

ORIGINAL
MAY 7 10 09 AM 1908

Form 2051.

U. S. REVENUE-CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrun, Charles Theodore
(Full name, surname to the left)

Enlisted May 5, 1908

board the ITASCA

at Andel Cove, Maryland.

Ordinary seaman.

TERMINATION OF SERVICE

(Disl., deserted, or discharged.)

Rec'd Division H. O. B. 90
MAY 7 1908

From the

At

RECORD OF Charles Theodore Thrun

Scale of Marks: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating).	USE SCALE OF MARKS.			PAID IN FULL To—	SIGNATURE OF COMMANDING OFFICER.
				Proficiency.	Conduct.	Health.		
				Obedi- ency.	Obedi- ence.			
ITASCA	May 5, 08.	Ord. Sea.						

UPON TERMINATION OF SERVICE.

(Disl., discharged, or deserted.) , 190 , at (Place.)

IF DISCHARGED.

Kind of discharge,
Discharged on account of , authority of
Is recommended for reenlistment.

....., U. S. R. C. S.,
Commanding U. S. R. C.

ENLISTMENT RECORD.

NOTE.—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore; Enlisted May 5, 1908
(Full name, surname to the left.)
at Arundel Cove, Maryland, as ordinary seaman, on board
the U. S. R. C. ITASCA, J. E. Reinburg, Captain, U. S. R. C. S., Commanding.
Born in Toledo, Ohio on March 2, 1886
Citizenship, native born, Occupation, mariner
Name and address of next of kin, Charles H. Thrun, father,
632 Green Street, Toledo, Ohio

Previous service in the _____ YEARS,
(Insert branch of Government service.)
and was last discharged from the _____
(Insert branch of Government service.)

I have signed the shipping articles of the U. S. R. C. ITASCA, this 5th day of May, 1908
thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless sooner discharged.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments, and that he has signed the shipping articles this 5th day of May, 1908 thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year. He has produced to me a good discharge from _____ dated _____

R. L. Hauler
1st Lieutenant, U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE

(Not required for reenlistment.)

Age, 22 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.;
Eyes, grey; Hair, brown; Complexion, ruddy;
Distinguishing marks, none

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-Hospital Service, the above-described person, namely, Charles Theodore Thrun, and that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

W. H. Frost
Assistant Surgeon, U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN.

(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of _____, of whom
I am the _____, in the U. S. Revenue-Cutter Service as _____
(Father, mother, or guardian.)
to serve _____, unless sooner discharged; and I do hereby relinquish all claim to his service,
and to any wages or compensation for the same.
Date, _____, 1908 (Signature of parent or guardian.)

Respectfully forwarded to the Honorable the Secretary of the Treasury.

J. E. Reinburg
Captain, U. S. R. C. S.,
Commanding U. S. R. C. ITASCA

ENLISTMENT RECORD.

NOTE.—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore ; Enlisted May 5, 1908
(Full name, surname to the left.)
 at Arundel Cove, Maryland, as ordinary seaman, on board
 the U. S. R. C. ITASCA, J. H. Reinburg, Captain, U. S. R. C. S., Commanding.
 Born in Toledo, Ohio on March 2, 1886
 Citizenship,* native born, Occupation, mariner
 Name and address of next of kin, Charles H. Thrun, father,
632 Green Street, Toledo, Ohio.
 Previous service in the _____ years,
(Insert branch of Government service.)
 and was last discharged from the _____,
(Insert branch of Government service.) (Date.)
 I have signed the shipping articles of the U. S. R. C. ITASCA, this 5th day of May, 1908
 thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless sooner discharged.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments, and that he has signed the shipping articles this 5th day of May, 1908, thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year. He has produced to me a good discharge from _____ dated _____ 1

A. S. Hawley
 1st Lieutenant, U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE.

(Not required for reenlistment.)

Age, 22 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.;
 Eyes, grey; Hair, brown; Complexion, ruddy;
 Distinguishing marks, none

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-Hospital Service, the above-described person, namely, Charles Theodore Thrun, and that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

A. H. Frost
 Assistant Surgeon, U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN.

(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of _____, of whom I am the _____, in the U. S. Revenue-Cutter Service as _____
(Father, mother, or guardian.)
 to serve _____, unless sooner discharged; and I do hereby relinquish all claim to his service, and to any wages or compensation for the same.

Date, _____, 1908 _____
(Signature of parent or guardian.)

Respectfully forwarded to the Honorable the Secretary of the Treasury.

A. S. Hawley
 Captain, U. S. R. C. S.,
 Commanding U. S. R. C. Albatross

U. S. REVENUE-CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrun, Charles Theodore
(Full name, surname to the left.)

Enlisted May 5, 1908

On board the ITASCA

At Arundel Cove, Maryland.

As ordinary seaman.

UPON TERMINATION OF SERVICE

Honorably Discharged
(Died, deserted, or discharged.)

May 4th, 1909

From the U.S.R.C. Algonquin

At San Juan, Porto Rico

RECORD OF Charles Theodore Thrun

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating).	USE SCALE OF MARKS.			PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER.	
				Proficiency.	Conduct.	Health.			
ITASCA	<u>May 5, 08</u>	<u>Ord. Sea.</u>		5	4	3			
	Permanently transferred to the U.S.R.C. "ALGONQUIN" September 17, 1908, by authority of Department letter August 27, 1908 (WGR).								
ALGONQUIN	<u>Sept. 17th, 1908,</u>	<u>1908, reported on board for duty</u>					<u>Sept. 17 1908.</u>	<u>John. M. Wells</u>	
"	<u>Nov. 1, 1908,</u>	<u>rated seaman</u>						<u>J. M. Manning</u>	
"	<u>May 4th 1909</u>	<u>Honorably discharged</u>		5	4	5		<u>A. M. Manning</u>	
	Expiration of enlistment								

UPON TERMINATION OF SERVICE.

Honorably Discharged May 4th, 1909, at San Juan, Porto Rico
(Died, discharged, or deserted.) (Date.) (Place.)

IF DISCHARGED.

Kind of discharge, Honorable

Discharged on account of Enlistment expired, authority of _____

Is _____ recommended for reenlistment.

A. M. Manning

Captain, U. S. R. C. S.,

Commanding U. S. R. C. Algonquin

160,007-R.C.S.

MAST DIVISION
TREASURY DEPT

AUG 25 9-28 AM 1908

UNITED STATES REVENUE-CUTTER SERVICE,

SCHOOL OF INSTRUCTION,

U. S. PRACTICE CUTTER "ITASCA,"

Coruna, Spain,

Applied by *W. H. M. J.*, August 14, 1908.

Charles W. Thrun, Ord. Sea.,

U. S. R. C. S.

SUBJECT:

Requesting transfer to the
U. S. R. C. ALGONQUIN.

*Quantity 38,115
Gaug 2,000*

Rec'd Division R. C. S.
AUG 26 1908

NO. OF INCLOSURES, 0.

RECEIVED



UNITED STATES REVENUE-CUTTER SERVICE,
SCHOOL OF INSTRUCTION,
U. S. PRACTICE CUTTER "ITASCA"

~~ARUNDEL COVE, Md.~~ Corunna, Spain,

August 14, 1908.

Captain J. E. Reinburg, U.S.R.C.S.,

Commanding U. S. Practice Cutter ITASCA.

Sir:-

I have the honor to request that I be transferred from this vessel to the U. S. R. C. ALGONQUIN, stationed at San Juan, P. R., before departure of the ITASCA from latter place to Arundel Cove.

I make this request for the reason that I am desirous of serving on the Port Rico station.

Respectfully,

Charles T. Thrum

Ordinary Seaman, U.S.R.C.S.

Corunna, Spain, August 14, 1908.

Respectfully forwarded to the Honorable The Secretary of the Treasury, approved, provided such transfer be agreeable to the commanding officer of the ALGONQUIN, to whom there will be no opportunity to refer this request before sending it to the Department.

If the Department does not approve of this transfer, it is suggested that this man be exchanged with some man on the ALGONQUIN whose enlistment is about to expire and who desires to return to the United States.

It is requested that I be informed of the Department's decision in this matter upon our arrival at San Juan.

J. E. Reinburg
Captain, U.S.R.C.S.,
Commanding.



TREASURY DEPARTMENT

OFFICE OF THE SECRETARY

WASHINGTON

August 27, 1908.

Captain J. E. Reinburg, U.S.R.C.S.,
Commanding U. S. Practice Cutter ITASCA,
San Juan, P. R.

Sir:

The transfer is authorized of Ordinary Seaman Charles T. Thrun, of your command, to the ALGONQUIN upon the arrival of the ITASCA at San Juan, provided there is a suitable vacancy at the time on the first named vessel. Should no such vacancy exist you are authorized to effect the exchange of Thrun with some man on the ALGONQUIN who desires a transfer to the ITASCA. Such action, however, is subject to the approval of the commanding officer of the ALGONQUIN.

Respectfully,

(Signed) BEBKMAN WINTEROF

Acting Secretary.

R.

W.



TREASURY DEPARTMENT

OFFICE OF THE SECRETARY

WASHINGTON

August 27, 1908.

Second Lieutenant T. M. Molloy, U.S.R.C.S.,
Temporarily commanding U. S. Revenue Cutter ALGONQUIN,
San Juan, P. R.

Sir:

You are informed that Ordinary Seaman Charles T. Thrun, of the ITASCA, desires to be transferred to the ALGONQUIN upon the arrival of the first named vessel at San Juan. The commanding officer of the ITASCA has been authorized to make this transfer or effect an exchange with some man desiring a transfer to that vessel, subject, however, to your approval.

Respectfully,

(Signed) WORTH G. ROSS

Captain Commandant, U.S.R.C.S.,
Chief of Division.

161 R. O. S. REASONS DEPARTMENT

REC'D SEP 24 10-03 AM 1908

UNITED STATES REVENUE-CUTTER SERVICE,

SCHOOL OF INSTRUCTION,

U. S. PRACTICE CUTTER "ITASCA,"

San Juan, P. R.,

Arundel/Dorcy Md, Sept. 17, 1908

Captain J. E. Reinburg, U. S. R. C. S.

Commanding

SUBJECT:

Advising the Dept. of permanent transfer of Ord. Seaman Chas. T. Thrum to the ALGOMQUIN

ci sent out thru

Rec'd Division h. v. v.
SEP 24 1908

No. of INCLOSURES,

P. J. ...

SEP 24 11 25 AM 1908



UNITED STATES REVENUE-CUTTER SERVICE,
STEAMER ALGONQUIN,

San Juan, Porto Rico,
October 6th, 1908.

The Honorable,
The Secretary of the Treasury,
Washington, D.C.

Sir:-

I respectfully inform the Department that Chas.T.Thrun, ordinary seaman, was transferred to this vessel from the ITASCA on the 17th ultimo, in obedience to Department letter of August 27th, 1908.

Respectfully,

Thos. M. Molloy

2nd Lieut., U.S.R.C.S.,

Temp'y Commanding.

OCT 13 10 51 AM 1908

OCT 13 9-52 AM 1908

UNITED STATES REVENUE-CUTTER SERVICE.

U. S. STEAMER ALGONQUIN,

San Juan, Porto Rico,

October 6th, 1908.

2nd Lieut. Thos. M. Molloy,

U. S. R. C. S., Temp'y Comd'g.

SUBJECT:

Informing the Dept. that
Chas. T. Thrun, ord. sea., was
transferred to this vessel

from the ITASCA on 17th ultimo.

Change cost \$100.
#####

Rec'd Division H. W.
OCT 13 1908

NO. OF ENCLOSURES.

H. B. ...

ENLISTMENT RECORD.

NOTE.—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore; Enlisted May 5th, 1909
at San Juan, Porto Rico (Full name, surname to the left.) as Seaman on board
the U. S. R. C. Algonquin S. B. Winram, Captain., U. S. R. C. S., Commanding.

I was born in Toledo, Ohio on March 2, 1886
Citizenship* Native Born Occupation, Mariner

Name and address of next kin, Charles H. Thrun (father)
632 Green Street, Toledo Ohio

Previous service in the U.S. Revenue Cutter Service one years.
(Insert branch of Government service.)

I was last discharged from the U.S.R.C. Algonquin May 4th 1909
(Insert branch of Government service.) (Date.)

I have never deserted from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps. I have signed the shipping articles of the U. S. R. C. Algonquin, this 5th day of May, 1909, thereby voluntarily enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless sooner discharged.

Charles T. Thrun
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments, and that he has signed the shipping articles this 5th day of May, 1909, thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year. He has produced to me a good discharge from U.S.R.C. Algonquin dated May 4th, 1909. The facts entered above his signature have been filled in in his presence and are strictly in accordance with his statements.

Wm. M. Molloy
2nd. Lieut., U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE

(Not required for reenlistment.)

Age, _____ years _____ months; Height, _____ feet _____ inches; Weight, _____ lbs.;
Eyes, _____; Hair, _____; Complexion, _____;
Distinguishing marks, _____

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-Hospital Service, the above-described person, namely, _____, and that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

_____, U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN

(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of _____, of whom
I am the _____, in the U. S. Revenue-Cutter Service as _____
(Father, mother, or guardian.)
to serve _____, unless sooner discharged; and I do hereby relinquish all claim to his service,
and to any wages or compensation for the same.

Date, 1909 _____
(Signature of parent or guardian.)

I, Charles T. Thrun, do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the laws and regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Charles T. Thrun
(Signature of person enlisted.)

Subscribed and sworn to before me this 5th day of May, A. D. 1909

Wm. M. Molloy Captain U.S.R.C.S.
Commanding U. S. Revenue Cutter Algonquin

Reenlistment,

Form 2051.

U. S. REVENUE-CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrun, Charles T.
(Full name, surname to the left.)

Enlisted May 5th 1909

On board the U. S. R. C. Algonquin

At San Juan, Porto Rico

As Seaman

UPON TERMINATION OF SERVICE

(Date received, if reenlisted.)
[Re-enlistment] MAY 11 1909 190

RECORD OF Thrun, Charles T.

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating).	USE SCALE OF MARKS.			PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER.
				Proficiency.	CONDUCT. Sobriety. Obedience.	Health.		
Algonquin	May 5th 1909,		reenlisted as Seaman.					<i>W. M. ... Capt.</i>

UPON TERMINATION OF SERVICE.

....., 190 , at
(Date.) (Place.)

IF DISCHARGED.

Kind of discharge,

Discharged on account of, authority of

Is recommended for reenlistment.

....., U. S. R. C. S.,

Commanding U. S. R. C.

U. S. REVENUE CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrun, Charles T.
(Full name, surname to the left.)

Enlisted May 5th, 1909

On board the U.S.R.C. ALGONQUIN

At San Juan, Porto Rico

As Seaman.

UPON TERMINATION OF SERVICE

Discharged
(Died, deserted, or discharged.)

May 4, 1910.

From the U.S.R.C. ALGONQUIN.

At Arundel Cove, Maryland.

NAVY

1910

RECORD OF Thrun, Charles T.

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating)	USE SCALE OF MARKS.			PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER.	
				Proficiency.	CONDUCT.				Health.
					Sobriety.	Obedience.			
Algonquin	May 5th 1909	reenlisted as Seaman.						<i>S. B. Williams Capt.</i>	
"	Nov. 1, 1909	Disrated to seaman at his own request.						<i>S. B. Williams Capt.</i>	
"	Jan. 5, 1910	Rated Assistant Master-Arms, (Act.)						<i>S. B. Williams Capt.</i>	
ALGONQUIN	May 4, 1910	Honorably Discharged, Expiration of enlistment.....		5	5	5	5	Apr. 30, 10	<i>C. H. Jones</i> <i>2d Lt. Temp'y Comd'g</i>

UPON TERMINATION OF SERVICE.

Discharged, May 4, 1910, at Arundel Cove, Maryland.
(Died, discharged, or deserted.) (Date.) (Place.)

IF DISCHARGED.

Kind of discharge, Honorable.

Discharged on account of expiration of enlistment., authority of _____

Is _____ recommended for reenlistment.

C. H. Jones
2nd Lieutenant, U. S. R. C. S.,

Temp'y Commanding U. S. R. C. ALGONQUIN.

Reproduced at the National Archives - STL

ENLISTMENT RECORD.

NOTE.—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore; Enlisted May 5th, 1909
(Full name, surname to the left.)
at San Juan, Porto Rico, as Seaman on board
the U. S. R. C. Algonquin, S. B. Winram, Captain, U. S. R. C. S., Commanding.

was born in Toledo, Ohio on March 2, 1886
Citizenship* Native Born, Occupation, Mariner

Name and address of next kin, Charles H. Thrun (father)
632 Green Street, Toledo, Ohio

Previous service in the U.S. Revenue Cutter Service, one years.
(Insert branch of Government service.)

I was last discharged from the U.S.R.C. Algonquin, May 4th 1909
(Insert branch of Government service.) (Date.)

I have never deserted from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps. I have signed the shipping articles of the U. S. R. C. Algonquin, this 5th day of May, 1909, thereby voluntarily enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless sooner discharged.

Charles T. Thrun
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments, and that he has signed the shipping articles this 5th day of May, 1909, thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year. He has produced to me a good discharge from U.S.R.C. Algonquin dated May 4th, 1909. The facts entered above his signature have been filled in in his presence and are strictly in accordance with his statements.

Wm. M. Molloy
2nd. Lieut., U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE.

(Not required for reenlistment.)

Age, years months; Height, feet inches; Weight, lbs.;
Eyes, ; Hair, ; Complexion, ;
Distinguishing marks,

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-Hospital Service, the above-described person, namely, , and that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

 , U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN.

(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of , of whom I am the , in the U. S. Revenue-Cutter Service as to serve , unless sooner discharged; and I do hereby relinquish all claim to his service, and to any wages or compensation for the same.

Date, , 190 .
(Signature of parent or guardian.)

I, Charles T. Thrun, do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the laws and regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Charles T. Thrun
(Signature of person enlisted.)

Subscribed and sworn to before me this 5th day of May, A. D. 1909

S. B. Winram Captain U.S.R.C.S.
Commanding U. S. Revenue Cutter Algonquin

ENLISTMENT RECORD.

Note—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore; Enlisted May 5, 1910.
(Full name, surname to the left.)
at Arundel Cove, Maryland, as Assistant Master-at-Arms (A) on board
the U. S. R. C. ALGONQUIN C. H. Jones 2nd Lieut. U. S. R. C. S., ^{Temp'y} Commanding.
I was born in Toledo, Ohio on March 2, 1886.
Citizenship* Native born Occupation, Mariner
Name and address of next kin, Charles R. Thrun (father)
632 Green Street, Toledo, Ohio.
Previous service in the U. S. Revenue-Cutter Service two years.
(Insert branch of Government service.)
I was last discharged from the U. S. R. C. ALGONQUIN May 4, 1910.
(Insert branch of Government service.) (Date.)
I have never deserted from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps. I have signed the shipping articles of the U. S. R. C. ALGONQUIN, this 5th day of May, 1910, thereby voluntarily enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless sooner discharged.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments, and that he has signed the shipping articles this 5th day of May, 1910, thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year. He has produced to me a good discharge from U. S. R. C. ALGONQUIN dated May 4, 1910. The facts entered above his signature have been filled in in his presence and are strictly in accordance with his statements.

C. H. Jones
2nd Lieut., U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE
(Not required for enlistment.)

Age, 23 years 7 months; Height, 5 feet 7 inches; Weight, 140 lbs.;
Eyes, Blue; Hair, Dark; Complexion, Fair;
Distinguishing marks, None

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-Hospital Service, the above-described person, namely, Charles Theodore Thrun, and that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN.
(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of Charles Theodore Thrun, of whom I am the Father, in the U. S. Revenue-Cutter Service as Assistant Master-at-Arms (A) to serve one year, unless sooner discharged; and I do hereby relinquish all claim to his service, and to any wages or compensation for the same.
Date, May 5, 1910
(Signature of parent or guardian.)

I, Charles Theodore Thrun, do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the laws and regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.
Charles Theodore Thrun
(Signature of person enlisted.)

Subscribed and sworn to before me this 5th day of May, A. D. 1910.
C. H. Jones 2nd Lieut., U. S. R. C. S.,
Temp'y Commanding U. S. Revenue Cutter ALGONQUIN.

ENLISTMENT RECORD.

NOTE.—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore ; Enlisted May 5, 1910.
(Full name, surname to the left.)
Arundel Cove, Maryland, as Assistant Master-at-Arms (A) on board
the U. S. R. C. ALGONQUIN, C. H. Jones 2nd Lieut., U. S. R. C. S., Temp'y Commanding.
was born in Toledo, Ohio on March 2, 1886.
Citizenship* Native born, Occupation, Mariner
Name and address of next kin, Charles H. Thrun (father)
632 Green Street, Toledo, Ohio.

Previous service in the U.S. Revenue-Cutter Service two years.
(Insert branch of Government service.)
I was last discharged from the U.S.R.C. ALGONQUIN May 4, 1910.
(Insert branch of Government service.) (Date.)

I have never deserted from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps. I have signed the shipping articles of the U. S. R. C. ALGONQUIN, this 5th day of May, 1910, thereby voluntarily enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless sooner discharged.

Charles Theodore Thrun.
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments, and that he has signed the shipping articles this 5th day of May, 1910, thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year. He has produced to me a good discharge from U.S.R.C. ALGONQUIN dated May 4, 1910. The facts entered above his signature have been filled in in his presence and are strictly in accordance with his statements.

C. H. Jones
2nd Lieut., U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE.

(Not required for reenlistment.)

Age, 23 years 3 months; Height, 5 feet 10 inches; Weight, 150 lbs.;
Eyes, Blue; Hair, Black; Complexion, Fair;
Distinguishing marks, None

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-Hospital Service, the above-described person, namely, Charles Theodore Thrun, and that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

W. H. Jones
U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN.

(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of Charles Theodore Thrun of whom I am the Father in the U. S. Revenue-Cutter Service as Assistant Master-at-Arms (A) to serve ALGONQUIN, unless sooner discharged; and I do hereby relinquish all claim to his service, and to any wages or compensation for the same.

Date, May 5, 1910

(Signature of parent or guardian.)

I, Charles Theodore Thrun, do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the laws and regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Charles Theodore Thrun.
(Signature of person enlisted.)

Subscribed and sworn to before me this 5th day of May, A. D. 1910.

C. H. Jones 2nd Lieut., U. S. R. C. S.,
Temp'y Commanding U. S. Revenue Cutter ALGONQUIN.

REENLISTMENT.

Form 2051.

U. S. REVENUE-CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrun, Charles Theodore.
(For name, insertion in the box.)

Enlisted May 4, 1900.

On board the U. S. R. C. ALGONQUIN.

At Arundel Cove, Maryland.

As Assistant Master-at-Arms, (A)

UPON TERMINATION OF SERVICE

(Date, location, or discharge.)

190

From the

Rev. of District N. I. S.

MAY 6 1910

RECORD OF Thrun, Charles Theodore.

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating).	USE SCALE OF MARKS.				PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER.
				Proficiency.	CONDUCT.		Health.		
					Sobriety.	Obedience.			
ALGONQUIN	May 5, 1910.	Re-enlisted	Assistant						<i>B. H. Jones, d. dt.</i>
		Master-at-Arms, (A)							

UPON TERMINATION OF SERVICE.

(Date, discharged, or deserted.)

(Date.)

190

(Place.)

IF DISCHARGED.

Kind of discharge, _____

Discharged on account of _____, authority of _____

Is _____ recommended for reenlistment.

_____, U. S. R. C. S.,

Commanding U. S. R. C. _____

U. S. REVENUE-CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrun, Charles Theodore.
(Full name, surname to the left.)

Enlisted May 5, 1910.

On board the U. S. R. C. ALGONQUIN.

At Arundel Cove, Maryland.

As Assistant Master-at-Arms. (A)

UPON TERMINATION OF SERVICE

Discharged
(Died, deserted, or discharged.)

Rec'd in May 4, 1911

From the U. S. R. C. ALGONQUIN

At San Juan, Porto Rico

RECORD OF Thrun, Charles Theodore.

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating).	USE SCALE OF MARKS.			PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER.
				Proficiency.	CONDUCT.			
					Sobriety.	Obedience.		
ALGONQUIN	May 5, 1910,	Re-enlisted	Assistant					<i>C. H. Jones, 2d Lt</i> <i>S. B. Williams</i> Capt.
"		Master-at-Arms, (A). <i>M-at-A(A) 2/23/11</i>						
ALGONQUIN	5-4-11	Honorably discharged.	Re-enlisted as M-at-A(A)	4	5	5	5	<i>S. B. Williams</i> Capt.
"		4th enlistment (continuous) service	1 yr. 4mo. as Petty Officer.					

UPON TERMINATION OF SERVICE.

Discharged May 4, 1911, at San Juan, Porto Rico
(Died, discharged, or deserted.) (Date.) (Place.)

IF DISCHARGED.

Kind of discharge, Honorable

Discharged on account of Expiration of enlistment, authority of Reg. Par. 572-2

Is recommended for reenlistment.

S. B. Williams

Captain, U. S. R. C. S.,

Commanding U. S. R. C. ALGONQUIN

1911 MAY 21 PM 4 13

U. S. REVENUE-CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrun, Charles Theodore
(Full name, surname to the left.)

Enlisted May 5, 1911

On board the U.S.R.C. ALGONQUIN

At San Juan, Porto Rico

As Master at Arms (A)

UPON TERMINATION OF SERVICE

(Died, deserted, or discharged.)

HEAD DIVISION, U. S. R. C.
From the MAY 19 1911

At

RECORD OF Charles Theodore Thrun

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating).	USE SCALE OF MARKS.			PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER.
				Proficiency.	CONDUCT.			
					Sobriety.	Obedience.		
ALGONQUIN	5-5-11	M-at-A(A)	4th Enlistment	(Continuous)				<i>C. W. Morrison</i> Capt.
"	1 yr. 4 mo.		service as Petty Officer.					

UPON TERMINATION OF SERVICE.

(Died, discharged, or deserted.)

(Date.)

, 19 , at

(Place.)

IF DISCHARGED.

Kind of discharge,

Discharged on account of

, authority of

Is recommended for reenlistment.

U. S. R. C. S.,

Commanding U. S. R. C.

Reproduced at the National Archives - STL

ENLISTMENT RECORD.

NOTE.—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore ; Enlisted May 5, 1911
(Full name, surname to the left.)
at San Juan, Porto Rico, as Master at Arms (A) on board
the U. S. R. C. ALGONQUIN, S. B. Winrem, Captain, U. S. R. C. S., Commanding.
I was born in Toledo, Ohio on March 2, 1886
Citizenship* Native born, Occupation, Mariner
Name and address of next kin, Charles H. Thrun (Father)
632 Green St., Toledo, Ohio.

Previous service in the U. S. Revenue-Cutter Service, three years.
(Insert branch of Government service.)
I was last discharged from the U. S. R. C. ALGONQUIN, May 4, 1911.
(Insert branch of Government service.) (Date.)
I have never deserted from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps. I have signed the shipping articles of the U. S. R. C. ALGONQUIN, this 5th day of May, 1911, thereby voluntarily enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless sooner discharged.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments, and that he has signed the shipping articles this 5th day of May, 1911, thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year. He has produced to me a good discharge from U. S. R. C. ALGONQUIN dated May 4, 1911. The facts entered above his signature have been filled in in his presence and are strictly in accordance with his statements.

Robert Parker
1st Lieut, U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE.
(Not required for reenlistment.)

Age, 25 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.;
Eyes, gray; Hair, brown; Complexion, ruddy;
Distinguishing marks, -----

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-Hospital Service, the above-described person, namely, _____, and that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

Re-Enlistment
U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN.
(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of _____, of whom I am the _____, in the U. S. Revenue-Cutter Service as _____
(Father, mother, or guardian.)
to serve _____, unless sooner discharged; and I do hereby relinquish all claim to his service, and to any wages or compensation for the same.

Date, _____, 19____
(Signature of parent or guardian.)

I, Charles Theodore Thrun, do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the laws and regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Charles Theodore Thrun
(Signature of person enlisted.)

Subscribed and sworn to before me this 5th day of May, A. D. 1911.

S. B. Winrem Captain, U. S. R. C. S.
Commanding U. S. Revenue Cutter ALGONQUIN

121-4

G

July 11, 1911.

Commanding Officer,

U. S. Revenue Cutter ALGONQUIN,
San Juan, P. R.

Sir:

There are transmitted herewith ratings for the
following named men of your command:

<u>C. T. Thrun</u>	Master at Arms
Clifford Foy	Ship's Writer
Antone Souza	Signal Quartermaster
A. J. Maskell	Quartermaster
Roy Smith	Assistant Master at Arms
Wilhelm Gustafsson	Water Tender
J. J. Buckley	Coxswain.

Respectfully,



Captain Commandant.

Inclosures.





U. S. REVENUE-CUTTER

TREASURY DEPARTMENT

Rec'd Division P. C. S.
AUG 20 1911

UNITED STATES
REVENUE-CUTTER SERVICE

ALGONQUIN

San Juan, Porto Rico

August 20, 1911.

The Honorable,

The Secretary of the Treasury,

Washington, D. C.

Sir:

I have to request that I be granted twenty-four days leave of absence, leaving San Juan October 4th and arriving in New York October 9th, and leaving New York November 1st, arriving in San Juan November 7th. My reason for asking this leave of absence is that I am to be married October 25th. I have had no leave of absence since my re-enlistment May 5, 1911.

Respectfully,

Charles T. Phurn

~~Master-at-Arms, U.S.R.C.S.~~

Approved and respectfully forwarded.

Edward Parker

1st Lieutenant, U.S.R.C.S.,

Temporarily Commanding.

U. S. REVENUE-CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrun, Charles Theodore
(Full name, surname to the left.)

Enlisted May 5, 1911

On board the U.S.R.C. ALGONQUIN

At San Juan, Porto Rico

As Master at Arms (A)

Rec'd Division N. O. S.
MAY 22 1912
UPON TERMINATION OF SERVICE

Discharged
(Died, deserted, or discharged.)

May 4, 1912.

From the U.S.R.C. ALGONQUIN

At Macoris, Santo Domingo.

RECORD OF Charles Theodore Thrun

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating).	USE SCALE OF MARKS.			PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER.
				Proficiency.	CONDUCT.			
					Sobriety.	Obedience.		
ALGONQUIN	5-5-11	M-at-A(A)	4th Enlistment	(Continuous)				<i>[Signature]</i> Capt.
"			1 yr. 4 mo. service as Petty Officer.					
"	7-23-11		Permanent rating as M-at-A, to date from March 23, 1911.					<i>[Signature]</i>
"	5-4-12		Honorably discharged, expiration of enlistment.	4	5	5	5	<i>[Signature]</i>

UPON TERMINATION OF SERVICE.

Discharged May 4, 19 12 at Macoris, Santo Domingo.
(Died, discharged, or deserted.) (Date.) (Place.)

IF DISCHARGED.

Kind of discharge, Honorable

Discharged on account of expiration of enlistment, authority of Reg. 572, Par. 2

Is recommended for reenlistment.

[Signature]
Captain, U. S. R. C. S.,
Commanding U. S. R. C. ALGONQUIN

Reproduced at the National Archives - STL

ENLISTMENT RECORD.

NOTE.—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore ; Enlisted May 5, 1911
(Full name, surname to the left.)

at San Juan, Porto Rico, as Master at Arms (A) on board
the U. S. R. C. ALGONQUIN, S. B. Winrem, Captain, U. S. R. C. S., Commanding.

I was born in Toledo, Ohio on March 2, 1886

Citizenship* Native born, Occupation, Mariner

Name and address of next kin, Charles H. Thrun (Father)
632 Green St., Toledo, Ohio.

Previous service in the U. S. Revenue-Cutter Service, three years.
(Insert branch of Government service.)

I was last discharged from the U. S. R. C. ALGONQUIN, May 4, 1911.
(Insert branch of Government service.) (Date.)

I have never deserted from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps. I have signed the shipping articles of the U. S. R. C. ALGONQUIN, this 5th day of May, 1911, thereby voluntarily enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless sooner discharged.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments, and that he has signed the shipping articles this 5th day of May, 1911, thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year. He has produced to me a good discharge from U. S. R. C. ALGONQUIN dated May 4, 1911. The facts entered above his signature have been filled in in his presence and are strictly in accordance with his statements.

Allen Butler
1st Lieut, U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE.

(Not required for reenlistment.)

Age, 25 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.;
Eyes, gray; Hair, brown; Complexion, ruddy;
Distinguishing marks, -----

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-Hospital Service, the above-described person, namely, _____, and that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

Re-Enlistment
U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN.

(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of _____, of whom I am the _____, in the U. S. Revenue-Cutter Service as _____ to serve _____, unless sooner discharged; and I do hereby relinquish all claim to his service, and to any wages or compensation for the same.

Date, _____, 19____
(Signature of parent or guardian.)

I, Charles Theodore Thrun, do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the laws and regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Charles Theodore Thrun
(Signature of person enlisted.)

Subscribed and sworn to before me this 5th day of May, A. D. 1911.

S. B. Winrem Captain, U. S. R. C. S.
Commanding U. S. Revenue Cutter ALGONQUIN

U. S. REVENUE-CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrun, Charles Theodore
(Full name, surname to the left)

Enlisted May 5, 1922.

On board the U.S.R.C. ALGONQUIN

At Sanchez, R. D.

As Master-at-Arms.

UPON TERMINATION OF SERVICE

Discharged (Died, deserted, or discharged)

May 4, 1923

From the U.S.R.C. ALGONQUIN

At San Juan, I. R.

RECORD OF Charles Theodore Thrun

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating).	USE SCALE OF MARKS.					PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER.
				Proficiency.	Character		Health.			
					Conduct	Sobriety.		Obedience.		
ALGONQUIN	5-5-12	M-at-A	5th	continuous enlistment						
"	2yr. 4 mo.			continuous service as petty officer.						
"	5-4-13			Honorably discharged, expiration of enlistment.					5-1-13	<i>J. H. Brown</i> <i>J. H. Brown</i>
				5	5	5	5	5		

UPON TERMINATION OF SERVICE.

Discharged May 4, 1923, at San Juan, P. R.
(Died, discharged, or deserted.) (Date.) (Place.)

IF DISCHARGED.

Kind of discharge, Honorable

Discharged on account of expiration of enlistment, authority of Reg. 572, Par. 2

Is recommended for reenlistment.

J. H. Brown
Commanding U. S. R. C. ALGONQUIN

REC'D. MAY 15 1914

ENLISTMENT of Thrun, Charles Theodore as Master-at-arms
(Full name, surname to the left.) (Rating.)

U. S. Revenue Cutter ALGONQUIN, Jas. H. Brown, ~~U. S. R. C. S.~~ Commanding,
at San Juan, P. R., dated May 5, 1913.

I, Charles Theodore Thrun
(Name in full, surname to the right.)

desiring to enlist in the United States Revenue-Cutter Service, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps; that I have never been discharged from the United States service or any other service through sentence of either civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

I was born in Toledo, Ohio on March 2, 1886

Citizenship Native born, Occupation Mariner

Name and address, next of kin, Mary Thrun (Wife)
Catano, San Juan, P. R.

I have had previous service in the United States Revenue-Cutter Service for five years.
(Insert "none" if no previous service.)

I was last discharged from said Service on May 4, 1913, from the U. S. Revenue Cutter
ALGONQUIN with HONORABLE discharge, herewith submitted.
(Date.) (Kind of discharge.)

I have this fifth day of May, 1913, signed the Shipping Articles of the U. S. Revenue Cutter ALGONQUIN, and the covenants, agreements, and obligations therein contained are hereby made a part of this contract entered into by which I have voluntarily enlisted in the United States Revenue-Cutter Service for ONE YEAR unless sooner discharged by proper authority.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I CERTIFY to the foregoing signature; that I have inspected the above-named applicant for enlistment; that to the best of my judgment and belief, he is of lawful age, or being a minor, has lawful consent; that he has signed the Shipping Articles of the vessel and on the date, as above stated, after having them, as well as the contract, read and explained to him; that the facts entered in the above contract were in his presence filled in before signature by him, and that in accepting him for enlistment, I have strictly complied with the Regulations of the United States Revenue-Cutter Service governing enlistments.

Chas. Bartler
1st Lieutenant, U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE.

Age, 27 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.;
Eyes, gray; Hair, brown; Complexion, ruddy;
Distinguishing marks, -----

I CERTIFY that I have carefully examined, in accordance with the Regulations of the U. S. Public Health and Marine-Hospital Service, the above-named applicant for enlistment, and find that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the United States Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

Re-enlistment
U. S. P. H. and M. H. S., Examining Medical Officer.

I, Charles Theodore Thrun

do solemnly swear (or affirm) that I will bear true faith and allegiance to the UNITED STATES OF AMERICA, and that I will serve them honestly against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the Laws and Regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Charles Theodore Thrun
(Signature of enlisted man.)

Subscribed and sworn to before me this fifth day of May, A. D. 1913,
and contract perfected.

J. H. Brown
Commanding U. S. Revenue Cutter ALGONQUIN

TREASURY DEPARTMENT,
REVENUE-CUTTER SERVICE.
Form 2051.
Ed. 6,000—F. C., Apr. 29-12.

ENLISTMENT of Thrun, Charles Theodore as Master-at-arms
(Full name, surname to the left.) (Rating.)

U. S. Revenue Cutter ALGONQUIN, Jas. H. Brown, ~~U. S. R. C. S.~~ Commanding,
at San Juan, P. R., dated May 5, 1913.

I, Charles Theodore Thrun
(Name in full, surname to the right.)

desiring to enlist in the United States Revenue-Cutter Service, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps; that I have never been discharged from the United States service or any other service through sentence of either civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

I was born in Toledo, Ohio on March 2, 1886
Citizenship: Native born, Occupation Mariner
Name and address, next of kin, Mary Thrun (Wife)
Catano, San Juan, P. R.

I have had previous service in the United States Revenue-Cutter Service for five years.
(Insert "none" if no previous service.)
I was last discharged from said Service on May 4, 1913, from the U. S. Revenue Cutter
ALGONQUIN with HONORABLE discharge, herewith submitted.
(Date.) (Kind of discharge.)
I have this fifth day of May, 1913, signed the Shipping Articles of the U. S. Revenue Cutter ALGONQUIN, and the covenants, agreements, and obligations therein contained are hereby made a part of this contract entered into by which I have voluntarily enlisted in the United States Revenue-Cutter Service for ONE YEAR unless sooner discharged by proper authority.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I CERTIFY to the foregoing signature; that I have inspected the above-named applicant for enlistment; that to the best of my judgment and belief, he is of lawful age, or being a minor, has lawful consent; that he has signed the Shipping Articles of the vessel and on the date, as above stated, after having them, as well as the contract, read and explained to him; that the facts entered in the above contract were in his presence filled in before signature by him, and that in accepting him for enlistment, I have strictly complied with the Regulations of the United States Revenue-Cutter Service governing enlistments.

Chas. Barker
1st Lieutenant, U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE.

Age, 27 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.;
Eyes, gray; Hair, brown; Complexion, ruddy;
Distinguishing marks, -----

I CERTIFY that I have carefully examined, in accordance with the Regulations of the U. S. Public Health and Marine-Hospital Service, the above-named applicant for enlistment, and find that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the United States Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

Re-enlistment
U. S. P. H. and M. H. S., Examining Medical Officer.

I, Charles Theodore Thrun

do solemnly swear (or affirm) that I will bear true faith and allegiance to the UNITED STATES OF AMERICA, and that I will serve them honestly against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the Laws and Regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

REVENUE CUTTER SERVICE

Rec'd MAY 12 1913
Subscribed and sworn to before me this fifth day of May, A. D. 1913,
and contract perfected.

By Jas. H. Brown

ENLISTMENT RECORD.

NOTE.—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore; Enlisted May 5, 1912.
(Full name, surname to the left.)
at Sanchez, R. D., as Master-at-arms on board
the U. S. R. C. ALGONQUIN Jas. H. Brown, Captain, U. S. R. C. S., Commanding.

I was born in Toledo, Ohio. on March 2, 1886.
Citizenship* Native born, Occupation, Mariner.

Name and address of next kin, Mary Thrun (wife)
Catano, San Juan, P. R.

Previous service in the U. S. Revenue-Cutter Service, four years.
(Insert branch of Government service.)

I was last discharged from the U.S.R.C. ALGONQUIN, May 4, 1912.
(Insert branch of Government service.) (Date.)

I have never deserted from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps. I have signed the shipping articles of the U. S. R. C. ALGONQUIN, this 5th day of May, 1912, thereby voluntarily enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless sooner discharged.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments, and that he has signed the shipping articles this 5th day of May, 1912, thereby enlisting in the U. S. Revenue-Cutter Service for a period of one year. He has produced to me a good discharge from U.S.R.C. ALGONQUIN dated May 4, 1912. The facts entered above his signature have been filled in in his presence and are strictly in accordance with his statements.

Abner Parker
1st Lieut., U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE.

(Not required for reenlistment.)

Age, 26 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.;
Eyes, grey; Hair, brown; Complexion, ruddy;
Distinguishing marks, -----

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-Hospital Service, the above-described person, namely, -----, and that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

Re-enlistment

-----, U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN.

(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of -----, of whom I am the -----, in the U. S. Revenue-Cutter Service as ----- to serve -----, unless sooner discharged; and I do hereby relinquish all claim to his service, and to any wages or compensation for the same.

Date, -----, 190 -----
(Signature of parent or guardian.)

I, Charles Theodore Thrun, do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the laws and regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Charles Theodore Thrun
(Signature of person enlisted.)

Subscribed and sworn to before me this 6th day of May, A. D. 1912.

J. H. Brown, Captain, U.S.R.C.S.,
Commanding U. S. Revenue Cutter ----- Commanding.

REVENUE CUTTER SERVICE

Rec'd MAY 13 1913

Ans'd No. By

*Citizenship—Use expressions: Native born; naturalized; alien, intentions declared; alien.

ENLISTMENT RECORD.

Note.—This form will be made out in duplicate when the man is enlisted, one copy to be mailed immediately to the Department, the other copy to be kept on board, and when the man is transferred to another vessel, to be sent to the commanding officer of that vessel, until such time as he is discharged, dies, or deserts, when it will be mailed immediately to the Department.

Name, Thrun, Charles Theodore ; Enlisted May 5, 1912.
(Full name, surname to the left.)
 at Sanchez, R. D. as Master-at-arms on board
 the U. S. R. C. ALGONQUIN Jas. H. Brown Captain, U. S. R. C. S., Commanding.
 I was born in Toledo, Ohio. on March 2, 1866.
 Citizenship* Native born, Occupation, Mariner
 (Name and address of next kin, Mary Thrun (wife)
Catano, San Juan, P. R.
 Previous service in the U. S. Revenue-Cutter Service four years.
(Insert branch of Government service.)
 I was last discharged from the U.S.R.C. ALGONQUIN May 4, 1912.
(Insert branch of Government service.) (Date.)
 I have never deserted from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps. I have
 signed the shipping articles of the U. S. R. C. ALGONQUIN, this 5th day of May, 1912,
 thereby voluntarily enlisting in the U. S. Revenue-Cutter Service for a period of one year, unless
 sooner discharged.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I certify to the foregoing signature, and that I consider the above-described applicant for enlistment a proper
 person to be enlisted in the U. S. Revenue-Cutter Service, in accordance with the regulations governing enlistments,
 and that he has signed the shipping articles this 5th day of May, 1912, thereby enlisting in
 the U. S. Revenue-Cutter Service for a period of one year. He has produced to
 me a good discharge from U.S.R.C. ALGONQUIN dated May 4, 1912.
 The facts entered above his signature have been filled in to his presence and are strictly in accordance with his
 statements.

Chas. H. Brown
1st Lieut., U. S. R. C. S., Enlisting Officer.

MEDICAL CERTIFICATE.
(Not required for reenlistment.)

Age, 25 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.;
 Eyes, grey; Hair, brown; Complexion, ruddy;
 Distinguishing marks, _____

I certify that I have carefully examined, in accordance with the regulations of the Public Health and Marine-
 Hospital Service, the above-described person, namely, _____, and that, in my
 opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty
 at sea in the U. S. Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to
 be inherited.

Re-enlistment
 _____, U. S. P. H. and M. H. S., Examining Medical Officer.

CONSENT OF PARENT OR GUARDIAN.
(To be used in the enlistment of a minor under 21 years of age. To be signed by the parent or guardian.)

I hereby consent to the enlistment of _____, of whom
 I am the _____, in the U. S. Revenue-Cutter Service as _____
(Father, mother, or guardian.)
 to serve _____, unless sooner discharged; and I do hereby relinquish all claim to his service,
 and to any wages or compensation for the same.
 Date, _____, 1912.
(Signature of parent or guardian.)

I, Charles Theodore Thrun, do solemnly swear (or affirm) that I will bear
 true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against
 all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders
 of the officers appointed over me, according to the laws and regulations for the government of the United States
 Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.
Charles Theodore Thrun
(Signature of person enlisted.)

Subscribed and sworn to before me this 5th day of May, A. D. _____
J. H. Brown, Captain, U. S. R. C. S.
 Commanding U. S. Revenue Cutter ALGONQUIN

U. S. REVENUE-CUTTER SERVICE.

ENLISTMENT RECORD.

Name, Thrum, Charles Theodore.

Enlisted May 5, 1912.

On board the U.S.R.C. ALGONQUIN.

At Sanchez, R. D.

As Halter-at-Arms.

Rec'd Division R. C. S.

MAY 22 1912
UPON TERMINATION OF SERVICE

(Date, General or Discharged)

190

RECORD OF Charles Theodore Thrum

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL.	DATE (Received on board).	RATE.	DATE (Of change in rating).	USE SCALE OF MARKS.			PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER.	
				Proficiency.	CONDUCT.				Health.
					Sobriety.	Obedience.			
ALGONQUIN	5-5-12	M-at-A	5th continuous enlistment					<i>[Signature]</i>	
	2yr. 4 mo.		continuous service as petty officer.						

UPON TERMINATION OF SERVICE.

(Date, discharged, or deserted.) _____, 190 _____, at _____ (Place.)

IF DISCHARGED.

Kind of discharge, _____

Discharged on account of _____, authority of _____

Is _____ recommended for reenlistment.

_____, U. S. R. C. S.,

Commanding U. S. R. C. _____

August 7, 1918.

From: Captain Commandant.
To: ~~Acting Gunner C.T. Thrum Montauk, N.Y.~~
Via: Commanding Officer, Navy Air Station.

Subject: Uniform.

1. Under authority of the Secretary of the Navy dated July 30, 1918, you are advised that commissioned and warrant officers of the Coast Guard assigned to aviation duty are required to wear olive drab uniform similar to that prescribed for officers of the Navy on such duty, except that the cap, corps and rank devices, buttons and other insignia shall be those regularly prescribed for their respective grades *WTS* in the Coast Guard.

(Signed) E. *E. Be...*

X

E. J. Omm



U. S. REVENUE CUTTER ALGONQUIN

TREASURY DEPARTMENT

UNITED STATES
REVENUE-CUTTER SERVICE

San Juan, Porto Rico,

January 16, 1913.

REVENUE CUTTER SERVICE

The Honorable

The Secretary of the Treasury,
Washington, D. C.

Rec'd JAN 24 1913

Ans'd 1/29/13 No. 11

By: HCC board order

Sir:

Referring to Department Circular letter of November 15, 1910 (025-11), I have to recommend Master-at-Arms Charles Theodore Thrun, of this vessel, for the grade of Gunner. He is a native born citizen of the United States and has been in the Revenue-Cutter Service for nearly five years, enlisting first in May, 1908, and has held the rates of ordinary seaman, seaman, quarter-master, assistant master-at-arms, and master-at-arms. As to his ability to handle men his record as master-at-arms in this respect has been excellent.

A. J. Maskell, acting signal quartermaster, of this vessel has already been recommended, examined and qualified for the grade of gunner, in January, 1912.

Respectfully,

J. H. Brown
Captain, U. S. R. C. S.,
Commanding.

done

Examined

7



DIVISION OF REVENUE-CUTTER SERVICE

TREASURY DEPARTMENT 11

OFFICE OF THE SECRETARY

WASHINGTON, January 29, 1913.

First Lieutenant E. Barker, U.S.R.C.S.,
 Second Lieutenant M. S. Hay, U.S.R.C.S.,
 Second Lieutenant C. H. Jones, U.S.R.C.S.,
 U. S. Revenue Cutter ALGONQUIN,
 San Juan, P.R.

REVENUE CUTTER SERVICE

RECD MAR 7 1913

Gentlemen:

1. You are constituted a board for the examination of Charles T. Thrun, master-at-arms, U.S.R.C.S., to determine his fitness for appointment as a Gunner in the United States Revenue-Cutter Service.

2. The board will be governed by the provisions of General Order No. 6, of June 1, 1907.

By direction of the Secretary.

Respectfully,

E. A. Bertholf
 Captain Commandant.

Through Commanding Officer.

Received and delivered Feb 9, 1913, 10:30 am.



J. H. Brown
Captain



U. S. REVENUE CUTTER ALGONQUIN

TREASURY DEPARTMENT

UNITED STATES
REVENUE-CUTTER SERVICE

San Juan, P. R.,

March 10, 1914.

FILE

Received from the Commanding Officer one Expert
Rifleman's badge and date plate, 1913.

Charles F. Thrun

Master-at-arms

REVENUE-CUTTER SERVICE.

RECD. MAR 16 1914

ANSD.

By

SERVICE RECORD OF *Charles F. Thruu, Master-at-Arms*

	YRS	MOS
Revenue-Cutter service:		
From <i>May 6, 1908</i> to <i>present date</i>	<i>6</i>	<i>10</i>
From to		
From to		
Total Revenue-Cutter service.....		

Army service:
 From to

Navy Service:
 From to
 From to

Navy total service.....

Marine Corps service:
 From to

Total service *6 yrs 10 mos*

look up file

DUPLICATE.

TREASURY DEPARTMENT,
REVENUE-CUTTER SERVICE,
Form 2051,
Ed. 6,000—F. C., Apr. 29-12.

RECEIVED MAY 15 1914

Credit for clothing--\$20.00

Reproduced at the National Archives- STL

ENLISTMENT of Thrun, Charles Theodore as Master-at-arms
(Full name, surname to the left.) (Rating.)

U. S. Revenue Cutter ALGONQUIN, F. C. Billard, U. S. R. C. S. Commanding,
at Hamilton, Bermuda, dated May 5, 1914

I, Charles Theodore Thrun
(Name in full, surname to the right.)

desiring to enlist in the United States Revenue-Cutter Service, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps; that I have never been discharged from the United States service or any other service through sentence of either civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

I was born in Toledo, Ohio on March 2, 1886

Citizenship Native born, Occupation mariner

Name and address, next of kin, Mary Thrun (Wife)
Catano, San Juan, P.R.

I have had previous service in the United States Revenue-Cutter Service for six years.
(Insert "none" if no previous service.)

I was last discharged from said Service on May 4, 1914, from the U. S. Revenue Cutter
ALGONQUIN with HONORABLE discharge, herewith submitted.
(Date.) (Kind of discharge.)

I have this 5th day of May, 1914, signed the Shipping Articles of the U. S. Revenue Cutter ALGONQUIN, and the covenants, agreements, and obligations therein contained are hereby made a part of this contract entered into by which I have voluntarily enlisted in the United States Revenue-Cutter Service for ONE YEAR unless sooner discharged by proper authority.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I CERTIFY to the foregoing signature; that I have inspected the above-named applicant for enlistment; that to the best of my judgment and belief, he is of lawful age, or, being a minor, has lawful consent; that he has signed the Shipping Articles of the vessel and on the date, as above stated, after having them, as well as the contract, read and explained to him; that the facts entered in the above contract were in his presence filled in before signature by him, and that in accepting him for enlistment, I have strictly complied with the Regulations of the United States Revenue-Cutter Service governing enlistments.

J. W. Kasinat
First Lieut. ~~USRC~~, Enlisting Officer.

MEDICAL CERTIFICATE.

Age, 26 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.;
Eyes, gray; Hair, brown; Complexion, ruddy
Distinguishing marks, _____

I CERTIFY that I have carefully examined, in accordance with the Regulations of the U. S. Public Health Service, the above-named applicant for enlistment, and find that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the United States Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

ReEnlistment.
U. S. P. H. S., Examining Medical Officer.

I, Charles Theodore Thrun

do solemnly swear (or affirm) that I will bear true faith and allegiance to the UNITED STATES OF AMERICA, and that I will serve them honestly against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the Laws and Regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.
Charles Theodore Thrun
(Signature of enlisted man.)

Subscribed and sworn to before me this fifth day of May, A. D. 1914, and contract perfected.

F. C. Billard
Commanding U. S. Revenue Cutter ALGONQUIN

ENLISTMENT of Thrun, Charles Theodore as Master-at-arms.
(Full-name, surname to the left.) (Rating.)

U. S. Revenue Cutter ALGONQUIN, F. C. Billard, ~~U. S. R. C. S.~~ Commanding,
at Hamilton, Bermuda, dated May 5, 1914

I, Charles Theodore Thrun
(Name in full, surname to the right.)

desiring to enlist in the United States Revenue-Cutter Service, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Revenue-Cutter Service, Army, Navy, or Marine Corps; that I have never been discharged from the United States service or any other service through sentence of either civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

I was born in Toledo, Ohio on March 2, 1886

Citizenship: Native born, Occupation Mariner

Name and address, next of kin, Mary Thrun (Wife)
Catano, San Juan, P.R.

I have had previous service in the United States Revenue-Cutter Service for six years.
(Insert "none" if no previous service.)

I was last discharged from said Service on May 4, 1914, from the U. S. Revenue Cutter
ALGONQUIN with HONORABLE discharge, herewith submitted.
(Date.) (Kind of discharge.)

I have this 5th day of May, 1914, signed the Shipping Articles of the U. S. Revenue Cutter ALGONQUIN, and the covenants, agreements, and obligations therein contained are hereby made a part of this contract entered into by which I have voluntarily enlisted in the United States Revenue-Cutter Service for ONE YEAR unless sooner discharged by proper authority.

Charles Theodore Thrun
(Signature of person to be enlisted.)

I CERTIFY to the foregoing signature; that I have inspected the above-named applicant for enlistment; that to the best of my judgment and belief, he is of lawful age, or, being a minor, has lawful consent; that he has signed the Shipping Articles of the vessel and on the date, as above stated, after having them, as well as the contract, read and explained to him; that the facts entered in the above contract were in his presence filled in before signature by him, and that in accepting him for enlistment, I have strictly complied with the Regulations of the United States Revenue-Cutter Service governing enlistments.

W. W. Gurnat
First Lieut. U. S. R. C. S. Enlisting Officer.

MEDICAL CERTIFICATE.

Age, 26 years 2 months; Height, 5 feet 10 inches; Weight, 156 lbs.,
Eyes, gray; Hair, brown; Complexion, ruddy;
Distinguishing marks, _____

I CERTIFY that I have carefully examined, in accordance with the Regulations of the U. S. Public Health Service, the above-named applicant for enlistment, and find that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing duty at sea in the United States Revenue-Cutter Service, and that he has stated to me that he has no disease concealed or likely to be inherited.

_____ ReEnlistment.
_____ U. S. P. H. S., Examining Medical Officer.

I, Charles Theodore Thrun

do solemnly swear (or affirm) that I will bear true faith and allegiance to the UNITED STATES OF AMERICA, and that I will serve them honestly against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the Laws and Regulations for the government of the United States Revenue-Cutter Service.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Charles Theodore Thrun
(Signature of enlisted man.)

Subscribed and sworn to before me this fifth day of May, A. D. 1914,
and contract perfected.

F. C. Billard
Commanding U. S. Revenue Cutter Algonquin



U. S. REVENUE-CUTTER

TREASURY DEPARTMENT

UNITED STATES

REVENUE-CUTTER SERVICE

ALGONQUIN

San Juan, Porto Rico,

April 24, 1915.

The Commanding Officer,
Coast Guard Cutter ALGONQUIN,
San Juan, Porto Rico.

MAY 13 1915

Subject: Charles T. Thrun, Master-at-Arms.

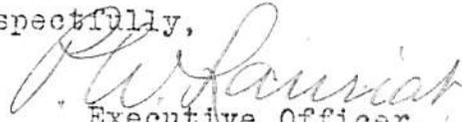
Sir:

Referring to the letter of Charles T. Thrun, Master-at-Arms dated the 22d instant on the subject of punishment given for not enforcing the order prohibiting the practice of loaning money at 20% per month interest, I would state that,

1. The order was thoroughly understood at the time by the Master-at-Arms and other members of the crew.
2. The fact that Louis Daniel, ordinary seaman, had loaned money contrary to this order was brought out by my questioning him, he having been brought aft to investigate the reported loss of a sum of money.
3. The Master-at-Arms and twelve others were accused by Antone Sousa, Assistant Master-at-Arms of loaning money contrary to this order. This was denied by the Master-at-Arms. On investigation it was proved beyond doubt that six of these were making a practice of it and I am satisfied that it was common knowledge among the crew that this was being done and he should have known about it.

4. As no report of violation of this order has been made to me at any time, I do not consider that he has on all occasions used his best endeavor to prevent the loaning of money at interest or done all that is reasonably possible to prevent it.

Respectfully,


Executive Officer.



U. S. REVENUE-CUTTER

TREASURY DEPARTMENT

UNITED STATES
 REVENUE-CUTTER SERVICE
 San Juan, P.R.,
 April 22, 1915.

ALGONQUIN

The Captain Commandant,
 Coast Guard,

Washington, D.C.

Subject: Redress, under article
 598. Regulations.

Sir:

1. In accordance with article 598 of the R.C.S. Regulations (C.G.) I have the honor to appeal to higher authority, and respectfully to request that 15 days deprivation of shore liberty imposed upon me April 16, 1915, be deleted from my current conduct record. My application is based upon the circumstances stated in paragraphs 2 and 3, and for the reasons given in paragraph 4. of this letter.

2. Some eight months ago an order was passed by First Lieutenant P.W.Lauriat, U.S.C.G. to the effect that no member of the crew should loan money at interest to another member hereof, and I, as Master-at-Arms, was instructed to enforce said order.

3. On Friday, April 16, 1915, at about 8:30 a.m., I had occasion to take ordinary seaman Louis Daniel, U.S.C.G. to the mast for using profane language and for accusing second class boy Frank James, U.S.C.G. of having stolen his money. First Lieutenant P.W.Lauriat and myself questioned Daniels as to the latter charge, and discovered

U. S. COAST GUARD
 REC'D. MAY 4 1915
 ARCD. MAY 13 1915
 W. C. H.

-2-

that out of \$56.00, drawn by him from the ship's safe the previous evening, he had still \$30.00 in his possession, while a portion of the remainder had been loaned by him to acting quartermaster Hans Hansen (\$5.00), and coalheaver James M Newton (\$10.00)- a total of \$45.00- while his liberty the previous evening probably accounted for the deficit. The fact was then brought out that the money had been loaned at interest, and further investigation disclosed that five other men had loaned money at interest. In addition to quarantining all these men, I was deprived of 15 days shore liberty for "not enforcing" the order passed by First Lieutenant P.W.Lauriat.

4. I respectfully submit that on all occasions I have used my best endeavor to prevent the loaning of money at interest among the crew, and that after doing all that is reasonably possible to prevent it I cannot be held responsible to a further degree. In the financial transactions of the crew, of which I have cognizance, I am always attentive to my duties. and at the very time the above facts were brought out, I was carrying out the responsibilities of my position. For these reasons I request that my application be favorably considered.

Respectfully, *Charles Theodore Thru*

Master-at Arms.

-3-

1st endorsement.

U.S.G.C.C. ALGONQUIN. San Juan. P.R..

April 24. 1915.

To Captain Commandant.

Forwarded. disapproved for the following reasons:

1. It had been proven by investigation that six members of the crew had been making a practice of lending money at excessive rates of interest to other members of the crew, and the fact that money could be and was, thus obtained, was common knowledge among the crew. If the master-at-arms was not aware of this state of affairs, I consider him culpably negligent in not informing himself of a forbidden condition generally known by the crew.

2. When it was reported that the master-at-arms had, himself, loaned money at interest to a member of the crew, and that an entry relating thereto might be found in the canteen account book, it was learned that this book had been thrown overboard, though no irregularity was found in the canteen accounts.

3. Before awarding the punishment of 15 days' quarantine to the master-at-arms, I had him called to the mast, and questioned him relative to his knowledge of lending money amongst the members of the crew. He denied having such knowledge, but as I consider the lack of it as culpable negligence in the performance of his duties, the punishment above stated was awarded with the hope of causing him to be more observant in the future.

4. A letter addressed to me by the executive officer of this vessel, Lieutenant P.W. Lauriat, is herewith enclosed, relative to the matter, as indicating that the master-at-arms did not use his best efforts in preventing a violation of the order referred to.

Respectfully,


Commanding.

Enclosures.

Treasury Department
Washington

Headquarters

UNITED STATES COAST GUARD

May 1, 1915.

Commanding Officer,
Coast Guard Cutter **ALGONQUIN**,
San Juan, P.R.

Subject: Record of service.

Sir:

The records at Headquarters show that **C.T. Thrun**,
master at arms, has had previous creditable service
under the United States, prior to the date of his current enlistment
May 5, 1914, as follows:

	Years.	Months.	Days.
Revenue-Cutter Service and Coast Guard	6	0	0
Life-Saving Service and Coast Guard			
Army			
Navy			
Marine Corps			
Total	6	0	0

His service is continuous from **May 5, 1908.**

By direction of the Captain Commandant.

Respectfully,

[Handwritten Signature]
Chief, Division of Operations.

12w.

May 13, 1915.

Master-at-Arms Charles T. ~~Thrup~~,

Coast Guard Cutter ALCONQUIN,

San Juan, Porto Rico.

Subject: Application removal note of punishment
on record.

Sir:

1. In reply to your letter of the 22nd ultimo, you are informed that your request for the removal from your conduct record of the punishment of deprivation of liberty for fifteen days, imposed by the commanding officer, for your failure to enforce a certain order lawfully promulgated by him, has been carefully considered.

2. The order when promulgated appeared to have been thoroughly understood, and it was your duty as the petty officer charged with a strict surveillance of the conduct of the crew, to exert every effort in its enforcement, and to report to proper authority every violation thereof.

3. It was found upon investigation that a number of the crew had violated the order, and it was a matter of common knowledge among the crew that the order was being violated. Failure to discover this state of affairs, or having discovered

it, failure to report the matter to proper authority, indicates inattention to, or neglect of duty on your part for which you have been justly punished by the commanding officer, and therefore your request is denied.

Respectfully,


(Signed) E. P. BERTHOLD
Captain Commandant.

X



TREASURY DEPARTMENT,
U. S. COAST GUARD.
Form 2500.

ENLISTMENT CONTRACT, AND RECORD.

Re ENLISTMENT of Thru Charles Theodore as Master at Arms
(Full name, surname to the left.) (Rating.)
U. S. Coast Guard Cutter Station Algonguin, District, San Juan, P.R.
(Draw line through designation not applying.) (Location of vessel: P. O. address, station.)

1. I, Charles Theodore Thruin, this 5th day of May, 1915, desiring to enlist in the United States Coast Guard, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Coast Guard, Army, Navy, Marine Corps, or Revenue-Cutter Service; that I have never been discharged from the United States service, or any other service, through sentence of either a civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

2. I was born in Toledo, Ohio, on March 2, 1896. Citizenship Native born
Occupation Mariner Home address 1246 Columbia Ave, Baltimore
Full name and address of the following: Mrs. Mary Thruin, (wife) 1246 Columbia Ave, Baltimore, Md.
(Wife, if any.)
(Children under 16 years of age.)
none

Mrs. Evelyn Thruin, Samaria, Michigan, P.O. box #38
(Mother, if living.)
(Next of kin, or person interested, if there are none of the above.)

3. I have _____ had previous service under the United States in the Coast Guard, Army, Navy, Marine Corps, Revenue-Cutter Service, or Life-Saving Service.
(If "not" so state.)

4. I was last discharged from the U. S. Coast Guard May 4, 1915, from Cutter Station Algonguin
(Strike out one.) (Name of cutter or station.)
with honorable discharge, herewith submitted.
(Kind of discharge.)

5. I agree to and with Captain W. V. E. Jacobs of the United States Coast Guard in manner and form following, that is to say:
(Comdg. officer, dist. supt., or keeper of station.)

In the first place, I agree for the considerations hereinafter mentioned to enter the service of the Coast Guard of the United States, and in due and reasonable time to repair to such vessel or station of said Coast Guard as I may be ordered to join, and to the utmost of my power and ability discharge my several services or duties, and be in everything conformable and obedient to the lawful commands of the officers who may from time to time be placed over me.

Secondly, I oblige and subject myself, and for that purpose covenant and agree to serve during the term of ONE YEAR from the date first above written, unless sooner discharged by proper authority, and also to the further conditions that said period may be temporarily extended by reason of duty away from my usual station, or during an emergency to subserv the interests of the Government, or if restored to duty after trial by a Coast Guard court for unauthorized absence, to serve for such period as will, with the time served by me prior to said absence, amount to a full term of ONE YEAR, and I also oblige myself during such service to comply with and be subject to such laws, regulations, and discipline as are, or may be, established for the government of the Coast Guard of the United States.

Thirdly, the said W. V. E. Jacobs for and in behalf of the United States, does hereby covenant and agree to and with the said Charles Theodore Thruin, who has hereunto signed his name, that he shall be paid in consideration of such services, the amount now established, or that may be established by authority of law, as the pay of the ratings which may, from time to time, be assigned him, subject to such forfeitures, deductions, and retentions as may be ordered by competent authority in accordance with the laws of the United States and the Regulations governing the Coast Guard.

Charles Theodore Thruin
(Signature of enlisted person.)

_____, U. S. C. G.
(Comdg. officer, dist. supt., or keeper of station.)

6. I certify to the signature of the above person enlisted, and that I have strictly complied with the Regulations of the United States Coast Guard governing enlistments in his case.

P. W. Lascaris
First Lieut. U. S. C. G. Enlisting Officer.

TREASURY DEPARTMENT,
U. S. COAST GUARD,
Form 2500.

ENLISTMENT CONTRACT, AND RECORD.

Re ENLISTMENT of Thrum, Charles Theodore as Master-at-Arm
(Full name, surname to the left.) (Rating.)
U. S. Coast Guard Cutter Algonquin, District, San Juan, P. R.
Station (Draw line through designation not applying.) (Location of vessel: P. O. address, station.)

1. I, Charles Theodore Thrum, this 5th day of May, 1915, desiring to enlist in the United States Coast Guard, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Coast Guard, Army, Navy, Marine Corps, or Revenue-Cutter Service; that I have never been discharged from the United States service, or any other service, through sentence of either a civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

2. I was born in Toledo, Ohio, on March 2, 1886 Citizenship native born,
Occupation mariner Home address 1246 Columbia Ave, Baltimore Md

Full name and address of the following: Mrs. Mary Thrum, (wife) 1246 Columbia Ave, Baltimore, Md.
(Wife, if any.)
none.
(Children under 16 years of age.)

Mrs. Evelyn Thrum, Samaria Michigan, P.O. Box #38
(Mother, if living.)
(Next of kin, or person interested, if there are none of the above.)

3. I have _____ had previous service under the United States in the Coast Guard, Army, Navy, Marine Corps, Revenue-Cutter Service, or Life-Saving Service.
(If "not" so state.)

4. I was last discharged from the U. S. Coast Guard May 4, 1915, from Cutter Station Algonquin
(Strike out one.) (Name of cutter or station.)
with honorable discharge, herewith submitted.
(Kind of discharge.)

5. I agree to and with Captain W. V. E. Jacob of the United States Coast Guard in manner and form following, that is to say:
(Comdg. officer, dist. supt., or keeper of station.)

In the first place, I agree for the considerations hereinafter mentioned to enter the service of the Coast Guard of the United States, and in due and reasonable time to repair to such vessel or station of said Coast Guard as I may be ordered to join, and to the utmost of my power and ability discharge my several services or duties, and be in everything conformable and obedient to the lawful commands of the officers who may from time to time be placed over me.

Secondly, I oblige and subject myself, and for that purpose covenant and agree to serve during the term of ONE YEAR from the date first above written, unless sooner discharged by proper authority, and also to the further conditions that said period may be temporarily extended by reason of duty away from my usual station, or during an emergency to subserv the interests of the Government, or if restored to duty after trial by a Coast Guard court for unauthorized absence, to serve for such period as will, with the time served by me prior to said absence, amount to a full term of ONE YEAR, and I also oblige myself during such service to comply with and be subject to such laws, regulations, and discipline as are, or may be, established for the government of the Coast Guard of the United States.

Thirdly, the said W. V. E. Jacob for and in behalf of the United States, does hereby covenant and agree to and with the said Charles Theodore Thrum, who has hereunto signed his name, that he shall be paid in consideration of such services, the amount now established, or that may be established by authority of law, as the pay of the ratings which may, from time to time, be assigned him, subject to such forfeitures, deductions, and retentions as may be ordered by competent authority in accordance with the laws of the United States and the Regulations governing the Coast Guard.
(Comdg. officer, dist. supt., or keeper of station.)
(Name of person enlisting.)

Charles Theodore Thrum
(Signature of enlisted person.)

(Comdg. officer, dist. supt., or keeper of station.) U. S. C. G.

6. I certify to the signature of the above person enlisted, and that I have strictly complied with the Regulations of the United States Coast Guard governing enlistments in his case.
R. W. Lauriat
First Lieut., U. S. C. G. Enlisting Officer.

21. Record of

Thrum, Charles Theodore

(Full name, surname to the left.)

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL OR STATION.	DATE RECEIVED ON BOARD OR AT STATION.	RATE.	DATE OF CHANGE IN RATING.	PROFICIENCY IN RATING.	SOBRIETY.	OBEDIENCE.	CONDUCT.	PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER OR DISTRICT SUPERINTENDENT.
<i>Algonquin</i>	<i>May 5, 15</i>	<i>M-at-A</i>		5	5	5	5	9/30/15	<i>J. M. Moon</i> Commanding.
ITASCA	10/18/15	M-A-A		5	5	5	5	4/30/16	<i>J. B. J. Addison</i> Temp'y Commanding
ALGONQUIN	5/1/16	M-A-A		5	5	5	5	4/30/16	<i>H. L. Mauldy</i> Temp'y Comd'g
AVERAGES				5	5	5	5		

¹ State of health during enlistment: Excellent

² Proficient in _____

Certified to be correct:

R. W. Tempel
Executive Officer. ³ ~~Temporary Executive Officer~~

Approved:

H. L. Mauldy Captain
Temp'y Commanding Officer

INSTRUCTIONS.

- (a) This form will be made and executed in triplicate or quadruplicate with all blank spaces filled in as required by regulations.
- (b) The contract of enlistment will be read and explained by the enlisting officer to the applicant for enlistment, prior to his signature thereto.
- (c) One copy of the complete form shall be mailed immediately to Headquarters. Upon the discharge, death, retirement, transfer, or desertion of the enlisted person, the other copies shall be disposed of as required by regulations.
- (d) In case of enlistment, where the person states he has had service in the United States in any of the branches enumerated in paragraph 3 of the Contract, such services shall be itemized as required by paragraph 10 above.
- (e) *Citizenship.*—Use expressions: "Native born;" "naturalized;" "alien, intentions declared;" "alien."
- (f) No interlineations, erasures, alterations, or use of ditto marks will be permitted. Should an error be made, a light red-ink line will be drawn through it, the commanding or executive officer, district superintendent or keeper entering his initials alongside in ink.
- (g) The signatures of commanding officers and district superintendents to all final entries on enlistment records shall be written, not stamped.

¹ State whether seasickness or other ailment materially interfered with duty.
² When an enlisted person, who is proficient in running the engine of a launch, lifeboat or surfboat, an ice machine, refrigerating apparatus, or in signals or radio, is discharged, the fact of such proficiency shall be entered here in red ink.
³ Strike out words not applicable.

ENLISTMENT CONTRACT AND RECORD.

REC'D JAN 8 1916

~~RE~~-ENLISTMENT of THRUN, Charles Theodore as Master at Arms
(Full name, surname to the left.) (Rating.)
U. S. Coast Guard ^{Cutter} ~~Station~~ ALGONQUIN, District, Arundel Cove, Md.
(Draw line through designation not applying.) (Location of vessel: P. O. address, station.)

1. I, Charles Theodore Thrun, this 5th day of May, 19 16 desiring
(Full name, surname to the right.)
to enlist in the United States Coast Guard, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Coast Guard, Army, Navy, Marine Corps, Revenue-Cutter Service, or Life-Saving Service; that I have never been discharged from the United States service, or any other service, through sentence of either a civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

2. I was born in Toledo, Ohio, on March 2, 1 886 Citizenship Native-born
Occupation Mariner Home address 1246 Columbia Ave., Baltimore, Md.

Full name and address of the following: Mrs. Mary Thrun, 1246 Columbia Ave., Baltimore, Md.
(Wife, if any.)
(Children under 16 years of age.)

Mrs. Evelyn Thrun, 632 Green Street, Toledo Ohio.
(Mother, if living.)
(Next of kin, or person interested, if there are none of the above.)

3. I have had previous service under the United States in the Coast Guard, Army, Navy, Marine Corps, Revenue-Cutter Service, or Life-Saving Service.
(If "not" so state.)

4. I was last discharged from the U. S. Coast Guard May 4, 19 16 from ^{Cutter} ~~Station~~ ALGONQUIN
(Strike out one.) (Name of cutter or station.)
with Honorable discharge, herewith submitted.
(Kind of discharge.)

5. I agree to and with Captain H. C. Hamlet of the United States Coast Guard in manner and form following, that is to say:
(Name of comdg. officer, dist. supt., or keeper of station.)
In the first place, I agree for the considerations hereinafter mentioned to enter the service of the Coast Guard of the United States, and in due and seasonable time to repair to such vessel or station of said Coast Guard as I may be ordered to join, and to the utmost of my power and ability discharge my several services or duties, and be in everything conformable and obedient to the lawful commands of the officers who may from time to time be placed over me.

Secondly, I oblige and subject myself, and for that purpose covenant and agree to serve during the term of ONE YEAR from the date first above written, unless sooner discharged by proper authority, and also to the further conditions that said period may be temporarily extended by reason of duty away from my usual station, or during an emergency to subserve the interests of the Government, or if restored to duty after trial by a Coast Guard court for unauthorized absence, to serve for such period as will, with the time served by me prior to said absence, amount to a full term of ONE YEAR, and I also oblige myself during such service to comply with and be subject to such laws, regulations, and discipline as are, or may be, established for the government of the Coast Guard of the United States.

Thirdly, the said Captain H. C. Hamlet for and in behalf of the United States, does hereby covenant and agree to and with the said Charles Theodore Thrun, who has hereunto signed his name, that he shall be paid in consideration of such services, the amount now established, or that may be established by authority of law, as the pay of the ratings which may, from time to time, be assigned him, subject to such forfeitures, deductions, and retentions as may be ordered by competent authority in accordance with the laws of the United States and the Regulations governing the Coast Guard.
(Name of person enlisting.)

Charles Theodore Thrun
(Signature of enlisted person.)
H. C. Hamlet, Captain, U. S. C. G.
(Signature and rank of comdg. officer, dist. supt., or keeper of station.)

6. I certify to the signature of the above person enlisted, and that I have strictly complied with the Regulations of the United States Coast Guard governing enlistments in his case.

R. W. Dempsey
1st Lieutenant, U. S. C. G. Enlisting Officer.

TREASURY DEPARTMENT,
U. S. COAST GUARD.
Form 2500.

ENLISTMENT CONTRACT AND RECORD.

RE-ENLISTMENT of THRUN, Charles Theodore as Master at Arms
(Full name, surname to the left.) (Rating.)

U. S. Coast Guard Cutter ALGONQUIN, District, Arundel Cove, Md.
(Draw line through designation not applying.) (Location of vessel: P. O. address, station.)

1. I, Charles Theodore Thrun, this 5th day of May, 19 16, desiring
(Full name, surname to the right.)

to enlist in the United States Coast Guard, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Coast Guard, Army, Navy, Marine Corps, Revenue-Cutter Service, or Life-Saving Service; that I have never been discharged from the United States service, or any other service, through sentence of either a civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

2. I was born in Toledo, Ohio, on March 2, 1 886 Citizenship Native born

Occupation Mariner Home address 1246 Columbia Ave., Baltimore, Md.

Full name and address of the following: Mrs. Mary Thrun, 1246 Columbia Ave., Baltimore, Md.
(Wife, if any.)

U. S. COAST GUARD
(Children under 16 years of age.)

REC'D MAY 9 1917
ANSID

Mrs. Evelyn Thrun, 632 Green Street, Toledo Ohio.
(Mother, if living.)

(Next of kin, or person interested, if there are none of the above.)

3. I have had previous service under the United States in the Coast Guard, Army, Navy, Marine Corps, Revenue-Cutter Service, or Life-Saving Service.
(If "not" so state.)

4. I was last discharged from the U. S. Coast Guard May 4, 19 16, from Cutter ALGONQUIN
(Strike out one.) (Name of cutter or station.)
with Honorable discharge, herewith submitted.
(Kind of discharge.)

5. I agree to and with Captain H. G. Hamlet of the United States Coast Guard in manner and form following, that is to say:
(Name of comdg. officer, dist. supt., or keeper of station.)

In the first place, I agree for the considerations hereinafter mentioned to enter the service of the Coast Guard of the United States, and in due and seasonable time to repair to such vessel or station of said Coast Guard as I may be ordered to join, and to the utmost of my power and ability discharge my several services or duties, and be in everything conformable and obedient to the lawful commands of the officers who may from time to time be placed over me.

Secondly, I oblige and subject myself, and for that purpose covenant and agree to serve during the term of ONE YEAR from the date first above written, unless sooner discharged by proper authority, and also to the further conditions that said period may be temporarily extended by reason of duty away from my usual station, or during an emergency to subserve the interests of the Government, or if restored to duty after trial by a Coast Guard court for unauthorized absence, to serve for such period as will, with the time served by me prior to said absence, amount to a full term of ONE YEAR, and I also oblige myself during such service to comply with and be subject to such laws, regulations, and discipline as are, or may be, established for the government of the Coast Guard of the United States.

Thirdly, the said Captain H. G. Hamlet for and in behalf of the United States, does hereby covenant and agree to and
(Name of comdg. officer, dist. supt., or keeper of station.)

with the said Charles Theodore Thrun, who has hereunto signed his name, that he shall be paid in consideration of such services, the amount now established, or that may be established by authority of law, as the pay of the ratings which may, from time to time, be assigned him, subject to such forfeitures, deductions, and retentions as may be ordered by competent authority in accordance with the laws of the United States and the Regulations governing the Coast Guard.

Charles Theodore Thrun
(Signature of enlisted person.)
H. G. Hamlet Captain, U. S. C. G.
(Signature and rank of comdg. officer, dist. supt., or keeper of station.)

6. I certify to the signature of the above person enlisted, and that I have strictly complied with the Regulations of the United States Coast Guard governing enlistments in his case.

R. W. Dempsey
1st Lieutenant, U. S. C. G. Enlisting Officer.

20. MERITORIOUS CONDUCT.
 Qualified as marksman 3/9/16 - Qualified as sharpshooter 3/10/16.
 Presented with bronze medal by National Rifle Ass'n for highest score
 at 200,300 and 500 yards rifle range at annual meet of San Juan Rifle Club.

21. Record of THRUN, Charles Theodore

(Full name, surname to the left.)

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL OR STATION.	DATE RECEIVED ON BOARD OR AT STATION.	RATE.	DATE OF CHANGE IN RATING.	PROFICIENCY IN RATING.	SOBRIETY.	OBEDIENCE.	CONDUCT.	PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER OR DISTRICT SUPERINTENDENT.
ALGONQUIN	5/5/16	M-at-A		5	5	5	5	11/29/16	<i>[Signature]</i> Temp'y Comd'g
<i>Navy Aeronautic Station Pensacola Fla</i>	<i>12/1/16</i>	<i>M. at A.</i>		5	5	5	5	4/30/17	<i>[Signature]</i> In charge detail
AVERAGES				5	5	5	5		

¹ State of health during enlistment: Excellent to 11/29/16 . Excellent remainder of enlistment.

² Proficient in Qualified as Airman, Navy Aeronautic course.

Certified to be correct:

[Signature]
Executive Officer.³

Approved:

[Signature]
Commanding Officer.³

INSTRUCTIONS.

- (a) This form shall be made and executed in triplicate on cutters and in quadruplicate at stations with all blank spaces filled in as required by regulations.
- (b) The contract of enlistment will be read and explained by the enlisting officer to the applicant for enlistment, prior to his signature thereto.
- (c) One copy of the complete form shall be mailed immediately to Headquarters. Upon the discharge, death, retirement, transfer, or desertion of the enlisted person, the other copies shall be disposed of as required by regulations.
- (d) In case of enlistment, where the person states he has had service in the United States in any of the branches enumerated in paragraph 3 of the Contract, such services shall be itemized as required by paragraph 10 above.
- (e) *Citizenship.*—Use expressions: "Native born;" "naturalized;" "alien, intentions declared;" "alien."
- (f) No interlineations, erasures, alterations, or use of ditto marks will be permitted. Should an error be made, a light red-ink line will be drawn through it, the commanding or executive officer, district superintendent or keeper entering his initials alongside in ink.
- (g) The signatures of commanding officers and district superintendents to all final entries on enlistment records shall be written, not stamped.

¹ State whether seasickness or other ailment materially interfered with duty.

² When an enlisted person, who is proficient in running the engine of a launch, lifeboat or surfboat, an ice machine, refrigerating apparatus, or in signals or radio, is discharged, the fact of such proficiency shall be entered here in red ink.

³ Strike out words not applicable.



U. S. REVENUE CUTTER ALGONQUIN

*Application
transfer*

TREASURY DEPARTMENT

UNITED STATES
REVENUE-CUTTER SERVICE

South Baltimore, Md.,

July 2, 1915.

The Captain Commandant,
U. S. Coast Guard,
Washington, D.C.

U. S. COAST GUARD
REC'D. JUL 4 1915
ANS'D. *[Signature]*

Subject: Request for transfer.

Sir:-

I have the honor to request that I be transferred from the ALGONQUIN to the TALLAPOOSA or the WINDOM, in my present rating, when either of the latter vessels go into commission.

I am now serving my eighth continuous enlistment, over six years of which were spent at the Porto Rican station.

Respectfully,

Charles T. Thrum

Master at Arms.

Forwarded, approved:

W. G. [Signature]

Commanding.

Coast Guard Depot,
South Baltimore, Md.,

Forwarded:

J. M. [Signature]
Commanding.

13

July 21, 1915.

Master at Arms C.T. Thrun,
Coast Guard Cutter ALGONQUIN,
South Baltimore, Md.

Subject: Application for transfer
to TALLAPOOSA or WINDOM.

Sir:

Your application for transfer to the TALLAPOOSA or WINDOM, has been received and will be considered in case a vacancy in your rate should be reported on one of those vessels.

By direction of the Captain Commandant.

Respectfully,

(Signed)  O. M. MAXAM

Chief, Division of Operations.





COAST GUARD DEPOT

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

SOUTH BALTIMORE, MD. May 1, 1916.

Captain Commandant,
Coast Guard,
Washington, D. C.

[Handwritten signature]
U.S. COAST GUARD
REC'D
[Handwritten initials]

Subject: Transfer of enlisted men,
ITASCA to ALGONQUIN.

Sir:

1. As directed by Headquarters letter of April 28, 1916 (701), the following petty officers and enlisted men of the ITASCA reported this day at the Depot for duty on the ALGONQUIN:

- ✓ ~~C. T. Thrun~~-----Master-at-Arms, °
- ✓ N. Frengler-----Water tender, °
- ✓ J. Martinez-----Fireman, - *colfax*
- ✓ A. Tunlik-----Fireman, °
- ✓ J. Newton-----Fireman, °
- ✓ W. Sinclair-----Boy, 1st class, *colfax*
- ✓ P. Emanuel-----Boy, 1st class. °

Respectfully,

[Handwritten signature]
Commandant.

RWD/G

73

August 25, 1916.

Commanding Officer,
Coast Guard Cutter ALGONQUIN,
South Baltimore, Md.

Subject: Promotion to warrant officer,
Master at Arms Thrun.

Sir:

Referring to his letter of August 22, you are requested to advise Master at Arms C.F. Thrun that a list of persons numbered in the order of their eligibility for promotion to warrant, is not maintained. Upon the occurrence of a vacancy in the grade of warrant officer, it is the established practice to consider all of the persons who have been recommended for promotion and to assign to the vacancy the best qualified man amongst their number.

As Thrun has been recommended for promotion and has passed the mental examination, his name will be considered upon the next occurrence of a vacancy in the grade of gunner.

By direction of the Captain Commandant.

Respectfully,

(Signed) O. M.  MAXAM
Chief, Division of Operations.

X





COAST GUARD CUTTER
ALGONQUIN

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

South Baltimore, Md.

August 22, 1916.

Captain Commandant,
U. S. Coast Guard,
Washington, D. C.

U. S. COAST GUARD
REC'D. AUG 23 1916

Subject: Examination for Gunner.

Sir:-

Referring to Headquarters letter #11, Jan. 29, 1913, examination for Gunner, I would state that I was examined, in February, 1913, by Lt. Eben Barker, Lt. C. H. Jones, and an engineer officer, for appointment to Gunner, and passed said examination.

I request that I be informed how I stand upon the list of eligibles for this warrant.

Respectfully,

C. J. Phruw
Master at Arms.

1st Indorsement.

ALGONQUIN So. Balto. Md. Aug. 22, 1916.
To Commandant of Depot.
Forwarded approved.

C. J. Addison,
Temp'y Comd'g.

2nd Indorsement,

U.S. Coast Guard Depot, South Baltimore, Md., August 22, 1916.
Forwarded.

J. M. Mason
Commandant.

BOARD FOR THE EXAMINATION OF CHARLES T. THRUN, FOR THE APPOINTMENT AS GUNNER IN THE REVENUE-CUTTER SERVICE.

-----oOo-----

The Board met in accordance with Department order of January 29, 1913 (11), herewith appended, at 9:15 a.m., February 28, 1913, all the members being present, and immediately proceeded with the examination of Charles T. Thrun, Master-at-Arms,

The questions given and percentage obtained are set forth below.

GUNNERY.	Wt.
1. Give the nomenclature of the parts of the gun, mount, and breech mechanism of the six pounder guns as mounted on this vessel.	82
2. Describe the working of the breech mechanism of the Hotchkiss Mark 2.	82
3. In the presence of this board set the sight of one of the six pounders for a range of 1500 yards, windage 1 knot, vessel going about 7 knots per hour, target abeam.	66
4. Given all the materials and using black powder describe how you would load a round of six pounder fixed ammunition.	75
5. Describe the U. S. magazine rifle, model 1903, and tell what care should be taken of it after firing.	73
6. Describe the magazine of this vessel, and how ammunition and powder is stowed therein.	73
Average.	75.

SEAMANSHIP.

	Wt.
1. (a) How is chain cable usually marked? (b) What is the length of the cables of the ALGONQUIN and how are the bitter ends made fast?	83
2. Describe the windlass of this vessel and tell how it is worked.	95
3. Tell how you would reeve a three fold purchase.	33
4. How is canvas graded?	100
5. Equip one of the cutters of this vessel for the purpose of abandoning ship at sea.	90
6. Give the steering and sailing rules for sailing vessels.	77
7. Tell what care should be taken of the steel and bright wood work of a revenue cutter.	80
8. Give the ingredients of white paint for the hull of a steel revenue cutter.	88
	Average. 81.

DRILL REGULATIONS AND SIGNALS.

	Wt.
1. Describe the I. C. letters.	90.
2. Describe position of "Attention".	75.
3. Describe from "order to slope".	83.
4. Describe evolution of "Squads right", company in column.	77
5. Form company. Dismiss Company.	57
6. Give the drill prescribed for a six pounder, R.F.G.	43
	Average 71.

SERVICE REGULATIONS.

1. What do the Regulations require regarding the opening of the

magazine?	70
2. In case of a vessel being dismantled for going out of commission, what care should warrant officers take regarding articles of their respective departments?	90
3. What reports are made by the boatswain and gunner at 8:00 p.m.?	93
4. What are the duties of a gunner immediately after a drill with small arms?	85
5. What records does the gunner keep?	92
Average	86.

LETTER WRITING, ACCOUNTS, ETC.

1. Write a letter to the Secretary of the Treasury requesting 30 days' leave of absence.	75.
2. Make out form for keeping account of stores.	75.
Average	75.
Ability to handle men.	80.

Gunnery-----	75 x 30-----	2250.
Seamanship-----	81 x 15-----	1215.
Drill Regs. and Signals-----	71 x 15-----	1065.
Service Regulations-----	86 x 15-----	1290.
Letter writing, etc.-----	75 x 10-----	750.
Ability to handle men-----	80 x 15-----	1200.
	Final average--	77.70%.

The examination was finished at 12:00 Noon.

Charles T. Thrun, Master-at-Arms, having passed the above examination successfully, and being a citizen of the United

-4-

States, is therefore recommended by the Board for appointment as Gunner in the United States Revenue Cutter Service.

Eben Parster
First Lieutenant,

M. A. Hay
Second Lieutenant,

C. H. Jones
Second Lieutenant.

Respectfully forwarded.

J. H. Brown
Commanding.

H-21Q-BH-LOK

13085

AUG 18 1918



To: Guesser
 Charles F. Faran, USCG.
~~Head of Station,~~
 Montauk, Long Island, N. Y.
 (Commandant, Third Naval District)

SUBJECT: Change of duty.

1. You will regard yourself detached from your present station, and from such other duty as may have been assigned you; will proceed and report for duty in accordance with following instructions; this employment on shore duty being required by the public interests:

To Pensacola, Fla., and report to the Commandant of the Naval Air Station, for such duty as may be assigned to you.

2. Report also by letter to the Commandant, Eighth Naval District for this duty.

3. Your designation as an Naval Aviator remains in force until specifically revoked.

Roosevelt

*M.B.
9/8/19*

Copy to:

- C.O. Nav. Air. Sta., Montauk, Long Island, N. Y.
- Commodore → Cdt. 3d Nav. Dist.
- Cdt. USCG.
- Cdt. Nav. Air Sta., Pensacola, Fla.
- C.O. 8th Nav. Dist.



COAST GUARD CUTTER

ALGONQUIN

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

South Baltimore, Md.

August 22nd, 1916.

U. S. COAST GUARD
RECD. AUG 23 1916

Captain Commandant,
U. S. Coast Guard,
Washington D. C.

*Approved by
Authority
Sincerely
acted upon
C. J. P.*

Subject: Aviation duty.

Sir;-

Application is hereby made for a detail to aviation duty.

Respectfully,

C. J. P.

Master at Arms.

1st Indorsement.

U. S. C. G. C. ALGONQUIN, South Baltimore, Md., Aug. 22, 1916.

To Commandant of Depot.

Forwarded approved with the information that this man's record is as follows:- Health 5; Sobriety 5; Conduct 5; Obedience 5; Proficiency 5. Years of Service -8, Marksmanship 1915- Expert; 1916- Sharpshooter.

E. S. Addison,
Temp'y Comd'g.

2nd Indorsement.

U.S. Coast Guard Depot, South Baltimore, Md., August 22, 1916

Forwarded.

J. M. Moore
Commandant.

72

August 24, 1916.

Commanding Officer,
Coast Guard Cutter ALGONQUIN,
South Baltimore, Md.

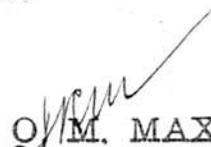
Subject: Aviation, Master at Arms
Thrun.

Sir:

You are requested to advise Master at Arms C.T. Thrun that his application for aviation duty has been received and will be considered at the proper time.

By direction of the Captain Commandant,

Respectfully,

(Signed)  M. MAXAM
Chief, Division of Operations.

T
CNS [Signature]

Health Record of
Charles T. Thrun, Master-at-Arms, U.S.C.G.

No record of illness.

November 20, 1916, examined and passed for aviation by William G. Townsend, A.A. Surgeon, U.S.N., with the exception that he was found to be twenty pounds underweight in proportion to his height. The Surgeon General of the U. S. Navy informed this office that that underweight could be properly waived.



COAST GUARD CUTTER

ALGONQUIN

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

South Baltimore, Md.,

November 29, 1916.

Captain Commandant,
U. S. Coast Guard,
Washington, D. C.

U. S. COAST GUARD
REC'D TO 1016

Subject: Transfer Master at Arms,
C. T. Thrun.

Sir:

By authority of Headquarters Letter of November 23, 1916, (73), Master at Arms C. T. Thrun has this day been transferred from the ALGONQUIN to aviation duty at Pensacola, Florida.

Respectfully,

J. M. Mason
Commandant.

RWD/T



COAST GUARD DEPOT

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

SOUTH BALTIMORE, MD. November 25, 1916.

Captain Commandant,
 U. S. Coast Guard,
 Washington, D. C.



Subject: Acknowledgment of orders.

Sir:

1. Receipt is acknowledged of Headquarters' order (73) of November 23, 1916, assigning me to aviation duty and directing me to report to 2nd Lieutenant of Engineers C. E. Sugden at Pensacola, Florida, December 1, 1916.

Respectfully,

Chas. T. Thru
 Master-at-Arms.

1st Indorsement.

Depot, South Baltimore, Md., November 25, 1916: - Forwarded.

J. M. Mason
 Commandant.

True (Copy)
 U. S. NAVAL
 AERONAUTIC STATION,
 PENSACOLA, FLA.

March 12, 1917

PROFICIENCY REPORT

OF
Thorn, C.T.
M.A.A., U.S.N. ^{CG.}

Holding C. S. C. No. _____

Reported _____

Completed course March 10, 1917

Qualified as Pilot

Transferred to _____

Qualified in various branches as follows:

SCALE OF MARKS Excellent; 4, Very good; 3, Good; 2, Fair; 1, Indifferent; 0, Bad.

Engines.	3.72
Aeroplanes or balloons.	3.74
Machine shop.	
Copper shop.	3.58
Blacksmith shop.	3.68
Aeronautic instruments.	3.71
Hydrogen gas plant.	3.70
Flying.	
Ordnance.	
Radio.	
Average.	3.69
Sobriety.	
Obedience.	

Remarks: _____

_____, U. S. NAVY,
 COMMANDANT.
by BMC. 3/17/17
Foursted
Stauben Banker

U.S. COAST GUARD

Reproduced at the National Archives- STL

REC DEC 9-1918

ENLISTMENT CONTRACT AND RECORD.

TREASURY DEPARTMENT,
U. S. COAST GUARD.
Form 2500.

RE ENLISTMENT of Thrun, Charles Theodore as Master at Arms
(Full name, surname to the left.) (Rating.)

U. S. Coast Guard ~~Station~~ Navy Aeronautic Station, District, Pensacola, Fla.
(Draw line through designation not applying.) (Location of vessel: P. O. address, station.)

1. I, Charles Theodore Thrun, this 5th day of May, 19 17, desiring
(Full name, surname to the right.)

to enlist in the United States Coast Guard, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Coast Guard, Army, Navy, Marine Corps, or Revenue-Cutter Service; that I have never been discharged from the United States service, or any other service, through sentence of either a civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

2. I was born in Toledo, Ohio, on March 2, 1886 Citizenship Native born

Occupation Mariner Home address 632 Green St. Toledo, Ohio

Full name and address of the following: _____
(Wife, if any.)

(Children under 16 years of age.)

Mrs. Evelyn Thrun, 632 Green Street, Toledo, Ohio.
(Mother, if living.)

(Next of kin, or person interested, if there are none of the above.)

3. I have _____ had previous service under the United States in the Coast Guard, Army, Navy, Marine Corps, Revenue-Cutter Service, or Life-Saving Service.
(If "not" so state.)

4. I was last discharged from the U. S. Coast Guard May 4, 19 17, from ~~Station~~ Navy Aeronautic Station,
Pensacola, Fla.
(Strike out one.) (Name of cutter or station.)
with honorable discharge, herewith submitted.
(Kind of discharge.)

5. I agree to and with Stanley V. Parker of the United States Coast Guard in manner and form following, that is to say:
(Name of comdg. officer, dist. supt., or keeper of station.)

In the first place, I agree for the considerations hereinafter mentioned to enter the service of the Coast Guard of the United States, and in due and reasonable time to repair to such vessel or station of said Coast Guard as I may be ordered to join, and to the utmost of my power and ability discharge my several services or duties, and be in everything conformable and obedient to the lawful commands of the officers who may from time to time be placed over me.

Secondly, I oblige and subject myself, and for that purpose covenant and agree to serve during the term of ONE YEAR from the date first above written, unless sooner discharged by proper authority, and also to the further conditions that said period may be temporarily extended by reason of duty away from my usual station, or during an emergency to subserve the interests of the Government, or if restored to duty after trial by a Coast Guard court for unauthorized absence, to serve for such period as will, with the time served by me prior to said absence, amount to a full term of ONE YEAR, and I also oblige myself during such service to comply with and be subject to such laws, regulations, and discipline as are, or may be, established for the government of the Coast Guard of the United States.

Thirdly, the said Stanley V. Parker for and in behalf of the United States, does hereby covenant and agree to and
(Name of comdg. officer, dist. supt., or keeper of station.)

with the said Charles Theodore Thrun, who has hereunto signed his name, that he shall be paid in consideration of such
(Name of person enlisting.)
services, the amount now established, or that may be established by authority of law, as the pay of the ratings which may, from time to time, be assigned him, subject to such forfeitures, deductions, and retentions as may be ordered by competent authority in accordance with the laws of the United States and the Regulations governing the Coast Guard.

(Signature of enlisted person.)
Stanley V. Parker 1st Lieut U. S. C. G.
(Signature and rank of comdg. officer, dist. supt., or keeper of station.)

6. I certify to the signature of the above person enlisted, and that I have strictly complied with the Regulations of the United States Coast Guard governing enlistments in his case.

Stanley V. Parker
1st Lieut., U. S. C. G. Enlisting Officer.

7. OATH OF ALLEGIANCE.

I, Charles Theodore Thrun (Full name, surname to the right.) do solemnly swear (or affirm) that I will bear true faith and allegiance to the UNITED STATES OF AMERICA, and that I will serve them honestly against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the Laws and Regulations for the government of the United States Coast Guard.

And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Subscribed and sworn to before me this 5th day of May, A. D. 1917.
(Signature of enlisted person.)
Martin A. Doyle
(Commanding officer ~~or notary public~~) U.S.C.G. Penrose

8. CONSENT OF PARENT OR GUARDIAN.
(To be used in the enlistment of a minor under 21 years of age.)

I hereby consent to the enlistment of _____, of whom I am the _____ (Father, mother, or guardian.) in the U. S. Coast Guard, as _____, to serve for ONE YEAR, unless sooner discharged; and I do hereby relinquish all claim to his service, and to any wages or compensation for the same.

Date, _____, 19____ (Signature of parent or guardian.)

I certify that I have neither a parent nor guardian _____ where this enlistment is made. (Within the United States, in the territory or islands of the United States.)

(Signature of enlisted person.)

9. MEDICAL CERTIFICATE.

Age, 31 years 2 months. Height, 5 feet 10 inches. Weight, 155 pounds. Eyes, Gray Hair, Brown
Complexion, Fair Married, No Distinguishing marks, None

I certify that I have carefully examined, in accordance with the regulations prescribed for the physical examination of applicants for 1st enlistment in the Coast Guard, the before-named applicant for 1st enlistment, and find that, in my opinion, he is free from all bodily defects and mental infirmity which would disqualify him from performing his duties in the United States Coast Guard, and that he has stated to me that he has no disease concealed or likely to be inherited.

Nor re-examined upon re-enlistment.

U. S. P. H. S.

10. PREVIOUS SERVICE.

Previous service under the United States: 9 yrs. 0 mos.
Coast Guard: 2 yrs. 3 mos. Navy: _____ yrs. _____ mos. Revenue-Cutter Service: 6 yrs. 9 mos.
Army: _____ yrs. _____ mos. Marine Corps: _____ yrs. _____ mos. Life-Saving Service: _____ yrs. _____ mos.
Continuous service: Coast Guard, Revenue-Cutter Service, Life-Saving Service 9 yrs. 0 mos.

11. ON RETIREMENT.

_____, 19____ (Date.) _____ (Cause.) _____ (Authority.)

12. ON DISCHARGE.

Date Nov. 5, 1918 Place Washington, D.C. (from Air Station Montauk, N.Y)
Kind of discharge honorable, authority of Art. 371-e Regulations
Discharged on account of in order to accept appointment as warrant officer

Is _____ recommended for reenlistment. (If "not," so state.)

13. ON DEATH.

_____, 19____ (Date.) _____ (Place.) _____ (Cause.) _____ (Place of burial or disposition of remains.) _____ (Disposition of effects.)

Amount of pay due, \$ _____; Clothing drawn, \$ _____; Other deductions, \$ _____; Balance remaining due, \$ _____

14. ON TRANSFER.

....., 19 (Date.) (Vessel or station to which transferred.) (Authority.)
Amount of pay due, \$.....; Clothing drawn, \$.....; Other deductions, \$.....; Balance remaining due, \$.....

15. ON DESERTION.

....., 19 (Date.) (Place.)
Amount of pay due, \$.....; Clothing drawn, \$.....; Other deductions, \$.....; Balance remaining due, \$.....

16. INOCULATION.

August 1915 (Date last vaccinated for smallpox.); April 1913 (Date last received antityphoid inoculation.)

17. PUNISHMENTS ADJUDGED BY COAST GUARD COURTS.

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

18. EXTENSION OF ENLISTMENT AND REASON THEREFOR.

May 4, 1918.
Enlistment extended authority Article 355-e Regulations until permanently appointed, discharged or rating revoked. Headquarters advised.

*PB Eator 2d Lt Eng'r
Senior Officer Present.*

19. NAVAL SERVICE OR MILITARY SERVICE ON SHORE.

*Qualified as Naval Aviator (Biplane)
June 8, 1918.*

*J.H. Ripardon
By Lieutenant*

20. MERITORIOUS CONDUCT.

Permission granted to wear (2) two War Service Chevrons in accordance with G.O. # 422 par 3(d) U.S.N.

J.H. Richardson
By Direction

21. Record of Thrun, Charles Theodore (Full name, surname to the left.)

SCALE OF MARKS: 0, Bad; 1, Indifferent; 2, Fair; 3, Good; 4, Very Good; 5, Excellent.

VESSEL OR STATION.	DATE RECEIVED ON BOARD OR AT STATION.	RATE.	DATE OF CHANGE IN RATING.	PROFICIENCY IN RATING.	SOBRIETY.	OBEDIENCE.	CONDUCT.	PAID IN FULL TO—	SIGNATURE OF COMMANDING OFFICER OR DISTRICT SUPERINTENDENT.
Navy Aeronautic Station, Pensacola, Fla.	5/5/17	Mr. at A		5	5	5	5	6/30/17	<i>Stanley V. Parker</i> 1st Lieut.
USS Huntington	7/5/17	MAA	- - -	5	5	5	5		<i>J. Keay</i>
Naval Air Station Montauk, L.I.N.	10/16/17	MAA		5	5	5	5		<i>P.B. Eaton</i>
Naval Air Sta. Montauk, L.I.		Gunner (Acting)	12/1/17						<i>P.B. Eaton</i>
U.S.N. Air Station Montauk, N.Y.		Gunner	Nov. 6-18.						<i>J.H. Richardson</i> Acting
AVERAGES				5	5	5	5		

¹ State of health during enlistment: Aeronautic Station: Excellent. USS Huntington: Excellent. Qualified Airman, Navy Aeronautic Course.

² Proficient in _____

Certified to be correct: *Stanley V. Parker, 1st Lieut.*

Approved: *Stanley V. Parker*

Executive Officer.³—Keeper of Station.³

Commanding Officer.³—Superintendent—District³

INSTRUCTIONS.

- (a) This form will be made and executed in triplicate or quadruplicate with all blank spaces filled in as required by regulations.
- (b) The contract of enlistment will be read and explained by the enlisting officer to the applicant for enlistment, prior to his signature thereto.
- (c) One copy of the complete form shall be mailed immediately to Headquarters. Upon the discharge, death, retirement, transfer, or desertion of the enlisted person, the other copies shall be disposed of as required by regulations.
- (d) In case of enlistment, where the person states he has had service in the United States in any of the branches enumerated in paragraph 3 of the Contract, such services shall be itemized as required by paragraph 10 above.
- (e) *Citizenship.*—Use expressions: "Native-born;" "naturalized;" "alien, intentions declared;" "alien."
- (f) No interlineations, erasures, alterations, or use of ditto marks will be permitted. Should an error be made, a light red-ink line will be drawn through it, the commanding or executive officer, district superintendent or keeper entering his initials alongside in ink.
- (g) The signatures of commanding officers and district superintendents to all final entries on enlistment records shall be written, not stamped.

¹ State whether seasickness or other ailment materially interfered with duty.
² When an enlisted person, who is proficient in running the engine of a launch, lifeboat or surfboat, an ice machine, refrigerating apparatus, or in signals or radio, is discharged, the fact of such proficiency shall be entered here in red ink.
³ Strike out words not applicable.

TREASURY DEPARTMENT,
U. S. COAST GUARD.
Form 2500.

ENLISTMENT CONTRACT AND RECORD.

RE ENLISTMENT of Thrun, Charles Theodore as Master at Arms
(Full name, surname to the left.) (Rating.)

U. S. Coast Guard ~~Cutter~~ Navy Aeronautic Station, District, _____
Station Pensacola, Fla. (Location of vessel: P. O. address, station.)
(Draw line through designation not applying.)

1. I, Charles Theodore Thrun, this 5th day of May, 1917, desiring
(Full name, surname to the right.)

to enlist in the United States Coast Guard, do declare that I am of legal age (or have legal consent) to enlist; that I am of good habits and character; that I have never deserted or received a dishonorable discharge from the United States Coast Guard, Army, Navy, Marine Corps, or Revenue-Cutter Service; that I have never been discharged from the United States service, or any other service, through sentence of either a civil or military court; and that I have never been discharged from any service, civil or military, except with good character, and for the reasons given by me to the enlisting officer prior to enlistment.

2. I was born in Toledo, Ohio, on March 2, 1886 Citizenship Native born

Occupation Mariner Home address 632 Green Street, Toledo, Ohio

Full name and address of the following: _____
(Wife, if any.)

(Children under 16 years of age.)

REC'D MAY 9 1917
ANS'D

Mrs. Evelyn Thrun, 632 Green Street, Toledo, Ohio.
(Mother, if living.)

(Next of kin, or person interested, if there are none of the above.)

3. I have _____ had previous service under the United States in the Coast Guard, Army, Navy, Marine Corps, Revenue-Cutter Service, or Life-Saving Service.
(If "not" so state.)

4. I was last discharged from the U. S. Coast Guard May 4, 1917, from ~~Cutter~~ Navy Aeronautic Station
Station Pensacola, Fla.
(Strike out one.) (Name of cutter or station.)

with honorable discharge, herewith submitted.
(Kind of discharge.)

5. I agree to and with Stanley V. Parker of the United States Coast Guard in manner and form following, that is to say:
(Name of comdg. officer, dist. supt., or keeper of station.)

In the first place, I agree for the considerations hereinafter mentioned to enter the service of the Coast Guard of the United States, and in due and reasonable time to repair to such vessel or station of said Coast Guard as I may be ordered to join, and to the utmost of my power and ability discharge my several services or duties, and be in everything conformable and obedient to the lawful commands of the officers who may from time to time be placed over me.

Secondly, I oblige and subject myself, and for that purpose covenant and agree to serve during the term of ONE YEAR from the date first above written, unless sooner discharged by proper authority, and also to the further conditions that said period may be temporarily extended by reason of duty away from my usual station, or during an emergency to subserve the interests of the Government, or if restored to duty after trial by a Coast Guard court for unauthorized absence, to serve for such period as will, with the time served by me prior to said absence, amount to a full term of ONE YEAR, and I also oblige myself during such service to comply with and be subject to such laws, regulations, and discipline as are, or may be, established for the government of the Coast Guard of the United States.

Thirdly, the said Stanley V. Parker for and in behalf of the United States, does hereby covenant and agree to and
(Name of comdg. officer, dist. supt., or keeper of station.)

with the said _____, who has hereunto signed his name, that he shall be paid in consideration of such
(Name of person enlisting.)
services, the amount now established, or that may be established by authority of law, as the pay of the ratings which may, from time to time, be assigned him, subject to such forfeitures, deductions, and retentions as may be ordered by competent authority in accordance with the laws of the United States and the Regulations governing the Coast Guard.

Charles Theodore Thrun
(Signature of enlisted person.)

Stanley V. Parker 1st Lieut. U. S. C. G.
(Signature and rank of comdg. officer, dist. supt., or keeper of station.)

6. I certify to the signature of the above person enlisted, and that I have strictly complied with the Regulations of the United States Coast Guard governing enlistments in his case.

Stanley V. Parker
1st Lieut. U. S. C. G. Enlisting Officer.

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U.S.S. ~~CUTTER~~
 COAST GUARD CUTTER
 Detail

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Navy Aeronautic Station,
 Pensacola, Florida, July 7, 1917.

Captain Commandant,

Coast Guard,

Washington, D.C.

U. S. COAST GUARD

REC'D JUL 9 1917 BY
ANS'D

Subject: Transfer enlisted men, and
 orders 3rd Lieutenant Stone.

Sir:

1. Headquarters is informed that the following men of the Coast Guard detail at this station were detached on the 5th instant and reported on board the U.S.S. HUNTINGTON for duty on that vessel in obedience to orders contained in Bureau of Navigation letter of July 2, 1917-N68 to the Commandant of this station:

C. T. Thrun, Master at Arms
 C. D. Griffin, Master at Arms
 L. M. Melka, Wheelman (A)
 D. L. Bellew, Seaman.

2. Receipt is acknowledged of Headquarters letter of the 5th instant #71 detaching 3rd Lieutenant E. F. Stone from the Coast Guard detail at this station and ordering him to report on the U.S.S. HUNTINGTON for duty on that vessel.

Respectfully,

Stanley V. Parker
 Senior Coast Guard Officer.

United States Naval Air Station

Montauk, Long Island, N. Y.

July 31, 1918.

U. S. COAST GUARD

From: Senior Coast Guard Officer, Montauk, L.I.
To: Captain Commandant.

REC'D AUG 2 1918
ANS'D BySubject: C. T. Thrun; permanent appointment as Gunner.

1. In compliance with Art. 213 (b), Regulations, USCG, it is recommended that Acting Gunner C. T. Thrun be given a permanent appointment as Gunner.

2. This man was rated an acting gunner as of December 1, 1917, by authority of Headquarter's letter of December 8, 1917, and since that time has filled the post of Seaplane Officer at this Station with great diligence and ability.

3. It appears from a copy of Headquarters' letter of August 25, 1916 (signed O.M. Maxam) to the Commanding Officer of the Cutter ALGONQUIN that Thrun had passed the mental examination for promotion prior to that date.



E. A. Coffin

First Lieutenant, USCG.

73

Naval Air Station,
Montauk, L. I., N. Y.
November 26, 1917.

U. S. COAST GUARD
REC'D NOV 30 1917
ANS'D

Captain Commandant,
U. S. Coast Guard,
Washington, D. C.

By

Subject: Promotion to Warrant Officer,
Master at Arms Thrun.

Sir:

1. Master at Arms Charles T. Thrun was recommended for promotion and passed the mental examination for Gunner in February 1913, but has not been promoted to date. His case has been called to my attention, and I consider him to be an exceptionally capable man and deserving of promotion to Warrant grade.

2. It is requested that he be informed as to whether he is to be promoted or not, because if he has no opportunity of promotion in the Coast Guard, he intends to avail himself of the opportunities offered by the Navy for men of his experience and training.

3. At this station he is Hangar Chief at the Seaplane Hangar, a position which is ordinarily held by Boatwains Aeronautic in the Navy, and has proven himself a valuable man both on the USS Huntington and at this Station and I earnestly recommend him to Headquarters for consideration.

Respectfully,

P. B. Eaton.

2nd Lt. of Engrs.

1st Endorsement.

U.S. Naval Air Station,
Montauk, L.I.N.Y.
November 27, 1917.

1. Master at Arms, C.T. Thrun, USCG., has been under my personal observation since July of this year, as an aeronautic machinist, on the Huntington, and at this Station. He is in my opinion a very capable man, and well deserving of the Warrant Rank in the Aeronautic Corps.

Lieut W.A. Mutscher USN.
Commanding.



TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Montauk, New York
(POST-OFFICE ADDRESS)

January 25, 1918

COAST GUARD STATION

DISTRICT

P.B.E.

U.S. COAST GUARD

REC'D JAN 28 1918
 ANSD

Captain Commandant,
 Coast Guard,
 Washington, D.C.

Subject: Date of reporting for duty
 at Montauk, N.Y.

Sir:

Headquarters is informed that I reported for duty
 at the Naval Air Station, Montauk, N.Y. on October 15,
 1917. Reference Headquarters letter 73 of January 23, 1918.

Respectfully,

Charles F. Phelan
 Acting Gunner.

1st. Indorsement.

Naval Air Station, Montauk, N.Y. Jan. 25, 1918.-Forwarded.

P.B. Eaton
 3d. Lieut. of Engineers.
 Senior Coast Guard Officer Present.

2/1/18

October 10, 1918.

From: Captain Commandant.
To: Commanding Officer, Naval Air Station, Montauk, L.I., N.Y.
(via Commandant, 3rd Naval District).

Subject: Acting Gunner C. T. Thrun; examination for Warrant.

1. The above-named man now on duty at the station under your command has served a sufficient probationary period to make him eligible for examination for permanent warrant as gunner in the Coast Guard. It is requested that, if practicable, he be given an oral examination at your station to determine his fitness for permanent warrant in the Coast Guard for duty in connection with aviation work only.

2. If it is found practicable to examine this man as requested, it is desired that the examining board submit the marks attained by the candidate to Coast Guard Headquarters, together with recommendation as to whether the candidate is considered to have the necessary qualifications for the warrant sought.

(Signed) E. P. Berthoff



United States Naval Air Station

468-8/lm

Montauk, Long Island, N. Y.

October 26, 1918.

U. S. COAST GUARD
REC'D NOV - 4 1918
JNS'

From: Board of Examination
To : Commanding Officer.

Subject: Board of Examination - Acting Gunner C.T. Thrun,
U.S. Coast Guard, examination for Warrant.

1. Having been appointed a Board of Examination to orally examine Acting Gunner C.T. Thrun, U.S.C.G., to determine his fitness for permanent warrant in the Coast Guard, for duty in connection with aviation duty only, the Board was convened on October 25, 1918 and the candidate was examined in accordance with Article 4304(d), Coast Guard Regulations, in so far as it applies to Aviation.

2. The following is a record of the examination:

	<u>Weights</u>
(1) Gunnery - - - - -	25
(2) Seamanship - - - - -	15
(3) Drill Regulations - - - - -	10
(4) Service Regulations - - - - -	12
(5) Signalling - - - - -	4
(6) Letter writing, accounts, etc.	8
(7) Report Fitness for Appointment	12
- - - - -	<u>86</u>

3. Acting Gunner C.T. Thrun was appointed a Naval Aviator on June 8, 1918, and has been in the aviation service since December 1, 1916, preceeded by service in the Coast Guard and Revenue Cutter services with date of original entry as May 5, 1908.

4. The Board finds Acting Gunner C.T. Thrun, U.S.C.G., qualified for the Warrant of Gunner, U.S. Coast Guard, and so recommends him.

Franklin H. Richardson,
Lieut. (j.g.) U.S.N.R.F., Senior Member.

James H. Hubert,
Ensign, U.S.N.R.F., Member.

William E. Sloan Jr,
Ensign, U.S.N.R.F., Member.

73

United States Naval Air Station

Montauk, Long Island, N. Y.



October 29, 1918.

538-1/w

To: Captain Commandant, U.S. Coast Guard,
Washington, D. C.
Via: Commandant, Third Naval District.

U.S. COAST GUARD
REC'D NOV - 4 1918
ANS

Subject: Acting Gunner C.T. Thrun; examination for Warrant.

Reference: Captain Commandant's letter dated Oct.10,1918.

Enclosure: Report of Examination Board.

1. In accordance with above reference, Acting Gunner C.T. Thrun, U.S. Coast Guard, has been given an oral examination at this station to determine his fitness for permanent Warrant in the Coast Guard for duty in connection with aviation work only.

2. Report of Examination Board, showing marks attained by the candidate and containing recommendation for Warrant, is enclosed.

3. The Commanding Officer, this station, recommends Acting Gunner Thrun for permanent Warrant in the Coast Guard in connection with aviation work, ~~only~~.

HRK

H. W. Scofield
H. W. Scofield,
Commanding.

LST Endorsement.

New York, N.Y.
1 November 1918

ST:AMB:GJB

From: Commandant, Third Naval District.
To: Captain Commandant, U.S. Coast Guard, Washington, D.C.

1. Forwarded.

Sam Santos
By direction.
~~Assistant to Commandant.~~

HRK
Montauk

538-1/w

October 29, 1918.

To: Captain Commandant, U.S. Coast Guard,
Washington, D. C.

Via: Commandant, Third Naval District.

Subject: Acting Gunner C.T. Thrun; examination for Warrant.

Reference: Captain Commandant's letter dated Oct. 10, 1918.

Enclosure: Report of Examination Board.

1. In accordance with above reference, Acting Gunner C.T. Thrun, U.S. Coast Guard, has been given an oral examination at this station to determine his fitness for permanent Warrant in the Coast Guard for duty in connection with aviation work only.

2. Report of Examination Board, showing marks attained by the candidate and containing recommendation for Warrant, is enclosed.

3. The Commanding Officer, this station, recommends Acting Gunner Thrun for permanent Warrant in the Coast Guard in connection with aviation work only.

LST Endorsement.

New York, N. Y. field, ST:AMB:GJB
1 November 1918 Commanding.

From: Commandant, Third Naval District.
To: Captain Commandant, U.S. Coast Guard, Washington, D.C.

1. Forwarded.

Starr Taintor,

By direction.

~~Assistant to Commandant.~~

35/JB

United States Naval Air Station

Montauk, Long Island, N. Y.

November 13, 1918.

From: Gunner Charles T. Thrun.
To: Commodore Commandant, U.S. Coast Guard.
Subject: Warrant as gunner.

U. S. COAST GUARD
REC'D NOV 15 1918
ANS'D By

Reference: Letter 72 dated November 9, 1918.
Enclosure: Oath of Office.

1. In accordance with above reference, the oath of office has been executed and is enclosed herewith.

Charles T. Thrun

TREASURY DEPARTMENT,
DIVISION OF APPOINTMENTS,
Form 217.

ACCEPTANCE.

U.S. Naval Air Station,

Montauk, N.Y. November 13, 1918,

SIR: I hereby accept the appointment as GUNNER - - - - -

- - - - - in the U. S. Coast Guard,
dated NOV. 6, 1918, and transmitted by Headquarters letter dated Nov. 9, 1918

Respectfully,

Charles Theodore Thrun

Gunner, U. S. Coast Guard.

To the SECRETARY OF THE TREASURY.

OATH OF OFFICE.

(2616, 1757, R. S., and Act of May 13, 1884.)

Having been appointed a GUNNER - - - - -

- - - - - in the U. S. Coast Guard,

I, Charles Theodore Thrun - - - - -, do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter.

And I do further swear (or affirm) that I will use my best endeavors to prevent and detect frauds against the laws of the United States imposing duties upon imports. So help me God.

Charles Theodore Thrun

Subscribed and sworn to before me this 13th day of November, 1918

H. W. Seefeld

Lieut. Comdr. U.S.N.
Commanding.

THE ANNEXED BLANKS ARE TO BE FILLED BY ALL OFFICERS SUBSCRIBING TO THE ABOVE OATH.

PLACE OF BIRTH.		STATE OR TERRITORY OF WHICH A CITIZEN.	DATE OF BIRTH.
CITY, PARISH, OR COUNTY.	STATE.		
Toledo, County of Lucas	Ohio	New York	March 2, 1886

This oath should be taken before the Commanding Officer of a Coast Guard Cutter whenever practicable, or before a collector of customs or officer authorized to administer oaths generally.

, November 18, 1918.

The Auditor

For the Treasury Department.

Subject: - Gunner Charles T. Thrun, warrant of.

Sir:

1. You are informed that Charles T. Thrun, attached to the Naval Air Station, Montauk, N. Y., has been warranted a gunner in the U. S. Coast Guard from November 6, 1918, and that he took the necessary oath of office on November 13, 1918.

By direction of the Captain Commandant:

Respectfully,

C. P. Clark
Assistant Chief, Division of Operations.

X

SNM

1142-10/TP

29th November 1918.

From: Commanding Officer.
To: Ensign Simeon A. Crumb, USNRF.
Subject: Orders - temporary additional duties.

1. You will report to Ensign Robert Trethaway and accompany him on a flight from this station to Naval Aviation Station, Hampton Roads, Va. Upon completion of this duty you will return to this station and resume duties. This temporary duty is in addition to your regular duties.

Jas. P. Mulvey,
Acting Commanding.

Copy
(Operations Aviation
Commandant Third Naval District)

1132-10/TP

29th November 1918.

From: Commanding Officer.
To: Ensign James M. Corbett.
Subject: Orders - temporary additional duties.

1. You will take charge of HS2L seaplane No.1377 and fly same to Naval Aviation Station, Hampton Roads, Va. report and deliver the same to Commanding Officer, Naval Aviation Station, Hampton Roads, Va., upon completion of this duty you will return to this station and resume duties. This temporary duty is in addition to your regular duties.

2. Charles A. Kelly, MM(A) and Francis I. Scharf, Lds. MM(A) will report to and accompany you on this flight.

Jas. P. Mulvey,
Acting Commanding.

Copy

Operations Aviation
Commandant Third Naval District)

FILED
C. E. M.

72

In reply refer to No

N-51/Wn

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

December 10, 1918

36477-6

To: Gunner
Charles T. Thrun, USCG,
U.S. Naval Air Station,
Montauk, L. I., N. Y.
(Commanding Officer)

U. S. COAST GUARD
REC'D DEC 14 1918
ANS'D BY

Subject: Temporary additional duty.

1. Proceed to the place (or places—in the order given) indicated below, for temporary duty. This is in addition to your present duties and upon the completion thereof you will return to your station:

To U. S. Naval Air Station, Naval Operating Base, Hampton Roads, Norfolk, Va., via air route.

Loring
ms

VRRB

(Confirming oral instructions of Nov. 29, 1918)

NOTE.—Attention is invited to Article 702, Instructions to Navy Regulations, 1913.

Copy to: Capt. Comdt. USCG.
Operations (Aviation)

April 8, 1919.

From: Gunner Charles Theodore Thrun, USCG.
 To : Bureau of Navigation, Navy Department,
 Washington, D.C.
 Via : Commanding Officer.
 Via : Commandant, Third Naval District.

Subject: Request for permission to qualify as Naval Aviator
 (Dirigible)

1. I respectfully request that I be given the necessary instruction to qualify as a Naval Aviator (Dirigible).

2. This request is made in order that I may increase my present value to the service.

3. I took the Ground School Course in Lighter-than-Air at the U.S. Navy Aeronautic Station, Pensacola, Florida, and have had considerable practical experience during my term of service at this station in the same branch.

4. I was appointed a Naval Aviator (Seaplane) on June 8 1918, and hold Certificate # 617.

/s/ Charles Theodore Thrun,

2909-8/rs 1st Endorsement U.S. Naval Air Station, Montauk LI NY.
 April 8, 1919.

From: Commanding Officer.
 To : Bureau of Navigation, Navy Department,
 Washington, D.C.
 Via : Commandant, Third Naval District.

1. Forwarded, approved with a recommendation that if consistent with the policy of the department that this Officer be given the desired instruction.

2. For the department's information I would state that the Dirigible and Kite balloon instruction can be obtained at this station.

3. This Officer has been on duty at this station since October 1917 in the Heavier than Air division and his services have been at all times excellent and he had been unusually successful as a Seaplane pilot. It is the opinion of the Commanding Officer that the Military value of this Officer will be greatly increased by the instruction and qualification desired.

T.H. Richardson,
 By direction.

CRN:AJR:MCR

10 April 1919

From: Commandant, Third Naval District
To : Bureau of Navigation, Navy Dept.,
Washington, D.C.

SUBJECT: Request for permission to qualify as Naval
Aviator (Dirigible)-Gunner Charles Theodore
Thrun, USCG.

1. Forwarded.

C. R. NORRIS

By direction

5914
 NAVY DEPARTMENT
 BUREAU OF NAVIGATION
 WASHINGTON, D.C.

36477-9
 N311 Vg

May 1, 1919.

To: Gunner

Charles T. Thrun, USCG,
 Naval Air Station
 Montauk, L.I. N.Y.

(Commandant, Third Naval District)

SUBJECT Temporary additional duty.

1. Proceed to the place (or places - in the order given) indicated below, for temporary duty. This is in addition to your present duties and upon the completion thereof you will return to your station.

To Akron, Ohio, and report to the Commanding Officer, Naval Air Station, in connection with instructions in Free and Kite Balloons.

/s/ R. H. LEE
 Acting

 1st Endorsement. Office of the Commandant, CRN:AJR:MDL
 Third Naval District, Brooklyn, N.Y. 6 May 1919.
 From: Commandant, Third Naval District.
 To: Gunner Charles T. Thrun, USCG.
 Via: Commanding Officer, Naval Air Station,
 Montauk, L. I., N.Y.

NOTE 1. ATTENTION IS INVITED TO ARTICLE 702, Instructions to
 Navy Regulations, 1913.

Copy to Cdt 3d ND By direction.
 Operations.

U. S. Naval Air Station,
Montauk, L. I., N. Y.
August 1, 1919.

From: Gunner C. T. Thrun, USCG.
To: ~~Bureau of Navigation.~~
Via: Operations (Aviation).
Via: Commandant, Third Naval District.
Via: Commanding Officer.

Subject: Assignment for duty.

1. It is requested that upon the completion of my duties at the Naval Air Station, Montauk, L. I., N. Y., I be assigned for duty to the Naval Air Station, San Diego, Cal.

1st Endorsement.

U. S. Naval Air Station,
Montauk, L. I., N. Y.
August 1, 1919.

From: Commanding Officer.
To: Bureau of Navigation.
Via: Operations (Aviation).
Via: Commandant, Third Naval District.

1. Forwarded, approved.

2nd Endorsement.

L. L. Babbitt.
Headquarters, Third Naval District,
Brooklyn, N. Y. 5 August 1919, CRN/RK

From: Commandant, Third Naval District.
To: Bureau of Navigation.
Via: Operations (Aviation)

1. Forwarded.

C. R. NORRIS

By Direction.

FILED
R. C. W.

U. S. COAST GUARD

NAVY DEPARTMENT

WASHINGTON

CLASS OF MESSAGE
18wu MH 31 govt.

U. S. COAST GUARD

1000 SEP 9 By
SWSH

No. OPR. CHECK

NA PENSACOLA FLO 256pm 9 1919. 191

COAST GUARD,

WASHINGTON.

11406 BUNAV PERIOD QUOTE I REPORT FOR ASSIGNMENT PERIOD SIGNED

GUNNER CHARLES T THRUN US C G 14009.

NAVSTA PENSECOLA . FLO

411pm

RECEIVED _____ M.
DATE. TIME.

TELEGRAPH SYSTEM

ORIGINAL AND OFFICIAL FILE COPY.

72

U. S. NAVAL AIR STATION, PENSACOLA, FLORIDA.

U. S. COAST GUARD Pay No.

To: DISBURSING OFFICER.

REC'D NOV 3 1919 By

CERTIFICATE OF FLIGHTS MADE DURING CALENDAR MONTH OF October, 1919

I hereby Certify, that, having been ordered to duty and detailed as

Scratch two (Naval Aviator
Student Naval Aviator
Enlisted man designated for aviation)

involving actual flying in aircraft, I made, while attached to this Station, one or more flights during the calendar month entered above, as required by paragraph one of G. O. 377, dated 14 March, 1918.

C. T. Phruen Summer USCG
(Signature) (Rank or Rate) (Add RF. if such) (If Student Officer, place "S. O." above)

If attached, detached, or commissioned during the above month, so indicate here:

Attached (date) July 29, 1919 Detached (date) Commissioned (date)

Approved: Squadron records show the above to be correct.

O. K. Aeronautic School

R. M. Stoad
Commander, Squadron
(must sign personally)

Approved H. H. Christy
Captain U. S. Navy, Commandant

FILE
By S

DIRECTIONS:

1. Note that "Student Officers" are not "Student Naval Aviators."
2. Certificates will always be filled out in duplicate and will ordinarily be submitted monthly. Certificates must also be submitted upon the following special occasions; provided all flying pay is to be collected:-
 - (a) Persons being detached will, at the time of detachment, submit certificates covering flights made during that month up to date of detachment.
 - (b) When a Student Officer or enlisted man is commissioned, he will, at time of commissioning, submit certificates covering flights made while an enlisted man during that month up to date of commissioning. At the end of the month he will further submit, in the usual way, certificates covering flights made as an officer during that part of the month subsequent to date of commissioning.

, November 4, 1918.

From: Captain Commandant.
To: Captain of Engineers C. M. Green, U.S.C.G., Key West, Fla.
Subject: Gunners J.H.Earle and C.T.Thrun and Machinist J.H.Wicks,
transfer to Key West for duty on subchasers; travel.
Reference: (a) Headquarters' telegram to Commanding Officer, Naval Air
Station, Pensacola, Fla. (copy forwarded you).
1. Telegram, reference (a), is hereby confirmed as follows:

"For Gunner J. H. Earle, Gunner C. T. Thrun,
Machinist J. J. Wicks, U.S.Coast Guard, Proceed
Key West, Florida, report Captain of Engineers
C. M. Green duty on subchasers. Actual expenses."

W.E.Reynolds.

The travel necessary to the execution of the above order is hereby
authorized. Actual necessary traveling expenses are allowed.

(Signed) J. H. Moyle
Assistant Secretary.

NOTE: Headquarters letter, February 17, 1919, to Gunner C. T. Thrun, (via Commanding Officer, Naval Air Station, Hampton Roads, Virginia), advising him he was overpaid \$12.00 due to the fact that he was carried for pay under Circular letter No. 42 at \$108.00 per month instead of \$105.00, and requesting him to forward to Headquarters money order in the amount of \$12.00, payable to the Disbursing Clerk, Treasury Department. 1st Indorsement, Supply Officer, Naval Air Station, Hampton Roads, Virginia, February 24, 1919, advising the Commodore Commandant that the above named man was never been carried on their rolls. 2nd Indorsement, Headquarters, March 1, 1919, to Commanding Officer, Naval Air Station Montauk, L. I., New York, requesting that if the above named man is on duty at the Naval Air Station, Montauk, L.I., N.Y., that the attached letter be delivered to him, and if not that same be returned to Coast Guard Headquarters. 3rd Indorsement, Gunner C. T. Thrun, March 6, 1919, stating that from October 15, 1917 to Jan. 31, 1918, he was on duty at U.S. Naval Air Station, Montauk, N.Y. and during that period no increase of 50% of the \$6.00 allowed under the act of May 22, 1917, was paid him. His first allowance of \$6.00 per month was received for the month of October and as the Act became effective on June 1, 1917, he submits his claim for \$24.00 for the months of June, July and August and September. He desires that he be furnished with copy of vouchers in question. 4th Indorsement, Commanding Officer, Naval Air Station, Montauk, L.I., N. Y., March 7, 1919, forwarding same.

5th Indorsement.

Pall - 72

Headquarters, Coast Guard,
March 17, 1919.

From: Commodore Commandant.
To : Auditor for the Treasury Department.

H
A. W. G.

Reference: (c) Your notice of settlement of June 1 to 30, 1918, accounts of J. L. Summers, Disbursing Clerk, Treasury Department, dated February 19, 1919, Audit No. 10461.

Inclosure: 1. Itemization statement of increased pay, October 1, 1917, to January 31, 1918, \$168.24.

1. Respectfully referred with attention invited to your suspension in the above mentioned account of \$12.00 of amount paid to the above named warrant officer.

C. E. Ansett,
By direction.

Handwritten signature and initials

U. S. C. G. S. V. P.

72

APPOINTMENT AS COAST GUARD AVIATOR (SEAPLANE)
 (To be forwarded in triplicate)

U. S. COAST GUARD AVIATION STATION, MOREHEAD CITY, N. C.

April 4, 1920

1920

U. S. COAST GUARD

From: Commanding Officer,
 To: Commandant.

REC'D 046 14 1920 By

ANS'D

SUBJECT: AVIATION APPOINTMENT OF Gunner C. F. Thran

1. The above-named officer has previously qualified as a Naval Aviator (Seaplane) as of June 5, 1918 19 , I have this day appointed him a COAST GUARD AVIATOR (SEAPLANE), for duty involving actual flying in aircraft, including dirigibles, balloons, and airplanes in accordance with the Acts of Congress approved 3rd March 1915 and 29th August 1916 and have detailed him to duty involving actual flying in aircraft. Approval of this appointment is requested.

Robert Downes

1st Endorsement.

From: Commandant,
 To: Commanding Officer, Coast Guard Aviation Station,
 Morehead City, North Carolina.

1. Returned approved.

2. In case of resignation, dismissal or revocation of appointment, Headquarters must be immediately notified. Special report must be made to Headquarters when the officer is transferred.

W.E. Reynolds

S.C.B. H. A. S. L. S.

FILED
R. O. C. B. C.

APPOINTMENT AS COAST GUARD AVIATOR (SEAPLANE)
(To be forwarded in triplicate;

file

U. S. COAST GUARD AVIATION STATION, MOREHEAD CITY, N. C.

April 4, 1920

U. S. COAST GUARD

From: Commanding Officer,
To: Commandant.

REC'D DEC 14 1920 By
ANS'D

SUBJECT: AVIATION APPOINTMENT OF ~~James S.T. Thurman~~

1. The above-named officer having previously qualified as a Naval Aviator (Seaplane) as of June 8, 1918, I have this day appointed him a COAST GUARD AVIATOR (SEAPLANE), for duty involving actual flying in aircraft, including dirigibles, balloons, and airplands in accordance with the Acts of Congress approved 3rd March 1915 and 29th August 1916 and have detailed him to duty involving actual flying in aircraft. Approval of this appointment is requested.

Robert Downham,

1st Endorsement.

From: Commandant,
To: Commanding Officer, Coast Guard Aviation Station,
Morehead City, North Carolina.

1. Returned approved.
2. In case of resignation, dismissal or revocation of appointment, Headquarters must be immediately notified. Special report must be made to Headquarters when the officer is transferred.

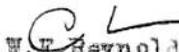
W.E. Reynolds,

72-531

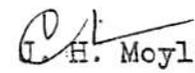
, March 24, 1920.

From: Commandant.
To: Commanding Officer, Florida Coast Patrol.
Subject: Gunner Charles T. Thrum, transfer; travel.

1. Detach Gunner Thrum from the Florida Coast Patrol, and direct him to proceed to Morehead City, N. C., and report to the Commanding Officer of the Coast Guard Aviation Station at that place, for duty.


W.E. Reynolds

The travel necessary to the execution of the foregoing order is hereby authorized. Actual necessary traveling expenses are allowed.

(Signed)  J.H. Moyle
Assistant Secretary.

Copy to:
Captain Parker, Aviation.

W.C. J. H. Moyle

Detroit, May 25th 20.

73

Capt. Commandant Berghoff
 U.S. Coast Guard Headquarters
 Washington D. C.

U. S. COAST GUARD

REC'D MAY 28 1920
 ANS'D

Dear sir:

Would you kindly send me the address of Mr. Thrum, who used to be Master at Arms on the U.S.C.G.'s 'Algonquin' and 'Itasca' in 1915 and 1916. I have applied for my final citizenship papers but have trouble in getting witnesses for my two years I was in the Coast Guard. I shipped on the Algonquin in January 1915. October 18th 1915 I was transferred to the Itasca and April 25, 1916 to the Frank Morrill, Detroit, Mich. I tried to get depositions from Capt. Cornell, U.S.S. Gresham and first lieutenant Whitbeck, at present in the U.S. Army. The notary, to take deposition from Mr. Whitbeck notified me that Mr. Whitbeck is not known at Ft. Douglas, the address given me and therefore I would like to substitute Mr. Thrum if I can.

Thanking you in advance
 I am very truly yours

Walter Reinhardt
 1172 Penna. Ave
 Detroit, Mich.

From Walter Reinhardt
117 1/2 Penna. Ave.
B Street
Aust.

U.S. Coast Guard Headquarters

Post
Washington DC



Recd 11:45 P.M. 5/26/30

FILE
P. F. R.

VICTORY MEDAL RECEIPT.

72

Aviation Station, Anacostia City, D.C.
(Place)

Feb 5, 1921.
(Date of receipt of medal)

From: **Gunner C. T. Thrun**
To: Commandant, U. S. Coast Guard,
Washington, D. C.
Via:
Subject: Receipt of a Victory Medal.

U. S. COAST GUARD

REC'D FEB 8 1921
ANS'D

I. Headquarters is informed that I have received the Victory Medal with Aviation Clasp conferred upon me in recognition of services rendered in the United States Coast Guard while the Coast Guard was operating as a part of the Navy in the World War.

C. T. Thrun

Gunner U.S.C.G.

Forwarded by

C. E. Snyder

Comdg.

Gunner Charles S. Thrun

Aviation Station,

Morehead City, N. C.

JD-WW.

U.S. COAST GUARD April 6,

21.

REC'D APR 7 1921
ANS'D

From: Commanding Officer, Aviation Station.
To: Commandant.

Subject: Lieutenant Commander C.C. von Paulsen: Seaplane search.

1. At 2:20 p.m., April 1, 1921 Lieutenant Commander C.C. von Paulsen left the Coast Guard Aviation Station, Morehead City, N.C., in Coast Guard Seaplane HS-2-L #2269 in company with Coast Guard Seaplane HS-2-L #2264, to search for the tug U.S.S. Robin disabled and with barge in tow, last reported twenty miles Southwest of Cape Lookout Lightvessel.

2. Due to engine trouble Lieutenant Commander von Paulsen was forced to return to the Aviation Station. He left at 3:10 p.m., in Coast Guard Seaplane HS-2-L #2262.

3. As his accompanying Seaplane, #2264, was nowhere in sight, Lieutenant Commander von Paulsen decided to search with his plane alone for the disabled tug and barge and carried out a thorough search for these vessels in the area of the last report. Due to innacurate positions the vessels were not located.

4. The attention of Headquarters is called to the spirit of zeal and accomplishment of duty in face of grave risks which Lieutenant Commander von Paulsen exhibited in proceeding alone on this search to locate a vessel in distress some distance at sea with persons on board, in a single motored seaplane.

5. The personnel of his plane included Gunner Charles T. Thrun, and W.R. Kenly, Machinist's Mate first class. The attention of Headquarters is called to the fine spirit of devotion to duty and of zeal exhibited by each of these men.

Wm. P. Wishaar.

H'D'H
H'LLH

COPY.

AIR SERVICE
UNITED STATES ARMY
LANGLEY FIELD, HAMPTON, Va. June 16, 1921.

From: First Lieut. John F. Whiteley.
To: The Commandant, U. S. Coast Guard,
Treasury Dep't, Washington, D. C.

SIR:

In connection with an airplane flight that I made on June 16, 1921, during which I landed without gasoline at Atlantic, H. C., I would like to take this means of personally expressing my appreciation of the excellent service rendered by the Coast Guard, particularly Station No. 189, Boatswain Gilliam in command and the Coast Guard Aviation Air Station at Norfolk City. Through Mr. Gilliam I was able to promptly notify the Army Air Station at Langley Field, Va., that I had gotten lost and also was able to get in touch with Norfolk City to ask for assistance.

Pilot Thran of the Coast Guard Air Service rendered quick service by flying from Norfolk City to Atlantic bringing gasoline and oil with him. With his assistance and that of his mechanic we were quickly able to get away after merely a nights enforced stay.

It is a pleasure for me to express my great appreciation of the service that the Coast Guard has rendered me as an individual and also the Army. I would like also to comment on the excellent organization and personnel.

JOHN F. WHITELEY,
First Lieut. A. S.

200.3

WPW-M

Aviation Station,
Morehead City, N. C., June 28, 1921.

U. S. COAST GUARD

REC'D JUN 29 1921
ANS'D

From: Commanding Officer, Aviation Station.
To : Commandant.

Subject: Aviation Station requests retention two
warrant officers.

1. Request is made that Headquarters authorize the retention of Gunner C. T. Thrun and Machinist W. S. Anderson as additional members of the permanent force of the Aviation Station during the time it is in inactive status.

2. These two warrant officers have had years of experience in the care and preservation of aviation material, and their experience will be of great value and worth to the Service in properly looking after the aviation equipment stored here.

Wm. P. Wishaar.



TREASURY DEPARTMENT

UNITED STATES COAST GUARD

220.15
JD/CT.

Aviation Station,
Morehead City, N. C., July 5, 1921.

U.S. COAST GUARD
RECD
ANSD JUL 6 1921

From: Gunner C. T. Thrun.
To : Commandant (via Commanding Officer,
Aviation Station).

Subject: Request for training in land planes.

1. In the event of my being transferred from the Aviation Station in the near future, I respectfully request favorable consideration for training in land planes.

2. It is believed that the familiarity acquired not only with land planes, but with current aeronautical practice as well, would be of value.

3. It is believed that my service record warrants this application in the event that Headquarters regards favorably the detail of a warrant officer of the Service to duty of this nature.

C. T. Thrun
C. T. Thrun.

1st Indorsement.

Aviation Station,
Morehead City, N. C., July 5, 1921.

From: Commanding Officer, Aviation Station.
To : Commandant.

1. Forwarded.

2. Training for Coast Guard fliers, such as requested above, during the period the Station is in inactive status is deemed to be most desirable for the future of Coast Guard Aviation.

Wm. P. Wishaar
Wm. P. Wishaar.

7h



220.15
JD/CT.

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Aviation Station,
Morehead City, N. C., July 5, 1921.

U.S. COAST GUARD

REC'D JUL 6 1921
ANS'D

From: Gunner C. T. Thrun.
To : Commandant (via Commanding Officer,
Aviation Station).

Subject: Transfer.

1. In event of my being transferred from the Aviation Station in the near future, I request that the transfer be to the Depot, South Baltimore, Maryland.

2. My second choice is any Cutter on the west coast or Great Lakes.

C. T. Thrun
C. T. Thrun.

1st Indorsement.

Aviation Station,
Morehead City, N. C., July 5, 1921.

From: Commanding Officer, Aviation Station.
To : Commandant.

1. Forwarded.

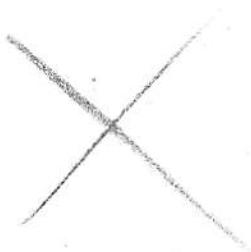
Wm. P. Wishaar
Wm. P. Wishaar.

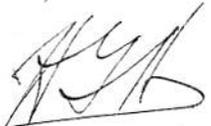
July 13, 1921.

From: Commandant.
To : Gunner C. T. Thurun (Via Aviation Station).
Subject: Change in assignment.
Reference: (a) Your request, 7-5-21.

1. It is impracticable to transfer you to the Depot. It is probable that your assignment to a cutter on the West Coast may be arranged and your application will be placed on file for further consideration.

J. M. MOORE,
By direction.



RCW  C. L. L.

July 14, 1921.

Secretary of War,
War Department,
Washington, D. C.

Sir:

It is requested that, under authority of the Act of August 29, 1918, (39 Stats., 601) you authorize the attendance at such army flying school as you may designate of Lieutenant Commander C. C. von Paulsen, U. S. Coast Guard, and Gunner C. F. Thum, U. S. Coast Guard, for the purpose of taking the prescribed course of instruction in land planes given officers of the Army.

Each of these officers is a qualified Naval Aviator and a qualified Coast Guard Aviator.

Respectfully,

(Signed) A. W. Mellon

Secretary.

July 23, 1921.

From: Commandant.
To: Gunner C. T. Thrun, (via Aviation Station).
Subject: Request for training in land planes.
Reference: (a) Your letter of July 5, 1921.

1. Referring to reference (a) you are advised that the Secretary of the Treasury has requested the Secretary of War to authorize your attendance at such Army flying school as he may designate, for the purpose of taking the prescribed course of instruction in land planes given officers of the Army.

A. J. Henderson,
By direction.



Handwritten signature

WAR DEPARTMENT.

71

72

In reply refer to:

C. D. 24242.

Aug 9, 1921.

The Honorable,

The Secretary of the Treasury.

My dear Mr. Secretary:

With reference to your letter of July 14, 1921, which is attached hereto, you are informed that the War Department will be pleased to authorize the attendance of Lieutenant Commander C. C. von Paulsen, U. S. Coast Guard, and Gunner C. T. Thrun, U. S. Coast Guard, at the Air Service School at Carlstrom Field, Arcadia, Florida, for instruction in land planes at the course beginning either on August 1, 1921, or January 1, 1922.

It is requested that you communicate direct with the Chief of the Air Service regarding which of these courses you desire these officers to attend.

Sincerely yours,

J. M. Wainwright,
Acting Secretary of War.

1 Incl.

* File No. this letter (71-72-64)

(COPY)

72-531

, August 12, 1921.

FILE
S. R. M.

From: Commandant.
To: Gunner C. T. Thrun, 632 Green Street, Toledo, Ohio.

Subject: Instruction in land planes, orders, mileage.

Reference: (a) Your letter, 7/5/21.

1. Pursuant to your request for training in land planes, the Secretary of the Treasury took up the matter with the Secretary of War, who has authorized your attendance at the Air Service School at Carlstrom Field, Arcadia, Florida. Arrangements have been made for you to take the course which commenced August 1, 1921.

2. You are detached from the Aviation Station, Morehead City, N. C., on August 16, 1921. Proceed on that date to Arcadia, Fla., and report to the commanding officer of the Air Service School at Carlstrom Field, for instruction in land planes.

3. You will time your return to the Aviation Station, Morehead City, N. C., from leave accordingly.

W. E. REYNOLDS

Bowen

The travel necessary to the execution of the foregoing order is hereby authorized. Mileage is allowed.

EDWARD CLIFFORD

Assistant Secretary.

Bowen

Copy to:
Aviation Station. ✓

Chief of Air Service, War Dept. ✓

REN *[Handwritten signatures and initials]*

, August 15, 1921.

From: Commandant.
 To: Director of Air Service (Training Division), War Department.

Subject: Gunner C. T. Thrun, U.S.C.G., training in land planes.

References: (a) Letter from the Secretary of the Treasury to the Secretary of War, dated July 14, 1921, (71-72-64).
 (b) Letter of the Secretary of War to the Secretary of the Treasury, dated August 9, 1921, ().D.24242).

Inclosure: (1) Copy of order to Gunner Thrun to report at Carlstrom Field, Arcadia, Fla., for instruction.

1. Upon receipt of reference (b), inquiry was made by telephone of the Training Division concerning the feasibility of arranging for Gunner Thrun to take the course at the Air Service School, Carlstrom Field, Arcadia, Fla., which commenced August 1, 1921. The proposed arrangement was acceptable to the Training Division provided Gunner Thrun is deemed to be sufficiently familiar with air plane engines as to prevent his being a hinderance to the class through his failure to attend at the beginning of the course. Gunner Thrun is so considered by this office and orders have been issued, accordingly, for him to proceed on the 16th instant to Carlstrom Field and report to the commanding officer of the Air Service School there.

2. A copy of the orders to Gunner Thrun is inclosed herewith.

W. E. REYNOLDS.

Reynolds

X

Renolds

TREASURY DEPARTMENT

72

, August 21, 1921.

From: Commandant.
To: Gunner C. F. Thrun, (via Commanding Officer, Army Air Service
School, Carlstrom Field, Arcadia, Fla.)

Subject: Noncompliance with orders.

Reference: (a) Headquarters' orders, 8/12/21, (72-531).
(b) Your letter, 8/17/21.

1. Reference (b) reports your compliance with orders issued concerning your assignment to the Army Air Service School at Carlstrom Field. Your attention is invited to the fact that your orders were to proceed on the 16th from the Aviation Station, Morehead City, N. C., timing your return from leave accordingly. It is noted that you returned to the Aviation Station on the 17th instant. An explanation as to your failure to comply with the orders issued, is desired.

W. E. Reynolds
W. E. REYNOLDS.

REY *H. H. [Signature]*

U.S. COAST GUARD

REC'D AUG 27 1921
ANS'D

CTT:whcc

CARLSTROM FIELD
ARCADIA FLORIDA.

August 23, 1921.

From: Gunner C. T. Thrun, U.S. Coast Guard.

To: Commandant (Via Commanding Officer, Army Air Service School, Carlstrom Field, Florida)

Subject: Explanation for failure to comply with Headquarters orders of 8/12/21 (72-531)

Reference: (a) Headquarters orders of 8/12/21 (72-531)
(b) My letter 8/17/21.
(c) Headquarters letter 8/21/21 (72)

1. Headquarters is informed that I did not receive Headquarters orders 8/12/21 (72-531) until Monday, August 15, 1:30 P.M., 1921. I left Toledo, Ohio, on that day, arriving at Morehead City, N.C., August 17th, 10:45 A.M. 1921.

2. It appears that it was impossible for me to arrive at Moorehead City, N.C., on August 16, 1921 (Via the fastest railroad route).

C. T. Thrun
C. T. Thrun,
Gunner, U.S.C.G.

201 (Thrun, C. T.) Gunner, USCG.

CTT:whcc

1st Ind.

HQ. AIR SERVICE PILOTS' SCHOOL, Carlstrom Field, Arcadia, Fla., Aug. 24, 1921.-
To Commandant, United States Coast Guard, Washington, D.C.

1. Forwarded.

Ralph Royce
RALPH ROYCE,
Major, Air Service,
Commandant.

FIVE
ms.



CARLSTROM FIELD
ARCADIA, FLORIDA.

REC'D
ANS'D

SEP 10 1921

FORWARDED

September 7, 1921.

FROM : Gunner C. T. Thrun, U.S.C.G.

TO : Commandant. (Via. Commanding Officer, A.S.P.S., Carlstrom Field, Arcadia, Florida.)

SUBJECT : Date of reporting.

REFERENCES : (a) Headquarters letter 8/12/21 72-531.
(b) Headquarters letter 9/1/21 72.

1. Headquarters is informed that I reported and joined the Air Service Pilot School, Carlstrom Field, Arcadia, Florida at 1:30 P.M. on August 19, 1921.

Rec'd Hdq's Carlstrom Field SEP 7 1921

C. T. Thrun
C. T. THRUN

1st. Ind.

epb

HDQTS. A.S.P.S., Carlstrom Field, Arcadia, Fla. Sept. 7, 1921. TO : The Commandant, Coast Guard Headquarters, Washington, D.C. FORWARDED.

Ralph Royce
RALPH ROYCE,
Major, A.S.
Commandant.

FLIGHT "A"
CARLSTROM FIELD FLORIDA

November 15, 1921.

From: 1st Lieut. Russell C. McDonald, Instructor Flight "A".
 To: Commandant, A.S.P.S. Carlstrom Field, Arc dia, Florida.
 (Thru Channels).
 Subject: Warrant Gunner G.T. Thrun, U.S.C.G.

U. S. COAST GUARD
 REC'D DEC 5 1921
 ANS'D

1. The writer requests that the above named student (Gunner Thrun) be removed from further flying instruction at this station in as much that he is not making the required progress.
2. Gunner Thrun is erratic in his handling of the airplane controls, particularly the rudder, the handling of which he never has thoroughly grasped. His judgement moves from one extreme to the other, as an example, on one occasion he may make perfect wing overs and three-sixtys while the next day one would think he had never had instruction in either of them.
3. It is his instructor's opinion that the long experience in flying heavy flying-boats with their entirely different method of handling has made the "boat methods" sub-conscious and ingrown. These methods cannot be successfully applied to the land planes in use in the Air Service. Another point is that the rather advanced age (for flying instruction) of Gunner Thrun makes it difficult for him to change his flying methods.
4. Gunner Thrun has had thirty-eight hours and ten minutes flying time at this station, approximately fifteen hours of which has been dual instruction.

Russell C. McDonald
 RUSSELL C. McDONALD,
 1st Lieut., A.S.
 Instructor.

Exhibit "A"

1st ind.

Flight "A", Carlstrom Field, Arcadia, Florida. November 16, 1921.
 To: O.I.C. Flying, Carlstrom Field, Arcadia, Florida. FORWARDED.

1. Concerning the above I have had runner thru up on several check hops and have found his general flying ability poor. His whole difficulty in my opinion is a lack of coordination and, lacking this, all of his flying is of a mechanical nature. I do not think that this will ever change and should it do so, due to his advanced age and general slowness I recommend approval of the basic communication.

Victor H. Strubbe
 VICTOR H. STRUBBE,
 1st Lieut., A.S.
 Commanding Flight "A".

2nd Ind.

O.I.C. Flying, A.S.P.S., Carlstrom Field, Arcadia, Fla. Nov. 16, 1921.
 To: Commandant, A.S.P.S. Carlstrom Field, Arcadia, Fla. FORWARDED.

1. Recommend that this Officer be ordered to appear before the Academic Board at earliest date.

C. W. Ford
 C. W. Ford,
 Capt. A.S.

U. S. COAST GUARD
REC'D DEC 5 1921
ANS'D

PROCEEDINGS OF THE ACADEMIC BOARD
CARLSTROM FIELD ARCADIA FLA

In Case Of:

Gunner C. T. Thrun, U. S. C. G. S.

November 17, 1921.

PROCEEDINGS OF A BOARD OF OFFICERS WHICH CONVENED PURSUANT TO THE FOLLOWING ORDER:

HEADQUARTERS
AIR SERVICE PILOT SCHOOL
CARLSTON FIELD
ARCADIA, FLORIDA

September 8, 1921.

SPECIAL ORDERS)
NO. 152)

Extract

*
4. Pursuant to authority contained in Par.19, Special Regulations, Air Service Special Service Schools, C.O.A.S., dated July 25, 1920, an Academic Board consisting of the following named officers is appointed to meet at the call of the President thereof for consideration of such matters as may be brought before it:

DETAIL FOR THE BOARD

Major Ralph Royce,	A.S.,
Captain Frederick H. Thorne,	M.C.,
Captain Christopher W. Ford,	A.S.,
Captain Clinton F. Woolsey,	A.S.,
1st Lt. William W. Welsh,	A.S.,
1st Lt. Arthur I. Ennis,	A.S.,
1st Lt. Charles C. Chauncey,	A.S.,
1st Lt. John G. Williams,	A.S.,
1st Lt. John D. Corkille,	A.S.,
1st Lt. Russell C. MacDonald,	A.S.,
1st Lt. Victor H. Stramm,	A.S.

1st Lt. Arthur I. Ennis, A.S., will act as recorder of the Board.
All previous boards appointed under this authority are hereby dissolved.

BY ORDER OF MAJOR ROYCE:

PARDON MARTIN,
1st Lieut., A.S.,
Secretary."

PROCEEDINGS OF THE BOARD:

The Board met pursuant to the foregoing authority at 11:00 a.m. Nov.17, 1921, in the office of the Commandant, for consideration of the case of Gunner C. T. Thrum, United States Coast Guard Service, all members being present.

Gunner Thrum was called before the Board and testified as follows:

Q. This is the Academic Board and in a letter received from Washington they directed me to have a regular Academic Board meeting regarding your flying. We would like to know about your flying; would you mind telling us from the time you started?

A. I will, sir. In December, 1916, I was sent to Pensacola, Florida, for instruction in seaplane training. I qualified after ten hours of instruction, after I went through the ground school, and then I was sent on an airplane ship West Virginia, which was renamed Huntington, and we sailed seaplanes off a catapult. I was doing convoy work from New York to the coast of France. We received orders from Washington to establish an aviation base on Long Island and during the war we did patrol work over there and went out as far as Martha's Vineyard. In the work

I was doing, I was doing my patrol and I was also hanger chief. A practical man in charge of machines and testing machines, and also trouble man, such as when students coming down would wreck a ship and the Commanding Officer would send me out along with another man to repair the plane and get it back somehow. After the Armistice I made application for Lighter-Than-Air and the Navy Department granted it and I was sent to Ohio and qualified and was sent back to take up dirigible training about a year and a half ago. Then the Coast Guard was separated again and established an air station at Moorehead and I was ordered there and they assisted vessels in distress and planes traveling from New York were sometimes in distress. We have Coast Guard stations about every ten miles and all they did was notify Coast Guard station and we flew down and gave them all they needed. I had the opportunity to assist an Army plane and I thought I would learn to fly Army planes since aviation was progressing and be able to assist those and I asked for that permission which was granted up until I landed here.

Q. What type did you fly?

A. All Liberty motors called H boats.

Q. Is that all?

A. I flew the R-9, two pontoon boat with Curtiss motor. When you fly those you have to nose her down to turn so as not to loose speed.

Q. How many hours in H boats?

A. 480 hours.

Q. About five years flying?

A. About that time.

Q. Regarding your instruction at this field, have you felt you have been making satisfactory progress?

A. I felt I was making satisfactory progress. I though I was not getting enough learning and I tried to get everything as I knew it would come in handy in the future.

Q. Has the instruction been alright?

A. That is a matter of opinion, I would not answer that question.

Q. How many years service?

A. Fourteen years.

Q. How old are you?

A. Thirty-five.

Q. You were thirty when you started flying?

A. Yes, sir.

1st Lt. Charles C. Chauncey, A.S. Q. What is your main trouble?

A. My main trouble is this. In a seaplane you kick the bus around more and it is a habit when you have a lot of torque to cock the wing down a bit. I would say my biggest trouble is overcontrolling.

Major Ralph Royce, A.S. Q. With these Hissos, do you feel confident regarding their ability to stand anything?

A. Absolutely. I feel just as comfortable in the air as I do sitting before you and speaking.

There being no further questions Gunner Thrun was dismissed.

1st Lt. Victor H. Strahm, A.S. Q. was called before the Board and testified as follows:

I think I found the greatest thing was if you give him some maneuver he will come out with the controls cock-eyed and would not correct it. In doing a right wing-over he would come out with left rudder and the ship would skid to the right. He does not realize he is flying wrong. I have corrected him four or five times but he doesn't realize it. He lets a ship come out itself. I do not think he will ever be a good flier.

There being no further questions Lt. Strahm was dismissed.

1st Lt. Russell C. MacDonald was called before the Board and testified as follows:

Thrun was exceedingly slow. I figured he was worth putting through because of the fact that he was an old flier and I made special effort. At no time did I consider him good and I worked with him, hoping that he would learn to handle controls properly. He hadn't the slightest conception of the use of the rudder. He would start to bank and put on opposite rudder; the pressure on his feet would seem wrong, I think. He was always safe and I did not think he would crack up but he would never be a good pilot. I think he has progressed as far as he can.

Board Proceedings - Gunner C. T. Thrum, USCG.

1st Lt. Charles C. Chauncey, A.S. Q. You have taken a lot of pains with him have you not?

A. I have worked harder with him than with all the rest put together. There being no further questions Lt. MacDonald was dismissed.

1st Lt. John D. Corkille, A.S., was called before the Board and testified as follows:

I flew with him and he cannot pass the final test and I think never will be able to do it. I do not believe the man has the feel of the ship at all. I believe he could fly this ship around here and get around fairly safe but if he got into a faster ship he would get into trouble.

There being no further questions Lt. Corkille was dismissed.

FINDINGS AND RECOMMENDATIONS

After careful consideration the Board finds that he will never be more than a very mediocre pilot and believes that his instruction has progressed as far as possible at this school and it is the belief of this Board that he should be relieved from further flying duty.

Attached hereto Exhibit "A": Letter originated by 1st Lt. Russell C. MacDonald and indorsements thereto.


ARTHUR I. BINNIS,
1st Lieut., A.S.,
Recorder.


RALPH ROYCE,
Major, A.S.,
Commandant & Pres of
Board.

Th

CARLSTROM FIELD
ARCADIA, FLORIDA.

U.S. COAST GUARD
REC'D
ANS'D DEC 16 1921

December 12, 1921.

From: Gunner C.T. Thrun, U.S. Coast Guard.
To: Commandant, (Via Commanding Officer, A.S.P.S., Carlstrom Field, Florida)
Subject: Reassignment of duty.

1. Having failed to pass the Chief Test Pilot on my final test of flying, I am informed by the commanding officer, that I will receive no further land plane training here.
2. It is requested that I be assigned to duty elsewhere, preference, Moorehead City Aviation Station, any cutter on the West coast or U.S.C.G. Depot Baltimore, Maryland.

Rec'd Hdq's Carlstrom Field DEC 13 1921 *C.T. Thrun*
C.T. THRUN.

201- 1st Ind. RR: lmd
Thrun, C.T., U.S.C.G.
HQ. A.S.P.S., Carlstrom Field, Arcadia, Fla. Dec. 13, 1921. TO:-
Commandant, U.S. Coast Guard, Treasury Department, Washington, D.C. FORWARDED.

1. Gunner Thrun failed to satisfactorily complete the flying training at this station and at a Board meeting held November 17, 1921, which proceedings were forwarded to the Chief of Air Service, the Academic Board made the following recommendation: That he be relieved from further flying instruction and from flying duty. As a result of this decision of the Academic Board he has been taken off flying at this station until word is received from Washington as to the final action taken on the recommendation of the local Board.

Ralph Pyce
RALPH ROYCE
Major, A.S.,
Commandant.

72

, December 17, 1921.

From: Commandant, Coast Guard.
To: Chief of Air Service, War Department.

Subject: Gunner Charles T. Thrun, U.S. Coast Guard, detachment from
Air Service Pilot School, Carlstrom Field, Arcadia, Fla.

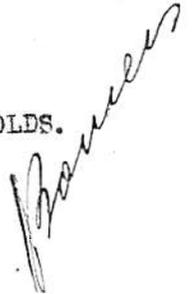
Reference: (a) Your letter, 12/3/21 (File No.201).

Inclosure: (1) Copy of our letter to Thrun, 12/17/21.

1. In connection with your inquiry in reference (a) above, attention is invited to the enclosed copy of orders detaching Gunner Thrun from duty at the Air Service Pilot School, Carlstrom Field, Arcadia, Fla.

2. I take this occasion to express the appreciation of this office for the opportunity afforded a member of the Coast Guard to receive instruction in ~~land~~ ~~lines~~.

W. E. REYNOLDS.



REN 

WAR DEPARTMENT
OFFICE OF THE ^{Chief} DIRECTOR OF AIR SERVICE
WASHINGTON

3-3802

December 3, 1921.

From: Chief of Air Service.

To: Commandant, Coast Guard, Darby Bldg., Washington, D. C.

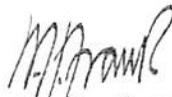
Subject: Warrant Gunner, Charles T. Thurn, U.S.C.G. U. S. COAST GUARD

REC'D DEC 5 1921
ANS'D

1. Attention is invited to the attached copy of board proceedings in the case of Warrant Gunner Charles T. Thurn, U.S.C.G., in which it is recommended that he be relieved from further flying duty at the Air Service Pilots School, Carlstrom Field, Arcadia, Fla.

2. In view of the slow progress apparently being made by Gunner Thurn and in view of the opinion of the board that he will never become more than a very mediocre pilot, it is requested that you inform this office as to whether or not his instruction in flying be continued at Carlstrom Field.

By authority of the Chief of Air Service:


W. H. Frank,
Major, Air Service,
Executive.


incl.

REG'D
ANS'D

JAN 6 1922

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Newbern, N.C.,
January 4, 1922.



COAST GUARD CUTTER
PAMLICO



U.S. COAST GUARD
PAY AND ALLOTMENT
OFFICE
POSTED
BY [Signature]
DATE 1/9/22

From: Gunner C.T. Thrun,
 To: Commandant (Via Commanding Officer, PAMLICO
 and Commander, Norfolk Division).
 Subject: Reporting for duty.
 Reference: (a) Headquarters telegram dated
 December 20, 1921.

1. In accordance with reference (a), Head-
 quarters is advised that I arrived in Newbern, N.C., on
 January 3, 1922, at 6:20 p.m., and found that the PAMLICO
 was away from port.

2. I reported on board this date at 11:25
 a.m.

C. T. Thrun
 C. T. Thrun.

1st Indorsement.

Coast Guard Cutter PAMLICO,
Newbern, N.C., January 4, 1922.

- Forwarded.
- Gunner C.T. Thrun has been assigned to duty as
watch and division officer.

NORFOLK DIVISION
 Rec'd JAN 5 1922

H. E. Rideout
 H. E. Rideout.

2nd Indorsement.

Norfolk, Va., January 5, 1922.

From: Commander, Norfolk Division.
 To: Commandant.

- Forwarded.

D. F. A. deOtte
 D. F. A. deOtte.

X





COAST GUARD CUTTER

PAMLICO

U.S. COAST GUARD
 REC'D JUN 9 1922
 P.M.
 TREASURY DEPARTMENT
 UNITED STATES COAST GUARD
 Newbern, N.C.,
 June 7, 1922.

Reproduced at the National Archives-SJL

U.S. COAST GUARD
 RECEIVED
 JUN 9 1922
 F. J. G.

From: Gunner C. T. Thrun, PAMLICO.
 To: Commandant.
 Via: Commanding Officer.

Subject: Reporting departure from PAMLICO.

Reference: (a) Headquarters letter (72-531) dated
 May 23, 1922.

1. Headquarters is advised that I left this vessel to-day at 6:00 p.m., in obedience to reference (a), to proceed to Savannah, Ga., and report to the commanding officer of the YAMACRAW for duty on that vessel.

C. T. Thrun
 C. T. Thrun.

 1st Indorsement. PAMLICO
 Newbern, N.C.,
 June 7, 1922.

1. Forwarded.

F. J. Haake
 F. J. Haake

X



TREASURY DEPARTMENT

UNITED STATES COAST GUARD

COAST GUARD CUTTER

YAMACRAW

Savannah, Ga., December 5, 1922.

From: Gunner C. F. Thrun.
 To: Commandant. (Via Commanding Officer YAMACRAW).
 Subject: Request for leave.

1. I have to request that I be granted six months' leave of absence, on one-half of my shore duty pay, said leave to commence April 1, 1923.

2. I have always taken a deep interest in the science of aviation and have a strong desire to continue and keep step with its every improvement. Experience has taught me that to accomplish this requires constant study and practice. Aviation has made rapid progress in the last year, and I have, unfortunately, been unable to keep up, due to assignments on vessels. While I have devoted all possible time to its study, I realize that I have but gained only a hazy general idea, whereas any aviator should be thoroughly familiar with the minutest detail. My experience while actively engaged in aviation has also shown me that pilots lose all desire to fly, after a lapse of time without making flights. I have no such desire to obtain in my case.

3. Having experienced the fact that I can not devote the necessary time to study while attached to any vessel, and also that it is impracticable to make any flights while so assigned, I desire the leave requested in order that I may thoroughly familiarize myself with progress made in aviation and thereby render my services more valuable to the Government in case of emergency.

4. Should the leave requested be granted, I understand that all expense in connection with my study and practice, will be borne by me.

C. F. Thrun
 C. F. Thrun

NONFOLK ...

1st Indorsement.

Coast Guard cutter YAMACRAW,
Savannah, Ga., December 5, 1922.

From: Commanding officer, YAMACRAW.
To : Commandant, (via Norfolk Division).
Subject: Request for leave, Gunner C.T. Thrun, YAMACRAW.

1. Forwarded, approved.

2. Gunner Thrun is a most conscientious and deserving Warrant Officer and his desire to thoroughly familiarize himself with aviation in order that his services may be more valuable to the Government and especially to the Coast Guard when aviation is accomplished in that Service, is most commendable in him. I, accordingly, recommend that he be given an opportunity to study in connection with aviation and an opportunity to fly.

NORFOLK DIVISION
F.S. VanBoskerck
PSVB-AT

1st Indorsement.

Norfolk, Va., Dec. 7, 1922.

From: Commander, Norfolk Division.
To : Commandant.

1. Forwarded.

Chas. S. Root,
Acting



TREASURY DEPARTMENT

UNITED STATES COAST GUARD

COAST GUARD CUTTER U S COAST GUARD

Wilmington, N.C.,
October 11, 1923.

MODOC

REC'D OCT 15 1923 By
ANS'



From: Gunner C.T. Thrun.
To: ~~Commandant, (via Commanding Officer, MODOC).~~

Subject: Reporting for duty.

Reference: (a) Headquarters' letter 72-531 dated
September 15, 1923.

1. Headquarters is informed that in accordance
with instructions contained in reference (a), I have
this day reported on board the MODOC for duty.

PAY AND ALLOTMENT
OFFICE
U. S. COAST GUARD
POSTED
[Handwritten signature]

C. T. Thrun
C. T. Thrun.

1st Indorsement.

Wilmington, N.C.,
October 11, 1923.

From: Commanding Officer, MODOC.
To: Commandant, (via Commander, Norfolk Division).

1. Forwarded.

U. S. COAST GUARD
Norfolk Division
Rec'd. OCT 13 1923

J. E. Stika
J. E. Stika.

2nd Indorsement.

Norfolk, Va., October 13, 1923.

From: Commander, Norfolk Division.
To: Commandant.

1. Forwarded.

D. F. A. deOtte
D. F. A. deOtte.

X



COAST GUARD CUTTER

MODOC

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

U. S. COAST GUARD

REC'D OCT 30 1923

Wilmington, N.C.,
October 25, 1923.

By

From: Commanding Officer, MODOC.
To: Commandant, (via Commander, Norfolk Division).
Subject: Gunner Charles F. Thrun.

1. I certify that in my opinion Gunner Charles F. Thrun, attached to and serving on board this vessel, is competent to stand day's duty in port and a bridge watch underway.

Norfolk Division
REC'D OCT 29 1923

B. M. Chiswell
B. M. Chiswell.

1st Indorsement.
Norfolk, Va., October 29, 1923.

From: Commander, Norfolk Division.
To: Commandant.

1. Forwarded.

D. F. A. deOtte
D.F.A. deOtte.

72



COAST GUARD CUTTER
MODOC

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Halifax, N.S.,

May 20, 1924 U.S. COAST GUARD

REC'D MAY 24 1924

ANS'D

From: Commanding Officer, MODOC.
To: Commandant.

Subject: Gunner Charles T. Thrun; competent to perform
watch duty.

Reference: (a) Letter, Commanding Officer, MODOC, (72),
dated October 25, 1923.

1. I certify that in my judgment Gunner Charles T. Thrun, attached to this vessel, is qualified to stand days duty and to take a bridge watch when underway.

L. T. Chalker.

72



TREASURY DEPARTMENT

UNITED STATES COAST GUARD

COAST GUARD CUTTER

MODOC

Halifax, N.S.,
May 23, 1924.

U.S. COAST GUARD

REC'D MAY 26 1924

From: Gunner C.T. Thrun.
To: Commandant, (via Commanding Officer, MODOC).

Subject: Application for designation; Chief Warrant Officer.

1. I hereby make application for designation to take the examination as Chief Warrant Gunner.

2. Attention is invited to the fact that though I do not have the required service at the present time, that I shall be qualified in point of service on November 16, 1924, on which date I shall have completed 6 years as a warrant officer. As it is considered that no appointments will be made before the aforementioned date it is requested that Headquarters waive the six years requirement in my case.

C. T. Thrun
C. T. Thrun.

1st Indorsment.

MODOC,
Halifax, N.S., May 23, 1924.

From: Commanding Officer, MODOC.
To: Commandant.

1. Forwarded, approved.

L. T. Chalker
L. T. Chalker.

*Recd +
forwarded sent
Nov*





COAST GUARD CUTTER

MODOC

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

FILE

Halifax, N.S.,
May 26, 1924.

From: Gunner C.T. Thrun.
To: Commandant, (via Commanding Officer, MODOC).

Subject: Regulations - reading of.

U.S. COAST GUARD

Reference: (a) General Order #1.

REC'D MAY 31 1924
ANS'D

1. Headquarters is advised that I have this date completed reading the Regulations, U.S. Coast Guard, 1923.

C. T. Thrun
C. T. Thrun.

1st Indorsement.

MODOC,
Halifax, N.S., May 26, 1924.

From: Commanding Officer, MODOC.
To: Commandant.

1. Forwarded.

E. T. Chalker
E. T. Chalker.



TREASURY DEPARTMENT

UNITED STATES COAST GUARD

FILED
A. J. H.

COAST GUARD CUTTER

MODOC

U. S. COAST GUARD

REC'D
ANS'D
JUL 22 1924

Wilmington, N.C.,
July 10, 1924.

From: Gunner C. T. Thrun.
 To: Commandant, (via Commanding Officer, MODOC).
 Subject: Examination for temporary Chief Warrant Officer.
 Reference: (a) Headquarters' letter (720), July 8, 1924.

1. Receipt of reference (a) is hereby acknowledged.

C. T. Thrun
 C. T. Thrun.

1st Indorsement.

MODOC,
Wilmington, N.C., July 10, 1924.

From: Commanding Officer, MODOC.
 To: Commandant, (via Norfolk Division).

1. Forwarded.

L. T. Chalker
 L.T. Chalker.

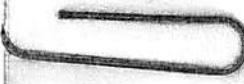
Norfolk Division
 Recd. JUL 19 1924

.....
2nd Indorsement

Norfolk Division,
Norfolk, Va., July 19, 1924.

1. Forwarded.

A. J. Henderson
 A. J. Henderson.



773
531

FILE

W.W.

November 5, 1924.

From: Commandant.
To : Chief Gunner Charles T. Thrun, (Via
~~Norfolk Division & MODOC~~).

Subject: Orders; travel.

1. You are detached from further duty on the MODOC, upon receipt hereof. Proceed to Miami, Florida, and report to Commander (E) C.G. Porcher, Commander, Base Six, for duty at that place.

2. The travel necessary to the execution of this order is required by the public interests.

3. These orders constitute a permanent change of station from Wilmington, N.C., to Miami, Florida.

W.C. BILLARD.

J. Pitts

X

Billard
July 1924

FILED
1.2

September 12, 1924.

From: Commandant.
To: Gunner Charles T. Thrun (via Norfolk Division & MODOC).
Subject: Examination for appointment as chief warrant officer.

1. You are informed that you passed the recent examination for appointment as temporary chief gunner, having attained a general average of 88.00, your standing on the list of those taking the examination being number one.

2. Your name will be submitted for appointment as temporary chief gunner in the near future.

F.C. BILLARD.

X

W. H. Hill



TREASURY DEPARTMENT

UNITED STATES COAST GUARD

BASE SIX.

COAST GUARD STATION

Miami, Fla.

(POST OFFICE ADDRESS)

26th November 1924, 192

DISTRICT

From: Chief Gunner, Charles T. Thrun,
To: Commandant, (Via Commander BASE SIX and Gulf Division.)

Subject: Reporting for Duty.

Reference: (a) Headquarters letter, (711-531) dated November 5th. 1924.

- In obedience to instructions contained in reference (a) I have this day reported to Commander BASE SIX for duty.

Charles T. Thrun
Charles T. Thrun.

1st. Indorsement. BASE SIX, Miami, Fla.
27th November 1924.

- Forwarded.

C. G. Porcher
C. G. Porcher.

FORWARDED

John D. Berry
COMMANDER GULF DIVISION

RECEIVED

[Handwritten signature]

X

FILED
J. F. M.

72
551

July 20 1936

From: Commandant.
 To : Chief Gunner (R) G. W. Hurm, (Via Gulf Division
 and Base Six, Fort Lauderdale, Florida).
 Subject: Orders; travel.

1. You are detached from further duty at Section Base Six, Fort Lauderdale, Florida, upon receipt hereof. Proceed to Cape May, New Jersey, and report to the Commander, Section Base Nine, for assignment to duty.
2. The travel necessary to the execution of this order is required by the public interests.
3. This order constitutes a permanent change of station from Fort Lauderdale, Florida, to Cape May, New Jersey.

D. P. A. DeCote,
 Acting.

G. W. Hurm

August 6, 1926.

FILE
T. C. B.

From: Commandant.
 To: Commander, Section Base 9 (via New York Division).
 Subject: Chief Gunner C. T. Thrun; mileage.
 Reference: (a) Your letter, August 4, 1926.

1. In reply to reference (a) you are advised that the distance from Cape May, New Jersey, to Fort Lauderdale, Florida, is 1,311 miles, computed as follows:

Cape May to Philadelphia.....	80	miles
Philadelphia to Jacksonville.....	890	"
Jacksonville to Fort Lauderdale.....	<u>341</u>	"
Total.....	1,311	"

McD

E. L. HITCHISON,
By direction.

McD JTB *h*

72
531
F. H.

August 24, 1926

From: Commandant
 To: Chief Gunner (T) C. F. Thrun (Via Commander New York Division and Section Base 9)
 Subject: Temporary duty; transfer; travel.

1. Proceed to New York, N. Y., and report to the General Inspector, Naval Aircraft, U.S.N., South and Whitehall Sts., for temporary duty in connection with the inspection of three O.L.-5 and two U.O.-4 seaplanes being manufactured for the Coast Guard, reporting on or about September 1, 1926.

2. Gunner L. M. Melka, U. S. Coast Guard, Section Base 7, Gloucester, Mass., has been directed to proceed to New York and report to the above named Naval Aircraft Inspector, as per copy of letter inclosed herewith. You will assist Gunner Melka in connection with the inspection, acceptance and the flying of the five seaplanes to their destinations, as per instructions contained in orders to Gunner Melka. Upon completion of this temporary duty you will return to your regular station at Cape May, New Jersey, and resume duty.

3. The travel from Cape May, New Jersey, to New York, N. Y., and return to New York after the delivery of each plane, and back to Cape May, New Jersey, after final delivery of all the five planes, is required by the public interests. Mileage is allowed.

RWC
 B. M. CHISWELL,
 Acting.

Copies to
 Gunner L. M. Melka; *RWC*
 Inspector Naval Aircraft. *RWC*
 Comdr. Stone

W.E.B. RWC *E. J. K...*

October 12, 1926.

From: Commandant.
To : Chief Gunner Charles Thrun, (Via Eastern
Division and Base Seven, Gloucester, Mass.)

Subject: Change of orders.

Reference: (a) Headquarters letter, August 22, 1926, (72-531).
Department letter, October 12, 1926, (CG-72-531).

1. After delivery of the first seaplane by flight
from New York, N.Y., to Section Base Seven, Gloucester,
Mass., reference (a) will be superseded by reference (b).

F.C. BILLARD.

Copy to
Base Nine.

X

CHW *TH* *Q*

October 12, 1926.

Chief Gunner Charles Thrun,
Coast Guard Section Base Seven,
Gloucester, Mass.

Sir:

You will proceed to New York, N.Y., for the purpose of acceptance and delivery of two OL-5 and two NO-4 seaplanes, now being built for the Coast Guard at that place. You will deliver by flight each of these seaplanes, after acceptance, to the points listed below:

- (a) One OL-5 and one NO-4 seaplane to Commander, Section Base Nine, at Cape May, N.J., and
- (b) One OL-5 and one NO-4 seaplane to Commander, Section Base Seven, Gloucester, Mass.

Upon completion of this temporary duty, return to your present station at Cape May, N.J., and resume your present duty.

You are authorized to perform such repeated travel as may be necessary between Gloucester, Mass., and New York, N.Y., and between Cape May, N.J., and New York, N.Y., for the purpose of delivering these seaplanes. The public interests require this travel. This authority is for the fiscal year 1927, and expires June 30, 1927. Actual necessary traveling expenses will be allowed during this travel.

Respectfully,

L.C. Andrews
L.C. ANDREWS,
Assistant Secretary.

Chas. Thrun

C. E. Johnson

[Handwritten signature]

[Handwritten mark]

REC'D JAN 14 1927

ACCEPTANCE AND

By

Section Base Nine, Cape May, N. J.,

January 12, 1927.

SIR: I hereby accept the appointment as Chief Gunner

in the U. S. Coast Guard
dated January 12, 1927, with rank as such from July 1, 1926, and transmitted
by Headquarters letter dated January 7, 1927.

Respectfully,

Charles Theodore Thrun

Charles Theodore Thrun,

Chief Gunner, U. S. Coast Guard.

To the SECRETARY OF THE TREASURY

OATH OF OFFICE

(2616, 1757, R. S., and Act of May 13, 1884)

Having been appointed Chief Gunner

in the U. S. Coast Guard,

I, Charles Theodore Thrun, do solemnly swear (or affirm) that I will support
and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear
true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or
purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about
to enter. So help me God.

And I do further swear (or affirm) that I will use my best endeavors to prevent and detect frauds against
the laws of the United States imposing duties upon imports. So help me God.

Charles Theodore Thrun

Charles Theodore Thrun,

Chief Gunner, U. S. Coast Guard.

Subscribed and sworn to before me this 12th day of January, 1927.

E. S. Addison
E. S. Addison, Commander, U.S.C.G.,
Commanding Section Base Nine, U.S.
Coast Guard.

(To be filled out by officer accepting appointment)

PLACE OF BIRTH		STATE OR TERRITORY OF WHICH A CITIZEN	DATE OF BIRTH
CITY, PARISH, OR COUNTY	STATE		
Toledo	Ohio	Ohio	March 2, 1886.

The following classes of officials, and none other, are authorized to administer oaths to officers and men of the Coast Guard: The commanding officer of a Coast Guard cutter; any Coast Guard officer designated by name by the Commandant to administer oaths for the conduct of the service; a United States commissioner; a judge of a court of record; a clerk of a court of record; a deputy clerk of a Federal court of record; a notary public.

Statement of service for Chief Gunner Charles Theodore Thrum up to and including 31 January, 1927.

	Yrs.	Mos.	Das.
<u>Enlisted Service.</u> Coast Guard.	10	6	1
<u>Warrant Service.</u> Coast Guard.	5	10	16
<u>Commissioned Warrant Service.</u> Coast Guard.	2	4	9
TOTAL SERVICE.	18	8	26

See SKM 2/2/27

PA4-71-72

2 October, 1928.

From: Commandant.
To: Rear Admiral J. T. Cowie, retired, Naval Mutual Aid Association.
Subject: Coast Guard commissioned and warrant officers on aviation duty and receiving flight pay.

1. In accordance with telephonic request of your office today, you are advised that the following named Coast Guard commissioned and warrant officers have been assigned to aviation duty and are drawing flight pay:

Lieutenant (junior grade) L. M. Melka.
Ensign W. S. Anderson.
~~Chief Gunner C. T. Thrum.~~
Gunner O. G. Tobiason.
Machinist (T) F. F. Crump.
Machinist (T) W. R. Kenly.
Radio Electrician (T) A. G. Descoteaux.

By direction,

B. M. CHISWELL,
Assistant Commandant.

72

~~581~~

29 January, 1930

From: Commandant.
To: Chief Gunner Charles T. Thrun (Via New York Division, and Section Base Nine, Cape May, N. J.).

Subject: Orders; temporary duty; travel.

Reference: (a) Headquarters letter, 28 January, 1930 (123-73), to Commander, Section Base Nine.

1. Proceed to Philadelphia, Pennsylvania, for temporary duty in connection with the board of investigation convened by reference (a). Upon the completion of the investigation, return to Cape May, New Jersey, and resume your regular duties.

2. The travel necessary to the execution of this order is required by the public interests.

By direction,

HP 29
B. M. CHISWELL,
Assistant Commandant.

X

490 *SA - 1/6/30* *647*

CMR AM 2/1

EGH

FILE
U. S. A.

28 March, 1930.

U. S. COAST GUARD

From: Commander, Section Base Nine.
To : Chief Gunner C.T. Thrun.

APR 4 1930

Subject: Orders; travel incident to proceedings of board of inquest.

Reference: (a) Headquarters telephonic authority, this date.

1. As a member of a board of inquest convened for the purpose of investigating and reporting upon circumstances attending the death of Ralph L. Crowley, late electrician's mate, first class, telephone force, U.S. Coast Guard, you are directed to proceed to St. Agnes Hospital, Philadelphia, Pa., for the purpose of attending such proceedings of the board at that place as may be deemed expedient. Upon completion of duty at that place, return to this section base for such further proceedings of the board as may be necessary, upon conclusion of which you will resume your regular duties.

2. The travel necessary to the execution of this order is required by the public interests, and is authorized by reference (a).

Copy to:
Headquarters. ✓

H. Ulke,
Acting.

13.7.6
Noted
W.H.

EASTLAKE MANUFACTURING CO.

MANUFACTURERS OF

FURNITURE GIMPS

AND UPHOLSTERY FABRICS

JAMES BROMILEY, TREAS.
MILLS & MAIN OFFICE
LEIPER AND ADAMS AVE.

ALL GRADES OF
CURTAINS, PIECE
TABLE AND COU
COVERS

Frankford, Phila. April 29th 1930

U. S. COAST GUARD

REC'D MAY 15 1930 By

Commandant

U.S. Guard,

Washington, D.C.

U. S. COAST GUARD
RECEIVED
AND DELIVERED
MAY 8 1930
SECTION BASE NINE
CAPE MAY, N. J.

Dear Sir:-

Chief Sumner
Base 9

U.S. COAST GUARD

REC'D APR 30 1930

ANS'D

I wish to bring to your attention a man by the name of Charles T. Thrun who is under your charge, who owes me \$120.00 which is two months rent for premises he leased with me in Cape May, N.J.

I have a lease with this man copy of which I enclose speaks for itself. Charles T. Thrun moved out of the premises some time in March and the lease did not terminate until May 31st 1930 which would make it two months rent still due me.

Kindly investigate the matter and let me know what can be done.

Yours very truly

James Bromiley

JB:GC

relin

U. S. COAST GUARD
RECEIVED
MAY - 7 1930
NEW YORK DIVISION
NEW YORK, N. Y.

U. S. COAST GUARD
REC'D MAY 15 1930 By
ANS

MAY 15 1930

U. S. COAST GUARD
RECEIVED
AND DELIVERED
MAY 8 1930
SECTION BASE NINE
CAPE MAY, N. J.
W.H.S.

1st Indorsement.

72

Coast Guard Headquarters,
Washington, D. C., 6 May, 1930.

From: Commandant.
To : Chief Gunner Charles T. Thrun, (via Commander, Section
Base Nine, and Commander, New York Division).

Subject: Indebtedness.

Inclosure: Letter, James Bromiley, Frankford, Philadelphia, Pa.,
29 April, 1930.

1. Referred. If this be a just debt, take immediate steps
toward adjusting it without further intervention on the part of this
office. Return above paper with a statement of your action.

C. P. Clark
C. P. CLARK,
By direction.

New York Division 72 2nd Indorsement New York, N. Y.,
7 May, 1930.

1. Forwarded.

P. W. Lauriat
P. W. Lauriat,
by direction.

gne

Section Base Nine 72 3rd Indorsement. 8 May, 1930.

1. Forwarded.

W. H. Shea
W. H. Shea.

bjc

ANS.

FILED
E. P. W.

Section Base Nine - 72

4th Indorsement.

Cape May, N.J.,
9 May, 1930.

From: Chief Gunner Charles T. Thrun.
To : Commandant (via Commander, Section Base Nine, and
Commander, New York Division).

Subject: Indebtedness.

Inclosure: (1) Letter of Harry Tenenbaum, Attorney at Law, Wildwood,
N.J., to James Bromiley, dated 8 May, 1930.

1. Complying with 1st indorsement hereof, Headquarters is advised that the indebtedness alleged in inclosure (1) is not believed to be just, either morally or legally. The facts are, that I moved from Mr. Bromiley's property during the month of February, 1930, with the sanction of his son, who acted in the capacity of agent for the lessor and made monthly collections of rent. I paid rental to March 31, 1930, and another tenant took possession of the property on April 1, 1930, under a lease with Mr. Bromiley. Inasmuch as rent was paid to the time the new lessee took possession, and I had had no communication from Mr. Bromiley to indicate that he considered me liable for payment of rent for April and May, I considered that my obligations had been fulfilled. Receipt of Headquarters indorsement furnished the first intimation that Mr. Bromily considered me obligated further.

2. Upon consulting my attorney, I was advised that I cannot be held responsible for further payments, inasmuch as a lessor cannot legally collect from two parties rental for the entirety of any one premises. If, however, a decision should be reached wherein I am liable for the indebtedness, as alleged, I will make payment immediately. Copy of letter from my attorney to the claimant, which is self-explanatory, is inclosed herewith.

Charles T. Thrun
Charles T. Thrun.

Section Base Nine - 72

5th Indorsement.

Cape May, N.J.,
9 May, 1930.

1. Forwarded.

W. H. Shea
W.H. Shea

New York Division 72 6th Indorsement New York, N. Y.,
14 May, 1930.

1. Forwarded.

P. W. Lauriat
P. W. Lauriat,
acting.

gne

72

CLIPPING FROM THE EVENING "PUBLIC LEDGER",

Philadelphia, Pa., 3 September, 1930.

GUARD FACES LOSS OF \$2000 REWARD

Father of Drowned Student
Found on Ventnor Beach
Seeks to Upset U. S. Rules

Special to the Evening Ledger

Atlantic City, Sept. 3.—Unless a special dispensation is obtained of existing regulations which prevent members of the Coast Guard from accepting rewards for work done in line of duty, Chief Gunner C. T. Thrum, of the base at Cape May, is "out" \$2000.

This was learned today when Thrum was disclosed as the pilot of the patrol plane that discovered the body of Joseph E. Roberts, 3d, 20-year-old Princeton University senior, near the Ventnor beach August 29.

A \$4000 reward for the recovery of the body had been offered by the young man's father, Dr. Joseph E. Roberts, Jr., Haddonfield, N. J.

Young Roberts was drowned August 24, in the surf at Ocean City where the family has a summer home.

Making a customary patrol of the coast line from Cape May to Atlantic City, Thrum was returning to the base when he saw the body about 500 feet off shore. He circled it, meanwhile attracting the attention of Harry Taviana, captain of the Margate Beach Patrol.

With the aid of four members of the Ventnor Beach Patrol, Taviana brought the body to shore. The beach guards, it is understood, will get half of the reward offered.

Regulations it was said, preclude Thrum accepting the other half. It is understood that Dr. Roberts has made a special request of Admiral F. C. Billard, in command of the Coast Guard, that the ruling be set aside to enable the pilot to receive the money, which about equals his annual salary.

Thrum

<input checked="" type="checkbox"/>	COMDT	<input checked="" type="checkbox"/>	M. & F.
<input type="checkbox"/>	ASSTS	<input type="checkbox"/>	MEDICAL
<input type="checkbox"/>	CIV. ENG.	<input type="checkbox"/>	OP'S
<input type="checkbox"/>	COMMS	<input type="checkbox"/>	ORD.
<input type="checkbox"/>	C. & R.	<input type="checkbox"/>	P. & A.
<input checked="" type="checkbox"/>	ENGR. <u>ABG</u>	<input type="checkbox"/>	PERS.
<input type="checkbox"/>	FINANC.	<input type="checkbox"/>	PER REC.
<input type="checkbox"/>	INSPECTOR	<input type="checkbox"/>	STAT'S
<input type="checkbox"/>	INT'L	<input type="checkbox"/>	SIGNS
<input type="checkbox"/>	LAW	<input checked="" type="checkbox"/>	<u>ABG</u>

ABG

CLIPPING FROM THE PHILADELPHIA "RECORD",

Thursday, September 4, 1930.

72

Thrun

**FEDERAL LAW MAY COST
PILOT \$2000 REWARD**

ATLANTIC CITY, Sept. 3.—Unless a special dispensation is obtained from existing regulations, preventing members of the United States Coast Guard from receiving rewards done in the line of duty, Chief Gunner C. T. Thrun, of the Coast Guard base at Cape May, is "out" \$2000.

This was learned today when Thrun was disclosed as the pilot of the Coast Guard patrol plane which discovered the body of Joseph E. Roberts, 3d, 20-year-old Princeton University senior, near Ventnor beach last Friday.

A \$4000 reward for the recovery of the body had been offered by the young man's father, Dr. Joseph E. Roberts, Jr., of Camden and Haddonfield.

Roberts was drowned Sunday, August 24, in the surf at Ocean City, where the family has a summer home.

✓ CONDT	✓	M. & F.	
ACCTS		MEDICAL	
LAW. ENG.		OPS	
COMMS		TRA	
✓ ENGR. DEPT.		PERNS.	
FINANCE		PER REC'D	
INSPECTOR		STATE	
INTEL		SUPP	
LAW		✓	✓

3.136

COPY OF LETTER

DR. JOSEPH E. ROBERTS

403 Cooper Street

Camden, New Jersey

September 8th, 1930.

W. H. Shea,
Captain, U. S. Coast Guard,
Commander, Section Base 9.

My dear Captain Shea:

It is with the sense of deepest gratitude and appreciation that I am writing to you on behalf of Mrs. Roberts and myself for the invaluable service rendered us in the finding of the body of our son, Joseph.

We shall always remember the Coast Guard, Section Base 9 with the utmost of kindly feeling. We were comforted when we heard the planes flying over-head, for we realized that every thing possible was being done. No monetary reward was ever offered, nor did any thought of such reward enter our minds.

When at last Chief Gunner Charles T. Thrun discovered the body more than a mile out at sea and it was returned to us, it gave us peace. May you be able, if occasion should require, to render similar kindly service to others in like strait with ourselves.

Very truly yours,

(Signed) Joseph E. Roberts, Jr.

COPY OF LETTER

TREASURY DEPARTMENT
 United States Coast Guard
 Cape May, N. J.

File
with record of
Chief Gunner
C. W. Thurn

10 September, 1930. *MM*

From: Commander, Section Base Nine.
 To: Commandant (via Commander, New York Division).
 Subject: Letter of appreciation, Dr. Joseph E. Roberts,
 September 8, 1930.
 Inclosure: (1) Subject letter.

1. Inclosure (1) is a letter received from Dr. Joseph E. Roberts, expressing appreciation for services rendered in the recovery of the body of his son, who was drowned at Ocean City, New Jersey, August 24, 1930.

2. The Philadelphia Public Ledger published an article alleging that \$4,000.00 reward had been offered for the recovery of the body; \$2,000.00 for the aviator, and \$2,000.00 to be divided among members of the beach guard. The Public Ledger was informed by the section base commander, that officers of the Coast Guard were not permitted to receive rewards for public services rendered, and was requested to make such announcement in its publication. A copy of this letter was sent to Dr. Roberts, and that is the reason that mention of monetary reward has occurred in his letter.

3. It is recommended that a copy of Dr. Roberts' letter be filed with the official records of Chief Gunner C. T. Thurn.

(Signed) W. H. Shea

 New York Division 601 65 1st Indorsement New York, N. Y.
 11 September, 1930.

1. Forwarded for the information of
 Headquarters.

(Signed) P. W. Lauriat,
 By direction.

gne

C O R R E C T E D C O P Y

File

463,125

(Application number)

THRUN,

Charles

Theodore

Major at Arms

(Surname)

(Christian name)

(Middle name)

(Rate)

Coast Guard

March 2, 1886

Toledo, Ohio.

(Service number)

(Date of birth)

(Place of birth)

HOME SERVICE

OVERSEAS SERVICE

FROM— To— No. DAYS

FROM— To— No. DAYS

4-6-17 7-4-17

7-5-17 10-22-17

10-23-17 11-30-17

APPOINTED ACTING GUNNER (Warrant Officer) in the Coast Guard

1 December, 1917.

Total

Total

EXCEPTIONS

202 B

FROM— To— No. DAYS

FROM— To— No. DAYS

12-1-17 6-30-19

APPOINTED ACTING GUNNER (Warrant Officer) 1 December, 1917.

Total exceptions

Total exceptions

SERVICE	{	Home	days	} 60	{	at \$1.00 = \$	
		Overseas	days			at \$1.25 = \$	

TOTAL ADJUSTED SERVICE CREDIT \$

Computed by

Verified by

Date

27 SEP 1930

m mbl
Pay and Allowance Officer, U. S. G. C.

U. S. COAST GUARD
REC'D AUG 30 1932

801
72
FILED
R. H.

27 August, 1932.

From: Commander, Section Base 9.
To: Chief Gunner C. T. Thrun (via Commanding Officer, Air Station).

Subject: Orders; temporary duty; travel.

Reference: (a) Headquarters' dispatch 6022-1010 (August, 1932).
(b) Headquarters' letter 22 August, 1932 (73-531).

Inclosure: 1. Copy, reference (a).
2. Copy, reference (b).

1. Proceed, with one mechanic, in the ADHARA, to the works of the General Aviation Manufacturing Corporation, Dundalk, Maryland, for the installation of shielding for engine accessories, and upon completion of this duty, return to Cape May, New Jersey, for resumption of your present status.

2. The travel necessary to the execution of this order is required by the public interests, and authorized by reference (b).

3. In lieu of actual expenses for subsistence and all fees or tips to porters and stewards, a per diem allowance of five dollars is allowed for the warrant officers assigned to this duty.

Copy to:
Headquarters.
N.Y. Div.

G. W. MacLane.

NOV 25 1932 - 7 - 64

File
C.H.

P-72

~~531~~

25 January, 1933.

From: Commandant.
 To : Chief Gunner Charles T. Thrun (Via Commander, New York
 Division and Commander, BASE NINE, Cape May, New Jersey).
 Subject: Orders; new assignment; travel.

1. You are detached from further duty at Base Nine, Cape May, New Jersey; proceed to Miami, Florida, and report to the Commanding Officer, Coast Guard Air Station, at that place, for assignment to duty.
2. This order constitutes a permanent change of station from Cape May, New Jersey, to Miami, Florida.
3. Travel by your own automobile, at a rate of four cents per mile, being more economical and advantageous to the United States, is authorized.
4. In lieu of actual expenses for subsistence and all fees or tips to porters and stewards, a per diem allowance of five dollars is allowed.
5. The travel necessary to the execution of this order is required by the public interests.

By direction,

MAILED
JAN 26 1933L.C. COVELL,
Assistant Commandant.

Copy to:
 Jacksonville Division
 Miami Air Station.

A.J. [Signature] C. [Signature]

69

AV-600

COAST GUARD HEADQUARTERS

DATE 24 January, 1933.

MEMORANDUM FOR- Personnel:

1. It is recommended that Chief Gunner Charles T. Thrun now stationed at Coast Guard Air Station Cape May, N.J. be permanently transferred to Coast Guard Air Station, Miami, Fla.
2. The Miami Air Station has had considerable emergency flights under adverse weather conditions and it is deemed advisable at this time to assign an additional seasoned pilot. The pilots there, other than Lieutenant Commander von Paulsen have just completed flight training at Pensacola. In view of the fact that there are two large FIB flying boats now stationed at Miami it is urgently requested that the permanent assignment of Chief Gunner Thrun be approved.

Norman B. Hall

NORMAN B. HALL,
Commander (E).

You credited

*at
27c*

Feb 1st

h R

72-531.



COAST GUARD SECTION BASE
NINE

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

CAPE MAY, N. J.

3 February, 1933.

U.S. COAST GUARD
RECEIVED
FEB 10 1933

U.S. COAST GUARD

FEB 11 1933

From: Chief Gunner C. T. Thrun.
To: Commandant (via Commanding Officer, Air Base, Commander,
Base 9, and Commander, New York Division).

Subject: Orders; report of departure.

Reference: (a) Headquarters' letter, 25 January, 1933. (P-72-531).
(b) Article 1431 (5), Regulations.

1. In compliance with instructions contained in reference (b), Headquarters is advised that I am this date departing Air Base, Cape May, New Jersey, to proceed as directed in reference (a).

C. T. Thrun
C. T. Thrun.

72-531
AIR BASE

First Indorsement.

Cape May, N.J., 3 Feb. 1933.

1. Forwarded.

E. F. Stone
E. F. Stone.

72-531
BASE 9

Second Indorsement

Cape May, N.J., 4 Feb. 1933.

1. Forwarded.

G. W. MacLane
G. W. MacLane.

72-531
New York Division

Third indorsement

New York, N.Y., 10 February, 1933.

1. Forwarded.

B. M. Chiswell
B. M. CHISWELL.

DS

92-

REPORT ON THE FITNESS OF COMMISSIONED OFFICERS

FILED
H. S. B.

To be made out by officer reported on:

Period covered by this report, from April 1, 1933 to September 30, 1933

THRUN, Charles Theodore; Grade Chief Gunner, U. S. C. G.
(Surname first; other names in full.)

1. Regular station or duties COAST GUARD AIR STATION, MIAMI, FLORIDA

2. Additional duties performed SEAPLANE PILOT

3. Permanent home address 826 Ortega Avenue, Coral Gables, Florida

4. Next of kin Wife Mona M. Thrun Same as above
(Relationship.) (Name.) (Address.)

5. State any special qualifications, knowledge, experience, or ability you have acquired outside of service work, during the period covered by this report None

6. For the period of this report name:
- (a) Any professional or scientific study or pursuit followed.
 - (b) Subjects or titles of books or essays written or published; lectures given or papers read, when and where.
 - (c) Any special duty or service performed out of the regular course, of which you believe record should be made, giving date, place, and your immediate senior in it.

(a) None

(b) None

(c) None

7. For what duty have you a preference? (If more than one, state order of preference, under both (a) and (b).)
- (a) If assigned to duty afloat?
 - (b) If assigned to duty on shore?

AVIATION DUTY ON BOARD NEW CUTTERS AVIATION DUTY PRESENT ASSIGNMENT

8. Proficiency in foreign languages, stating which ones, and ability therein, giving mark:

(a) As interpreter Spanish 1.0

(b) As translator Spanish 1.0

9. Indicate here any request for a course of special instruction or training.

None

10. Last vaccinated against smallpox May, 1932; inoculated against typhoid March, 1933

Charles T. Thrum
(Signature.)

To be made out by reporting senior:

11. To what degree has he exhibited the following qualifications? (*Consider him in comparison with others in his grade of about the same length of service and indicate by marking each subject on scale of 4.0. This paragraph is very important. Its subheadings apply to all officers. Entries of 3.5 or better should be made only in the case of officers who stand out to a marked degree as being excellent in the particular point under consideration. Entries of less than 2.5 should be made only in cases where the officer is notably lacking or deficient in the point under consideration.*)

	Mark.		Mark.
Physical energy and endurance.....	3.5	Tact.....	3.6
Judgment and common sense.....	3.6	Initiative.....	3.5
Devotion to duty.....	3.6	Military neatness and bearing.....	3.6
Professional knowledge.....	3.5	Decision.....	3.5
Leadership.....	3.3	Executive ability.....	3.3
Firmness.....	3.5	Resourcefulness.....	3.3

12. (a) Have any reports been made against him for violations of regulations or neglect of duty during the period covered by this report? (If so, give date and particulars.)..... No.

(b) Have you had occasion to reprimand him for misconduct, violations of orders, or neglect of duty during the period covered by this report? (If so, give details.)..... No.

13. (a) Proper authority having decided on the methods and procedure to accomplish a certain end, does he cooperate faithfully and loyally, regardless of his personal views in the matter?..... Yes

(b) Has he any damaging weaknesses—temperamental, moral, etc.? (If "yes," describe them.)..... No

(c) General temperament Calm, even tempered, moderately forceful, active, bold,
(As calm or excitable, even tempered or irritable, forceful or weak, active or indolent, bold or overcautious, painstaking or careless. Other words may be used, the purpose being to describe the officer's general temperament.)
painstaking.

14. (a) Professional ability in general (average, or above or below the average) Good Average.

(b) Is he fully qualified for all the duties of his grade? (If not, state in what particulars deficient.) Yes

15. Ability to cooperate with others 3.6 (Mark on scale of 4.0.)

16. Do you consider him fit to be intrusted with important independent duties? Yes.

17. Considering the possible requirements of the service in peace or war, indicate your attitude toward having this officer under your command. (Answer only one question.) Would you—

(a) Especially desire to have him?

(b) Be satisfied to have him? Yes.

(c) Prefer not to have him?
(If answer is "yes" under question (c), explain under "Remarks.")

18. (Data to be supplied by medical officer, if there be one; otherwise by reporting senior, or by officer concerned when on detached duty.)

(a) Health in general? Good

(b) Total number of days on sick list? None

(c) From what disease or ailments incapacitated from duty?

(d) Eyesight? Good

(e) Hearing? Good

(Signature.)

Walter Paulsen
Cndg. Air Station, Miami, Fla. *Medical Officer.*

REMARKS.

19. If the answer to any query is of an unfavorable nature, state the reasons therefor fully under this heading:

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1st Indorsement.

Jacksonville Division. 5 October, 1933.

1. Forwarded.

C.F. Howell
C.F. HOWELL

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

Occasion for this report:

(a) Regular semiannual report.

Check the one which is applicable }

(b) Detachment of subject officer.

(c) Detachment of reporting officer.

6 Oct., 1933, 19

W. W. Paulson
(Name.)

Lieut. Cmdr., U. S. C. G.

Cmdg. Air Station, Miami, Fla.
(Duty.)

In making this report use the following marks for answers to questions 11 and 15: Excellent, 4.0 to 3.5; Very good, 3.5 to 3.0; Good, 3.0 to 2.5; Indifferent, 2.5 to 2.0; Poor, 2.0 to 1.0; Bad, 1.0 to 0.0.

These reports are confidential, but the reporting senior shall refer any part of this report required to be marked by the prescribed numerical scale, that may be adverse (less than 2.5), to the officer concerned, for such written statement in reply as he may choose to make, or a written declaration that he wishes to make no statement.

Reports on fitness are decisive of the service careers of the individual officers, and also affect the efficiency of the entire service, which demands the right man in every place. The preparation of these reports is therefore one of the most important and responsible duties of superior officers.

71



COAST GUARD AIR STATION

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

COCONUT GROVE, MIAMI, FLA.

14 November, 1933. S. COAST GUARD

REC'D NOV 18 1933

From: Chief Gunner C. T. Thrun.
 To: Commandant (via Commanding Officer, AIR STATION,
 and Commander, Jacksonville Division).

Subject: Medal, award of.

Reference: (a) Personnel Section Bulletin 34-33, 21 October, 1933.

1. In accordance with reference (a), Headquarters is informed that I was awarded a Victory Medal during the year of 1921, with an aviation bar.

C. T. Thrun
 C. T. THRUN.

AIR STATION - 71

1st Indorsement.

MIAMI, FLORIDA,
 14 November, 1933.

1. Forwarded.

CCvonP:L

C. C. von Paulsen
 C. C. von PAULSEN.

71
 JACKSONVILLE DIVISION

2nd Indorsement

Fort Lauderdale, Florida,
 16 November, 1933.

1. Forwarded.

J. P. Crowley
 J. P. CROWLEY,
 by direction.

Form 9625
 TREASURY DEPARTMENT
 U. S. COAST GUARD
 Ed. Sept., 1930

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS

DATE 14 APRIL 1934.

INCOMING HEADING

CG 16 EB Z QUAH QUAK QUAV V QUOI GR 33.

FROM

COMMANDING OFFICER AIR STATION MIAMI FLORIDA.

TO (FOR ACTION)

COAST GUARD HEADQUARTERS.
 COMMANDER SOUTHERN AREA.
 COMMANDER JACKSONVILLE DIVISION.

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

X ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

6014 CAST GEORGE NINE CHIEF GUNNER THRUN PILOT COLLINS CUSTOMS
 BORDER PATROL OBSERVER NOSED OVER TAKING OFF CHAPMAN FIELD
 PERIOD THRUN BROKEN ARM TRANSFERRED JACKSON MEMORIAL HOSPITAL
 COLLINS UNINJURED PLANE BADLY DAMAGED 0810.

Aviation	Law
Civ. Eng.	M. & F.
Comm's.	Medical
C. & R.	Op's.
Cost Acct.	Ord.
Engr.	P. & A.
Finance	Per. <i>274</i>
Inspector	Per. Rec.
Intell.	Stat's
	S. & A.

TOR 1112 FC NAVY #16. PHONED AVIATION 1114 FC.

Operator's record.

Initials of "ACTION" officer.

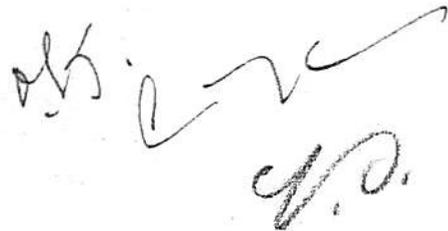
18 June, 1934.

MEMORANDUM for Personnel:

It is requested that orders be issued assigning the undersigned as a part of the Aeronautical organization of the Coast Guard effective 1 June. This, in accordance with instructions of the Commandant upon my arrival here and previously requested.

The situation at the Miami Air Station as regards commissioned personnel is acute. Only one commissioned officer is there, Lieutenant Olsen. Chief Gunner Thrun is recuperating from an accident and it will be some time before he is able to be examined for flight. It is recommended that Lieutenant Mauerman now at Cape May be sent to Miami so that in the absence of Lieutenant Olsen, who is also the only seaplane pilot at the station, a commissioned officer of the Coast Guard be available to represent the Service. It is recommended that orders be issued to Mr. Thrun as soon as he is able to travel, which should be in the immediate future if not at present, and Lieutenant Mauerman be detached upon his arrival. Mr. Thrun's disability consists of a fractured left arm which would permit him to be responsible for records, etc., at Cape May.

C. C. von Paulsen.



IN REPLY REFER TO NO. 72-531.



OFFICE OF THE COMMANDER
JACKSONVILLE DIVISION

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Jacksonville, Florida,

21 July, 1934.

File
EG

U. S. COAST GUARD
REC'D JUL 23 1934
ANR

From: Commander, Jacksonville Division.
To : Commandant.
Subject: Chief Gunner C. T. Thrun; cancellation of orders of.
Reference: (a) Headquarters letter, 17 July, 1934 (P-72-531).
(b) Headquarters dispatch 7020-1244.
Inclosure: 1. Reference (a).

1. In compliance with reference (b), inclosure (1)
is returned herewith.

E. H. French
E. H. FRENCH,
By direction.

REC'D JUL 25 1934



TREASURY DEPARTMENT

UNITED STATES COAST GUARD

AIR STATION

Miami, Florida,
19 July, 1934.

U. S. COAST GUARD

REC'D JUL 25 1934

ANS'D

From: Commanding Officer, AIR STATION.
 To: Commandant, (via Commander, Jacksonville Division).
 Subject: Chief Gunner Charles T. Thrun - physical condition.
 Reference: (a) Headquarters' letter 14 July, 1934 (PR-72-703).
 (b) Report of U. S. Public Health Service, Miami, Florida
 dated 17 July, 1934, regarding subject warrant officer.
 Inclosure: 1. Reference (b).

1. In accordance with reference (a) inclosure (1) is forwarded herewith.

2. In view of the above Officer's condition as stated in inclosure (1) it is recommended that Chief Gunner Charles T. Thrun be transferred to some Coast Guard Unit where he may receive the attention of surgical specialists which his condition seems to necessitate.

C. B. Olsen
 C. B. Olsen

72-703 JACKSONVILLE
 DIVISION

1st Indorsement

Jacksonville, Fla.,
 23 July, 1934.

1. Forwarded.

R. H. French
 R. H. FRENCH,
 By direction.

NOTED
 BY *[Signature]*
 DATE 7-26-34
 PERSONNEL RECORD SECTION



OFFICE OF
Medical Officer In Charge.

TREASURY DEPARTMENT

UNITED STATES
PUBLIC HEALTH SERVICE

Miami, Fla.
July 17, 1934.

REC'D JUL 26 1934 BY
MEDICAL SECTION

U. S. COAST GUARD

REC'D JUL 25 1934

ANS'D

Commanding Officer,
U. S. Coast Guard Air Station,
Miami, Fla.

Sir:

In compliance with request from your office of even date concerning the present condition and probable length of disability of Chief Gunner, Chas. T. Thrun, the following information is forwarded:

On April 14, 1934 following the accident in which Mr. Thrun was injured, he was taken to Jackson Memorial Hospital of this city where X-ray studies revealed a fracture of the left forearm involving both bones at the junction of the upper and middle thirds. There was considerable displacement of the fragments and closed reduction was impossible. There was also a fracture of both second ribs anteriorly. In addition there were numerous contusions of the body of various degrees of severity.

Two days after his admission to the hospital Mr. Thrun developed a broncho-pneumonia which undoubtedly was traumatic in origin. This latter condition delayed active treatment of the fractured forearm approximately two weeks. At the termination of the lung involvement traction was applied to the fractured forearm, but this was unsuccessful in improving the position of the bones.

On May 5, 1934 the left forearm was operated upon and the radius was placed in proper position and fixed there with tendon sutures. Mr. Thrun was discharged on May 9, 1934 with his arm in an appropriate plaster cast.

Following discharge from the hospital this officer has been under the immediate care of Dr. F. A. Vogt, orthopedic surgeon of this city, with supervisory care being maintained by this office. This arrangement was affected at Mr. Thrun's request in order to avoid being hospitalized out of this city and with the consent of this office.

X-ray pictures taken three weeks ago show only a beginning union of the radius. There is no union of the fractured ulna, the fragments being in poor position and practically obliterating the interosseous space. All supportive forms of medication indicated to promote healing have been employed.

The present plan is to wait for a firm union of the radius which may take as much as three months, and then reduce the fracture of the ulna by another operation. Unless this is carried out there will very probably

U. S. COAST GUARD U. S. COAST GUARD

REC'D JUL 25 1934 REC'D JUL 25 1934

MEDICAL SECTION ANSW'D

#2.

result non-union of this bone. Prognosis is guarded for an entirely useful arm, and in any event duration of disability, preventing active duty, will probably continue for at least six months.

It is desired to call attention to the fact that while Mr. Thrun was in the hospital it was observed that there was present a definite mental aberration which varied at times in degree but was constantly present. This was chiefly in the form of euphoric statements which the patient made when he was questioned as to his complaints and feelings in general. Religious activities which were carried out in Mr. Thrun's behalf while in the hospital had to be forbidden as they definitely aggravated his mental condition and at times rendered intelligent conversation with him impossible. There were introspective tendencies of more than normal degree and he frequently requested to be left alone for purposes of contemplation.

No diagnosis of a psychosis has been made, but it is urgently advised for the good of the Service that competent psychiatric analysis be carried out in Mr. Thrun's case before he is allowed to return to flight duty.

Respectfully,



Carl Michel, Surgeon,
Medical Officer in Charge.



HARRY SNYDER POST No. 195
 AMERICAN LEGION, Inc.

Cape May, New Jersey

February 17th 1935

The Commandant
 United States Coast Guard
 Washington, D.C.

U. S. COAST GUARD
 FEB 20 1935

Dear Sir:

A copy of a resolution adopted at the last meeting of Harry Snyder Post # 193 The American Legion, is herewith enclosed.

Our deceased comrade Charles T Thrun, Chief Gunner, U.S.C.G, upon the occasion of whose death the members of this Post had caused the drawing up of the resolution, was a highly valued member and it is our desire to acquaint the Command of the United States Coast Guard with the esteem in which he was held by his comrades of the American Legion.

He was a valiant and truly honorable man, one, who had the highest possible concept of duty and we revere his memory as a hero, upholding the traditions of an honorable service to the end.

Very truly yours,

Robert W. Glaubit.

Robert W. Glaubit, Adjutant.

WHEREAS, our esteemed comrade Charles T. Thrun has been taken so sadly from our midst, and

WHEREAS, he was by his bravery, attention to duty and exemplary conduct toward his family and friends, endeared to us, and

WHEREAS, we are keenly aware of the great loss sustained by this Post, the community, the United States Coast Guard and more especially the members of his family to whom he was a devoted husband and father;

BE IT THEREFORE RESOLVED, that the members of Harry Snyder Post #193, Inc., The American Legion, do hereby express their deep sorrow in the passing of comrade Charles T. Thrun and extend to the bereaved family expressions of heartfelt sympathy and condolence, and

BE IT FURTHER RESOLVED, that this resolution be spread upon the minutes of this organization and copies be forwarded to the family of the deceased, the Commandant United States Coast Guard and the Commanding Officer, United States Coast Guard Aviation Base, Cape May, New Jersey.

Percy G. Fox

Robert W. Glauhit

Attest: Robert W. Glauhit,
Post Adjutant.

Percy G. Fox, Commander,
Harry Snyder Post #193, Inc.,
The American Legion
Cape May, New Jersey.

AT

P-72

21 February, 1935.

Mr. Robert W. Glaubit, Post Adjutant,
 Harry Snyder Post No. 193,
 American Legion, Inc.,
 Cape May, New Jersey.

FILED
 H. S. B./

Sir:

Acknowledging your letter dated 17 February, 1935,
 Headquarters was gratified to receive the resolution in which
 such laudatory expressions of endearment and sympathy were made
 in the case of the late Chief Gunner Charles T. Thrun, U.S.
 Coast Guard.

By direction of the Commandant,

Very truly yours,

H. R. WARREN,
 Assistant Commandant.

H. R. Warren

AV-620-72-63
72

31 March, 1932.

From: Commandant.
To: Chief Gunner C. T. Thrun (via New York Division and
Section Base 9, Cape May, N. J.).

Subject: Physical examination (aviators flight physical).

1. You are informed that it is Headquarters intention to direct you to report to the nearest Naval Flight Surgeon for the standard physical examination as prescribed by the Bureau of Medicine and Surgery, Navy Department, for Naval aviators.

2. For your guidance it is deemed advisable to give you sufficient advance notice so as not to interfere with some predetermined mission.

3. Coast Guard Headquarters will make the necessary arrangements for an examination to be held some time during the week beginning April 18th.

By direction,

RP
L. C. COVELL,
Assistant Commandant.

72
531

11 April, 1932

From: Commandant.
To : Chief Gunner Charles T. Thrun (Via New York Division,
and Section Base Nine, Cape May, N. J.).

Subject: Orders; flight physical examination; travel.

1. Proceed to the U. S. Naval Air Station, Lakehurst, N. J., in time to report to the Commanding Officer of that station for flight physical examination at the Naval Dispensary at 2:00 p.m., Tuesday, 19 April, 1932. Upon completion of this physical examination, you will return to Cape May, New Jersey, and resume your regular duties.

2. The travel necessary to the execution of this order is required by the public interests.

By direction,

R. R. WAESCHE,
Assistant Commandant.

Copy to:
C.O., U.S.N. Air Sta.,
Lakehurst, N. J.

~~CONFIDENTIAL~~

FLIGHT REPORT

COAST GUARD AIR STATION,
CAPE MAY, NEW JERSEY.

FLIGHT NO. 1700

DATE 15 June, 1932.

PLANE CG-25

PILOT C. T. Thrun,

PASSENGERS Lt. Comdr. G. W. MacLans
Dr. F. R. Hughes USPHS, J. S. Parry

WEATHER Thunder squalls

VISIBILITY 10 - 1 miles SEA Heavy squalls

TOTAL TIME IN AIR _____ HRS. 45 MINS. MILES CRUISED 67.5

AREA COVERED 337.5 SQ. MILES VESSELS IDENTIFIED 1

PLANE LEFT CG Air Station, Cape May, N.J. TIME 1630

INTERMEDIATE LANDING at Sea, Fenwick Island Light vessel. TIME 1655 - 1720

FINAL LANDING CG Air Station, Cape May, N.J. TIME 1740

DIFFICULTIES See Pilot's remarks.

MISSION: To take medical assistance to U.S. SAN ANTONIO, reported 30 miles south of Winter Quarter Light Vessel.

REMARKS. Upon return to Air Station of Chief Gunner Thrun, the only pilot at Cape May on this date, notified him of condition at 1600. Took off as noted above with Dr. F. R. Hughes, AAS, USPHS. Located U.S. SAN ANTONIO at Fenwick Light Vessel. Landed close by her. Boat was sent from the SAN ANTONIO and took Dr. Hughes on board. Owing to condition of sea, and approach of thunder squalls made it advisable to take off and return to Cape May at once. This was done, having made arrangements to take off Dr. Hughes by patrol boat at Lewes, Delaware. Took off at 1720, landing at Cape May at 1740.

G. W. MacLans, observer,
Lieutenant Commander.

Pilot's Remarks: Upon examination of plane after flight the following damage was found: About 1 1/2 square feet of the lower surface of the right horizontal stabiliser dished in at the strut fitting station. A number of rivets loose. Bottom plates dished in on right side between the front spar bulkhead and forward compartment bulkhead. Front spar bulkhead dished, and a number of rivets sheared, at the junction of the bulkhead and bottom plates. Two bottom frames, forward of front spar bulkhead dished and bent. Right side of hull dished and bent in several places.

C. T. Thrun, Pilot,
Chief Gunner.

Approved: C. T. Thrun, Chief Gunner,
Commanding Officer.

Forwarded, approved: G. W. MacLans,
Commander, Section Base Mine.

72



COAST GUARD SECTION BASE
NINE

TREASURY DEPARTMENT
UNITED STATES COAST GUARD

CAPE MAY, N. J.



18 June, 1932.

From: Commander, Section Base 9.
To: Commandant (via Commander, New York Division).
Subject: Chief Gunner C. T. Thrun; commendation of.
Reference: (a) Flight Report No. 1344.
(b) Assistance Report, 15 June, 1932 - .S.S. San Antonio.
Inclosures: 1. Above references.

1. This was an excellent piece of work accomplished by Chief Gunner Thrun. As indicated, the .S.S. San Antonio called for assistance, and wanted a doctor. Chief Gunner Thrun had been in the air during the day for a considerable period of time, and was still away from the Base in seaplane CG-8. Thus, when the call for assistance came in, there were no airplane pilots at Cape May. Upon his return, he was informed of conditions, and in the face of approaching thunder storms, decided he could get medical assistance to the steamer, if it was possible for him to land the plane at her position. Doctor F. R. Hughes was also informed, and the plane left very shortly.

2. The steamship San Antonio was located at Fenwick Island Lightship, and not to the southward of Winter Quarter Light Vessel. The plane was landed under adverse conditions, the doctor was put on board the steamer, and the plane returned safely to Cape May.

3. Commander, Section Base 9, desires to commend Chief Gunner Thrun to Headquarters, for this exceedingly good, quick and hazardous job.

G. W. MacLane.

REC'D
ANS

72
6/23/32
651

First Indorsement.

New York Division - 72 -651

New York, N.Y., 21 June 1932.

From: Commander, New York Division.
To: Commandant.

Subject: Chief Gunner C. T. Thrun; commendation of, for assistance rendered.

1. Forwarded, approved. The Commander, New York Division, concurs in the recommendation of the Commander, Section Base Nine, that Chief Gunner Thrun be commended.

2. While it is true that the plane received some damage due to the condition of the sea, this was an emergency and it is not possible for Coast Guard personnel to determine how grave the emergency is until they arrive on the scene. From the press reports, the sick man was in a very serious condition and the emergency treatment rendered by Dr. Hughes, made possible by Chief Gunner Thrun's flight, probably saved this man's life.

Randolph Ridgely, Jr.
Randolph Ridgely, Jr.

23 June, 1932.

From: Commandant.

To : Chief Gunner C.F. Thrun (via Commander, New York Division, and
Commander, Section Base 9, Cape May, N.J.).

Subject: Commendation - assistance rendered sick man on board Steamship
SAN ANTONIO.

References (a) Letter dated 18 June, 1932, from Commander, Section Base
9, to Commandant.

(b) Indorsement, dated 21 June, 1932, on Reference (a), of
Commander, New York Division, to Commandant.

1. It is recommended in the above references that you be commended for the service you performed on 15 June, 1932, in making a flight, under adverse conditions, in Seaplane CG-28, with a doctor on board, to the Steamship SAN ANTONIO, which you located at Fenwick Light Vessel. It appears that the emergency treatment the doctor rendered a sick man on board the SAN ANTONIO, made possible by your flight, probably saved his life.

2. Headquarters commends you for your prompt and efficient performance of duty on this occasion.

3. A copy of this letter will be filed with your record at Headquarters.

H.G. HAMLET

H.G. Hamlet
Burke

[Handwritten signatures and initials at the bottom of the page]

CG-P-72

23 October, 1934.

FILED
N. S. B.

Chief Gunner Charles Theodors Thrum, U.S.C.G.,
Coast Guard Air Station,
Cape May, New Jersey.

Sir:

The Department hereby certifies that your record is creditable within the meaning of a provision contained in the Act of Congress approved February 16, 1929, reading as follows:

"Commissioned warrant officers with creditable records on the active list shall receive pay as follows: During the first ten years of commissioned service, the pay of the second period; after ten years of commissioned service, the pay of the third period; after twenty years of commissioned service, the pay of the fourth period."

The records of Coast Guard Headquarters show that you completed 10 years' commissioned service on 23 September, 1934.

Respectfully,

(Signed) Stephen B. Gibbons

Acting Secretary of the Treasury.

cc

10/29/34

[Handwritten signature]

[Handwritten signatures and initials]

Form 9625
TREASURY DEPARTMENT
U. S. COAST GUARD
Ed. Sept., 1930

72

U. S. COAST GUARD

OFFICIAL DISPATCH

NIT HEADQUARTERS

DATE JANUARY 19 1935

INCOMING HEADING

CG 34 Z QUAY V NOV Q QUAB QUAM P GR 53

FROM

AIR STATION CAPE MAY NJ.

TO (FOR ACTION)

COMMANDER NEW YORK DIVISION

ACKNOWLEDGE

XXX

PRIORITY

ROUTINE

NITE

TO (FOR INFORMATION)

COMMANDER EASTERN AREA

COAST GUARD HEADQUARTERS

ACKNOWLEDGE

XXX

PRIORITY

ROUTINE

NITE

TEXT

6019 COASTGUARD BRUMEN AMPHIBIAN ONE SIX TWO CHIEF GUNNER THRUN
AND AVIATION MACHINIST MATE PARKER CRASHED IN HARBOR OFF AIR STATION
WHILE PRACTICING LANDINGS AT FOURTEEN FIFTYTHREE PERIOD PARKER SAVED
PERIOD THRUN IN WATER APPROXIMATELY TWENTYFIVE MINUTES PERIOD USING
ARTIFICIAL RESPIRATION SINCE FIFTEEN THIRTYFIVE PERIOD PLANE
DEMOLISHED PERIOD HEADQUARTERS NOTIFIED BY TELEPHONE 1640

TOR 1704 RW NAVY / 34
Operator's record.

Initials of "ACTION" officer.

filed R

Form 9625
 TREASURY DEPARTMENT
 U. S. COAST GUARD
 Ed. Sept., 1930

U. S. COAST GUARD

OFFICIAL DISPATCH

DATE JANUARY 19 1935

UNIT HEADQUARTERS

INCOMING HEADING

RECD'D. VIA PHONE.

FROM

AIR STATION CAPE MAY NJ.

TO (FOR ACTION)

COAST GUARD HEADQUARTERS

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

LIEUT BURKE ~~XXXXXXXX~~ REPORTED THE DOCTOR AND CORONER ANNOUNCED AT TWENTY TWO FIFTY CHIEF GUNNER THRUN WAS DEAD PERIOD MRS THRUN REQUESTED THAT CHIEF GUNNER THRUN BE BURIED IN ARLINGTON WITH FULL ~~XXX~~ MILITARY HONORS.

Marron

Comdt.
 Aviation
 Civ. Eng.
 Comm's.
 C. & R.
 Cost Acct.
 Engr.
 Finance
 Inspector
 Intell.

Law
 M. & F.
 Medical
 Op's.
 Ord.
 P. & A.
 Per.
 Per. Rec.
 Stat's
 S. & A.

VIA PHONE AT 2315 BY COMDR MARRON FROM CAPE MAY.

record.

Initials of "ACTION" officer.

Form 9625
 TREASURY DEPARTMENT
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 Ed. Sept., 1930

U. S. COAST GUARD

OFFICIAL DISPATCH

DATE JANUARY 19 1935

UNIT HEADQUARTERS

DATE

INCOMING HEADING

TELEPHONE CONVERSATION BETWEEN COMDR AWALT AT HEADQUARTERS AND
 LIEUT BURKE AT AIR STATION CAPE MAY NJ.

FROM

TO (FOR ACTION)

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

IN FRON OF AIR STATION, GRUMMAN AMPHIBIAN ~~162~~ 162 PILOTED BY THRUN
 MECHANIC PARKER MAKING TRIAL TAKE-OFFS AND LANDINGS TO FAMILARIZE
 HIMSELF WITH PLANE, NEVER HAVING FLOWN THIS TYPE BEFORE BURKE WATCHED
 THREE TAKE-OFFS AND LANDINGS AND ALL OK, WAS PREPARING TO TAKE-OFF
 HIMSELF WHEN ADVISED THRUN CRASHED ON SEVENTH TAKE-OFF, CRASH BOAT
 IMMEDIATELY IMMEDIATELY TOOK-OFF WITH BURKE, PLANE ON BACK PARTLY
 SUBMERGED MECHANIC THRUN CLEAR AND TRYING TO REACH THRUN BURKE DIVED
 IN UNSUCCESSFUL, STARTED TOWING PLANE IN THEN BODY CAME OUT AND RUSHED
 TO BASE, LAST REPORT 1640 ~~EX~~ DR SAID THRUN HAD BETTER ~~EMERGENCY~~ COLOR
 BUT NO INDICATION OF BREATHING., AIR TANKS AND EVERY MEANS OF
 RESUSUTATION BEING USED, PLANE ~~CRASHED~~ WASHED UP, BURKE AND PARKER
 BOTH SUFFERING FROM EXPOSURE, WATER TEMPERATURE BELOW THIRTY.

TIME ABOUT 1650 .

Operator's record.

Initials of "ACTION" officer.

FILED
I. L. 72

72-606



COAST GUARD AIR STATION

- Accounts
- Aide to Com.
- Asst. Comd.
- Aviation
- Civ. Engr.
- Commandant
- Communicat
- & R.
- Est Acctg.
- Engineering
- Finance
- Inspector
- Intelligence

- Law
- Mail & Files
- Medical
- Operations
- Ordnance
- P. & A.
- Personnel
- Per. Records
- Public Relat.
- Public Works
- Statistics
- Supplies

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Cape May, New Jersey,
19 January, 1935.

FILED
H. S. B.

From: Commanding Officer.
To: Commandant.

Subject: Report of accidental death of Chief Gunner C. T. Thrun.

Reference: (a) Article 2181 (4), Regulations.

Inclosure: 1. Certified copy of death certificate in case of subject chief warrant officer.

U. S. COAST GUARD
RECEIVED
JAN 23 1935

REC'D
JAN 24 1935

1. In accordance with reference (a) the following information is forwarded on subject matter:

On 19 January, 1935, Chief Gunner C. T. Thrun, a qualified naval trained Coast Guard aviator with over 10 years flying experience, on active duty at this station requested permission to take a Grumman Amphibian plane for the purpose of feeling it out and becoming familiar with it prior to his training in blind flying as directed in Eastern Area letter, 12 January, 1935 (701-601-600). Chief Gunner Thrun was told to go ahead when Lieutenant (jg) W.E. Sinton and Lieutenant (jg) E.E. Fahey landed and to ask one of them to go along as safety pilot. Upon the landing of Lieutenant Sinton and Lieutenant Fahey, Lieutenant Fahey spoke to Chief Gunner Thrun and asked him if he thought he could handle the plane and Chief Gunner Thrun stated he felt positive he could and did not need any assistance to merely practice landing and take-offs.

2. Kermit H. Parker (201-173) A.M.M.2c. was taken along as mechanic and take-off was made at 1425. Chief Gunner Thrun made 3 or 4 landings in the harbor off the Air Station which were witnessed by Lieutenant R. L. Burke, Lieutenant C. B. Olsen and others and were considered excellent landings and take-offs. On the 4th or 5th take-off the plane apparently dipped the left wing float and the wing crumpled and the plane capsized, floating bottom up with about 10" free board. Parker Loosened his safety belt as the plane was capsizing and was thrown clear. He swam to the wing and removed his parachute and outer clothing and attempted to dive to rescue Chief Gunner Thrun who apparently was still in the forward cockpit of the plane. Failing in his attempt and exhausted by the extreme cold water Parker climbed on the wing of the plane and was shortly picked up by a fisherman. Lieutenant Burke and several men dashed to man the crash boat and proceeded immediately to the scene of the crash arriving a few minutes thereafter. Continued efforts were made to rescue Chief Gunner Thrun by personnel diving into the water, by the use of boat hooks and by cutting an opening through the upturned keel and hull but they were unsuccessful due to existing bitter cold and physical conditions.

72-606

19 January, 1935.

Subject: Report of accidental death of Chief Gunner C. T. Thrun.

Also an attempt was made to right the plane by means of a tow line from crash boat but was unsuccessful. The CG-183 arrived at the scene approximately 10 minutes after the crash with Lieutenant (jg) W.E. Sinton in charge. Fresh attempts were made by diving to bring Chief Gunner Thrun to the surface and to attempt righting the plane. Failing the plane was taken in tow by the CG-183, the plan being to hoist it by the crane on to the dock. The CG-218 arrived with Doctor Frank R. Hughes aboard and assisted in towing. At 1520 an object floated from the plane and when immediately picked up by the CG-218, it proved to be the body of Chief Gunner Thrun. Artificial resuscitation was commenced at once under the direction of Lieutenant R. L. Burke and continued later on the dock and in the sick bay by Doctor Frank R. Hughes. The CG-218 proceeded to the dock and Chief Gunner Thrun was taken to the Air Station sick bay where oxygen was used and every effort made to revive him. The CG-218 continued towing the plane and had it alongside the dock at 1420 where work was commenced to hoist the plane out of the water and on to the dock. Plane was hoisted at 1930 and was secured and a watch posted with instructions to allow no one to molest or touch the plane. Nothing has been touched in the plane and no official inspection has been made of the plane pending the convening of a Board of Investigation by Headquarters.

3. A Board of Inquest has been convened by the Commanding Officer to inquire into the immediate circumstances attending the crash and the death of C.T. Thrun, late Chief Gunner, U. S. Coast Guard.

4. After $7\frac{1}{2}$ hours of continued artificial resuscitation and oxygen treatment administered by inhalator, Doctor Hughes and Cape May County coroner Jonathon Hand officially pronounced Chief Gunner Thrun dead at 2250.

5. Mrs. Mona Thrun, wife of the deceased, residing in Cape May, N. J., was notified of the death of her husband immediately thereafter by Lieutenant and Mrs. R. L. Burke. Headquarters, New York Division and Eastern Area were also notified by long distance telephone of the crash, immediately after it occurred and was called from time to time for the next six hours and additional information supplied.

6. The crash took place in Cape May Harbor in sheltered water about 600 yards off the docks at the Air Station. Weather conditions were, almost a dead calm, a slight East Northeast breeze of approximately 3 or 4 knots, light Northeasterly ripples on the water. High overcast grey sky. Temperature 33° . Visibility approximately 14 miles.

7. Condition of aircraft prior to this flight was satisfactory, and from testimony of witnesses who observed maneuvers of plane during this flight and flight immediately preceeding, it seemed and sounded normal in every respect. Present condition of plane after salvaging it and from a superficial viewpoint at the time of writing of this report it will need a complete factory overhauling and rebuilding and realignment if it is possible and thought worthwhile. Wings were demolished, fuselage is warped and loosened up and twisted out of alignment in places. All instruments submerged and damaged. Motor and propeller must be disassembled and should

72-606

19 January, 1935.

Subject: Report of accidental death of Chief Gunner C. T. Thrun.

be sent back to the factory for inspection, overhaul and test. The plane after turning over and sinking seemed to be stuck on the bottom of the bay in approximately twenty feet of water. It did not appear to have been freely awash or moving by floating for after the crash when men were standing and clambering over the keel it did not move or sink. Further when towing operations began, a good sized tow line (3½" line) was parted in attempting to tow the plane. When plane was raised a goodly quantity of black mud was noticed jammed in around vertical fin and on the left hand lower and upper outer wing tips.

8. The new type Grumman Amphibian airplanes have been in a limited service and storage status at this station for approximately two months. All of the pilots at this station with the exception of Mr. Thrun have flown them at various times on ferrying missions, cross-country flights, local search flights, local photographic flights, local familiarization flights and local "blind flight" instruction hops, and thus had acquired a limited familiarization with their performance and the technique necessary to properly handle them.

9. On Saturday, January 19, 1935, Mr. Thrun expressed a desire to take one of the Grumman planes out for a local familiarization flight stating that he knew he would soon start taking his "blind flight" instruction in this type plane and that he wished to get familiar with the flying qualities of the plane. Lieutenant C. B. Olsen, a pilot from Miami Air Station, ordered here to take one Grumman plane south to Miami, had also expressed a desire to take one of the planes out for a local familiarization flight sometime prior to his departure for Miami, Florida. These officers pilots were taken aboard one of the Grummans together and at the same time, 1:00 p.m., this date. They were verbally questioned and checked out and given verbal instructions by Lieutenant R. L. Burke in the technique of operating the various controls for the engine, landing gear, stabilizer, carburetor manifold pressure, brakes, ignition system, gasoline system, cockpit sliding hatches, the various flying instruments on instrument board, and other instruments and controls necessary for the proper and safe control of this type aircraft. Other peculiarities, differences and difficulties noticed and experienced personally by Lieutenant Burke while actually landing, taking off, flying and taxiing this particular type plane were passed on and impressed on these two officers. They expressed satisfaction as to their ability to safely fly and maneuver this type plane after receiving this instruction.

10. All of the officers, pilots, some eight or nine in number, who have flown these new Grumman Amphibians for the first time, were given the corresponding self same verbal instructions in the use of the various controls and instruments peculiar to these Grummans. Prior to their first solo flight no individual instructions flights have been given, it being impractical to land and take off from the rear cockpit with such limited vision. None but qualified Naval trained Coast Guard pilots were to be allowed to fly these planes. Mr. Thrun was instructed to take pilot with him if he desired. He stated none was desired, none was required and that he could safely handle the plane because it was practically the same type plane as the Loening Amphibian which he had flown for years.

72-606

19 January, 1935.

Subject: Report of accidental death of Chief Gunner C. T. Thrun.

11. Lieutenant R. L. Burke and Lieutenant G. B. Olsen watched the first three landings and take-offs and pronounced them perfect in every detail. The accident occurred on the next landing and take-off. The crash boat was immediately dispatched to the scene and rescuer operations began as has been previously stated.

12. From the testimony of actual eye witnesses, and also the mechanic, Kermit H. Parker (201-173) A.M.M.2c., who accompanied Mr. Thrun on this flight, it is the opinion that the plane on this particular take-off swerved first to the right, then to the left when the left wing crumpled and dipped under the water and the plane reared and rolled over on its back and immediately sank beneath the water with but a few inches of the lower keel of the hull showing above the water.

R. L. Burke
R. L. BURKE.

NEW YORK DIVISION 72-606 1st Indorsement.

New York, N.Y.,
23 January, 1935.

From: Commander, New York Division.
To : Commandant.

1. Forwarded.

lf

W. H. Shea
W.H. SHEA.

28 January, 1935.

MEMORANDUM TO PAY AND ALLOWANCES OFFICER.

SUBJECT: Chief Gunner Charles T. THRUN, deceased; medical history.

The following is the medical history in case of subject man.

1. No physical defects noted at entrance in service.
2. Medical treatments as follows:-

Admitted Marine Hospital, Key West, Florida 22 November, 1919.
 Diagnosis: "Dengue fever". Discharged 28 November, 1919. Inpatient.

Treated as outpatient at Marine Hospital, Savannah, Ga., from
 19 September to 21 September, 1922 for "dental caries".

Treated as outpatient at Wilmington, N.C., from 16 July to 23
 July, 1924 for "pyorrhea".

Treated as inpatient at Fort Lauderdale, Florida from 5 July
 to 20 July, 1926 for "infected foot, left".

Treated as inpatient at Miami, Florida from 14 April to 9
 May, 1934 for "fracture forearm, both bones left; fracture simple
 ribs 2nd, right and left; contusions multiple body; pneumonia
 lobular, traumatic; fracture left forearm followed by faulty
 union, result of airplane crash". Treated as outpatient for
 above from 9 May to 8 August, 1934.

Admitted Marine Hospital, Stapleton, N.Y., 24 August, 1934.
 Diagnosis: "Fracture of left ulna, old healing". Discharged
 10 September, 1934. Inpatient.

3. Died 19 January, 1935, from submersion result of airplane crash.

leb


 A. J. MC LAUGHLIN,
 Medical Director.

MARGIN RESERVED FOR BINDING
 N. B.—WRITE PLAINLY, WITH UNFADING INK—THIS IS A PERMANENT RECORD. Every item of information should be carefully supplied. AGE should be stated EXACTLY. PHYSICIANS should state CAUSE OF DEATH in plain terms, so that it may be properly classified. Exact statement of occupation is very important.

STATE DEPARTMENT OF HEALTH—BUREAU OF VITAL STATISTICS

1 PLACE OF DEATH
 County of Cape May State NEW JERSEY Registered No. 557
 Township of Lower or Borough Certified Copy of
 City U.S.C.G. Air Station No. the Original of Ward _____
 (If death occurred in a hospital or institution give its NAME instead of street and number.)

2 FULL NAME
 (Surname last) Thrun, Charles T. (Chief Gunner)
 (First name here) _____ If a veteran what war? _____
 3 Residence. No. 277 Windsor Ave. St. _____ Ward T. Lee Lemmon
 (Usual place of abode; in institutions, homes, etc., former residence should be stated.)
 Length of residence in city or town where death occurred _____ yrs. _____ mos. _____ days. How long in U. S., if of foreign birth? _____ yrs. _____ mos. _____ days.

PERSONAL AND STATISTICAL PARTICULARS

4 SEX M 5 COLOR OR RACE White 6 Single, Married, Widowed or Divorced (write the word) Married
 7 If married, widowed or divorced HUSBAND OF (or) WIFE OF (Give full maiden name) Mona M. Selig
 8 DATE OF BIRTH (month, day and year) March 2 1886
 9 AGE Years Months Days If Less Than One Day Hrs. Min.
48 10 17 _____
 OCCUPATION Trade, profession, or particular kind of work done, as spinner, sawyer, bookkeeper, etc. Areoplane Pilot
 Industry or business in which work was done, as silk mill, saw mill, bank, etc. U. S. C. G.
 Date deceased last worked at this occupation (month and year) 1/19/35 Total time (years) spent in this occupation _____
 11 BIRTHPLACE (city or town) (State or country) Toledo, Ohio
 12 NAME Carl Thrun
 13 BIRTHPLACE (city or town) (State or country) England
 14 MAIDEN NAME Unknown
 13a BIRTHPLACE (city or town) (State or country) Germany
 15 SIGNATURE OF INFORMANT Lieut. F. R. Burke
 (Address) U.S.C.G. Sta. Cape May, N. J.
 20 PLACE OF BURIAL Arlington Nat Cemty.
 Cremation or Removal _____ DATE Jan. 23 19. 35 Virginia.
 21 FUNERAL DIRECTOR Earl Hollingshead N. J. License No. #1034
 (Address) Cape May, N. J.
 16 RECEIVED Jan. 21 19. 35 T. Lee Lemmon.
 Local Registrar.

MEDICAL CERTIFICATE OF DEATH

17 DATE OF DEATH January 19th 1935
 18 I HEREBY CERTIFY, That I ~~know~~ deceased from Jan. 19th 1935 to viewed 1935
 I last saw h. _____ alive on _____, 1935, death is said to have occurred on the date stated above, at _____ m.
 The principal cause of death and related causes of importance in order of onset were as follows:
Drowned, his plane fell from air on Harbor and turned over
He was held under water until dead.
 Date of onset _____
 Contributory causes of importance not related to principal cause: _____
 Name of operation _____ Date of _____
 What test confirmed diagnosis? _____
 Was there an autopsy? NO
 If death was due to external causes (violence) fill in also the following Date of _____
 Accident, suicide, or homicide? _____ Injury _____ 1935
 Where did injury occur? _____ (Specify city or town, county, and State)
 Specify whether injury occurred in industry, in home, or in public place. _____
 Manner of injury _____
 Nature of injury _____
 Was disease or injury in any way related to occupation of deceased? _____
 If so, specify _____
 (Signed) Leaming J. Hand, Coroner
 (Address) Cape May R.D. N. J.

Form 9626
TREASURY DEPARTMENT
U. S. COAST GUARD
Sept., 1930

U. S. COAST GUARD

OFFICIAL DISPATCH

TRANSMIT

72

DATE 19 JAN., 1935.

FROM

COAST GUARD HEADQUARTERS

TO (FOR ACTION)

COMMANDING OFFICER CAPE MAY AIR STATION

UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.

TO (FOR INFORMATION)

C. J. Thrun

CODE

CIPHER

ACKNOWLEDGE

PRIORITY

ROUTINE

ACKNOWLEDGE

PRIORITY

ROUTINE

MAIL TO

TELEPHONE TO

MESSANGER TO

OUTGOING HEADING

16 M PT T Z NOV V QUAH GR 55
15 LN

TEXT

0019 for MRS THRUN QUOTE SECRETARY MORGENTHAU DESIRES TO EXTEND HIS SYMPATHIES TO MRS THRUN IN HER BEREAVEMENT AND THE COMMANDANT OF THE COAST GUARD IN BEHALF OF THE OFFICERS AT HEADQUARTERS ALSO DESIRES TO EXPRESS HIS SYMPATHY ON THE OCCASSION OF THE DEATH OF CHIEF GUNNER THRUN IN THE LINE OF DUTY UNQUOTE

2338

FILE
H. S. B.

15 LN

OFFICIAL BUSINESS.

"EASING" OFFICER.

Form 9626
 TREASURY DEPARTMENT
 U. S. COAST GUARD
 Sept., 1930

U. S. COAST GUARD
 OFFICIAL DISPATCH
TRANSMIT

72

DATE 19 JAN 1935

FROM	CODE
COAST GUARD HEADQUARTERS	CIPHER
TO (FOR ACTION)	ACKNOWLEDGE
AIR STATION CAPEMAY	PRIORITY
UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.	ROUTINE
TO (FOR INFORMATION)	XX ACKNOWLEDGE
	PRIORITY
	ROUTINE
MAIL TO	
TELEPHONE TO	
MESSENGER TO	

OUTGOING HEADING

C. J. Thrun

CG16LN M PT T Z NOV V QUAN GR 40

TEXT

7019 FOR MRS THRUN QUOTE MY DEEPEST SYMRATHY TO YOU MANY YEARS OF
 FRIENDSHIP ADD A DEEP SENSE OF PERSONAL LOSS TO MY REGRET THAT OUR
 SERVICE HAS LOST A CAPABLE AND DEVOTED OFFICER SIGNED COMMANDER
 VON PAULSEN UNQUOTE 2348

FILE
 H. S. B.

348 NA VY # 16 LN
 S RECORD.

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

No. 10

FLIGHT CERTIFICATE AND SCHEDULE

AIR STATION, Cape May, N. J.
(Place)

21 January
(Date)

1935

I HEREBY CERTIFY that during the period
1 January, 1935, to 19 January, 1935,

I performed the flights listed on this schedule
under orders involving flying issued by

COMMANDANT, U. S. Coast Guard
(Competent authority)

dated 21 August, 1926,

effective 21 August, 1926
(Date of reporting and entering on duty)

copy of which is filed herewith or with the accounts
of Jacob Levin, Pay Clerk, USCG

disbursing officer, for the period ended 30
September, 1934

"DECEASED"

C. T. THRUN (Name of flyer)

Chief Gunner, USCG
(Rank or rating)

1 DATE	2 FLIGHT NO.	3 PERIOD IN THE AIR	
		Hrs.	Min.
1/5/35	1	2	00
1/5/35	2	4	00
Total.....		6	00

*Copy attached to
voucher for 6 mos
pay \$1881.00
Mfo*

I CERTIFY that C. T. THRUN, Chief Gunner, USCG
(Name and rank or rating of flyer)

during the period above mentioned fulfilled the flying requirements prescribed by Executive Order of March 10, 1927, under conditions specified therein and in the flying orders referred to, and that this certificate is made after checking the flight log book or record of said flyer with the aircraft log books or records of the aircraft in which he made the flights listed in the schedule, which is certified to be correct.

Suspended from flying duty _____, 19_____

R. L. BUFKE, Lieutenant, USCG.
(Signature)

Suspension revoked on _____, 19_____

Commanding Officer, AIR STATION
(Rank) Commanding.

Form 9626
 TREASURY DEPARTMENT
 U. S. COAST GUARD
 Sept., 1930

U. S. COAST GUARD

OFFICIAL DISPATCH

TRANSMIT

DATE **21 JANUARY 1935**

FROM

COAST GUARD HEADQUARTERS

TO (FOR ACTION)

COAST GUARD AIR STATION
 CAPE MAY NEW JERSEY

UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.

TO (FOR INFORMATION)

	CODE
	CIPHER
XXX	ACKNOWLEDGE
X	PRIORITY
	ROUTINE
	ACKNOWLEDGE
	PRIORITY
	ROUTINE

MAIL TO

TELEPHONE TO

MESSENGER TO

OUTGOING HEADING

TEXT

7021 YOUR 7019 2358 MACHINIST CRUMP AUTHORIZED AS ESCORT ARRANGEMENTS
 COMPLETED FOR BURIAL ARLINGTON ADVISE TIME ARRIVAL OF TRAIN WASHINGTON

1100

ACKNOWLEDGE
 XXXXXXXXX

Ref: -7019 CHIEF ~~THRU~~ OFFICIALLY PRONOUNCED DEAD AT TWENTYTWO FIFTY THIS DATE
 ARTIFICIAL RESUSCITATION APPLIED AND CONTINUED CONTINUOUSLY FOR SEVEN AND
 ONE HALF HOURS PERIOD REFERENCE BURIAL OF CHIEF GUNNER THRU PERIOD NEXT OF
 KIN REQUESTS HE BE BURIED IN ARLINGTON NATIONAL CEMETARY AT GOVERNMENT EXPENSE
 AND THAT MACHINIST FRANK CRUMP BE OFFICIAL ESCORT WITH BODY PERIOD REQUEST TRAVEL
 AUTHORIZATION FOR ESCORT PERIOD REQUEST HEADQUARTERS MAKE NECESSARY ARRANGEMENTS
 FOR INTERMENT WITH NATIONAL CEMETARY OFFICIALS COMMA WILL ADVISE DATE OF
 PREPARATION AND SHIPMENT OF BODY LATER PERIOD BODY OF DECEASED TURNED OVER TO
 UNDERTAKER AND CORONER IN ACCORDANCE WISHED OF NEXT OF KIN 2358

100

OPERATOR'S RECORD.

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

TOD 1100 NAVY / 2 WD

Form 9625
 TREASURY DEPARTMENT
 U. S. COAST GUARD
 Ed. Sept., 1930

FILE
 U. S.

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS

DATE 21 JAN 1935

INCOMING HEADING

320 Z QUAH V NOV Q QUAB QUAY GR 32

FROM

AIR STATION CAPE MAY NJ

TO (FOR ACTION)

COAST GUARD HEADQUARTERS

ACKNOWLEDGE

PRIORITY

XX

ROUTINE

NITE

TO (FOR INFORMATION)

COMMANDER EASTERN AREA
 COMMANDER NEW YORK DIVISION

ACKNOWLEDGE

PRIORITY

XX

ROUTINE

NITE

TEXT

8021 BODY OF LATE CHIEF GUNNER CHARLES T THRUN WILL ARRIVE AT
 WASHINGTON ON TRAIN NUMBER ONE SEVEN SEVEN AT TWENTYONE FORTYFIVE
 THE TWENTYSECOND JANUARY PERIOD MACHINIST CRUMP WILL ESCORT BODY 1350

Comdt.	Law
Aviation	M. & F.
Civ. Eng.	Medical
Comm's.	Op's.
C. & R.	Ord.
Dist Acct.	P. & A. ✓
Eng.	Per.
Finance	Per. Rec.
Inspector	Stat's
Intell.	S. & A.

TOR 1439 NAVY # 32 WD

Operator's record.

Initials of "ACTION" officer.

AT

P-72
P-72

21 January, 1935.

FILE
H. S. B.

From: Commandant.
To : The Quartermaster General, U.S. Army, Washington, D.C.
Subject: Chief Gunner Charles T. Thrum, U.S. Coast Guard;
interment of.

1. It is requested that the remains of the late Chief Gunner Charles T. Thrum, U.S. Coast Guard, be interred in Arlington National Cemetery, with full military honors.

2. The following relative to the service of this officer is furnished for your information:

Born in Toledo, Ohio, March 2, 1886.
Warranted Gunner (Acting), December 1, 1917.
Promoted to Chief Gunner, July 1, 1926. (Commissioned).
Next of kin: Wife - Mona M. Thrum,
#277 Windsor Avenue, Cape May, New Jersey.
Religion: Protestant.
Color: White.

3. Chief Gunner Charles T. Thrum died at Cape May, New Jersey, January 20, 1935.

By direction,

L.C. COVELL,
Assistant Commandant.

Thrum

W. S. B. J. A. U. C.

Form 9625
 TREASURY DEPARTMENT
 U. S. COAST GUARD
 Ed. Sept., 1930

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS

DATE JAN 22 1935

INCOMING HEADING

CG PHONE.

FROM

TO (FOR ACTION)

Chief Gunner Thrum

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

TELEPHONE CONVERSATION WITH LT BURKE AT CAPEMAY AIR STATION.

CALLED BY PHONE STATING THAT THE WEATHER WAS SO BAD THAT IT MIGHT BE IMPOSSIBLE FOR MRS THRUM TO BE IN WASHINGTON DC ON ACCOUNT OF THE ICY ROADS. IF SHE DOES NOT ARRIVE IN TIME FOR THE FUNERAL TO HAVE THE FUNERAL POSTPONED UNTIL THE NEXT DAY. GET IN TOUCH WITH PAY CLERK CARROL. AN EARLY ANSWER IS DESIRED BY LT BURKE CALLED PAY CLERK CARROL.

Operator's record. TOR VIA PHONE BY OOD AT. 2235 (MR MCINNIS.)

Initials of "ACTION" officer.

Form 9625
 TREASURY DEPARTMENT
 U. S. COAST GUARD
 Ed. Sept., 1930

FILE
 H. B. S.

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS

DATE 22 JAN 1935.

INCOMING HEADING

CG PHONE.

FROM

MR KENLEY WARRANT MACHINIST.

TO (FOR ACTION)

COAST GUARD HEADQUARTERS. (OOD).

ACKNOWLEDGE

PRIORITY

X

ROUTINE

NITE

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

MACHINIST F CRUMP ARRIVED BY TRAIN AT 2218 WITH THE REMAINS
 OF CHIEF GUNNER THRUN AND HE TURNED BODY OVER TO OFFICIALS
 AT UNION STATION. ANY COMMUNICATIONS PERTAINING TO THE ABOVE
 CALL MR SOLT (AT-0991)

Operator's Initials **TOP 2245 FC VIA BOD.**

Initials of "ACTION" officer.

Form 9625
 TREASURY DEPARTMENT
 U. S. COAST GUARD
 Ed. Sept., 1930

U. S. COAST GUARD

OFFICIAL DISPATCH

23 JAN 1935

UNIT HEADQUARTERS

DATE

INCOMING HEADING

CG19 Z QUAH V NOV Q QUAY GR 20

FROM

COMMANDING OFFICER AIR STATION CAPE MAY

TO (FOR ACTION)

COAST GUARD HEADQUARTERS

ACKNOWLEDG

PRIORITY

XX ROUTINE

NITE

TO (FOR INFORMATION)

COMMANDER NEW YORK DIVISION

ACKNOWLEDG

PRIORITY

XX ROUTINE

NITE

TEXT

5023 REQUEST STANDARD FORMS NUMBER ONE ZERO FIVE FIVE BE FURNISHED
 CASE OF CHIEF GUNNER ~~XMRX~~ CAST TARE THRU DECEASED 1325

TOR 1342 NAVY # 19 LN

Comdt.	Law
Aviation	M. & F.
Civ. Eng.	Medical
Comm's.	Op's.
C. & R.	Ord.
Cost Acct.	P. & A.
Engr.	Per.
Finance	Per. Rec.
Inspector	Stat's
Intell.	S. & A.

Operator's record.

Initials of "ACTION" officer.

00-72

FILE
JM

24 January 1935

Administrator of Veterans Affairs
Veterans Administration
Washington, D. C.

Sir:

This letter will identify the bearer as Mrs. Mona M. Thrun, widow of the late Chief Gunner Charles T. Thrun, U.S. Coast Guard, who lost his life in line of duty on January 19, 1935, at Cape May, New Jersey.

While in Washington for the next several days, Mrs. Thrun is desirous of attending to various matters bearing upon the settlement of the estate of her husband, and this office will be appreciative of any assistance or courtesies you may be able to extend her.

Respectfully,

H. G. HAMMET
Rear Admiral, U.S. Coast Guard
Commandant

JM

Real

JM

FA5-72

30 January, 1935.

Subject: Chief Gunner C. T. Thrun, deceased; death of.

1. The above-named chief warrant officer, who was attached to the U.S. Coast Guard Air Station, Cape May, New Jersey, died on the afternoon of 19 January, 1935, while attempting a take off in a Coast Guard Grumman aircraft No. 162. A Board of Inquest, convened by order of the Commanding Officer of the Air Station on 19 January, 1935, rendered the following opinion:

"The board from a view of the body and from the evidence before it identified the body as that of Charles T. Thrun, late Chief Gunner, U.S. Coast Guard, and is of the opinion that Charles T. Thrun, late Chief Gunner, U.S. Coast Guard, died on January 19, 1935 at the U. S. Coast Guard Air Station, Cape May, New Jersey, while on an authorized flight in a Coast Guard Grumman aircraft number 162, by reason of drowning due to an accidental crash in Cape May Harbor at approximately six hundred yards northwest of the docks, and that his death occurred in the line of duty, and was not the result of his own misconduct."

2. The proceedings and opinion of the above mentioned Board of Inquest were approved by the Commandant, U. S. Coast Guard on 30 January, 1935.

3. It is plainly evident that there was no misconduct in connection with the death of Chief Gunner Thrun. He was at the time of his death, serving on active duty in the Coast Guard as a Chief Gunner, having been commissioned as such on 1 July, 1926.

H. G. HAMLET,
Rear Admiral, U. S. Coast Guard,
Commandant.

W. H. Webb,
Chief, Audit and Payroll Section,
Finance Division.

WHS 1/27/36;



COAST GUARD AIR STATION

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Cape May, New Jersey.

4 February, 1935.

U. S. COAST GUARD

FEB 6 1935 BY

From: Commanding Officer. ANS
 To: Commandant.
 Subject: Flight log of Chief Gunner Charles T. Thrun (deceased);
 disposition of.

1. Mrs. Mona Thrun, widow of Chief Gunner Charles T. Thrun (deceased) has requested that the flight logs of her late husband be given to her.

2. If not contrary to regulations, authority is requested to surrender Subject logs to Mrs. Thrun.

R. L. Burke
 R. L. Burke.

72
 NEW YORK DIVISION.

1st Indorsement.

New York, N. Y.
 5 February, 1935.

1. Forwarded, approved.

og

C. H. Jones
 C. H. JONES,
 By direction.

PA5-72

27 February, 1935.

*file
PMS*

General Accounting Office,
Records Division,
Washington, D. C.

Sirs:

In reply to your letter of the 25th instant, file Dev-0495955-
CS, you are advised that at the date of his death, 19 January, 1935,
Chief Gunner Charles F. Thrum, U. S. Coast Guard, was not indebted
to the United States for funds or supplies.

By direction of the Commandant.

Respectfully,

W. H. WEBB,
Chief, Office of Pay and Allowances.

W.H.

W.H.

*File
AM*

The family of the late
Charles J. Thrun
acknowledges with grateful
appreciation your kind expression
of sympathy

(over)



W. S. C. G. Headquarters
15th and H. Streets, N.W.
Washington,
D. C.

Comdt.	Law
Aviation	M. & T.
Civ. Eng.	Medical
Comm's.	Ops.
C. & R.	Exp.
Cost Acct.	P. & A.
Exec. GC	Per.
Finance A.	Rec. Mgmt.
Inspector	Stat's
Intell.	S. & A.

72
FIVE
AM

Officers and Men
of the Coast Guard



W. S. C. G. Headquarters
15th and H. Streets, N. W.
Washington,
D. C.

Wellington Apts.
41 Jackson St.
Cape May, N. J.
January 7/36

W. Z. Webb
Chief, Audit and Payroll Section
Division of Finance,
Washington, D. C.

Dear Sir:-

Received your letter,
stating the errors, concerning
the child's birth, and my name.

My daughter was born
October 12, (Columbus Day)
1933, and my name maiden
name was Selig, but I was
married to Edwin Rigelow in
1919, and he died the same year,
and five years later I married

Chief Gummer to Charles J. Thrum.
I also had letters of Administration
taken out twice. The first time
for the insurance, and second
time as guardian of my child.
Mr. Samuel Eldridge, Attorney
was with me at the City Hall,
and how you have not
received them, I don't
understand, as I paid \$15.00 for
both applications.

I have been doing my
utmost to get the Estate
settled, and whatever advice
I received, I at once went to
my attorney. I've been doing
my best to help you all at
headquarters.

I shall do my best to
help, but I have not been
able to understand why so
many errors have been made.

I have been very ill, and
have gotten out of bed, to
write you this letter, as I would
like to settle my debts, which
have accumulated very
fast, in Cape May.

I sent in Birth, marriage
and death certificates, of all
concerned.

Thanking you,

I remain

Yours truly

(Mrs.) Maria M. Thrum

Unit Assigned	Date Ordered	Date Reported	Duty
FLA. NAVAL AIR STA. PENSACOLA		11-6-18	
FLA. SUB-CHASER PATROL, KEYWEST	11-3-19	11-8-19	
SUB-CHASERS 152 & 155		1-26-20	
CG AVIATION STA. MOREHEAD	3-24-20	4-4-20	
FLA. AIR SVC SCHOOL, ARCADIA	8-12-21	8-19-21	
PAMLICO	12-17-21	1-4-22	
YAMACRAW	5-23-22	6-8-22	
MODOC	9-15-23	10-11-23	
BASE 6	11-5-24	11-26-24	
BASE (9) (AVIATION)	7-20-26	8-3-26	Aviation
MIAMI AIR STATION	1-25-33	2-7-33	Aviation
CAPE MAY AIR STA	7-28-34	8-19-34	AVIATION
<i>Died - Jan. 19, 1935 - Aeroplane accident.</i>			
THRUN, C.T.	Chief Gunner	26-1	26-1

FILE
H.S.B.
2/14

FA5-72

6 January, 1936.

*File
PMS*

Mrs. Mona Thrun,
41 Jackson Street,
Cape May, New Jersey.

Madam:

In reply to your letter of the 30th ultimo, in which you refer to settlement of your claims for pension and insurance in the case of your late husband, Chief Gunner Charles T. Thrun, U. S. Coast Guard, deceased, you are advised that a representative of this office has contacted the Veterans' Administration and that bureau advises that in order to settle your claim for the insurance, it will be necessary for you to obtain letters of administration on the estate of the above-named deceased. After this has been done, certified copies of these letters of administration should be obtained from the clerk of the court and forwarded to the Veterans' Administration, Washington, D.C.

In connection with your claim for a pension, it appears that your application shows the birth of a child on 10 October, 1933, while the certified copy of the public record shows the date of birth to be 12 October, 1933. In order that the papers may be in proper form, you should forward a letter to the Veterans' Administration explaining this discrepancy and, if such is the case, that the date, 10 October, 1933, is in error and should be 12 October, 1933. The Veterans' Administration also advise that your name before marriage appears on the application as Selig, while in the public record, your name is given as Bigelow. An explanation should be forwarded to the Veterans' Administration regarding this discrepancy.

The Veterans' Administration state that both yourself and an attorney have been advised of the steps necessary to be taken in order to settle the insurance and pension matters, but they advise that the necessary action has not as yet, been completed.

In order to expedite settlement of these claims, it is suggested that you comply with all requests of the Veterans' Administration.

By direction of the Commandant.

Respectfully,

W. H. Webb

W. H. WEBB,
Chief, Audit and Payroll Section,
Division of Finance.

*RECEIVED
JAN 17 1936
J. Webb*

*Copy
PMS*

Dec. 30th 1935
Wellington Apt.
41 Jackson St.
Cape May, N. J.

My dear Mr. Kenley:-

Will you kindly do me a favor, and find out why I do not receive Pension, and the money that was left to his mother. Dad willed \$2000.⁰⁰ to her, out of his Insurance & she died five years before Mr. Thruu, and he forgot to transfer it back to me, but that has been all stated as far as letters of Administration is concerned, and affidavits, but I don't understand the holdup. I need money badly. I draw \$70.⁰⁰ a month from the insurance, but as yet no pension.

Sorry to have to bother

you, but I'm in desperate
circumstances right now,
due to bills I owe.

Thanking you

I remain

Sincerely

(Mrs.) Maud M. Thorne

File
PMS

9 January, 1936.

Mrs. Mona E. Thrum,
41 Jackson Street,
Cape May, N. J.

Madam:

Your letter of the 7th instant has been received and noted. In this connection you are advised that the administration of all matters relating to insurance and pension is under the sole jurisdiction of the Veterans Administration. Accordingly, the information contained in your letter relative to the date of birth of your daughter and your name before marriage must be furnished the Veterans Administration over your own signature in affidavit form. Certified copies of letters of administration, and all information requested by the Veterans Administration should be forwarded to that bureau, if not already done, and not to Coast Guard Headquarters.

This office will be glad to assist you in any way possible; however, it should be realized the specific information required by the Veterans Administration must be furnished by you to that bureau. The Veterans Administration will not accept statements from this office relative to your personal history.

By direction of the Commandant.

Respectfully,

W. H. WERE,
Chief, Audit and Payroll Section,
Division of Finance.

W. H. WERE
JAN 9 - 1936
MAIL DESK

W. H. WERE

FOR USE OF
SUPPLEMENTAL REPORT

Widows & Dependents January 22, 19 36
 DIVISION Claims Service SUBDIVISION Widow SECTION F UNIT MBAB

It is requested that information be given on the subject checked and this sheet returned to the Veterans Administration.

File 12
B5

Name THURON Charles Theodore
 (Last) (First) (Middle)
 Rank or rating Chief Gunner
 Ship or Station _____
 Date of enlistment May 5, 1908
 Home address _____
 Name of allottee _____
 Alleged disability _____
 Additional information See memorandum attached.

Compensation Claim No. IC 929,273
 Converted Insurance No.: K _____
 Term Insurance No.: T _____
 Date of Discharge or death Continuous service to date of death, Jan. 19, 1935.

AVG:asm

By E. L. Bailey
E. L. BAILEY, Director

7 - February, 19 36.

From: Commandant, United States Coast Guard, Treasury Department, Washington, D. C.
 To: Veterans Administration
 Copy of opinion of Board of Inquest attached. Deceased was not on leave or liberty at time of death; was on authorized flight.

- | | |
|---|---|
| <p>1. Name in full, with last rank or rating held <u>THURON, C.T., Chief Gunner, USCG</u></p> <p>2. Date and place of birth _____</p> <p>3. Date and place of enlistment or appointment _____</p> <p>4. Date of entrance into active service _____</p> <p>5. Age at enlistment or appointment _____</p> <p>6. Date of prior service and dates of reenlistments _____</p> <p>7. Home address _____</p> <p>8. Date of desertion _____</p> <p>9. Date of apprehension _____</p> <p>10. Period and dates of absence from pay status _____</p> <p>11. Present location and rank _____</p> <p>12. Date and period of indefinite furlough _____</p> <p>13. Date of retirement and retirement pay _____</p> | <p>14. Date, cause, and place of discharge _____</p> <p>15. Date of death <u>19 - Jan. 1935:</u></p> <p>16. Cause of death _____</p> <p>17. Disability in line of duty _____</p> <p>18. Disability result of wilful misconduct _____</p> <p>19. Disabilities noted at enlistment _____</p> <p>20. Medical record on active duty, to include all admissions, duty, not duty, misconduct, dental chart, etc. _____</p> <p>21. Physical examination prior to discharge or inactive duty _____</p> <p>22. Medical record inactive duty _____</p> <p>23. Full transcript of pay from _____ 19 _____ to _____, 19 _____</p> <p>24. Premium deductions from _____ 19 _____ to _____, 19 _____</p> <p>25. Has final settlement been made? _____</p> <p>26. Amount refunded _____</p> <p>27. Under Naval control during what war, occupation, expedition, etc. and dates _____</p> |
|---|---|

BY W. H. Webb,
 Commandant of Audit and Payroll Section,
 United States Coast Guard
 Finance Division.

MEAD-F
TERRIN, Charles T.
XC-929, 873

MEMORANDUM

Please furnish the following additional information:

Additional report showing whether the veteran was on duty or authorized liberty at the time of the fatal airplane crash, and if on authorized liberty, the period it began and when it would have terminated. Also, if the veteran's death was investigated by a board of officers, please furnish this Service with a statement of the findings of such board and all the circumstances brought out during the inquiry concerning the fatal airplane crash in which the veteran met his death by drowning on January 19, 1935.

P-71-72

18 June, 1937.

Mr. Gerald C. O'Brien,
745 Hague Avenue,
St. Paul, Minnesota.

Sir:

Your letter of 27 May, 1937, addressed to the Bureau of Navigation, Navy Department, has been referred to this office for reply. You are informed that Commander Robert Donohue, U. S. Coast Guard, is attached to Coast Guard Headquarters, Washington, D. C. Gunner Charles T. Thrun, U. S. Coast Guard, died in a plane crash, at Cape May, New Jersey, 19 January, 1935.

By direction of the Commandant.

Very truly yours,

T. C. CRAPSTER,
Captain, U. S. Coast Guard,
Chief Personnel Officer.

P-72
701

30 September, 1938

The Honorable,
The Secretary of the Treasury,
(Division of Appointments),
Washington, D. C.

Sir:

Coast Guard records have been examined and it is found that reports of deaths of the following Chief Warrant Officers, on the dates indicated, have not been submitted to the Division of Appointments. Accordingly, this information is now furnished:

<u>NAME AND GRADE</u>	<u>DATE OF DEATH</u>
Chief Boatswain John B. Jones	5 September, 1932
Chief Gunner Charles T. Thrun	19 January, 1935
Chief Boatswain (L) Alfred Rimer	15 February, 1935
Chief Gunner Antone J. Sousa	30 May, 1935
Chief Pay Clerk Louis Brezovic	9 July, 1936
Chief Boatswain Hans Hanson	19 January, 1937
Chief Boatswain (L) John A. Midgett	9 February, 1938
Chief Machinist Anderson L. McGee	17 July, 1938

Very truly yours,

R. R. WAESCHE,
Rear Admiral, U. S. Coast Guard,
Commandant.

UNITED STATES COAST GUARD

ADDRESS REPLY TO

THE COMMANDANT (PEA)

WASHINGTON 25, D. C.

REFER TO FILE: CG-73

23 November, 1944

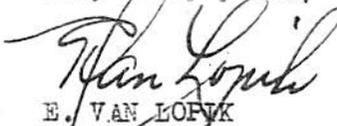
Mary Baer, Secretary
460 Pickard Road
Temperance, Michigan

Dear Madam:

As requested in your letter dated 17 November, 1944, Charles T. Thrun,
ordinary seaman, enlisted in the U. S. Coast Guard 5 May, 1908.

By direction of the Commandant.

Very truly yours,



E. VAN LOFVIK

Lieutenant Commander, USCG

Assistant Chief, Enlisted Assignments Division

311

MRS. PAUL BAER
460 PICKARD ROAD
TEMPERANCE, MICHIGAN

1945 JAN 31 2 13 1945 -

1945 JAN 25 AM



Office of Adjutant General
Dept of War Records.
Washington, D. C.

Dear Sir:

In closed you will find membership application, in the American Legion Auxiliary. The Widow of Charles I. Thrum cannot be located. In closed you will find also a letter from U. S. Coast Guard of his War Service. But what state he joined this service is not known. This man was a member of the Harry Snyder Post 193. at Cape May, New Jersey. ^{in 1926-1927.} Can you help me. Please return all papers back as soon as you can. and let me know who signs these papers? Very Truly Yours.

Mrs. Mary Baer Secy.
American Legion Auxiliary.
Unit 192.

(POA)
CG-72

15 February, 1945

Mrs. Paul Baer, Sec'y
American Legion Auxiliary
Unit 192
460 Pickard Road
Temperance, Michigan

Dear Madam:

Your letter dated 26 January, 1945 addressed to the Adjutant General, War Department, concerning Chief Gunner Charles F. Thurn, has been referred to Headquarters for appropriate reply.

The official records at Headquarters indicate that Chief Gunner Thurn was born 2 March, 1886 in Toledo, Ohio and that he enlisted on board the U. S. Revenue Cutter Itasca on 5 March, 1908 at Arundel Cove, Maryland, in the rating of Ordinary Seaman. He served continuously through successive enlistments, and in various ratings until he was appointed a Gunner (Warrant Officer) on 6 November, 1918. He was subsequently promoted to Chief Gunner (T) on 29 September, 1924 and to Chief Gunner on 1 July, 1926. Service thereafter was continuous until he was killed in an airplane accident on 19 January, 1935.

By direction of the Commandant.

Very truly yours,

B. E. McKAY
Commander, USCG
Acting Chief, Officer Assignment Division

Incl:

1. Application form executed by Elizabeth Thurn Verdon dated 14 September, 1944.

1sd
Return to 3-6