

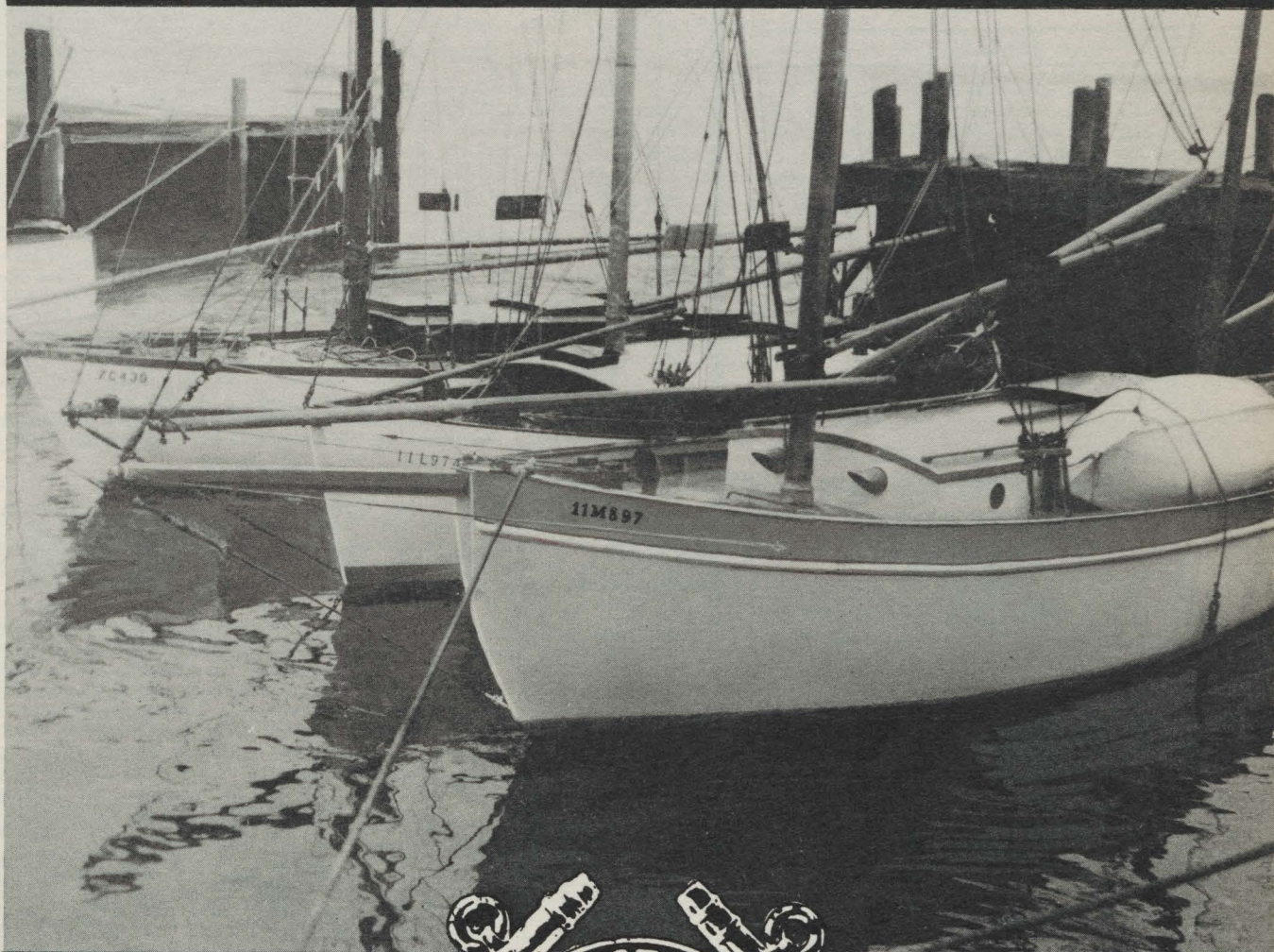
TOPSIDE

MARCH
1947

DID YOU EVER WONDER WHAT
A SAILBOAT THINKS ABOUT?

HERE IT IS:

"WE WISH OUR SKIPPERS WOULD COME ABOARD
... IT'S JUST TOO, TOO COLD FOR THREE LI'L
LADIES TO BE LEFT ALONE."



FOURTH COAST GUARD DISTRICT

TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH COAST GUARD DISTRICT

CAPTAIN FLOYD J. SEXTON, U.S.C.G.
District Commander

COMM. SPENCER F. HEWINS, U.S.C.G.
Director

W. LYLE HOLMES, JR.
Commodore

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Editor

Vol. 5 MARCH, 1947 No. 3

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, 4th Coast Guard District. It is issued monthly to approximately 2000 members. Contents not copyrighted, but the courtesy of a credit line is requested when material is reprinted. Address all communications regarding TOPSIDE to Jerry Marcus, 642 N. Broad Street, Philadelphia 30, Pa.

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Claude S. Brubaker	Earl Huston

PURPOSES OF THE COAST GUARD AUXILIARY

- (1) To promote safety and to effect rescues on and over the high seas and on navigable waters;
- (2) To promote efficiency in the operation of motorboats and yachts;
- (3) To foster a wider knowledge of, and better compliance with, the laws, rules and regulations governing the operation of motorboats and yachts; and
- (4) To facilitate other operations of the Coast Guard.

NEXT DEADLINE FOR TOPSIDE

13 MARCH

Send copy and photos to

JERRY MARCUS

642 N. BROAD ST., PHILA., PA.

If your flotilla is not represented in the LOG, get after your publication officer. We'll print it, if he sends it in.

The Director's Scratch Pad



Commander Hewins

This is one of those beautiful days where the sun is shining for the Director — the birds are singing — all's right with the world.

It seems that the First Division came down to the District meeting last week with the dual purpose of honoring our past Commodore, Earl Huston, and activating a Division Staff. The clamor was started by that active commander from the Atlantic City Flotilla 11, Stanley Wagg, and backed up by the commanders from Beach Haven and Seaside Park. Besides the officers present, there were several old fireballs from the once lively First, that were able backers of the officers present. That one evening we had a District Board meeting and a meeting of the First Division Board which went into the business of election of officers. Incidentally, the slate which has been approved by the District Commander is one which patently means competition for the other Divisions.

Captain R. Earle Leonard, Vice-Captain William Errig, and Training Officer Fred Remington were selected by acclaim and the first two, being present, were carried away by the enthusiasm of the meeting and accepted at once with energetic statements of things to come. Fred wasn't there, being ill at the time, but has stated it all sounds good to him and he will send in his answer shortly.

Earl Huston seemed to enjoy his dinner and is planning on a trip, to have an occasion to use the handsome traveling bag the Auxiliary presented at the dinner. Earl made nice talk about John Brown and John tried to say something, but was heckled so much by Earle Leonard that he wasn't even sure he was among those present by the time he sat down. By the time the business of the evening came up, the pressure was at a high point and a good meeting resulted.

The question of the operation of the *Florence V* came up for a lot of serious discussion and it was decided to run her this season on a new cost rate under new management. Claude Brubaker is the Commanding Officer this year and has a good group of his own choosing, to make the old girl pay her way. It looks like there will be a good season of cruising ahead, so get your reservations in early. The Auxiliary will expect the *Florence V* to be present at the District Rendezvous at Cape May over the Coast Guard Day Week-end (August 2-3-4). Otherwise, there is no scheduled occasion and you can choose your own cruise for the rest of the season.

After talking to Don Lear about the Rendezvous, I am inclined to buy a hot dog concession and go after the business that will be attracted to our affair outside of the Auxiliary. The City of Cape May has already offered limited financial backing and unlimited backing in all other respects. The Corinthian Yacht Club of Cape May has made the Clubhouse available to us for our Headquarters for the Week-end, and the boys of Flotilla 35 are already rocking along on a big program to entertain the large crowd they expect. Captain Leonard, of the First Division, is getting his Operation Order "Whiz-Bang" ready for the press and expects to bring a sizable fleet down in parallel columns. Since this matter is still classed as Top Secret, the rest of us will have to wait for his publicity release to get the full dope.

The Washington Conference showed that the 4th District was still among the leaders in the Auxiliary, but also made clear that we are challenged by the able and aggressive leadership out by the Golden Gate and in New York. Last year, we had reason to know that New York was giving us a run for our money, but the program published by San Francisco is one which will stand as tops, unless we swing into action very shortly. The matters brought up for discussion were of widely differing points of view in the various parts of the Country and few items of great importance were brought up under New Business. Our fight for the authorization of Flotilla staff officers was given no support. The general thought was that the Committee method was working out in a satisfactory manner. Looks like we are licked on that for the present. The matter of uniforms was taken up briefly and dropped with the thought that we should stick to our guns on some matter for at least a year without a change. Also, there was a lot of discussion on the name AUXILIARY, with the usual talk of the Ladies' Aid. A change was asked but the general concensus of opinion was that it was not expected to carry. After the matter had been dropped, most people felt it wasn't critical anyway. If we can't make the record of the Auxiliary give its name prestige, then maybe it should have a ladies' connotation. "A rose by any other name would smell as sweet . . ."

THE BOSN'S LOCKER

IN CHARGE OF
AL LA SOR

Realizing that nothing slips away as rapidly as seldom used knowledge, this department has been inaugurated to refresh your memories.

Before looking for the answers, see what sort of a score you can make.

If you can think of any unusual rules or regulations, or interpretations, send them to me, to be shared by all hands. Write me at 136 Windsor Ave., Lansdowne, Pa.

QUESTIONS

- Under the Inland Rules, a tug displaying 3 white lights in vertical line indicates which of the following?
 - A tow of three vessels.....
 - A tow of more than one vessel, and exceeding 600' in length.....
 - Tug with tow astern.....
 - Tug towing submerged object.....
- Disregarding any other lights, give four cases (two under Inland and two under International Rules) when two red lights are displayed, vertically arranged.....
- A vessel, under 150' in length, at anchor, should display which of the following?
 - One 32 pt. white light, forward.....
 - One 32 pt. white light, aft.....
 - One 32 pt. white light, amidship.....
- A vessel displaying (only) a 32 pt. red light over a 32 pt. white light, is which of the following?
 - A pilot vessel on station.....
 - A suction dredge.....
 - A fishing vessel underway.....
 - A Gov't patrol boat.....
- Under International Rules, is a vessel holding her course obligated to give passing signals?.....
- A burdened vessel is one which:
 - Has the right of way.....
 - Is heavily laden.....
 - Does not have the right of way.....
 - Is carrying freight.....
- The danger zone around a vessel is the area:
 - From dead ahead to two points abaft the starboard beam.....
 - Within which it is dangerous to go because of fumes.....
 - The angle between a shore point and a shoal.....
 - The maximum angle to be read by sextant on a lighthouse or other object, if the vessel is to be kept in safe waters.....
- The duties of the privileged vessel is to:
 - Turn aside.....
 - Increase her speed.....
 - Hold her course and speed.....
 - Stop.....
- What is the danger signal?
- What are cross signals?

SEE PAGE 8 FOR CORRECT ANSWERS

CABIN TALK

BY THE
COMMODORE



For many weeks, the District and Division Officers have discussed the *Florence V* and past problems in her operation. Early in 1946, an operating budget was prepared that, had it been realized, would put the *Florence V* on a self-supporting basis.

One thing happened that resulted in an operating deficit which had to be covered through appropriations from the Foundation funds — the use of the boat by the Flotillas was less than anticipated, expenses exceeded the income by \$1,922.14.

A study of the problem indicates we must do two things if the *Florence V* program is to be more or less self-supporting. FIRST — increase our operating income, and SECOND — decrease our operating expenses. To accomplish this aim, the District Board has decided on a program as follows:

(1) Flotilla contributions to the Coast Guard Auxiliary Foundation for the use of the *Florence V* shall be \$150.00 for a two-day period plus \$50.00 for each extra day. Each Flotilla is to furnish its own gasoline supply so that the fuel cost will be proportionate to the use of the boat by each Flotilla.

(2) The work of Spring-conditioning and maintenance during the Season be done as far as possible by Auxiliaries, and that each Flotilla planning to use the boat should participate in this program.

(3) The operating crew to consist of a Skipper and Ch. Mo.M.M. from the Headquarters group, plus one Mo.M.M. and deck rates from the Flotilla.

(4) Reservation of dates MUST BE MADE BY APRIL 15th, and accompanied by a deposit in full for the use of the vessel.

(5) After April 15th, all open dates will be offered for the use of any Flotilla.

(6) No refund of deposit will be made unless the Headquarters crew fails to report, or mechanical difficulties make it impossible to use the boat.

(7) Flotilla members may take guests approved by the Flotilla Commander, if space is available.

(8) The *Florence V* will be based at Georgetown, Maryland, and all cruises must start and end at that location.

(9) Installation of pipe berths in the various cabins will be studied and made where practical.

It is the feeling of the District Officers that unless the *Florence V* can be operated successfully and without financial loss, the vessel should be disposed of. It is their hope that such a situation can be avoided this season, and that sufficient Flotillas will use the boat so it will not be a drain upon the Foundation funds.

At the District Board meeting on February 12th, it was decided to have a District Rendezvous at Cape May on August 2nd, 3rd and 4th, and the Flotilla reserving the *Florence V* for that week-end should plan upon being present at Cape May. Further plans of the Rendezvous will be carried in the next issue of TOPSIDE.

Flotilla 51 has gotten off to a grand start by reserving the *Florence V* for the week of June 7th to 13th, and the week-end of September 18th to 21st. All other week-ends are wide open on a "first come, first served" basis. Get together with your Flotilla mates and select a date or dates for a grand week-end. With the bunk changes outlined above, the vessel should comfortably accommodate twenty flotilla members.

W. LYLE HOLMES, JR.

The **LOG** of FLOTILLA ACTIVITIES

FLOTILLA 13, SEASIDE PARK

Flotilla 13 was, for more than six years, Bill Burdge's flotilla. He organized it, held it together in the early days when nobody knew what specific purpose the newly created Auxiliary should serve, carried it through the wartime service of the Temporary Reserve, and asked last Fall to revert to the status of an active and interested member as a rest from the strenuous duties of Commander.

In his honor, members of Flotilla 13 and their wives gave a testimonial dinner on 22 January at Sunset Cabin, Lakewood. As a slight token of its appreciation of Commander Burdge's services, the flotilla presented him with a Philco radio-phonograph combination. Other guests of honor included our Director, Commander Spencer F. Hewins and Mrs. Hewins, District Captain Howard M. Keough and Mrs. Keough, and, of course, Mrs. Burdge. Former District Captain R. Earle Leonard served as toastmaster in his inimitable manner.

While we do not expect to have, in the near future, a similar excuse for this type of social meeting, the unanimous opinion of all present — a record 103 persons — was that we should ask the Special Activities Committee, headed by Alfred L. Rickert, to stage a similar event in the Summer. Al's committee consisted of Drew Farr, Earle Leonard, and Andy Pala. It produced, practically out of nowhere, a group of talented entertainers who provided diversion between the speechmaking and the dancing. Some men who have not been attending meetings lately but who turned out to honor Commander Burdge, commented most favorably on the affair. We hope to renew and retain their interest this year.

Several of our members have gone to Gloucester City, to qualify for berths on the 83-footer and other men hope to find time to get there to take the tests. Training Officer Maurice Brink is the man to see about this.

The March meeting will be held at Hamilton Square firehouse, at the regular time, Wednesday, 12 March.

—Victor H. Panek.

PAST-COMMANDER WILLIAM H. BURDGE RECEIVING FLOTILLA 13's GIFT



Left to Right: Commander Spencer F. Hewins, U.S.C.G.; R. Earle Leonard, Toastmaster; Alfred L. Rickert, Chairman of Special Activities Committee; Victor H. Panek; District Captain Howard M. Keough; Past-Commander William H. Burdge; Commander Lloyd A. Case.

FLOTILLA 21, QUAKER CITY

The efforts of our Commander, A. Lester Sauter, are starting to show results. Our February meeting, in the Main Hall of the Wissinoming Yacht Club, was held on one of those foul nights. "Plenty of ice and snow."

Commander Sauter thanked the members, during the meeting, for the large attendance.

Interest in activities seems to be the word of the day. Radio-telephone Procedure, in printed form, has been secured by Nelson Leek, and a number of our fellows seem interested in brushing up a little.

Navigators are preparing a series of lessons, and expect to get started next month.

We are also glad to welcome into our Flotilla, the two radio men, and boat-owner member. Glad to have you fellows with us.

Ed. Klein, our Gunnery Officer, is organizing a Pistol Team, and we are expecting some good shooting. Some of our boys are experts when aiming at FERDINAND.

Discussion came up in reference to the Florence V. Flotilla 21 would like to see

this fine ship in the service of the Coast Guard Auxiliary in 1947.

—Horace G. Kleinfelder, Jr.

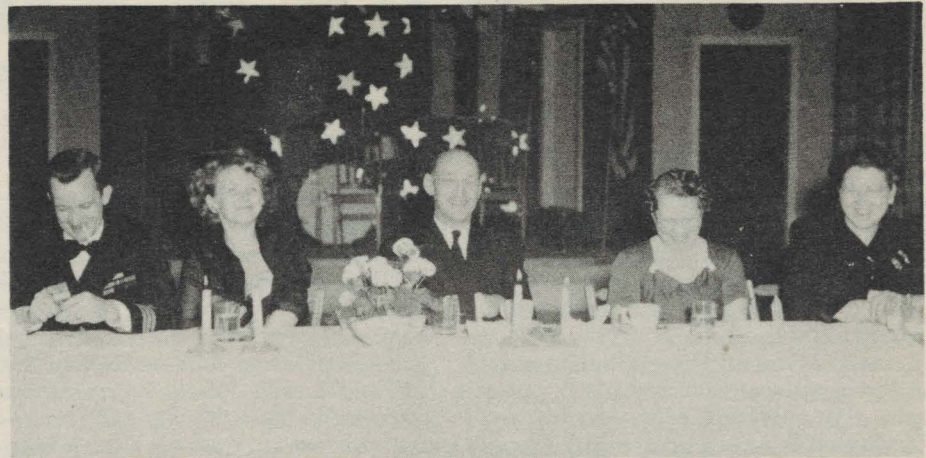
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FLOTILLA 31, OCEAN CITY

Maybe it was something I ate. After the clock struck fourteen I took another sodium bicarb, turned on the hot pad and began counting sheep. The little rascals jumped the fence in orderly procession for quite a spell, but they gradually changed in color from white to blue and began to assume human form. I looked more closely and found that they all stopped on the top of the fence to make a short speech. Sure enough, there was Win Haimerl telling of plans for the most colossal party that the Flotilla ever pitched. Cliff Clark bobbed up next with the report of a \$75,000 legacy to the Flotilla treasury. Johnny Stiles wanted to know if there was anything to kill the Delaware River smell. Close behind him Herb Benner was too busy lighting a Corona to do anything but mumble. Harry Wilkinson gave a cheery greeting to make way for Jack Bromeley

who repeated "I protest" over and over again. Walter Henderson declared that he would stand by if needed. Herman Oldoch held up a sheaf of War Bonds, none under \$5,000. George Shaw wanted his gas ration increased and Doc Bolard was completely draped with awesome looking cameras. Ralph Clayton shouted "Ten-Shun!" and fell off the top rail. Gordon Davis made motions that meant everything was O.K. Jimmy Eddowes crawled under the fence just to be different and Jim English offered to swap one bourbon for one Scotch. Nick Gifford said "Gentlemen . . ." and disappeared into a mammoth brief-case stuffed with directions. Roy Heron turned around in mid-air and took a shot at Bill McCoban who was listening to Nyman discourse on his operations. Edgar Hires soared over the fence with a tailor and Bill Nelson in hot pursuit. Ed Merritt was busy sewing hash marks on the seat of his pants. Bob Morford had a fog horn and a bag pipe clutched to his bosom and they were all out of tune at once.

Then Dick Nelms appeared waving a petition to have the salary of the Ocean City Port Captain doubled and Paul Ake followed with a copy of Roberts' Rules of Order under his arm. Leo Ambrozy, wearing a new white hat trimmed in ham bones, was next, just ahead of Charlie Anderson who had a decidedly furtive look. Des and Earl Booye came over together, one yelling "port", the other "starboard", to show what good sailors they were. Fred Cole held up the procession to brush dust from a new white Packard, and Charley Easterly had on a fireman's helmet. Clyde Ellis came over on a radio beam followed by queer static noises that turned out to be Charley Fegley and Harold Hemming. Bill Hopper hopped over. Paul Jones had a jug of corn likker over his shoulder and I hardly knew him. Bob Lynch



Left to Right: Comdr. Hewins, Mrs. Hewins, Flotilla Comdr. "Scotty" Calkins, Mrs. Calkins, Mrs. Vandegrift.

— Photo Courtesy of Vineland News

had a tin cup and was soliciting alms from Rod McHenry, Bill O'Keefe and Milt Rogasner as they passed by. Harry Roy was trying to collect toll from those nearby and Dave Schantz was giving him an argument. Ted Seidel refused to jump until Bob Stretch offered him an apartment free.

Things began to get a bit hazy and I couldn't make out who was who for a few minutes but suddenly the fence came down and a blasting light bored into my eyes. I seemed to hear women's voices chanting something like —

"Harry, Reggie, sometimes Van,
Shipside, shoreside, what a man!
Here he comes—our greatest gift—
Nobody else but Vandegrift."

Then I realized that the hotpad had caught fire and I'd been having a scrambled dream of the old days of No. 31. As I dashed for the shower I took a glance at the pill box and found out I'd taken five grains of morphine instead of a sodium bicarb. I'll tell you all about it at the next meeting.

—E. L. Johnstone.

FLOTILLA 32, STONE HARBOR

Flotilla No. 32 of Stone Harbor has not had the pleasure of appearing in TOPSIDE for some months, but it is hoped that we will be regular contributors, both financial and news-wise in the future.

Three meetings have been held in the past three months and the attendance has been fair with a good core of boat owners regularly attending. Officers for the year 1947 have been

(Continued on Page 7)



Left to Right: Mrs. Vandegrift, The Big "Bag-a-Wind" Himself . . . Our Van, Mrs. Carew and Commissioner Russell Carew.

— Photo Courtesy of Vineland News

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OUR LADY . . .

MUSINGS OF A GRAND OL' GAL . . . By CLAUDE S. BRUBAKER, Flo. 22

Continued From February Issue

I thought about the sea duty that they used me on out at Cape May. At first I thought we were going down the bay, since these were strange waters to me, but whoever was at the helm gave a slight left rudder and about 1520 we entered a river off Howell Pt. and started up to a place called Ordinary Pt., where there is a lighted buoy. Across from Ordinary Pt. was a place called Turner's and a lot of small craft lay at anchor: "Oh Boy! this was a pretty river." From the conversations, I learned it was the famous Sassafras. I had heard of this river but never dreamed it was so beautiful.

We were only running 1500 R.P.M. because the boys were taking in the scenery. Someone hollered, "Hello, Pete" when Pete Bauer, one of my former skippers at 181, went by downstream under sail with his dreamboat "Southern Cross." Then Norm Foster, another of my former skippers, followed with his New Cat. At 1620, we sighted an anchorage and when we passed, there was Leland Brown with his 3-cabin job laying at anchor. "My goodness," I said, "I feel at home already."

We docked at Wilson's outside at 1630 and the first one to greet us was Al La Sor, who had just previously arrived with his boat. Soon thereafter, men started going ashore since they had put out my gangplank and Wilson's man came down and put 229 gallons of gas aboard me. I first thought we were going out again since we had now only used 89 gallons of gas for the 68 nautical miles we were underway, but I listened attentively and found out they were preparing me for a later trip and going to put me on a mooring. Soon all the men were ashore but O'Brien, Boos and W. Davis and we cast off for the mooring which we reached at 1800. The number of the mooring was 26 and it was between a white cruiser and a sunken schooner at the entrance to the harbor just south of the Granary. I asked the white cruiser where I was and she answered: "This is what is known as Georgetown."

I lay alongside the white cruiser, which was named Sakonnett after some river or place in Maine and owned by Senator George Scarlett, of Chester County, Penna., who lives in Kennett Square. I think I was justified in being proud of my whereabouts and also my companion.

On the 5th day after my arrival at Georgetown, the wind shifted to N. E. and the rains came and it was miserable all day. About dusk, Wilson's man, Hanlon, who had visited me before, came alongside with the taxi boat and Jim Filer, George Johnson, Arthur Herzog and Lowell Newkirk came aboard. I learned by their activity and conversation that we were taking some members of Flotilla 27 out the next day.

At 0630 Saturday morning, Herzog started the Aux. generator and after morning chow by Newkirk was consumed, my motors were warmed up and soon Filer was at the helm and took me over to Wilson's Dock, where we took on John Koehler, Carl Green, Robert Guest, Robert Clark, W. Jaquett, Robert Spaulding, E. Herzog, and Otis Hewitt.

We departed Georgetown about 0900 and headed down river. After rounding the bend off Dyer Creek on the port side, we next passed Hall Creek on the starboard, where a nun buoy became visible at the entrance of Woodland Creek, between Old Field Point and Marsh Point and a short distance beyond, another nun, at the entrance of Freeman's Creek, then we straightened out somewhat while passing between Knight Island and Kentmore Park to a third nun off Cassidy's Wharf, where we turned to port to strike a course to Ordinary Pt. and rounded the obstruction to the last nun leaving the river.

The wind was still blowing N. E. about a 20-mile breeze and the rain was still falling, although not quite as heavy. Some of the boys sighted Betterton on our port bow and asked Skipper Filer to go in for a look. Filer obliged by docking at the Steamer pier and all but two of the boys went ashore.

After looking the town over, we departed about 11 o'clock and taking a short cut, we headed down off Howell Pt., where we picked up the ship channel, changing our course to S. W. down between Shad Battery Shoal and Still Pond. We took a position off Worton Creek at noon and held a fire drill at the mouth of the creek before chow was put down.

We came about and headed on our S. W. course again and Pooles Island was pointed out to those fellows who were unfamiliar with these waters. Too bad that the nimbus stratus clouds were so abundant and the rain was still spitting, since it spoiled the view. On our port side, we noticed a creek which is called Fairlee and in the distance we could see Tolchester, a quaint place with a nice beach. We were still heading S. W. and took a position off Swan Pt. at 1300. At 1400 we took another position off Sandy Point light at the mouth of the Magothy River. At this point our course was changed to southerly and about an hour later we were at the mouth of the beautiful Severn River and entered the channel. What a beautiful place this was to be. I thought I was dreaming when we passed the Vamarie, that marvelous sailing craft which had won so many races, and her sister craft, lying at anchor in front of the Academy. At 1715, we docked at the Annapolis Yacht Club and after a watch had been set, the boys went uptown for dinner. At 2000, our colors were drawn and the boys started coming aboard, chattering about the nice town and harbor this was. I certainly agreed to their conversations, since this was about as nice a surrounding as ever I had seen.

The boys hit the deck about 0700 Sunday morning and washed me down, since



The "Absolute" is getting her tail squared.

the wind had changed during the night to north, thence to west, and the rain had subsided. After they had filled my water tanks and had chow, some of them attended to their religious duties.

At 1015, we departed from Annapolis and headed north, to a spot between Sandy Point light and Matapeake, and after my starboard engine was shut off, we did some trolling for rock fish. I guess it was too early for the stripers, so the skipper called for a "man overboard drill," which took about five minutes. After the drill was secure, someone sighted an old fish net adrift which was a menace to navigation and we hauled it aboard and then they started the sea pump and washed the decks clean again. By this time, we were off the north end of Kent Island.

At 1300, we headed north, up the bay off Rock Hall, then Swan Pt., then Tolchester, and took a position off Worton at 1500. Our next position was off Betterton at 1615, when we again started up the Sassafra. We docked at Fredericktown or Georgetown, whichever you want to call it, at 1745. All went ashore except Filer and his crew and after putting 225 gallons of gas aboard, they took me out to the anchorage buoy number 26 again and Wilson's taxi came out and took the crew ashore. This was the end of my first cruise this year and even though the weather was only fair, we had a delightful 90 nautical mile run.

After laying in the anchorage all week with no visitors but Wilson's man, on Friday evening at about 2000, the taxi arrived and Aibel, Lukens, Lou Rodgers, Darlington and Brubaker came aboard and I learned that we were taking Flotilla 21 out over the week-end. The boys put the dinghy over, since we were expecting men to be arriving at all hours.

The boys hit the deck about 0700 and at chow, Lukens had the log signed with the following men aboard: Klinges, John Sader, Herter, McDevitt, Breitingner, Liss, Whitaker, Breithaupt, Ballentine, Bernard, Schwening, H. Kleinfelder, Jr., Berardi, Leek, Morrissey, Truman, Coll and Dave Furman.

Through some misunderstanding, the group did not bring any supplies for chow, so after colors at 0800, we departed the anchorage and tied up at Wilson's Dock and purchased our goods at the store.

At 1000, we were all set and departed, heading down through the anchorage. The breeze was S. E. and it was spitting rain, while the clouds were of the cirrus variety. I commenced to wonder why we could not have a clear day. The boys were nevertheless fond of the river and we took a position off Betterton at 1100.

Continued Next Issue

IS EVERYBODY READY???

If the boat show at New York was any sort of a quick guide . . . the coming Philadelphia Sportsmen's Show should be a "wow."

Already, your editor has reports from the management of the show that there will be an enormous display of boats and equipment, including a great many displays that were not shown at the New York Show.

The show will be held at Convention Hall, at 34th and Spruce Streets in Philadelphia. The dates have already been set . . . February 28th till March 8th, inclusive.

The Auxiliary has a real part in this show. We have been selected to man the booth that the Regular Coast Guard will have there. The "regulars" have promised to have quite a batch of very interesting material on deck, including a lot of captured Japanese war material and some of the latest type Search and Rescue Equipment.

At the present writing, the men from Flotillas 21, Quaker City, and 22, Essington, have assumed the responsibility for providing the men needed to keep our exhibit going.

If any other of the readers in any Flotillas would find it possible to pitch in and help, they are invited to contact Jack Sader, who is organizing the staff and the exhibit. Jack can be reached at 516 N. 10th Street, Philadelphia.

Come early and be prepared to stay late . . . there's going to be lots to see this year.

LOG

(Continued from Page 5)

elected as follows: Jack Mirkel as Commander; Ed. Larkin, Vice-Commander, and Chuck Held, Training Officer.

Many old-timers have been active; such as Ed. McVaugh, the well-known expert on deep sea fishing; Uncle Wingate, the Hot Dog chef; Pete Bauer, the international sailing authority; Paul Auston, Naval veteran of the battle of Ottons Harbor; Professor Ed. Pike; Webb Boyer, former yacht salesman; Chiefsie Buzz Folcher, one of the leaders in the battle of Schellenger's Landing; and that glorious war-time leader of Flotilla No. 32, Erick Strandberg.

—Earl Huston.

. . .

FLOTILLA 34, MAURICE RIVER

Well, Flotilla 34 crashed the society column of our local papers in a big way after our annual dinner on the evening of January 29, 1947. The evening was a gala affair attended by the Director and Mrs. Hewins, Captain Vandegrift

of our Third Division, Commander Bob Morford and his delegation from Ocean City Flotilla 31, Commander and Mrs. Don Lear from Cape May, City Commissioner and Mrs. Russell Carew of Millville. Our guest of honor was none other than Admiral Chester H. Jones, our past Chief Director of the Auxiliary. Top that, boys . . . go right ahead. We had a swell time and a good dinner and dance along with all that.

Of course the Platipus came in for a ribbing while Van had the floor, but he was halfway sold on the idea of giving up the fish business and building a fleet of Platipi for sale to clamoring Auxiliarists. We hope you will all show up at the Philadelphia Sportsmen's Show and see the one that Alan plans on having in the Auxiliary exhibit. Not a model this time, the full-sized real thing and worth a serious study, we hope. Of course, Alan isn't a real builder of boats, he's just learning on this as a pilot model.

Our new quarters on the river bank will soon blossom out with a communications room and a shop for the Motor-Macs. This is just one more place where having our own home is much more convenient than being a guest in somebody else's shebang. The boys are turning out Tuesday nights as well as on week-ends to get the new quarters in shape as early as we can. Commander "Scotty" has the bull whip in action most of the time, driving the boys along on a bang-up program for this year and from where we sit, it looks like a big season.

—Mark Scoble.

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Phone 0170

Mr. Henry E. Abbott
 4675 North 16th Street
 Phila., Pa.

A LAST LOOK AT THE CARDITA



Many of us remember her in gray war paint. Well, here's how she looked all dolled up, before her new owner took her away last month.

**TOPSIDE
 NEEDS ADS**

Many of you fellows have contacts that could be sold on the placing of an ad in "TOPSIDE." New rates start with the next issue: Full page, \$30.00; one-half page, \$20.00; one-third page, \$15.00; one-sixth page, \$10.00. Write to the Director for contract forms and send the ad to the Editor. More ads mean a bigger and better "TOPSIDE."

**ANSWERS TO
 QUESTIONS ON PAGE 3**

1. C
2. International — Vessel not under command, Vessel aground in or near fairway.
 Inland — Vessel alongside wreck, Stationary dredge, Self-propelled suction dredge.
3. A
4. Fishing vessel (Inland Rules)
5. Yes
6. C
7. A
8. C
9. Several short blasts, not less than four.
10. Improper reply to a whistle signal — i.e., not the same number of blasts.

**FIRST ANNUAL RENDEZVOUS
 FOURTH COAST GUARD DISTRICT**

2nd, 3rd, 4th AUGUST, 1947

The DATE has been set. What more fitting time of the year could we pick for our Rendezvous than Coast Guard Day? After months of talk, the District Board finally came out and made the decision that starts the ball rolling for a gathering that should prove to be one of the highlights of the year for the Auxiliaries of this District. The date meets all the major requirements for the proper time of year to launch this, our first District-wide gathering of our members and facilities.

The PLACE has been set. Cape May, New Jersey, out on the end of South Jersey, is perfect for a visit in the summer and is as near a central point as can be picked from our customary cruising grounds. There is located the large Coast Guard Operating Base which has already been declared ready to receive us and offer what hospitality is possible for a service unit in the midst of a period of depleted personnel. We feel that the offer of Commander Joseph McCue is in keeping with the attitude of the service as a whole, and parallels the invitation of the Commandant of the Coast Guard Academy to the 3rd District Auxiliary, to hold their Rendezvous at New London this year.

In addition to the action of the Operating Base, we have the assurance of the Mayor of the City of Cape May, that the city will back the affair with financial and all other possible assistance from the municipal government. Also, the Corinthian Yacht Club has kindly offered the use of its clubhouse for our shore Headquarters. This hospitable action has gone

far to make the preparatory work accomplished by Don Lear and his active Flo-tilla pleasant and effective. The results are sure to be of the greatest assistance to Chairman Bill Griscom and his full committee, in completing plans and final arrangements. Bill will certainly welcome such a fine start at this time.

The PROGRAM is not complete, so send in your suggestions and make your plans coincide with the date. Please change things this year and do this now. Send Bill the following dope:

I will be at the Rendezvous with my boat/car and Auxiliaries and guests.

We will be at Cape May about AM/PM August.

We plan to leave about AM/PM August.

Send the dope to Bill, at the below address:

MR. WILLIAM B. GRISCOM, JR.
 506 Old Gulph Road
 Penn Valley, Narberth,
 Montgomery Co., Penna.

This information is understood to be purely preliminary and for his planning purposes only; a final check will be made later. Of course, we are anxious to have accurate information now, to make for accurate planning, but don't hesitate to give us what may only be present expectations. Give the committee something to work on and start plugging now to make the Rendezvous a success. This is your chance to show that you will pitch in and help.

