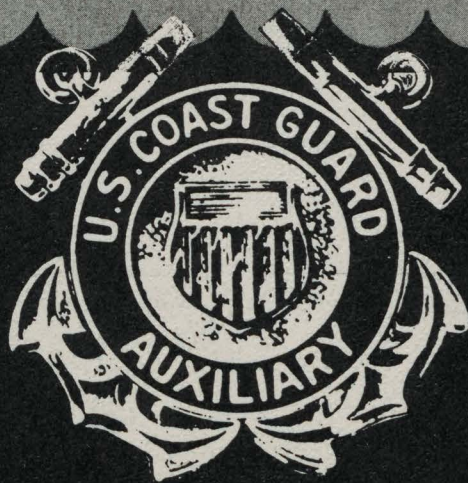


TOPPS SIDE

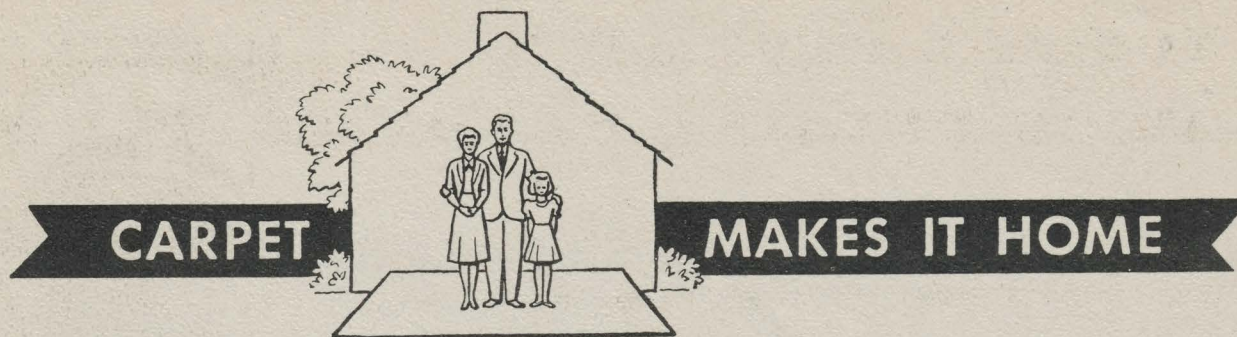
MARCH
1946



MOTOR BOAT
SHOW ISSUE



FOURTH NAVAL DISTRICT



WALL-TO-WALL Carpeting does more to make a "House" a "Home" than any other item of decoration.

Carpeting upstairs and down, in halls and on stairs, makes any home seem more spacious. It's soft and luxurious underfoot and brings a lasting satisfaction to the family and guests.

The pent-up demand is so great, however, that all mills are way behind deliveries. Carpet wools come from far-away places, China, Persia, India, Russia, South America. Shipments so far have

been a mere trickle. Backing materials come from the orient, too, and they are slow arriving.

It takes skilled weavers to make fine Carpeting and many of them are still not back at their looms.

So, the Carpet-hungry city will have to wait a while longer to get a selection of colors, patterns and grades.

In the meantime, you can have your favorite Department Store come out and measure your floors, halls and stairs. As more Holmes Broadloom Wilton is produced they'll let you know and you can do several rooms at a time.

***Talk it Over with Philadelphia's
Leading Department Stores***

HOLMES BROADLOOM WILTON
for Wall-to-wall Carpeting

TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

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

LT. COMM. JOHN W. BROWN, U.S.C.G.R.
Director

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

PUBLICATIONS COMMITTEE
JERRY MARCUS, Editor

Vol. 4 MARCH, 1946 No. 3

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, Fourth Naval District. It is issued monthly to approximately 3,800 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.

SUMMARY OF CLASS (T) RESERVE DUTY PERFORMED BY MEMBERS OF THE USCG AUXILIARY 4TH NAVAL DIS- TRICT DURING THE YEARS 1943, 1944 AND 1945

Type of Duty Performed	TOTAL HOURS
Administrative	209,913
Hurricane (New Jersey Coast, September, 1944)	19,630
Spar Recruiting	3,305
Security Detail (Headquarters, DCGO, 4ND)	69,327
Boat Maintenance (Regular CG Vessels)	13,124
Dock Patrol (Commercial Fishing Docks)	97,999
Edgemoor Repair Base, Yard and Gate Watch	35,853
Aids to Navigation, Operations	10,076
Anchorage Patrol	107,095
Security Detail Coast Guard Barracks	7,549
Guard Duty (Atlantic City Radio School, Lewes Life-Boat Station, Gloucester Immigration Station).....	71,006
Security Detail (Wilson Line)	16,257
Port Richmond Patrol Base, Yard and Gate Watch	97,633
Radio Watch, Port Richmond Patrol Base	28,945
River Patrol	224,972
Essington Patrol Base, Yard and Gate Watch	107,978
Coastal Lookout Tower Duty Standby (Emergency Afloat)	309,789
Off Shore Patrol Anti-Submarine	42,019
	94,102
Total	1,566,572

It's COMMANDER BROWN now!

The Coast Guard has again formally recognized the outstanding qualities of leadership and ability which are possessed by John W. Brown, our Director. We were just advised that he has been advanced to Lieutenant Commander on a spot promotion, rank to date from 1 January, 1946. Mr. Brown was made Director of the Auxiliary, Fourth Naval District, on 21 October, 1943. He successfully piloted the Auxiliary through the era of service as a Temporary Reserve Unit, when every decision established a precedent and each new manning program undertaken required endless planning and organization on the part of the Director and his staff of Class (T) Officers.



David W. Brown, AUS, stationed on Okinawa, has been transferred to the 363rd Harbor Craft Company. Mr. Brown's older son, John Jr., is on duty with the Office of Military Government in Germany. He is currently on leave, making a tour of Europe. For an excellent story on the life of Mr. Brown, we refer you to the TOPSIDE for August, 1944, the article entitled "A Man Named John Brown" by E. L. Johnstone.

The Director is determined that the Auxiliary, no longer called upon by the Nation to perform Class (T) duty, shall retain its raison d'être through expansion and development of programs for training and boating activities. It is his plan that, with the addition of radio stations and aircraft to Auxiliary facilities, we shall be of even greater assistance to the Coast Guard in time of emergency.

On a more personal note, we have just received the news that 2nd Lt.

Good luck in your new rank, Commander!

THIS ISSUE OF TOPSIDE

The contributors to this issue of TOPSIDE grew to such number at the last minute that it was not possible to place them properly in the masthead.

The editor acknowledges with thanks the efforts of:

Gene McGonigle	Paul Carleton, Jr.	George Krogman
Mina Brown	Edward P. Willard	James McHenry
Walter H. Panek	Jack Bromley, Jr.	A. G. Herzog
Walter Towles	James Dooley	Hubert C. Eicher
E. L. Johnstone	R. J. Bailey	Bill Robinson
Matthew P. Romanski	Wm. L. Bomberger	

The advertising for this issue was under the direction of our executive officer, W. Lyle Holmes.

The front cover is the work of Charles Deininger, who has interpreted his conception of the cumulation of all those "wait till after the war" promises as to what we were going to see in the way of new boats.

YASSUH..... WE HAVE PLENTY OF NAVIGATORS

Auxiliary General Circular 2-46 indicates that 1200 Auxiliarists in the country have qualified for the advanced grades of navigator, senior navigator and engineer. The Fourth Naval District is credited with 205 men who have passed the navigator's examination, and who are qualified to wear the navigator's ribbon on the Auxiliary uniform. This represents 6% of a total membership in this District of 3490 members of the Auxiliary.

The 1200 navigators for the country at large represent 2% of the total membership of 54,749 Auxiliarists in the country. The above figures indicate that in the Fourth Naval District the training program has been functioning satisfactorily.

EDITOR'S NOTE: We have a good many SENIOR NAVIGATORS in this district too; while I don't have the exact count, it probably reaches around the 25 to 30 mark.


CAPTAIN CHESTER A. ANDERSON, USCG RECENTLY APPOINTED HEAD OF CG AUXILIARY



Captain Chester A. Anderson, USCG, recently appointed head of the Coast Guard Auxiliary, has over 20 years' Coast Guard service to his credit.


Born in Detroit Harbor, Wisconsin, on August 3, 1901, he is one of the few officers who has served as an enlisted man, warrant officer, cadet, and commissioned officer. Commissioned in 1927,

he served in the Atlantic, Pacific, Gulf, and Alaska, both afloat and ashore. Intensely interested in athletics, he was line coach for the CG Bears when the Coast Guard won the President's Cup in 1931. In 1939 he was assigned as Auxiliary Director and Procurement Officer in 5ND and later in the same capacity in the 6ND. He was instrumental in the planning, organizing, and procurement program which provided the Charleston District with nearly a hundred converted yachts suitable for offshore anti-submarine warfare. He also supervised the training of their crews. For a short time he served in Haiti, assisting in organizing a Haitian Coast Guard. During the recent war he served as Executive Officer on a large transport in the Pacific and Indian Ocean, and was Commanding Officer on the cutter BIBB on convoy duty in the Atlantic and the Mediterranean. Until his present assignment he was Chief, Demobilization Division, USCG.



WE WANT YOUR IDEA!

YOU HAVE AN IDEA for a new post-war product. You need someone to develop, engineer, manufacture and market your brain-child. Peco can do it. Acceptable ideas for new patentable items (preferably metal) will be purchased outright or on a royalty basis. Here's what to do: Write us a brief description of your idea. If we like it we'll tell you how to submit full details for fair consideration. Do it today!



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OUR PRIDE AND JOY...

The Florence V

Her guns have been removed and she is being set up for the training cruises this summer.

SEVENTY-NINE FEET OF SWEET LADY

The FLORENCE V will be used by the Auxiliary for training cruises during the boating season beginning 1 May, 1946 and ending 31 October, 1946.

It has been decided that the FLORENCE V will be based, for the months of May and June, at Georgetown, Maryland, and flotillas requesting the use of the FLORENCE V for training cruises during these months should plan to depart from Georgetown. Cruises from this point will be confined to the Chesapeake Bay.

During the months of July and August the FLORENCE V will be based at Cape May or Atlantic City, New Jersey, and flotillas requesting the use of the FLORENCE V for training cruises during these months should plan to go aboard at one or the other of these ports.

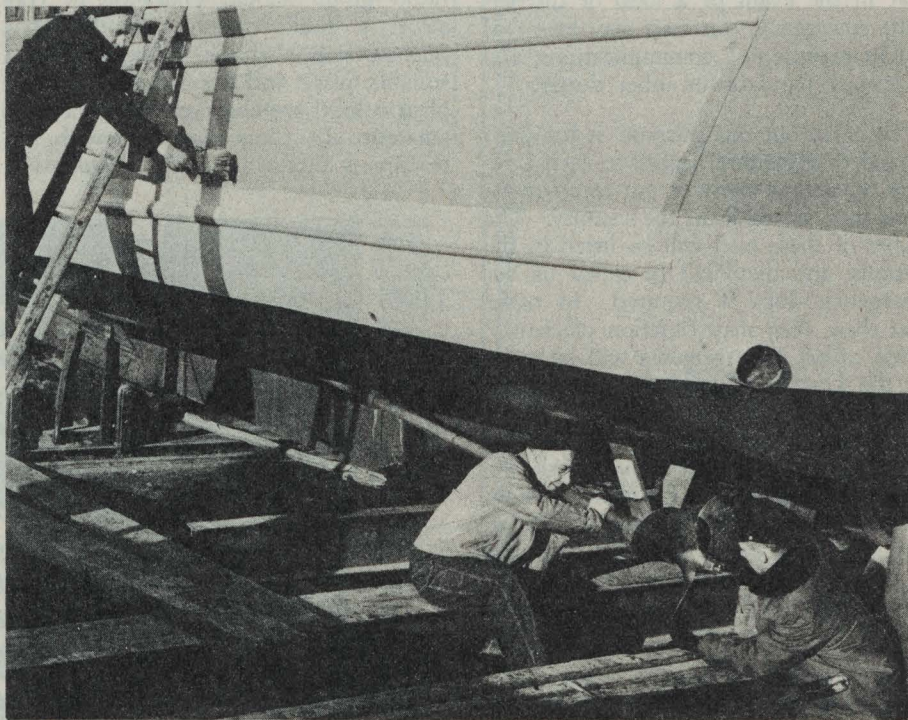
During the months of September and October the vessel will be based either at Georgetown, Maryland, or at the Camden Militia Armory for cruises either on the Chesapeake or the Delaware River and Bay. Flotillas requesting permission to use the vessel during these months should plan their cruises accordingly.

Prompt action on the part of all flotillas in making reservations will greatly aid in the final set-up of the schedule. Where more than one flotilla requests the same weekend, alternate choices will be given consideration. As we go to press with this issue of TOPSIDE the following definite reservations have already been made. Other flotillas should speak fast.



RESERVATIONS TO DATE FOR TRAINING CRUISES ON "FLORENCE V"

MAY	JULY	SEPTEMBER
4 and 5.....Open	1 and 2.....Flotilla 22	1 and 2.....Flotilla 52
11 and 12.....Open	4-5-6-7-8.....Flotilla 31	7-8-9.....Flotilla 22
18 and 19.....Flotilla 21	13 and 14.....Flotilla 32	10-11-12-13.....
25 and 26.....Flotilla 53	20 and 21.....Open	14-15.....Flotilla 53
30 and 31.....Open	27 and 28.....Open	19-20-21-22.....Flotilla 51
		28 and 29.....Flotilla 21
JUNE	AUGUST	OCTOBER
1 and 2.....Flotilla 52	2-3-4.....Flotilla 13	5 and 6.....Flotilla 32
6-7-8-9.....Flotilla 51	10 and 11.....Open	12 and 13.....Open
15 and 16.....Flotilla 25	17 and 18.....Open	19 and 20.....Open
22 and 23.....Flotilla 24	24 and 25.....Open	26 and 27.....Open
28-29-30.....Flotilla 34	31.....Flotilla 52	



Left to Right: Auxiliarists Breneman (painting hull), George Houghton and R. Houghton checking shaft bearing.

PROGRAM FOR COMMUNICATIONS USCG AUXILIARY IN FOURTH NAVAL DISTRICT

Following a discussion with Division and Flotilla Communications Officers, it is clear that the members of the Auxiliary engaged in communications work are anxious to continue their association with the Coast Guard. But, that in order to hold their interest, and also attract new members, they must be assured that their services are wanted by the regular service, and that the program they are asked to work on has a useful purpose which will justify the time they must give to carrying it out. With this in mind, your representatives at Headquarters have met with Commander Waesche, Planning and Control Officer; Lieut. Comdr. Fletcher, Assistant Operations Officer; Lieut. Comdr. Mizel, Communications Officer; and Lieut. Comdr. Brown, Director of the Auxiliary. The following program, some of which has been proposed before, has met with all the necessary approvals, is desired, and it is hoped will be put into effect at once by our various communications groups.

Having in mind that the duties of the Coast Guard call for the protection of life and property along the Atlantic Coast of our district, its bays and inlets, and upon its rivers, it is desired that the emergency program we had developed as Reservists (T) be enlarged, so that in the event of a local or district-wide emergency, our men may give real aid in maintaining communications, and so release regulars for other duties.

To carry out this purpose, it has been agreed that we shall assign to each Lifeboat Station as many of our communications men as reside in the vicinity. The names of these men will be listed in the stations, and they will be called on for emergency duty if required. In order that these men may function efficiently, when called, arrangements will be made by the District Communications Officer for a regular training schedule of visits to stations to which they are assigned, and to familiarize themselves with the radio equipment and telephone switchboards. These training visits will be so arranged with the Station Commanders so that they will not interfere with the usual and orderly routine of the stations.

To provide the proper tie-in with working parties and with Philadelphia, field trials with the comtrucks and portables will be resumed as soon as weather permits.



F. TRAVIS COXE
District Communications Officer, U.S.C.G.A.
Fourth NavDist.

Should an emergency last more than a short time, it is obvious that our local men would need relief, for which reason the members of groups not located on the shore, and assigned to lifeboat station duty, will be transported to such stations, in order that they too may become familiar with the equipment. Field tests for work in connection with possible floods will also be continued as in the past.

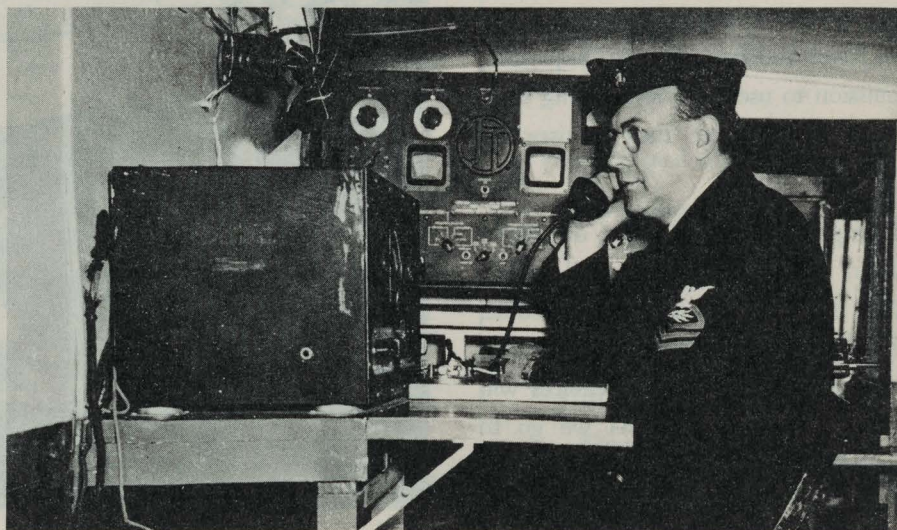
To provide intercommunication between the Flotillas having organized radio groups, it was agreed that each radio group should endeavor to construct a radio station without delay. Such a station should be located in a suitable place and licensed in the name of the local member who is a licensed amateur. In connection therewith, attention is directed to FCC Order No.

130-A, a copy of which is attached.

28.8 Mc. has been selected as the common frequency for our use, Type A1 and A3 Emission. It is probable that later other frequencies in the band, 28.0 to 29.7 mcs., will be used. It is therefore suggested that this be borne in mind when designing equipment. Until new frequencies have been assigned by Headquarters, it should be more advantageous at this time to confine our activities to the authorized amateur bands. By so doing, we can establish our own network, participate in drills and our training program. The attention of all members is directed to the proposed radio station to be erected in the new radio shack on the Cooper Parkway near Camden. It is proposed that this station will be used as a net control and for instruction in operating and construction of equipment. Experienced radiomen and technicians, who are Auxiliarists, will be available on regular meeting nights to assist and advise all members in the designing and construction of equipment.

Upon receipt of a specific frequency assignment, which may be in the 2000-3000 kc band, it is proposed to request each group to construct a station for emergency and drill purposes. In this band, it will be necessary to adhere to a frequency tolerance of 0.005%. Call signs for use in this frequency band will be assigned by the DCGO, 4ND, and stations will be inspected by a representative of that officer in accordance with USCG Auxiliary Instructions.

(Continued on Page 7)



Interior view of Flotilla 25's mobile unit, Charles A. Carter on duty.

PROGRAM FOR COMMUNICATIONS

(Continued from Page 6)

Inasmuch as it would be most inappropriate for our men to be around lifeboat stations, comtrucks, etc., in civilian dress, it is suggested that our members wear their Auxiliary uniforms. Rating bars and specialty devices are not yet available, but the cap, collar and lapel buttons are, and by using these and removing Reserve insignia, our uniforms will be those of the Auxiliary, and as such can properly be worn.

In order that we may know what organization we have, all Communications Officers, Division, and Flotilla, are again urged to make sure that the writer has either been sent, or be sent immediately, a corrected list of all flotilla members engaged in communications work, as well as of those who are to be assigned to lifeboat station duty. It would be extremely helpful if you would also let the writer know whether any of our members own amateur radio stations which have actually been licensed for present use. If so, kindly furnish the usual information regarding location, transmitter and receiver, class of operator's license, and station call letters.

J. TRAVIS COXE
Auxiliary Communications
Officer, 4ND.

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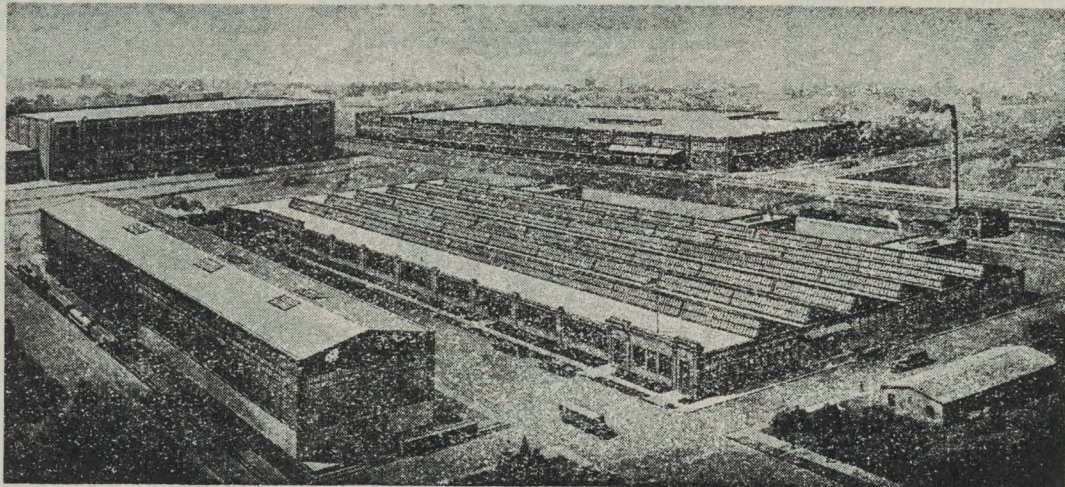
OF

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SEABOARD CONTAINER CORPORATION

FREDRIC R. MANN, *President*

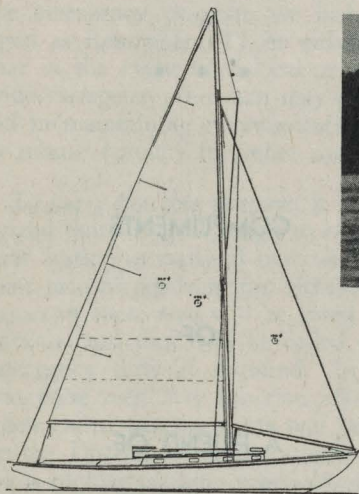


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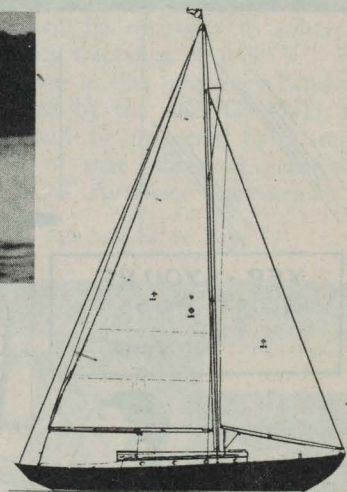
VIGILANT
34'-4" x 23' x 9' x 3'-9"



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LONG LEGGED or SHALLOW DRAFT WHICH SUITS YOUR REQUIREMENTS?

The waters most readily accessible to Philadelphians are spread rather thin compared to those available to residents of the Northern, Middle Atlantic, and New England states. In fact, from New York City south to the glistening waters of the Caribbean Sea, the harbors most inviting to the cruising man are on the shoal side for the medium and smaller sized auxiliaries.

Cruising and racing on Barnegat Bay is a pretty touchy affair for anything drawing much over 4' 0" of water. The Chesapeake, while a splendid cruising ground for all but the largest types has literally dozens of small, practically land locked coves, creeks and harbors denied to long legged craft. As we go farther south in the inland waterway to Florida the advantages of light draft become increasingly apparent.

Why not then the shoal draft auxiliary?

Several years before the war Fred Geiger of Yacht Sales & Service, Inc. designed several boats of this type with all outside ballast, six to nine inches more beam and 12 to 24 inches less draft than the average keel boat of comparable waterline length. Based on experience gained through noting the performance of these boats under various conditions, he designed the 28' 0" waterline auxiliary RANGER for Morton Johnson & Company of Bay Head, New Jersey, as a stock boat. These boats measure 38' 6" overall, 10' 6"

beam and draw, 3' 10" of water with the board up. Their sailing qualities are excellent. Not only are they fast in light airs but particularly so in a breeze to windward.

The below deck layout is very roomy. Forward, just aft of the forepeak, are two wide built-in berths with storage space for bosun's stores under them. Aft of these berths is a toilet room to starboard, 3' 6" fore and aft, with linen lockers outboard. The main cabin sleeps two and also contains three separate lockers for hanging clothing, a built-in bureau with four drawers, worked out so that there is another good-sized locker behind it; four bedding lockers and two alcoves for books outboard of the berths. At the forward end of the main cabin is a bottle locker, the top of which forms additional dresser space. The centerboard trunk is but 4' long and 6" wide and affords a fine solid foundation for the cabin table. The top of the trunk—30" above the cabin floor—is at a convenient table height.

In the galley which is partly set off from the cabin by a wide and attractive arch there are not less than five closed lockers and bins plus a drawer for cutlery. At the after end of the galley there is a hanging space for oilskins. At the present time RANGERS are now under construction at the yard of Palmer Scott & Company, New Bedford, Massachusetts.

The new boats now under construc-

tion are being built to a very high grade specification including lead keel, monel tanks, bronze fastenings, African mahogany planking, teak cockpit floor and Merriman hardware. They are being delivered equipped for cruising but without light sails and personal effects such as cutlery, china and glassware, and blankets.

A new yard, the Bordentown Yacht Service, is now building a smaller 23' waterline shoal draft stock auxiliary, also designed by Geiger, known as VIGILANT. This little boat measures 34' 4" overall, 9' 0" beam and draws 3' 9" with the centerboard housed. The board in VIGILANT does not extend above the cabin floor due to the relatively deeper draft in comparison to waterline length, requiring a smaller boat.

VIGILANT has a generally similar arrangement to RANGER below decks, though of necessity the locker and stowage space is considerably reduced. Her cockpit is nearly as large as RANGER's, the seats being 6' 2" long, and is of the comfortable sunken type with slanting backrests. Her ballast keel is of lead and fastenings are of bronze. The centerboard is of bronze plate. Both RANGER and VIGILANT are powered with the 25-hp Gray Sea Scout motor.

Altogether these two shoal draft auxiliaries afford an owner the maximum in cruising comfort together with plenty of speed under sail.

H. EARL HUSTON, Commanding Officer, USCGA 4th Navdist OUTLINES BENEFITS of MEMBERSHIP

The U. S. Coast Guard Auxiliary, created by an Act of Congress in 1939 to be under the supervision of the U. S. Coast Guard, was to have as its prime purpose the training and assistance of small boat owners in the safe operation of their craft.

In 1944, Congress amended this Act to include radio operators and aviators, thus setting up the nucleus of a land, sea and air rescue team that can be called upon by the Coast Guard in any local or national disaster.

The present war has more than proven the value of having the boatmen nationally organized under the jurisdiction of one of the armed forces, as they were of great help to the Coast Guard in the



successful termination of the war. Thus, we of the Auxiliary believe that all amateur boatmen, radiomen and aviators should support the Auxiliary so that, in the future, the Coast Guard and the country will have a well trained group of individuals to call on in any emergency.

Now that the war is past, the expanded production of small pleasure boats will place many inexperienced boat operators on our waterways. These persons should have an organization, locally situated, to whom they can turn for instruction and advice. The U. S. Coast Guard is the oldest organization in the United States that has operated small boats of all classes. We of the Auxiliary deem ourselves fortunate that we are connected with this organization, as we can call upon their wealth of experience for assistance and advice.

Many other advantages accrue to the person who belongs to the U. S. Coast Guard Auxiliary, some of them being:

- (1) The opportunity to receive an all-around thorough training in all phases of boating and navigation.
- (2) Access at cost to the Coast Guard Institute courses on all relative boating subjects.
- (3) Training along military lines in the proper search and disaster duties, first aid, etc.

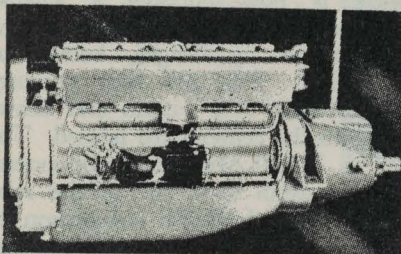
- (4) Opportunity for advancement along military lines through four grades of boatmen in the Auxiliary.
- (5) Opportunity to receive basic instruction in small arms, and participate in flotilla, division and district competition.
- (6) Opportunity to participate in joint training and pleasure cruises on the yacht FLORENCE V.
- (7) Have your boat inspected by experts every year, who will gladly give advice on necessary improvements, etc.
- (8) Receive instruction in radio and become a part of a national disaster hookup.
- (9) The personal satisfaction of supporting an organization that will always be striving for better and safer boating.

The U. S. Coast Guard Auxiliary is national in scope, with Headquarters in Washington, D. C., where it can bring national support for or against boating legislation.

There are many other opportunities for local service by the individual flotillas, such as instruction of boys and girls in schools in boat handling, boat building and sailing. The individual flotillas can also participate in the patrolling of regattas, fairways, inspection and reporting of aids to navigation—checking on channel buoys and lights.

There are twenty-two flotillas of the Coast Guard Auxiliary in the Fourth Naval District. There is one near your home, and you are welcome to call on the commanding officer at any time to receive further information.

KERMATH *Marine* ENGINES



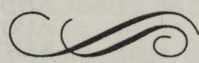
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**BE IT EVER SO HUMBLE . . . LIST OF VESSELS RECOMMENDED TO RECEIVE SERVICE AWARDS
THERE'S NO BOAT LIKE MINE**

It's a funny thing about a boat. Not like a house or car at all. The longer you have her . . . the better you like her . . . (something like the way we wish all wives and sweethearts were).

I watch the sleek new babies slide past at their 15 to 18 knots, the twin screw rigs hop into place at the dock as if pivoted on the well-known dime; the triple cabin jobs go by with their cargo of bathing beauties draped all over the bow deck (with the helmsman's blessing I'm sure) . . . and they all look swell.

But when the going gets dusty, when she blows So'west on an ebb tide in the bay, when those ribs off Cape May look like they mean business, ah boy . . . that's when I'm grateful.

She may not be "purty," she may not be "slick" . . . but man-oh-man that 1 1/2 inch planking, the fairness of her hull and last but not least, her ever-plodding ole engine sure look good to me.

So here's a toast to the gal who always brought me back . . .

"May she ever do so."



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	11-B-983 ALDA	Class 1, 2	Herbert Belar
CGR-876	11-E-720 ALKADA	Class 1, 2, 3	David B. Allman
	11-E-720 ALPERA	Class 1, 2, 3	W. R. MacDonald
CGR-04331	11-R-217 ARLENE B II	Class 1, 2	Alex Barsky
CGR-890	AUD-BOB	Class 1, 2	Richard R. Behler
CGR-4436	AUGUSTA	Class 1, 2	Edward N. Howe
CGR-1161	BANTAM	Class 1, 2, 3	Walter D. Wright
CGR-04337	BARBARA-SUE	Class 1, 2, 3	Thomas G. Allan
CGR-4401	BARLOVENTO	Class 1, 2, 3	Pierre S. DuPont III
CGR-629	BUCCANEER	Class 1, 2, 3	Robert S. Wynn
CGR-633	BUCKAROO	Class 1, 2, 3	A. Felix DuPont
	11-F-158 C C D V	Class 1, 2, 3	C. C. Darlington
CGR-4403	CARIBEE	Class 1, 2, 3	Ernest N. May
	11-C-724 CO-ED	Class 4	Edward R. Fuller
	11-H-547 COZY	Class 1, 2, 3	G. Frederick Petry
CGR-04111	239611 DOR-BESS	Class 1, 2, 3	Earl S. Johnson
CGR 04333	11-B-165 DOROTHY MAY	Class 1, 2	James Albert Harris
	11-R-277 ELJEAN	Class 4	Edward J. Reilly
	11-J-668 ELLIOT WHITE	Class 1, 2, 3	C. Malcolm B. Gilman, Sr. & Jr.
	10-M-194 FLOWELL	Class 1, 2, 3	Frank Wagner
CGR-04226	GEOGYDICK	Class 1, 2, 3	George F. Conner
	11-E-492 GERRYDOR II	Class 1, 2	Jerome L. Hurley
	11-B-123 GERTRUDE III	Class 1, 2, 3	A. E. Colcher
CGR-646	GLIDER	Class 1, 2, 3	Irving H. Kutcher
CGR-1159	GRACE E II	Class 1, 2, 3	Hassell A. Lohse
	10-H-1544 GRILSE	Class 1, 2, 3	Michael F. Sesselman
	11-P-287 JOBERT	Class 4	John Hammerle
CGR-879	KIDA II	Class 1, 2, 3	Donald K. Acton
CGR-04711	MALONE II	Class 1, 2, 3	Louis H. Hein
	11-D-63 MAPA	Class 1, 2, 3	Guy C. Parkhurst
CGR-874	MAR BOB	Class 1, 2, 3	J. Fred Carpenter
	11-S-745 MARIWA	Class 1, 2, 3	Richard F. Wurster
CGR-1155	MAR-JAK	Class 1, 2, 3	Wesley Hargreaves
CGR-649	MARO	Class 1, 2, 3	John J. Oechsle
CGR-873	MILMAROS	Class 1, 2, 3	Oscar A. Fow
	234391 MIRAAMY	Class 1, 2, 3	Thomas E. Jones
	10-E-1722 MIRIDIRK	Class 1, 2, 3	Theo. A. Richter
CGR-1158	MISS ANN I	Class 1, 2	Sam S. Himmelstein
CGR-655	MISS BEACH HAVEN	Class 1, 2, 3	Henry Edw. Broome
	11-J-374 MISS SEASIDE	Class 1, 2, 3	Alfred E. Bannister
	10-H-1963 NO NAME	Class 1, 2, 3	William F. Weippert
CGR-641	OFF SHORE	Class 1, 2, 3	Louis Neuberg
CGR-877	PEGLEW III	Class 1, 2	Louis Gibbs
CGR-872	PROGRESS III	Class 1, 2, 3	Richard McAllister
CGR-04171	RANGER	Class 1, 2, 3	William A. Hublely
CGR-1166	REDHEAD	Class 1, 2, 3	Earl V. Swayze
CGR-883	REVERIE II	Class 1, 2	Joseph Wm. Thorpe
CGR-4431	ROBBIE	Class 1, 2	Albert Dulinski
CGR-04220	11-S-183 ROBBY	Class 1, 2, 3	George K. Robinson
CGR-1163	ROSALIE	Class 1, 2, 3	Chas. Mitchell & E. B. Walls
	11-B-541 SANDY-SU	Class 1, 2	Charles Sutorius
	11-S-458 SEVERN	Class 1, 2, 3	Harold E. Weber
	11-L-707 SOUVENIR	Class 1, 2, 3	John J. White, Jr.
	11-T-509 STAR DUST	Class 1, 2, 3	C. F. Hadley, Jr.
CGR-1157	STAR OF THE SEA	Class 1, 2, 3	Girard A. Colasurdo
CGR-1160	SUN PAL III	Class 1, 2, 3	George Clover
CGR-878	11-R-398 TALLY HO	Class 1, 2, 3	Sylvanus F. Reese
	237652 TWEEDNELLA III	Class 1, 2, 3	Ernest B. Benger
	11-K-51 WANDERER	Class 1, 2, 3	Lawrence Marshall
		Class 1, 2	Charles R. Russell

The long-awaited awards for boats which have served on Coast Guard duties have been approved, and the District Coast Guard officer has convened a District Board which will judge the services of individual Auxiliary vessels and make appropriate recommendations for the award of any of the following (1) Secretary of the Navy Letter and Award of Chevrons (2) Award of Certificate (3) Award of the Bronze Medallion Plaque (4) Award of the DCGO letter of appreciation. It is possible for one vessel to acquire awards 1, 2, 3, if it meets all the requirements.

These awards are authorized for only those vessels which have been released from service and returned to the owners from which they were acquired. This would include all vessels which served as O3 or CGR-T craft. Disposition of the vessels since they have been disengaged and returned to the owners does not affect authorization of the awards to the original owner.

In determining the type of award to which a vessel may be entitled it will be important to note that availability does not mean when the vessel was actually in operation and on duty. Availability is construed as meaning that the vessel was ready and available for Coast Duty. However, if the same vessel was available seven days a week, six months of that availability would qualify it for that award. Time off for repairs and

maintenance during that period will be credited full time.

Class 1—This is a letter of appreciation from the Secretary of the Navy and Award of Chevrons for vessels which have been available six or more months for wartime Coast Guard duty. These chevrons, one for each six-months service, will be black on a white background to be painted on the stack or the bridge or, as in the case of a small boat, in the most appropriate display location.

Class 2—This is an Award of Certificate to Auxiliary vessels only, with six or more months of continuous service prior to date of decommissioning. (These vessels are also eligible for Class 1 awards).

Class 3—The Award of Bronze Medallion Plaque is for Coast Guard Auxiliaries whose vessels have served a continuous wartime period of not less than 12 months prior to decommissioning. (These vessels are also available for Class 1 and 2 awards).

Class 4—Vessels not under the above classifications may be furnished an appropriate letter of appreciation by the DCGO for cooperation with the government in the spotting of submarines while engaged in their normal cruising or fishing activities.

All boat owning members have been furnished with the necessary forms for applying for these awards. Courtesy of "Over The Bow"

THE MARINE POLICY

The quaint phraseology used in Ocean Marine policies is that of generations of long ago, and is quite different from that of other insurance contracts in use today. For example, the insuring clause reads like this:—

"Touching the adventures and perils which we the said Assurers are contented to bear and take upon us, they are of the seas, men-of-war, fire, enemies, pirates, rovers, assailing thieves, jettisons, letters of mart and counter mart . . . and all other like perils, losses and misfortunes that have or shall come to the hurt, detriment or damage of the said vessel, etc. . . ."

In addition many ancient terms are used which are foreign to the usual insurance language. For illustration:—

"Protection and Indemnity"—corresponds in a considerable degree to Public Liability and Property Damage Insurance.

"General Average"—means a sacrifice to avert a common peril, the loss being borne ratably by all parties.

"Particular Average"—means a partial loss not attributable to such a sacrifice.

"Disbursements"—is a form of excess insurance carried over the agreed value of the hull.

Thus insurance on Yachts and Motor Boats is a highly specialized and complicated subject which requires the experienced services of an organization such as ours, in properly arranging the necessary coverage on your Craft. We invite your inquiry.

SMITH-AUSTERMUHL CO.

INSURANCE

5TH & MARKET STS.

CAMDEN, N. J.

PHONE—CAMDEN 3210

BROKERS — ADVISORS — ADJUSTORS

SMITH-AUSTERMUHL CO.
Camden, N. J.

I am interested in insuring my boat, and am giving the following information for a quotation:

Owner..... Address.....

Name of Vessel..... Home Port.....

Builder..... Built..... Cost.....

Gasoline, Diesel Engine.....

Length..... Beam..... Depth.....

Pleasure Craft Only..... (Yes or No)

Amount of Insurance Desired \$.....

"It's better to have insurance and not need it, than to need it and not have it"

THIS is the United States Coast

★ The United States Coast Guard Auxiliary was established on October 5, 1939 by the Coast Guard Reserve Act as amended in 1939 (53 Stat., 854, U. S. C., Supp. V, title 14, ch. 9) as amended by Public Law Numbered 564, Seventy-sixth Congress, third session.

The Act was amended in 1941, Seventy-seventh Congress, regulations prescribed October 5, 1939 were revoked and new regulations were prescribed under the new Act, known as the Coast Guard Auxiliary and Reserve Act of 1941. The Act of 1941 was further amended 1 June, 1945, and the purposes of the Auxiliary were changed to include along with motorboats and yachts, airplanes and radio stations.

The purposes of the Auxiliary as set forth in the Act are as follows: (a) to promote safety and to effect rescues on and over the high seas and on navigable waters, (b) to promote efficiency in the operation of motorboats and yachts, (c) to foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts, and (d) to facilitate other operations of the Coast Guard.

Section 3 of the Act establishes the composition of the U. S. Coast Guard Auxiliary and says in part that the Auxiliary shall be composed of citizens of the United States or of its Territories and possessions, including the Philippine Islands, who are owners (sole or part) of motorboats, yachts, aircraft, or radio stations, and who may be enrolled therein pursuant to regulations prescribed under the authority of the Act.

The Act further states that the Auxiliary shall be a non-military organization administered by the Commandant of the Coast Guard under the direction of the Secretary of the Treasury. The Act further states that members of the Auxiliary may be enrolled in the Coast Guard Reserve, and the Coast Guard is authorized to utilize in the conduct of its duties incident to the saving of life and property, including air-sea-rescue operations, and in the patrol of marine parades and regattas, or for any other purpose incident to the carrying out of the functions and duties of the Coast Guard any motorboat, yacht, aircraft, or radio station placed at its disposition for any of such purposes by any member of the Auxiliary. It further states that any motorboat or yacht, while assigned



AUXILIARISTS MAN COASTAL LOOKOUT TOWERS IN WAR TIME

to Coast Guard duty as herein authorized, shall be deemed to be a public vessel of the United States, and within the meaning of the Act of June 15, 1936 (49 Stat. 1514; U.S.C., Supp. V, title 14, sec. 71), shall be deemed to be a vessel of the United States Coast Guard.

The Act further states that appropriations of the Coast Guard shall be available for the payment of actual necessary expenses of operation of any such motorboat or yacht when so utilized, but shall not be available for the payment of compensation for personal services, incident to such operation, to other than personnel of the regular Coast Guard or the Coast Guard Reserve established by Title II of this Act.

The initial organization of the Auxiliary was a rather slow process, but throughout the country, yachtsmen were encouraged to join the Auxiliary and to form groups known as Flotillas. Considerable progress was made up to the

time of Pearl Harbor. Then, when the submarine menace on the Eastern Coast of the United States became alarming, the Coast Guard called on these yachtsmen and their boats to supplement the regular Coast Guard. A rescue and observation offshore patrol was established, and from April, 1942 to December, 1942, the small boats belonging to members of the Auxiliary, manned by the Auxiliary men went to sea. The performance of these patrols exceeded all that was expected. Constant and satisfactory operation without accident throughout those months when patrol work was so vital, aided materially in the anti-submarine work of the Coast Guard. In the Fourth Naval District, 146 boats belonging to members of the Auxiliary and crewed by their owners made 1443 patrols covering more than 73,980 miles. They saved 36 lives, towed 23 vessels to safety, recovered 6 bodies, and buoyed 3 wrecks. (See Chart No. 1) (a).

Guard Auxiliary, 4TH NAVDIST

By LT. COMMANDER JOHN W. BROWN, Director

While members of flotillas located on the coast were performing patrols off-shore, the men of the river flotillas were performing outstanding duty on anti-sabotage patrols, which were started in August, 1942, using Auxiliary vessels. Fifty-two Auxiliary vessels participated in the anti-sabotage patrols on the Delaware River and Bay and made 262 patrols, cruising a total of 11,422 miles. (See Chart No. 1) (b).

In August, 1943, the boatbuilding program had caught up with the demand of the service, and Auxiliary vessels were relieved of patrol work. Members of the Auxiliary, who had been temporarily enrolled in the Coast Guard Reserve, were immediately assigned as crews to man regular Coast Guard Reserve vessels. The offshore work was taken over by the regular Coast Guard, and temporary members of the Reserve from the Auxiliary were put on inlet picket boat duty and river patrols.

As the need became more persistent for regular Coast Guardsmen to man floating units in the combat areas throughout the world, the Auxiliary entered into an extensive recruiting program for new members, who were immediately temporarily enrolled in the Reserve to replace regular Coast Guardsmen assigned to combat duty. More and more work was turned over to the Auxiliary, and a uniformed force of 3,000 men was recruited for intermittent duty of 12 hours each week without pay. These volunteers were recruited, uniformed, trained, and assigned to Coast Guard duty patrolling day and night, both ashore and afloat and replacing upwards of 500 regular Coast Guardsmen for duty outside the continental limits of the United States.

The number of duty hours of Coast Guard work performed by Auxiliarists in the 4th Naval District reached a total of 1,566,572, and duties performed included security details at the Headquarters' Building, boat maintenance of regular Coast Guard vessels, dock patrols on the commercial fishing docks of the district, yard sentry duty and gate watch at the Edgemoor Repair Base, operation of aids to navigation on the river, anchorage patrols, security details at Coast Guard barracks, guard duty at the Atlantic City Radio School and the Gloucester Immigration Station, security detail on the Wilson Line boats running

(Continued on next page)

RIVER PATROLS

Anti-sabotage patrols under the Captain of the Port were authorized in August, 1942, using Auxiliary vessels.

RIVER PATROL

Flo. No.	Date	No. of Boats	No. of Patrols	No. of Crew	No. Hrs. Cruised	Tot. Miles Cruised	Tot. Gal. Gas Used
21	8-29 to 12-7	17	60	236	566 $\frac{1}{4}$	2,235	1,879
22	8-11 to 12-7	15	117	683	1,068 $\frac{1}{4}$	5,038	2,706
23	8-10 to 10-31	14	44	195	433 $\frac{3}{4}$	2,320	940
25	8-12 to 10-30	6	41	175	374	1,829	941
Season's Total of all Auxiliary Boats		52	262	1,289	2,442 $\frac{1}{4}$	11,422	6,466
						Per Boat	Per Patrol
Average number of patrols						5.03	
Average number of hours cruised						46.96	9.32
Average number of miles cruised						219.65	43.59
Average gallons of gas consumed						124.34	24.67

MARINE DEPARTMENT

District	Number Members	Number Vessels	No. Flot.	No. Div.
BOSTON, 1ND	10,248	1,106	74	10
NEW YORK, 3ND	11,318	3,847	95	12
PHILA., 4ND	3,525	878	23	5
NORFOLK, 5ND	1,001	689	31	6
CHARLESTON, 6ND	1,822	317	16	4
MIAMI, 7ND	2,415	677	35	7
NEW ORLEANS, 8ND	2,618	681	27	8
ST. LOUIS, 9ND	1,694	934	56	15
CLEVELAND, 9ND	10,447	4,537	140	24
LONG BEACH, 11ND	3,554	866	62	10
SAN FRANCISCO, 12ND	2,354	533	19	4
SEATTLE, 13ND	3,468	953	48	8
HONOLULU, 14ND	95	85	4	2
KETCHIKAN, 17ND	190	155	10	4
TOTALS	54,749	16,258	640	119
Marine Department	54,749	16,258	640	119
Aviation Department		1		
Communications Dept.		3		
Totals	54,749	16,262	640	119



between Philadelphia and Wilmington, yard, sentry duty, gate watches, and dock patrols at the Port Richmond Coast Guard Base, radio watch at Port Richmond and Essington, river patrols and sentry duty at Essington, and the manning of 23 coastal lookout towers from Cape May to Manasquan Inlet. (See Chart No. 2.)

All these duties were performed by members of the Auxiliary in Coast Guard uniform without pay. The men furnished their own transportation to and from their post of duty. The administrative set-up for this force of 3,000 men necessitated the commissioning of some 233 officers from Ensigns to full Commanders.

The training program continued throughout, and Auxiliarists were trained in the use of small arms, in the operating and handling of radios and radio communications, and in the operation and maintenance of Coast Guard vessels. The work of the Auxiliary in the Fourth Naval District is duplicated throughout the country in all of the 15 Naval Districts. Figures show that Temporary Reservists relieved for combat duty more than 7,000 regular Coast Guardsmen, and it has been said by the Commander of one of the Coast Guard landing crafts at the Normandy Beachhead that the success of that operation had been greatly enhanced by the work performed on the home front by volunteer members of the Coast Guard Auxiliary, who made it possible for regular Coast Guardsmen to take their places with the combat forces.

On September 30, 1945, all Temporary Reserve enrollments were terminated, and members of the Auxiliary were disenrolled from the Reserve. The postwar plans of the Auxiliary call for an extensive expansion to include all small boat owners and operators, owners of airplanes, and the amateur radio men. The program calls for continued training for emergency duty.

Together with this emergency program, the Auxiliary is dedicated to the education of all users of small boats in the safe operation of their craft and to promote safety on the high seas and the navigable waters. The organization has a membership of 54,749 small boat owners and operators throughout the country.



PATROL ACTIVITY—

Offshore Patrols

At the request of the Navy, offshore patrols were inaugurated in April, 1942. The figures below represent the performance of this District. Auxiliary vessels were used exclusively. No accidents sustained by either men or boats.

EASTERN SEA FRONTIER PATROLS

Flo. No.	Date	No. of Boats	No. of Patrols	No. of Crew	No. Hrs. Cruised	Tot. Miles Cruised	Tot. Gal. Gas Used
11	5-3 to 11-29	27	299	1,158	2,189	13,638	9,771
13	5-5 to 11-30	21	219	700	2,005 $\frac{3}{4}$	15,929	8,489
15	10-3 to 11-4	3	8	21	48 $\frac{1}{2}$	469	507
16	4-14 to 11-30	33	300	1,020	1,850 $\frac{3}{4}$	15,188	14,727
18	5-14 to 11-17	12	174	793	1,242	8,799	6,163
31	5-14 to 11-29	27	235	1,049	1,308	11,084	9,172
32	6-16 to 10-10	10	79	280	465 $\frac{1}{2}$	3,443	1,965
33	5-18 to 11-13	13	129	397	793 $\frac{1}{2}$	5,430	3,043
Season Total:		146	1,443	5,418	9,903	73,980	53,837
						Per Boat	Per Patrol
Average number of patrols						9.88	
Average hours on patrol						67.80	6.86
Average gallons of gas consumed						368.97	37.30
Average miles cruised						506.71	51.26

SUMMARY OFFSHORE PATROL

The performance of these patrols exceeded all that was expected. Consistent and satisfactory operation without accident throughout those months when patrol work was so vital aided materially in anti-submarine work in this District. In addition, concrete value was derived in actual assistance rendered, as shown in the following breakdown of submitted assistance reports:

1. Lives saved	36
2. Vessels towed to safety	23
3. Bodies recovered	6
4. Regattas patrolled	9
5. Wrecks buoyed	3

**THE AUXILIARY DID A GREAT JOB . . . IS DOING A GREAT JOB . . .
AND IS GOING TO DO EVEN A GREATER JOB
IN ASSISTING THE COAST GUARD**

★ ★ ★

Frank W. Harris, Jr.

Certified

Public Accountant

★ ★ ★

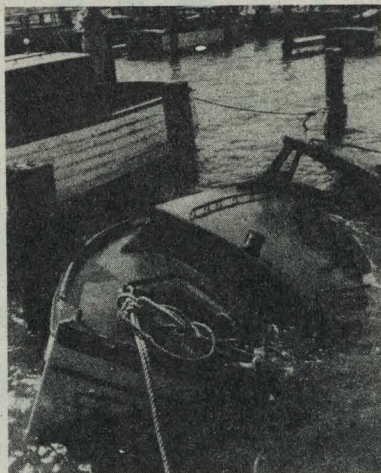
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BOATMEN—



CAN YOU QUALIFY?

If you own a boat, or are interested in boating, you may be able to qualify for admission to Flotilla 22, U. S. Coast Guard Auxiliary. A limited number of new members are now being admitted.

If interested, write for details to: Commanding Officer, Flotilla 22, 812 Otis Bldg., Philadelphia 2, Pa.

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COMPLIMENTS OF THE
BLUE WATER BABY



AND
HER SKIPPER AND CREW



Jerry Marcus,
Skipper.
Editor of Topside.



Left to Right:
Sam Passo, Mate;
Paul Pflaumer, Navigator;
Jim McIlvaine, Galley Slave.

Sam and Paul hold the Delaware Bay record for shooting Japs.

They killed a case and a half from Green Creek Canal to Ship John Light.



TELL YOUR "BOATING FRIENDS" HOW to JOIN the USCG AUXILIARY

If they wish to join the Coast Guard Auxiliary, Fourth Naval District, tell them to contact the training officer of the flotilla nearest their home. Below are listed the names of the officers of the Auxiliary, and the names and numbers of the flotillas, with their meeting places and time of meeting. It is suggested that they contact the training officer by letter or phone.

Commanding Officer H. EARL HUSTON
 Executive Officer W. LYLE HOLMES, JR.
 Training Officer ALLAN M. LASOR

ATLANTIC CITY, N. J., Flotilla 11. Meets at Atlantic City Tuna Club, 4th Wednesday, 8:30 p.m. Commanding Officer — W. F. Errig. Executive Officer — A. E. Hooper, Jr. Training Officer — W. E. Davis, 19 E. Bayview Ave., Pleasantville, N. J., (Pleasantville 698-W).

SEASIDE PARK, N. J., Flotilla 13. Meets at Bore Hall, 2nd Wednesday, 8:00 p.m. Commanding Officer — W. H. Burdge. Executive Officer — Lloyd Case. Training Officer — C. H. Sutorius, 137 Maple Shade Ave., White Horse, Trenton N. J., (9229).

POINT PLEASANT, N. J., Flotilla 15. Meets at No. 2 Fire House, 1st Friday, 8:00 p.m. Commanding Officer — R. C. Hubbard. Executive Officer — George Stengel. Training Officer — David McKelvey, 308 Ocean Ave., Lakewood, N. J., (Lakewood 1549).

TOMS RIVER, N. J., Flotilla 16. Meets at Toms River Yacht Club, Tuesday, 8:00 p.m. Commanding Officer — Howard Keough. Executive Officer — Charles Kiefer, Jr. Training Officer — J. W. Finley, Washington St., Toms River, N. J., (Toms River 474).

LITTLE EGG HARBOR, Beach Haven, N. J., Flotilla 18. (Call Executive Officer). Commanding Officer — M. B. Horter. Executive Officer — J. W. Haines, (Whitemarsh 0318). Training Officer — J. H. Humpton, 5004 Roosevelt Blvd., Phila. 24, Pa., (Jef. 2900).

MULLICA RIVER, N. J., Flotilla 19. Meets at Oyster Creek Inn, Leeds, Pt., N. J., 1st Friday. Commanding Officer — J. R. Creely. Executive Officer — H. A. Long. Training Officer — R. C. Shockey, 14 Pressey St., Hammonton, N. J., (Hammonton 145).

QUAKER CITY, Philadelphia, Pa., Flotilla 21. Meets at Disston Recreation Center, 1st Monday, 8:00 p.m. Commanding Officer — J. J. Bielman. Executive Officer — David Fuiman. Training Officer — G. J. Wolf, 60 W. Sharpnack St., Phila. 19, Pa., (Ger. 5829).

ESSINGTON, PA., Flotilla 22. Meets at 1011 Chestnut St., Phila., last Monday, 8:00 p.m. Commanding Officer — H. H. Breneman. Executive Officer — H. P. Hyatt. Training Officer — J. E. Johansen, 48 S. Kirklyn Ave., Upper Darby, Pa., (Lom. 7300).

DREDGE HARBOR, Riverside, N. J., Flotilla 23. Meets at Naval Militia Armory, Camden, 1st Tuesday, 8:00 p.m. Commanding Officer — E. A. Knorr. Executive Officer — R. H. Stuber. Training Officer — Frank Glenn, 34 Evergreen Lane, Haddonfield, N. J., (Camden 6400).

DELAWARE RIVER YACHT CLUB, Phila., Pa., Flotilla 24. Meets at 1011 Chestnut St., Phila., 1st Monday, 8:30 p.m. Commanding Officer — F. H. Riepen. Executive Officer — W. R. MacDonald. Training Officer — J. C. Larkin, 1161 Herbert St., Phila., Pa., (Ful. 4019).

FARRAGUT, Camden, N. J., Flotilla 25. Meets at Naval Militia Armory, Camden, 1st Monday, 8:30 p.m. Commanding Officer — C. Y. Bowden. Executive Officer — E. A. L. Cox. Training Officer — F. L. Branin, 43 N. Main St., Medford, N. J., (Mt. Holly 920).

TRENTON, N. J., Flotilla 26. Meets at Trenton Yacht Club, 3rd Thursday, 8:00 p.m. Commanding Officer — W. N. Feaster. Executive Officer — T. G. Long. Training Officer — E. R. Pelcz, 513 Liberty St., Trenton 10, N. J.

SALEM, N. J., Flotilla 27. Meets at Pitman Fire Co. No. 1, 2nd Friday, 8:00 p.m. Commanding Officer — G. J. Sawyer. Executive Officer — Carl Harvey. Training Officer — George Boehner, 105 Alcyon Blvd., Pitman, N. J., (Pitman 185).

OCEAN CITY, N. J., Flotilla 31. Meets at Ocean City High School, 1st Friday. Commanding Officer — R. H. Gifford. Executive Officer — Thomas Heist. Training Officer — Robert Morford, 1st and Bay Aves., Ocean City, N. J., (Ocean City 0182-W).

STONE HARBOR, N. J., Flotilla 32. Meets at Avalon Fire House, Friday, 8:00 p.m. Commanding Officer — J. G. Merkel, Jr. Executive Officer — J. N. Alexander. Training Officer — M. T. Bingham, 4110 Landis Ave., Sea Isle City, N. J., (S. I. City 3-6211).

WILDWOOD, N. J., Flotilla 33. Meets at Montgomery Avenue Fire House, 1st-3rd Fridays, 8:00 p.m. Commanding Officer — R. L. Higgins. Executive Officer — W. C. Koenke. Training Officer — Joseph Thomas, 4956 Gransback St., Phila. 20, Pa., (Del. 9533).

MAURICE RIVER, Vineland, N. J., Flotilla 34. Meets at 157th FA Armory, Delsea Drive, 3rd Tuesday, 8:00 p.m. Commanding Officer — A. S. Thomas. Executive Officer — W. S. Calkins. Training Officer — W. P. Nickelson, 418 W. Main St., Millville, N. J., (Pennsgrove 1280).

CAPE MAY, N. J., Flotilla 35. Meets at Kiwanis Club House, Cape May, 1st Thursday, 8:00 p.m. Commanding Officer — D. W. Lear. Executive Officer — F. W. Hughes. Training Officer — H. J. Collins, 236 6th Ave., West Cape May, N. J., (Bell 7661).

WILMINGTON, Del., Flotilla 41. Meets at YMCA, 11th and Washington Sts., (Temp.). Commanding Officer — J. A. Ewing. Executive Officer — P. W. Lukens. Training Officer — I. F. Hutt, 1013 Newport Pike, Wooderest, Wilmington 177, Del., (Wilmington 2-3811).

READING, Pa., Flotilla 51. (Call Executive Officer). Commanding Officer — P. W. Ziegler. Executive Officer — D. J. Hill, (Reading 4-8311). Training Officer — H. Wentink, 1144 Fairview Ave., Wyomissing, Pa., (Reading 4-1524).

LANCASTER, Pa., Flotilla 52. Meets at Armory, 438 N. Queen St., 2nd-4th Mondays, 7:45 p.m. Commanding Officer — R. A. Taylor. Executive Officer — W. E. Kinn, Jr. Training Officer — M. H. Bauman, 564 S. Queen St., Lancaster, Pa.

HARRISBURG, Pa., Flotilla 53. Meets at Public Utility Commission Hearing Rooms, N. Office Bldg., every Monday, 7:45 p.m. Commanding Officer — J. W. Appleby. Executive Officer — G. R. Johnson. Training Officer — G. F. Miley, 21 S. 8th St., Lemoyne, Pa., (Harrisburg 2-4111. Ext. 40).

The **LOG** of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 11, ATLANTIC CITY

At the last monthly meeting held at the A. C. Tuna Club, Commander Errig appointed the following men to head the various offices of Flotilla No. 11:

Joseph Rogers.....Secretary
 James Dooley.....Finance & Pub. Officer
 Ed Hogan.....Recruiting Officer
 Eugene Brown.....Gunnery Officer
 Ed Sullivan.....Boat Inspection Officer

The attendance at the meetings of the Flotilla has been excellent and very encouraging. Enthusiasm is high.

Somewhat aside from present day flotilla activities is the contents of a letter recently received by Commander Errig from an Air Corps flyer, Lt. Col. James B. Cheney, who was one of the Air Corps men of the local redistribution center taken out fishing by Bill Errig and other members of Flotilla No. 11.

Lt. Col. Cheney, then a Major, was already a veteran, but still he volunteered to go back overseas for another tour of duty. His letter speaks for itself and in part follows:

"When we arrived at the A. C. Tuna Club, we had the very good fortune to be assigned to the *Tranquilla II*. What a day. You were more than kind to us and made us feel as at home. Never in all my travels in the Army and out have I been treated with such cordial hospitality. You may wonder why I go on so about a fishing trip in the Atlantic—well I'll tell you.

"When I returned to England, everything went smoothly for almost a month and then the inevitable happened and I was shot down while strafing in the Ruhr Valley. Since that time I've had many, many reasons to think over my life, when I was a prisoner of war, and that trip with you stands out in my mind every time I thought of my enjoyable experiences in the USA.

"I am to be out of the Army in a few weeks and I plan to return to Ohio State University, and finish my training in Industrial Management—Commerce College, then east to Harvard for some graduate work in Labor Relations. If I am ever in Philadelphia, I'll hope to see you or at least call.

I had hoped to write you from England, but was shot down before I could complete that mission—sorry—hope this is not too late.

Sincerely,
 James B. Cheney
 Lt. Col. A.C."

All of which shows the kind of treatment these veterans received in the hands of the men of Flotilla No. 11 and in particular Bill Errig. It's a kick to all of us to get such letters and to know the job we did was so much appreciated. Thanks, Colonel Cheney, and we hope the hundreds of others enjoyed their trips as much.

—James Dooley, Publicity Officer

FLOTILLA 34, MAURICE RIVER

The training program for Flotilla 34 is well under way now and running smoothly, with the exception of a few changes in schedule.

The navigation class taught by Charlie Newton has been well received by members of No. 34. Even Dom D. has stopped talking about the red barn paint that somehow found its way on his boat last summer and has taken an interest in the art of navigation. We met him coming down the steps, following the first class, and he was muttering something about, "Can dead men vote?" or, "Correct East, subtract West."

Our new boat building class is being supervised by our Com. Allen Thomas. Plans for the new 16' Duster designed by Owen Merrill of Riverton, N.J., were received about two weeks ago, and molds are being set up in a building donated for this purpose by the City of Millville. I might add that the expenses involved in the designing of this boat did not come from the flotilla treasury but from individual members of the Auxiliary. We hope to have a model of this boat at the Sportsmen's Show in Philadelphia.

The radio procedure classes are now held on Tuesday evenings at the Armory. I don't think there was enough static to keep them warm in that shack along the river.

—Walter Towles, Publicity Officer.

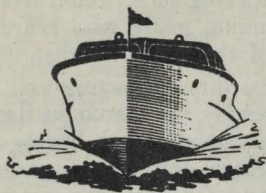
FLOTILLA 13, SEASIDE PARK

Typical "Flotilla 13 weather"—fog and rain of the kind that made many a tower watch or dock patrol on the shore unpleasant—failed to dampen the enthusiasm of 56 members who reported to Fellowship Hall, Milltown, on 6 February for last month's dinner meeting. This gathering proved to be an outstanding success from every point of view.

The Milltown committee in charge, consisting of Dr. T. A. Richter, Leon Fellows, VanDoren LaTerre, David Montgomery, Frank Wagner, and John J. Young, assembled, in some manner known only to themselves, a remarkable collection of scarce delicacies. When such a group can provide not only tasty baked Virginia ham and the sugar needed to make delicious, home-made apple pie of the kind most of us haven't tasted since Pearl Harbor, its accomplishments are distinctly above the routine. But the final, extra touch of awarding two door prizes, two pairs of nylon stockings, left all the visiting brothers breathless—especially the lucky winners.

Commodore William A. Smith, Commanding Officer of the Auxiliary in the Third Naval District, and a member of the Governing Board of the U. S. Power Squadrons, in the speech of the evening drew upon his experiences in admiralty law and his lectures upon it to high-ranking naval officers during the war. His discussion of "Sea Disasters Caused by Navigational Errors" made the ordinarily prosaic subject of Rules of the Road a vital, interesting, and easily understood matter to each of his listeners. He also sketched the development of Loran, the aid which has revolutionized navigation on the high seas and which bids fair to be of equal help to skippers of small boats in coastal waters.

The lavish meal, at which "seconds" were the rule and third and fourth helpings common, and Commodore Smith's remarks were followed by a business meeting at which much was accomplished. Application was made to Auxiliary Headquarters for the Florence V for a three-day weekend cruise next August. The new By-Laws for flotillas were adopted for our organization. It was agreed to waive the payment of all back dues owed by members up to 1 July, 1945, the time when our active participation in the Reserve (T) ended, and to consider all members who paid, within the next 60 days, their dues for the three quarters from 1 July, 1945 to 31 March, 1946 as members in good standing. The reports of committees which followed indicated that the flotilla has a definite and aggressive program for the future, and the enthusiasm which these reports produced caused nearly half the men attending to over-



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whelm the Treasurer with current and advance dues.

The Building Committee, headed by Maurice W. Brink, reported not progress, but accomplishment. Since the Flotilla cannot own property, a group of its members have organized a corporation, Flotilla Thirteen Boat Club, Inc., not for profit, under the laws of the State of New Jersey. Nine members, representing most of the communities or regions from which the far-flung membership of Flotilla 13 was recruited, have agreed to serve as incorporators and original Trustees of the Corporation. They are: for three-year terms, Henry Cain of Seaside Park, Joseph E. Gallant of Silverton, and Frank Wagner of Milltown; for two-year terms, Herbert Barlow, Maurice W. Brink, and Earle Clark, all of Trenton; and for one-year terms, Harold Conover of Hamilton Square, Thomas Fraser of Osbornville, and Victor H. Panek of Princeton.

At the organization meeting of the incorporators, held at the Seaside Park School, the corporation's attorney reported that the necessary papers had been recorded, so by-laws were adopted, and in accordance with these by-laws, the following officers were elected for 1946: President, Maurice W. Brink;

Vice-President, Joseph E. Gallant; Treasurer, Harold Conover; and Secretary, Victor H. Panek. The corporation also voted to purchase from Herbert Barlow, William H. Burdge, Lloyd A. Case, and Charles Sutorius the property which these flotilla members had, as individuals, bought in behalf of the flotilla. This land consists of 19 lots, approximately 385 by 120 feet in all, at O Street and Barnegat Bay, Seaside Park. With open water on three sides, this plot will provide nearly 900 feet of docking space for members' boats, and, of course, plenty of room for a club house and parking area.

No member of Flotilla 13 is under obligation to purchase the bonds or stock of Flotilla Thirteen Boat Club, Inc., but only members of the Flotilla in good standing will be allowed to purchase its securities, under provisions of the By-Laws designed to preserve and improve the property for the greatest good of all flotilla members. Bonds will be issued in units of \$50, and one share of voting stock will be given with each such debenture, subject to a section of the By-Laws restricting any single member from casting more than five votes regardless of the amount of bonds owned. Treasurer Conover reported

widespread interest in the corporation and a gratifying subscription from members, including many who heard of the project for the first time that night.

The next dinner meeting will be held on Wednesday, 13 March, at the Sunset Inn in Lakewood. With Spring and the boating season only a few weeks away, it is anticipated that the growing demand for semi-monthly or weekly meetings at the shore will be acceded to.

—Victor H. Panek, Publicity Officer.

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FLOTILLA 16, TOMS RIVER

In line with many other Flotillas we have been hitting the bumps of late; witness no reports to TOPSIDE. However, the February 5th meeting showed signs of the Auxiliary arising, like Phoenix, from its disenrollment ashes.

Howard Keough, the new Commander, seems to be the physician administering the "shot in the arm," ably assisted by his Officers, Joe Finley (training officer), Charlie Kiefer (vice commander) and modestly enough, the writer who has been appointed Sec. Treas., much against his natural inclination, may I add.

(Continued on next page)

FLOTILLA 31'S FEATURED AWARD

By JACK BROMLEY, JR.

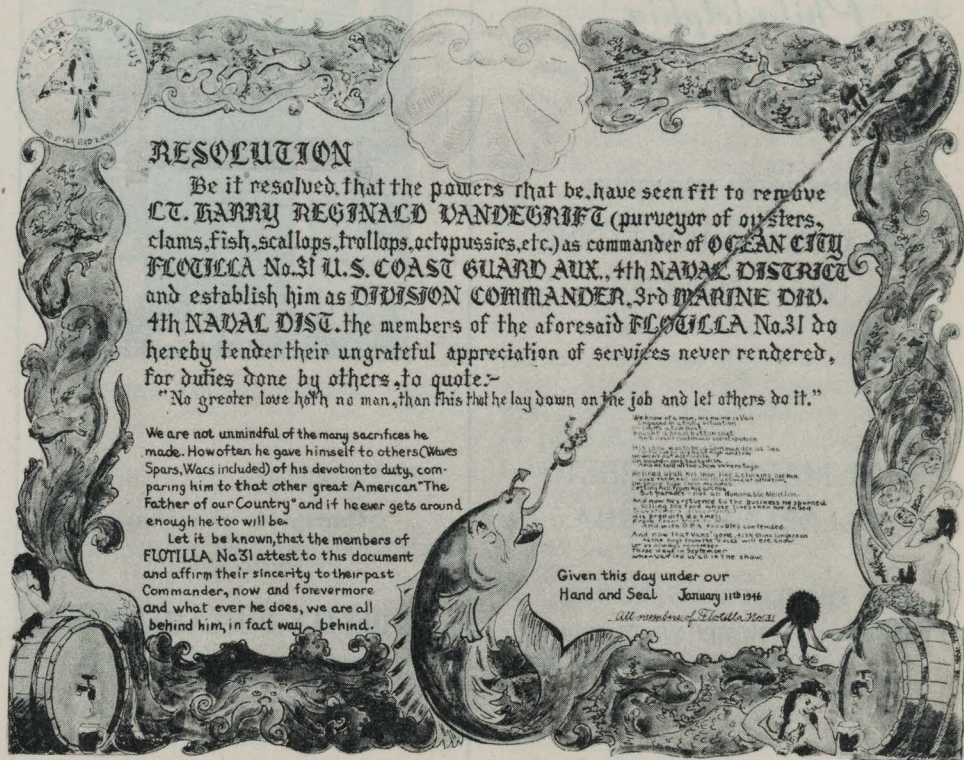
The evening of 14th January—oops, forgot we are now civilians—January 14th, saw one of 31's affairs of food, fellowship and phoolishness at the Ocean City Country Club's establishment in Somers Point. The food section and arrangements were ably handled by Randy Fogg and his able assistants, while the fellowship, under the baton of Commander Gifford, featured Lt. Commander Brown—the one man brass section of the Auxiliary—and the always enjoyed tinkling reminiscences from the banjo of memories which are a part of Bill Sturm, U.S.C.G. (twice retired) currently South Jersey's Training Officer.

The phoolishness was high-lighted by the presentation to Ex-Lieutenant and Ex-Flotilla Commander Vandegrift of a highly illuminated imitation engraved and most thoroughly illustrated king size certificate of "ungrateful appreciation of services never rendered, for duties done by others, to quote, 'No greater love hath no man, than this, that he lay down on the job and let others do it.'"

In spite of the fact that a certain amount of Flotilla business had to be transacted with questionable assistance

from the Kibitzers Khorus, the affair was voted to have only one flaw

"seldom" which is to be cured by "We should do this more often."



Howard has the happy faculty of starting arguments on the floor. Tuesday night, with the able assistance of our County Detective, Charlie Feeney, he started a free-for-all on the pollution of Toms River by houseboats illegally parked at the river edge, and the dumping of unwanted articles, sometimes of a highly fragrant nature, by dwellers on the edge of the river.

Fred Scammel has a cove on the river and he claimed that the articles washed up by the tide in this cove, obscured the line between high and low tide, they were so numerous. This may be a little exaggerated, but is certainly serious from a health standpoint, as his cove is supposed to be a bathing beach, and it isn't funny to dive and come up with a couple of yards of paper wrapped around your neck, not mentioning what the paper was used for, this being a family magazine, I hope.

Charlie, of course, did most of the "needling" and talked himself into a committee job on River and Harbor Improvement. Fred Scammel was made chairman; Harvey Cox, secretary; Doctors Kirk and Brouwer and Don Applegate filled out the quota. Howard sure makes the boys work, and the town fathers can look for headaches when this bunch call for help from other civic

groups and really go to work on them.

Joe Finley who used to be Operations Officer and has since had visions of reclining more or less gracefully in his arm chair, was very rudely shocked by the Commander, when he was informed that he would be in charge of the proper training of new members. Poor Joe opened his mouth at the meeting about new members, and that was all Howard needed—he is right on the ball.

Marv. Campbell said something about the Florence V and he was promptly made head of a committee to arrange for a weekend cruise on her. His partner on the committee is Bob Snyder who did not say a word during the discussion, but got stuck anyway. They are both darn good workers and something should come of it.

The meeting was called Old Timers night and it was. Some faces missing for a blue moon showed up and they thoroughly enjoyed themselves. A printed postal card describing the meeting was sent each member, so everyone had a legitimate excuse to get out for the night. Wives are SO SUSPICIOUS now that the war is over.

The new By-Laws were passed without a dissenting vote.

The new Coast Guard League was discussed, Flotilla 16 having organized The David Grimes Chapter No. 114, and a joint meeting was decided on for March 5th at the Toms River Yacht Club, at which time it is expected that Coast Guard in Peace and War films will be shown. They should be very interesting.

A vote of thanks was offered A. S. Farenwald for his kindness in bringing Navy films from Philadelphia to Toms River for showing at this meeting. The members really enjoyed them. The sound box which has been running "left of centre" was coaxed back to normal by Holloway; so for a change we were able to hear the announcer and sound effects.

I hope that future meetings will give us something to rave about.

—Walter H. Porter, Sec'y-Treasurer.

FLORILLA 21, QUAKER CITY

Monday, Feb. 4th, was our first meeting conducted by our newly elected officers and I think most will agree that it will be recorded as a red-letter day in 21's history. It marked the starting of our program, "For a bigger and better organization."

The 65 or more members that attended witnessed one of the most en-

thusiastic meetings this copy boy has seen in many a moon. Some of the things discussed were:

1. The model by-laws.
2. Patrol duty.
3. New meeting night.
4. Training cruise.
5. New meeting place.
6. Planned entertainment.
7. Philadelphia Motorboat Show.
8. New members.

As Commander J. Bielman read the model by-laws each point was discussed and it was encouraging to see the intense interest shown by all.

As it was announced that we will soon start patrolling the Delaware on Saturday and Sunday, all members should get in touch with their chief and signify their intention so that crews can be formed.

By unanimous vote it was decided to change the meeting night from the first Monday of each month to the third Thursday of each month, which means that the next meeting will be held Thursday night, March 21st, 1946. Circle this date on your calendar in red.

We intend to avail ourselves of one of the many opportunities offered by the Auxiliary Training Cruises. Because of the number of active members we have in our flotilla, and since the Florence V can only accommodate 20 members, we have applied for two weekends, one in late June, the other late September. We have no assurance that this request will be granted so those of you who are interested should arrange to attend the next meeting and give the Executive Officer your name. Don't say you weren't told if later you make application and are turned down.

Our next regular meeting will be held at The Training Base, 1011 Chestnut St. You will agree when you attend the meeting that it was a wise choice on the part of the members. Come down and convince yourself. Thursday night, March 21, 1946.

Flotilla 21 was chosen to handle the Auxiliary booth at the Philadelphia Motor Boat and Sportsmen's Show on the opening day, Monday, Feb. 25. All members should attend and enjoy a well planned evening of enjoyment. Organize a group or go alone . . . But don't miss it . . . you will find it well worth the time and money spent. This we can guarantee.

Congratulations are in order for the 12 new members now at school studying and training for the entrance exams. Good luck, boys, we are looking forward to welcoming you into Flotilla 21.

Turn the names of all prospective

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members over to Mr. G. Wahl. He will take it from there.

By the time this reaches the press, we will have held our first entertainment at the Training Base, 1011 Chestnut St. This was the beginning of many more nights of interest planned for your enjoyment. Don't miss out on the future functions now in the making, attend the meetings regularly and get in on the fun. We will be looking for you at the Philadelphia Motor Boat and Sportsmen's Show, February 25 to March 2.

—Gene McGonigle, Publicity Officer.

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FLOTILLA 23, DREDGE HARBOR

The monthly business meeting of Flotilla 23, was held February 5. The attendance at meetings since reconversion on a peace-time basis is only fair. But enthusiasm for flotilla activities is strong among our faithful members and we hope to see more familiar faces in the future. A drive for new members is now under way, so here's your chance to really make the flotilla an outstanding peace-time organization. Tell your friends who have an interest in boats or boating what the Auxiliary has to offer and bring them to the next meeting.

The prospect of week-end safety patrols on the Delaware River was brought before members. Most of us miss the river patrol duty which became an important part of our weekly routine during the war, even with the inconveniences it entailed. So we'll welcome the possibility of getting our feet back on deck. If this plan is put into effect, more details will soon be forthcoming.

Commander Knorr is acting as chairman of a committee to study new by-laws. Working with him on this project are Dick Stuber, Frank Glenn, Jim Mears and Ken Ware.

Interest in the Harvey Cedars Coast Guard Station for flotilla use is still thriving. We're awaiting word as to whether we can procure the equipment we need to fix up this station for our summer home. Of necessity all further plans are at a standstill until this question is answered for us.

The regular monthly party on February 19, at the Haddon Heights American Legion Hall, was again a success. The members who don't attend these parties are really missing out on a swell evening's fun. Entertainment is spontaneous and informal and the abundant refreshments well worth the small "contribution" asked.

Educational courses are still available

to all flotilla members interested in navigation and for new members a general course in seamanship is given. These classes are held the 2nd and 4th Tuesday evenings of the month at our regular meeting place.

We wonder if all members are aware that a super marksman is in our midst? It's not often that such an exhibition as Dick Stuber was able to give his friends on a week-end party in Cape May is seen. But Dick is such a crack-shot that it isn't even necessary for him to squeeze the trigger, once he gets a clay pigeon in his sights. They seem to disintegrate when he draws a bead.

Let's not forget the membership drive.

—Paul W. Carleton, Jr., Pub. Officer.

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FLOTILLA 24, DELAWARE RIVER

Our regular Business Meeting held 4 February, brought forth some of those post-war plans we have been talking about for so long. The Auxiliary is picking up momentum, and there are interesting topics to discuss. It is therefore in your interest that the officers and men who regularly attend the meetings, strongly urge you absentees to set aside the first Monday of each month and get in on the problems of your flotilla. Your opinion is needed, so let's have a hundred men present for the March meeting.

And now, the news: First of all we have a new boat! That is, we will share a picket boat with Flotilla 21 for patrol duty on the upper Delaware beginning this spring. The hours will be from 1000 to 1900, and no night duty. We will have the boat every other week-end. So get your name in, fellow, if you want to go boating!

DEADLINE FOR NEXT TOPSIDE MARCH 11th

Please send in your material and some pictures of all these great goings on . . . the editor doesn't have his crystal ball working yet.

JERRY MARCUS
642 N. Broad St.
Phila. 30, Pa.

Next . . . we have two week-ends planned for trips on the Florence V which will take us to the places we want to go. We will make our plans, chart our course, and get under way. The dates are 22-23 June and 21-22 September. The number is limited to thirty men, so you had better sign up early.

Don't forget the Third Anniversary Night. Instead of a banquet this year, we are all set for a dance with eats and entertainment 2 March, with music by Al Hirsch and his orchestra. You just can't afford to miss this one. The cost is one dollar per person.

The amendments to the by-laws have been drafted and will be voted upon by the Flotilla as soon as returned from DCGO. A majority vote will be required for acceptance, so how about it, MATE? Let's all be on deck for the last meeting at 1011 Chestnut Street. We will return to the HOME GROUNDS, 1 April, 1946.

—Edward P. Willard, Publicity Officer.

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FLOTILLA 25, FARRAGUT

Well, fellows, here it is. Three classes, at present, have been set up to take care of the Auxiliary work outlined ahead of us for the coming season. A class for Boatmen 4 and Boatmen 3, who were chief petty officers and first-class petty officers in the war days. Another class for Boatmen 2 and Boatmen 1, who were second-class and third-class petty officers, and a class for radio communications.

If none of the above classes fit you, speak up and let us hear your suggestions for other classes. The only way the training officer, Fred L. Branin, can go ahead and set up the different classes is through your suggestions.

The by-laws for the Flotilla, as set up by the USCG, were read and approved by all members present at the February business meeting. It is very important that you keep your dues paid up and attend all regular meetings. Thereby keeping your membership in the Auxiliary in good standing.

The aviation unit, within the Marine division, is asking for recruits. If you know of anyone who is connected with aviation in some small way, let the Commander, Clair Y. Bowden, know. Better still, bring them along to the next meeting and introduce them to the rest of the Auxiliarites.

Training trips on the "Florence V" are now being arranged for the coming boating season. The week-end June 15th and 16th was agreed for a cruise on the Chesapeake Bay. Alternate date

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would be June 8th and 9th. For relaxation and fun keep these dates open.

Gunnery practice is still being held on the range under the instruction of Robert W. Bierman. See "Bob" for any help that you may need to improve your marksmanship.

Charles H. Sproules presented a binnacle at the February 4th meeting from the members of the Flotilla to our past Commander, C. Frazer Hadley, for his fine leadership and a job well done, while serving the Flotilla through the years that he was commander.

The newly organized Farragut Chapter of the Coast Guard League found John F. Dwyer, commander; James H. Mears, vice-commander; John Connelly, adjutant; Samuel Hunt, paymaster, and William E. Anderson, sergeant-at-arms. These officers would like your full cooperation in helping to make this chapter one of the leading organizations of its kind in this district.

Don't forget to bring a friend with you to the next meeting.

—James McHenry, Publicity Officer.

FLOTILLA 27, SALEM

Plans are being secured for the building of a sailboat, which those interested members contemplate building in Bob Clark's garage. This activity should produce some very lively sessions especially for Bob whose garage may suddenly become too crowded for his car.

The plans of the Florence V has stirred quite a bit of interest among the members. Since many of our members are familiar with the Chesapeake Bay, many ideas are brewing about how to spend a week-end there. Regardless of how the final plans go you can be sure that this Flotilla will make the most of them.

The Philadelphia Motorboat & Sportsmen's Show is creating quite a bit of interest since we have been asked to man the C.G.A. booth for a day. Most of the men were eager to do this duty since it is probably the easiest and most pleasant duty that any of us have ever been called on to perform. Ted Harvey who has been in charge of operations since way back claims that it was the easiest job he has ever had to do.

In fact, so many volunteered for the duty he couldn't find a place for himself.

Plans are being discussed for a party, which should be of interest to the wives who probably have been wondering whether or not they have been forgotten.

Here is hoping to see a lot of old friends at the sportsmen's show.

—A. G. Herzog, Publicity Officer.

FLOTILLA 31, OCEAN CITY

What with Spring just around the next bend of the river, the Sportsmen's Show filling our blood with notions of life afloat and the boat yards beginning to stir, it is only natural that your Publicity Officer feel the poetic urge once again. No less a motive could inspire the following dedicated lines:

SPRING SONG

Eagerly we greet the season,
Seeking that which it will bring,
Sighing in bright contemplation,
Laughing with anticipation;
Oh, the days of relaxation
Romping in on days of Spring.
Seaward turns each meditation,
There our thoughts have dormant lain
In the bitter wintry hours.
Now soft days of sun and flowers
Knock upon dream-doors of ours.
Send us forth on ships again!



Looking backward to the final curtain on Reserve (T) activities, we come up with the above snapshot by our lensman Charlie Fegley on the occasion of the 16 September, 1945, training cruise of "Florence V" off Ocean City. Between retchings, the crew of No. 1 members found time to take in tow a disabled cruiser and return her to port. Had an officer come aboard at the moment that this was taken, practically every member of the sea-going crew would have ripped off a sizable portion of his breeches in getting hands out of pockets to come to salute!

Happy Easter, you eggs.

—E. L. Johnstone, Publicity Officer.

FLOTILLA 33, WILDWOOD

Here we are from Flotilla 33 at Wildwood-by-the-sea, back on the job with
(Continued on Page 30)

everything streamlined for post-war action. The new Headquarters at the Third Ward Fire House is commencing to hum with activity.

Joe Thomas is doing a fine job with the boys on the rifle range. Fellows who were really "dubs" are now fairly good shots. By the way, if you missed the birthday party that the Flotilla gave Joe you missed a good time. Everything from soup to nuts for all, and a pen and pencil set to Joe as a small token of our esteem.

The Radio Classes conducted by our Communications Officer, Ed. Seigle, are coming along nicely. Radio looks complicated, but Ed explains things so clearly that even fellows as dense as Joe Doakes can put a set together and make it work. This is certainly interesting work.

Well now! This is something about which we should have enlightened you first. Elmer Higgins must have taken a special course from the Chef at Kugler's. Some eats! What a cup of coffee!

Come down to see us some time. Visitors are always welcome.

—George Krogman, Publicity Officer.

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FLOTILLA 41, WILMINGTON

January 17, 1946, marked Flotilla 41's first regular meeting of the year. The election of new officers was announced, and then they were sworn in by Commander Henry W. Hargadine, who did such an outstanding job of leading Flotilla 41 throughout the war. Judd Stewart, our Vice-Commander, was on hand to congratulate the new officers. Joseph A. Ewing, who did such a bang-up job of instructing our motor-macs last year, was elected Commanding Officer. Paul W. Lukens, who spent some time on the 64304 under the guidance of one of my former shipmates, Claude Brubaker of Essington, was elected Executive Officer. Irwin F. Hutt, one of our charter members, was elected Training Officer. They in turn appointed a distinguished personnel to aid, guide and assist them in their future voyage.

Landlubbers: (Boy, is this going to start a squall.)

Henry I. Laws, *Treasurer.*

Joseph F. Hays, *Communications Officer.*

Francis A. Quigley, *Gunnery Officer.*

Henry C. Steinle, *Recruiting Officer and two ole salts.*

H. V. Berg, *Boat Insp. Operations Officer.*

Wm. J. Robinson, II, *Public Relations Officer.*

Commander Ewing discussed the aims of the Coast Guard Auxiliary in peace time. He expressed the hope that Flotilla 41 would develop a real interest for Radio Communications, as Joe Hays was a licensed operator, and with his complete private radio station had a lot to offer anyone interested in this field. I am sure Joe will get excellent co-operation from an old St. Elmo man like our District Communications Officer, F. Travis Coxe.

Since quite a few fellows are interested in sailing, a group has decided to build several lightnings. This Flotilla would like to hear from members of other Flotillas who are interested in starting up a Lightning class or group.

Jim McCloskey, District Executive officer, announced the disbandment of Lewes Flotilla 42 and suggested to its members desiring to do so to transfer to Flotilla 41.

Our next meeting is going to be held at 2:30 P. M., Saturday, February 23, 1946, at the base in Northeast, Md. B.Y.O.L. as the water is not yet fit to be drunk.

I noticed another old shipmate was elected Executive Officer of Flotilla 24—congratulations to them and to Ross MacDonald. No wonder, Pete Bauer had the best crew on the river—he practically had the cream of the crop from a lot of Flotillas. I'll admit his seamen first class were a little rusty, but they sure would rise and shine when Coxswain Johnny Stiles was on deck.

What I would like to know is when are we going to have that "Grand Ole Get-Together" and elucidate on one or two such subjects? I sure do miss those poker games on—(censored).

—Bill Robinson, *Publicity Officer.*

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FLOTILLA 51, READING

Building of a sail boat in the well-known Lightning Class on the share-the-work, expenses, and fun basis is one of the projects undertaken by this Flotilla. Organization of the Lightning Club among members interested has been suggested by Jack Lamson as part of a peace-time program outlined by Hank Wentink, training officer. A heated and well-lighted place, which is suitable for the building of the racing sailboat, is being donated by Philip Ziegler, commander.

FLOTILLA 26, TRENTON

The first meeting of Flotilla 26 for 1946 season shows evidence that Trenton will really be in there pitching this year. Commander Bill Feaster is well pleased with the enthusiastic support of the active members and looks forward to a real live-wire flotilla.

At that meeting we had as guest speaker, Russell Parker, Fireman Specialist of the U. S. Navy. A general outline of the Navy's program of training fire-fighters and their subsequent part in the battle fronts of the world was vividly described . . . we could actually feel the tongues of flame licking our face as they battled to extinguish them aboard Liberty ships in Leyte harbor, Jap suicide planes menacing them above.

Our guest speaker for February will be Lieut. Geo. Ambler, Jr., USCGR, war-time commander of an LST in the Mediterranean and European Theater. This copy must meet a deadline prior to our February meeting, so we will save our thumb-nail sketch of his remarks until the next issue.

At the Motor Boat Show, Trenton will be well represented on March 2nd by the following men: Emil Pelcz, John Scott, Edward Pickering, Robert Bailey, William Garry, Jr., Halbert Phillips, Albert Young and Charles Hill. Besides these men on duty, a large number of men will be on hand during the week to see what the postwar boating world has to offer. We'll be looking forward to renewing some old wartime acquaintances.

This column would not be complete without a word of commendation and congratulation to our Director, John W. Brown, in his new role of Lieutenant Commander, USCGR. He certainly deserves that new half stripe for his untiring efforts in making the 4th Naval District Auxiliary one of the best in the country.

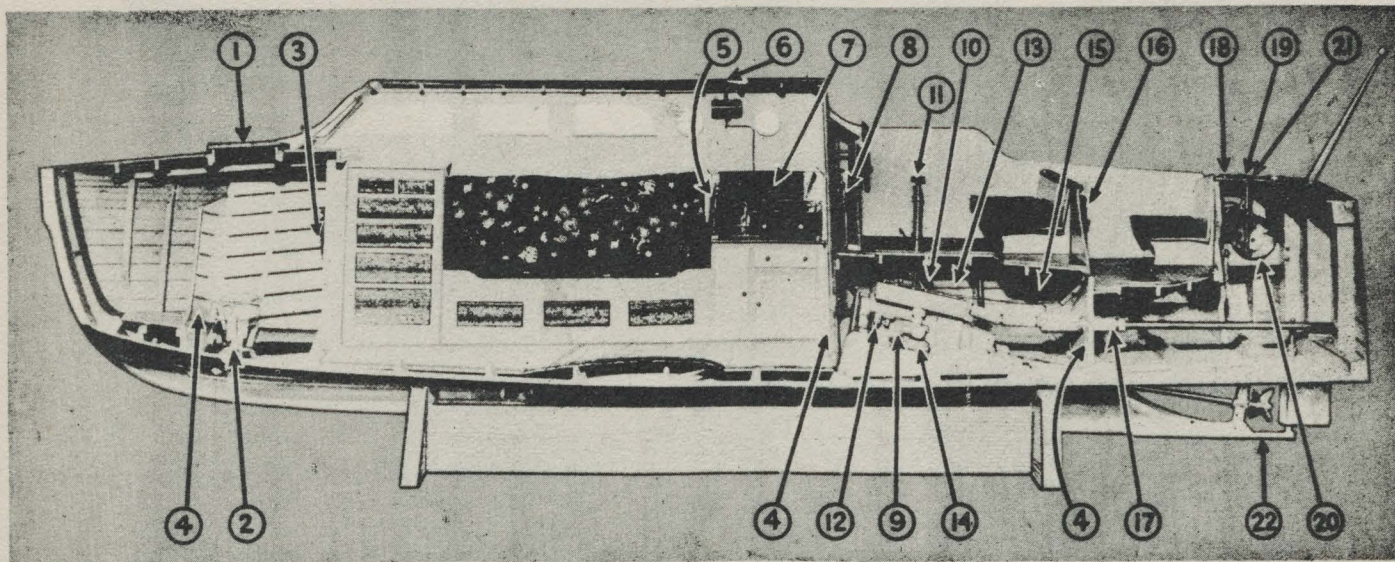
We note with pride that seven men from Trenton are entitled to wear the red and white ribbon of Navigator: Jim Aker, Bob Bailey, Frank Berger, Hal Phillips, Ed Pickering, Henry Pickering and John T. Severns.

It is well to note that our various Communication Units are developing a definite program of operation which will prove a real handicap in time of disaster yet at the same time provide interesting and worthwhile activity in times of normalcy.

—R. J. Bailey, *Publicity Officer.*



A FEW THINGS TO THINK ABOUT IF YOU ARE REBUILDING YOUR PRESENT BOAT OR GETTING READY TO BUY ONE



Pictured above is a cut-away view of a scale model cabin cruiser. The indications touch on safety installations and construction that are recommended by Marine Engineers. These points are very important as a means of minimizing some of the hazards commonly found on Power Boats.

1. Escape hatch big enough for adult to pass through in case of emergency.
2. Accessible seacock on toilet discharge which can be closed when cruiser is unattended.
3. Portable one quart carbon tetrachloride fire extinguisher.
4. Three water-tight bulkheads.
5. Portable 2-lb. carbon dioxide fire extinguisher.
6. Alcohol stove fuel tank arranged to fill through house deck.
7. Woodwork close to stove insulated and protected with sheet metal.
8. Manually operated fire extinguishing system using carbon dioxide, serving the engine compartment.
9. Flame arrestor on air intake of engine carburetor to baffle any possible back-fire.
10. Storage battery in ventilated, lead-lined box, protected by cover, to prevent tool or metal object falling on terminals and causing flash. (Located on starboard side of motor.)
11. Fixed Navy type bilge pump with strainer on suction pipe.
12. Shut off valve on gasoline fuel line near carburetor.
13. Accessible seacock on intake for circulating water for cooling the engine.
14. Drip pan (screened) with drain connection to engine intake manifold.
15. Ventilating pipes running down all the way to bilge in all four corners of engine room, connected with cowl type ventilators on deck.
16. Portable 2½-gallon foam type extinguisher.
17. Exhaust pipe insulated with asbestos where it passes through bulkhead.
18. Vent pipe leading outboard from gasoline tank, so gasoline vapors will discharge outside hull.
19. Shut off valve on gasoline fuel line near tank with extension to deck for accessible operation.
20. Gasoline fuel tank with baffle plate and with filling pipe extending nearly to bottom of tank.
21. Deck fill connected to top of gasoline tank so any overflow will drain overboard.
22. Metal skeg shoe protecting propeller from striking obstructions

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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.