were presented to graduating members of the Portland Squadron's Elementary Class aboard the historic battleship Oregon, which lies at a permanent berth in the Willamette River at Portland. Presentation was made by Lt. Comdr. C. M. Wheeler, who departed immediately for active duty with the Navy. The Commander is a charter member of Portland P. S.

Another charter member of the Squadron, Capt. Orvell Skaggs, Commander of the Army Air Corps Crash Boats stationed at the Portland-Columbia Air Base, officially represented the Army at the presentation. New Elementary Classes and Advanced Classes are being planned for the near future.

POTOMAC RIVER

Eleven per cent of our entire membership is now on active duty with the armed forces of the United States and others are joining just as fast as Army and Navy procedure will allow. Those in the service now are:

L. S. Beaupre, Bos'n, U.S.C.G.R.
C. A. Beck, U.S.A.
F. D. Courtney, C.B.M., U.S.C.G.R.
W. M. Grenshaw, C.B.M., U.S.C.G.R.
H. Dye, Capt., E.A.C.
E. B. Gleason, Major, U.S.A.
D. L. R. Harris, Lt., U.S.M.C.
A. N. Hathway, Lt. Comdr., U.S.N.R.
P. W. Holstein, Lt., U.S.N.R.
R. Hood, Lt., U.S.C.G.R.
G. R. Hufford, Major, E.A.C.
J. L. Hyde, Jr., Lt., U.S.N. R.
C. J. Jacobson
G. R. Kieferle, Lt., U.S.N.R.
E. H. Lawton, Lt., E.A.C.
N. G. L'homme, Warrant Officer, U.S.C.G.R.
C. D. MacGregor, Quartermaster, U.S.N.R.
G. B. McCeney, Lt., U.S.A.
B. J. McDonnell, U.S.A.
T. E. Meanea
B. M. First, U.S.C.G.R.
A. N. Middleton, Lt., C.G.R.
A. S. Moreau, Lt., U.S.C.G.R.
J. W. Orme, Capt., E.A.C.
N. Poole, Ensign, U.S.N.R.
J. Potts, Col., U.S.M.C.
R. F. Ratcliffe
N. C. Rogers, Capt., U.S.A. Engin.
H. B. Roumsey
S. C. Stuntz
C. A. H. Thomson, Capt., U.S.A.
J. R. Ullman, U.S.N.R.
R. C. Varela, C.B.M., U.S.C.G.R.
F. A. Wildt
R. M. Winfield

Potomac River P. S. has taken a special interest in the formation of the E.A.C. Major Hufford, who in the early stages of the organization of the E.A.C. was called upon in the preparation of its Piloting and Boat Handling Courses, was Potomac's Chief AP Instructor. Capt. James Orme, who has had charge of the

E.A.C. Personnel Office in Washington is a member of Potomac Squadron. Lt. Lawton, who has been active in a recruiting capacity in connection with the procurement of officer material for the E.A.C. is Potomac's Lt. Commander. And Capt. Dye, one of the early E.A.C. officers, is also a Potomac member.

As to patrol activities—the Washington waterfront and the entire Potomac River are very thoroughly guarded by the regular Coast Guard and the Coast Guard Reserve. Many boats now being used for that work are Squadron members' boats that have been turned over to the C.G. A considerable proportion of their skippers and crews are Squadron men, too. Local C.G. officers were well acquainted with the Squadron members and were glad to take them into the service, when the patrol was organized.

The C.G.A. is very active in this district. There are several local Flotillas, one of which, Flotilla 13 is composed almost entirely of Potomac River P. S. members. The local Captain of the Port calls upon the C.G.A. for work of a more or less 'non-military nature,' when he wishes to relieve one or more of his regular boats for more important duties.

During the past Winter Potomac's regular instruction courses in all grades were thrown open to members of the armed forces and at various times there were Army, Navy, and Coast Guard people in all of them. A special course in Celestial Navigation, instituted primarily for the benefit of Navy and Coast Guard officers who wish to brush up on their Navigation, is now in operation. Classes meet three evenings a week and are under direction of Mr. Gershom Bradford, who for many years was with the U.S.C. & G. Survey and is also author of that well-known book 'Glossary of Sea Terms'.

The U. S. Department of Agriculture has asked Comdr. J. T. Lokerson to prepare and conduct a course in Dead Reckoning and Celestial Navigation in its Graduate School.

Social activities have been somewhat curtailed owing to gasoline and tire shortage and long hours of war work. However, Potomac had a very successful 'dry' rendezvous on June 24th in nearby Rock Creek Park, at which a large representation of members turned out.

On Sunday, August, 9th, a rendezvous was held at the Summer home of Paul Crandall, on Whitemarsh Creek, Chesapeake Bay. The party was dampened by a heavy gale and downpour. On July 4th, a considerable delegation attended Paptasco's rendezvous at Vice Comdr. Perry's home on Crab Creek.

On the extra-curricular side Potomac River has just completed a course in Semaphore and Blinker Signalling. The course covered ten weeks and was well attended despite the fact that it was started in mid-July.

ROCHESTER

A decision was made recently to run the Elementary Piloting Course on a shortened schedule beginning September 13th. David Bellamy is the new Chairman of the Committee on Admissions. Some 70 people have indicated interest in the Course and it is expected that this number will be augmented considerably before the class starts.

Thirty-eight members of Rochester Power Squadron comprise the major portion of the membership of U.S.C.G.A. Flotilla No. 31.

Two of Rochester's larger boats have been turned over to the Coast Guard for use on the Atlantic Coast.

Thirty-two of our 104 members who have left for service with the armed forces are:

H. B. Allen, G. Barber, Alexander Beach, Dr. Charles Boller, Herbert Bristol, K. B. Castle, Dr. James Conner, W. F. Gleason, Alfred Halverson, Carleton Jones, Harold Kelso, James Little, H. T. Maijgren, Irwin Meyers, W. H. Morris, Robert O'Brein, Montague Phillips, R. F. Read, Arthur J. Ries, Craig

Smith, Philip Tierney, F. C. Wolcott, W. W. Yeomans, Lowell Young.

Practically every branch of the service is represented with the E.A.C. accounting for more than any other branch.

SALISBURY

Comdr. Payne of this Squadron was elected Commander of the newly formed local Coast Guard Auxiliary. Lt. Comdr. F. B. Turner of Salisbury Squadron became Vice Comdr. of the Auxiliary and Secty. Mitchell was elected to the post of Junior Commander, making this Flotilla a 100% Squadron staffed outfit.

Since June, Squadron men in the Auxiliary have done practice patrol work, reported strange vessels, towed boats in trouble and in one case secured special information for Lt. E. G. Cardwell, U.S.C.G.

Three members of Salisbury Squadron have gone into service:

L. J. McBriety, U.S.N.R.

Jerry Balliant, Ensign, U.S.C.G.

C. E. MacDowell, Chief Boatswain's Mate, U.S.C.G.

Others will soon join up with the Navy or Coast Guard.

Due to conditions, Salisbury had to hold Summer activities to a minimum but we can boast one very successful rendezvous. Every boat attending was a member of the U.S.C.G. Auxiliary, as well as the U.S.P.S.

Plans have been made to start Advanced Classes before October. During the Winter, special courses in Signalling, Marine Engines, and First Aid will be given.

In response to the call from the E.A.C., this Squadron sent in the names of 22 qualified men, half of whom were Squadron members.

SANDUSKY

August 25th saw the Sixth Annual Summer Cruise to Johnson's Island in Sandusky Bay.

Now a 'ghost' town after enjoying a boom as a Summer resort around the

turn of the century, the island is inhabited only by one farmer.

Quarrying operations extending up to the days of World War I brought considerable affluence to the island but left a huge, gaping quarry hole, with scant ruins as evidence of the lively days of the past. Most of the Island's 300 acres have returned to wilderness and it still retains some of the charm of its historic yesterday.

Way back during the Civil War, the island was the site of a sizable Union Prison for the more valuable Confederate captives. Sandusky Squadronnaires had a fine time inspecting the remains of the prison, winding up the tour on a somewhat somber note as they gazed at the Confederate Cemetery where some 300 men from the Southland rest in their last bivouac.

Comdr. 'Doc' Burger N, made all the arrangements for a perfect Summer evening including a full dressed eclipse of the moon for the particular entertainment of the Squadron. Not satisfied with thus extending himself the good 'Doc' finished the job by paying all the bills himself.

(Ed. Note. Sandusky members should elect you for life, Doc!)

Topping off a busy Winter and Spring instruction schedule, Sandusky 'professors' stayed on deck all Summer carrying through with instruction classes for the local Coast Guard Auxiliary and Temporary Reserve.

September will see the start of the Squadron's new instruction classes.

Charter member and Past Comdr. Earl V. Seitz N, has been commissioned a Lieutenant, s.g., U.S.C.G.R., and placed in charge of Temporary Reserve activities in the Sandusky area.

SANTA MONICA BAY

This Squadron has been conducting continuous classes in Advanced Piloting. The last group completed the course in July and passed the examination 100%. This Squadron has volunteered for beach patrol in the Santa Monica Bay area under supervision of Comdr. F. C. Masner.

Three members have signed with the E.A.C. and there are also 10 others in different branches of the armed forces.

SHREWSBURY

Regular meetings have been held during the Summer to stimulate interest in the E.A.C., the C.G.A. and the U.S.C.G. Temporary Reserve. The response of members has been most gratifying. A list of more than 35 men went forward to Washington for the E.A.C.

Jim Clark, former Secretary of Shrewsbury and Chairman of the U.S.P.S. National Bureau of Information, is Commander of C.G.A. Flotilla 311 which has its headquarters in Red Bank. Vice Comdr. of the Flotilla is Victor Fox, former Lt. Comdr. of Shrewsbury Squadron. Of the 140 members of Flotilla 311, about 60 are Squadronites.

Marshall Van Winkle, Jr. N, Chairman of Shrewsbury's local Board of Advanced Grades is Vice Dean of John Marshall College in charge of their newly instituted course in Navigation.

Shrewsbury's first N Class started in June with all 15 graduates of the JN Course reporting. The boys have been busy taking sights and are already working them up.

Shrewsbury's Advanced Grades Classes will start on Friday, October 23rd, at Red Bank High School.

Shrewsbury's honor roll is growing rapidly. The following list therefore will not be complete but in any case Shrewsbury's best wishes go to all the boys in the armed forces.

Douglas Berry, C.B.M., U.S.C.G.R.
L. Beatty, Major, E.A.C.
C. B. Blaisdell, Lt Comdr., U.S.N.R.
P. C. Carling, Coxswain, U.S.C.G.R.
J. D. Carton, Capt., U.S.A.A.C.
L. R. Hardy, Lt., U.S.N.
F. W. Hay, Major, U.S.A.A.C.
W. G. Lawrence, C.B.M., U.S.C.G.R.
G. H. Piercey, U.S.A.
L. R. Piercey, U.S.A.
F. R. Prokupeck, U.S.C.G.R.
F. O. Wilkins, Capt., U.S.A.

SOUTH JERSEY

Probably the first reported casualty in the United States Power Squadrons is Franklin M. Cooke, a member of South Jersey's AP Class, when he enlisted last Winter. Serving aboard the converted yacht 'Cythera' as Machinist Mate 1st Class, he saw plenty of service during the time the yacht was on sub-chaser patrol off the coast. In early Summer, Mrs. Cooke received word from the Navy Department that the boat was missing and all aboard reported missing.

However, one survivor reports that he is a prisoner in Germany. Whether the U.S.S. 'Cythera' was captured or sunk, whether there was but one or many survivors no one knows. But at present, Franklin Cooke, Pilot, is missing.

SOUTH SHORE

As reported in the Local News from Great South Bay Squadron, South Shore joined its offspring in a combination Rendezvous and Piloting Contest. See the report under Great South Bay for details.

SPRINGFIELD

June Rendezvous cancelled due to shortage of gas. This Squadron's Signalling Class started on June 8th has met every Monday night. Thirty-nine members are enrolled and are practicing avidly using the Squadron Blinker System to send messages back and forth across the Connecticut River.

Membership in the Springfield C.G.A. Flotilla is largely made up of members of Springfield Squadron. The C.G.A. meets one night a week and is catching up on Squadron instruction.

This activity at the Springfield Yacht & Canoe Club is bringing in more members, many joining because of the difficulty in getting gas to drive to the Sound.

SUSQUEHANNOCK

Initial rendezvous of this new Squadron was held over weekend of August 15th-16th at Cabin John Creek on the Chesapeake Bay. Weather man cooperated wonderfully and the party was a huge success. Sunday was occupied with water sports and at about 2:30 P.M. the Squadron left Cabin John Creek and cruised en masse to Turkey Point from whence each boat headed for her home port.

Active service members of this Squadron are:

Past Comdr. J. H. Smith, Lt., U.S.N.R.
W. R. Dillaty, Capt., E.A.C.
J. F. Miley, Lt., E.A.C.
W. J. Wolton, U.S.C.G.R.
T. O. Ehrhart, U.S.C.G.
W. S. McCaughey, U.S.C.G.R.

Other activities of the Summer included a farewell party for Comdr. Smith and two rendezvous.

TACOMA

Activities of our members have been limited because of varied other war time interests.

Most of Tacoma members belong to various C.G.A. Flotillas and their time is being taken up by regular patrol duty or instruction in Elementary Piloting. Past Comdr. Clyde M. Hunt now lieutenant in the U.S.C.G.R., while on duty at Astoria this Summer started a class in Elementary Piloting among the U.S.C.G.A. members there. This group will be a good prospect for a new Power Squadron unit some time in the future.

In the armed forces:

C. M. Hunt, Lt., C.G.R.
H. W. Heath, Warrant Officer, U.S.C.G.R.
W. D. Woodburn, C.B.M., U.S.C.G.R.

WATERTOWN

Comdr. James F. Larney reports that he has had a busy Summer. Being Comdr. of Watertown C.G.A. Flotilla No. 11 as well as Senior Officer of the C.G.A. Dis-



A part of Watertown Squadron's growing fleet. Ships in the Clayton Flotilla, C.G.A., tied up at Grindstone Island, in the Thousand Islands.

trict has kept him hopping. First Aid and Signal Classes under competent instructors were organized and limited patrols on the St. Lawrence River along the International Border were established for indoctrination and practice. The Clayton Flotilla was considerably expanded, bringing in men located on the River year round and who were particularly familiar with the area. A new C.G.A. Flotilla was recently established at Alexandria Bay.

Watertown Squadron sent in some 30 candidates for the E.A.C. A partial list of the men in service are:

Dr. T. Sickles, Lt. Comdr., U.S.N.
C. R. Stanley, Capt., E.A.C.
S. Joynt, Lt., U.S.A.A. Corps
M. J. Marlowe, U.S.A.
H. J. Besha, Lt., N. Y. State Guard
A. B. Solar, Brooklyn Navy Yard
F. J. McCormick, U.S.C.G.R.
H. J. Mercier, Ensign, U.S.N.
E. J. Van Alstine, Ensign, U. S. N.
E. J. Pelton, Mgr. Hutchinson Boat Works, for the Navy.

Rear Comdr. E. P. Langworthy for the Sixth District spent his vacation among the Thousand Islands. It was Comdr Larney's good fortune to meet up with the Rear Commander out on Lake Ontario and the two boats tied up for a visit while Comdr. Langworthy's sailboat continued to forge ahead under a favoring breeze. One of the few times on these waters that a motor boat has been towed by a sailboat.

Watertown Squadron held their Annual Cruise on July 19th with a big turnout. Formations and marine maneuvers on the Clayton waterfront and the cruise continued down the Canadian Channel to International River and through Lost Channel, Fiddlers Elbow and beneath the Canadian span and back from below Alexandria Bay.



Nostalgia again!—for the fluttering Ensign, summer seas and fine fishing. Another Watertown P. S. 'shot'.

WESTCHESTER

This Squadron reports with great sorrow the death of Stuart M. Close JN, on July 22, and Mark Rowe on August 31st.

Westchester's War Committee is credited with having forwarded over 150 names of candidates to the E.A.C.

There are some 226 active members in our Squadron and 30 of them are already in the armed services. Over 60 members have joined C.G.A. Flotillas.

Twenty-seven new members were graduated from the EP Class back in April under Horace Leavenworth JN. Horace is now a Captain in the Army Air Corps and his duties have been taken over by Lt. George E. Woods JN. No plans have been laid as yet for a general EP Class in Westchester this Fall, but a program has been mapped out to instruct new members in the various Flotillas along the New York and Connecticut Shore to prepare them for an EP examination in December.

Thirteen members received JN Ratings this Spring. Twenty-eight men won their AP Star. A second AP Class is

awaiting the results of their examination taken recently. There are six new N Ratings in the Squadron and 10 men enrolled in the new N Class which has already started.

On August 21st, Bob Norton N, was elected Treasurer of Westchester Squadron to fulfill the unexpired term of Jim Haggerty N, whose entry into the armed services forced him to retire.

WILMINGTON

The second group of the Naval Officers Training Course conducted by this Squadron finished early in August. A total of 20 men were enrolled in this group. A new class began early in September. The meeting sponsored by the Squadron for the E.A.C., held on August 11th, was attended by 300 representing the entire Fifth District of the U.S.P.S. One hundred and twenty completed applications were a result of this meeting. In addition 160 had been previously forwarded to the E.A.C.

Advanced Grade Courses in all classes will begin early this Fall.

Exclusive of the C.G.A., Wilmington has well over 10% of its members in active service. These men are:

D. N. Black, U.S.A.
R. A. Moosmann, Lt., U.S.A.
H. W. Sheward, Lt., U.S.A.
G. B. Ward, Jr., Lt., U.S.A.
D. M. Long, Tec. Sgt., U.S.A.
M. Harrington, U.S.A.
W. H. Collins, Lt., U.S.N.
R. F. Courtney, Lt., U.S.N.
E. du Pont, Jr., Lt., U.S.N.
R. P. LaViness, Lt., U.S.N.
G. A. Brouse, Lt., U.S.N.
C. M. Whitesell, Jr., Lt., U.S.N.
G. B. McCrea, Lt., j.g., U.S.N.
W. Cresson, Jr., Lt., j.g., U.S.N.
H. R. Silliman, Lt., j.g., U.S.N.
W. G. Weisbrod, Jr., Lt., j.g., U.S.N.
R. W. Eaton, Av. Mach. Mate
J. H. Jones, S. 1c.
W. H. Kiler, Jr., S. 1c.
T. P. Chandler, B.M., U.S.N.
W. E. Reed, C.B.M., U.S.N.

TELL-TALES

WHAT STRANGE FLAG IS THAT, the Chinese officers asked when they saw Captain Ed Zust's Power Squadron Ensign snapping bravely in the breeze beneath Old Glory over the Captain's headquarters tent—somewhere in China. Now Officer in Charge of a certain Chinese airport, Captain Zust, a few short months ago was Bayside Squadron's able and active First Lieutenant. En route to China when the Japs plastered Pearl Harbor, Ed was nearing Singapore when his ship was ordered to Java. Captain Zust has carried the Squadron Ensign with him through thick and thin for nearly a year. The best of luck to you, Ed, and 'Keep the Ensign Flying'...

SUTPHEN SAYS, and he ought to know because he's president of the National Association of Engine and Boat Manufacturers, that there will be thousands of new converts to the sport of boating after the war. The multitude of men serving their country afloat today, a great many of them with no previous experience on the water, will joyfully join the oldtimers when peace comes. We are in complete agreement with Mr. Henry R. Sutphen and with him we say—"Let it be soon!"...

STANDING OUT TO SEA, the former ocean racers 'Edlu', 'Sunbeam' and others, made a pretty picture in the setting sun off a well-known fishing port the other day as they started out on their offshore patrol duty. The overwhelming response to the Coast Guard's call for men to man these sailing ships has resulted in an ever-tightening cordon through which U-Boats are finding it increasingly difficult to slip without detection. More power to those windjammers!...

BREEZING THROUGH Coast Guard Auxiliary examinations in Piloting, Power Squadron men in the U.S.C.G.A. have

been the envy of other Auxiliarists. But some of our members haven't done so well in Signalling. This condition will be remedied by the Signalling Course Committee of the Committee on Special Courses who have been busy all summer shaping up special courses for Squadrons covering Signalling, Seamanship and Motors...

KEEP 'EM COMING, says Past Chief Comdr. Fred Horenburger, Chairman of the U.S.P.S. War Course Committee. He refers of course to Naval and Coast Guard Officers signing up for the rapid-fire refresher courses conducted by the Power Squadrons aboard the 'U.S.S. Wheeling', foot of 22nd Street and East River in New York City. Classes in Piloting and Celestial Navigation are constantly in session. As soon as one course ends another begins. The courses have been highly praised by Navy officials as a valuable contribution to the War effort...

OLD TIMERS EVERYWHERE are coming out of retirement to serve again. Dr. A. B. Bennett of Washington, D. C., Chief Commander from 1920 to 1923, and author of that fine little booklet on weather with which every new member is welcomed into the Squadrons, has just signified his willingness to go to work on one of the special war-time-committees. The good old Squadron spirit was never stronger!...

SIGHT AT SEA is amazingly improved by a pair of good binoculars. There's many a Coast Guard officer on duty who would thank you no end for the loan of those glasses of yours reposing in a desk drawer at home. If you can spare them why not offer them to the Coast Guard District Headquarters nearest you. You'll get them back at the conclusion of hostilities if they're still in service...

AT THE SEPTEMBER GOVERNING BOARD MEETING

Meeting was called to order at 1:45 P.M. in the Hotel Astor, New York City, on Monday, September 14th, 1942, by Chief Comdr. Sayers at which time he called on Past Chief Comdr. Morse to read the invocation.

* * *

Comdr. R. E. Wood, U.S.C.G., and Lt. Comdr. P. D. Mills, U.S.C.G., were present representing the Coast Guard. Both spoke briefly on Coast Guard Auxiliary matters. Comdr. Wood asked for continued U.S.P.S. cooperation with the U.S.C.G.A. Lt. Comdr. Mills gave a brief report on the results of a test of the U.S.C.G. Reserve.

Following this the various officers rendered their reports, which were voted accepted with thanks. The Chief Commander's report will be found in detail elsewhere.

* * *

Vice Comdr. Perry reported progress in that routine duties of his officers were in order.

* * *

Rear Commanders of various districts then reported and the general tenor of remarks were to the effect that Squadron rendezvous had been curtailed and Squadron cooperation with the C.G.A. greatly increased.

All Rear Commanders reported good response from the members in their districts in connection with the recruiting drive of The Engineer Amphibian Command. Rear Comdr. Kiler of District No. 5 said that Col. Salzman was besieged with questions until 3 A.M. at his meeting with Squadrons in District No. 5.

Rear Comdr. Langworthy of District No. 6 reported that he expected increased

winter efforts to more than offset the slackness of summer activities.

On the other hand, Rear Comdr. Haedrich of District No. 3 reported that Squadrons in his district held 15 rendezvous despite all gasoline shortages, and other curtailments. Rear Comdr. Haedrich also reported that Squadrons in his district were intensely active in the C.G.A.

* * *

By letter, Rear Comdr. Burks of District No. 8 reported that Miami P. S. is almost 100% engaged in work with the armed forces.

* * *

Rear Comdr. Stick of District 19 reported that 62 applications had been sent to the E.A.C. and reported that the manner in which fall classes were being organized was most gratifying.

* * *

Secretary—Chief Commander Sayers reported routine duties of Secretary's Office in good shape and that Mr. Busch would record the minutes and was attending to various details of the office.

* * *

The Secretary's Report showed that new members admitted in 1942 were almost 15% ahead of similar period in 1941. Secretary pointed out that it was impossible to keep the mailing list for THE ENSIGN and other Squadron literature up to date with all the changes of address due to men going into service occurring so rapidly.

At this point the subject of a service flag and the appointment of a committee to handle its purchase was brought up before the board by Chief Commander Sayers. He announced the appointment

of Past Chief Comdr. Funk as Chairman of this Committee. Following a brief discussion of the subject by Past Chief Comdr. Funk it was voted that a service flag with a removable number be procured at a cost of approximately \$35 and that all local Squadron Commanders submit the number of men in their Squadron who are in the service to the Chairman of the Service Flag Committee.

* * *

Treasurer Charles A. Brady N, reported the financial affairs of the U.S.P.S. in sound condition. He stated that to date dues had been waived for about 200 members in the services. However, he pointed out that this was no indication of the total number of U.S.P.S. in the armed forces since many do not take advantage of the dues waiver.

* * *

Under the heading of unfinished business the Vice Comdr. published a report on the recommended procedure for District Conferences. It was voted that the report be accepted and filed and that copies be sent to the G/B with the minutes for action at the October meeting.

The Vice Commander then offered the following resolution which was voted adopted:—"WHEREAS, the war effort of the U.S.P.S. and its members is of primary importance, and WHEREAS, there does not now seem to be any urgent need for two district conferences a year, NOW, THEREFORE BE IT RESOLVED that the Fall District Conferences may be suspended for the duration of the war, until further action by the G/B."

* * *

Following this the various Committee Chairmen gave their reports which will be found in detail under the heading "Reports from the Committees".

AT THE OCTOBER G/B MEETING

The meeting was called to order at 1:40 P.M., October 13th, at the Hotel Astor. Past Chief Comdr. Jackson read the U.S.P.S. Invocation.

* * *

Chief Commander Sayers then announced the sad news that Lt. Comdr. F. K. Gundlach, U.S.N.R., Secretary of the U.S.P.S., had died that very morning, following a long illness. Note: Comdr. Gundlach's funeral was held on Friday, October 16th, at 2 P.M., at Campbell's Funeral Parlor. It was very impressive, with many of his officer friends in the Navy and U.S.P.S. Officers and Commanders present.

* * *

Rear Comdr. Day introduced: Lt. Comdr. Edge of Northern New Jersey P. S.; Comdr. Wm. F. Avery of North River P. S. and Lt. Comdr. Fayles of the New York P. S.

* * *

Chief Commander Sayers then introduced our honored guest, Rear Admiral Stanley V. Parker, U.S.C.G., a member of the G/B, who praised the U.S.P.S. in a short talk to those present. Admiral Parker stayed through the entire meeting.

* * *

Editor Walter R. Juettner introduced Mr. Millard Bennett, of the Conservation Division of the WPB who talked inspiringly about 'Scrap' Salvage.

Mr. Bennett said his experience in speaking to groups all over the country showed him that the general public just don't believe that the scrap metal shortage is as serious as it's been painted.

"But", said Mr. Bennett, "I can tell you gentlemen in all seriousness and truthfulness that the result of the war may well depend on the speed with which this country gets its iron and steel scrap to the steel mills".

Mr. Bennett then pointed out that while iron and steel are perhaps the most

urgently needed metals there is also a dire need for tin and non-ferrous metals. He explained that the only tin still available to the United States is a meager supply from Bolivia. In addition to the fact that this source can supply only 10% of the tin needed the quality is inferior which, of course, doesn't help the situation. Mr. Bennett ended his talk with an impassioned plea to everyone to please believe that all metals are on the critical list for the duration and to support all salvage efforts conscientiously.

* * *

Following Mr. Bennett's talk Editor Juettner requested that everyone at the Governing Board Meeting pass the word along. He pointed out that no efforts were being made by any agency to organize and collect metal scrap from Boats, Yacht Clubs and Boat Yards. He asked that each individual Squadron assume this responsibility for its territory. Editor Juettner passed out copies of a new 36-page booklet entitled "Scrap—and How To Collect It", just issued under the auspices of the War Production Board. Anyone interested in securing copies of this booklet can get them by writing to Mr. Douglas Hartsorne of the Conservation Division of the War Production Board at—Gas & Light Building, 11th and H Streets, N.W., Washington, D. C.

Copies of a marine scrap check list were also given to all attending the Governing Board Meeting. This is reproduced on Page 37 of this issue.

* * *

The Minutes of the previous meeting in September, as mailed to members, were approved.

* * *

Chief Commander Sayers and Vice Comdr. Perry made brief reports of progress.

* * *

Rear Commanders to report were:

James H. Purdy, Jr. N, District No. 2, who stated all EP and AG classes were under way or would start shortly. Of a total membership of 759 in the District, 73 were in armed forces with this number increasing each week.

Ambrose Day N, District No. 4, stated some EP classes were under way earlier than usual, all AG classes in session, some Squadrons were to hold two EP classes this Fall and Winter. Of 1,340 membership in District, 200 are in the armed forces.

William H. Kiler JN, District No. 5, counted 1,584 members in 10 Squadrons in his District, a large percentage being in the service.

E. P. Langworthy JN, District No. 6, said everything was OK in No. 6, and last week Lt. Wm. A. Smith, U.S.C.G.R., (Commander Staten Island P. S.) addressed a meeting at Rochester, N.Y., speaking about the work of the U.S.C.G.R.

John E. Burks N, District No. 8, through Comdr. Jackson, said many men in the District were in service.

John C. Stick, District No. 13, in a letter read by Rear Comdr. Purdy, said new classes in Los Angeles had started with 15 in N; 21 in JN; 30 in AP and EP to start October 20th.

* * *

U.S.P.S. Treasurer, Charles E. Brady N, said September had been quiet, that financial affairs were in good shape, and expressed a warning about overspending.

* * *

Past Chief Comdr. Harold H. Funk N, Chairman of a Special Committee for purchasing a Squadron Service Flag reported purchasing the Flag. It was then observed hanging in the room. A removable number is to be placed thereon representing number of members in the service. 60 Squadrons have sent in this information representing a total of 6,000 membership, with 895 in service. If this ratio continues for balance of Squadrons, the grand total will be 1,400 or 14% of total membership. This includes C.G.A.'s on active duty with U.S.C.G.R.(T).

* * *

Chief Commander Sayers urged that all members-at-large endeavor to affiliate with some local unit. All applications for membership at large should go to Rear Comdr. H. R. Philbrick N, 30 Terry Road, Hartford, Conn.

REPORTS OF THE COMMITTEES

ADVANCED GRADES

Leon G. Telsey, Chairman

At the September G/B Meeting it was voted that the resignation of John Wilde N, Chairman of the Committee on Advanced Grades, who is now on active duty with the United States Navy, be accepted with regret. It was voted that Leon G. Telsey, 33 Liberty Street, New York, N.Y., be elected by the G/B to fill the unexpired term of John Wilde.

Leon G. Telsey reported that the AP Course papers had been revised with the lectures on weather removed from JN to AP. Otherwise JN remains unchanged. An errata sheet has been prepared and will be forwarded with JN Course papers.

The N Course is substantially the same.

Arrangements have been made to use a reproduction of Chart 1210 in AP work since the new U.S.C.&G. charts printed for this area show so many changes or absences of Aids to Navigation due to the war.

Chairman Telsey asked all Power Squadrons to save their copies of the 1942 Tide & Current Table because they may be useful in next year's examination.

ADVISORY

W. E. Morse N, Chairman

At the September G/B Meeting, Chairman Morse made the following recommendations which were acted upon as follows:

It was voted that Rear Admiral Stanley B. Parker, U.S.C.G., be elected to membership in the U.S.P.S. It was voted that the Admiral be elected to membership on the G/B.

It was voted that the resignation of Rear Comdr. Lee Nelson, on active duty

with the U. S. Navy, be accepted with regret.

It was voted that Charles R. Austerberry, 18926 Bretton Drive, Detroit, Mich. be appointed as Rear Commander of District 9 to fill the unexpired term of Rear Comdr. Nelson.

BULLETIN

C. F. Chapman, Chairman

At the September G/B Meeting Comdr. Chapman reported that 45,000 1943 Bulletins had been printed and that 26,000 were already ordered. Copies of the Bulletin will go forward with THE ENSIGN.

ANNUAL DINNER

U. G. Graffam JN, Chairman

In the Chairman's absence Marshal Van Winkle, Jr., requested instructions regarding the Annual Dinner-Dance. Following a discussion at the G/B Meeting in September the Chief Commander suggested that if it is at all possible the Annual Dinner-Dance should be held in 1943. It was voted by the G/B that the Annual Dinner Committee make a survey to determine how many can attend and report at the October Meeting. It was also voted that the G/B tentatively set the date of the Annual Meeting for January 23, 1943.

LEGAL

J. H. Purdy, Jr. N, Chairman

At the September G/B Meeting he reported that the U.S.P.S. has been granted exemption from filing a Federal Income Tax Return and that all local Squadrons not incorporated are covered by this exemption. If a local Squadron is incor-

porated it must file application for exemption or file a tax return.

LEGISLATIVE

W. A. Smith JN, Chairman

Comdr. Smith reported that his Committee was compiling a record of work done by the Power Squadrons in the various war efforts. He expected to have this completed soon. He remarked that the percentage of men in the Squadrons receiving commissions was extremely high.

NATIONAL WAR COURSE

F. W. Horenburger JN, Chairman

At the September G/B Meeting reported classes in Navigation and Piloting being continued. This Committee has been operating all during the summer and are now completing a second Celestial Navigation Course. New Piloting Classes are underway. Chairman Horenburger stated that the classes were held aboard the 'U.S.S. Wheeling' in New York City and that three branch classes were held one each in Perth Amboy, the Brooklyn Navy Yard, and at 33 Pine Street, New York, N. Y.

RULES

H. A. Jackson N, Chairman

At the September G/B Meeting presented the following amendments to the U.S.P.S. By-Laws which were voted by the G/B:

Article 1, Section 9. The G/B shall have power to establish special classes of instruction and/or training, fix the standards therefore and appoint officers and committees to conduct such instruction and/or training.

Article 2, Section 5. The G/B may award such certificates or other recognition as it deems proper to those members who have passed prescribed examination

in special instruction 'classes' and/or training as specified in Article 1, Section 9.

Page 14—Change date after "Amended to" to "September 14, 1942."

At the June Meeting of the G/B this Committee presented Amendments to the By-Laws of the Finger Lakes Power Squadron as passed by them but pointed out that the papers were too incomplete to be approved. Proper papers were received, and approved as of June 8, 1942, and local Squadron so notified.

Out in California a Power Squadron has been formed in the City of San Diego and carries that name. The Squadron has the hearty support of Rear Comdr. Stick. The papers received by the Committee on Rules were so faulty that no action has been taken. In lengthy correspondence with the elected Secretary-Treasurer of San Diego Squadron—Mr. H. W. Bull and with Rear Comdr. Stick, mistakes and omissions were pointed out. Papers were returned on July 24, 1942, to San Diego Squadron. Since then this Committee has heard nothing further.

SPECIAL COURSE

Terrell E. Cobb N, Chairman

At the September G/B Meeting Chief Commander Sayers asked for the G/B's approval of his appointment of Dr. Terrell Cobb as Chairman of this Committee following the resignation of former Chairman Martus during the Summer.

At the September G/B Meeting Chairman Cobb in his report recommended that Somerset Russel, Jr., 60 Beaver Street, New York, N. Y., be appointed Chairman of the Signalling Course. This was approved by the G/B.

The G/B also voted that Marshal Van Winkle, Jr., 1 Exchange Place, Jersey City, N. J., be appointed Chairman of the Motor Mechanics Course. It was also voted that Charles L. Petze, Jr., 105

Harmony Street, Wilmington, Del., be appointed Chairman of the Seamanship Class.

Following discussion by the G/B it was voted that the sum of \$300 be appropriated to start the Seamanship Course and that the charge to students be \$1 per set of papers.

It was voted that the Signalling Course Committee be granted appropriation of \$300 for production of the Signalling Course and that the charge to students be fixed by the Committee but not to be under \$1 per set.

The text of Chairman Cobb's report at the September G/B Meeting was:

"After due consideration and investigation it is the feeling of the Committee that there would be of considerable advantage in the conduction of certain courses not now given. As you all know our present classes deal entirely with Piloting and Navigation, leaving untouched other important subjects which may be equally vital to a U.S.P.S. member. Namely, Seamanship, Motor Mechanics, Signalling, First Aid, Maneuvering Board, Meteorology and Air Navigation—if and when the need becomes apparent.

"It is the understanding of the Committee that Motor Mechanics, Signalling, and First Aid have been approved by the G/B for the preparation of syllabus, problem sheets, and examination forms. The syllabus on the Motor Mechanics or Engine Course, is now available to members at a reasonable charge and at the present time we know of five Squadrons conducting such classes.

"Work on the Signalling Course outline has been completed and will be available shortly.

"Due to the exigencies of the war the American Red Cross has already organized classes on First Aid Instruction. Therefore, at this time the U.S.P.S.

would be unnecessarily duplicating efforts if it were to carry on this work. It is felt further that should the U.S.P.S. desire at any time that their members be required to qualify in First Aid work, for any award of certificate, that an American Red Cross Standard Course Certificate be acceptable for this Award.

"When the present Chairman was appointed a special committee had already been named for the purpose of preparing a course syllabus in Seamanship. This syllabus has been completed by Charles L. Petze of Wilmington Squadron. We strongly recommend that the G/B approve this course.

"At the present time the Special Course Committee is functioning similar to the Advanced Grades Committee, that is there is a General Committee and a Subcommittee Chairman of Members.

"We recommend that a National Certificate of Proficiency be awarded to members of the U.S.P.S. who successfully complete the various courses. We feel further that the responsibility of instruction shall be carried on in the same manner by the U.S.P.S., as the Advanced Grades Courses are at the present time. It is our feeling in this way only, can uniformity be attained in the required qualifications.

Respectfully submitted,

DR. TERRELL E. COBB, N,
Chairman, Special Course Comm.
869 Broadway,
E. Providence, R. I."

The Seamanship Course developed by Mr. Charles L. Petze of Wilmington Squadron is so comprehensive that the G/B approved the printing of a digest of the course in THE ENSIGN. This will be found on Page 35.



ENGINEERS' AMPHIBIAN CORPS ATTRACTS OUR MEN

Biggest Meeting in Squadron History Held on July 15

INSIDE Hotel Astor's Grand Ballroom, which has witnessed many a large Squadron meeting, there was an air of tense expectancy. The occasion was one which had long been publicized to Squadron men the length and breadth of the country—the BIG ANNOUNCEMENT regarding the Engineers' Amphibian Command. Over two thousand Squadron men in the audience were waiting to hear the news.

Col. R. L. Salzmann, who has since spun the story of the E.A.C. at many another Squadron meeting, offered golden opportunity to many who had long wondered how the country could best use their small boat experience in wartime. To others, the Colonel's news was not good. Briefly, we were told the Amphibian Command wanted men who were tough. Men who could take it. Men with brains and brawn. And according to an immutable army regulation, the men selected for service in the E.A.C. had to be between the ages of 18 and 45, and not from 18 to 52, as some previous advance news had stated. Officer candidates had to have a college degree or its equivalent, plus executive and technical ability and a proved record of being able to handle boats and men. Stunned by this news, many a Squadron oldster who had figured on giving his

all in a spot where it would be most useful, voiced his disapproval.

Col. Salzmann, put on the spot, explained that he had no part in making up the requirements, that he simply had to state them. That the job that had to be done was a tough one, perhaps a long one. That the work of the E.A.C. would be done far from home, and not as a coast defense assignment as some Squadronites thought. "This unit is not going to guard any shores of the United States" the Colonel explained. "We're not commandos. Commandos hit and run. We don't run."

The E.A.C. unit, which will be trained in gunnery, combat formation and close order drill, is located at Camp Edwards, Mass. Higgins landing boats and other suitable craft are used for training purposes. Since Col. Salzmann's talk at the Astor, and his talks to local Squadrons and yachtsmen's groups, the E.A.C. has finished recruiting its first contingent. Because Squadron training and organization furnished ready-made, highly-trained personnel, a high percentage of E.A.C. officers are Squadron men, with ranks ranging all the way from Second Lieutenant to Major. Three men in one large Squadron were commissioned as majors. A large number of Squadronites

(Continued on Page 43)

U.S.P.S. INTRODUCES NEW SEAMANSHIP COURSE

By CHAS. L. PETZE, Wilmington P. S.

THE Governing Board, at its meeting of 14 September, formally approved the new U.S.P.S. Course in Seamanship, as presented by Dr. T. E. Cobb N, Chairman of the Special Course Committee, appropriated funds for its printing, and ordered the material made available to the Squadrons at once. The Squadrons now have an official course in a subject of vital importance to all yachtsmen.

The Course, which will be conducted similarly to the Advanced Grades Courses, is open to any member of the U.S.P.S. in good standing. It consists of ten lessons and a final examination. The Governing Board has authorized the issuance of a certificate and provided for suitable insignia to denote successful completion.

The first lesson takes up boat construction and nautical terminology. The advantages and characteristics of various designs of power and sail boats, including types of hull construction and the nomenclature of parts, are discussed. The second lesson considers the equipment necessary for safe operation as well as the important question of proper boat maintenance. Lessons three and four are devoted to marlinspike seamanship. In the former, the kinds of rope, fiber and wire, the various knots and splices and their proper use are described, other rope work and the use of the palm and needle are discussed. This basic instruction is crystallized in the fourth lesson—to which two class sessions are devoted—by practical marlinspike seamanship. Among the requirements is the making of a canvas duffel or marlinspike kit bag by each student.

Lesson five, requiring three class sessions, deals with boat handling fundamentals. The more important rules of

the road are reviewed and the practical use and making of weather observations are illustrated. The handling of pulling boats includes beaching through surf as well as other pertinent material. The handling of sail boats includes consideration of the action of wind and water on sail and boat, bending and sheeting sails for various conditions, trim and other subjects of importance to the sailing enthusiast. One full class session is scheduled for the fundamentals of handling power boats. Boat design and construction, state of sea and weather as they affect proper handling, the effects of screw and rudder for both single and twin-screw boats, proper steering are analyzed so that the student may have a full appreciation of just why certain things happen. Lesson six continues the question of proper boat handling, emphasizing conditions while maneuvering in fog or thick weather, in narrow or winding channels, when towing another boat or dinghy, while maneuvering to avoid collision. This lesson also discusses what to do, and not to do, when stranded, when towing off another boat aground. Lesson seven is devoted to clearing an anchorage or mooring in both power and sail boats and lesson eight to anchoring and mooring and to securing ship. Lesson nine considers customs and usages afloat and the characteristics, responsibilities and duties of the skipper. Lesson ten is a review of the course.

Sketches, movement diagrams and similar aids to understanding are required throughout the work. Home assignments, both reading and problem work, are given for each lesson. In order for a man to qualify for his certificate he must obtain a minimum grade in the theoretical work and must demonstrate to

(Continued on Page 43)

THE MONSOON OF SHANGRI-LA

By JAMES LEE, AP
Brooklyn Power Squadron

NORTHEAST of India, far, far beyond the Ganges River, stretches the mightiest range of mountains on earth. So high do the Himalayas rear their frozen summits into the sky that all other peaks with which civilized man is familiar fade by comparison. Still further beyond this lofty rampart lies a high, windswept table land which is known as the Tibetan Plateau. And because of a natural law by which the Creator has decreed that cold air is heavier than warm air and shall forever strive to displace it, the land of Shangri-La becomes the cradle of the Indian Monsoon.

Now you must know that the word **MONSOON** is derived from the Arabian 'Mausim' which means 'season'. India has just two seasons, the Northeast and the Southwest Monsoon. The Northeast Monsoon occurs during our Fall, Winter and Spring months, from late September to May. Then the weather generally is dry and cool, with only occasional rains. The Southwest Monsoon which lasts from May to September brings hot, moist dampness with torrential rains so heavy as to reach over 400 inches, or 33 feet annually at Cherra Punji! Obviously, little can be accomplished in a military way during the Southwest Monsoon; it is during the coming Northeast 'Mausim' that the Japanese will move on India, if at all. And so, because the Monsoon now is on everybody's tongue, let us look into its cause and behold the mighty forces which come into play and the stupendous masses of water and air which are moved when the Monsoon changes.

THE NORTHEAST MONSOON

As our Summer season in the northern hemisphere gradually fades into Autumn, the sun's position relative to the earth sinks closer and closer towards the

equator. Meanwhile, the sun at the bulge of the earth nearest to it has been heating the air at a great rate. Now when the air is heated, it rises, creating a partial vacuum at the place it formerly occupied. As the sun's intensity recedes towards southern India, the cold, dry, dense air begins to collect ever faster in the high pocket of Himalaya-Tibet. Finally, this cold, dry heavy air overflows the high Himalayan rampart, spills down its mighty slopes and over Northeast India, ever seeking to fill the vacuum that nature abhors which in this case was bored in the atmosphere by the sun on its long sweep towards the equator. Over the Indian Ocean it flows, a mighty river of cool air seeking a lower level, exactly as water finds its outlet towards the sea. At last it catches up with the sun, becomes heated, expands, rises and is distributed by the trade winds and the prevailing westerlies once again over the face of the earth.

THE SOUTHWEST MONSOON

But as the Winter season of the northern hemisphere draws to a close, and spring approaches, the sun comes to the end of its journey southward, and turns to the north again, continuing its tactics of boring holes in the earth's atmosphere. As the Spring season progresses, this hole becomes like a trench, deepening to northward under the burning heat of the sun, and filling in to the southward, much as the water fills in the wake of a fast motor boat. The result is that a cool-to-warm gradient builds up in the sun's path, the air becoming cooler and heavier toward the south, which lies further and further from the sun's heat.

Finally this cooler, heavier air at the southern portion of the sun's track be-

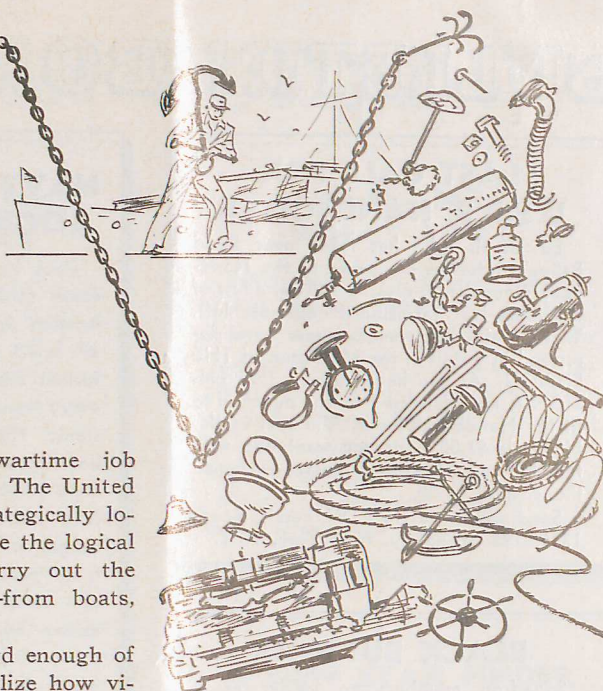
(Continued on Page 43)

ANCHORS AWAY- to the SCRAP PILE!

HERE'S another wartime job that is right down our alley! The United States Power Squadrons, strategically located all over the country, are the logical agency to organize and carry out the drive to get in the scrap—from boats, boatyards and yacht clubs.

You have all seen and heard enough of the Salvage Campaign to realize how vitally important it is to keep a steady supply of scrap iron and steel flowing to the steel mills. The fact that one half of all finished steel is composed of scrap tells the story in a nutshell. Every possible source of scrap is being tapped. Scrap piles are growing in every city, town and hamlet. But as this issue of **THE ENSIGN** goes to press no concerted effort has been made to get the scrap out of the pleasure boating field.

Every Squadron is urged to take the initiative in this respect and go to work immediately. All Squadron commanders should appoint Salvage Committees at once. These men should contact each boat owner in their own units and in addition go after all other skippers in their communities. Then after securing a promise from each owner that they will go over their boats from stem to stern and toss on the scrap heap every bit of useless, broken, worn-out or obsolete metal, the committees should check yacht clubs and boat yards with the same purpose in mind. Contact and cooperate with your Local Salvage Committee wherever there is one. They will get your scrap moving.



BOATS, BOATYARDS AND YACHT CLUBS CAN SUPPLY THOUSANDS OF TONS OF METAL SCRAP

Scrap is junk which we as individuals do not need. As a Nation we need it so desperately that our destiny may hang on the speed with which we get it!

Nothing is too small—every little bit counts! Here is a check list to help you get in the Scrap:

METAL SCRAP CHECK LIST

Old Anchors, Ballast Pigs, Back Stays, Bob Stays, Belaying Pins, Bitts, Blocks, Boathooks, Boom and Mast Fittings, Bolts, Bells, Brackets, Bulwark Plating, Bushings, Cable, Can Buoys, Capstans, Chain and Chain Plates, Channel Iron, Charley Nobles, Chocks, Clamps, Cleats, Compasses, Cooking Utensils, Engines, Davits, Funnels, Gears, Harpoons, Irons, Keels, Leads, Marlin Spikes, Nails, Nuts, Oar Locks, Periscopes (German and Japanese), Portholes, Propellers, Pumps, Pipes, Quadrants, Rails, Rivets, Rudders, Rigging, Sanitary Systems, Screws, Shafts, Searchlights, Shackles, Sheathing, Shrouds, Sidelights, Spreaders, Stoves, Tanks, Ventilators, Winches.

BULLETIN BOARD

LAST CALL FOR U.S.P.S. HANDBOOKS

Ed. Bemis, who has taken over Rand Bailey's duties as Chairman of the Handbook Committee, says he still has a few of the loose-leaf fabrikoid Handbooks left. These useful binders or covers were described in detail in the May issue of THE ENSIGN. As you have noticed THE ENSIGN is now delivered to you punched to fit the Handbook-Binder. The cost of the binder is \$1.00 or if you want one with the 1941-42 Handbook Roster included the cost is \$2.00.

Send your order to E. W. Bemis, Room 1736, 195 Broadway, New York, N. Y.

BLACK BUTTONS

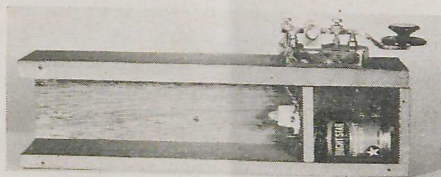
Squadron members no longer need scratch their heads wondering where to obtain black buttons for their Squadron uniforms. The Colonial Yarn House at 1231 Cherry St., Philadelphia, Pa., makes them in plastic for 8 cents each in the large size and 5 cents in the small size. Minimum order 50 cents. Send check or money order.

BLINKER TUBES OR GUNS

Shown in the May issue of THE ENSIGN was an excellent, precision-made blinker gun or tube manufactured by A. Ward Hendrickson & Co. of 337 Adams Street, Brooklyn, N. Y. This company is pleased to announce that the price of this gun has been reduced from \$35 to \$20. Mass production economies have made this possible.

Those who need a blinker gun, don't have the money but are handy with tools should refer to the March issue of THE ENSIGN for complete plans showing how a practicable, efficient gun may be made in the home workshop.

Simplest of all such contrivances that we've seen is Squadron Photographer Selchow's Blinker tube illustrated below. One side is cut away in the photo to show the simplicity of construction.



NAVY COMMISSIONS IN LOCAL PATROL UNITS

Deck Volunteer Specialists, Local Defense (U.S.N. D.V.S.L.D.) is the classification in which experienced operators of small power boats, who may lack formal education requisites, will receive every consideration in gaining commissions. Physical requirements also have been broadened for desirable men. Minimum height is 5 feet 4 inches. Maximum is 6 feet 4 inches. A wide range in weight is allowed provided such weight is in proportion to height. Eyes must test 15-20 or better, corrected if necessary by glasses. Candidates should apply in person to the Officer Procurement Division of their district. Age limits are 22 to 45 years. Principal offices are located in New York, Boston, Philadelphia, Charleston, S. C., Richmond, Va., Washington, D. C., Miami, New Orleans, Chicago, Los Angeles, San Francisco, and Seattle.

BULLETIN BOARD

LEARN NAVIGATION IN TEN NIGHTS

Men from widely scattered points, many of whom are seeking or about to seek commissions in the Navy and Coast Guard, have been delighted with Squadron Historian Harold Baker's condensed course in Celestial Navigation. Unique in its syllabus and methods. Harold's school has earned high praise from authorities. The series of ten lectures are carefully planned for the man who is in a hurry. He can take the course in as little as five weeks if he wishes. The cost is \$35. For full information write The Baker School of Navigation, Hotel Astor, New York, N. Y., or phone WAdsworth 3-7800.

HOW TO GET ENGINE COURSE PAPERS

The Mechanical Instruction Committee of the U.S.P.S. Committee on Special Courses has been highly complimented on the excellence of the course syllabus and study material prepared and published for the exclusive use of Squadron Engine Classes.

All Squadrons organizing such classes should send in orders for the instruction material well in advance of the First Lecture. Group orders from instructors are the preferred method of handling distribution. A check should accompany each order. The cost of each set of papers is \$1.00. Send orders to—Marshall Van Winkle, Jr., One Exchange Place, Jersey City, N. J.

U.S.N.—M2 WHAT IT IS

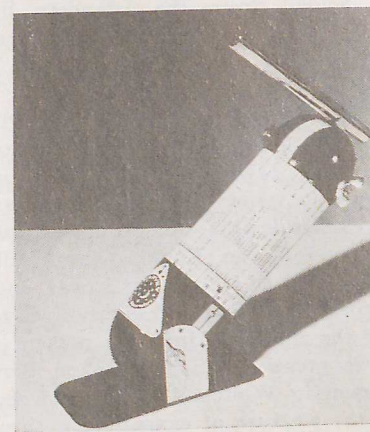
U.S.N. M2 refers to the Merchant Marine Reserve enlisted by the Navy. It is for enlisted personnel between the ages of 17 and 50. They are paid the same rates and have the same ratings as in the Navy. The chief duties will be with salvage work. Anyone with such sea-going experience will be very valuable for this work. Apply at 67 Broad Street, New York. 18th floor.

A NEW STAR FINDER

Harvey's Pocket Observatory, most intriguing gadget to make an appearance in many a moon is also practical. A Naval Observatory official recently commented that the only fault he had to find was that it didn't leave enough work for the student.

Through a special arrangement with the manufacturer, members of the U.S.P.S. may purchase this new instrument at the exclusive low price of \$13.00 postpaid. Add 1% sales tax for New York City.

Order from The Baker School of Navigation, Hotel Astor, New York, N. Y.



NOTES ON THE HISTORY OF NAVIGATION

By F. W. KEATOR, N

Past Chief Commander, U. S. P. S.

(Continued from June-July ENSIGN)

PART IV. Further Developments

IN Part III we mentioned the name of Larcum Kendal as a member of the Board of Longitude which passed judgment upon Harrison's timepiece. Where large sums of public money are involved, such boards are likely to be somewhat reticent about paying the final reward though they may be free and easy with smaller sums. In the case of Harrison the Board stipulated that Harrison should make another timepiece and they also commissioned Kendall, himself a clockmaker, to make two according to Harrison's plan in order to prove that the test had not been a fluke. This he did and we are particularly interested in his No. 2 because it was aboard the ill-fated 'H.M.S.' *Bounty* at the time of the historic mutiny. The timepiece is mentioned in Nordoff and Hall's 'Mutiny on the *Bounty*' and this clock had a rather remarkable career.

When the mutineers landed on Pitcairn Island, they took the timepiece ashore with them and it remained on the island for a number of years. Later it was bought from the Islanders by a Yankee trading skipper who touched at the island. It was taken by him to Valparaiso where, it would appear, he fell on evil fortune because he 'hocked' it. At some later date it was purchased from the pawnbroker by a Spanish grandee in whose possession it remained for a considerable time. It was finally purchased by an English naval officer, who recognized it for what it was, and he returned it to England eighty-five years after the mutiny. Until the present war it was preserved in the United Service Museum in Whitehall, London, where I had the pleasure of examining it through the kindness of one of the curators. Har-

rison's No. 5, which was made in compliance with the order of the Board of Longitude, is preserved in the collection of the Honorable Company of Clockmakers in Guildhall, London. It is to be hoped that it was removed to safety before the Guildhall was demolished by German bombs.

Many clock-makers tried their hand at making chronometers but, of these latter men, the name of Thomas Earnshaw stands out. It was he who invented the detent escapement, used in all modern chronometers, and gave us most of the improvements which are used today. The only difference between modern instruments and those of Earnshaw are in matters of refinement and precision of workmanship. To the reader who is interested in pursuing this subject further, I suggest, "The Marine Chronometer—Its History and Development" by R. T. Gould. While somewhat technical, it is, nevertheless, most interesting reading.

It was many years after Harrison's time until chronometers became at all common aboard ship, particularly on merchant ships. There were several reasons why this was so; it took some time before any considerable number of clock-makers could be trained in the construction of the instruments, and, also, the chronometer is a fairly costly device. For a time the demand far exceeded the supply because most of the early production, in England at least, was snapped up by the Royal Navy. For a while the other maritime nations lagged behind England in the production of chronometers.

Sea-going people are likely to be very conservative and to resist innovations, sometimes to the point of pigheadedness. In many of the records, preserved in our maritime museums, will be found passages which show some questioning of the ad-

visability of expenditures for navigational equipment. Apparently, the attitude taken by some of our early merchant ship owners was that if a captain couldn't get along without fancy navigating equipment he was not fit to be a captain. Even today our merchant officers are required to furnish their own sextants and much of their other equipment. To illustrate, there is a story of a certain English skipper, in the days when chronometers were new, who noticed one of his junior officers coming aboard with a mysterious box under his arm. Upon asking what it contained he was informed that it was a chronometer which the young officer had purchased out of his own pocket. The captain flew into a rage and retorted, "Remove it at once, Sir! We will have no necromancy aboard any ship that I command."

Partly due to the slowness with which chronometers became generally available and partly to the weight of Sir Isaac Newton's championship, the lunar distance theory continued to be popular long after it was completely outmoded. Even as late as 1907 the British Board of Trade required the working of lunars in examination for the Extra Master's or 'red ink' ticket. It was the advent of the radio time-signal which finally spelled the doom of the lunar.

Our own Nathaniel Bowditch (1773-1838) was an ardent proponent of the lunar, probably because of the lack of reliable chronometers in his day. He was not only an able navigator but also an accomplished mathematician, a stickler for accuracy, and an able teacher so long as his teaching could be done informally. He hated lecturing or speaking before large numbers of people. It is said that, in one ship which he commanded, even the cook could work lunars, not alone by one method, but by several.

Bowditch is best known for his epitome of navigation, *The American Practical Navigator*, first published in 1802. This work was a result of Bowditch's discovery of many errors and misstatements in a current standard book by Hamilton Moore. This work, published originally in England, had been repub-

lished in America by Edmund Blount of Newburyport, Mass. He was about to publish a second American edition when he asked Bowditch to take copies to sea with him, on his next voyage, and make necessary corrections. Bowditch found so many errors, approximately 8,000, that it was decided to drop the new edition of Moore and start with a clean slate.

The new *American Practical Navigator* was an immediate success partly because of the weight of Bowditch's name (he had gained considerable fame as an authority on navigation) and also because the book very quickly proved its own value to the practical mariner, being written in a style which he could easily understand. The first edition was a far cry from the book which we know and use today; it contained a great deal of material on seamanship, master's business, duties of a supercargo, etc., in addition to the purely navigational matter. It was truly a 'mariner's bible' in those days.

Ten editions of the book came out during Bowditch's lifetime and more than 30,000 copies were sold. Eight more editions were brought out after his death and then, in 1866, the copyright was purchased by the U. S. Hydrographic Office which has revised and published it ever since.

Bowditch was highly esteemed in his day; proof of this can be found in the facts that he was given the LL.D. degree by Harvard in 1816, after which he was always known as Dr. Bowditch, and in 1829 he was elected president of the American Academy of Arts and Sciences having been a member since 1799. His career is all the more noteworthy when we realize that he was almost entirely self taught. But, in spite of all his other scientific works, the *American Practical Navigator* stands today as the monument to one of America's most illustrious sons. He died 16 March 1838 at which time the Boston Marine Society spread the following resolution upon their records; to quote in part:

"As an astronomer, a mathematician, and a navigator himself, a friend and benefactor has he been to the navigator and seaman, and few can so justly appre-

ciate the excellence and utility of his labours, as the members of this Society". The latest biography of Nathaniel Bowditch is called 'Yankee Star Gazer' by Robert E. Berry and published by Whitlesey House, New York. It is extremely well written, thoroughly documented, and should be read by every member of the Squadrons.

Of course the longitude determination, by means of the chronometer, was then, as now, the familiar time-sight. One of the elements employed in the reduction of this observation is the dead reckoning latitude; a fact which somewhat limits the usefulness of the method. Unless the observation is made of a body on or very near the Prime Vertical (true east or west of the observer) an error in the latitude, used in reducing the observation, is reflected in the longitude; the further from the prime vertical the larger will be the resulting error. This fact was well understood by real students of navigation but was not generally understood by the average practical navigator who knew how to work out his sights but did not know why the results came out as they did. The same is true even today among all too many of our merchant officers.

A few months before Bowditch's death came a discovery which was to revolutionize the method of reducing observations; the discovery of the line of position. The remarkable thing about this discovery is that it was made, not in the quiet of a mathematician's study, but by a practical navigator in the stress of a gale at sea.

The man who made this discovery, Captain Thomas Hubbard Sumner, was born in 1807. His father was Thomas W. Sumner, an architect by profession, who served as congressman from Massachusetts from 1805 to 1811. Captain Sumner attended Harvard graduating in the class of 1826, shipped as a foremast hand in the China trade and became captain some ten years later. He became hopelessly insane in 1850 and was committed to an asylum near Boston. Thus far I have not been able to find any record of the date of his death.

The rather thrilling story of the discovery is contained briefly in Bowditch in the Chapter on the Sumner Line and it is rather phenomenal that such a prosaic volume should devote space to the story. The Bowditch version is a copy, in part, of the original description in Sumner's own book, 'A New Method of Finding a Ship's Position at Sea' published by Thomas Groom and Co., Boston. The first edition of this book must have come out about 1842 or 1843 judging by the copyright date 1843. At least four editions were published, the fourth in 1857. The copyright was purchased by the Government in 1854. The cover of the fourth edition is embossed in gold with the picture of a ship's captain, in frock coat and high plug-hat, preparing to take a sight with a large octant which he holds before him like an Irish harp. The early pages contain letters of recommendation written by sea captains, naval officers, etc., one letter being signed by Matthew Fontaine Maury who was a lieutenant in the Navy at that time.

The great difficulty with Sumner's original method, of solving for the line of position, is that it requires at least two complete solutions of the problem; the second solution being made with a different latitude than the first, all other elements being the same. This is the so-called 'chord method'. The third and fourth editions, which were revised by T. H. Safford, Jr., of Cambridge, Mass., contained some notes, by him, which illustrated the 'tangent method' which required only one solution for the longitude but added another for the azimuth or bearing of the line. The tables at that time required solutions involving both natural and logarithmic functions of the angles which made the computations a bit cumbersome. When the tables of natural and logarithmic haversines became available, the solution was considerably improved. The next article will show how Sumner's discovery was still further improved leading directly to our modern methods.

(Don't Miss Final Chapter in Next Issue)

ENGINEERS' AMPHIBIAN CORPS ATTRACTS OUR MEN

(Continued from Page 34)

have entered the E.A.C. as enlisted men and as non-commissioned officers.

Again, after twenty-five years, the Squadron is putting its all into the work of another war—a greater war. But the situation is somewhat different than it was a quarter of a century ago. We are a larger, stronger, better trained body. Today, the importance of the small boat in warfare has been recognized. Dieppe and Dunkirk already have given ample proof. Though the work of our own small boatmen may never be dramatized as was Dunkirk, we all will know—and so will our country—that in the greatest battle for the good of mankind, the Squadron was ready.

U.S.P.S. INTRODUCES NEW SEAMANSHIP COURSE

(Continued from Page 35)

the satisfaction of the instructor his practical ability afloat. To this end, practice cruises are planned.

The course papers include a student's outline, instructions, reading assignments and assigned home problems. The charge for the course papers is \$1.00 per set, not including required texts. The required texts are:

Bluejackets Manual U. S. Naval Institute	1940	\$1.25
Cloud Forms, U. S. Weather Bureau No. 956.....	1938	0.10
Forecasting the Weather, A. B. Bennett, U.S.P.S.	1940	0.50
Piloting, Seamanship and Small Boat Handling, Chapman.....	1942	2.50
One good book on sail boats		

It is the expectation of the Committee that other text material, available without charge, will be sent to each student.

The Squadrons will be furnished, without charge, one set of Instructor's detailed lesson outlines, text references, and (perhaps) answers to home problems for every ten sets of course papers purchased.

The Committee has endeavored to prepare a course of the same high caliber

as the Advanced Grades work. The U. S. Naval Academy, and other Service schools, have demonstrated that the principles of seamanship, as well as navigation, can be taught in the classroom and the student's knowledge crystallized by practice afloat. The U.S.P.S. Seamanship Course has been formulated to attain these ends.

Orders for sets of course papers, accompanied by checks payable to the U. S. Power Squadrons, may be obtained from the Course Chairman, Charles L. Petze, Jr. AP, 105 Harmony Street, New Castle, Delaware. The material is now in the printer's hands and should be ready for distribution in the near future.

THE MONSOON OF SHANGRI-LA

(Continued from Page 36)

gins to displace the warmer, lighter air towards the north, exactly as it did during the northeast monsoon. As though the sun were pulling this cooler air after it, the heavy air-mass moves northward to fill the abhorrent vacuum. The southwest monsoon has begun.

Northward the monsoon moves from its origin in the southern Indian Ocean until it meets the southeast trade winds which are blowing in a northwesterly direction. Under the influence of the monsoon, the trade winds are deflected towards the right, and the reinforced southwest monsoon proceeds northward. Because of the moisture it has picked up in the Indian Ocean it is a very moist wind. When it reaches the Himalayas it is forced upwards until it no longer can contain its moisture and heavy rains result. This is the hot, rainy monsoon that brings life to the growing crops. Because of the steady, moderate breeze, the heat is not so oppressive as it would be otherwise.

Between monsoons while the pressure distribution is changing, the winds are light and variable, but also hot and humid. This results in rather uncomfortable living conditions. But by not indulging in violent exercise and doing as the Indians do, one may get along in India with a minimum of discomfort.

BOOK REVIEW

'NAVIGATION FOR MARINERS AND AVIATORS'—by Captain David Polowe. Cornell Maritime Press, 1942. Reviewed by William F. Avery N, Commander, North River Power Squadron. Captain Polowe's new book should be a godsend to those who want a short cut to a working knowledge of navigation without missing too much of the theoretical background. This compact volume presents, without too much brevity, the essential points of piloting and navigation in such a space that it can go into the sailor's bag of the prospective navigator without noticeable addition to his equipment.

After giving the reader a short, interesting history of navigation, Captain Polowe plunges into the various phases of piloting. He develops this branch of the subject logically by starting with the compass and the correction of its errors, and follows with charts, aids to navigation such as lights, buoys, etc., together with their application to bearings and plotting.

The chapter on Dead Reckoning first gives the reader the elementary knowledge of Logarithms and Trigonometry which he will need to use tables in Bowditch, etc., and then covers the various sailings rather briefly. The piloting section is rounded off with chapters on Chart Navigation for Aviators, Fog, Radio Stations, Storms, Tides, Currents, Hurricanes, etc.

The Captain's chapter on the sextant gives a great deal of indispensable information in a small space. From here on the reader is eased through such technical matters, necessary as tools to the navigator, as the chronometer, time, and the Nautical Almanac until he is doing a 'Day's Work At Sea' (on paper) before he knows it.

Appendices Valuable as References in Themselves

The Appendices comprise a valuable reference book in themselves: Appendix 'A' presents the Rules of the Road, really brought up to date; Appendix 'B' outlines in great detail the examinations for licensed deck officers. The rest of the book contains Dreisonstock's Navigational Tables and other tables compiled by the author, and excerpts from the Nautical Almanac. These sections enable the student to work out the various illustrative problems in the book as he goes along without lugging a library around in his bag. With the addition of the current year's Nautical Almanac he could even work out his own sights, taken on board his boat.

Some mariners may feel that the inclusion of Dreisonstock is not fully up to date: that Ageton's H. O. 211 might have been chosen instead, if permission could have been obtained to use it. It would take just about the same space. If the newest method, H. O. 214 had been used as the basis for solving the astronomical triangle, the student would have to carry around one or more volumes, fairly large, of tables in addition to this text. Such an arrangement would have defeated the valuable feature of the book that it provides all by itself the necessary information and tables enough for a conscientious student to acquire a fundamental knowledge of piloting and navigation together with the confidence which comes only from actually following solutions through himself step by step.

During the present emergency there must be many newcomers to our armed services of the sea who aspire to rise to responsible ratings in which a knowledge of navigation is mandatory. Such men may well consider this volume a necessary part of their outfit.



Photo by John Madigan

PHOTO OF THE MONTH

NO, gentle readers, this is not Gulliver in the Land of Lilliput! but this unique picture snapped by Johnny Madigan might properly be called 'The Boy from Buoy Bay'. It shows one of Caravel Film Company's ace cameramen surveying a scene preparatory to shooting a sequence in the U. S. Coast Guard's new training film.

It 'makes' this issue's Photo of the Month because our own Dr. V. E. Barnes of Cleveland P. S., past master of the art of creating visual aids to instruction, was called to New York to lend his assistance in preparing models of Aids to Navigation used in the miniature 'sets' constructed so ingeniously by the Caravel people. Just another example of how the U.S.P.S. is helping wherever it can!



THE objects of the United States Power Squadrons, shall be to establish a high standard of skill in the handling and navigation of yachts, to encourage the study of the science of navigation, to cooperate with the agencies of the United States Government charged with the enforcement of the laws and regulations relating to navigation and to stimulate interest in activities which will tend to the upbuilding of our Navy, Coast Guard and Merchant Marine. ★ ★ ★ ★

KEEP THE ENSIGN FLYING!

nt, sending him a copy of "Curse of Kehama" and Study and donkey for the President's desk.

fmf

P. F.
-B

ERICAN, Ana M.,
Shangri, La.,
December 9, 1942.

Letter to the President, sending him a copy of "Curse of Kehama" and
a bronze donkey. ~~Book~~ sent to Study and donkey for the President's desk.

See P.P.F. 9-E

fmf

P.P. 7,

9-B

Thank you to Jol
nash by B.B.

With love
Bessie

W.C.

to greet you
Christmas time

to wish you
happiness

all through
the coming Year



8. 11/18/43

PPF B
9-13

good enough to let us know if, by any chance, the book was sent to the Dept. of State for appropriate acknowledgment? — Mr. Summerlin replied 11/27/42 to the effect that there is no record of this book.

SEE: PPF 9-F

ilo

On 12/8/42, the President sent let. to Dr. Fernandes, thanking him for the volume of VIRGIL, saying he is delighted to have it and it is a welcome addition to his collection. Copy of ackd. was sent to Mr. Rowe and Mr. Nelson Rockefeller on 12/8/42. — Book was found in the President's study and sent with the following to Hyde Park Library, Series A: Let. to the President, dated March 4, 1942, from Dr. L. S. Rowe stating he is transmitting above book to him; let. to the President, dated 1/24/42, from Raul Fernandes; memo, dated March 5, 1942, from Miss Tully referring above let. to the State Dept. for translation; translation attached.

ilo

insufficient address

Ms. Eben

Please dispose of
Rourke - BB

J-9-B

ing the Meeting of
r. Raul Fernandes,
ed him with a rare
f 3/4/42, Dr. Rowe
on a card the full
Dr. Fernandes informing

him that he had delivered the book to the President. It seems that Dr. Fernandes has received no acknowledgment from the President. In view of the fact that Dr. Fernandes is one of the most distinguished citizens of Brazil, he wonders whether Mr. Early will be good enough to ascertain if an acknowledgment has been made. (Excmo. Senhor Dr. Raul Fernandes, Avenida Rio Branco, 135, Rio de Janeiro, Brasil, South America) Penciled notation: Miss Jackson first asked the file room for a check on this and said the book was a rare copy of "Virgil". EB — On Nov. 18, 1942 the following memo was sent to Mary Eben: The President suggests that this be taken up with Mr. Shipman and have him look in the Library and see if he can find this book. He suggests you call Dr. Rowe and ask him the name of the book, if he remembers it, so we can find it a little more easily. G.— On Nov. 18, 1942 Miss Tully sent the following memo to George T. Summerlin: With the return of the enclosed letter from Dr. Rowe, will you please be good enough to let us know if, by any chance, the book was sent to the Dept. of State for appropriate acknowledgment? — Mr. Summerlin replied 11/27/42 to the effect that there is no record of this book.

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ilo

Please deliver
to
Glen

Insufficient address

to greet you
Christmas time
and to wish you
happiness



8.
11/18/43



To my favorite president
Franklin D. Roosevelt
Wishing you the best
of luck always
Sincerely
William Benjamin
Carroll

all through
the coming Year
P.P.F. B
9-

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ilo

It's a pleasure to greet you
at *Christmas* time
and to wish you
happiness



To my favorite president
Franklin D. Roosevelt
Wishing you the best
of luck always
Sincerely
William B. Bingham
Carleton S.

all through
the coming Year
Cannot identify
for it adds
P.P.F. B
9-13

8.
11/18/43

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© 8673 B U. S. A.



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ilo

PPF-9-B

ROWE, Dr. L. S. — Director General
Pan American Union
Washington, D. C.
November 9, 1942.

Let. to Mr. Early, stating that while attending the Meeting of the Ministers of Foreign Affairs at Rio de Janeiro, Dr. Raul Fernandes, former Minister of Foreign Affairs of Brazil, entrusted him with a rare book for presentation to the President. Under date of 3/4/42, Dr. Rowe transmitted this volume to the President, indicating on a card the full name and address of Dr. Fernandes. He also wrote to Dr. Fernandes informing him that he had delivered the book to the President. It seems that Dr. Fernandes has received no acknowledgment from the President. In view of the fact that Dr. Fernandes is one of the most distinguished citizens of Brazil, he wonders whether Mr. Early will be good enough to ascertain if an acknowledgment has been made. (Excmo. Senhor Dr. Raul Fernandes, Avenida Rio Branco, 135, Rio de Janeiro, Brasil, South America) Penciled notation: Miss Jackson first asked the file room for a check on this and said the book was a rare copy of "Virgil". EB — On Nov. 18, 1942 the following memo was sent to Mary Eben: The President suggests that this be taken up with Mr. Shipman and have him look in the Library and see if he can find this book. He suggests you call Dr. Rowe and ask him the name of the book, if he remembers it, so we can find it a little more easily. G.— On Nov. 18, 1942 Miss Tully sent the following memo to George T. Summerlin: With the return of the enclosed letter from Dr. Rowe, will you please be good enough to let us know if, by any chance, the book was sent to the Dept. of State for appropriate acknowledgment? — Mr. Summerlin replied 11/27/42 to the effect that there is no record of this book.

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ilo

7
9P7
9-B
December 22, 1942
Storeroom

My dear Mr. Bogiazis:

Thank you, in the President's behalf,
for your kindness in sending him the picture
frame to which you refer in your note of recent
date. He deeply appreciates your friendly
thought in wanting him to have this gift, a pro-
duct of your own workmanship, and has asked me
to convey his very best wishes to you.

XPP7
9-P
XPP7
9-P

Very sincerely yours,

Grace G. Tully
Private Secretary

X
George Bogiazis, Esq.,
2151 N. W. Tenth Avenue,
Miami,
Florida.

dd

PFF-9-B

SPIZER, Sam
Philadelphia, Pa.
Dec. 29, 1942. Ackd. 1/1/43

Let. to the President, enclosing booklet on Democracy.

SEE: PFF 9-S

ilo

CARRICK, Mrs. Virginia B.,
New York, N.Y.,
December 30, 1942, (ackd. 1/4/43).

P.P.F.
9-B

Note of thanks from Miss Tully for sending the President a copy of,
"The War: Third Year", as well as for the two previous books of the series.—
Books sent to Study.

See P.P.F. 9-C

fmf

PPF-9-B

BISHOP, Richard E.
New York, N.Y.

Dec. 22, 1942. Ackd. 1/4/43

Let. to Miss Tully, enclosing let. for the President (did not come to file) stating that under separate cover he is mailing a little golden pig and can of oysters to the Pres. and individual containers for Miss Tully. - The Pres. gifts sent to Miss Tully's home. -- On 1/4/43 Miss Tully thanked Mr. Bishop for gifts.

SEE: GRACE TULLY - Gifts

ilo

DOVEL, John A., Sr.,
Margarita, Canal Zone, C. A.,
December 21, 1942 - (ackd. 1/27/43).

P.P.F.
9-B

Let. to President, saying he sent him a set of bookends.—Bill of lading also enclosed in let.—Bookends sent to Series "B".

See P.P.F. 9-D

fmf

Mrs. Maud Brunton, ✓
2730 Benedict Street,
Los Angeles, California.

PP7.
9-B

Letter to the President, dated 12/17/42.

Re: Outlines a plan which she believes will provide the Government with more money without upsetting the social system. Writer is living on a \$40.00 a month old age pension. Hopes this will be increased. Also encloses "Moon Sign Book" (Astrology, 1943 edition, published by Llewellyn George.

Referred to Treasury Department, 1/4/43.

mcb/