

# Sea Scouting in the North Shore Area Council Communities<sup>1</sup>

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Highland Park Troop 324  
(Successor to Troops 32 and 34)  
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Twenty-Fourth Anniversary  
SCOUT LEADERS'  
APPRECIATION DINNER

NORTH SHORE AREA COUNCIL - BOY SCOUTS OF AMERICA

NEW TRIER HIGH SCHOOL  
TUESDAY, MARCH 6, 1951  
7:00 p.m.

Sea Scouting appears in the communities which formed the North Shore Area Council (“NSAC”) before its formation at the end of 1926, but only in the sketchiest form in the local papers before 1929. The newspaper accounts indicate that it was present in some form as early as 1921, but its existence appears to have been discontinuous until the later 1920s, when the record in the form of articles placed in the papers by NSAC became much more robust.

It was clearly seen as an elite status for older Scouts from its inception as a means to keep them interested in Scouting, and appears to have served that purpose since the first three presidents of Ma-Ka-Ja-Wan Lodge 40 were all members of Sea Scout ships at the end of 1930, with John Betak in Glencoe Ship 21, George Bersch in Wilmette Ship 7, and Peter White in Highland Park Ship 39.<sup>2</sup> As was noted in a weekly NSAC column in 1928, 49 out of 100 Boy Scouts dropped out after the first year and 59 out of 100 never progressed beyond Tenderfoot.<sup>3</sup> Another item in 1930 covered a meeting between NSAC executive board members, principals of the three high schools in the Council (New Trier, Deerfield-Shields, and Libertyville), grade school principals, and Roy O. Wyland, Director of Education for the National Council, devoted to “the problem of keeping the older Scout active in the movement.”<sup>4</sup> This was the same problem that was noted by Lord Baden-Powell in England in 1912, when his older brother wrote a handbook on Sea Scouting for older Scouts.<sup>5</sup>

### **Early Mentions of Sea Scouting**

Likely because it had the only harbor in the NSAC communities, the earliest mention of Sea Scouting was an announcement in May 1921 that a Sea Scout ship was being formed in Wilmette, to take to the water that summer.<sup>6</sup> Sea Scouts had to be 15 or older, with room for one younger Scout as cabin boy.<sup>7</sup> Scouts were urged to get their applications in early to qualify for one of the billets, noting that “[a]n extensive program of hikes has been planned to increase the interest of the younger fellows and to fit them to get through the Seascout [illegible] in double time.”<sup>8</sup>

No record has been found to determine whether this initiative produced results. The next mention of Sea Scouting was in January 1924, when it was reported that the scoutmasters of Wilmette Troops 2 and 5 were “definitely” organizing a Sea Scout Ship.<sup>9</sup> Commodore W. Ewart Cook (Troop 2) and Skipper H. Warren Shaw (Troop 5) announced that the following assignments had been made: Bruce Osgood, boatswain; Robert Boyden, coxswain; Henry Huffman, quartermaster; Emmons DeBerard, yeoman; Stoddard Small, carpenter; William Overbeck, scullmaker; Milton Boyagian, shipsmith; Seymour Burge, signalman.<sup>10</sup> A few “dry berths” were available for Scouts “who can pass the entrance requirements.”<sup>11</sup> Trips were planned to lake steamers, ore boats, and sailing vessels in Chicago and to Great Lakes Naval Training Station.<sup>12</sup>

This was followed by the announcement in March that the ship “is ready to be launched,” with the endorsement of Capt. Edward A. Evers of the Illinois Naval Reserve and his offer of a “pulling boat” for the ship’s use.<sup>13</sup> Chicago Sea Scout Portmaster Tom J. Keane and Wilmette residents Lt. Cmdr. Von Flugh, Ensign C. Lisle Smith, and former Commodore Howard I. Shaw of the Columbia Yacht Club also supported the ship.<sup>14</sup> Troop 2 Scoutmaster Cook was listed as skipper and Troop 5 Scoutmaster Shaw was listed as chairman.<sup>15</sup> They donated the use of “their own small yacht” and sought a few more qualified Scouts at least 15 years old and 115 pounds.<sup>16</sup>

While this initiative appears to have produced a ship with staying power, given the support mentioned and the later references discussed below, there is no further word about it until 1926.

A similar announcement was made in October 1925 by the Highland Park Council. George Gaidzik of the Council announced the formation of a Sea Scout Ship at a meeting at Deerfield-Shields High School, probably of the older Scouts in the four Highland Park troops then organized.<sup>17</sup> He told the attending Scouts that “it was to be an organization of super Boy Scouts and no ‘weak sisters’ need apply.”<sup>18</sup> The first patrol would consist of “eight or nine boys 15 years or older and weighing 112 pounds or more.”<sup>19</sup> Ten Scouts showed up at city hall that night for the first meeting: Albert Snite, Harrison Walther, Robert Mann, Rudolph Buller, William Hammond, Jack Foley, Page Beers, Perry Ronan, Robert Seyfarth, Allen Porter.<sup>20</sup> It was emphasized that “[e]xaminations for membership in this first patrol are to be severe and only scouts of unusually high caliber shall be eligible for this troop.”<sup>21</sup> The first patrol would be “specially trained” so that each member “can in turn organize his own patrol from any of his own companions or acquaintances having the necessary Sea Scout qualifications.”<sup>22</sup> However, there is no further mention of a Highland Park Sea Scout ship after that until a new ship was formed in January 1930, well after NSAC was established.<sup>23</sup>

The next mention of Wilmette Sea Scouts is in a January 1926 announcement by the Wilmette Boy Scout Association that all Wilmette Boy Scouts and Sea Scouts would assemble for the “first monthly inspection and review” at Byron C. Stolp School on January 30, indicating that the Sea Scouts had been established for a while.<sup>24</sup> Several 2-year awards were made to members of Ship 7 at the assembly, including three of the original eight Scouts.<sup>25</sup> Distribution of the association’s “General Orders Number 2” for a second monthly assembly on February 27 listed W.E. Cook for the Sea Scouts among the scoutmasters for Troops 1 through 8.<sup>26</sup> This was followed by the Sea Scouts’ second annual dinner at the Congregational Church on March 19, at which Cmdr. E.F. McDonald, Jr., founder of Zenith Radio Corporation in 1923, showed movies of his Arctic expedition.<sup>27</sup> It was noted that the ship had made “great strides” under Skipper Cook and Portmaster Shaw.<sup>28</sup> The only other reference to Sea Scouts before NSAC was formed was an announcement in January 1927 that Thomas J. Keane of Lake Forest and Chicago had been named National Director of the Sea Scouts.<sup>29</sup>

### **Sea Scouting Under the North Shore Area Council Through 1931**

Apart from a mention that S.C. Bennett of Ship 7 was one of 33 men attending the annual meeting of the Wilmette committeemen in June 1928, the first mention of Sea Scouting in the new NSAC came with the inclusion of Ship 7 in Troop 2’s father-son dinner in February 1929.<sup>30</sup> Ship 7 was listed among the units with new Scouts as having three of them in April.<sup>31</sup> It also obtained the use of the Buccaneers’ Club’s boat “Petrel” and built a rowboat for the new Camp Ma-Ka-Ja-Wan in May.<sup>32</sup>

Sea Scout activity picked up in earnest in the fall of 1929, following the announcement that **Bruno G. Andrews** had been added to the Region 7 staff to “have charge of the organization and further promotion of additional Sea Scout units within the Region.”<sup>33</sup> His first assignment was in the NSAC communities, where he and NSAC Scout Executive Myron C. Rybolt planned to organize Sea Scout ships.<sup>34</sup> It was predicted that “[w]ithin the very near future a large training

ship will be available for the use of Sea Scouts within the Region and it is expected that summer cruises will be made on the lake by different units.”<sup>35</sup>

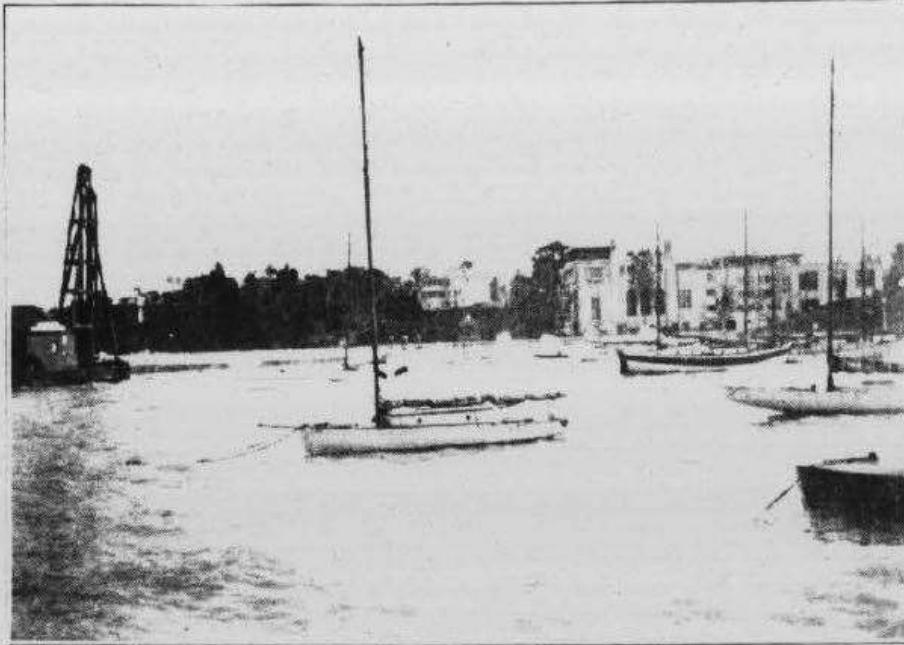


Andrews' first assignment was meeting with Glencoe Troop 21, which was mostly older Scouts and whose scoutmaster had moved to Evanston.<sup>36</sup> It was reported that “[a]fter due deliberation it was the unanimous opinion that it would be advisable to secure a leader with seafaring experience, and to re-register the troop in November as a Sea Scout Ship.”<sup>37</sup> It did so, under Mr. Murrell as skipper, with the Scouts planning to pass their Apprentice tests.<sup>38</sup>

Just three weeks after the Andrews announcement, the first new ship was formed in Winnetka, under Skipper Ralph M. Jaeger, an Annapolis graduate, and First Mate John F. Roos, who also had naval training, with 15 Scouts in two crews and plans to obtain a U.S. cutter.<sup>39</sup> Thirty Scouts turned out to hear Andrews describe his experiences on the Borden-Field Alaska- Arctic expedition on the ship “Northern Light” in 1927 with a crew made up entirely of Sea Scouts, including eight from Chicago and a ninth, **Ted Purcell**, from Evanston Ship 22.<sup>40</sup> The Winnetka ship was chartered as Ship 26.<sup>41</sup>

Another new ship was formed in Kenilworth two weeks after that, under Skipper David T. Sanders, whose ship had narrowly escaped a torpedo attack during the Great War, and Assistant Skipper S. Chester Danforth, designated Ship 29.<sup>42</sup> The Guild Hall of the Church of the Holy Comforter was prepared for their meetings with an outline of a ship painted on the floor, and they planned to obtain a 35- or 40-foot sloop for use of the 16 Scouts.<sup>43</sup> A second Kenilworth ship was also formed at Kenilworth Union Church, under Skipper Thomas Napier, another Annapolis graduate, with 13 Scouts.<sup>44</sup> “An interested Kenilworth citizen” planned to donate a boat to them.<sup>45</sup> However, only Ship 29 remained at the end of 1930.<sup>46</sup>

## *Presents Sloop to Sea Scouts*



The trim little sloop, which in the picture above is shown anchored in Wilmette harbor, was presented recently by Carbon Dubbs of Wilmette to Troop 7 of the Sea Scouts, sponsored by the Congregational church of Wilmette. Mr. Dubbs has been very actively interested in the work of the Sea Scouts and the gift of the sloop makes possible a greater realization of their efforts. Robert Casterline is Scoutmaster of Troop 7.

At the same time, Carbon Dubbs of Wilmette donated a **sloop** to Ship 7, now under Skipper Robert Casterline.<sup>47</sup> However, it was the only boat in Wilmette Harbor that sank in a storm that week, although it was raised by the Coast Guard and deemed “not damaged beyond repair.”<sup>48</sup> Andrews continued to market Sea Scouting with a presentation to all of the boys at New Trier High School on November 22 that showed movies of his Arctic expedition in 1927 on the ship manned by Sea Scouts.<sup>49</sup> A second Wilmette ship, Ship 43, was organized shortly afterwards, in December, by the Scouts of Troop 8 under Skipper Perry Arden.<sup>50</sup>

1930 saw continued interest in Sea Scouting, with three new ship charters announced in early January for Ship 28 in Kenilworth, Ship 43 in Wilmette, and Ship 39 in Highland Park.<sup>51</sup> Kenilworth Aviation Troop 56 was also chartered as another program to engage older Scouts, although no further mention of it occurred through the end of 1931.<sup>52</sup> NSAC’s executive board voted to organize its first STEM unit, a **radio troop**, for all Scouts in the Council that was to build a short-wave radio for use at Camp Ma-Ka-Ja-Wan.<sup>53</sup> This became Radio Troop 57 in Winnetka in February.<sup>54</sup> However, despite the great interest reported for the radio troop before it started meeting, interest appears to have waned after it built the short-wave radio since Scoutmaster Lee Fletcher, a radio enthusiast, sent an “S.O.S.” at the end of the year for 2 more Scouts to sign up to provide the minimum 8 Scouts needed to re-register the troop for 1931.<sup>55</sup> No report for the troop appeared after that.

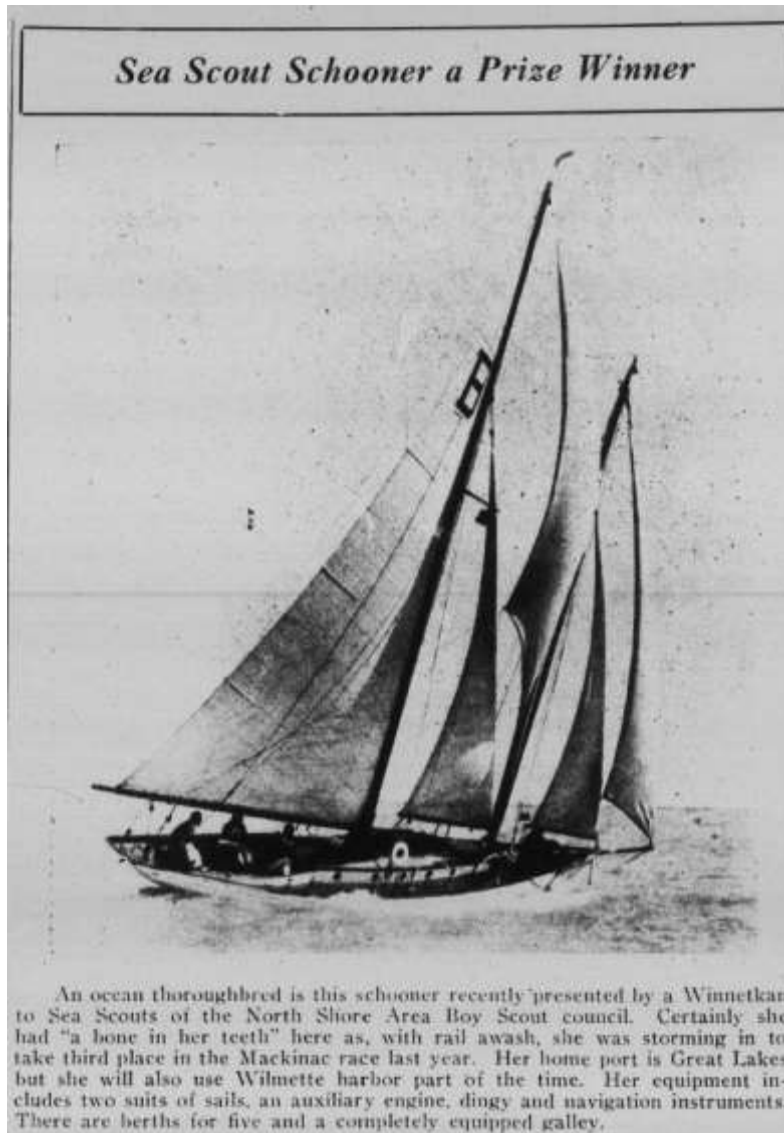
### *North Shore Scout Radio Fan*



One of the most enthusiastic radio fans among north shore Scouts is Joel Dickenson, star Scout of Troop 13 in Kenilworth. Joel, who holds an amateur license and also possesses a Scout radio merit badge, is shown at his set in his home, 637 Abbottsford road, Kenilworth. He hopes to be one of the charter members of the Scout Radio troop, to be organized soon.

Weekly reports from the Scouts were published that recounted activities like the excursion of Winnetka Ship 26, christened the “Albatross,” to Great Lakes Naval Training Station with Skipper Jaeger, a former lieutenant commander who had been stationed there, to get uniforms.<sup>56</sup> The crew of the “Albatross” also visited an ore boat and hosted a meeting of members from other NSAC ships in April where Andrews described his summer cruises on the Region 7 ship “Pinta.”<sup>57</sup>

In May 1930 came the news that an anonymous Winnetka resident had donated a 43’ schooner to the Sea Scouts of NSAC.<sup>58</sup> The “**Quicksilver**” had come in third in the Mackinac race in 1929.<sup>59</sup> It drew 6’ of water and had a 105’ mainmast; had two set of sails, including racing sails; carried a crew of ten; and had sleeping quarters for five.<sup>60</sup> After commissioning in Holland, Michigan, it was to berth at Great Lakes Naval Training Station and would also visit Wilmette harbor.<sup>61</sup> It was expected to be crewed by NSAC Sea Scouts in the 1930 Mackinac race, although there is no later mention of participation in the race.<sup>62</sup> Jaeger and Roos were named as its skipper and mate, and W.H. Williams of Kenilworth was named Commodore of NSAC’s six ships.<sup>63</sup> “Quicksilver” was insured against piracy to “take us back through the days of America’s glorious sea history” by means of the “ancient phrasing” of the marine insurance policy, which specifically insured against “[p]irates, rovers, letters of mart [sic], kings and princes, perils of the sea.”<sup>64</sup>



Assistant Scout Executive Carl F. McManus, Rev. R. Malcolm Ward, and five Sea Scouts brought the ship from Benton Harbor, Michigan to Great Lakes in June.<sup>65</sup> It was inspected there by Commodore W.H. Williams and no fewer than 14 other Sea Scout leaders: Commissioner James R. Goetz, camping chairman Charles A. Steele, Percy B. Arden, George B. Williams, Elmer Baker, Jr., Ralph M. Jaeger, Thomas N. Lothrop, John F. Roos, Robert J. Wilkins, Scout Executive Myron C. Rybolt, Assistant Scout Executives Phillip B. Masslich and McManus, Mr. Bronson of Lake Forest, and Lt. Pieper of the Chicago Council.<sup>66</sup> It was noted that they all fit on board without crowding.<sup>67</sup> They set up Sea Scout leader training cruises and voted to let the Sea Scouts rename the ship.<sup>68</sup>

The "Quicksilver" was renamed the "Albatross" after Winnetka Ship 26, which appears to have been one of the two most active NSAC ships.<sup>69</sup> It was promptly put to use by all of the NSAC ships, on a schedule. A log in July 1930 lists it being used by the Lake Forest and Glencoe ships on Wednesday, the Winnetka ship on Thursday, and the Lake Forest ship on Saturday and Sunday.<sup>70</sup> The following summer, after Wilmette Ship 7, the "Kee-Way-Din," finished its annual

one-week “long cruise” on Lake Michigan under NSAC Sea Scout Director Jack Demorest and new Commodore William H. Siegmund, it was taken out for a two-week cruise by Lake Forest Ship 62, the “Lightning.”<sup>71</sup>

In addition, NSAC Sea Scouts took advantage of the Region 7 training ship based in Chicago, the “Pinta,” a fishing schooner provided by the Region 7 Sea Scout committee chaired by Thorne Donnelly of Lake Forest.<sup>72</sup> Its “sturdy construction” and 105’ by 25’ size could accommodate 60 Scouts and leaders at a time.<sup>73</sup> Donnelly contributed a diesel engine and Cmdr. McDonald contributed a Zenith radio.<sup>74</sup>

Much of the Sea Scouts’ time was spent on “land cruises” rather than on the water. Like Kenilworth Ship 29, Winnetka Ship 26, christened the “Albatross” in February 1930, laid out an indoor ship in the parish house of Christ Church, “very well equipped with a mast, side rails, bow, stern, wheel, ship’s bell, etc.”<sup>75</sup> They held meetings, worked on passing tests, had nautical visitors, and made sea bags while their skipper embarked on a mysterious visit to Great Lakes “to see how much water they have in the harbor there.”<sup>76</sup> The land cruise starting in October 1930 was to feature a new land ship in the new parish house, “34 feet long and 20 feet wide with all the masts, rigging and so forth a real ship has,” but instead, the crew built a steamer, the “Albatross II,” with “a raked bow, a bow-sprit, two masts, a funnel, a deckhouse and, eventually, a bridge” in blue, buff, and white.<sup>77</sup> The new land ship was christened in May 1931, apparently after it was completed.<sup>78</sup>

Glencoe Ship 21, the “Blue Nose,” also laid out a land ship, in the Scout room at Glencoe Union Church.<sup>79</sup> The ship reported periodically on its activities, such as games, drills, going to Great Lakes to get uniforms, passing tests, painting their chart room, perusing their library of yachting magazines, and planning to buy a real boat of their own.<sup>80</sup>

The record of what is known about Sea Scout activities is largely a function of what was written by the Scouts themselves as the unit representatives in the local Scout press clubs. Accordingly, different ships left a longer or shorter log of their activities depending on the vagaries of their reporters’ schedules. At one point, in February 1931, the head of the Wilmette Boy Scout press club, who became the head of the NSAC press association, put out a plea for unrepresented Sea Scout ships to designate representatives.<sup>81</sup>

For example, Lake Forest Ship 62, the “Lightning,” had relatively few mentions although it appeared to be quite active. It was registered in September 1930 after its Scouts had training cruises on the “Albatross.”<sup>82</sup> After attending Adm. Byrd’s presentation in November 1930, it is mentioned as being “rapidly growing” in February 1931, with 25 members (15 in Sea Scout uniform) meeting “aboard the ‘land ship’ which is set up in the gymnasium of the Young Men’s club.”<sup>83</sup> It was mentioned a month later, when it was reported that the Scouts were all “striving to be an Ordinary Sea Scout which is the second rank in Sea Scouting by next summer,” since it would be “more interesting when sailing time comes.”<sup>84</sup> It published a detailed narrative of its July 1931 “long cruise” from Milwaukee to Mackinac to Great Lakes.<sup>85</sup>





Photo by Heeketsweller  
Arthur Gourley



Howard Gillette

Ship 62 Sea Scout **Oscar Gourley**, the ship's press club reporter, managed to get his picture in the paper when he was chosen to present a framed drawing of the "Albatross" to National Sea Scout Commodore **Howard F. Gillette** at an NSAC Mother's Day program in Ravinia Park on May 10, 1931 attended by 4,000 people during a rainstorm that held down attendance from the 6,000 expected.<sup>86</sup>

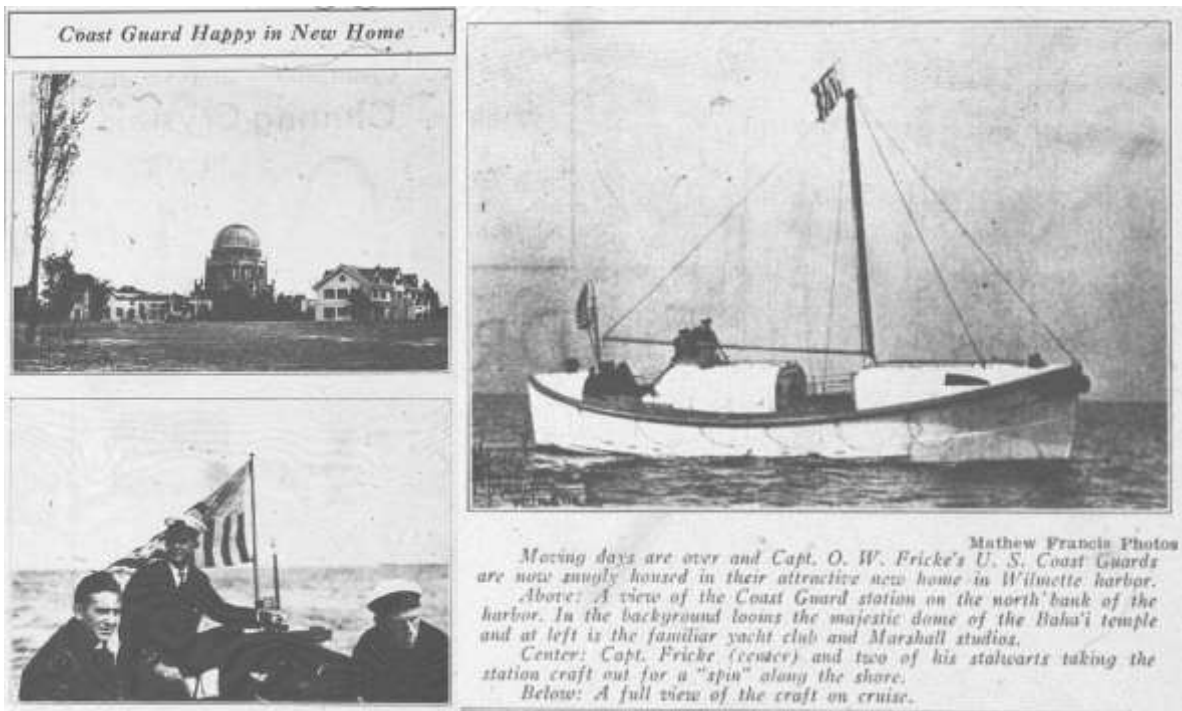
Highland Park Ship 39, the "Port Clinton," also had relatively little publicity, but apparently for different reasons. Although it was reported as "making fine headway" under Skipper Gordon M. Jones at its weekly meetings at the Highland Park Presbyterian Church in November 1930, there was no report about its activities until June 1931, when the crew loaded their surfboat onto a truck at the Central Avenue beach to take it to the Deerfield-Shields High School workshop in order to put on a new bottom.<sup>87</sup> It was noted that the ship was "reregistered and active in a full summers program of sailing and seamanship training" under Skipper Lyle Gourley and Mates Davis Greene and Oscar Goepner following a "period of reorganization."<sup>88</sup> It was not reported whether the ship's crew made it to the Sea Scout Ball at the Kenilworth Club scheduled for June, although they did visit the "Albatross" that month, managing to get it out of the harbor on the third try and safely back again.<sup>89</sup>

Sea Scout activities included a special Sea Scout camp at Camp Ma-Ka-Ja-Wan. The first camp was held in August 1930, where the Port and Starboard Crews stood watch at two-hour intervals "to accustom the Sea Scouts to the watch as conducted on board ship."<sup>90</sup> The canoe paddle on the 1930 camp badge symbolized the Sea Scout camp, as the axe on the 1929 badge symbolized the camp's pioneer year and the signal flags on the 1931 badge symbolized completion of a signal tower as a pioneering project.<sup>91</sup> The camp was designed to be a model camp that would "arouse the envy of every Boy Scout, stirring up in him a keen desire to continue his scouting activities by becoming a Sea Scout and availing himself of the interesting and adventurous experiences that Sea Scout training entails and comprises," according to George Gaidzik.<sup>92</sup> Among other things, their campfire was graced by the appearance of Scout Executive Myron C. Rybolt playing his harmonica.<sup>93</sup> At their last retreat at the end of the period, all of the Sea Scouts appeared in the same kind of uniform for the first time, the "regulation white summer uniform

prescribed for sea scout use,” after the camp store finally got in a special order just before Gaidzik had to leave for Highland Park.<sup>94</sup>

Sea Scout camp was held again in 1931, with “more leadership and equipment provided.”<sup>95</sup> Preparations included leveling the ground and building platforms for the 32’ by 16’ Sea Scout tents.<sup>96</sup> They were to have their own dock, sailboats, and training equipment, and would work on “boat building and repairing, sailing, water work, special trips and seamanship training” during each of the last three periods.<sup>97</sup>

Wilmette Ship 43, the “Argo,” got the most publicity of any of the NSAC ships and conducted NSAC’s first high adventure outing apart from training cruises on NSAC’s “Albatross.” Its first reporter, Yeoman Edward Arden, introduced it to the Scouting community in March 1930 with a lengthy piece about its activities which was much longer than the typical single short-paragraph reports filed by most units. The piece included a trip to the armory in Chicago for a review of 200 Sea Scouts in the Chicago District, where they were impressed by 36 Scouts from the ship “Kearsarge” from the Stock Yards district.<sup>98</sup> It was observed that “[t]hese lads may not have had many advantages, but they were certainly well drilled, all uniformed, and made the best showing on the Armory floor,” resulting in their being “awarded the honor of being the Flagship of the Chicago district,” an honor which Ship 43 had its eye on as well.<sup>99</sup> The ship also visited the Evanston Coast Guard station with Ship 7 and made plans to buy a cutter.<sup>100</sup>



This goal was accomplished by purchasing an eight-oar surfboat with a sail and centerboard from the Coast Guard in Sturgeon Bay, Wisconsin which was delivered to Navy Pier at the end of June.<sup>101</sup> The crew then proceeded to row it to Wilmette, alternating 15 minutes of rowing with 5 minutes of rest, with a tow for a couple of miles by their friend, **Capt. O.W. Fricke** of the Evanston Coast Guard, after he met them en route to drop off a crew member.<sup>102</sup> Another rowing excursion

was made from Wilmette harbor to the Evanston Coast Guard station the following week and yet another to present a thank you gift of a box of cigars to Capt. Fricke.<sup>103</sup> The Coast Guard station was subsequently relocated to Wilmette Harbor.<sup>104</sup>

The “Log of the Argo” became a regular feature of the weekly NSAC summaries in the Wilmette Life and the Glencoe News starting in August 1930. The first column contained a long set of definitions of nautical terms and a description of man overboard and abandon ship drills in Wilmette slightly offshore from Carbon Dubbs’ house.<sup>105</sup> This was followed by a sixteen-week serialized narrative of the “Argo’s” two-week high adventure cruise in Georgian Bay, Ontario under **Skipper Perry S. Arden**.<sup>106</sup>



The cruise started with an eleven and a half hour drive to Camp Ma-Ka-Ja-Wan by the skipper and crew with two weeks’ worth of supplies to pick up a crew member, then on to Sault Ste. Marie, Michigan to set out the following day in a rented cabin cruiser.<sup>107</sup> The day by day diary entries in the Log described the ship’s activities and the course of the trip in great detail. This included their struggles with temperamental engine “Bob,” facing navigational hazards along the way, and describing the environs on shore, taking up a column or two each week in the NSAC news summary. Other entries for the “Argo” included a weekend excursion from Wilmette to Great Lakes by sail and oar, scraping and repainting their boat for two meetings, and attending Adm. Byrd’s presentation where all of the NSAC ships were reviewed by him.<sup>108</sup>

The program with Adm. Richard E. Byrd, the famed Antarctic explorer, was the highlight of the 1930 Sea Scouting season. His Antarctic expedition had been mentioned as early as September 1928, when a column written by Scout Ernest West of Highland Park Troop 32 listed Eagle Sea Scout Paul A. Siple of Erie, Pennsylvania among several examples of interesting Scouts and Scout activities around the country.<sup>109</sup> Siple, who had 59 merit badges, had been chosen by “Scouting officials” from among six candidates to accompany the Byrd expedition.<sup>110</sup> When the National Council awarded Byrd the Silver Buffalo in June 1929, he sent back a thank you radio

message lauding Siple's contributions to the expedition.<sup>111</sup> The National Council sent out a letter to Scout executives about Siple's activities as recounted in a radio message from Adm. Byrd in April 1930.<sup>112</sup>

Similar inspirational stories in the weekly NSAC columns featured Sea Scouts elsewhere in the country. There were stories about heroic rescue efforts and followup hospital and morgue work by Kenosha Sea Scouts of the "Ranger" who assisted the Coast Guard after the sinking of the S.S. Wisconsin off Kenosha; a message by Lord Baden-Powell lauding Sea Scouting; the background of 19-year-old Sea Scout Richard Clark from Newburg, New York who was named to an America's Cup crew; and the curious choice of the Sea Scout ship "Kansan" from Topeka, Kansas, "probably further from a large body of water than any other Sea Scout unit in the United States," as National Sea Scout Flagship for 1931.<sup>113</sup>

NSAC announced that Sea Scouts would have a special reserved section at New Trier High School when Adm. Byrd presented his "movie-lecture" about his expedition on November 28, 1930 and that they would have a private meeting with him afterwards that would discuss Siple's experiences.<sup>114</sup> It was noted that the "famous flyer and explorer" was a close friend of the late principal of New Trier.<sup>115</sup> He was introduced by NSAC Commodore W.H. Williams and got to meet an 87-year-old Great Lakes sailing vessel captain from Highland Park, Capt. Cary.<sup>116</sup>

Siple was in the NSAC news again in 1931. Wilmette Troop 4 Assistant Scoutmaster George Bersch was given the honor of speaking at a meeting of the National Council in Memphis, Tennessee on June 5-6.<sup>117</sup> He and Siple shared the stage with a presentation called "Tribute of Youth to Scouting."<sup>118</sup> In July, Siple appeared at Great Lakes Naval Training Station, talked with NSAC's Sea Scouts, and had some of his remarks reported in the NSAC summary.<sup>119</sup> An NSAC column in September featured celebrity Sea Scout Siple again, for being awarded a gold medal for his work at Byrd's Little America station in Antarctica.<sup>120</sup> Siple's book, "A Boy Scout with Byrd," was favorably reviewed in the Glencoe News in May 1931.<sup>121</sup>

As of December 1930, NSAC had 117 Sea Scouts in 7 ships, up from 88 Sea Scouts in 7 ships at the end of 1929, which ranked it as the 8<sup>th</sup> largest program in the country.<sup>122</sup> These were:

Wilmette Ship 7, the "Kee-Way-Din" (Wilmette Congregational Church), Skipper Kenneth H. Borgen, 2 Mates, 11 Sea Scouts

Wilmette Ship 43, the "Argo" (Wilmette Baptist Church), Skipper Percy H. Arden, 11 Sea Scouts

Kenilworth Ship 29 (Kenilworth Sears School), Skipper David T. Sanders, 1 Mate, 11 Sea Scouts

**Winnetka Ship 26, the "Albatross"** (Christ Church Parish House), Skipper Ralph M. Jaeger, 1 Mate, 15 Sea Scouts



Glencoe Ship 21, the “Blue Nose” (Glencoe Union Church), Skipper Harold H. Elliott, 3 Mates, 16 Sea Scouts

Highland Park Ship 39, the “Port Clinton” (Highland Park Presbyterian Church), Skipper Gordon M. Jones, 12 Sea Scouts

Lake Forest Ship 62, the “Lightning” (Lake Forest Young Men’s Club), Skipper Benjamin Carpenter, 10 Sea Scouts<sup>123</sup>

The year to year growth in Sea Scouting, plus the addition of Cub Scouting in 1930, caused NSAC to add an additional Assistant Scout Executive, **S.J. “Jack” Demorest**, to handle both programs.<sup>124</sup> Demorest, who had experience on the Detroit Council’s training ship “Ride-A-Way,” commanded the American Sea Scout yacht “Valhalla” at the Canadian National Exposition in Toronto, and served as executive officer of Region 7’s “Pinta,” set up Sea Scout training courses starting in January 1931.<sup>125</sup>



Subsequently, Libertyville Ship 64, the “Eagle,” was formed.<sup>126</sup> Among its Sea Scouts was **Allan Hudson**, the first Libertyville Scout to make Eagle, after his Scoutmaster, Hobart Swan, achieved that rank.<sup>127</sup> Ship 64 obtained a 28’ whaleboat from Cavite Naval Station in the Philippines and kept it at Great Lakes Naval Training Station.<sup>128</sup>

In May 1931, the Scouts of Glenview Troop 55 planned to form another Sea Scout ship.<sup>129</sup> This resulted in Ship 79 being organized under Skipper Al Nelson starting with six Sea Scouts, who rigged up another land ship with a main mast and lights for signaling in October.<sup>130</sup> However, the loss of senior Scouts to the ship meant that Troop 55 had to be reorganized.<sup>131</sup> Winnetka Troop 24, at Sacred Heart Church, also started a Sea Scout patrol for its older Scouts in November 1931, with Demorest visiting to pass them on their tests.<sup>132</sup> Highwood Troop 37 also started planning for a Sea Scout patrol in November.<sup>133</sup>

Photos:

1951 NSAC Annual Dinner Program  
 Bruno G. Andrews  
 Ted Purcell  
 1929 Wilmette sloop  
 Radio Troop 57  
 NSAC SSS “Quicksilver/Albatross”  
 Oscar Gourley, Howard F. Gillette  
 Capt. O.W. Fricke  
 Perry S. Arden  
 Winnetka SSS “Albatross”  
 S.J. Demorest  
 Allan Hudson

Courtesy of Troop 324  
 WLS1398 (11/15/1929 – 28)  
 GCS055 (2/12/1927 – 13)  
 WLS1380 (10/11/1929 – 28)  
 GCS400 (2/8/1930 – 30)  
 WLS1473 (6/20/1930 – 36)  
 NSAC357 (5/21/1931 – 5)  
 GCS564 (7/17/1931 – 16)  
 GCS501 (1/26/1931 – 20)  
 WLS1564 (2/6/1931 – 44)  
 GCS498 (1/17/1931 – 32)  
 NSAC364 (6/18/1931 – 24)

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- <sup>1</sup> References are to coded excerpts of articles from the Highland Park Press, available on microfilm at the Highland Park, Illinois Public Library, with dates and page numbers for “HPS” and “NSAC” codes. Page numbers in second or third sections of the newspaper are shown thus: 2:3, 3:8. “WLS” indicates coded references to the Wilmette Life, available online from the Wilmette, Illinois Public Library at <http://history.wilmettelibrary.info/241/Exhibit>. “GCS” indicates coded references from the Glencoe News, available on microfilm at the Glencoe, Illinois Public Library. For more information about the cover picture, see <http://www.senior scoutinghistory.org/senior scoutsite/rockwell.html>.
- <sup>2</sup> NSAC306 (2/5/1931 – 24), WLS1564 (2/6/1931 – 44), GCS511 (2/7/1931 – 36).
- <sup>3</sup> NSAC104 (10/25/1928 – 2:4).
- <sup>4</sup> WLS1529 (12/5/1930 – 35).
- <sup>5</sup> See <http://www.senior scoutinghistory.org/senior scoutsite/overview.html>.
- <sup>6</sup> WLS042 (5/6/1921 – 1).
- <sup>7</sup> WLS042 (5/6/1921 – 1).
- <sup>8</sup> WLS042 (5/6/1921 – 1). At the national level, although Sea Scouting had been started in 1912, it was rather disorganized before 1925. See <http://www.senior scoutinghistory.org/senior scoutsite/seascout12.html>.
- <sup>9</sup> WLS104 (1/18/1924 – 11).
- <sup>10</sup> WLS104 (1/18/1924 – 11).
- <sup>11</sup> WLS104 (1/18/1924 – 11).
- <sup>12</sup> WLS104 (1/18/1924 – 11).
- <sup>13</sup> WLS113 (3/7/1924 – 1).
- <sup>14</sup> WLS113 (3/7/1924 – 1). One source states that Keane was named acting director of the Sea Scout department at the national level in 1922, and that he revamped the program before being appointed National Director of Sea Scouting in 1927, the first full-time professional Sea Scout position, a position he held until called up by the Navy in 1941. See <http://www.senior scoutinghistory.org/senior scoutsite/seascout24.html>.
- <sup>15</sup> WLS113 (3/7/1924 – 1).
- <sup>16</sup> WLS113 (3/7/1924 – 1).
- <sup>17</sup> HPS1035 (10/2/1924 – 7), HPS012 (10/1/1925 – 8).
- <sup>18</sup> HPS012 (10/1/1925 – 8).
- <sup>19</sup> HPS012 (10/1/1925 – 8).
- <sup>20</sup> HPS012 (10/1/1925 – 8). Page Beers is claimed by Highland Park Troop 324 as the first Eagle Scout to be associated with the troop. See <http://www.hptroop324.org/eagles/>.
- <sup>21</sup> HPS012 (10/1/1925 – 8).
- <sup>22</sup> HPS012 (10/1/1925 – 8).
- <sup>23</sup> NSAC185 (1/9/1930 – 23).
- <sup>24</sup> WLS158 (1/27/1926 – 30).
- <sup>25</sup> WLS163 (3/12/1926 – 5). Wilmette Ship 7 was identified as Troop 7 from time to time. This article will refer to it as Ship 7 throughout.
- <sup>26</sup> WLS161 (2/26/26 – 27).
- <sup>27</sup> WLS162 (3/12/1926 – 1). See <http://www.zenith.com/heritage/>.
- <sup>28</sup> WLS162 (3/12/1926 – 1).
- <sup>29</sup> NSAC012 (1/20/1927 – 8), WLS1019 (1/21/1927 – 16). See note 12 *supra*.
- <sup>30</sup> WLS1205 (6/8/1928 – 4), WLS1295 (2/8/1929 – 4).
- <sup>31</sup> WLS1324 (5/3/1929 – 32).
- <sup>32</sup> WLS1328 (5/17/1929 – 16), NSAC140 (6/20/1929 – 34).
- <sup>33</sup> NSAC154 (9/5/1929 – 25).
- <sup>34</sup> NSAC154 (9/5/1929 – 25).
- <sup>35</sup> NSAC154 (9/5/1929 – 25).
- <sup>36</sup> NSAC155 (9/12/1929 – 30), WLS1363 (9/13/1929 – 28), GCS348 (9/14/1929 – 22).
- <sup>37</sup> NSAC155 (9/12/1929 – 30), WLS1363 (9/13/1929 – 28), GCS348 (9/14/1929 – 22).
- <sup>38</sup> WLS1410 (12/6/1929 – 46).
- <sup>39</sup> WLS1371 (9/27/1929 – 32), GCS352 (9/28/1929 – 28), WLS1376 (10/4/1929 – 28), GCS354 (10/5/1929 – 22), NSAC167 (11/14/1929 – 28), WLS1398 (11/15/1929 – 28), GCS371 (11/16/1929 – 20).

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- <sup>40</sup> GCS055 (2/12/1927 – 13), GCS352 (9/28/1929 – 28), WLS1371 (9/27/1929 – 32), NSAC167 (11/14/1929 – 28), WLS1398 (11/15/1929 – 28), GCS371 (11/16/1929 – 20). See Mrs. Courtney Louise Letts Borden, *The Cruise of the Northern Light: Explorations and Hunting in the Alaskan and Siberian Arctic* (1928), described at <http://www.worldcat.org/title/cruise-of-the-northern-light-explorations-and-hunting-in-the-alaskan-and-siberian-arctic/oclc/1520152>; John Borden, *Log of the Auxiliary Schooner Yacht Northern Light* (1929), described at <http://www.worldcat.org/title/log-of-the-auxiliary-schooner-yacht-northern-light-commanded-by-john-borden-borden-field-museum-alaska-arctic-expedition-1927/oclc/9370154>.
- <sup>41</sup> WLS1388 (10/25/1929 – 36), GCS364 (10/26/1929 – 28).
- <sup>42</sup> WLS1378 (10/11/1929 – 10), WLS1428 (1/17/1930 – 34), GCS393 (1/18/1930 – 30).
- <sup>43</sup> WLS1378 (10/11/1929 – 10), WLS1415 (12/20/1929 – 42), GCS385 (12/21/1929 – 38).
- <sup>44</sup> WLS1383 (10/18/1929 – 7).
- <sup>45</sup> WLS1383 (10/18/1929 – 7).
- <sup>46</sup> NSAC306 (2/5/1931 – 24), WLS1564 (2/6/1931 – 44), GCS511 (2/7/1931 – 36).
- <sup>47</sup> WLS1380 (10/11/1929 – 28). Casterline and Winnetka Ship 26 First Mate John Roos were among the many NSAC leaders who learned Indian sign language from expert William Tompkins in December 1929. NSAC178 (12/12/1929 – 28). See “Early Leader Training in the North Shore Area Council” (July 2016), at 5-6.
- <sup>48</sup> WLS1384 (10/18/1929 – 8).
- <sup>49</sup> WLS1398 (11/15/1929 – 28), GCS371 (11/16/1929 – 20).
- <sup>50</sup> WLS1416 (12/20/1929 – 3), GCS385 (12/21/1929 – 39).
- <sup>51</sup> NSAC185 (1/9/1930 – 23), WLS1423 (1/10/1930 – 36), GCS391 (1/11/1930 – 30).
- <sup>52</sup> NSAC185 (1/9/1930 – 23), WLS1423 (1/10/1930 – 36), GCS391 (1/11/1930 – 30).
- <sup>53</sup> WLS1428 (1/17/1930 – 34), GCS393 (1/18/1930 – 30), NSAC187 (1/23/1930 – 16), GCS404 (2/22/1930 – 36).
- <sup>54</sup> WLS1438 (2/7/1930 – 37), GCS400 (2/8/1930 – 30), NSAC197 (2/13/1930 – 27), NSAC200 (2/27/1930 – 25), WLS1446A (2/28/1930 – 59), NSAC211 (4/17/1930 – 15), GCS426 (4/19/1930 – 28).
- <sup>55</sup> WLS1438 (2/7/1930 – 37), GCS400 (2/8/1930 – 30), NSAC197 (2/13/1930 – 27), NSAC273 (11/20/1930 – 24), NSAC280 (12/18/1930 – 36), WLS1536 (12/19/1930 – 42), GCS491 (12/20/1930 – 34).
- <sup>56</sup> WLS1431 (1/24/1930 – 22), GCS394 (1/25/1930 – 16), WLS1451 (3/21/1930 – 28), GCS417 (3/22/1930 – 24).
- <sup>57</sup> WLS1459 (4/25/1930 – 44), GCS428 (4/26/1930 – 40).
- <sup>58</sup> WLS1465 (5/16/1930 – 56), GCS434 (5/17/1930 – 12).
- <sup>59</sup> WLS1465 (5/16/1930 – 56), GCS434 (5/17/1930 – 12).
- <sup>60</sup> WLS1465 (5/16/1930 – 56), GCS434 (5/17/1930 – 12), WLS1473 (6/20/1930 – 36), GCS448 (6/21/1930 – 30).
- <sup>61</sup> WLS1465 (5/16/1930 – 56), GCS434 (5/17/1930 – 12).
- <sup>62</sup> WLS1465 (5/16/1930 – 56), GCS434 (5/17/1930 – 12).
- <sup>63</sup> WLS1465 (5/16/1930 – 56), GCS434 (5/17/1930 – 12).
- <sup>64</sup> WLS1565 (2/6/1931 – 45), GCS511 (2/7/1931 – 37).
- <sup>65</sup> NSAC226 (6/5/1930 – 25), WLS1469 (6/6/1930 – 38), GCS445 (6/7/1930 – 32). Ward relocated to a church in the Philippines in 1931. NSAC372 (7/23/1931 – 36), WLS1617 (7/23/1931 – 30), GCS567 (7/24/1931 – 24).
- <sup>66</sup> NSAC227 (6/12/1930 – 38), WLS1472 (6/13/1930 – 28), GCS446 (6/14/1930 – 24).
- <sup>67</sup> NSAC227 (6/12/1930 – 38), WLS1472 (6/13/1930 – 28), GCS446 (6/14/1930 – 24).
- <sup>68</sup> NSAC227 (6/12/1930 – 38), WLS1472 (6/13/1930 – 28), GCS446 (6/14/1930 – 24).
- <sup>69</sup> NSAC301 (2/5/1931 – 19), WLS1565 (2/6/1931 – 45), GCS511 (2/7/1931 – 36). See *infra* text at notes 74-76, 97-106.
- <sup>70</sup> NSAC235 (7/17/1930 – 22), WLS1478 (7/18/1930 – 32), GCS454 (7/19/1930 – 30).
- <sup>71</sup> WLS1615 (7/16/1931 – 14), GCS565 (7/17/1931 – 29). See *infra* text at note 84. The Wilmette ship had varied spellings in different articles. Commodore Williams became a member of the Region 7 Sea Scout committee. NSAC278 (12/11/1930 – 15).
- <sup>72</sup> NSAC225 (5/29/1930 – 13), WLS1469 (6/6/1930 – 38), GCS445 (6/7/1930 – 32).
- <sup>73</sup> NSAC225 (5/29/1930 – 13), NSAC226 (6/5/1930 – 25).
- <sup>74</sup> NSAC225 (5/29/1930 – 13).



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- <sup>75</sup> WLS1438 (2/7/1930 – 37), GCS400 (2/8/1930 – 30), WLS 1451 (3/21/1930 – 28), GCS417 (3/22/1930 – 31).
- <sup>76</sup> WLS1457 (4/18/1930 – 32), GCS426 (4/19/1930 – 28), WLS1459 (4/25/1930 – 44), GCS428 (4/26/1930 – 40), WLS1461 (5/2/1930 – 44), GCS31 (5/3/1930 – 40).
- <sup>77</sup> WLS1494 (9/19/1930 – 12), WLS1507 (10/24/1930 – 38), GCS478 (10/25/1930 – 32), WLS1545 (1/16/1931 – 22), GCS497 (1/17/1931 – 16), WLS1599 (5/14/1931 – 45), WLS1601 (5/21/1931 – 42), GCS446 (5/22/1931 – 38).
- <sup>78</sup> NSAC356 (5/14/1931 – 31), WLS1599 (5/14/1931 – 45).
- <sup>79</sup> WLS1438 (2/7/1930 – 37).
- <sup>80</sup> WLS1431 (1/24/1930 – 22), GCS394 (1/25/1930 – 16), WLS1452 (3/28/1930 – 28), WLS1453 (4/4/1930 – 40), GCS423 (4/5/1930 – 34), WLS1468 (5/30/1930 – 28), GCS443 (5/31/1930 – 22), WLS1507 (10/24/1930 – 38), GCS478 (10/25/1930 – 32), WLS1536 (12/19/30 – 42), GCS491 (12/20/1930 – 34), WLS1580 (3/6/1931 – 38), GCS526 (3/7/1931 – 32), WLS1584 (3/20/1931 – 28), GCS530 (3/21/1931 – 30).
- <sup>81</sup> WLS1584 (3/20/1931 – 38), GCS530 (3/21/1931 – 30).
- <sup>82</sup> NSAC257 (9/25/1930 – 27).
- <sup>83</sup> NSAC279 (12/11/1930 – 36), NSAC318 (2/19/1931 – 17).
- <sup>84</sup> NSAC333 (3/26/1930 – 28).
- <sup>85</sup> NSAC373 (7/30/1931 – 26).
- <sup>86</sup> NSAC354 (5/14/1931 – 5), WLS1598 (5/14/1931 – 44), NSAC357 (5/21/1931 – 5), WLS1603 (6/4/1931 – 34), GCS558 (6/5/1931 – 40).
- <sup>87</sup> NSAC273 (11/20/1930 – 26), NSAC363 (6/11/1931 – 21).
- <sup>88</sup> NSAC366 (6/25/1931 – 28).
- <sup>89</sup> NSAC364 (6/18/1931 – 24), NSAC366 (6/25/1931 – 28).
- <sup>90</sup> NSAC244 (8/7/1930 – 22).
- <sup>91</sup> NSAC388 (10/15/1931 – 22).
- <sup>92</sup> NSAC244 (8/7/1930 – 22).
- <sup>93</sup> NSAC244 (8/7/1930 – 22).
- <sup>94</sup> NSAC246 (8/14/1930 – 21).
- <sup>95</sup> WLS1589 (4/17/1931 – 8).
- <sup>96</sup> NSAC373 (7/30/1931 – 26), WLS1619 (7/30/1931 – 36), GCS568 (7/31/1931 – 24).
- <sup>97</sup> NSAC347 (5/7/1931 – 29).
- <sup>98</sup> WLS1452 (3/28/1930 – 28), GCS421 (3/29/1930 – 24).
- <sup>99</sup> WLS1452 (3/28/1930 – 28), GCS421 (3/29/1930 – 24).
- <sup>100</sup> WLS1466 (5/23/1930 – 40), GCS439 (5/24/1930 – 34), WLS1470 (6/6/1930 – 39), GCS445 (6/7/1930 – 33), WLS1472 (6/13/1930 – 28), GCS446 (6/14/1930 – 24).
- <sup>101</sup> WLS1478 (7/18/1930 – 32), GCS454 (7/19/1930 – 30).
- <sup>102</sup> WLS1478 (7/18/1930 – 32), GCS454 (7/19/1930 – 30).
- <sup>103</sup> NSAC240 (7/24/1930 – 27), WLS1481 (7/25/1930 – 30), GCS457 (7/26/1930 – 36), NSAC244 (8/7/1930 – 32), WLS1485 (8/8/1930 – 38), GCS460 (8/9/1930 – 26).
- <sup>104</sup> GCS564 (7/17/1931 – 16).
- <sup>105</sup> WLS1490 (8/29/1930 – 21), GCS463 (8/30/1930 – 17).
- <sup>106</sup> WLS1497 (9/26/1930 – 42), GCS470 (9/27/1930 – 38), WLS1499 (10/3/1930 – 32), GCS472 (10/4/1930 – 28), WLS1502 (10/10/1930 – 43), GCS474 (10/11/1930 – 39), WLS1504 (10/17/1930 – 42), GCS476 (10/17/1930 – 39), WLS1508 (10/24/1930 – 39), GCS478 (10/25/1930 – 33), WLS1510 (10/31/1930 – 43), GCS479 (11/1/1930 – 39), WLS1514 (11/7/1930 – 34), GCS480 (11/8/1930 0 30), WLS1519 (11/14/1930 – 39), GCS481 (11/15/1930 – 31), WLS1521 (11/21/1930 – 40), GCS482 (11/22/1930 – 32), WLS1526 (11/28/1930 – 38), GCS484 (11/29/1930 – 30), WLS1530 (12/5/1930 – 38), GCS487 (12/6/1930 – 34), WLS1534 (12/12/1930 – 43), GCS489 (12/13/1930 – 39), WLS1537 (12/19/1930 – 43), GCS491 (12/20/1930 – 35), WLS1539 (1/2/1931 – 18), GCS493 (1/3/1931 – 14), WLS1542 (1/9/1931 – 22), GCS494 (1/10/1931 – 18), WLS1545 (1/16/1931 – 22), GCS497 (1/17/1931 – 16), WLS1554 (1/23/1931 – 25), GCS501 (1/24/1931 – 21).
- <sup>107</sup> WLS1497 (9/26/1930 – 42), GCS470 (9/27/1930 – 38).
- <sup>108</sup> WLS1509 (10/31/1930 – 42), GCS479 (11/1/1930 – 39), (WLS1533 (12/12/1930 – 42), GCS489 (12/13/1930 – 39).
- <sup>109</sup> NSAC096 (9/13/1928 – 8).

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- <sup>110</sup> NSAC096 (9/13/1928 – 8).  
<sup>111</sup> NSAC138 (6/16/1929 – 17).  
<sup>112</sup> NSAC214 (4/24/1930 – 29).  
<sup>113</sup> WLS1407 (11/29/1929 – 28), GCS379 (11/30/1929 – 22), WLS1453 (4/4/1930 – 40), GCS423 (4/5/1930 – 34), NSAC232 (6/26/1930 – 26), GCS449 (6/28/1930 – 22), NSAC339 (4/23/1931 – 26), WLS1592 (4/24/1931 – 30), GCS540 (4/25/1931 – 24).  
<sup>114</sup> NSAC273 (11/20/1930 – 26), WLS1521 (11/21/1930 – 40), GCS482 (11/22/1930 – 22).  
<sup>115</sup> WLS1515 (11/7/1930 – 35), GCC480 (11/8/1930 – 31).  
<sup>116</sup> WLS1530 (12/5/1930 – 38), GCS487 (12/6/1930 – 34). Cary Avenue in Highland Park, which leads down to the Rosewood Beach, may perhaps have been named in his honor.  
<sup>117</sup> NSAC358 (5/21/1931 – 30), WLS1600 (5/21/1931 – 6), GCS555 (5/22/1931 – 11).  
<sup>118</sup> NSAC358 (5/21/1931 – 30), WLS1600 (5/21/1931 – 6), GCS555 (5/22/1931 – 11).  
<sup>119</sup> NSAC371 (7/16/1931 – 24).  
<sup>120</sup> WLS1626 (9/3/1931 – 32), GCS576 (9/4/1931 – 28).  
<sup>121</sup> GCS551 (5/8/1931 – 40).  
<sup>122</sup> NSAC305 (2/5/1931 – 22), NSAC306 (2/5/1931 – 24), WLS1564 (2/6/1931 – 44), GCS511 (6/7/1931 – 36).  
<sup>123</sup> NSAC306 (2/5/1931 – 24), WLS1564 (2/6/1931 – 44), GCS571 (2/7/1931 – 36).  
<sup>124</sup> NSAC263 (10/16/1930 – 47), WLS1544 (1/16/1931), GCS498 (1/17/1931 – 32), NSAC291 (1/22/1931 – 8), NSAC293 (1/22/1931 – 20), WLS1553 (1/23/1931 – 24), GCS501 (1/24/1931 – 20).  
<sup>125</sup> NSAC291 (1/22/1931 – 8), NSAC293 (1/22/1931 – 20).  
<sup>126</sup> NSAC364 (6/18/1931 – 24).  
<sup>127</sup> NSAC364 (6/18/1931 – 24).  
<sup>128</sup> NSAC381 (9/10/1931 – 21), WLS1627 (9/10/1931 – 34), GCS577 (9/11/1931 – 32).  
<sup>129</sup> NSAC360 (5/28/1931 – 32).  
<sup>130</sup> NSAC386 (10/8/1931 – 13).  
<sup>131</sup> NSAC386 (10/8/1931 – 13).  
<sup>132</sup> WLS1648 (11/19/1931 – 46), GCS598 (11/20/1931 – 36).  
<sup>133</sup> NSAC403 (11/19/1931 – 29).