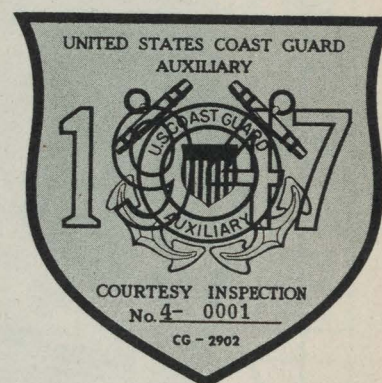


TOPSIDE

JUNE
1947



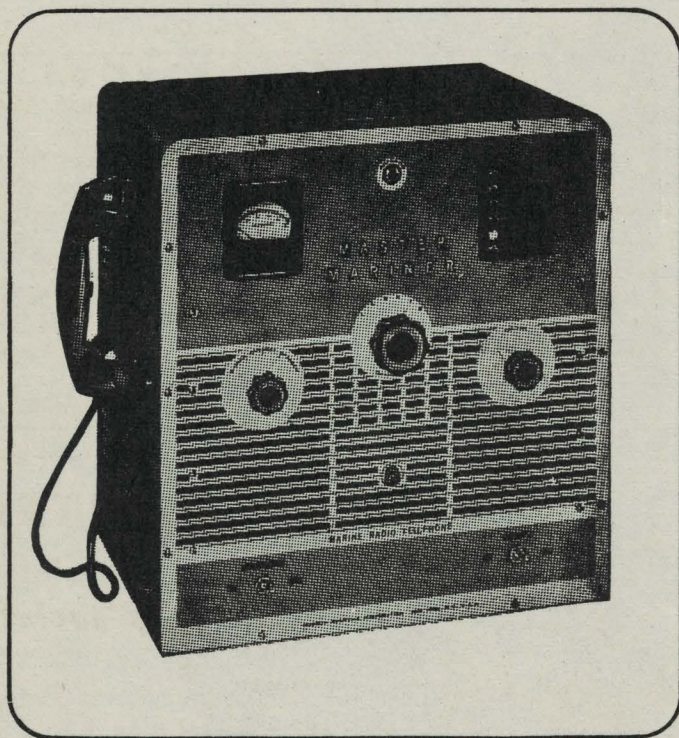
ALL BOATS THAT PASS
AUXILIARY INSPECTION
WILL BE ISSUED STICK-
ERS LIKE THE ONE PIC-
TURED ABOVE. NO
AUXILIARIST MAY FLY
THE AUXILIARY FLAG
UNLESS HE CAN DIS-
PLAY THE STICKER.



FOURTH COAST GUARD DISTRICT

Equip Your boat with **TODAY'S** **MARINE RADIO TELEPHONE**

THE HUDSON AMERICAN "MASTER MARINER" Compact . . . Reliable . . . Powerful



SPECIFICATIONS

- **DIMENSIONS:**
19" wide, 20" high, 13" deep.
- **PANEL LAYOUT:**
Receiver ON-OFF Switch and Volume Control combined. Transmitter ON-OFF Switch for economy of power and filament life while standing-by. Channel Selector Switch, with which is combined the exclusive Hudson Channel Indicator Annunciator Panel which shows which channel is in use. Handset-Speaker-Ringer Selector Switch. Plate Milliammeter.
- **CONSTRUCTION:**
Chromium-plated etched panel. Best of materials and workmanship throughout. Rustproofed and tropicalized to meet the severe conditions of marine use anywhere.
- **CHANNELS:**
Six are available. This unit is supplied without crystals due to the use of differing frequencies at various locations. Crystals for all channels in the Harbor Service frequencies are available.
- **D. C. SOURCE:**
12, 32 or 110 volts D.C. as specified when ordering.
- **POWER OUTPUT:**
The Master Mariner will develop over 50 watts power output.

This fine instrument is particularly designed for use in larger pleasure craft, offshore fishermen and commercial craft where continuous service is necessary. All components are housed in one single unit to get away from the nuisance of bulky cables and plugs which often cause trouble. Provisions are made for the addition of a selective ringer if desired. Rustproofed and tropicalized throughout, here indeed is the sturdy, utterly reliable Marine Radio Telephone of the future.

ALSO
THE HUDSON
AMERICAN

CORSAIR

Standard of comparison in the boating field. Four channels, for 6, 12, or 32 volts operation, 9 x 15 x 9 inches overall.

SEAFARER

The most powerful unit on the market for 6 volts operation. Self-contained and economical of battery power. Size 13 x 16 x 9 inches, 6, 12 or 32 volts as specified, 5 channels.



The **HEPPE** *Co.*

1505 WALNUT ST., PHILA. 2 LO 4-0800

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 JUNE, 1947 No. 6

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, 4th Coast Guard District. It is issued monthly to approximately 1700 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 JUNE

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.

11 April, 1947

To: District Board USCG Auxiliary
Fourth Coast Guard District
Gloucester, New Jersey

Subj.: Resignation

1. I submit herewith for your approval my resignation as Chief Engineer and Officer on the FLORENCE V, effective 14 May, 1947.
2. After considerable deliberation I have found that it is necessary for the welfare of the FLORENCE V and the things it stands for that I take this action. Due to the serious illness of several members of my immediate family, I cannot feel free to spend the time required purchasing materials for and working on the FLORENCE V, together with inspecting work done and qualifying Auxiliary personnel for Motor Machinists on the FLORENCE. The men who spent long nights working with me at Trumpy's Shipyard when we first took over the FLORENCE; those who have driven several hundred miles to and from her in order that they might work all night to do the necessary things that would guarantee her sailing next day; together with the men who, when they knew she was in danger or trouble, would leave their homes to single-handedly insure her safety or operation, will know with what regret I have taken this step.
3. I sincerely hope that I will always be considered one of the crew.

(Signed) C. H. Jacobs,
C. H. Jacobs
Chief Engineer FLORENCE V
Flotilla 22
Fourth Coast Guard District

THE COAST GUARD AUXILIARY FLAG

To fly this flag the member must have a current certificate of inspection issued this year for the first time. This certificate is awarded to every member boat on receipt of the facility inspection form from the Flotilla Inspector. The Director's office will forward the certificate without delay.

In order to show the flag, the vessel must pass the Auxiliary examination which will of course automatically authorize the display of the "decal" seal of approval. NO SEAL WILL BE ISSUED TO AUXILIARY VESSELS UNLESS THEY PASS THE AUXILIARY EXAMINATION.

/s/ S. F. HEWINS, Comdr., U.S.C.G.
Director, CG Auxiliary
4th Coast Guard District

RENDEZVOUS

Cape May - 2, 3, 4 August, 1947

For a swell time this summer at a popular summer resort full of fellow Auxiliarists having a good time. Watch the start and finish of the big off-shore sailing race for cruising yachts; see the thrilling finish of the three divisions of the predicted log race for power yachts, and thrill to the small fry races in the harbor from the comfortable stands around beautiful CAPE MAY HARBOR.

FRED SAUTER

Registered Jeweler
American Gem Society

SETH THOMAS

SHIP'S BELL CLOCKS
AND BAROMETERS FOR
HOME AND ABOARD

EXPERT REPAIRING
ON ALL MAKES

2713 W. GIRARD AVE.
PHILADELPHIA

LES SAUTER

Flotilla 21



THE MORAL IS QUITE OBVIOUS, WATSON

The Joys of Spring

By ROSS MACDONALD, Flotilla 24

A driving urge to get her back in the water where she belongs. The hull has been carefully scrubbed, sanded, touched up, breaks filled with compound, sanded again, a glorious coat of gleaming paint, a snappy boot top cut in, under-water fittings checked and rechecked, the cotter pin in the nut behind the wheel inspected and reinspected, much rubbing, varnishing and more rubbing on the transom (damn that wind-blown sand). The nice shiny name is on the transom and the number put on the bow. How good she looks. (Better than she will look again this year!) Planking seams are gone over again. Water has been lugged, pumped and collected in the bilge.

The yard foreman says you are scheduled to go over on Monday. Having done plenty of squawking about getting in early, you are in no position to renig, now that your bluff has been called—so the next few days are spent in frantic rechecking of the wheel cotter pin, under-water fittings and hull seams, and going over the list of pre-launching *musts*. You have the feeling that many of these *musts* have not been done. Nice feeling.

The well-kept boat of a friend has just been put over and leaks like a sieve. All hands rush the yard pump aboard to save her from going down. Encouraging incident. If that swell job had that luck, what the hell is going to happen to me! Happy thoughts. Check the cotter pin, the fittings, apply more seam compound, lug more water for the bilge, order another quart of stomach-ulcer cure—better make it two quarts.

She is perched on the launching car and nice red-bottom paint extends from boot-top to boot-top. Better make a final check of those seams—that cotter pin—those fittings. Maybe she got strained a bit in moving and a seam opened up. Pumps have been checked. Bottom paint rubbed off your face and hands. You take some stomach-ulcer cure. It tastes like bottom paint. To show what the yard thinks of your careful preparations, they are now hauling their big gas-driven pump aboard and have her all set up for business. Nice thought. Another pill. It tastes like bottom paint.

The yard man directs you into the
(Continued on Page 5)

The Director's Scratch Pad



Commander Hewins

The Finance Office has been instructed to work three nights a week in preparation of the long over-due travel vouchers. This work has been put off from time to time due to the impossibility of doing all the priority jobs that have been piling up since the demobilization.

The top brass of both the Auxiliary and the 4th District is delighted with the response to the public lectures and the efficient manner in which Charlie Sprowles, Dr. Hammerle, and their assistants are putting the course over. The question of advanced training for this class has been brought up by the students. It appears that as a matter of policy the flotillas should advise the division captains as to whether or not advanced courses should be offered to the general public or only to members of the Auxiliary.

The latest word from Washington, as of the 15th, is that the use of CG stations by the auxiliary for training and meeting places has been made the subject of a memorandum to the Commandant from the Chief of Shore Establishments and carries the endorsement of the legal section as being OK so far as the law is concerned. The matter now rests on the Commandant's desk and should be passed down shortly. Since there is already precedent for this use here in this district and such use is implied in the law, we foresee no red light from the Commandant's office. However, since the action will mean a nation-wide accomplishment in the future, we cannot be sure until the letter is finally answered.

The CG-83468 is about ready to start work in spreading the word about the Auxiliary courtesy vessel inspection service. The first cruise will be over Decoration Day with the stalwart crew from Flotilla 25 (they have worked nights putting her in shape) serving as crew. A preliminary schedule has been worked out by the Vice-Commodore and is being passed around the flotillas to get their reaction. Especial care has been taken to offer no competition to the Florence V. Each flotilla will get a chance to have a weekend of cruising, boarding, ship handling and, of course, shipkeeping. These trips should be expanded to take in off-shore training in celestial navigation in the near future. The only headache is to be able to provide a regular to take the trip and this schedule which should be in the hands of the flotilla commanders when this copy gets in your hands is of course dependent on the ability of this office to provide a regular. *The wife of the Director says he can't do it all.*

The first two trophies for the Rendezvous have been put in the hands of our Trophy Chairman, "Les" Sauter. They are shown elsewhere in this issue. The co-operation shown by the City of Cape May and the Cape May Flotilla certainly bear out the wisdom of the committee in picking the Cape for our first big affair.

Plan now to see the gang and renew old acquaintances at Cape May. They'll be there . . . will you?

The Joys of Spring

(Continued from Page 4)

bilge to sing out when the flood starts, if you don't get drowned, so they can start the gas-driven pump. Nice thought. They are not taking such chances themselves. Why the hell does the ——— d——— launching car have to jolt so. This would shake the rivets out of a battleship. You take two stomach pills. Wonder about those under-water fittings—seams—and that damned cotter pin, as you peer bravely into the bilge, feeling like Horatius at the Bridge—after the bridge had been knocked down. She shifts a bit and the jolting stops. You realize she is water-borne. A frantic search is made for the flood. You belch. The belch tastes like bottom paint. There is a little water but no flood. The reaction is considerable. The yard man peers down the hatch and makes some inquiry about starting his pump. You swear something about not needing his pump.

She has been berthed and your shoreline (110 V.) has been plugged in. The yard man says get your pump started, as the water is coming in faster. You are glad the yard pump is handy, and you belch bottom paint again. Your pump starts its hum and you look over-side to see the discharge stream, when the yard man, who now has ventured in the bilge, sings out that your pump is gaining. You log the time. Only 1600. It seems many hours since the jolting ride down the railway. You select a mark in the bilge as a high-water mark to start your pump. Let her fill up and pump her out.

You remember your float switch and find that some idiot has changed the wiring. Thoughts of violence and blood-

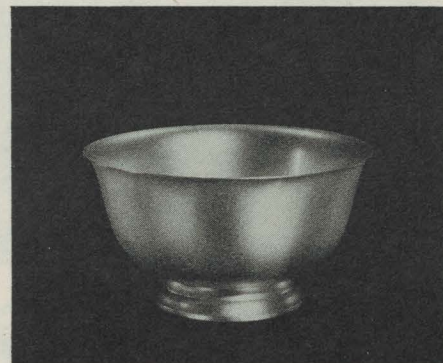
shed. Then recall that you changed the wiring yourself last summer for some forgotten purpose. Can't use the damned thing now for fear of blowing your last fuse. It takes the pump from 15 to 17 minutes to pump her out but after a couple of hours your log shows that the interval between pumpings is growing by leaps and bounds. It is taking her longer and longer periods to fill up to the selected mark. A friend comes aboard and offers to relieve you so you can get some supper. You suddenly feel triumphant, but cold and let down, and realize you are as hungry as hell.

Returning from chow, the log shows the between pumping period to be still growing longer and longer. You prepare to take a nap, with the trusty alarm clock set for the next pumping period. It is raining hard outside and you are very happy to have the good old CG sweater and long woolies to wear. At 0200 the fill-up period has grown to better than 1½ hours, so the trusty clock is set for 0345 and you hit the sack. It is still raining and blowing. You have checked your lines and all is OK, and you think what a snug berth you have!

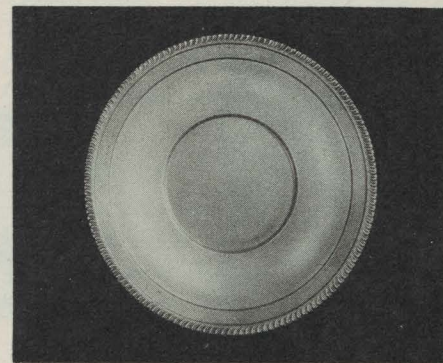
Awaking with a start by the morning sun—it flashes through your mind that you did not hear the clock. A glance at the watch shows 0700. The damned boat must be about ready to sink—engine flooded, etc., etc. A mad dash to see how deep the water is—and, lo and behold, during the five hours you have been AWOL asleep in the sack, the water has still not reached the high-water marker! Brother, that was a glorious sight.

It has been truly written that one does not have to be crazy to own a boat, but that it does help!

TWO OF THE MANY PRIZES THAT WILL BE GIVEN OUT AT THE RENDEZVOUS AT CAPE MAY



Cape May Flotilla 35 Trophy for Predicted Log Race.



City of Cape May Trophy for Offshore Cruising Yachts.

CABIN TALK

BY THE
COMMODORE

The original reaction to our public lectures was disappointing, but it looks better now. A class of 34 interested students are in earnest attendance.

The Rendezvous committee is on the job and has made real progress in getting groundwork laid for the Big Affair in August. Several valuable prizes are earmarked for winners of various events, and from all indications the affair is going to be a great occasion. I hope to see almost all of our Auxiliaries in Cape May for the affair, so why not make your vacation plans to cover the weekend of August 2-3-4?

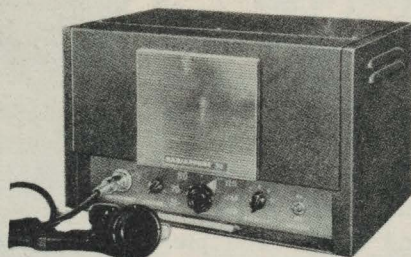
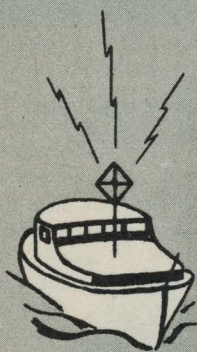


Marine Radios

SHIP TO SHORE SHORE TO SHIP

SPECIAL
CONSIDERATION
TO MEMBERS
OF THE
U. S.
COAST GUARD
AUXILIARY

FINANCING
OF ANY SETS
WE INSTALL
CAN BE
EASILY
ARRANGED



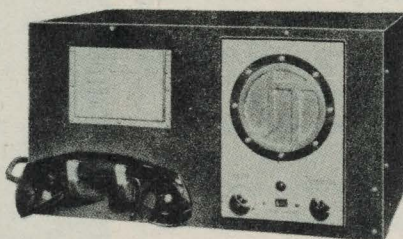
RADIAPHONE MODEL 30

Both standard broadcast reception and four channel two-way radio-telephone communication are combined in the model 30; a set ideally suited for small craft with 6 or 12 volt batteries. Transmitter and receiver crystal controlled; power output 15 watts. Size, 15" wide x 8 5/16" high x 9 1/4" deep **\$350.00**



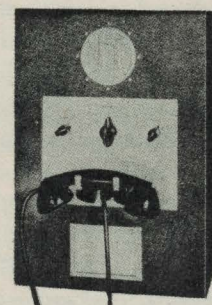
RADIAPHONE MODEL 25

An outstanding value in marine communication systems. Is completely self-contained in one cabinet, 12" x 7" x 6 1/2". Included are receiver, transmitter, power pack, microphone, crystals and tubes. Four frequencies: ship-to-ship (2 bands), ship-to-shore and ship-to-Coast Guard. Carrier power of 8.5 watts, operating on 6 or 12 volt batteries. Delivered complete, with no extras to buy **\$169.00**



MODEL 102. 10 WATT RADIOTELEPHONE.

Four-channel marine type to meet need for low-powered set use under average cruising ranges. Transmitter and receiver are completely crystal-controlled, insuring instantaneous two-way communication. Conservatively rated for 10-watt power output on all frequencies between 2 and 11 megacycles. Can be used with or without changes on either 6 or 12 volts. 18 in. long — permits either table or shelf mounting. Price, less crystals **\$225.00**



MODEL 252. 25 WATT RADIOTELEPHONE.

Five-channel marine type to meet space-saving requirements of average yachtsman. Both receiver and transmitter channels can be instantly changed with single switch. All five channels — both in transmitting and receiving—are crystal controlled, insuring immediate two-way communication. Operating in most commonly used marine channels (2 to 3 megacycles) it is easily adjusted to utilize any frequency up to 11 megacycles. Another exclusive Jefferson-Travis feature is the slip-pin hinge chassis mounting which permits ease of service without removal of rear plate from bulkhead mounting. Price, less crystals **\$500.00**

THOMAS D. WINTERS

1616 NORTH STREET • PHILADELPHIA 30, PA.

POplar 5-1603

Marine Direction Finders • Ship to Shore Sales and Service • Custom Built to suit your needs by Licensed Radio Operators
Specialist in the Modernizing and Rebuilding of Television Sets

BEFORE AND AFTER

The very first Loran Station ever built was erected at Fenwich Island, Delaware — 2 million watts — under Tom's direction. This was quite a forerunner of a really important development.

Thomas D. Winters, member of Flotilla 22, removed the beard he was wearing in the photograph (left) taken in Greenland, and is again enjoying civilian life. Tom was the first Communication Engineering Officer here in the 4th Naval District and designed, built at his own expense, and installed a portable ship radio for the first Atlantic Coast Auxiliary Patrols. The scheme was tried out at Ocean City and was so well handled that it was possible to extend the service to the whole district. Tom was loaned to the British Royal Navy and the RAF for a year and had charge of installing Loran stations in Iceland, the Faroes Islands, The Hebrides Islands, and Africa. In between Loran installations, he taught navigation at Invergorden, Scotland, an RAF training base. He was then transferred to the First Naval District as Loran Engineering Officer and installed Loran stations in Greenland, Labrador and Newfoundland. When these stations were

completed he was assigned to the AKA 123 the Menkar as senior watch officer and asst. Navigator. The Menkar had the job of installing Loran stations at Anguar, in the Pelileu Islands, Pula Anna, Morati, Iwo Jima, Okinawa, and the Philippines. He was then transferred to Castelljos on Luzon as Communication Engineering Officer for the Southwest Pacific Area. When Tom received orders to report to the 4th Naval District he was unable to get transportation for several months so he talked the Navy into sending him home as Assistant Navigator on a Navy APD.

The entire tale of Tom Winter's war service reads like a chapter out of a

book. Full of dangerous, hair-raising experiences, it has left Tom with a great many decorations and citations in addition to an extra wealth of radio and television experience.

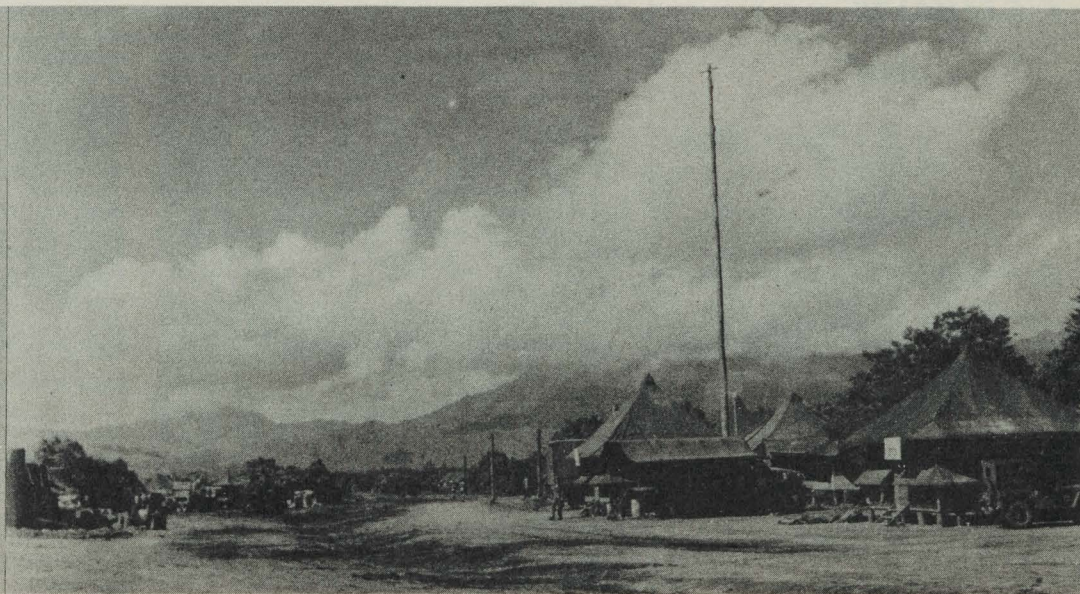
A few of the honors bestowed on him include The European-African Ribbon, The American Theater of War Ribbon, The Asiatic-Pacific Ribbon, The Philippine Liberation Ribbon, and a Letter of Commendation from the Secretary of War.

In civilian life, Tom has continued in his chosen field and is in position to take very good care of fellow-Auxiliarists who are contemplating ship-to-shore installations.



THOMAS D. WINTERS

Coast Guard Camp at Castelljos, Luzon — Tom Winters, Commanding Officer, maintenance of Loran and Radio of entire Southwest Pacific Area.



The **LOG** of **FLOTILLA ACTIVITIES**

FLOTILLA 11, ATLANTIC CITY

I, Edward C. G. Hogan, being of unsound mind and body, have undertaken the job of writing articles for Flotilla No. 11. If I weren't in this unsound state mentally I never would have agreed. However, as a Scribe I will probably turn out to be a Pharisee. All you heathens may not know what I mean by the above, but I know our hard-working Commander, good sky-pilot that he is, will. Flotilla 11 has had a busy winter with their classes in navigation and they are about washed up for the season. Now the members are busy preparing for the boat inspections and seemed to be all pepped up over it. They have been studying the pamphlets prepared by Coast Guard on the subject and took their exam on Friday nite, May 9th.

At our last regular meeting, our Commander entertained us for over an hour with his sleight-of-hand tricks, and he was plenty good. I have seen lots of these fellows perform professionally who have not in it with him. Marty Ott, a new member, also played several selections on his accordion. Pretty hot stuff, Marty. By the way, for the information of you fellows who have not been attending regularly, we have recently taken in three new members, to wit: Signori Ott, Cobb and Skyrn. In addition to being the owner of several boats, Ott is also the proud

owner of an airplane and is a licensed pilot. Stop and see him some time at Chris' Dock in Ocean City and take a ride on one of his sightseeing boats.

There have been some new appointments made by our Commander recently. Earl Johnson is our new recruiting officer, George Hughes is the new boat inspector for the Auxiliary boats and will be assisted by Hogan and Ott, and Bill Skinner is the clothing officer. Maybe I'll be able to get that pair of pants that I have been trying to pry loose from the Coast Guard for the last two years.

At our next meeting on May 28th, we are looking forward with pleasure to the visit of Col. Frech of US Army Engineer fame. The June meeting will be an outing and clam bake. The place is a military secret, I guess, for our commander has not given out with it yet. More about that later. Whenever you fellows pass a certain department store window in the vicinity of Atlantic and South Carolina Avenues in the near future, you will see a very interesting display there. The articles shown will be the necessary equipment carried on a motorboat plus others that should be on board. The big plexiglass map is very interesting and Headquarters has gone to a lot of trouble having it prepared and distributed to the Flotillas. Reason: Just publicity for the courtesy boat inspection.

If any of you fellows have any news, either of interest or benefit to your Flotilla, send it along. See you all at the next meeting on May 28th, 3rd deck of Atlantic City Life Boat Station.

—Ed. Winchell Hogan.

FLOTILLA 21, QUAKER CITY

Flotilla 21 members recently voted to do Station Duty at HERFORD INLET as outlined by Headquarters, starting about the middle of May. Several of our members anticipate taking the Boarding Crew Examination at Gloucester—May 9th, 1947.

The Wissinoming Yacht Club and Quaker City Yacht Club are anticipating considerable boating activity this coming summer season. Flotilla 21 expects to take care of the patrolling of these boating activities, which include the high speed boat races in July at the Wissinoming Yacht Club.

George Wolf, a real Training Officer, reported at our May meeting, the above Yacht Clubs approved of the boating inspection program, and considered the inspection most beneficial.

Our own Bucky Fox, a well-known entertainer in this section of the country and master of ceremonies—was recently appointed co-chairman of our Entertainment Committee. Flotilla 21 was happy to see Bucky accept this appointment. Bucky put on a show for our flotilla not so long back, that was a wow. We know he will do it again.

The Rendezvous at Cape May, N.J.—August 1st, 2nd and 3rd, will be well represented by Quaker City Flotilla 21. Activities which will take place at this Rendezvous were recently outlined by our commander—Commander A. Lester Sauter, and enthusiastic response came from our members.

—H. G. Kleinfelder, Jr.

FLOTILLA 22, ESSINGTON

We were honored to have as our guests during the April meeting, Lieut. Commander R. R. Waesche, Jr. and Vice Commander Les. Mayne, of Flotilla 24. The former gave a short talk on Submarine Warfare, after which a picture dealing with submarine activities in the Pacific was shown.

Training Officer Claude Brubaker called our attention to the many courses offered by the Coast Guard Academy, and which were available to all Auxiliarists. He emphasized, not only the value, but the actual necessity of being fully prepared in all phases of Coast Guard work.

Brubaker earnestly requested that more volunteers appear at Essington to help put the finishing touches on the Florence V. There is a great deal of work to be done at the present writing, and our assistance is needed to complete the job. **HOW ABOUT HELPING OUT A BIT?**

Our work at the Atlantic City Life Station is well underway and our men have appeared each week-end for duty. If you have any week days free, or can find a week-end open (other than that which has been assigned to your own particular crew), please contact your Crew Chief, or Operations Officer Johansen. By doing so early, he may be able to arrange transportation for you.

Take advantage of this assignment. The work is both instructive as well as interesting.

Contact "Jake" Jacobs regarding your ID cards, your Presidential Citations, or for any information dealing with membership. He can be reached at SAgamore 2-8168 or, after business hours, Ambler 1228.

Receipt of Jim Swink's report on the activities of the Thursday Night Crew is acknowledged. Jim is a man who is "always on the ball" and a more conscientious worker for the interest of the Auxiliary will be hard to find.

Jim is on the Publicity Committee of the Cape May Rendezvous, August 2nd, 3rd and 4th, and believe you me, he is sure taking his job seriously. He has been putting in countless hours on this job, and it strikes us as remarkable . . . how much time and effort a man is willing to put forth, for the benefit of his colleagues.

Doc Beck reports that he has received quite a few requests for boat inspections in connection with the Auxiliary Courtesy Boarding Program. This phase of our work has been coming along very satisfactorily, and the men who have qualified for this work have something to be proud of, for theirs is a great trust and responsibility.

Operations Officer Johansen has been a busy man arranging for inspections, and once more boat owners are finding out that the Auxiliary is ready to be of service to them.

Congratulations for the fine job on the May issue of TOPSIDE. The advertisements are interesting, the articles well written and diversified (and plenty of them) and all in all, it goes to show just what cooperative action will do. **YOU SEND IN THE STUFF AND THEY'LL PRINT IT.**

Next meeting will be held at Walber's, on June 30, same time.

—Martin J. Sandberg.

COMPLETE MARINE INSURANCE

• CASUALTY

• FIRE

• BONDING

**Marine Boat Inspections and
Quotations Cheerfully Given**

JOHN M. HAYS
1528 WALNUT STREET

FLOTILLA 23, DREDGE HARBOR

Forty flotilla members and their wives enjoyed the ladies' night at the regular social evening this month. A Monte Carlo party with Com. Knorr as auctioneer was the feature attraction. Millions of dollars changed hands in a few hours. Excellent refreshments ended the evening's festivities.

A special meeting was called for the first Wednesday of May to determine whether the flotilla is interested in buying one of the army boats for which bids will be accepted. A committee was appointed to inspect boats at the base at Little Creek, Virginia.

The flotilla radio set has arrived and is being installed at Harvey Cedars. We will soon be joining the regular CG hook-up. So come on out, you radio experts, and do your stuff.

On June 7th the flotilla will celebrate the anniversary of the dedication of Harvey Cedars and an informal dinner and social evening is being planned for all members and their families, both old and new accepted.

Com. Knorr reminded members that Headquarters assessments are now payable and that demon Du Gan is ready to pounce.

We are glad to announce that the damage suit against Com. Knorr for being "arrear" in window assessments has been dropped. (He paid up.)

—Paul W. Carleton, Jr.

FLOTILLA 24, DELAWARE RIVER

Our regular meeting, held 5 May at the Delaware River Yacht Club, showed a marked improvement in attendance. Now that winter has completed her encore, there will no doubt be more interest in all activities in general.

We are all set for the Courtesy Boarding Program and our men were well represented at the examination held at the Repair Base 9 May. Boat Inspector Thomaszewski is busy with members' boats and is anxious to complete the job at an early date. There is still time to get your name in for the Cruise on the Florence, scheduled for 21 & 22 June, but don't delay too long or you may be too late.

Jim Batey reports that our charter has been forwarded for membership in the Coast Guard League. We had been rather hesitant in joining the League until the facts of the organization were revealed to us. We are pleased to announce that remittance was mailed for 35 charter members. Activities will increase in our chapter as soon as we get the ball rolling and we are looking forward to the better things to come.



Sandwiches an' . . . after each meeting at 24.

Other than that, there is little to report from No. 24. We are expecting better meetings, with more men turning out. Don't forget that we still have those "Dagwood" sandwiches and stuff to wash 'em down with. The usual two or three reels of interesting moves are well worth your time too.

The new Institute Course for Navigators is rather tough in comparison to what we have been used to, but ours is now underway and we intend to see it through (providing we can see through it). So don't wait, fellows, "to read it in TOPSIDE"—come to the meeting and get the whole story first hand.

—Edward P. Willard.

FLOTILLA 25, FARRAGUT

April meetings were held under the leadership of our Commander Pearl with the usual members in attendance. To the missing, we still meet at the Gloucester Repair Base, the second and fourth Monday evenings, at 2030.

Cy Bowden reports the 83-footer is nearing completion and will soon be in service, cruising up and down the Delaware on official Coast Guard duty.

Sam Hunt has completed his instructions on Courtesy Boarding and has new training courses underway. Norwood Richardson reports his radio theory class is planning field tests with other communications men of the other flotillas.



The MANATEE, George Helker's 36-footer, holds the record for Southern Kingfish.

When it comes to navigation, Edward Cox is no beginner, so it will be his duty to try to keep us all on the right course.

And for coxswain training, Conrad Deuter say this course is right up his sleeve (ask him what sleeve).

Don't forget to give your name to Commander Pearl for duty at Townsend Inlet Shore Station. Tower watch, safety patrol, etc., are scheduled for the week-ends.

—James McHenry, Jr.

FLOTILLA 26, TRENTON

This month marks the transition from winter to summer activities. We have wound up our training program for the Courtesy Inspection work and have taken the headquarters examination. Only definite word of release is awaited before the beginning of our inspection work.

Besides the introduction of the program verbally to local yacht clubs by our Commander, Bill Feaster, publicity releases have already been given to the local newspaper outlining in brief the coming inspection schedules. Local publicity has also been given to the work of our men at Great Egg Lifeboat Station.

Our log is brief this month . . . there just isn't anymore to say.

—Robert J. Bailey.

FLOTILLA 31, OCEAN CITY

Your publicity officer was unable to attend the Flotilla 31 party on April 25th and thus add another rueful phiz to the photographic record thereof that accompanies this column. Warren Fox furnished material for the following report of the gay and festive occasion where joy and good-fellowship knew no bounds. (Note photo.)

The affair was held at a smart rendezvous outside of Camden and dinner was served at 7:30 P. M. Prior to seating themselves at table, various members and guests engaged in certain calisthenics involving use of the right elbow. This exercise is similar to a salute except that the hand is not held open and is not carried as high as the brim of the hat. Occasionally the performer is carried a bit higher, however.

Due to unforeseen circumstances, Commander Hewins was unable to lend his presence, but Commodore Holmes was among the illustrious guests on hand. A satisfactory dinner being stowed and the group having reached that point of replete indolence which follows gustatory surfeit, the educational feature of the program came forth. This was held in three phases, known to the craft as tap-dancing, juggling and selections on the mouth organ rendered by a master of ceremonies. At the conclusion of these presentations, those present recognized that any further activity, other than return to home and fireside, would be anti-climactical, hence tents were folded and the assembly, like a snowball in Gehenna, silently faded away.

This being a Flotilla 31 party, 31 people attended. A number were missing but this situation has recently become almost a tradition insofar as any Flotilla activity goes.

—E. L. Johnstone.



Members of Ocean City Flotilla No. 31 hold high wassail at April party. Obviously the photographer's bird was a crow—and not an old crow.

FLOTILLA 33, WILDWOOD

Well, shipmates, it's been a long time since Flotilla 33 had a write-up in TOPSIDE. So since I've been elected as Publicity Officer, here goes; hope you like it.

Since the new year has rolled around it seems Flotilla 33 has become rejuvenated because our meetings have really become interesting, what with new plans and different committees. It seems the older members have decided we've been asleep long enough and it's now time for action.

Flotilla 33 now has on its files plans for acquiring our own meeting place along the waterfront. And our boat committee, headed by Joe Thomas and party, is well on the way to getting our own boat. And our membership committee, headed by that sure-fire salesman, T. W. Ritchie, is really on the move.

Already, we have had several inquiries in regards to membership. At our last meeting, our latest member, Captain John Sawinski, skipper of the Party Boat, "Pilot", attended and was well impressed with the duties of the C. G. A. So, members, here's your chance to go fishing with an Auxiliary member.

Speaking of fishing, this summer Flotilla 33 expects to be quite busy in Coast Guard affairs, and our boat-owning members are now getting our fleet in shape, in order to be "Always Ready."

By the way, we owe a vote of thanks to Lieut. Hargis, of Hereford Station, for his sincere interest shown in our Flotilla. A finer shipmate and officer one couldn't ask for, so hats off to Lieut. Hargis.

Russ Higgins, our skipper, was unable to attend our last meeting owing to sickness, and the gang hope he is well on the way to recovery. Roy Hyson, ably assisted by George Bauder as secretary, conducted the meeting during the absence of Russ.

Also, a vote of thanks to the entertainment committee for our well-planned meetings and good food which our stewards have served.

Well, Mates, I guess that's all the news for now.

—Richard Watson.

FLOTILLA 34, MAURICE RIVER

Activity at the new base is at a high peak. What with the work detail in high gear getting the last (?) coat of paint on the deck . . . "Skipper Scotty" putting the last "dusting detail" below decks, and rounding up his boarding crew . . . Pepper putting the last touches on the new doors . . . Lew Airy packing up his masonry "gear" with which he has done a good job . . . Paymaster Pernet crying for more dues . . . Al Mundle standing in a "sweat puddle," tired but happy . . . Dom Dalasandro in civvies for the first time, crying for a cold one . . . Johnny MacIntosh and Fred Manders securing the stove . . . Jesse Vannaman (new member) doing everything (and everybody letting him) . . . Charlie Newton trying to find a companion for a ride to Cape May . . . Mark Scoble and "Scotty" sounding off about this article . . . Swab Jockey Diehl red in the face after a battle with a "Lucky" . . . Mitchell, with the ever-present smile and a lot of action, on the move . . . Weiland pale but still on the wagon . . . Yeah, things are looking up.

Sorry we didn't take a picture of the base before we started this job of face-lifting so you could see what a really good job the boys have done. Will send you one of the finished product—(still paging one flash bulb). The base is one that we will be

proud of and will be available to all the members at all times.

John MacIntosh, our Training Officer, has his courses and instructors all set for our first class of four new members. Commander Scotty Calkins and Secretary Pepper have been attending all Division and District meetings in order to keep abreast of current events. Vice Commander Al Mundle is beginning to make noticeable progress in charge of membership.

Commander Scotty is busy prodding the Radio Group into action and vows he'll get results. Your Publicity Officer is hoping that there will be plenty of news and pictures forthcoming now that the active Auxiliary season is on. Please excuse the lack of news in the past, but we are now in "open water" and under way. Happy sailing!

—Mark Scoble.

FLOTILLA 35, CAPE MAY



Our membership campaign still rolls on! The picture this month is the *Marced*, owned by Cedric Walker. Cedric signed up a few weeks ago and is overjoyed that the instruction offered is what he has been looking for. Welcome aboard, Cedric!

Les Sickel, our "Florida Special" member, arrived back from the Southland last week. He brought his *Amazon* up from Florida along with Kirby Tompkins and his boat. Kirby, a Past Commander of Delaware River Flotilla 24, apparently spent more time aboard Les' boat than he did on his own. You fellows up that way know that Kirby has a damned nice craft, but he really got perturbed when Les came up on him every day by using a little sail along with his "dinky" motor. Finally, when Kirby arrived up Georgetown way and Les slipped up astern again, Kirby was finally sold on sailing craft and asked Les if he would sell it. He told Les he has wasted the last twenty years fooling around with "gas hogs." Before the night was over Kirby bought the *Amazon*. Les tells us he sold it with one condition: that being, to have her back for the sailing race to be held offshore during the Auxiliary Rendezvous down here in August.

The boat inspection committee, headed by Russ Newkirk has been working overtime. That is sure a tough job with all the boats hitting the water about the same time and everyone wanting his inspected first.

I hope to have an article of interest next month concerning the activities of one of our members, George Henley. He is in charge of a very unique fish filet business down here and I will try to get some pictures and give all the history so that you can put this on your anticipated Log for August 2, 3, 4.

Don't forget—Cruise · Drive · Fly to Cape May August 2, 3, 4.

—Andy Knopp.

FLOTILLA 41, WILMINGTON

The regular May meeting of Flotilla 41 was held at the Coast Guard Base at Edgemoor on Thursday, May 1, 1947, at 2000.

A group of approximately ten members took the examination at Gloucester Coast Guard Base for the courtesy boarding program. As a result Flotilla 41 is prepared to take its part in this program during the summer months.

The boarding stations for our Flotilla will be:

1. Crossland Boat Works, 11th and Thatcher Streets, Wilmington.
2. Chesapeake Boat Yard, Chesapeake City, Md.
3. Auxiliary Training Base, Hance's Point, Md.

All boat-owning members of the Flotilla are having their boats inspected in order to meet the May 31st deadline set by the district office. It is hoped that all boats in the Flotilla will have been inspected by the time this appears in TOPSIDE.

The Auxiliary Training Base at Hance's Point will be opened officially on May 30th. All members of the Auxiliary will be welcome any time they care to drop in on us. The services of a permanent steward have been secured and it is expected that the facilities of the base will be used much more extensively than during last summer. As most of us know, there are facilities for all kinds of recreation available and crying for use.

—James W. Laughlin.

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OUR LADY...

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

Continued from May Issue

It was now Friday, June 14th, and a cold day for this month. The wind was northeast and the thermometer 63 and the sky thick with Altus Stratus, and I thought that the week-end cruise was cancelled until about eight o'clock when Haley, the congenial tender pilot, pulled alongside and Skipper Jack O'Brien, with his crew of Branin, Fine, Hunt and R. J. Davis, came aboard and moved me over to Wilson's dock to receive our group from Flotilla 25.

At 2200, C. Sproules, C. Y. Bowden, Richardson, McCormack, McHenry, Maguire, Corbin, MacFarland, Torpine, Pyfor, Serposs, Martin, Deuter and Murren signed my log. After all the problems were solved we secured at 2400.

All hands were called at 0600 and after the cleaning was performed, we had chow at 0730. Colors were made at 0800 and my motors were warmed up at 0910 and we moved for gas.

After taking on 402 gallons of gas, we departed Wilson's at 1005, heading down river. Off Ordinary at 1100 we held a man-overboard drill and a fire drill off Betterton at 1115. Mess was called at 1200 off Worton.

The group was divided into two sections and we maneuvered around Poole's Island while all the drills were being had and proceeded towards the Patapsco River at 1400. We entered Stoney Creek off the Patapsco at 1500 and tied up at Rodenbaugh's Dock at 1545. Mess call was at 1700 and after colors were made at 2030 a watch was set up for the night.

All hands were called at 0630 Sunday morning and chow was set down at 0730 and colors made at 0800 and the boys made a tour of the surrounding territory.

At 1200 we departed the dock in Stoney Creek bound for Georgetown. Seven-Ft. Knoll Light was passed at 1300 and at 1400 we were leaving Poole's Island Light to port. At 1500 we entered the Sassafras and at 1630 we docked at Wilson's.

The crew put me out on the mooring and all hands went ashore at 1800.

On Friday, June 21st, I waited patiently and since the weather had been beautiful all week I wondered why the boys were not going on a cruise, when finally, at 2100, Jim Filer and his crew of Arthur Herzog, Carl Green, John Kohler and John Maier came aboard and after all the preliminary work had been performed moved me over to Wilson's Dock at 2130 for the night.

The log listed Lester Mayne, Stanley Foster, Charles Palmer, Robert Habgood, Robert Hicks, Harry Spitzhopf, Frank Lovett, Paul Wild, Harry Medernach, T. F. Schrawder,



"I don't want to hear you mention the name Florence again!"

Nesly Saba and Norman G. Moore from Delaware River Flotilla 24 aboard when we departed Georgetown at 0810.

At 1200 our position was about two miles northeast of Sandy Point Light and at 1215 a fire drill was held and at 1310 we moored at the Annapolis Yacht Basin.

After putting fresh water aboard, cleaning up ship and setting the watches, the group went uptown for the evening, which was a very enjoyable one. We sacked down at 1100 since we were starting early in the morning.

At 0650 Sunday morning we departed Annapolis, having morning chow while under way. At 1000 we were abeam of Poole's Island and at 1300 moored at Hance's Point, where the Division was having a Rendezvous.

At 1310 Lieut. Com. John Brown, our former Director, came aboard and greeted the boys in his congenial manner, along with Commodore Williams and his party.

At 1400 we departed Hance's Point and made a lay-over at Betterton at 1530 while the men went ashore for chow.

We departed Betterton at 1650, heading up the Sassafras, and docked at Georgetown at 1810. After filling my gas tanks and after the men from Flotilla 24 were all ashore, my crew took me out once more to the mooring. All hands went ashore in the tender at 1945.

This was a swell trip. The weather was fine and Skipper Filer figured that we got in 114 nautical miles.

To Be Continued in July Issue

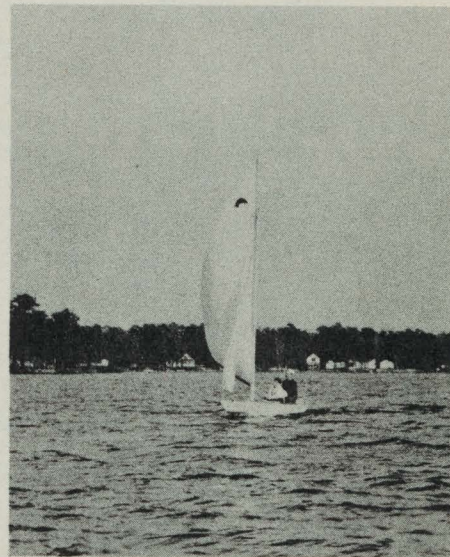
THE PLATYPUS

After months of battles with friends and foes the doughty builders of Platypus No. 11 have finally won the war and spread the canvas on "Sandon." From their proud comments she is all that her designer claimed and her builders hoped for. In fact, they are already predicting a sad fate for her opponents this summer.

The enclosed pictures were sent to the Director along with the announcement that the launching had been accomplished to the satisfaction of all. The trial runs were made with the assistance of light airs and smooth seas. While not spectacular, such a trial is a blessing since the sails can be babied along until the stretching is well under control.

The second hull is reported ready to come off the molds and two more members of Flotilla 34 are impatiently waiting their turns to start a-buildin'. Thus it seems that Platypus is at last a class. A class sponsored by and first built by the Coast Guard Auxiliary. It is a class that will stand on its own merits so far as performance is concerned, and further, it is a class that can be built by any amateur at a great saving.

Plans are available at a moderate price, which covers the cost of the design to the Flotilla. Any Auxiliarists interested in building a handy day-sailer can get the information necessary through the Director or Donald Sheard, 734 Plum Street, Vineland, New Jersey.



Jim Filer, Flotilla 27, sent this photo in showing several Auxiliary boats at the U. S. P. S. Rendezvous in Florida.

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#22R

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