



From: Public Information Division
U.S. Coast Guard
Washington 25, D.C.

NEW CHIEF OF THE COAST GUARD'S MERCHANT MARINE INSPECTION DIVISION

Commodore Norman B. Hall, USCG, has been named Chief of the Merchant Marine Inspection Division, U.S. Coast Guard, succeeding Commodore Halert C. Shepherd, USCGR, who is taking post of special assistant to Admiral Russell R. Waesche, Coast Guard Commandant.



Published in the Norfolk Virginian-Pilot and the Norfolk Landmark,
Sunday, July 2, 1916, page 7.

TESTING RADIO OUTFIT
FOR HYDROAEROPLANES

LIEUTENANT NORMAN B. HALL
SENT TO AMITYVILLE TO OB-
SERVE EXPERIMENTS

Lieutenant Norman B. Hall, of the United States Coast Guard Service, who has been stationed at the Newport News Aviation school in connection with experiments looking to establishment of an aviation corps for a coast guard service auxiliary, has been ordered to Amityville, N. Y. He left Norfolk Friday night. There he will observe experiments now under way by Sperry company for use on the flying boats to be used by the coast guard service.

When experiments at Newport News are resumed Lieutenant Hall will return to duty here.

Reports from Washington indicate that interest in the proposal to establish the aviation corps for the coast guard service has grown steadily and supporters of the measure predict its early passage.

Mr. Thorson:

Will you please furnish the correct calendar year dates for the following?

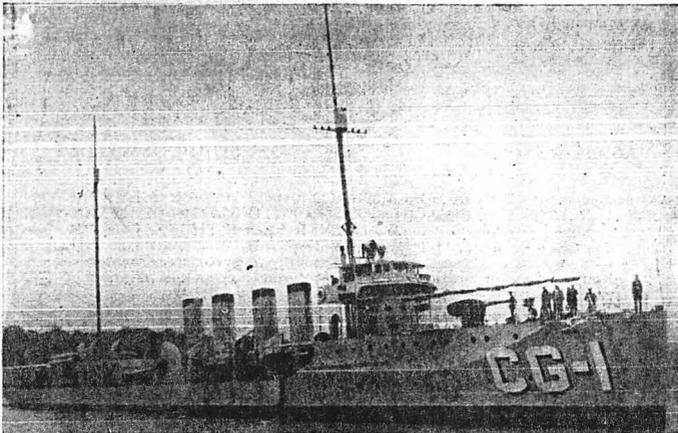
On what date did the money in the first Deficiency Act of 1926 become available? Mar. 3, 1926

On what date did the second Deficiency Act of 1929 become available? Mar. 4, 1929

On what date did the 1931 appropriation Act become available? July 1, 1930

On what date did the 1932 Appropriation Act become available? July 1, 1931

NORMAN B. HALL,
Commander (E).



DESTROYER CASSIN

Commanded by Lieutenant Commander M. O'Neill, U.S.C.G., the CASSIN; Coast Guard Destroyer No. 1, is attached to Division Three basing at Boston, Massachusetts. The CASSIN was built in 1913 at Bath, Maine.

DANIELS AND THE BONUS

"If I had the settling of the payment of the adjusted compensation — misnamed the bonus—to the war veterans, I would immediately pay it in full to every veteran who is now unemployed," declared Josephus Daniels, former Secretary of the Navy.

"Furthermore, I would anticipate the full payment to all other veterans, just as soon as that became possible," he added.

Mr. Daniels said this was the first statement he had made concerning the bonus—"and I make it without having consulted any other Democratic leader.

"The Government owes this money to the veterans, just as it owes any other contract. It is not a bonus—that is a misnomer. It is merely a partial compensation to those men who put their lives in jeopardy for a dollar a day while those who stayed at home profited from the war.

"The people are being taxed today \$112,000,000 a year to provide a fund to pay the compensation in full in 1945. This taxation naturally will be reduced as rapidly as we can anticipate the payment.

"One reason that actuates me in expressing this approval of payment of the adjusted compensation is this—that the Government in the present crisis has provided that the railroads may be loaned something like two billion dollars and the banks about the same. Well and good, if this prevents more banks from failing; more railroads from going into receivership.

"But I think the least we could do is to provide like treatment for the veterans, who are in the same sort of distress. The money they would get would go immediately into all sorts of trade marts. And this would be helping from the bottom, instead of from the top."



AVIATION HEAD
Commander (E) Norman B. Hall, stationed at Headquarters, U.S. Coast Guard in charge of Coast Guard aviation, first entered the Service in October, 1907. Deeply interested in the promotion of Coast Guard flying, Commander Hall has done much toward the modernization and growth of the Coast Guard in the air.

NO BRICKBATS

"The U. S. Coast Guard Magazine is very popular on this ship," writes Fred H. Ramsey, on the TALLAPOOSA, "we get a kick out of reading it."

SONNET

By A. R. Bosworth

WHEN Life has fled this earthly clay
of mine
And I shall be as one for long asleep,
Let those who mourn my passing, those
who weep,
Take care to lay me, not in close confine
Of tomb, or sepulchre of vast design;
But where the wind and wave their
virgils keep
On the unmeasured reaches of the deep,
Make there my grave, a fitting sailor's
shrine.

The sea is kind to those who love her
well,
And deep within her ever moving
breast,
Or borne atop some lifting, surging
swell
My empty hulk shall find its last long
rest
Till that dim day when all mariners true
Shall sign to voyage with the Master's
crew.

NEW LONDON DAY:

Americanism: Loving free speech when we need it as a weapon; hating free speech when others need it as a weapon against us.

Bridge isn't a nice clean sport like football. You can't slip behind an opponent's chair and scout his hand.

Only the individual himself knows whether he is a speculator or an investor. And even he doesn't know whether or not he's a sucker.

A monopoly of the oil business is wicked. So it is split into sections which sell stock to the public and compete wastefully to kill all the profits.

Another thing that the common man understands as well as statesmen understand is grammar.

You never really know a man until he and you have designs on the same dollar.

If he holds his place at the feed trough while kicking about the feed, he is a progressive.

If it is a crime to receive stolen goods, what about those who buy an imitation?

But it never occurs to anybody to protect home owners from loss by forbidding the mortgage holders to foreclose.

The Story

"Voices that follow the ships in
Out of a twilight's misty grey,
Voices that come to the ships
south—
Where the waters are emerald,
jade—
Out of a jeweled day."

—MEREDYTH W.

By JOHN D. WHITING

(Copyright Bobbs-Merrill)

ALTHOUGH the deep-sea vessels of the Coast Guard are principally in chasing the everlasting "rum" they do many other things that you hear so much about. Here are some of the more important duties of the trim policemen of the sea. To enforce the customs laws and searching all ships suspected of smuggling;

To give assistance to vessels in distress, bringing them into port or to the lee;

To patrol the fishing banks of the Atlantic and Pacific, give medical aid to fishermen and enforce the national laws, protect the seal fisheries,

To patrol the Atlantic steamer routes, destroying icebergs and giving aid to vessels in the ice area;

To locate and destroy derelict vessels and menaces to navigation;

To bring medical aid and supplies to the Alaskan settlements.

Neat Fleet

For this ambitious program, the Coast Guard has a fleet of revenue cutters, a swarm of tugs, sub-chasers, boats, etc., intended for work in and close to port. The term "cutter" is, of course, a survival of the days of sail when the revenue cutters were sharp-bowed cutters of the boat type, from which they have usually evolved into something between a small cruiser and an oiler. Sturdy they have to work under conditions that have other craft of their size to harden these, but compact work that have done grim work in America's wars. The newer cutters place sixteen hundred tons, a hundred and forty feet long and sustained speed of twelve knots

In Divisions

The Cutter Service is organized into eight divisions, each one based on a seaport of importance. Thus the Eastern Division has its headquarters at Boston, the cutters of the Norfolk Division dock at Norfolk, Virginia, those of the Gulf Division make their bases at Key West. There are also bases for the smaller craft, all equipped with life-saving apparatus, and sub-chasers, intended for war work, "sicked" on the rum fleet, do quite a bit of rescue work themselves. Unpleasantly the sixth-boats of the Coast Guard may be remembered as certain prowling foreigners, the white angels of mercy to those natives living on the desolate shores of the Far North, and no one who has experienced the influenza terror of 1918, is likely to forget what the Coast Guard doctors meant to the native-tribes.

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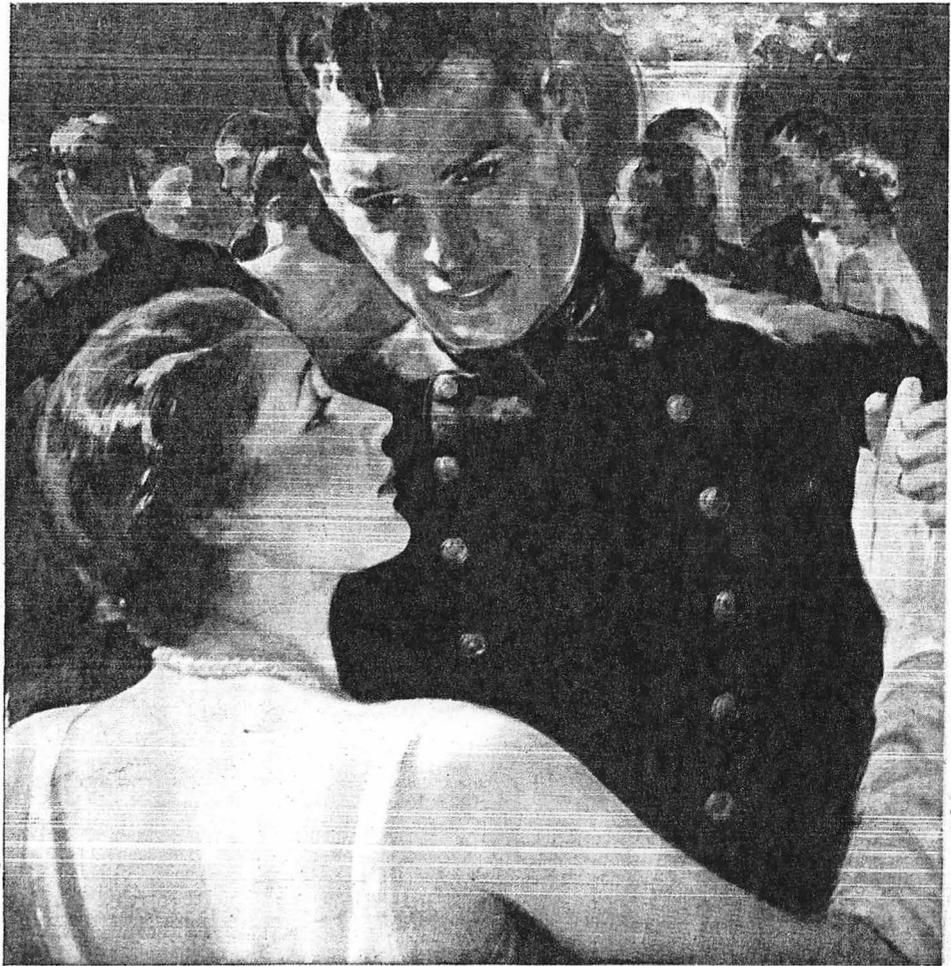
SHELF.....



Milder?



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American Magazines
Illustration

ON CHRISTMAS LEAVE

Painting by
Edward L. Chase



ON THE SEBAGO

Commander (E) Norman B. Hall, U.S.C.G., Engineer Officer of the cutter SEBAGO. Commander Hall deserves a tremendous amount of praise for the work he has done to build Coast Guard Aviation up to its present status.

Several years ago, when Commander Hall was a junior officer, he became interested in aviation due to his proximity to Kitty Hawk, N. C., where the Wright brothers were making efforts to prove one COULD fly. His senior officer, Captain B. M. Chiswell, noticing his extreme interest in the subject of aircraft and flying, recommended that he be ordered to Hammondsport, N. Y., for a course of study of aircraft engines, which was done. Shortly thereafter the World War broke out and Commander Hall was assigned to duty at Brooklyn, N. Y., as Inspector of aeronautical engines and equipment. In 1919 Commander Hall had charge of the power plant installation of the NC flying boats, one of which, the NC-4, was the first airplane to fly across the Atlantic. Sometime thereafter he was assigned to the office of the Engineer-in-Chief, Coast Guard Headquarters.

Several attempts had been made previously to build an air service in the Coast Guard, but with little success. A station had been established at Morehead City, N. C., but the personnel was working under tremendous handicaps through lack of equipment and money. Then Commander Hall was ordered to take charge of Aviation under the Engineer-in-Chief, and gradually the outlook for the success of aviation began to brighten. It was a slow and arduous task, but, while Coast Guard Aviation is still small, it has equipment that is second to none as far as performance is concerned. It was very difficult to obtain appropriations for the furtherance of aviation, but Commander Hall was persistent, and finally obtained sufficient funds to build five flying boats, and also to buy three Douglas amphibians. Through his untiring efforts funds were appropriated to build a hangar and establish an Air Base at Miami, Florida.

Commander Hall first entered the Coast Guard in October of 1907.



AVALON



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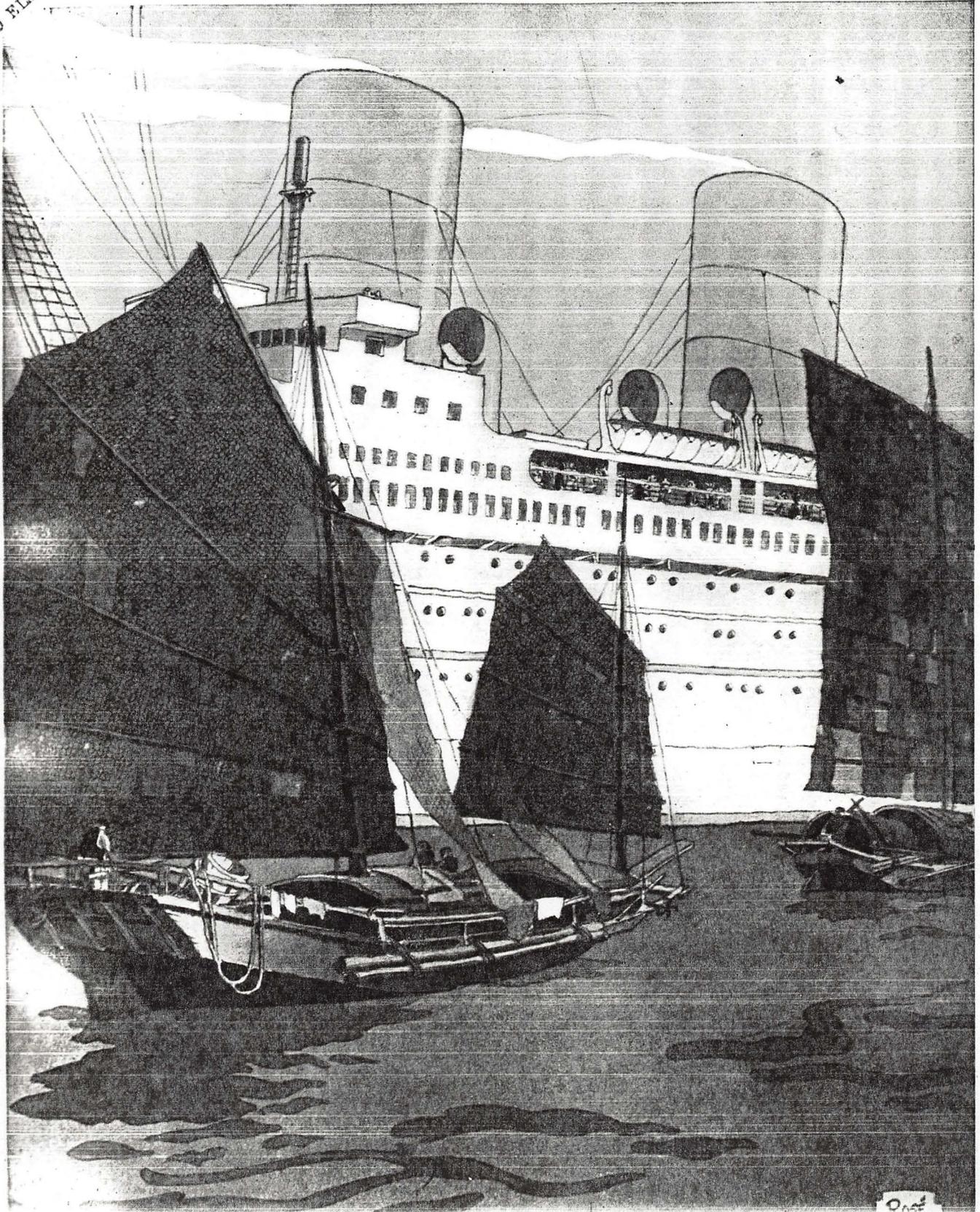
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RADIO ELECTRICIAN R. M. FINNEY

U.S. Coast Guard

Feb.
1935

The National Publication of the United States Coast Guard



★ Guests Of The Month ★



COMMODORE NORMAN B. HALL

COMMODORE NORMAN BRIERLEY HALL.

United States Coast Guard, was born in New York, N. Y. on September 1, 1886, the son of Thomas Stratford and Emma Brierley Hall. He received his early education in Brooklyn, N. Y., where he was graduated from high school in 1903. Enrolling at Webb Academy of Marine Engineering and Naval Architecture, New York City, he took a complete course at that institution and was graduated in June, 1906.

For the next fifteen months he was employed as a general draftsman by the Tietjen Q Lang Dry Dock Co., Hoboken, N. J. Appointed a cadet engineer in the U. S. Coast Guard on October 21, 1907, he received a commission as an ensign (E) on September 4, 1908.

His first assignment was on the *Mohawk*, which he joined at Tomkinsville, N. Y. Detached from this ship in November, 1908, he served on the *Apache*, Bitlamore, Md., until April, 1911, when he was transferred to the *Bear* at San Francisco, Calif. During a year of duty on the *Bear* he made one Alaskan cruise, and then was transferred to the *Tahoma* on which he made three more cruises in Alaskan waters. From

April to August, 1914, he was attached to the *Mohawk*, Brooklyn, N. Y., and then served until April, 1916, on the *Onondaga*, Cape Henry, Va. During his assignment to the *Onondaga*, he served temporarily on the *Itasca* from October, 1914, to February, 1915.

Transferred to duty in connection with aviation at Norfolk, Va., in April, 1916, he was detached in November of the same year for inspection duty concerning the manufacture, installation and operation of planes and plane motors at a Hammondsport, N. Y., plant. From May to September of 1917, he served inspection duty with the Superintending Constructor of Aircraft, U. S. Navy, at a Buffalo, N. Y., plant, and then became the Assistant Inspector of Engineering Material in connection with aircraft inspection at Brooklyn, N. Y.

In October of 1917 he was assigned to duty as Inspector of Engineering Material, U. S. Navy, at an airplane plant in Keyport, N. Y. While serving in this capacity he also organized and built a Naval Training Camp for carpenter's mates. Released from duty with the Navy in January, 1920, he was assigned as engineer officer to the cutter *Seminole*, at Wilmington, N. C. From October, 1923, to April, 1924, he was engineer officer on the *Ossipee*, Portland, Me., and then returned to shore duty as assistant to the Engineer-in-Chief at a Buffalo, N. Y., company, where he carried out inspection duty in connection with the manufacture of engines for the Coast Guard.

Transferred to Coast Guard Headquarters, Washington, D. C., in June, 1925, he was placed on duty in the office of the Engineer-in-Chief. Leaving Headquarters in December of that year he served until March, 1927, at Section Base Two, Staten Island, N. Y., and on a patrol vessel in connection with machinery experiments and oil reclamation. He is now serving as Inspector-in-Chief of the Coast Guard.

REAR ADMIRAL FRANK J. GORMAN

REAR ADMIRAL Frank Joseph Gorman, former Chief Finance and Supply Officer for the Coast Guard, was born in Washington, D. C., on November 3, 1891, the son of Terence J. and Hannah Kelehan Gorman. He attended public schools in Washington and was graduated from Western High School in that city in 1910. He was appointed a cadet in the Coast Guard Academy, New London, Connecticut, in April of 1910. Following graduation from the Academy, he received a commission as an ensign in June, 1913.

His first assignment as an officer was on the *Apache*, on which he served until December, 1913. He was then transferred to the *Pamlico* for engineering duty, which terminated in April, 1916. Other vessels to which he has been attached include the *Androscoquin*, *Yamacraw*, *Redwing*, and *Haida*. On the last two he served as commanding officer. During his Coast

Guard service he has been on duty, and spent over 100 days in Alaskan waters. He was awarded the *Seneca* overseas duty medal and the *Victory* medal.

He has served in various capacities as a Coast Guard aside from his present assignment. These include: Division Superintendent, Boston District; Assistant Superintendent, Coast Guard Headquarters, Washington, D. C.; Assistant Superintendent of Construction, building the cutter *Albatross* at Headquarters, Boston District; Assistant Officer at Headquarters, Boston District, March, 1943, were awarded the *Victory* medal.

Reappointed to duty in October, 1945, he was detached as Assistant Officer and assigned to duty as Assistant Officer at Coast Guard Headquarters, Washington, D. C.

After his commission as a Lieutenant, he was promoted in October, 1917; lieutenant commander, December, 1922; captain, December, 1932; and reappointed to duty in October, 1942, and reappointed to duty in October, 1945.

LIEUTENANT FRANK J. GORMAN

is presently commanding officer of the cutter *Worcester*, San Francisco, California.

The following is a list of the awards of a commendation received by him: "For meritorious service."

U.S. COAST GUARD MAGAZINE

Pass This Copy Along!

FOR A VERY definite purpose this September edition carries two vigorous, forceful and emphatic editorials. These editorials appear on pages 6, 7 and 8 and on pages 20 and 21. We ask our thousands of regular readers to see to it that copies of this edition come to the attention of citizens everywhere.

It is our hope that these two editorials (and the illustration appearing on the cover) will awaken interest amongst thousands of responsible citizens who are not aware of the Nation's need for a Coast Guard stronger than can be maintained within the limits of current appropriations.

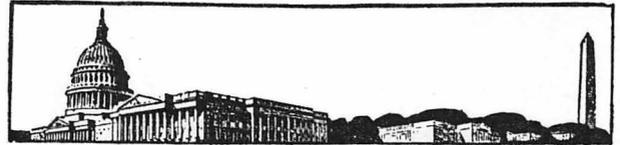
We urge our readers to mail this edition to school teachers, newspaper and magazine editors, radio commentators and to the many other sources of public influence that are within the reach of the United States mail!

Naturally, the views expressed within the pages of this publication are the personal ones of the several writers and are not necessarily the official views of Coast Guard Headquarters.

If the Coast Guard is to achieve an appropriation in mid-year of 1947 that will enable a reasonable expansion of personnel strength, it is not too early for friends of the Coast Guard to make their desires known in this regard.

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COMMODORE NORMAN B. HALL

RETIRES WITH 40 YEARS

OF SERVICE

Commodore Norman B. Hall, USCG, whose last assignment was that of inspector in chief, retired on November 1, with the rank of rear admiral, with 40 years of service. Commodore Hall was born in New York, N. Y., on September 1, 1886. He received his early education in Brooklyn, N. Y., where he was graduated from high school in 1903. Enrolling at Webb Academy of Marine Engineering and Naval Architecture, New York City, he took a complete course at that institution and was graduated in June 1906.

For the next 15 months he was employed as a general draftsman by the Tietjen & Lang Dry Dock Co., Hoboken, N. J. Appointed a cadet engineer in the United States Coast Guard on October 21, 1907, he received a commission as an ensign (E) on September 4, 1908.

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In October of 1917 he was assigned to duty as inspector of engineering material, United States Navy, for the Brooklyn Aeronautic District (New Jersey, southern New York, and Connecticut). While serving in this capacity, he also organized and built a naval training camp for carpenter's mates. Released from duty with the Navy in January 1920, he was assigned as engineer officer to the cutter Seminole. From October 1923 to April 1924, he was engineer officer on the Ossipee, and then returned to shore duty as assistant to the Engineer in Chief at a Buffalo, N. Y., company where he carried out inspection duty in connection with the manufacture of engines for the Coast Guard.

Transferred to Coast Guard headquarters, Washington, D. C., in June 1925, he was placed on duty in the office of the Engineer in Chief. Leaving headquarters in December of that year,

he served until March 1927, at Section Base 2, Staten Island, N. Y., and on a patrol vessel in connection with machinery experiments and oil reclamation.

Returning to Coast Guard headquarters for further duty in the office of the Engineer in Chief, he served as head of aviation activities for 5 years beginning in April 1928. He was designated a Coast Guard aviator on March 2, 1931.

From June 1933 to January 1935, he was attached as engineer officer to the Sebago, and then served in the same capacity aboard the cutter Pontchartrain.

In March 1935, he returned once again to Coast Guard headquarters, where he was placed on duty in the office of the Inspector in Chief. Designated Inspector in Chief in September 1940, his assignment was changed in June 1942 to that of Chief of the Port Security Division. In August of the same year his duties were expanded to include an assignment as Coast Guard liaison representative to cooperate with the Facility Security Division, Office of the Petroleum Coordinator for War. He also was designated a member of the Merchant Marine Council in July of 1943. Reassigned to new duties at Coast Guard headquarters in December 1944, he became Vice Chairman of Merchant Marine Inspector Division, and in January 1946, reappointed Inspector in Chief, United States Coast Guard.

REAR ADMIRAL NORMAN B. HALL

Rear Admiral Norman B. Hall, USCG (Ret), a pioneer of Coast Guard aviation, died at his home in Chevy Chase, Md., on April 26. He was 75.

Interment in the family plot at Greenwood cemetery, Brooklyn, N. Y., followed Episcopal services at the cemetery chapel.

Hall, born in New York city and educated in Brooklyn, participated in the opening of the first Coast Guard air stations in the United States. He received the Legion of Merit in World War II for services as Coast Guard chief of port security.

After retirement in 1947, he was administrator of the Gifford Memorial hospital at Randolph, Vt., until 1961. He was then employed by the General Tire and Rubber Co. and General Tele-radio, a subsidiary of General Tire and Rubber.

Surviving are his widow, Mrs. Gladys Marsh Footner Hall; a son, Norman B. Hall, Jr., Burlington, Vt.; and a daughter, Mrs. Solon B. Kemon, Chevy Chase, Md.

REAR ADMIRAL FRANK J. GORMAN

Rear Admiral Frank J. Gorman, USCG (Ret), holder of the Legion of Merit for outstanding services as Chief Finance and Supply Officer of the U.S. Coast Guard during World War II, died May 11, 1962 at the U.S. Naval Hospital in Bethesda, Md. He was 70.

Rear Admiral Gorman was born on November 3, 1891, in Washington, D.C., where he was graduated from Western High School in 1910. After graduating from the Coast Guard Academy in 1913, he served nearly 14 years of sea duty, and spent more than two years in the Arctic and Alaskan waters. During World War I, he served overseas aboard the Cutters MANNING and SENECA.

His early assignments also included tours of duty as Division Supervisor of Communications in the First Coast Guard District, Boston; as Assistant Personnel Officer at Coast Guard Headquarters; Assistant to the Superintendent of Construction and Repair in building of the Cutter NORTHLAND; and as Intelligence Officer at Headquarters.

Admiral Gorman was stationed at Coast Guard Headquarters as Chief Finance and Supply Officer from 1936 and throughout World War II. He was awarded the LEGION OF MERIT "for exceptionally meritorious conduct in the performance of outstanding services" for these duties during the war. From 1945 until his retirement on July 1, 1946, he was Chief, Planning and Control Officer at Headquarters.

Admiral Gorman, who was paralyzed from a stroke suffered several years ago, resided in Washington, D.C. with his cousin and nurse Mrs. Alice Sischel. Mrs. Gorman, the former Bertha Griffith of Washington, D.C., died in 1961.

Survivors of Admiral Gorman include his nephew Mr. Thomas J. Gorman of Kensington, Md.; his step-daughters, Mrs. Argyle Finney of Chevy Chase, Md., and Mrs. Josephine Kramer of Washington, D.C.; and step-son Mr. Russell Waggaman of Arlington, Va.

A funeral Mass with full military honors at Ft. Myer Chapel on May 15 was followed by interment in Arlington National Cemetery.

INTERNATIONAL OIL POLLUTION CONFERENCE

The International Conference on Prevention of Pollution of the Sea by Oil completed its three weeks session in London on 13 April 1962.

Admiral Alfred C. Richmond, Commandant of the Coast Guard, was chairman of the U. S. Delegation to the conference.

The conference agreed to a number of amendments to strengthen the 1954 Oil Pollution Convention and although they concluded that a date cannot yet be fixed for complete avoidance of the discharge of oils to the sea, they considered that prohibition should be established at the earliest practical date.

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Address Changes

Please keep the Secretary advised of all address changes.

PURPOSE

Article II of the Constitution of the Alumni Association states:

The Association exists for the purpose of preserving and fostering the traditions of the Coast Guard, improving the Academy, advancing the professional knowledge of cadets and officers of the Service, and promoting friendship among all officers of the Coast Guard.

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Opinions expressed in articles herein reflect the author's views and are not necessarily consistent with official views and policies.

FRONT COVER PICTURE

North American Intercollegiate Sailing champions. Left to right: B Division skipper Steve Martin, B Division crew Lewis Parker, A Division crew Fred Smith, and A Division skipper and team captain John Wuestneck.

BACK COVER PICTURE

At the traditional Ring Dance.