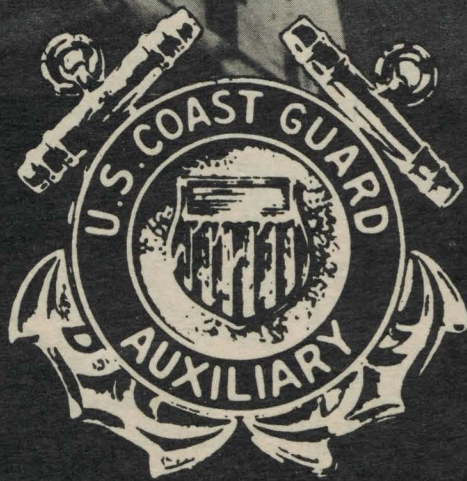
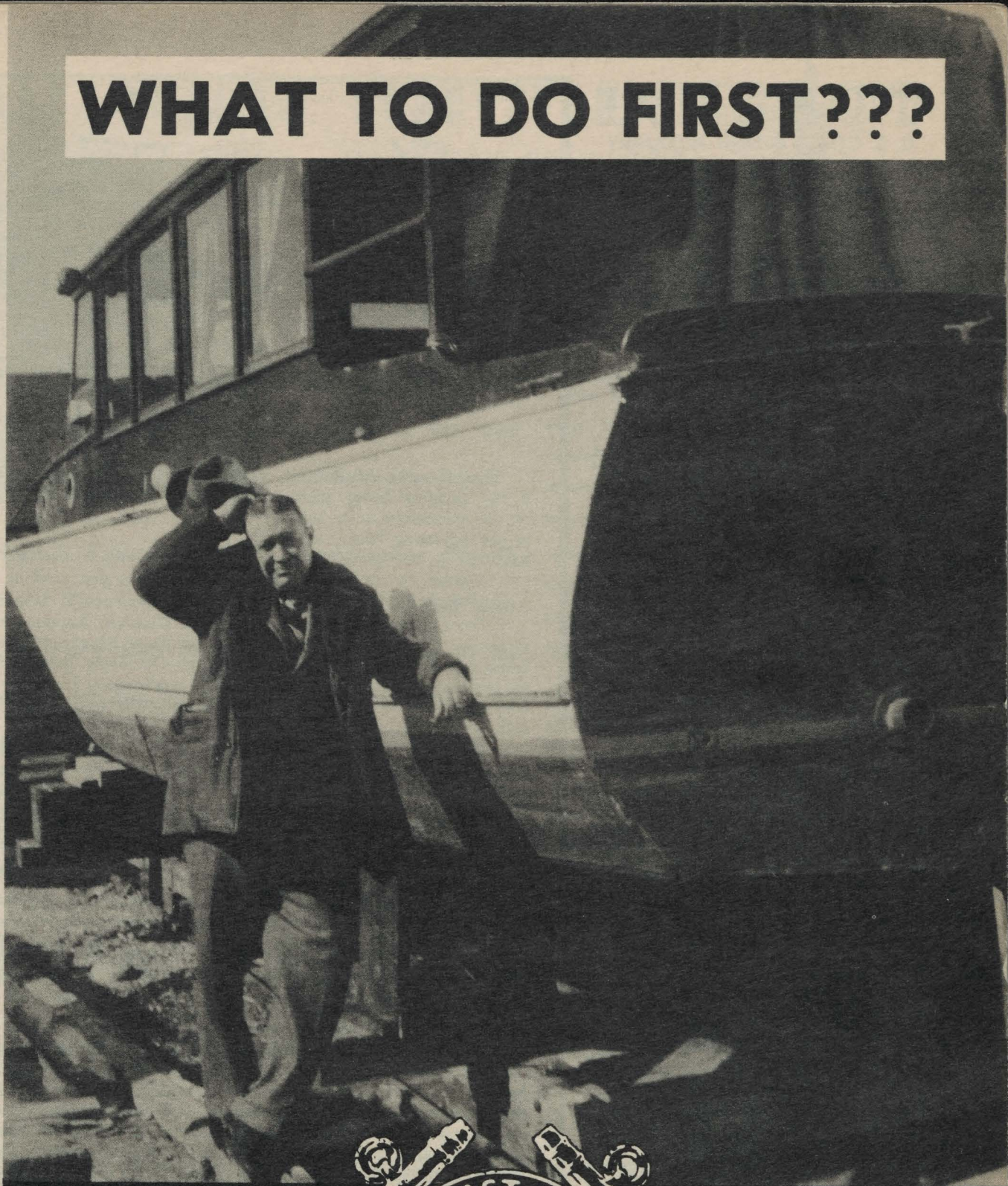


TOPSIDE

WHAT TO DO FIRST???



APRIL
1947

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

DR. C. FRAZIER HADLEY
Vice-Commodore

CHARLES SPROWLES
Training Officer

JERRY MARCUS
Editor

Vol. 5 APRIL, 1947 No. 4

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.

SUBSCRIPTION — \$1.00 PER YEAR

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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

14 APRIL

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

The big news this month is the progress being made on the rendezvous to be held at the operating base, Cape May, N. J., on the week-end of August 2, 3 and 4, and we are setting out to make the rendezvous the biggest thing yet produced in the Fourth C.G. District.

The Commodore, Regatta Chairman, Director, Representatives of all Divisions, Commander Don Lear of the Cape May Flotilla, and Commander J. F. McCue, Commander of the Operating Base at Cape May, all met on Sunday, March 9th to make preliminary plans for the event. *The City Fathers of Cape May are backing the celebration with money and complete co-operation.*

The District Board meeting, held at Gloucester, on 12 March, was mostly concerned with the rendezvous, but it also ordered an initial supply of CGA license plate devices which show the Seal of the organization in Blue on Gold. These little tags should be displayed on all our cars for advertising reasons in addition to the satisfaction to be felt from the privilege of belonging. The Director has spoken for one for his car if and when he can find a new right front fender.

The Chief Director climbed my back and exploded about receiving no recent reports as to the status of our members and facilities. If each Flotilla Commander can't get me an up-to-date list of his boats and radios, they had better start making plans for the reception for a new Director. This one will be at sea somewhere far away.

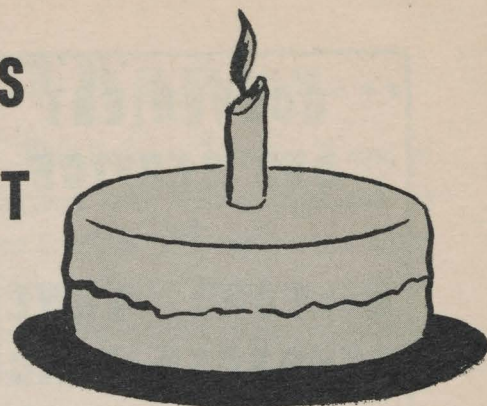
The encouraging reports from many of the Flotillas on the advanced stage of training attended by their Courtesy Inspectors is very gratifying, but this is a job for all hands and every Flotilla must do its share to make the program a success in this District. Adding to your membership is the biggest reward we can offer for a good job on this assignment. The Director wishes to point with pride to the Trenton Flotilla for the excellent preparations they have made and reported to this office. Flotilla Training Officers, please report the status of your Courtesy Inspection training to the *District Training Officer* as soon as you read this corner. If you can't phone him at least write a card. His address is 763 Castlewood Road, Glenside, Penna. You can reach him by phone and his name is Charlie Sprowles. Remember?

Flotilla Commanders . . . while you are checking your facilities, make sure that the owners contact the Flotilla Inspector to advise him as to the time and place their boats can be inspected. *Remember that no Auxiliary boat in this District will be issued the "Decal" seal unless their boat passes the AUXILIARY BOAT INSPECTION.*

Any Auxiliary boat flying the Auxiliary Flag without the "Decal" in sight or on board will be an impostor. Boat owners note and get your craft inspected as soon as possible.

FIRST ANNUAL RENDEZVOUS CAPE MAY, 2, 3 and 4 AUGUST

To Celebrate Coast Guard Day



Chairman "Bill" Griscom and his committee are working on plans for a Gala Affair, full of fun and action, that will last three days and two evenings.

Captain F. J. Sexton, USCG, Commander, Fourth Coast Guard District, has assured us of the full support of his entire staff to make the event one to be remembered and one to be attended from year to year.

The events will be of interest to all members, their wives and families.

The committee's plans to date include—Predicted Log Races to Cape May.

Dinghy Races, rowing and outboard.

Baseball Game.

Buffet Supper and Dance at Cape May C.G. Base.

Small Sailing Class Boat Races.

Offshore Sailing Race.

Outboard Hydroplane Races.

Concert on Convention Hall Pier.

Coast Guard Vessels of 4CGD open for Public Inspection.

Pulling Boat Races.

Breeches Buoy Races.

Capsize Drill.

Rescue by Helicopter.

Something for one and all to see and do. **MAKE A DATE NOW FOR YOU AND YOUR FAMILY TO ATTEND.** The local committee at Cape May will arrange for rooms over the weekend. **MORE DETAILS LATER.**

CABIN TALK

BY THE
COMMODORE



TOPSIDE is your magazine, and through its pages you learn of the activities throughout the District. Our Flotilla Log section has not always had complete representation because some Flotilla Publicity Officers have not made the deadline. If you members feed them the information it will make their job an easier one. Your experiences can be written as a special article or recorded briefly in the Log. Do not worry about how they are written, the Editor can dress them up.

Flotilla Publicity Officers should write up such Flotilla events as Training Courses, cruises, lectures, etc., visiting C.G. officers and local celebrities, special features of local interest, nautical hints and ideas originated by members, rescues or assistance given by Flotilla members.

How about photographs of Auxiliary Activities? *Someone said that one picture is worth a thousand words.* Your Publicity Officer could use them with his report, or perhaps you could write an article about the subject of the photos.

Our advertising growth has lagged. A little work on your part may bring in an ad that will present new and advanced items of equipment for the benefit of our members. Patronize our advertisers and let them know you saw their ad in TOPSIDE.

Our rates are: full page, \$30.00 — one-half page, \$20.00 — one-third page, \$15.00 and one-sixth page, \$10.00. With TOPSIDE distributed throughout the Fourth Coast Guard District to the extent of two thousand copies, our advertisers are assured of an interested group of readers at a low cost.

W. LYLE HOLMES, JR.

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FLOTILLA 26 PUTS LOCAL RECRUITING DRIVE ON THE AIR

Co-operating with the Coast Guard Recruiting Station in Trenton, Flotilla 26 has been successful in promoting Coast Guard recruiting in a way calculated to cover the entire Trenton area.

Arrangements have been made with radio station WBUD, Morrisville, Pennsylvania, to carry "The Coast Guard on Parade" for one-half hour every Friday evening, 2015 to 2045 at no expense to the Coast Guard.

In addition to the half-hour broadcasts on WBUD, there are spot announcements at intervals on Trenton's station WTTM, one of the NBC stations. Coast Guard recruiting is promoted in Italian, Hungarian and Polish, in foreign language programs directed by James Stolcz, one of Trenton's Flotilla members.

FLORENCE V PREPARATIONS

Conditioning of the Florence V will be done between March 14 and April 15. We are asking for volunteers from the Auxiliary to do this work. We want men familiar with mechanics, electricity, refrigeration, plumbing, woodworking, painting, and general work.

Also, all men interested in the Skipper or Motor Mac jobs in addition to those already qualified, should qualify previous to April 15.

Men interested please drop a post-card to C. S. Brubaker, Box 375, West Chester, Pa., stating your name, address, phone number, Flotilla, category or qualification desired and convenient time available.

FLORENCE V RESERVATIONS TO DATE

Flotilla 22—May 30-31, June 1.

Flotilla 51—June 7 to 13 inc.

Flotilla 24—June 21-22.

Flotilla 52—June 28-29.

Flotilla 51—Sept. 18 to 21 inc.

Flotilla 22—Sept. 27-28.

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

1. When would a sailing vessel not have the right of way over a motor boat?
2. What is the proper whistle signal when two vessels are passing port-to-port?
3. (a) How many points are there around a vessel?
(b) How many points in 45 degrees?
(c) How many degrees to one point?
4. When a sailing vessel is close-hauled, it is approximately how many points off the wind?
5. When two sailing vessels are nearing each other, both close-hauled, A with the wind on its starboard, and B with the wind on its port, which must give way to the other?
6. A motor boat under sail and power at night, displays only the lights of a sailboat.
(a) Does she have the privileges of a sailboat?
(b) Should she sound whistle signals?
7. When are passing signals given?
8. Has a vessel under sail and power, daytime, the rights of a sailboat or motor boat?
9. What is the meaning of one long blast? (Two cases)
10. (a) Are fog horns required on Motor Boats?
(b) How are fog signals given on a Motor Boat at anchor?
(c) How are fog signals given on a towed vessel?

Answers on Page 16

LET'S GO, MEN - WE HAVE PLENTY TO DO

By CHARLES SPROWLES, District Training Officer

The Auxiliary now has enough activities to keep all of its members busy. There have been members who have used "lack of something to do" as their reason for non-attendance at meetings and general lack of interest in the Auxiliary, but these reasons are fast vanishing.

Let's outline these activities for you:

Starting in May the beach stations will be available for members of the Auxiliary to go down to over week-ends. This work on the stations proved interesting to those going down last year. Anyone wanting a taste of life in the Coast Guard will surely find it there, and you will receive a welcome from the Regulars and be treated as a Regular while there. Get in touch with the Commander of your Flotilla and he will make arrangements for you.

The 83' Cutter is being conditioned by the Auxiliary members, to be used by the Auxiliary on training work. . . . Like having your own boat, there is always plenty of hard work before sailing, and for the fellows who don't own a boat of their own, here is their chance for boat work. So far very few are reporting for the hard work, but when the boat is conditioned, those Flotillas having worked to condition her will be assured of berths aboard her. Your Flotilla officers are scheduling work details and arranging crews, see them for particulars.

The Courtesy-boarding program for inspecting boats is under way and classes are being conducted at your Flotilla meetings to prepare members for inspection crews.

Coast Guard Institute study classes are being started in your Flotillas and these cover many interesting subjects. Examinations by the Coast Guard Institute will be given upon completion of study classes and advancement in ratings are based on your taking these courses and passing the examinations.

Plans for lecture classes are under way for the general public. Last year Al La Sor ran such a class at the Training Base and enough interest was shown to encourage our trying it again. The subjects covered in the lectures are to be:

No. 1, Equipment and Government Regulations.

No. 2, Rules of the Road.

No. 3, Aids to Navigation.

No. 4, Safety at Sea and Seamanship.

No. 5, The Mariner's Compass.

No. 6, Charts and Piloting.

No. 7, Manners and Customs.

Cards will be passed out at the Motor Boat Show being held at Convention Hall, March 24 to 29, and anyone desiring to attend these classes will designate their desire to do so by signing a card and will be notified when and where such classes will be held. The success of this venture will depend on how many people will attend such classes. These classes are for Auxiliary members as well as the general public if you wish to attend.

The Florence V will run again this year. This affords additional boating for the non-boat owners. Has your Flotilla made its reservation?

Plans for a Rendezvous are taking solid form. This is an activity for all members. Watch TOPSIDE for details.

A 150-Watt Radio Transmitter is ready for installation at the Coast Guard Base at Gloucester. The 83' Cutter has radio and radar equipment aboard, and some Auxiliary members have their own radio facilities in operation.

With so many activities to interest boat owners, non-boat owners and radio men, the Coast Guard Auxiliary has enough to keep the interest of its present members, and should attract new members. It is now up to the membership to keep these activities in motion.

Thanks...

This issue of TOPSIDE is one of the best that I have been able to put together in many moons. Your Editor's hearty thanks go out to the many contributors who have come through with ads, material and pictures.

Thanks are especially due to our Commodore, W. Lyle Holmes, Jr., who, in addition to handling his own rigorous schedule of duties, has made it an unailing habit to sit with the Editor on "Deadline Day" and stick till wee hours, till we put TOPSIDE "to bed."

Please keep the ads, stories and photos coming in . . . especially the photos.

Y^E EDITOR.

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OUR LADY . . .

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

Continued From March Issue

A schedule was set up with two men in the wheelhouse, one at the helm and one as navigator, with a new man coming up every hour and we started to run courses. At 1200, we took a position off Fairlee; at 1300, off N 6 Buoy; and 1400, at Fl. G. 7, then we ran a course to Baltimore light and took a position off Gibson Island at 1500, after which we set a southerly course off Sandy Pt. light.

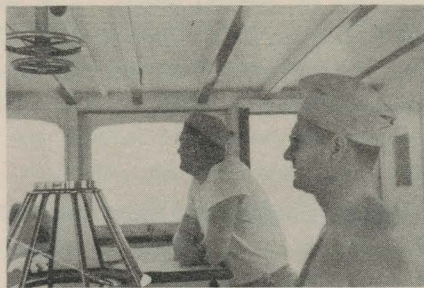
The rain had stopped about 1100 and the clouds were now cumulus with a blue sky, so the boys were enjoying the sights. We could see the towers of Annapolis very plainly and took a position off Greenbury Pt. at 1600.

We arrived at the Yacht Club dock at 1640 and after chow, a watch was set up and the men went ashore to explore the town. Colors were made at 2000. We had numerous visitors on board to look me over during the evening and the boys were enjoying their conversations. At about 2400, everyone was sacked and we were to enjoy a good night's rest, since the S. E. breeze was keeping me off the dock.

In the morning, the men hit the deck at 0700 and after washing me down and chow was over, we made colors at 0800. The water tanks were not full as yet and our departure was delayed somewhat, since a light fog was laying on the horizon; however, we departed at about 0830 and quietly worked our way out the Severn to the Greenbury Shoal light at the mouth and set a course S. E. down to Thomas Pt. light, where we changed our course to E. over alongside the southern portion of Kent Island, where the boys got out their fishing tackle, for some trolling for stripers. We headed north while trolling and took a position off Matapeake at 1100. At 1200, we lay off Love Pt. lighthouse while having chow, after which we started our return trip to Georgetown.

We took a position off Worton at 1400 and Betterton at 1500 and washed down while underway in the Sassafras, taking a position off Freeman's Creek at 1600 and docked at Wilson's at 1635, where the group from 21 went ashore. My crew took me out to the anchorage after Wilson's man had put 135 gallons of gas aboard. We had a fine cruise after a bad start and travelled 112 nautical miles.

After laying in the anchorage a few days some men came out and boarded the Sakonnett and soon after took her



Brubaker, Flotilla 22, and Savage, Flotilla, 23, in the pilot house.

to the dock in front of the Granary where in the olden days many a wind-jammer had unloaded her grain. The old mill is now used as a restaurant and by the talk I hear they serve a delicious meal.

Much to my surprise Wilson's tender headed towards me on Thursday evening and I recognized some of the crew. At 1900 Skipper Weir Levering came aboard with Newton, Renner, Von Uffel, Sheard, Johnstone, De Biaso and Fisher, and I learned we were going out with Flo No. 24 for three days.

After my hatches, ports, etc. were opened, the blowers were started. Von Uffel started my engines, and we dropped the mooring, proceeding to Wilson's dock where we tied up at 2015. At 2330 Pepper, Scoble, Diehl, Tex Sutorius and Andy Pala came aboard. At 2345 Weiss, Batey, Thomas, Adams and Lew DeMarco came aboard. We had a light breeze from the west so we nestled down from the dock for a very quiet rest since all the men were now aboard.

All hands were on deck at 0700 and washed me down before chow, after which colors were made at 0800 and my water tanks were filling while Wilson's man pumped 100 gals. of gas aboard.

We departed at 0830 and picked our way through the anchorage heading down river. It was a beautiful day with a slight westerly breeze, the clouds were of the cirrus variety, the glass reading was 29.57 and the temperature 74°.

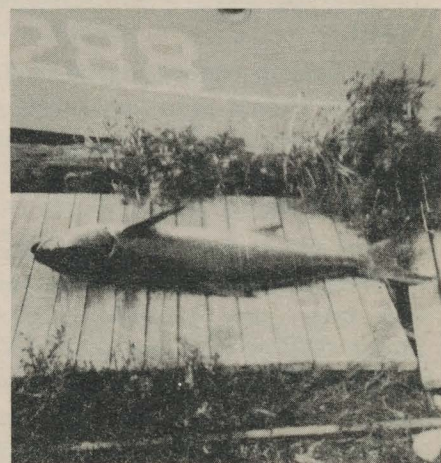
We took our first position off Ordinary Point at 0900 and our next off Howell Pt. entering the bay at 1000, where we set a course down the eastern shore line and took a position off Poole Island at 1100 and Swan Pt. at noon.

Then our course was set to S.W. towards Sandy Pt. light where we took a position at 1300. We entered the Severn at 1330 and docked at the U. S. Naval Academy dock at 1400.

After the group had gone ashore on a sight-seeing trip of the Academy we departed their dock at 1700 and moved over to the Yacht Club dock. Chow was put down at 1900 and colors made at 2000 after which liberty was given and the men went up to see the town. The southwesterly breeze kept me away from the dock so another enjoyable night was had by all.

By morning the breeze had shifted southerly, the glass read 29.58 while cumulus clouds hovered over with a temperature of 74° at 0800 when colors were made. After the different details had completed their chores we departed the Yacht Club dock at 1105 leisurely sailing down the Severn, changing our course to southerly at Greenbury Pt. towards Thomas Pt. light where we took a position at 1200; after which we took a S.E. course past Bloody Pt. and Poplar Island, taking our next position off Black Walnut Pt. at the south end of Tilghman Island where we entered the mouth of the beautiful Choptank River. At 1500 we took a position off the Choptank River light, heading north up the Tred Avon River.

We came about at No. 7 Spar in the Avon at 1540 and entered the Choptank off the light at 1630. The breeze had shifted to the west and the glass had dropped to 29.48 and a spitting rain prevailed. Visibility had decreased to 2 so we slowly made our way up the river towards Cambridge.



Food . . .!! A 12-lb. bass caught off Tilghman's Island.

As we approached the bridge at Cambridge preparing to go in to the Municipal Dock an Army Amphibian dropped a flare and landed aft of us since we were having a squall at the time. We stood by with lines ready to assist if called upon so to do.

We proceeded to the dock with the plane following us where all hands stood by until the squall had subsided and we docked at 1735. At 1810 the plane took off heading for its base and after the men had dressed they walked uptown in Cambridge to have dinner. This was my first appearance at Cambridge and the natives had a great time looking me over at the invitation of the men on board. At 2000 colors were made and we settled down for a quiet evening with a gentle N.W. breeze making up.

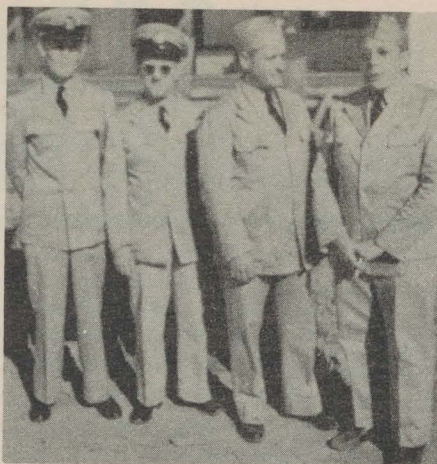
In the morning the gang hit the deck at 0700 and we departed the Cambridge dock at 0750, putting chow down while underway down the river. We took a position at 0900 off the Choptank River light and at 1000 Divine Services were conducted in the deck house. At 1115 we were off Poplar Island northbound and passed Bloody Pt. light abeam at 1215. We then passed Thomas Pt. Shoal light at 1245 and Sandy Pt. light at 1355, after which we changed our course to N.E. across the bay towards Tolchester which we passed abeam at 1545. At 1650 we took a position off Worton and Howell Pt. at 1800. This was the longest run I have had in one day for a very long time. The wind had shifted to the west, the temperature had climbed to 86 and the glass to 29.73 with a blue sky prevailing with scattered cumulus clouds. This indeed was ideal conditions to enter the beautiful Sassafras and Turner's was just loaded with small craft.

We had plenty of company coming up river and tied up at Wilson's dock at 1915.

After they pumped 226 gals. of gas aboard and had cleaned me up the boys of No. 24 went ashore and we departed the dock for the mooring at 1945. We moored at 2000 and Wilson's man took the crew off at 2020. This was the longest cruise up to now getting in 210 man miles and, incidentally, the best conditions generally than the previous cruises.

Here I was again in the beautiful anchorage at Georgetown alongside a Ketch with a black hull on the next mooring to await my next cruise.

Friday, May 24th, was a bright and clear day with a blue sky and cumulus clouds scattered throughout while the breeze was warm coming from the S.W. and I thought possibly our trip



Left to right: Lou Rodgers, 22; Geo. Savage, 23; Jim Swink, 22, and John Schwartz, 22.

was cancelled since no one had arrived up to dark, when suddenly I heard the purr of the tender coming 'round the bend and John Brown, Weir Levering, Walter Murren, Sam Hunt and Richard Davis came aboard at 2200. The blowers were started immediately and every place aired out while Murren prepared my motors which were started at 2210.

We departed the anchorage and docked at Wilson's at 2230 where a lot of new gear and supplies were awaiting on the dock. The 53 group from Harrisburg was our host on this cruise and a portion of them was awaiting our arrival.

At 2400 a watch was set up and all the fenders checked, since the breeze was holding me against the dock. The gangplank was pulled and the log showed that W. L. Scott, Roy English, Earl Garland, Homer Strickler, Wm. Manbeck, Jos. Gruber and Paul Smith, all of Harrisburg, were aboard.

The night at the pier had been comfortable; the crew awoke early and made all preparations. Colors were made at 0800 and between that and 0900 Appleby, Bard, Johnson, Milen, Riley, Rineer, Schreiner, Stephens and Wolf were aboard. A keen breakfast of fruit juice, bacon, eggs, toast and coffee was still being served as we got underway at 0918.

Bard was at the helm when we took a position at N 2 in the Sassafras and he was relieved by J. Riley who took a position at Still Pond at 1100. At 1215 we were off C 7 with Strickler at the helm who was relieved by Bard to Kent Island and Manbeck to Sandy Pt. light at 1400. At 1500 the engines were secured off Thomas Pt. Shoal light for fishing. No fish were caught, but George Schreiner ran a fish hook in his thumb and was given first aid. We made a run up the Severn to the bridge

and came about in front of the Academy at 1700 while a track meet was in progress. At 1725 we docked at the Yacht Club Pier and secured the motors. At 1800 we were asked to assist a sailboat aground in the river, to which we obliged and returned to the dock at 1845. After we were secure the decision was made to dine ashore. Some of the men went to the main dining room of Carvel Hall while others were the guests of Commodore Thompson of the Annapolis Y. C.

All were on board by 0130 and after the watch was set up lights were put out.

The morning was accompanied by a hazy condition on the horizon and so departure was delayed until 0900. The glass had dropped from 29.82 to 29.72 with a slight S.S.W. breeze and a temperature of 48.

We quietly worked our way out the Severn and reached Sandy Pt. at 1000. At 1045 a real fire drill was held when one broke out in the galley oven and was put out by S. P. Hunt with CO₂ and carbon tetrachloride. At 1100 we were off Rock Hall and services were held on the fan tail, led by Homer Strickler. We trolled for Rock fish in the middle ground from Swan Pt. to Tolchester where we took a position at 1200. We were off Worton at 1300 and at 1400 were entering the Sassafras with a hard rain prevailing. At 1500 we docked at Wilson's and waited for a let-up in the rain, after which the men from Harrisburg went ashore. We departed the dock and I was again put on the mooring at 1600. All sorts of craft were coming in out of the storm so the crew had to wait sometime before the tender came out after them.

(To Be Continued)



Cambridge Creek, Canneries in background.

ANNUAL BOAT INSPECTION

Director Hewins has stated, the following points must be uniformly complied with in the inspection this year:

"The perfunctory inspection sometimes practiced in past years cannot be tolerated. On passing the required inspection for the Auxiliary, the member boat will be issued the official 'decal' shield of approval. This seal will not be issued to any member boat which does not pass the Auxiliary requirements. No member will fly the Auxiliary Flag without displaying the 'decal'. The various inspectors will be instructed to report to the District Board any Auxiliary vessel flying the Auxiliary Flag without displaying the 'decal'.

"No waivers will be granted any vessel from the requirements of the vessel inspection. Any member having a complaint as to the requirements will forward such complaint to the District Board for the consideration of that body. The matter is beyond the discretion of the vessel inspector, regardless of that officer's rank. Such complaints should be put in the hands of the board immediately and should not be left for the discovery of the inspector."

FRED SAUTER

JEWELER

Headquarters

for

BULOVA — ELGIN

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Philadelphia

DRY ROT

By ALEXANDER "PETE" BAUER

If it be true that "iron men sailed wooden ships, and wooden men sail iron ships," we will, even if we become owners of metal craft, still have the problem of dry rot, because the malady is so persistent that it will then probably transfer itself over to us as owners. But most of us have wooden vessels, and we must be ever on the alert, for the ravages of dry rot will cost us many "iron men" if it strikes our "nail, thread and stick of wood."

Dry rot is a spore, germ or fungus which lives as a parasite in moist wood of almost every kind. It requires some oxygen and does not thrive as well when the wood is completely immersed in water, but the portions between wind and water are very vulnerable, as at the ground line of fence posts, at the water line of pilings, and at the upper ends where it gets into the end-grain. It is contagious and quickly spreads to contiguous timbers, but it is also infectious, being carried by the breeze from stricken timbers around the yard to attack an unprotected vessel. It will thrive where the wood is alternately wetted and dried, and rain water getting through the decks will cause damage quickly. Moisture accumulates in unprotected end-grain, in bruised timbers and at the joints, and it is in these places we must look.

The wood becomes soft and spongy when wet, and brittle when dry; fastenings will not hold and the timbers will sag or move. Paint will not hold on wood that has been attacked. If you suspect a timber, get up close and sniff—if there is dry rot present, you will notice a pronounced musty smell. Prod with a knife, across grain, or with an ice pick and if either sinks in easily, you have found a spot. The most vulnerable places are at joints, as in the heel of the ribs at the keel, under fashion pieces in the stern, in the rabbitt and scarfs in the stem, under butt blocks, around built-in ice boxes, under the head and sink, near tanks which sweat, back of closed ceilings where they do not get sufficient air, where water gets in the seams at the bits; and, in sail boats, under the bowsprit, at the mast partners, in the wedges and at the cross trees. It is good practice to drill a small drain hole in the mast step so that the mast does not stand in a puddle. Centerboards and wells are difficult to dry and paint, and are particularly vulnerable. The only cure is to remove all the diseased wood and replace, the sooner the better.

Rangoon teak, cedar, mahogany, walnut, cypress, hackmatack, white oak, white and long leaf yellow pine have good reputations to withstand rot better than Oregon pine (called "organ" pine in the lower Chesapeake) short leaf pine, fir, red oak and others. Even the best woods will rot if painted when infected or before being properly cured. Proper kiln drying seems to kill the spores. If you are having a new boat built, take every precaution in this regard. I believe that marine glue at the joints and at the ends of timbers would be the best protection. The obvious care after building is to keep the timbers dry by having a tight ship, both deck and bilge, and airing well at every opportunity.

A good winter cover is a great help, but have some system of ventilation under it. Remove all gear from the cabins, because rope and mattresses absorb moisture from the air and hold it. Allow air to get to lockers, open all ports, lift the floor boards, even during the week while in commission, and the engine hatch whenever you possibly can.

All rot is not dry rot. Ice box drainage is just as bad, and water dripping on a battery and running into the bilge is even worse. Keep the battery in a lead pan and dry, but allow the combustible oxygen and hydrogen to escape. If the ice box drains into the bilge, let it drip onto a piece of rock salt in a box, although this is not a sure preventive.

When you paint, remember that it is for protection as well as for appearance. Get old brittle paint off, especially at the joints, and let the paint get to the wood and seal the cracks.

I believe the advertisements for the various rot preventives, although some yachtsmen, considered authorities, do not even mention their use in their books. I do not like the odor some preparations have, and certainly the bugs would not like it. If you use it in the cabin, do so in the Fall so that the worst of the odors will be gone by Spring. An old sailmaker told me that some preparations will rot canvas exposed to the hot sun quicker than will mildew, but I cannot say I have had such experience.

Remember, keep the timbers dry, ventilate constantly, paint and varnish carefully, and if dry rot strikes, cut, and cut deep immediately.

The LOG of FLOTILLA ACTIVITIES

FLOTILLA 13, SEASIDE PARK

The Special Activities Committee, of Flotilla 13, is doing things to make meetings more interesting and members are missing something worth-while when they fail to attend these gatherings. For the February meeting at Bromley Inn, Trenton, we had as our guest CMM E. T. Gurren, who gave a talk on submarine warfare in the Pacific. Chief Gurren was with the Pacific Fleet when the Japanese attacked Pearl Harbor and served through the entire war in this theater.

At the March meeting, held at Nottingham Fire House, Hamilton Square, Division Captain R. Earle Leonard aroused enthusiasm by his announcement of a possible District Training Base in our area, which would be particularly attractive this spring and summer. There was also discussion of another cruise aboard the Florence V in the late summer or fall. This, together with plans for regatta patrols, boarding and inspection of boats, and a campaign for new boat-owning members will be taken up at the April meeting. Through the kindness of our Hamilton Square delegation, this meeting will again be held in the hospitable Nottingham Fire House in that community on Wednesday, 9 April.

—Victor H. Panek.

FLOTILLA 21, QUAKER CITY

Our guest at our March 6th meeting at the Wissinoming Yacht Club was

none other than COMMANDER HEWINS, who needs no introduction to all Flotilla members. We were glad to have the Commander with us.

We did some interesting dry land cruising up and down the Delaware River at this meeting.

Understand Citations will be taken care of as soon as the records are complete.

Flotilla 21 was represented at the U. S. Coast Guard booth in the Philadelphia Sportsmen's Show at Convention Hall. The Coast Guard had on exhibit a swamp boat and life boat. A number of No. 21 members operated these boats, but they did look larger out of water.

We are glad to say Francis Coll will be back with us soon. He is recuperating from a serious operation. You just can't keep a good man down.

At the close of our meeting Steward Jacobs prepared the best lunch of his career. "Cookie Jacobs is really learning to cook."

—Horace G. Kleinfelder, Jr.

FLOTILLA 22, ESSINGTON

Well, fellas, it has been a tough winter, but during the first three months of this year, we were in a good position to organize our facilities to a degree, which will make our Flotilla one of the most outstanding ones—in not only the district—but in the entire country.

Under Eugene Mahlmeister, the GUNNERY group has made great strides in its specialty, pistol shooting. Obtaining .45's has been no cinch. SAM SHUSTER has been an ardent and most loyal worker for the group, and as a "spark plug," has been unsurpassed.

In the ENTERTAINMENT division, Al Smith and his trusty lads are doing very well. At this reading, the Stag Dinner, given at the Aronimink Casino, on March 10, will have been a matter of the past. But, they are not resting on their laurels, for they are working on our next social, the Flotilla Dinner, Show, and Dance—and believe it or not, they are making plans for a FALL AFFAIR which will have the boys buzzing.

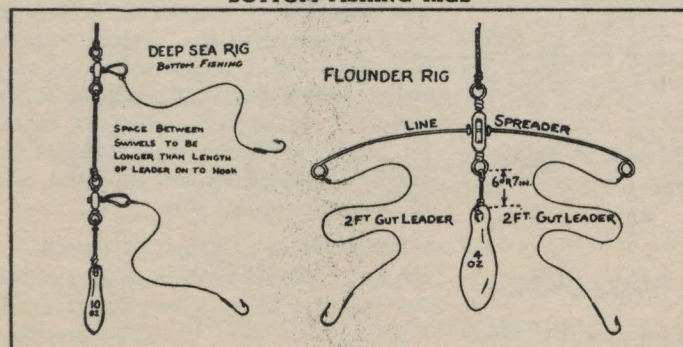
In the CLOTHING and SUPPLIES department, Johnnie Schwarz gives the Flotilla a great deal of his time. He fills your orders promptly, takes your cash, and is constantly reminding the boys, that they had better be ready when the call comes.

As for Operations, most of us "old fogies" have been waiting for our chilled bones to thaw out, and what with the 83-footer waiting for us, the Jersey Coast Station work, and the Florence Cruises just around the corner, this li'l ol' Flotilla is gonna be plenty busy.

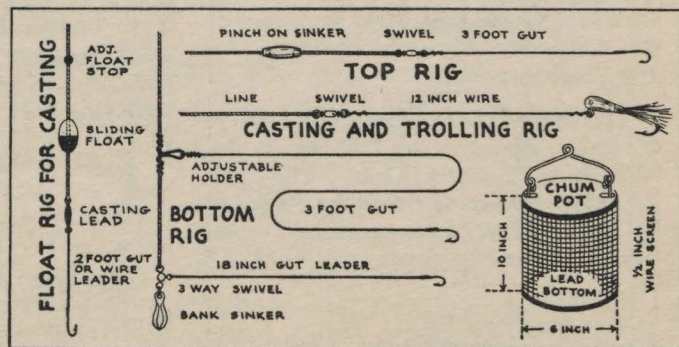
And TRAINING? Claude Brubaker certainly picked a winner when he organized the FORUM QUIZ. This bit of informal question and answer work has proven to be a great success. Men who are specialists in various branches of Coast Guard work act as a board and

(Continued on Page 10)

BOTTOM FISHING RIGS



BAY FISHING RIGS



(Continued from Page 9)

answer questions thrown at them by the men. Brubaker presides over these classes and is ever ready to elaborate on any explanation.

At this point, we come to Publicity. Your Publicity Officer had been a bit proud of the work of his Committee, but he did get a set-back last month. It has taught him a lesson that DEAD-LINES MUST BE MET.

Quite a few of our boys served at the Sportsmen's Show. I served Thursday night, March 6, a little reluctantly at first, because I had other matters to which I had to attend, but as always—the Auxiliary comes first.

—Martin J. Sandberg.

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FLOTILLA 23, DREDGE HARBOR

Flotilla 23 met at the Gloucester Base on February 11. "Longie" announced at the meeting that he has purchased a complete set of radio communication equipment and is very generously loaning it to the Flotilla for use at Harvey Cedars this summer. Regular Coast Guard call letters have been assigned for our use.

The Flotilla moved at this meeting to authorize Comm. Knorr to speak for us in all future negotiations concerning the Florence.

Daniel M. Wise, former Commander in the Coast Guard and now Fire Chief at the Philadelphia Navy Yard, was our guest. Mr. Wise was in charge of fire-fighting operations for the 4th Naval District during the war. We're all glad to know that he is in the process of becoming a member of our Flotilla.

Leroy Hoch gave us our first instructions regarding the Courtesy Boarding program. We will receive further instruction at future meetings.

Our boat-building program is proceeding satisfactorily in the capable hands of a crew of Auxiliarists. We're all awaiting the day when members of 23 can unfurl the sails and head for the "high seas."

Our annual dinner dance was held on Saturday, March 8, at 7 P. M. at the Woodbury Country Club. The consensus of opinion is that it was a grand success. Chow was excellent, music very good and speeches very brief.

Brothers, get out your paint brushes and your old dungarees. Comm. Knorr

says Harvey Cedars needs a new spring coat.

It won't be long now, boys; Heighde-ho and away we'll go to the sunny shores of Long Beach Island.

—Paul W. Carleton, Jr.

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FLOTILLA 24, DELAWARE RIVER

4 March, 1947, marked the Fifth Anniversary of Flotilla 24 and our celebration of the occasion was well attended. A "Frolic" seems to be the best name for it, and that we did. There was dancing and eats, and drinks and prizes. Everyone had a good time, as we usually do when the ladies are with us. Commander and Mrs. Hewins and our new Commodore and Mrs. Holmes were there to enjoy the gaiety.

Plans for a busy 1947 boating season are well under way and the Courtesy Boarding Program will head the list. The men who had been studying for the Navigator's Exam will complete the study of that subject as outlined by the Coast Guard Institute.

Arrangements for launching time have been made, with the appointment of a live wire Boat Inspector. John Thomaszewski is the man who will be on our necks in another month or so. He'll want to get his job done, and will do his best to give you the service you want. Just let John know when and where you'll drop her in. He can't make the inspection if you keep your launching a secret.

A cruise on the Florence "V" this summer should be something a little different than heretofore, and the date 24 has asked for is 21 and 22 June. This will be a pleasure trip and we'll make up our own crew, so start planning NOW or you might be left out. The Flotilla has already posted the fee, and the date is definite. And while we're on the subject of "Dates," there are plenty of same open for repairs to "Florence" now under way. You can scrape her bottom or caress her sides with a paint brush and lots of other specialties, just call your Flotilla Commander, he'll send your name in for the time you want to go.

—Edward P. Willard.

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FLOTILLA 25, FARRAGUT

Meetings on the 2nd and 4th Mon-

day evenings are progressing with new enthusiasm. After the regular business a review of Rules of the Road, Navigation, Lights and Buoys have been discussed. The results showed the boys needed very little brushing up, proving the training they received during the war is not easily forgotten.

Cy Bowden and his able-bodied crew are getting the lower decks of the 83-footer back into shape with a little well applied paint. Their aim, along with the other Flotillas that are working on the vessel, is to make this ship one to be proud of in the Auxiliary.

Jim Mears reports radio communications have been holding regular drills on the airways as per schedule. This Coast Guard network is heard from Lancaster, Pa., to the main station, NMK, at Cape May, N. J.

Sam Hunt, our training officer, has been holding special instructions on Courtesy Boat Inspection. This group will take its examinations at the end of this month, March. If you are not acquainted with the requirements for motorboats this year, now is your opportunity to find the answer at these special classes.

Conrad Deuter and Norwood Richardson have been appointed instructors for the C.G. Institute correspondence courses for Coxswain and Radioman 3c, respectively. See Deuter or Richardson on enrollment in their class.

Two new members, J. Forrest, a boat-owner and F. Stewart, a radio owner, are now members of our Flotilla. Welcome to our group fellows and make yourself one of us—on the water or on the airways.

—John P. McHenry, Jr.

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FLOTILLA 26, TRENTON

Communications Officer Bill Garry certainly gave an enthusiastic report on the activities of his group throughout the District. Bill's own station is set-up awaiting official inspection. This has been promised in the next few weeks. We have just received the good word that Trenton has been assigned one of the tank transmitters. NA4LL should be on the air from the tidewater line of the Delaware by the time this issue of TOPSIDE reaches you.

Owen Risley, BM 1/c, USCG, in charge of the Trenton Station, attended our last meeting. Owen gave us the highlights on local recruiting problems

urging all to secure applicants for the service.

A guest speaker at a previous meeting, Captain George Schmidt, had everyone on the edge of his seat as he demonstrated the various enemy and allied booby traps and mines. Every now and then one of them, armed with small charges, would explode to the surprise of all present.

Our Courtesy Boarding Program is well under way in Trenton. A special training meeting is held each week under the guidance of Training Officer Pelcz and Boat Inspector Young. Emil and Al are doing a bang-up job in this respect. Commander Feaster has made a special effort to present the coming program to local yachtsmen. He has carefully explained it to several Yacht Clubs in meeting and in so doing has obtained favorable local acceptance. At a meeting of the Delaware River Yachtsmen's League many were under a mistaken impression of what would be done by the Auxiliary, but a brief explanation by Bill cleared the air. We strongly recommend that every Flotilla begin now to lay the groundwork for the Spring program . . . it will pay dividends in smoother relations when the time comes to board your neighbor's vessel.

—Robert J. Bailey.

FLOTILLA 31, OCEAN CITY

Now I'm sure it was something I ate! After reading over this column in the March issue of TOPSIDE, it was apparent that the outstanding feature was the number of misspelled names. So I was going to rib Jerry Marcus about his printing plant, proofreading and editing until I looked over the carbon copy of the manuscript sent in. Good thing I didn't go after anybody, or I'd have been caught in my own bear trap. Hereafter, I'll read what I write before submitting. But it is hoped that some of you lugs knew your own

names, no matter how badly they were loused up. No protests seemed to indicate the column isn't read ennyhoo.*

But after reading the rest of the March edition, I didn't feel so bad on account of I was in equally bad rhetorical company on every page. Some time I want to check with the Director on that quotation about "A rose by any other name . . ."

The party for Earl Huston was a mellow one and thanks to Earle Leonard's very practical First Aid Kit, a better-than-average time was had by a select few. The majority really tried to get some work done.

Next month, mates, an effort will be made to develop some worth-while copy for this column as the old well is about dry at the present deadline. How about a little help?

—E. L. Johnstone.

* ED. NOTE — Don't take it too seriously, Ed, it's all in fun.

FLOTILLA 32, STONE HARBOR

The last three meetings of Flotilla 32 have been held in the home of Commander Jack Merkel and it is planned to hold one every month on the 1st or 2nd Thursday in the Philadelphia section and one in Stone Harbor at the Life Boat Station on the 3rd or 4th Friday of every month. Training Officer Held will start at the next meeting on a review course in boat handling and piloting. During the summer months it is planned to run weekly classes in Stone Harbor or Avalon. Slowly but surely, Webb Boyer, the Treasurer, is collecting dues that are badly needed.

We wish to welcome Jim Finan back into active Flotilla work. Jim was one of our hard working CPO's. Also a welcome to Commander James Slane, USNR, one of the original founders of Flotilla 32 and our Vice-Commander

until the Navy discovered his abilities and took him away. Talked to Harry Attmore over the week-end and he is desirous of becoming active in the Flotilla. Harry is now Borough Councilman of Stone Harbor, and he receives as much pay as he did in the Class "T" Reserve; good work, Harry.

We wish to report that thirty men have re-enrolled for the next three years about twenty of these are boat owners. The prospects for new members are looking better every day.

—Earl Huston.

FLOTILLA 34, MAURICE RIVER

The boys haven't had much chance to wear their uniforms lately since the order of the day calls for dungarees. Scotty, our Commander, insists on everybody attending the meetings dressed for hard work, until our new Base is completely renovated.

The biggest squawk is not because of the work order but because Scotty grabs the broom every five minutes and starts to clean house. Conditions being what they are, it doesn't take long for the atmosphere to become zero-zero

(Continued on Page 12)

TOPSIDE NEEDS ADS

OUR RATES ARE:

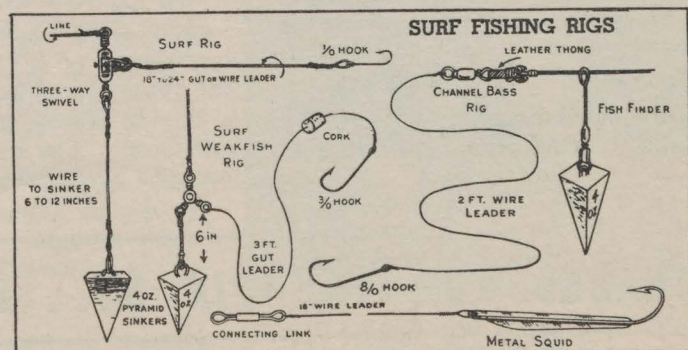
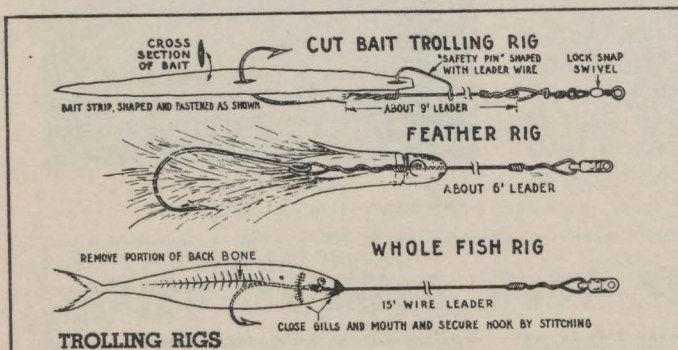
1/6 Page—\$10.00 per issue

1/3 Page—\$15.00 per issue

1/2 Page—\$20.00 per issue

Full Page—\$30.00 per issue

TRY TO GET A FEW MORE



(Continued from Page 11)

and we have to use radar to pound the nails.

Our new Base always had a back door but never a front one, so we decided quite a while ago to open a hole in the brick wall for a front door. It's been pretty cold to attempt it but Scotty has been yelling "open the door, Rich-



No. 1, Headquarters

ard," for such a long time that it was finally accomplished. Lew Airey and Scotty shelved their religion long enough last Sunday to make the accomplishment.

We're going to take some pictures of the place for TOPSIDE if we can ever steal a few flashbulbs. No time exposures for us — we must catch the terrific spirit of activity while the boys are hard at it. Especially while they are taking that pause that refreshes (with pretzels).

—Mark Scoble.



No. 2, Ronnie-S

FLOTILLA 35, CAPE MAY

Our first words must be an apology for not getting into print for the last two issues. Some of our trouble was due to the loss of our radio expert, "Skipper Bougher." Commander Don Lear has again secured the services of another capable radio man and he has been getting the boys ready for Third Class licenses the past few weeks.

Don is also on the go, making plans for the coming Rendezvous which, as you probably all know, will be held in Cape May on August 2, 3, and 4th and I personally want to advise every Auxiliary member they will surely miss the time of their lives if they miss this affair. Every effort is being made by the committee to make this the most enjoyable event ever sponsored by the Coast Guard Auxiliary. I understand that Commander McCue of the Cape May Base is making ready about five hundred bunks in the old Spar building to sack the "Stags" when they arrive. So get your sights set for Cape May in August and bring the whole family for a good time.



No. 3, Marion-H

At our meeting of 6 February, Charlie Young, our new membership chairman, suggested the idea of procuring the names of local boat men now berthed at the "landing" and to send them an invitation to attend our next meeting to discuss the possibility of joining our organization.

Speaking of meeting places, we are now located in our own headquarters. The Coast Guard has given us the use of the old fireboat station on Cape Island Creek. The station has all facilities and a covered slip about 30 ft. long.



No. 4, Fluron

This has given us the needed "lift" to lend environment and color in order to get the commercial and party boatmen into the Flotilla. The old story still holds true, "there is nothing like your own home." If you happen into Cape May don't forget to look us up and we will try to show you that the WELCOME mat is not worn out.

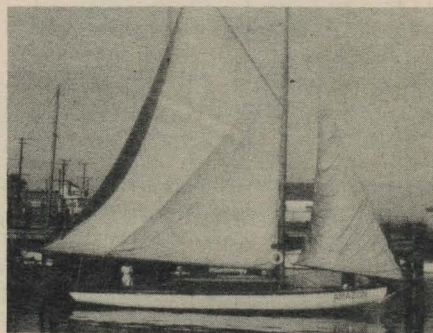
Picture #1 shows our new home. Unfortunately it does not tell the whole story. As I mentioned before, the rear is a beautiful covered slip on the Cape Island Creek, just opposite the Schellenger's Landing fish docks.

Picture #2 of the Ronnie-S which is owned jointly by Milt Deputy and Sandy Rubsamen. They use this boat for Cod fishing in the winter and take out parties in the summer.

Picture #3 of the Marion-H which is owned by Charlie Young, our membership chairman, and is used for the same purposes as the Ronnie-S.

Picture #4 of the Fluron owned by Russ Newkirk, our boat inspection chairman. Russ takes out parties in the summer but he says the Cod stuff is too damned cold and rugged for him.

Picture #5 of the Amazon owned by Les Sickel and now in Florida. Les made the cruise down last fall with another one of our members, Herm Stansell, and they tell me it was something to dream about the rest of your life.



No. 5, Amazon

THANKS FOR THE PIX 35...KEEP YOUR CAMERAS GOING

Picture on the front cover of this issue of TOPSIDE, is of the Onebel, owned by none other than our Commander Don Lear. He told me the picture was taken when he was deciding whether to burn the paint off or leave it go for another year.

If there has been any doubt in your minds that we have a real boating Flotilla I believe these pictures will help take the "D" out of doubt.

Don't forget — Cruise—Drive—Fly—to CAPE MAY IN AUGUST.

—Andy Knopp.

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FLOTILLA 51, READING

Work on the home of the READING FLOTILLA TRAINING BASE on the Schuylkill River has been held up somewhat by the winter weather, Philip Ziegler reports. The City Fathers of Reading have been very co-operative and Councilman Staub deserves hearty thanks for the work his department has done in clearing the property.

Robert Henninger and his ground crew did a swell job cleaning up all the rubbish, and burning all undesirable buildings. A meeting of the officers and house committee members was held the other week and the work on the house was outlined and scheduled. The first thing on the program will be the cementing of the cellar. William Cook, William Hermansader, Jack Lamson, James P. Snyder and their cohorts are all itching to go. Material for a fence is also being obtained from the City and work will be started on the backstop for the pistol and rifle range as soon as the weather breaks.

Reading members are planning to make up a motor caravan to a DINNER-DANCE and JOINT MEETING of all Flotillas in the Fourth and Fifth Divisions, to be held at American Legion Hall, Ephrata, Pa., on Friday, April 11, at 7:30 P. M., an affair to which ladies are invited.

At the last meeting of the Flotilla, a schedule of instruction classes for a courtesy boarding party was announced by Eugene Dellinger, training officer.

Hendrik Wentink, Division training officer, announces that the Flotilla's Spring cruise aboard the "Florence V" will take place the week of June 7 to 13. Hampton Roads, Va., the Mariners' Museum at Newport, one of the world's

outstanding exhibits of its kind, as well as Solomon's Island, Crisfield, Old Point Comfort and other points of interest will be visited.

Bob Rotz sold his boat *again*. . . . Ted Auman is waiting delivery of a 26-foot cruiser for use at Beach Haven. . . . Luke Parker is convalescing at his home in Stony Creek after his operation. . . . Doc Eshelman will have his leg out of the cast shortly and will be back in circulation. . . . Ed Daniels just got himself engaged, and we may see him once in a while. . . . Dave Hill is finally settled in his home in Johannesburg, South Africa.

—Matthew Romanski.

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FLOTILLA 52, LANCASTER

Our Flotilla is apparently going to make the post-war grade of keeping together. This is and was created through constant effort of officers and men in sports, gunnery, boat-handling quizzes, speakers, movies as well as "Bull" sessions after meetings. Some of our men, who after T. R. Dis-enrollment, thought that that was practically the end of good old 52, found dropping in on us was rather stimulating and now are coming regularly to our meetings.

Coast Guard on top, yes, that's it. Our basketball team took over the Lancaster Headquarters Battalion, No. 899, for a final score of 25-23 on January 28, 1947. Jeff Magee scored 9 of the points and Rod. Hawthorne scored 8. Credit for arrangements for this game goes to our active sports chairman, Francis Saxinger.

On February 6, 1947, Captain Philip Ziegler led the Division dinner meeting here at the Lancaster Stockyards Hotel. Officers from Reading 51, Lancaster 52, Harrisburg 53, and Wilmington 41, attended.

Our meeting on February 11, 1947, found Training Officer Joe Forrest conducting a quiz on boat handling. Surprising how much was forgotten but it took well with the boys. Recruiting Officer Gardiner Wilson announced a membership drive especially directed and intended for boat owners.

To show you how our active sports chairman, Francis Saxinger, follows up, there was a bowling match on February 27, between the Scuttlebutts and the Bilge Rats.

Meeting on February 25 brought

forth definite plans for joint meeting of Flotillas 51, 52, 53 and 41 at the Ephrata American Legion Home on Friday, April 11, at 7:30 P. M. Park Behm, Chairman, brought along many ideas for entertainment. Dance music was decided upon with tickets at \$2.25 each and informal.

On March 10th meeting we were honored by Lt. Com. C. I. Steel, of Philadelphia. He pointed out that we could help in the recruiting of regular Coast Guard Cadets for the Academy at New London, Conn.

Flotilla Commander Jack Schleenbaker followed through then by appointing Abe Herr, Chairman for Arrangements, to bring the Coast Guard Recruiting Program before our local high school seniors. Bill Maynard, Flotilla Communications Officer, announced that our Comm. men may expect an alert next month in the event of a telephone strike.

Our Commander announced that we have been fitted into the Florence V schedule on June 28 and 29. Tickets for the joint meeting, April 11, at American Legion Home, Ephrata, Pa., have been mailed out to Flotillas at Reading, Harrisburg and Wilmington; we are all looking forward to this date as a success, just as we look forward to revisiting our Training Base at Hance's Point, Md.

Flotilla Gunnery Officer Joe Cummings will have on hand rifles and 1000 rounds of ammo at next meeting, Monday, March 24, for tryouts at the Armory, Lancaster.

—Fred W. Joost.



On duty at the Phila. Sportsmen's Show February 28 to March 8.

MARINE RADIOTELEPHONE

A marine radiotelephone is, as its name implies, a unit of equipment intended to provide two-way radiotelephone communication service on board pleasure and commercial boats.

The equipment consists of a radio transmitter for sending and a radio receiver for receiving, together with a power supply to make the equipment usable in connection with the boat's regular source of current (usually batteries). The radiotelephone for pleasure boats is a simple, single purpose unit that is about as easy to operate as an ordinary telephone.

A radiotelephone usually contains circuits to permit communication over several radiotelephone channels, thus, for efficient, quick and easy operation, the modern radiotelephone is constructed with the transmitter and receiver built together into one cabinet, and so connected that the transmitter and receiver can be shifted from one channel to another simultaneously by operation of a single station selector switch, without necessity for "tuning in" separate parts.

The transmitter and receiver in "single unit" equipments are also connected in a manner that provides the user with instant control of "receive-send" during conversations by means of a single push button switch, usually located on the handset telephone.

International regulations require radio transmitters to be accurately controlled on frequency within very close tolerance limits to prevent interference with other channels. This frequency control is accomplished by using Piezo electric quartz crystals which confine the emission of the transmitter within extremely close limits of the crystal frequency. The radiotelephone transmitter is "fixed tuned" by this means on each channel for which crystals are provided; thus nothing is required of the operator but to set the channel selector switch for exact "tuning" on the frequency over which communication is desired.

Regulations also require the operator to monitor (listen-in) on a channel to



Telephone calls to and from pleasure craft are handled today with the same ease and speed as long distance calls are handled ashore. You need never be out of touch with home or office or the Coast Guard when equipped with a radiotelephone. This model operates on six crystal controlled channels. It has a compact 4-tube 25-watt transmitter and a 9-tube receiver, complete with push-to-talk handset and built-in loudspeaker.

see that it is clear, before making a call. If it were necessary to "tune-in" a channel by means of a conventional radio tuning dial, much difficulty, uncertainty and confusion might be experienced and time lost in "fishing" for a station that might not itself be on the air at the time. Confusion would certainly result in attempting to tune-in a shore station on a broadcast type of receiver by anyone not technically apt in radio matters. Shore station frequencies are only eight (8) kilocycles apart — only a hair line apart on an average radio tuning dial.

Therefore, modern radiotelephone receivers are fitted for crystal controlled operation to eliminate hand tuning and provide for channel selection simultaneously with the transmitter, thus providing the user with complete simplicity and accuracy. With this arrangement, a set of crystal, one transmitting and one receiving, is required to be installed

in the equipment for each frequency channel over which the radiotelephone is to be used.

Coastal-harbor radio telephone service is the facility for making two-way telephone calls ship-to-shore and ship-to-ship. While boats equipped with radiotelephones may communicate among themselves without reference, necessarily to any station on shore, calls to or from telephones ashore are all handled in the United States through regularly established facilities of the Bell Telephone System and other connecting companies.

Ships' service stations, through which ship-to-shore calls are handled, are located strategically along the Atlantic, Gulf and Pacific coasts, on the Great Lakes and along the Mississippi River. Calls to or from land telephones are handled by the telephone company through the shore marine exchange nearest the location of the boat. Radiotelephone units capable of very long range

transmission are therefore unnecessary.

In general, shore stations are so arranged that their radio service areas overlap. Thus, boats carrying radiotelephone apparatus even of moderate power may always be within range of ashore service stations when moving coastwise.

Coastal-harbor radiotelephone service is essentially a relatively short range service; both from the point of view of the frequencies employed in the 2000 to 3000 kc. band, and the limitation of output power for radiotelephone transmitters that can be accommodated by the average boat. This is due to the physical size of the equipment and power requirements in relation to the space available aboard the boat and capacity of its electric system.

Generally speaking, a daytime range up to 150 miles over open salt water is considered to be the practical limit for efficient, reliable communication service with shore stations, although calls over greater distances are commonly made.

Range, however, is subject to a number of variables, including geographical area, location of the boat, whether on fresh or salt water, season of the year, weather, time of day, and open water path between stations.

Other considerations having a direct bearing on range are concerned with details of installation of the equipment on a particular boat. These factors include location of the equipment, power output, type, height and length of antenna, adequacy of radio ground and of boat's electric power source.

At the time radiotelephone equipment is installed aboard a boat, the owner should contact the office of the telephone company serving the area in which the boat will be operated, to arrange for ship-to-shore service and establish an account for his boat.

Specific rates for ship telephone service will be quoted by the telephone company. Charges for service are made only for actual calls placed, and consist of a "radio link" charge in addition to regular land line person-to-person rates.

To place a call through a marine exchange to a land telephone:

1. Set the station selector switch to the position marked for the channel of the nearest shore station. Turn the power switch ON and listen (monitor the channel) to make certain that the channel isn't busy with another call.

2. When the channel is clear, signal the marine operator by pressing down the press-to-talk button in the handset, holding it down for a brief interval. Then, after several seconds, release the button and listen; usually the marine operator will promptly announce "(name of city) marine operator." If not, repeat this process and at the same time speak into the mouth-piece of the handset and say "(call letters) calling marine operator." Then release the press-to-talk button and listen.

3. When the marine operator responds, give the name of person and telephone number to which connection is desired, or if the number isn't known, give the name and address. The call

will then be completed in the same manner as a normal long distance call.

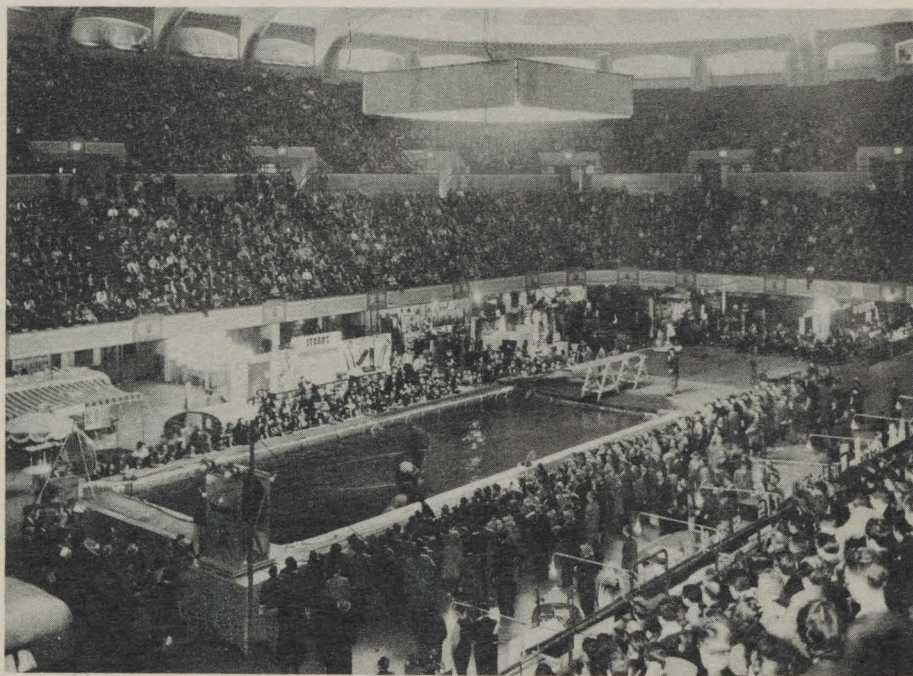
4. Remember that the user of the radiotelephone controls the conversation by means of the press-to-talk button. PRESS - to - TALK and RELEASE - to - LISTEN. Both parties of the call can not talk at once—because the radiotelephone antenna must be switched from the receiver to the transmitter to send and back to the receiver to hear the person ashore.

5. When the call is completed, announce "(call letters) off", return the handset to its mounting and turn the power switch off, unless it is desired to monitor the channel further.

Other boats can be called via the marine operator in the same manner as that described for calling shore telephones, thus boats can be reached through a land line link that are beyond the distance limits of your radiotele-

(Continued on Page 16)

GET YOUR BOAT READY FOR INSPECTION



This is the scene that Philadelphians will see during the Philadelphia Motorboat and Sportsmen's Show at Convention Hall, March 24 to 29, bringing to this city the largest collection of pleasure craft ever assembled, plus displays of all kinds of sporting equipment. Feature entertainment acts also are on the bill.

Mr. Henry E. Abbott
 Philadelphia High School
 47th & Walnut St.
 Phila., 39, Pa.

47th + Walnut St.,
 Phila., 39, Pa.

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phone. Such a call will be completed only if the ship called is standing by on the nearest marine exchange channel.

Direct calls to and from other boats may be made over the ship-to-ship channels. One channel 2738 kc. is limited to the exchange of "distress" and "safety" communications and to messages relating directly to the operation of the vessel. The second channel 2638 kc. may be used primarily for the same purposes as 2738 kc. and in addition for the ship's business including all matters concerned with the purposes for which the vessel itself is operated, including its navigation and protection.

Another boat is called by the process of setting the selector switch to the position marked for the ship-to-ship channel desired, monitoring the channel, and, when not busy, announcing the call letters of the boat called and the call

letters of the boat calling, thus, AWSQ calling ATPE, AWSQ off. When the other boat answers, the communication is carried on in a normal "telephone call manner."

Direct calls to the Coast Guard on the Coast Guard frequency channel may be made only on matters of "distress" or "safety". However, any of the departments of the Coast Guard may be called at any time through the shore station marine operator. The marine operator should be advised if the call pertains to distress or a request for assistance, and your call will then be connected to the nearest Coast Guard Communications Center.

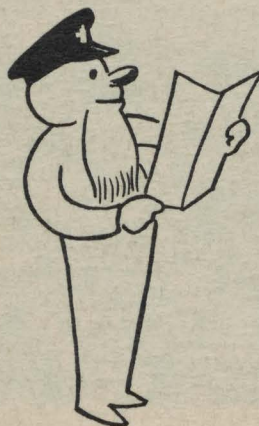
Official Government weather reports are broadcast on regular schedule by marine shore stations. The schedule will be furnished on request to the nearest station.

(To be continued in next issue of TOPSIDE)

ANSWERS TO THE BOSN'S LOCKER

1. When overtaking the motorboat.
2. One short blast answered by one short blast.
3. (a) 32
(b) 4
(c) $11\frac{1}{4}$ degrees.
4. As near to four points as she will sail.
5. B
6. (a) No. (b) Yes.
7. When there is danger of collision existing, and vessels are within sight of each other—not obscured by snow, rain, fog, etc.
8. Motor boat.
9. Long blast—vessel leaving a slip or rounding a bend in a stream, etc.
10. (a) No.
(b) Bell.
(c) Foghorn.

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