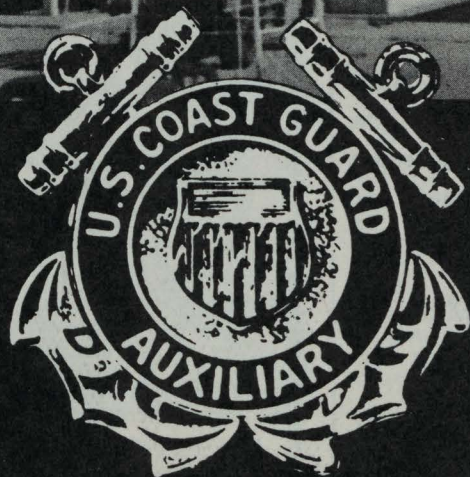
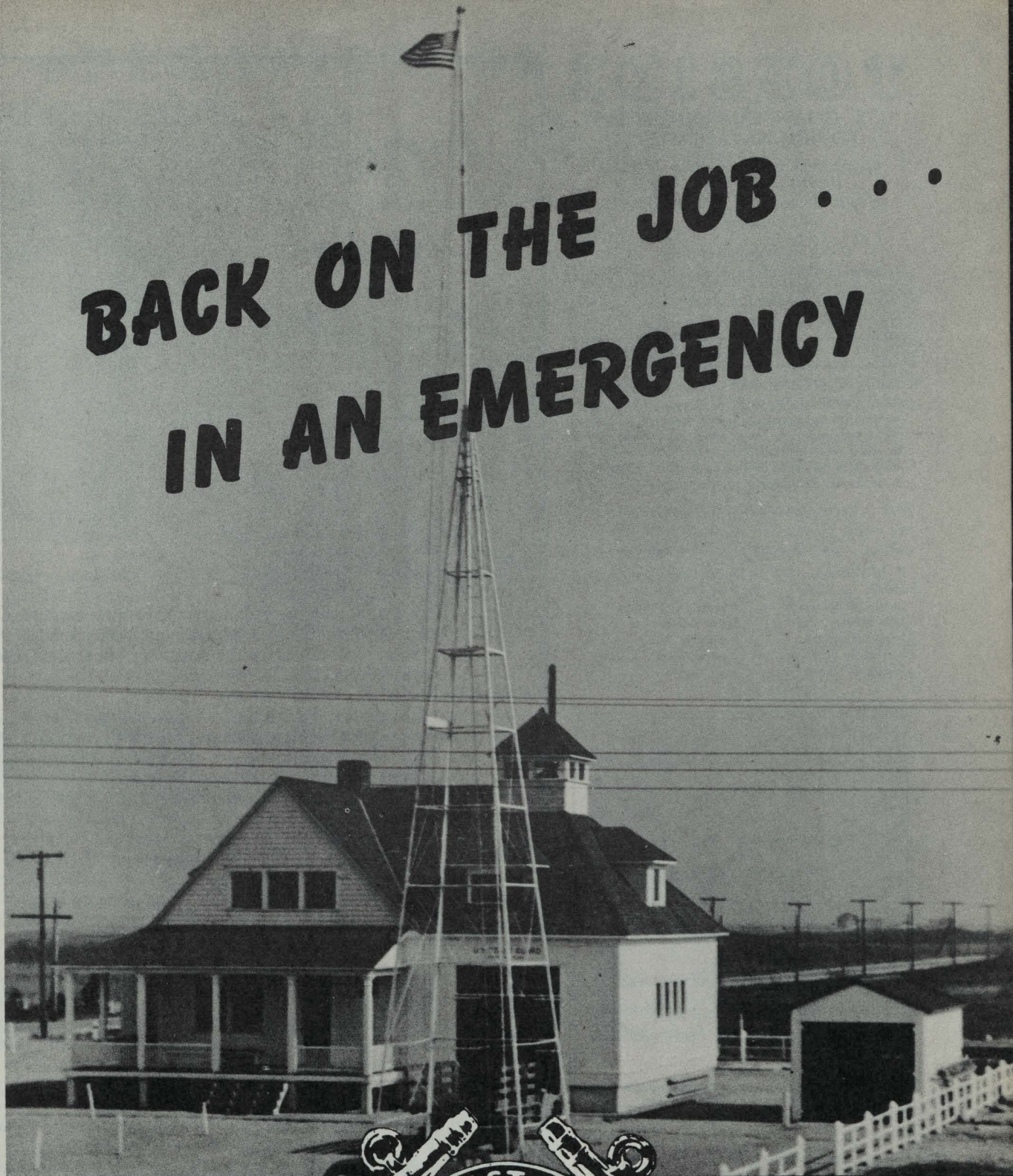


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**MAY
1946**

**BACK ON THE JOB . . .
IN AN EMERGENCY**



FOURTH NAVAL DISTRICT

TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

COMMODORE M. R. DANIELS, U.S.C.G.
District Coast Guard Officer

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

H. EARL HUSTON
Commanding Officer, USCGA, 4th N.D.

JERRY MARCUS
Editor

Vol. 4 MAY, 1946 No. 5

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, Fourth Naval District. It is issued monthly to approximately 3,200 members. Contents not copyrighted, but the courtesy of a credit line is requested when material is reprinted. Address all communications regarding TOPSIDE to Jerry Marcus, 642 N. Broad Street, Philadelphia 30, Pa.

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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.

The Director's Scratch Pad



Commander Hewins

The new base at Gloucester, N. J. has received authorization of \$50,000 for dredging and other improvements. This means that the Auxiliary Office may expect to be occupying its new quarters within the next 60 days and make room for offices, meeting rooms, and training facilities for the Auxiliary. In this manner, a substitute will be furnished for the Training Base at 1011 Chestnut Street at a monthly saving of \$100.00 to the Auxiliary.

The Commander, Fourth Coast Guard District, has requested that an 83 footer be assigned by Headquarters to the Director. The request will be granted from all indications and we can expect to see the new craft lying at her moorings from the windows of our new Headquarters. This should definitely keep the Director boat-minded, which is somewhat difficult under the present harrowing experience of keeping the towers manned.

Never before has the way been cleared so completely as now for forward progress of the aims of our organization. The District Commander, his assistant and all department heads are very Auxiliary conscious and deeply grateful for the splendid work being done by you volunteers. The tower duty, while a boresome task, will pay off in many ways through the gratitude of the service and its sincere belief in the true worth of the Auxiliary.

It is necessary that you get your signed orders in to the office for several reasons:

- (a) We want an accurate record of every man's participation.
- (b) The pay office is set up for these orders now, but shortage of personnel later will make payments very slow.
- (c) We can't make reimbursements for your expenses without your orders.

The Second Division's river patrol will soon be an approved project, probably to start immediately on the expiration of the tower work. Also, this same outfit is planning an active training program along the lines indicated by Op. Plan Able. In fact, it is quite apparent that the Second Division will be quite busy during the coming summer. The Second Division meeting, which was attended by the Director on Wednesday, 17 April, saw one enthusiastic report after another coming from the Flotilla Commanding officers or their representatives. Flotilla 23 reports that they have just received two ex-Coast Guardsmen and that their membership apparently is due to the great affection for the service these boys developed during the late unpleasantness. The Director is still trying to recover from the shock.

The Director regretfully announces that his ego was completely shattered in a recent cruise on the FLORENCE V, during an attempt to master the compass installed in said craft. We now know which direction the compass was pointing on all headings, but are still in the dark as to why.

THE OPERATION OF PLAN ABLE

As reported by ED. L. JOHNSTONE

Early in April, 1946, Operation Plan Able was promulgated over the signature of Commander S. F. Hewins, USCG, Director of the Auxiliary 4th Naval District. This was primarily aimed at flood and disaster relief activities. Almost before the ink was dry on this document, an emergency presented itself which called for volunteer duty by Auxiliarists under what might be termed a modified application of Operation Plan Able. On 8 April, 1946, from Seaside Heights to Cape May, the USCG Auxiliary gave its answer to Coast Guard. That answer can do no less than convince Coast Guard authorities, beyond any shadow of doubt, of the reliability, the dependability and the earnestness of men of the Auxiliary. Within six days the activating of the



the Coast Guard. The red tape was slashed. When the hour of actual function arrived, the answer was a clear-cut demonstration of the fact that the Auxiliary was far from having been interred after the cessation of hostilities in World War II.

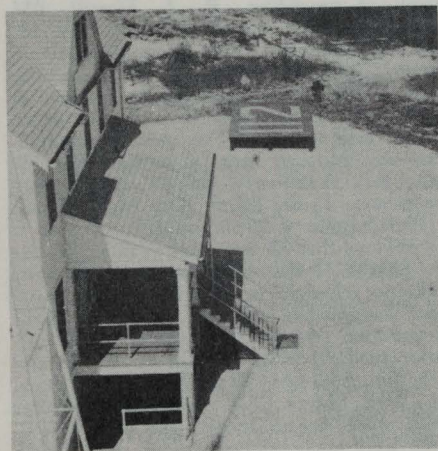
On April 13 and 14, the author of this article made a survey of Auxiliary participation in Coast Guard station activities along the southern Jersey shoreline. The over 350-mile tour was a revealing and gratifying experience. All stations except Cape May Point, Atlantic City and Little Egg were visited. Summarily, it may here be noted that officers in charge of each of the eleven stations on the itinerary, or subordinates acting in their absence, were

UNANIMOUS in their ENDORSEMENT of work of AUXILIARISTS in this emergent situation. With varying degrees of emphasis but, WITHOUT EXCEPTION, they expressed confidence in the ability of the Auxiliarists to properly discharge assigned duties and genuine appreciation for the assistance rendered. They stressed the excellent relationship between regulars and Auxiliarists.

A narrative log of the survey may be the best means of telling this important story, hence, we will employ that procedure:

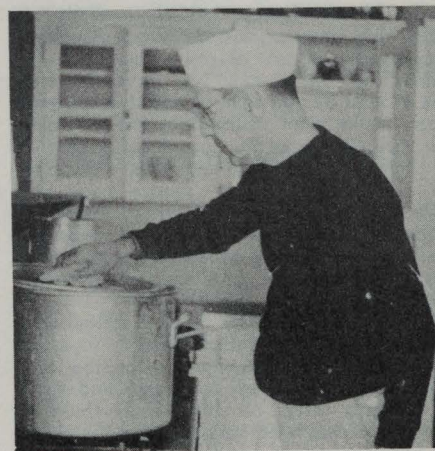
Toms River Station at Seaside Heights

Chalkley N. Mathis, CBM, USCG, advised that Auxiliarists were performing tower watches only. Flotilla 15 supplies men from Sunday to Wednesday and Flotilla 16 from



present program, by documentary proof, is credited with the SAVING OF TWO HUMAN LIVES AT BARNEGAT INLET.

When it became apparent that the Coast Guard needed help, the Auxiliary was asked to volunteer placing of men back on station duty. Commander Hewins personally appeared before most of the Flotillas in this District to outline the proposal of a thirty day schedule, answer a multitude of questions and form an opinion of the possible response. Many technicalities arose. Some men were enthusiastic, some were rancorously opposed and the majority appeared uncertain. As the plan began to take form, the trend was toward cooperation with

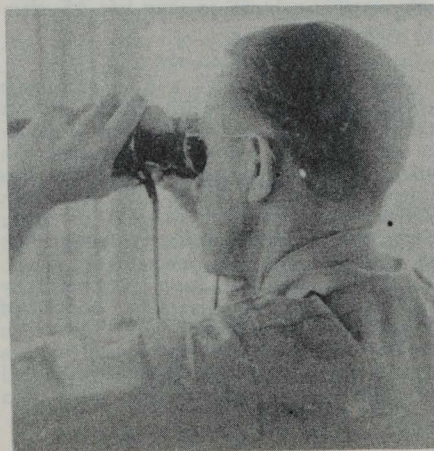


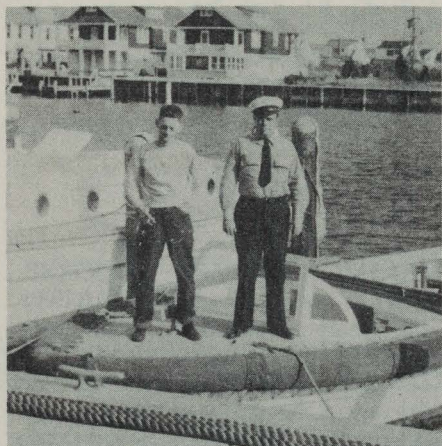
Wednesday until Sunday. All watches are fully covered with one man on duty at a time. Authorized CG complement at this station is twenty-one with but thirteen now available. Relationships excellent.

Forked River Station

Anyone seeking Forked River Lifeboat Station will, by permission of the gate-tender and with proper credentials, pass through the desolate nine miles of sand dunes and native flora which is the Phipps Estate. At the southernmost tip of Island Beach, the station and tower command a view of the Atlantic Ocean, Barnegat Inlet and the widest expanse of Barnegat Bay. Chief H. E. Dennis, USCG, at the time of the visit was testing a boat, hence, the situation was discussed with a regular seaman and Auxiliarist A. E. Grice, Jr., of Trenton. Flotilla 13 covers this post of duty on tower watch

(Continued on Next Page)





only. In order that all watches are adequately covered, some men are standing two tricks each week. This is an active locality and the authorized station complement is 13 Coast Guards with six now available. Auk Grice felt that additional men would continue to volunteer and pointed out that even R. Earle Leonard, former First Division Captain, was signed on for Fridays from 0001 to 0400.

Within rifle shot of Forked River Station lies the Barnegat Light and Coast Guard installation just across the inlet. To reach them by car, however, involved some fifty miles of roadwork.

Barnegat Station

Chief T. A. Lynch, USCG, cordially received this reporter and discussed Auxiliary participation in an objective manner. He advised that this Station was served by men from Flotilla 23 and that, in addition to tower watch, Auks were utilized for other duties. One such duty was the boat detail to Barnegat Lightship carrying commissary supplies and transporting liberty parties back and forth. One Auxiliarist had assisted the Chief in setting a buoy and many had indicated that they were ready to perform any duties assigned. Only one unfilled gap in tower watch existed, that being from 0700 to 0700, and this was due to the arrival and departure schedules of the Auks.

The authorized complement for the Station is normally twenty-four men and there are currently fifteen on duty. Since the war, a buoy boat has been added to the vessels of this installation and a crew is required for it.

Chief Lynch observed that all of the "old-timers" in the Coast Guard had a keen appre-

ciation of the fact that the work of the Auxiliary permitted a schedule of reasonable watches for the regular crew. Short-handed, the men had a more rigid schedule and liberty was curtailed to meet the demands of the service. This point of view of the Chief was repeated in various other stations.

Attention was called to a Report of Assistance which was ready for mailing to headquarters. Under date of 14 April, it was recorded that R. A. Long, USCGA, had sighted a small outboard boat drifting out the inlet at 1028. CG 38611 was sent to the scene and the boat was towed to the Barnegat City dock, arriving at 1100. The report concludes: "If boat had not been sighted by CGA man on lookout duty, it would have drifted on bar and capsized with loss of life." Thus, the two men who were in outboard boat 11-N-680 when the anchor dragged in the swift waters of the inlet owe their lives to the alertness of Long of the CGA.

Ship Bottom Station

Chief C. D. Beals, USCG, proved to be a neighbor of this reporter, therefore the visit to Ship Bottom Station had an agreeable social atmosphere. Flotilla 22 has filled all lookout tower watches since the present schedule went into effect, but switchboard



watch and general station duties are covered by regulars in spite of the fact that the normal complement is reduced from nineteen to eight men. Regulars at this location were gratified to have Auxiliary assistance and the relationship indicated high morale. Virtually all of the Auks had prior indoctrination in tower duty, therefore they picked up the work pretty much where they left off after V-J Day.

Bonds Station

Chief F. Griffin, USCG, and his outfit were sitting down to chow when Bonds Lifeboat Station was visited. Regulars and Auxiliarists sat elbow to elbow over an attractive looking meal and a spirit of harmony was evident. Flotillas 18, 21 and 22 detail men to this Station and in addition to tower watch, certain general duties are assigned at the discretion of the commanding officer. Boat work occasionally affords an opportunity for Auks to get on the water. Authorized complement for this Station is seventeen men with but seven now available. Not all watches were filled at the time the Station was visited but there was indication that more men would be signed on.

Great Egg Station

Overlooking the busy inlet between Ocean City and Longport, this Station is an important safeguard for small boat owners

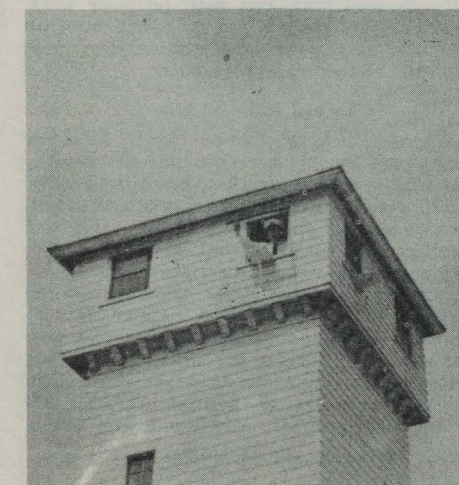


venturing to sea and for commercial fishermen. Chief F. A. Waddell, USCG, reports that Flotillas 26 and 27 have furnished men to cover all tower watches. Eight Coast Guards remain at this installation out of a normal complement of seventeen. In answer to the query on relationships between CG and CGA personnel, the Chief retorted "Why don't you ask my men?" The answer was apparent and reflected the same harmony observed elsewhere.

Ocean City Station

This Station had the appearance of an "old home week" celebration except that there was an undertone of organized and disciplined procedure. R. A. Merrill, BM 1/c, USCG, in command at Ocean City, advised that Flotilla 31 had supplied ample men to fulfill duties at the tower on the beach, in the lookout post at the station, at the telephone switchboard and for other Station assignments. The normal complement was reduced from seventeen men to eight, but Auxiliarists were in evidence everywhere. In the galley, Auk Walter Smith of Philadelphia was preparing mess and it was obvious that he was well qualified in the art. Flotilla 31 has set up a forty-eight hour week-end schedule in addition to the usual watch assignments and the log for 13 April showed that Flotilla Commander Dick Gifford, Third Division Captain H. R. Vandegrift, Jim Eddowes, Warren Fox, Bill Amy, Pee Wee Moyer, Ted Seidel and Walter Smith were signed aboard for that period. Some were sacked-in and others were stand-

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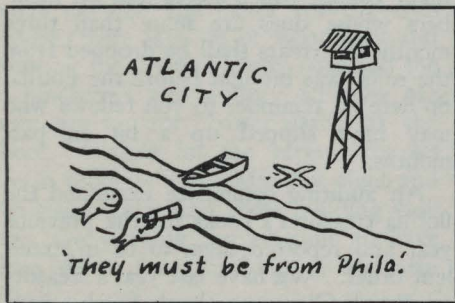
The LOG of FLOTILLA ACTIVITIES

FLOTILLA 11, ATLANTIC CITY

At our last monthly meeting at the Atlantic City Tuna Club on March 27th quite a large gathering turned out.

During the meeting we had an opportunity to meet once again many of our old members who have served with the armed forces for several years. In particular, two of our past commanders spoke to the men, our first flotilla Commander, Ralph Harcourt, recently released from service as a Lt. Commander in the Coast Guard and John White, Jr., our Commander during the days of offshore patrol, who has recently returned from duty with the Army Air Forces.

Mr. Harcourt put forth his suggestion of a series of cruises to be engaged in by the whole flotilla. These cruises could be two or three day affairs with six or



ten of the flotilla's larger boats participating. Assuming each boat capable of berthing six men, such a cruise could easily take care of 36 to 60 members.

Atlantic City is fortunate, Mr. Harcourt pointed out, in being within cruising radius of many interesting spots. Among these are Toms River, Ocean City, Md., Washington, D.C., the Chesapeake Bay area and many others.

A sort of shake-down cruise could be first scheduled which would probably be to a fairly nearby spot and extend only overnight. This would serve to acquaint the men with the details and problems to be encountered. Then at a later date with the experience thus gathered, a more extensive trip could be planned for a two or three day period which would be scheduled over some summer holiday.

The men at the meeting enthusiastically endorsed this idea and committees are already under way to iron out all the details. If any other flotillas have

made any such plans for the coming summer we would like to know about them, perhaps a rendezvous might be arranged and our plans combined.

—James Dooley, Publicity officer.

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FLOTILLA 13, SEASIDE PARK

We are proud to report that when an emergency arose and the Coast Guard Auxiliary was called upon for assistance, Flotilla 13, albeit reduced in strength from its wartime membership, responded promptly. Commander Hewins' request that our men take over the tower watch at Forked River Lifeboat Station for a month was transmitted by Commander William H. Burdge to the small group of members present at a routine business meeting at the Seaside Park School on 3 April. Our new Training Officer, "Tex" Sutorius, discovered that one of his jobs was that of Operations Officer, but within an hour, with splendid cooperation on the part of members present, and without persuasion by the flotilla's officers or by Headquarters, he had enough volunteers to COVER ALL 42 FOUR-HOUR WATCHES FOR THE FOLLOWING WEEK.

The first duty trick, beginning at noon, Monday, 8 April, fell to Joe Gallant. A good word should be said here for the men not present at the meeting of 3 April who voluntarily got in touch with Tex to offer their help. As a result of this, by the second week almost no member found it necessary to serve more than one trick.

At Forked River Station Chief Dennis' face was the only familiar one, but he and his new crew gave us the same whole-hearted assistance that made duty at this out-of-the-way station pleasant in past years.

Lieutenant Commander John W. Brown, retiring Director of the Auxiliary in the Fourth Naval District, was elected an honorary life member of our flotilla at the March dinner meeting. We were recently honored by the presence of our new Director, Commander Spencer F. Hewins, USCG; his popular Assistant, Lieutenant (j.g.) Mina F. Brown, who is soon to return to civilian life; Howard Keough, Jr., Commanding Officer of the Northern New Jersey Division of the Auxiliary; and Walter H.

Porter, secretary of Toms River Flotilla 16.

We are indebted to the Coast Guard for the loan of considerable equipment for our future meeting place on the shore. A working party from Trenton spent one Saturday morning loading two trucks at the Coast Guard Base at Philadelphia with bunks, mattresses, mess tables, desks, chairs, and other gear, which was unloaded at Seaside by another crew of local men. We expect to put this to good use this summer.

One assignment, combining duty and pleasure, already given our flotilla, is the job of patrolling yacht races on Barnegat Bay. Wholly on the pleasure side will be the deep-water cruise on the *Florence V* the week-end of 2, 3, and 4 August, as our reservation for this time has been officially confirmed. Men who would like to participate should communicate with Tex Sutorius at once, since accommodations are strictly limited.

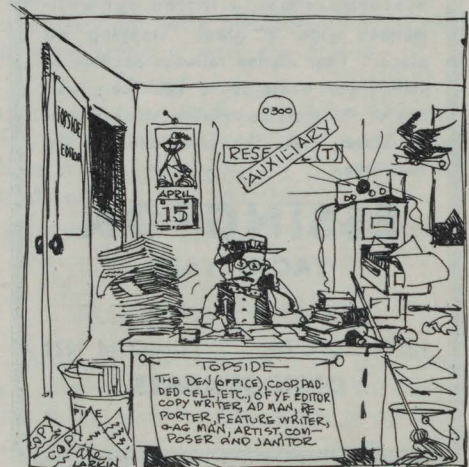
—Victor H. Panek, Publicity Officer.

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FLOTILLA 16, TOMS RIVER

March 19, at 10:30 A. M., Commander Keough informed the writer that he had received a telegram from D.C.G.O. asking for the Flotilla's reaction to a request for resumption of tours of duty. In order that this information could be obtained from the members, he said he wanted a special meeting called for that evening, and in true Coast Guard fashion was passing the job along. However, Bill Barkalow was pressed into service, and by dint of much

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telephoning, 27 members were rounded up for the meeting (incidentally, this may have been the reason for the threatened telephone strike).

At the meeting, Commander Keough gave quite a pep talk, which resulted in all members present voting in favor of taking on duty assignments for the period of the emergency. Howard, however, being quite a trustful soul, insisted that a record of each member present be kept on the minutes, so that proper assignments could be made, should any of them not be present when the duty lists were made up.

Our regular meeting of 2 April was well attended by members who had been hibernating all Winter, several of the regulars, however, were conspicuous by their absence. Charlie Hotalling, who is busy with his new boatyard, had to make a trip to Carolina and shanghaied Joe Finley and Bob Conte to make the trip. Methinks Joe needed little persuasion to duck questions as to when he can deliver Frigidaires and Radios for a few days.

Absence made little difference to Commander Howard Keough, he made up a full list, which included Doctor Brouwer, Joe Finley, Bob Conte, Bill Barkalow and a few other absentees. He tried hard to get Charlie Keifer on the job, but Charlie has a lot of chickens (feath-

ered) to take care of. He agreed, however, to act as Operations Officer. Jake Fennimore wants to do his duty tricks in a bunch, he will be a proud father any minute now.

Ed Wogan who is still a Coast Guard regular, now on leave, gave quite a talk about the way the Coast Guard is being kicked around by lack of appropriations, and reduction of personnel.

A membership committee composed of Dr. Brouwer, Don Applegate, Marv. Campbell, Farenwald, Joe Finley and the writer as chairman, was appointed to weed out the deadwood in the Auxiliary.

Commander Keough has declared that after this four weeks of duty is over, he will resign as Commander of the Flotilla, his job as Division Captain taking all of the time he can spare from arguing over why he cannot give everybody the next Dodge or Plymouth that comes into his showroom.

Some members actually paid their dues, after which the meeting adjourned.

—Walter H. Porter, Secretary.

FLOTILLA 22, ESSINGTON

Flotilla 22 is slowly working its way back to a stable Peacetime basis. After having moved our meeting place three times within the space of two years, in order to accommodate the growing membership (which reached a war-time peak of 552) we have reversed the process, and moved back to our old home at Walber's, at Essington. The first meeting held there, on 25 March, was just like old home week.

At this meeting, the following men were admitted to the flotilla, and sworn in by the Commanding Officer: Eugene Mahlmeister, Arthur McManus, Ray Conover, Eugene Murter, Donald Osterhout and Sheldon Shaffer. Our untiring Membership Officer, A. C. Howard, has been working overtime preparing their papers to meet the fateful 15 April deadline.

Bill Leavitt, who did such a grand war-time job on Operations at the Essington Patrol Base, is repeating his success as Operations Officer on our newest assignments at Ship Bottom and Bonds. We are manning the Ship Bottom tower full time, and helping out at Bonds during the week-ends.

At our January meeting we planned a flotilla rendezvous on the Chesapeake, to be held 29 and 30 June (on the days we reserved the Florence V) at the Hance's Point Base. The whole 4ND will hold a rendezvous at the same place on 22 and 23 June. We hope to see many of our old friends from other

flotillas, especially those who lent us a hand at Essington during temporary Reserve days. It's high time for a little more real inter-flotilla fraternizing!

BLESSED EVENTS

To: Mark Dresden, a new cabin cruiser.

To: Henry Maconachy, a bouncing 28-foot Shipjack at Charlestown, Md. Both fathers are doing well.

Bill Cooper and his merry men of the Entertainment Committee announce a dinner-dance to be held at Walber's on Friday, 26 April. Dinner, music, floor show, door prizes, a beautiful girl to dance with (your wife) and all that there kind of stuff. It sounds wonderful! Reservations must be made before 15 April, as facilities for only 100 couples are available.

—Martin J. Sandberg, Publicity Officer.

FLOTILLA 23, DREDGE HARBOR

Members of Flotilla 23 are glad to be back on active duty once more. There has been a very satisfactory response from members who are willing and able to stand duty each week.

At the April meeting the new Auxiliary ruling, which states that all members whose dues are more than three months in arrears shall be dropped from the rolls, was brought before the flotilla. So here's a reminder to you fellows who may have slipped up a bit in past months.

An auditing committee examined the flotilla treasurer's books for the previous year and reported them to be in excellent order. We have last year's treasurer, Frank Glenn, to thank for his conscientious labors.

At this meeting several bills which concern Coast Guard Reserve (T) members and which are now pending before Congress were discussed.

Working parties are still traveling to Harvey Cedars to finish up the work on our reconverted club house. It's been rumored about that many wives are beginning to wonder when their husbands are going to demonstrate their newly developed talents with scrub brush and paint brush on the home front. Spring house cleaning would be a splendid opportunity to show off their ability.

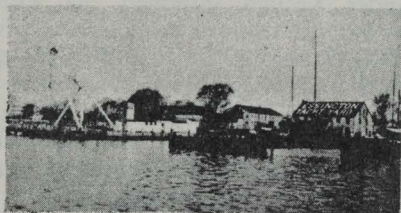
Dr. Knorr, our Commanding Officer, urged all members to avail themselves of the many benefits our new clubhouse will provide and keep up an active interest in the Auxiliary.

—Paul W. Carleton, Jr., Pub. Officer.

FLOTILLA 24, DELAWARE RIVER

There is a lot to do and plenty being

WE CAN STEP THOSE "BIG STICKS" TOO



Sail-boat men are invited here to have masts stepped. We can handle anything up to 100 feet high.

Motorboat men will find our well-manned yard a great "stopping off place." Four marine railways capable of pulling out boats up to 125' long, and one of the most completely stocked supply stores, make this yard ideal for the Yachtsman.

ESSINGTON YACHT YARD

ESSINGTON, PA. TINCUM 4028

OPEN SUNDAYS



JACK IS BACK

Our war-time operations officer for the Delaware River area, Jack Hays, has been dragged away from his Philadelphia business to set up an office at home. He and his first assistant, the boss of the family, are busily answering the phone in their beautiful farm house while smoothing out the operations of the station manning program along the shore. As usual, Jack is turning in "a top notch performance."

done at 24 these days. Now that we are meeting at the Yacht Club again, there is a general feeling of boating just ahead, with a safety patrol set up to top it off. The Motor Macs have a "re-build job" on the motor for the club tender, there is a lot of woodwork and painting for the tool-handy boys and the "schmealers" and a duty schedule has been set up for Tower-watch at the shore. Classes for the various courses are in progress every Monday night and the boat-owners and those building new ones are working against time to have them ready for launching at an early date.

Every one should be happy, but let's look in on the boys who had volunteered for tower-watch at Atlantic City. Those of us who arrived first on the scene found a great need for the assistance we were to give. Some of the regulars have stood 24 hours at a stretch and have gone to a rescue at sea so undermanned that there was hardly a man available to heave a line. But speaking for a few of the boys and myself, we found that the hardship thrown upon us for such duty was perhaps as great as that for the regulars. A sort of "rob Peter to pay Paul" affair. To work all day, drive to the shore, stand a watch, and return to work the next day, quite late, seemed to take a lot more out of us than the nearby duty we did during the war.

And now as a parting shot, don't forget our trip on the Florence "V" scheduled for 22 and 23 June, 1946.

—Edward P. Willard, Publicity Officer.

FLOTILLA 25, FARRAGUT

Tower Watch at Townsend Inlet started Monday, 8 April, at 1200. This tower is to be manned by our flotilla for the month of April, 24 hours a day. Each man who volunteers for duty will serve a 6 hour watch, 1200 to 1800, 1800 to 2400, etc.

While on duty you will write in the log all airships and boats passing the tower and in what direction they were headed. A report on the weather is made every four hours, giving the barometer and thermometer readings, noting the direction of the wind, condition of the clouds, the sea, and the visibility. Charts are provided in the tower for coding these conditions. And last, but not least is a tower time clock. This clock must be "wound" every half hour. There is no sleeping here, fellows, while on duty.

Yours truly, having served duty Monday evening, found that the regulars were glad to see some help come to their rescue. The regulars have been doing their daily work, which included a four hour watch—radio, switchboard, tower or guard. On top of their daily job they had to do an extra four hour watch.

Here is your chance to let your flotilla know that you still want to do duty with the Coast Guard in peace-time. Dick Fine is working as operations officer for this tower duty.

Coast Guard motion pictures are still being shown the last Monday evening of every month. These pictures have been well worth seeing. Don't miss them.

The range for gunnery has been open

every Wednesday evening for any flotilla member in this district. Plenty of ammunition on hand. Come out next Wednesday evening to the Naval Militia Armory and challenge the fellow next to you to a match.

The radio group is practicing on their Coast Guard radio procedure every Monday night out at their radio shack in Haddonfield. They are planning to hold communication drills again this summer along the Atlantic Coast and the Susquehanna River. This group still needs more members. See Tom Stewart, communications officer.

The Florence V outing is not far away, 15 and 16 June. If you have not already signed up for this trip, see Sam Hunt. This get-together for a weekend cruise on the Chesapeake Bay plans to be a lot of fun.

Sam Hunt reminds us that our 2nd quarter dues are now due. Pay it all at once or so much a month, it makes no difference to Sam. By keeping your dues paid up your membership remains in good standing with the flotilla.

Coast Guard League membership cards are now ready, see John Dwyer for your card. The league expects to have some good news for the members next month. See you then.

—James McHenry, Jr., Publicity Officer.

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FLOTILLA 26, TRENTON

Most of this month's news concerns the Tower Watch which the Auxiliary has taken over for the month along the Atlantic Coast. Trenton beams with

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pride for the part it has been assigned during this peacetime emergency of the Coast Guard.

We have been most fortunate in handling the Watch at the Great Egg Lifeboat Station at Longport. This station appears to be one of the best equipped in the District—a large comfortable barracks, picket boat, double track railway, non-sinkable motor lifeboat, beach rescue equipment, etc. Our four days each week are looked forward to by all of the fellows and they have nothing but praise for this detail under Chief Boatswain Waddell.

This is the first time Trenton has been called upon for Tower Watch and the clean wholesome atmosphere of the Jersey seacoast is certainly an improvement over the well-known attributes of the Philadelphia Delaware during Temporary Reservist days.

A check-up reveals that we have on record eleven boats and two radio stations . . . more than enough to insure our status as a flotilla. Tom Long, Executive Officer, is carrying on in the absence of Commander Bill Feaster who is motoring to California.

—Robert J. Bailey, Publicity Officer.

FLOTILLA 31, OCEAN CITY

Well, it seemed like old times at Ocean City the evening of 5 April. It might just as well have been five days earlier to make the gathering an All Fools event. Dick, following in the footsteps of his illustrious predecessor, came in late so that the griping was knee deep when he arrived. Junior was exercising his rapier-like repartee, Jack Bromley was back at the secretarial post alternately smoking his pencil and scribbling away with his cigar. Thanks to the laryngitis he was heard only during the lulls. Nyman glittered like a Christmas tree with his new brass and lapel devices but when he got reading off duty assignments it didn't come off like a Yule party.

Bob Merrill did a lot of fancy footwork on such subjects as policing the head, shining brass and washing dishes. Taylor tore hell out of things in getting what he wanted. Morford ripped his breeches. Of course, Tom Heist called the meeting to order before they began to walk out on him. The smoke got pretty heavy and we mean tobacco smoke. The Gold Dust Twins, McCahan and Heron, made the mistake of coming in and paid for it by not getting much sleep the balance of the night. Somebody even collected a few dues just to prove the Tom Sawyer thesis that you can make people pay to paint a fence.

Dick Nelms was in Ocean City the other day after a tough winter aboard Chummie III in Florida waters. Seems like that ship was headquarters for many 31 guys all the way from Key West to Sea Island.

Somebody comes up with the idea of getting a surplus LST for a floating headquarters. Why not?

—E. L. Johnstone, Publicity Officer.

FLOTILLA 35, CAPE MAY

Hats off!! to Flotilla 41, who have offered their services to man Cape May Point Tower.

If any of you find time, don't forget to look up some of our members and make yourselves acquainted, some of our boys who are easy to reach at any time are Frank Hughes at the end of Sunset Blvd., and Andy Knopp opposite the R.R. Station in town. Our entire flotilla extends a cordial invitation to any of you to our meetings. They are held every Thursday night at 2000, on the second deck of Convention Hall on the beach front.

Our Flotilla was highly honored at our last meeting with the presence of Lt. Commander Julius Mizel. He is currently in charge of Air-Sea Communication for the 4th Coast Guard District. His words were certainly encouraging to all of us, and we can say without reserve, he is for the Auxiliary 100%, "and how."

The radio class of our Flotilla has reached the point of the "tinkering stage." Our next meeting will find the boys taking down old radio receivers and burning an occasional finger on the soldering irons, in hopes of salvaging enough parts to build a transmitter and receiver. Skipper Bouher, our instructor, says it can be done, so who are we to doubt a man who is in the "know" like Skip?

Just in case our parts are not adequate our Flotilla has ordered two complete transmitters and receivers from surplus war goods. While pondering over the necessary finances to pay for the sets, our Commander Don Lear, was tendered a check to pay for one of the sets, by George Edwards, one of our old reliable members. "Thanks again, George."

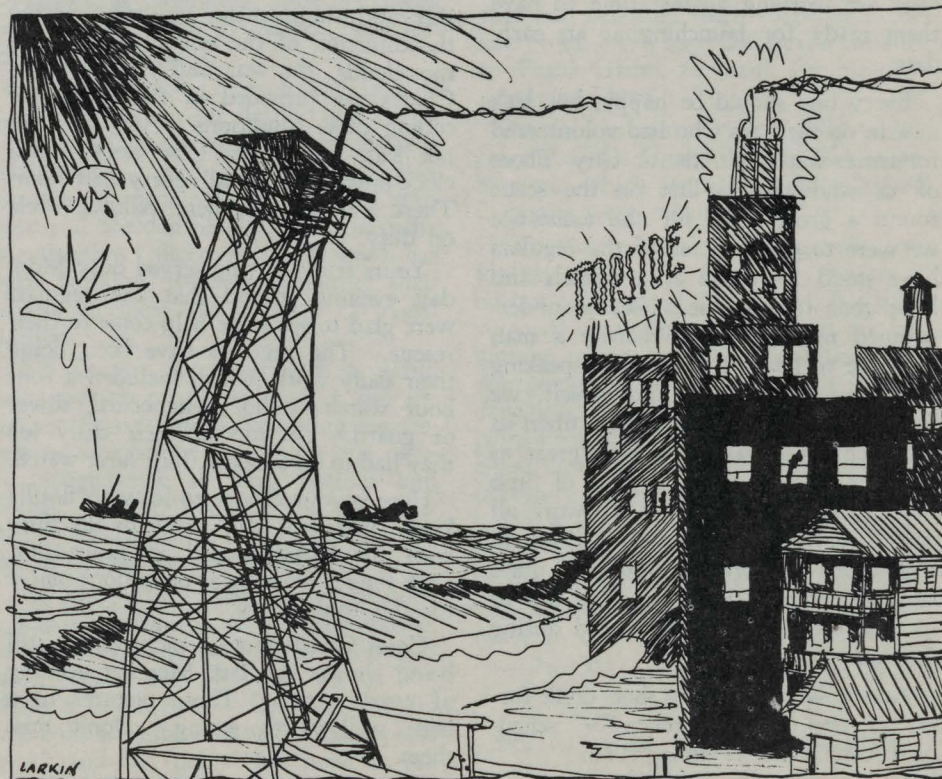
We were also informed this week that we could secure a number of surplus metal bunks to equip our headquarters. So No. 41, if you get stranded in Cape May on your tour of duty, come into town and look us up.

—Andy Knopp, Publicity Officer.

FLOTILLA 53, HARRISBURG

Robert C. Leitner, City Commissioner, in addressing the members of the United States Coast Guard Auxiliary, Flotilla 53, recently stated that the public is not aware of the invaluable service rendered by the Harrisburg Flotilla and

The 12 to 4 (2400 to 0400) is never dull, "visibility 7".



the part it played in winning World War II.

Mr. Leitner spoke of the possibilities for expansion of the Coast Guard training facilities on the Susquehanna River and the opportunity which a local base would provide for a continuation of a Home Center interest by its members. The base would render an invaluable aid to the City and the Harrisburg area. He believed that complete co-operation on the part of the public would be assured.

With suitable equipment and facilities which a base would afford, protection to the public would be provided for bathers on the Island Beach and the population in the Susquehanna Valley during flood season.

Commanding Officer John W. Appleby presided at the meeting and called for former Commander Sterling G. McNeese, now Executive Officer of the Eastern Pennsylvania Division, Fourth Naval District, to present certain details which would be involved in establishing a local base.

Flotilla 53 began the first assignment of Watch Tower duty at Cape May Point at noon, 15 April, with the following men assigned: Herbert N. Bowser, C. Roy English, Jr., John W. Essinger, Earl F. Garland, William C. Heagy, Rusel L. Rineer, Louis K. Scheffer, Homer H. Strickler, Charles R. Swartz, and Edgar E. Wolf. Operations Officer English did a fine job in lining up the program.

Guy R. Johnson, Executive Officer, has completed all arrangements for the training cruise on Chesapeake Bay 24, 25 and 26 May. The second cruise, scheduled for September, is now under way and plans for a real training program are definitely in the making. Our old operations officer in the Reserve (T) is going to town on his Auxiliary assignment.

Training Officer George F. Miley has announced twelve recruits for Flotilla 53 as having passed their examinations locally and that report from Philadelphia will decide the number to be added to the membership.

The old ship C.G.A. 53, manned by the "Mountain Goats," is definitely and well on its way through the channel of peace-time service but ready for any emergency to which it may be called.

—Hubert C. Eicher, Publicity Officer.

PLAN OPERATION

(Continued from Page 4)

ing watches, polishing brass and policing the Station.

Merrill declared that all duties were fulfilled and that the regulars were now able

to have earned liberty. Auk Fox griped that there were "no rescues—it ought to be August."

Corson's Inlet Station

In the absence of Chief E. S. Hudson, USCG, R. J. McLoughlin, BM 1/c, reported that Flotillas 34 and 35 were supplying experienced men for tower watch at this installation. Six Coast Guards were on duty whereas the authorized complement was seventeen. As in other cases, there was a cordial working relationship.

Townsend's Inlet Station

Flotilla 25 serves this Station and, according to Chief W. P. Barton, USCG, none of the Auks had previous tower experience so it was necessary to show them the ropes. Telephone watch was handled by the eight CG's left out of a normal crew of seventeen. Reports from here indicated all watches properly covered.

Stone Harbor Station

Chief V. A. Suydam, USCG, one of five left out of seven normally allotted here, pointed out that twelve Auxiliarists were now serving but that there was every assurance of more to come. Flotilla 32 covers this post for tower watch and shows a record of no misses but several watches open. All Auks have had tower work under wartime conditions so were acquainted with the duty. Captain Lindbergh, CGA, formerly of the U. S. Merchant Marine and an old sea dog, was among those logged-in.

Hereford Inlet Station

Headquarters of Lieut. C. E. Hargis, USCG, C.O. for this area, the Hereford Station depends upon Flotilla 33 for supplemental personnel to help out where twelve men are carrying the load formerly assumed by twenty-three men and one officer. L. A. Headley, BM 1/c, USCG, reported that tower watch was the only duty assigned to Auxiliarists and that sufficient men were available to cover all tricks. One man only was assigned to the tower, but here, too, the Auks were experienced in the job.

Cape May—Atlantic City—Little Egg

The above stations were not included in the schedule of visits. Reports from Cape May indicate that Don Lear, Commander of Flotilla 35, had mustered a minimum of eleven Auxiliarists for stand-by duty at Cape May Point. In the face of the limited enrollment of this Flotilla, it appears that, under real emergency, man-power can be counted upon to perform.

After a late start, Atlantic City, Flotilla 11, is reported to be fully on the ball. Welcome aboard, boys, better late than never.

being adequately served by members of Flotilla 19 and duty actually began; sufficient men had volunteered to fill the entire tower schedule.

* * *

Little has been said, thus far, of the CGA staff activity which made possible the prompt mobilization and assignment of the Auxiliary to Lifeboat Station duty in the present emergency. It is recognized, however, that former Reserve (T) officers who presently constitute the Auxiliary staff had the situation well in hand. From District Commanding Officer H. Earl Houston right on down the line, every person needed to effectuate the present program has responded in a forthright manner. John M. Hays of Radnor, who was operations officer for the river patrols during the war when over one thousand men were assigned to that duty, assumed charge of operations for the 4th Naval District in March of this year. He has sparked this current activity and coordinated the detailed

BOX SCORE

Cumulative Total as of 13 April, 1946

Number of members enrolled in USCG Auxiliary from 7 April to 13 April, inclusive.....	2
Number of members disenrolled in USCG Auxiliary, 4th CG Dist. from 7 April to 13 April, inclusive	100
Total number of members enrolled in USCG Auxiliary, 4th Coast Guard District	3200

planning and organization of Division and Flotilla officers. The leadership of the Director, Commander Hewins, USCG, is acknowledged to have added stimulus to all Auxiliary affairs in this District. The response to the present situation should serve as complete justification of his confidence in the place the Auxiliary can make for itself. The precipitous manner in which this operation was hurled at the Auxiliary resulted in a phlegmatic acceptance. The evidence stands that, as a peace-time organization, the Coast Guard Auxiliary faces a long and lusty life. The uncertainties and the foreboding predictions which sprang up after the defeat of Japan have, to an appreciative degree, been dispelled. The results of the Auxiliaries' test in emergency in that laboratory called the 4th Naval District, can well stand as an example for every other District. Operation Plan Able is no longer a theory—it is a proven and applied implement of the Coast Guard.

—E. L. Johnstone.

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WE MAN THE TOWERS OR

By JOHN T. DWYER

The Coast Guard Auxiliary is back in service, at least temporarily, and for many an auxiliariest this meant shining up g.i. shoes and shaking out the moth balls from uniforms stowed away since T. R. days.

It all came about as a result of shortages in CG enlisted personnel, which, in turn, created a condition where the Coast Guard found it difficult to maintain efficiently its many maritime operations.

An emergency meeting, called at the suggestion of Commander Spencer F. Hewins, USCG, the new Director of the Coast Guard Auxiliary in the 4th Naval District, and presided over by C. F. Hadley, Jr., Captain of the 2nd Division, was held in the Naval Militia Armory, Camden, N. J. Nearly all commanders and operations officers of flotillas in the 4th ND were present. After the seriousness of the situation was explained, it was decided that the C. G. Auxiliary would take over all 24 hour



Tower Watches on the Jersey coast from Manasquan to Cape May for a period not to exceed 30 days, beginning 8 April. John Hayes was appointed as Chief Operations Officer in charge of the detail. Subsequently, assignments were made.

The writer was among the many who volunteered for this duty, and so it was that, in company with M. Serposs, another member of Flotilla 25, we found ourselves on the morning of 8 April at the Townsend's Inlet C. G. Station, N. J., all set to take over the initial Tower Watch of 1200-1800.

We arrived there just about the same time as a storm blowing in from the S. E. It looked as if we would have an interesting six hours of duty ahead of us, with the elements making it a

little tough for the new detail taking over.

In the absence of the C. O. of the Station, C.B.M. William P. Barton, whom we met later, we were taken in tow by his assistant, Fred Miller, B.M. 1/c. We were logged in and then shown around the quarters, which, like most C. G. Life Boat Stations were clean and ship-shape—a place for everything and everything in its place!

We were made to feel right at home and as a welcome addition to the small but friendly group of regulars who manned the station; now consisting of five "rates" and three seamen—a drastic reduction in personnel from the wartime roster of fifty-seven, or even normal peacetime requirements.

Oh yes, we might also add the canine member of the station crew—"Limpy," so named because of disabilities as a result of his reckless habit of chasing any and all trucks or cars, excepting, of course, those with C.G. identification. A smart dog that, even if a bit careless of life and limb!

With such a small crew available we could readily appreciate the need for Auxiliary assistance. As one sleepy eyed young chap remarked later: "Are we glad to see you guys! Now I can get more than four hours sack-time in twenty-four." No doubt, there had been plenty of double duty under the circumstances. There was the time just recently when "Boats" Miller and Smith, the Motor Mac, were the only ones available to tow a disabled boat from Stone Harbor.

After being assigned to our bunks and lockers on the second deck, "Boats" Miller escorted us topsides to the Watch-Tower, our post of duty. At this particular station, like some others, the tower was conveniently located in the same building—a "break" in bad weather. We felt like nautical "firemen" climbing up the short steep ladder which led to an open trap-door in the floor of the tower above, and made use of the knotted guide rope which hung alongside in lieu of a handrail.

Once in the tower, we had a look around. The interior itself was square shaped, small in area, with a sloping pyramid roof and windows on all sides. On a clear day, we were told, visibility extended in all directions for a distance of about twenty miles. On a day such as this, however, four miles was about the outside limit, considering the dirty weather then kicking up. To the north,

could be seen, through a dim haze, the distant outlines of Sea Isle City; westward were the back channels weaving a winding pattern through the grassy, flat marshland to a point where they all converged into the main channel, or inlet, leading to the sea. Here lay a small settlement of cottages and buildings that constituted the seashore resort of Townsend's Inlet. Off the mouth of the inlet was an off-shore bar over which the white capped waves raced in endless progression. We were told that many a small craft had come to grief on this treacherous shoal and were cautioned to be particularly alert in that direction.

The rumble of the surf was a constant roar as it came tumbling in on the narrow beach where sand dunes were like so many entrenchments against the angry waters. Out and beyond, through a veil of mist and rain, was the horizon—a blurred line in the distance.

These were the conditions under which we began our first Watch-Tower



duty, and it looked as if the elements had conspired to make our task a tough one.

Our specific job consisted of close and constant observation, with proper notation in the rough log, of all sea, aerial and main channel traffic; also the reporting of any unusual circumstance, day or night, which might require Coast Guard assistance. In addition, a weather log at intervals of four hours had to be kept, giving the following data: Barometer, Thermometer, Wind—direction and force; Weather, Cloud Formation, Sea and Visibility.

Just to make sure that the "watch" was on the alert while on duty, a time-clock had to be punched at intervals not exceeding thirty minutes. No loafing on this job.

THE C. G. A. TAKES OVER!

Otherwise the tower equipment was complete with telegraphic key blinker on a tripod, ship-to-shore radio, hand telephone to a switchboard on the first deck, direction finder for getting relative bearings on objects observed, pair of high-powered binoculars, small telescope and other miscellaneous items essential to watch-tower duty.

Our trick was from 1200-1800, which we divided into two watches of three hours each. In subsequent weeks we were on duty for twelve hours, from 0600-1800.

As day wore on the storm increased in severity. The beating rain against the windows obscured visibility to such an extent that objects were barely discernible, even through the glasses. We recall, also, the difficulty we had in picking out the spectral outlines of a barge and tug pushing northward through rough seas. Like some ghost ship they would vanish momentarily and then as suddenly come into view through the shroud of mist and rain. We didn't envy that skipper his job and appreciated the more our cozy, protected Watch-Tower accommodations.

"Chow Down" came at 1600. This gave us a chance to get acquainted with the regular crew, and also to sample the culinary efforts of Seaman Johnny Fornatario, more popularly known among his shipmates as "Cookie" since he replaced the rated cook transferred recently to a separation center.



TOWNSEND'S INLET

The menu was plain but substantial and consisted of beef stew, stewed tomatoes, salad, coffee, cake, sliced pears and ice cream. We were told that if this weren't enough, there was no lock on the refrigerator and we were welcome to forage anytime we felt hungry.

Looking around at our messmates we could see that most of them were young and full of the restless energy that goes with youth. We couldn't help but feel that it was kind of tough on the "kids" being stationed in a small seashore resort like Townsend's Inlet, especially during the winter months, where there was little in the way of diverting entertainment or excitement, unless you can call going to the movies and playing darts exciting.

Chief Barton, the skipper, held them in check with a loose rein. There was a casual friendly sort of discipline, with not too much emphasis on rank and rate. But, as far as we could see, everyone pulled together. Each had a job to do and "goldbricking" just couldn't exist in such a small group.

Some of them, and particularly, Chief Barton, and "Boats" Miller had plenty of years of service in the regular Coast Guard. Many had combat experience as members of crews of Navy Supply ships in the Guadalcanal and other Pacific invasions. On one occasion, Miller's ship was torpedoed and was adrift for

two days, with the stern completely shot away. The chief liked to tell of one incident when good shooting knocked down 8 Jap suicide planes diving into his ship.

All quite a contrast to their present assignment, where, to hear them tell it, nothing ever happened. Of course, there had been times when they had to pull a few craft off the bar or do a bit of rescue work in a rough sea, but that was just routine stuff. Nothing worth mentioning since the hurricane of '44 or that time, back in '42 when a German

(Continued on Back Cover)

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COURSES AT CAPE MAY POPULAR

J. B. H. Bougher has instituted a course in electronics at Flotilla 35, Cape May, New Jersey, which is becoming so popular that the flotilla has been besieged by requests from all over South Jersey to extend their facilities to the general public. The class is now drawing students from the Auxiliary from a distance of from 60 to 80 miles. Mr. Bougher has generously offered to hold classes throughout the district when the first class at Cape May is completed.

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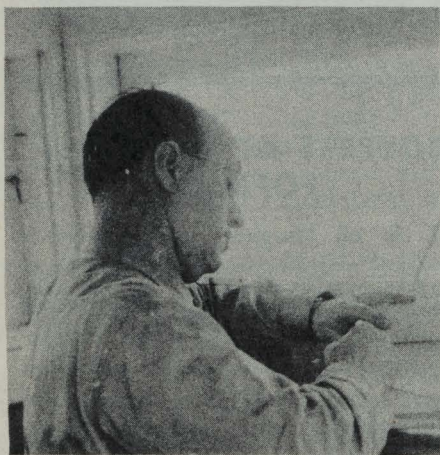
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WE MAN THE TOWERS

U-Boat had been sunk right off the inlet.

After a second and final helping of ice cream we decided that we were no longer hungry and so went aloft to the Tower to finish out our watch. By the clock we still had about an hour and a half to go.

In no time at all, it seemed, 1800



arrived, and with it, our relief, i. e., Jim McHenry and Norwood Richardson. Feeling like "veterans" of Watch-Tower duty by now, we took great pains

in passing on advice and instructions to the newcomers.

Soon, we were on our way homeward, leaving them to their twelve hour lonely vigil of the sea and the skies; with the mournful wail of a distant whistling buoy, the howl of storm winds, and the rumble of the pounding surf as an eerie concert through the long hours of the night!

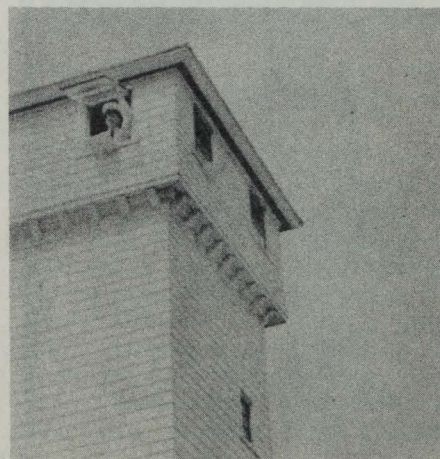
The weather was not always so unpleasant. There were later weekly watches when the skies were clear and blue, the sea calm as it moved lazily shoreward and broke in silver crested ribbons on the sandy beaches.

In much the same manner, other auxiliaries from other flotillas were standing watch in Coast Guard Towers along the Jersey coast from Manasquan to Cape May. A cross-check of opinion shows that most of them thoroughly enjoyed the experience, even though, in many cases, it meant loss of sleep, time off from employment and traveling inconvenient distances.

There were compensations, however, aside from the feeling of being of help.

Many C. O.'s went out of their way to make the assignment interesting and, when off-duty, the men were invited to go along on boat patrols or participate in other routine Station activities.

We can safely say that the Coast Guard Auxiliary did measure up in this, their first post-war assignment. The co-



operation given in this emergency was in keeping with the purpose for which it was organized — to aid and supplement the work of the U. S. Coast Guard!