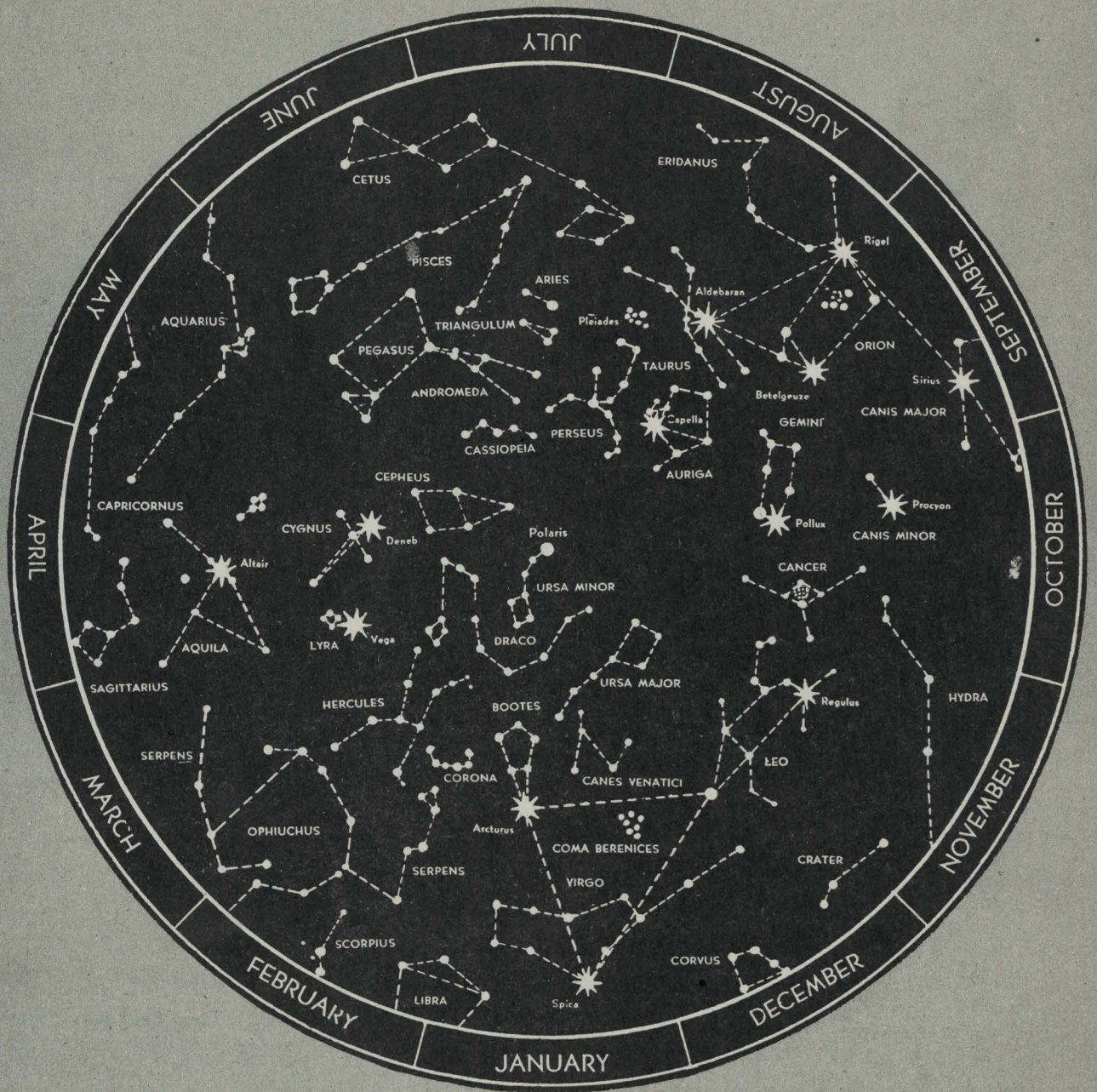
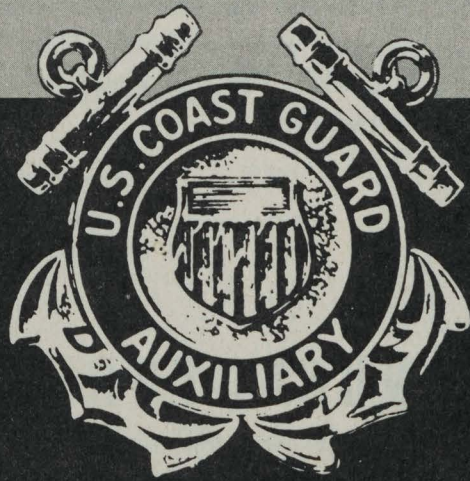


# TOPSIDE

JANUARY  
1946



SEE ARTICLE  
ON PAGE 4



## FOURTH NAVAL DISTRICT



# To YOU!



★ ★ ★ ★ **O**UR first peacetime New Year in four years will be celebrated with all the gratitude and fervor that a long period of war can arouse. The night is ended and the morning dawns with a carol of thankfulness. But the season of good-will and happiness primes us for still greater effort. We who waged war must wage peace just as earnestly; we who beat plowshares into swords must recast our metal. We who poured out our wealth for destruction must give without stint for reconstruction. The men who go down to the sea in ships turn to this new challenge with a will. For the Great New Year and the future: Your Health! Your Hopes!

President.

## PECO MANUFACTURING CORPORATION

Hope St. and Indiana Ave., Philadelphia 33, Pa.

Engineering • Developing • Manufacturing of Automotive • Aviation • Marine • Industrial Appliances

*Subsidiary of Bendix Aviation Corporation*



# TOPSIDE NEW YEAR'S GREETINGS FROM THE DIRECTOR

U. S. COAST GUARD AUXILIARY  
FOURTH NAVAL DISTRICT

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

LIEUT. JOHN W. BROWN, U.S.C.G.R.  
Director

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

PUBLICATIONS COMMITTEE

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Editor

FRANK R. EWING JOHN T. DWYER  
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Vol. 4 JANUARY, 1946 No. 1

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.

## A WORD ABOUT OUR ADVERTISERS

In this issue, as you will see, we have new advertisers. It is not the purpose or desire of TOPSIDE's staff to allow TOPSIDE to become an "ad-book."

TOPSIDE will remain what it always has been in the past . . . the information medium and the log for nearly 4,000 boating-minded men who make up the Auxiliary in the Fourth Naval District.

However, in keeping with our trend and plans to return to "peace-time" pleasure boating status, we believe that it is entirely in order, and important to our members, to permit reliable, informative advertising from reputable individuals and concerns.

The ads have purposely been restricted to a small size, in order that they do not "run away with the magazine."

While TOPSIDE does not sponsor any particular group of advertisers, you should keep the following in mind:

**Before we accept any advertising, the advertiser is closely checked, both as to fair-dealing practices and actual ability to carry out his end of a bargain. We have refused, and will continue to refuse advertising which does not, in our opinion, meet TOPSIDE'S requirements.**

**THEREFORE, YOU SHOULD FEEL ENTIRELY AT EASE AND SAFE, WHEN PATRONIZING ANY OF THE ADVERTISERS IN TOPSIDE.**

"Happy New Year" will take on an added significance in 1946 for the people of the United States and, in fact, for most of the people throughout the world. In wishing the members of the Auxiliary a Happy New Year, I want to convey to them my heartiest appreciation for the splendid cooperation of all the men and officers of the Auxiliary throughout the trying year of 1945. The course of the Auxiliary, and the Temporary Reserve from the Auxiliary, was carefully charted and on June 30, 1945, when all Temporary Reserve activities ceased, it was very apparent that we had reached a safe harbor. The Coast Guard Auxiliary in the 4th Naval District had, up to June 30, amassed an impressive record of service to the country with more than *one and a half million hours* served in a volunteer capacity on intermittent duty without pay. Each and every member of the Auxiliary who served in a Temporary Reserve capacity has been thanked by a grateful Coast Guard and each unit has been awarded the Security Shield of Honor.

We can be very proud of our record, and as we look forward to 1946, we can expect that a good many men who joined the Auxiliary solely for the purpose

of serving in a Class "T" capacity will drop out, *but we can also expect that many men who joined the Auxiliary with no previous knowledge of small boats and boating will have acquired, through their Temporary Reserve duty, a love for small boats and a determination to become a boat owner at the very earliest opportunity.* We can also expect that large numbers of men who have not previously been members of the Auxiliary, but who own small boats, will join the organization, and to this group will be added those men interested in airplanes and those interested in amateur radio communication. Numerous changes have been brought about in the Auxiliary program. Outstanding among the changes is the dropping of the associate membership so that all members will be full members and membership will be based on the ownership of a facility, whether it be boat, airplane, or radio station, or on special qualifications that would fit a man to become a good Auxiliaryist.

In wishing you a Happy New Year, I want to take this opportunity to thank the officers who served the Auxiliary during 1945 and to welcome the newly elected officers for 1946. Much of the

(Continued on Page 4)

### SUMMARY OF CLASS (T) RESERVE DUTY PERFORMED BY MEMBERS OF THE USCG AUXILIARY, 4th NAVAL DISTRICT, DURING THE YEARS 1943, 1944 AND 1945

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



success of the Auxiliary is dependent upon the caliber of its leadership, and I feel that the Auxiliary of the 4th Naval District is particularly fortunate in the choice of those men who have been elected to office for the coming year. To these men, we must all pledge our whole-hearted support and cooperation in order that the program of the Auxiliary may be fostered and made to bear fruit. In the numerous details incident to the administration of the Auxiliary, our new officers will need a great deal of assistance. It is up to you men to support them to the best of your ability. District Officers, Division Officers, and Flotilla Officers and their staffs will be successful in direct proportion to the amount of cooperation and encouragement they receive from the membership at large. What 1946 will bring forth in Auxiliary activities we do not know, but let us make very sure that the organization, composed as it is of a grand group of men who served together during the war, will be improved and expanded along the lines suggested in the four purposes of the Auxiliary, and that we will have **BETTER BOATS AND SAFER BOATING THROUGHOUT THE DISTRICT AND THE COUNTRY.**

LT. J. W. BROWN, USCGR.



## CHRIS CRAFT

WE ARE NOW READY

After 3 years of about 100% Government work we have just been "Discharged." Our Improved Facilities and War Experience Are Ready for You.

NOT JUST A SELLING OFFICE

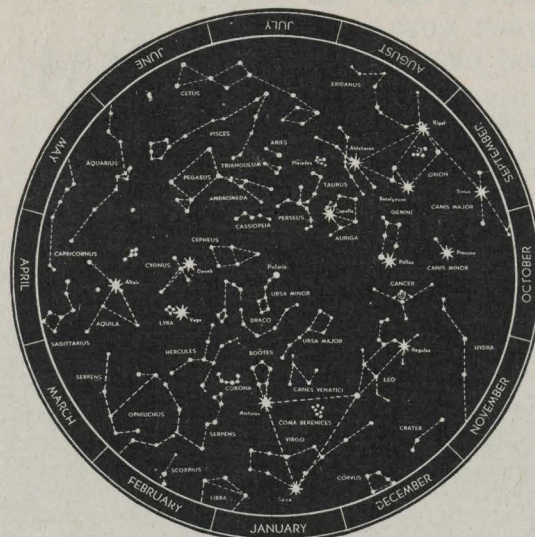
Our boats are sold, unloaded, launched, serviced and delivered by us. A complete service by trained personnel.

WE HAVE INTERESTING INFORMATION ON THE NEW CHRIS-CRAFT

**ESSINGTON YACHT YARD**

Essington, Pa. Tincum 4028 Open Sundays

# THE CLOCK OVERHEAD



There is a huge clock up in the sky which tells the seasons, the months, and the hours of the night. The center of its dial is the North Star. The Little Dipper is the marker or hand.

Once every 24 hours it makes a complete circle of the northern sky. But because a day, according to star time, is 23 hours and 56 minutes, our star clock gains four minutes every day. Thus, at the end of a month, it is two hours ahead of regular clocks. For this reason, star positions are noticeably changed at the end of each month. Time is told by them in the following manner.

Place the chart on the cover in front of you so that the month of the year is directly under the dot marked "North Star." Note that in its regular position, the chart shows star positions for January of any year at 8:00 P. M. To find February positions, turn the chart in the direction of the arrow until the center of the segment marked "February" is directly under the North Star. Do the same for March and April. Note how the Big Dipper climbs the eastern horizon in spring, crosses the sky above the North Star in summer, sets in the west in autumn, then crosses beneath the North Star in winter. You can tell the months and the seasons by the position of the Dipper.

If you want to know the positions of the stars for any time of night, turn the chart until you find the right month. This will give the positions for 8:00 P. M. At 10:00 P. M. or two hours later, the stars will have swung around to the position they will occupy at 8:00 P. M. in the next month. Turn the

chart to the next month, therefore, and get your reading for 10:00 P. M., to the next for 12:00 P. M., etc.

Now check the positions of stars in the northern sky with your chart. In a few nights you will master the movements of this wonderful star clock and will be able to tell the hour of the night and the month of the year by the stars.

Like the Sun, stars do not actually rise in the east and set in the west. The rotation of our Earth makes them appear to do so.

Thus, Polaris, the North Star, does not actually remain in a fixed spot while the heavens move around it. They merely appear to do this because, since Polaris is nearly above the North Pole, the rotation of the Earth affects its relative position very little.

By the same token, the farther from the North Star a constellation is, the greater the circle it appears to traverse. Thus, most constellations swing through so great an arc as to be hidden beyond the horizon at certain seasons.

In the chart on the cover, those constellations directly beneath the North Star would be beyond this horizon or out of sight during the months designated below them.

It should be remembered that one month makes a difference of two hours in the rising time of stars. Thus, if a star is scheduled to rise at eight o'clock, June 1st, the same star will rise at ten o'clock about May 1st, and at twelve o'clock on April 1st. Or, calculating the other way, this star will rise at six o'clock on July 1st, etc.



# THE GRANDDADDY "DUCK" OF THE

## A CHANGE IN MARKERS ALONG THE NEW JERSEY INLAND WATERWAY

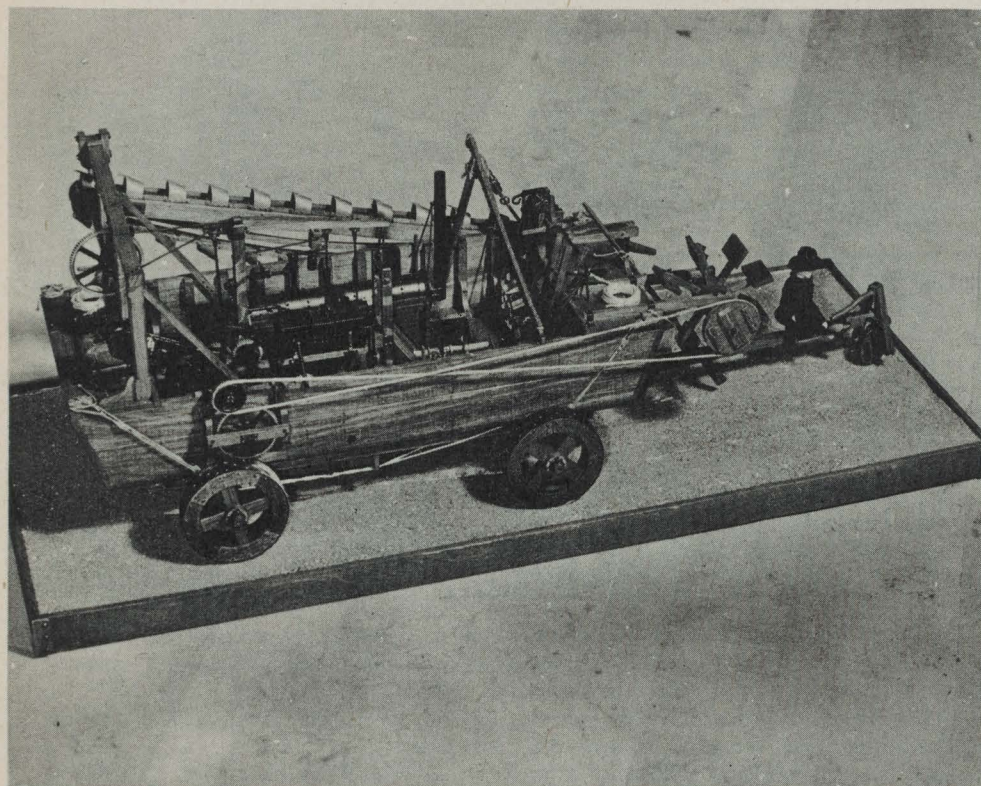


Photo by Gladys Muller.

A scale model, complete in every detail, of the *Amphibolos Orukter*, first steam dredge. The model is on permanent display at The Franklin Institute.

The great granddaddy of the amphibious war vehicles that World War II saw in use throughout the world first chugged its way over land and through water at Philadelphia in 1805. An extraordinary piece of machinery, it bore the jaw-breaking name of *Amphibolos Orukter*.

The *Amphibolos Orukter* was invented by Oliver Evans for the purpose of dredging the Delaware River. It measured 12 feet in width by thirty feet in length. A chain of buckets along one side was so arranged as to dig deep into the river mud. A series of hooks cleared away sticks, stones, and other refuse.

A small steam engine ran the dredging mechanism and also propelled the boat by a small paddle-wheel. The cylinder of this engine was only five inches in diameter, with a 19-inch bore.

This early forerunner of today's great dredging barges would puff along to the

banks of the Schuylkill, descending to the banks at low tide. When high tide floated it free of its wheels it would then move slowly down the river to perform its work.

The strange name of the machine came from two Greek words: *orykter*, a pickaxe or digging instrument; and *amphibolos*, double pointed. When first proposed by its ingenious inventor, it brought him notoriety as an impractical visionary. When the "outlandish contraption" actually proved its worth by performing a public service that had been considered beyond the limited means of the City of Philadelphia — that of dredging the Delaware — it was acclaimed as a marvel of technical advancement.

It is especially noteworthy that the *Orukter* first went into service three years before Robert Fulton pointed the nose of the *Clermont* up the Hudson River.

Honorable Morgan F. Larson, Commissioner of the Department of Conservation, one of the newly created departments under Governor Edge's consolidation program, announced today that he had approved the recommendation of Frank D. Holmes, Director of the Division of Navigation (the former Board of Commerce and Navigation) that the aids to navigation along the New Jersey Inland Waterway be changed to conform to the standard Intracoastal Waterway markings established by the United States Coast Guard.

Director Holmes reported to former Governor Larson that in cooperation with Lieutenant Commander Thomas B. McKinstry, Aide to Navigation Officer of the United States Coast Guard, he had made a study of the New Jersey Inland Waterway markings and it was found the federal standard markings could be substituted without any hardship to the public and with no increase in cost to the State of New Jersey. He recommended that the present system of markings be modified and all equipment purchased in the future conform to Coast Guard standards.

The basic changes are as follows:

1. The red cross now marking the westerly or starboard edge of the channel be changed to a red triangle and the black triangle designating the easterly or port side of the channel be replaced by a black square.

2. All buoys in addition to being painted red or black or black and white, dependent upon whether used as starboard, port or mid-channel buoys, shall have the characteristic yellow top of Intracoastal Waterway buoys. Lateral or side channel buoys will not have the yellow top.

3. The Inland Waterway be divided into two sections, and that all buoys and lights be numbered in consecutive order from beginning to end of each section. The sections are: (1) From Manasquan River to Absecon Inlet, and (2) Absecon Inlet to Cold Spring Inlet.

4. The numbering system shall be so laid out that even numbers will be used only on the red or starboard side of the channel and odd numbers on the port side.

In addition, Commissioner Larson authorized the Division of Navigation to conduct such experiments as are necessary to modify the present system of barrel buoys to conform to the international system of nun and can buoys.



## NEXT DEADLINE FOR TOPSIDE IS JANUARY 15th

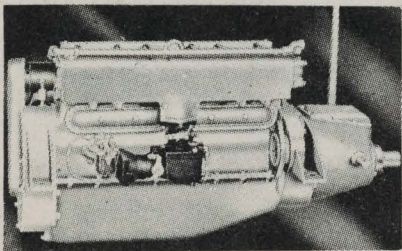
Publicity Officers of various Flotillas, and others who have material for TOPSIDE, are urged to get the stories and pictures here on or before January 15th.

### AN EDITOR'S PRIZE

One of the \$5.50 models of Sherrill's new compass is offered for the most interesting story sent in by the above date. Story must be accompanied by at least one picture, and should be between 600 and 800 words.

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

## KERMATH *Marine* ENGINES



We are now entering orders for the various models of Kermath marine engines, from the 25 horsepower, four cylinder, Sea Cub to the 550 horsepower, twelve cylinder, Sea Raider.

Stop in and see the Kermath marine engines on display here . . . as well as our complete line of marine hardware and fittings . . . or write for full information.

### GOCHENAU MARINE CO.

JOSEPH M. PRATT      WM. J. NELLIS  
President              General Mgr.

MARINE HARDWARE—ENGINES  
SUPPLIES

525 Arch Street, Philadelphia 6, Pa.  
Market 5030

## COMMUNICATIONS ACTIVITIES OF THE AUXILIARY IN FOURTH NAVAL DISTRICT

Radio Communications activities commenced in this District with the assignment in October, 1944, of men from certain of the flotillas to radio watch duty at two of the Philadelphia Coast Guard Radio Stations. At the time when Class (T) Personnel were placed on the Unassigned Status, 1 July, 1945, there were 149 men assigned to this duty. Before actual assignment to the stations, these men completed a course in radio telephone procedure, as prescribed by the District Coast Guard Officers and upon the satisfactory completion of 100 duty hours received ratings as RM3/c(T).

The active state of our present Communications program came about on 5 March, 1945, when Lieutenant John W. Brown, Director of the Auxiliary, Fourth Naval District, approved a plan for the organization within the Auxiliary of an Emergency Communications Group. The need for such a group became apparent during the hurricane which struck the coast of New Jersey in the fall of 1944, disrupting communications and, accordingly, delaying rescue work.

The original plan was to organize as rapidly as possible a group of 10 men (with some radio experience if possible) in each flotilla, or, if such men were not available, to group men from adjacent flotillas into such groups. Following their training, these men were to be available to assist the Regular Service under emergency conditions in manning their communications truck, operating portable equipment and being



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

available to assist in communications work at the various lifeboat stations. It was planned that the same setup would be most useful in the event of floods which frequently develop in the spring in the rivers of Pennsylvania.

It was possible to recruit seven groups of 10 or more men each for this service, in which number were included men who, prior to the war, were classified as follows:

- 15 licensed amateur stations owners
- 3 restricted licensees for boat owners
- 6 radio telegraph operators
- 5 radio telegraph operators
- 2 graduate radio engineers with 1st class commercial broadcast license
- 2 ex-service radio and radar men
- 3 restricted radio telephone operators
- 3 commercial radio telephone licensees

The most qualified member of each group was selected as a Leader and these leading men reported to Philadelphia on 27 April, 1945, for preliminary training.

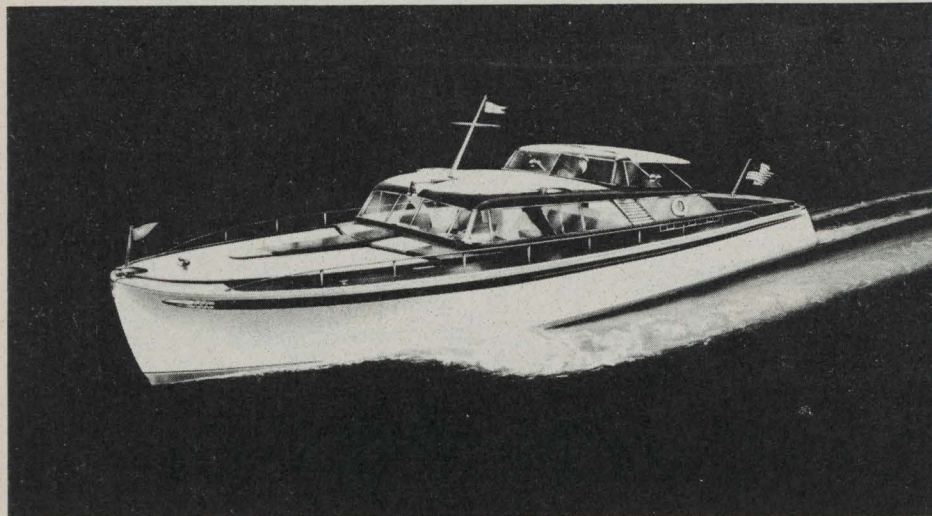
(Continued on Page 14)



Interior view of Truck, showing on left shelf, Standby Receiver ACR 175, made by R.C.A. In Background, Jefferson-Travis Transceiver, covering from 1,700 KC - 12,000 KC, Crystal Controlled both in Receiver and Transmitter. Charles A. Carter, CRM (T), at the mike.



## About the Recreational and Training Base on the Chesapeake Bay . . . .



This 50' Flying Bridge Yacht, by Wheeler, is typical of the modern trend in boats. She sleeps 9 and a crew of 2, Twin Screw either Gasoline or Diesel. Turns in about 19 knots.

A great many members of the Auxiliary have indicated considerable interest in the new Chesapeake Bay recreational and training base, recently acquired by a group of their Auxiliary friends of the Fourth and Fifth Divisions, Fourth NavDist. Many inquiries have been received as to the eligibility for membership of Auxiliarists outside of these divisions, but, much to our regret, it has been impossible to answer these requests until a permanent organization, capable of voicing the opinions and wishes of the original subscribers, could be formed.

The purpose of this article is to make known to as many Auxiliarists as possible within the Fourth NavDist the policy of the present shareholders and directors of the Auxiliary Training Base, Inc., as adopted at their first regular meeting on 4 November, 1945.

1. Only male members of the U. S. Coast Guard, USCG Reserve, and the Coast Guard Auxiliary, who are stockholders in Auxiliary Training Base, Inc., are eligible for membership. Only members of Auxiliary flotillas within the Fourth and Fifth Divisions, Fourth

NavDist., are eligible to hold Class A voting stock.

2. Members of other flotillas, divisions, or districts, members of the U. S. Coast Guard, USCGR, may hold Class B stock, which is preferred as to assets in the event of liquidation of the corporation, and carries the same rights and privileges as Class A stock, except that it is non-voting.
3. In order to provide adequate representation on the Board of the corporation for holders of Class B stock only, three or more men are to be selected by such stockholders, from which group of nominees the Class A shareholders will elect three men to the Board of Directors. Inasmuch as the Directors elect officers of the corporation from the Board, it is felt that the holders of Class B shares only will have full voice and hand in guiding the affairs of the corporation and its property.
4. An average of two shares at \$25.00 each (Class A and B shares are being priced the same) has

been purchased to date by shareholders, and it is hoped that a minimum unit of two shares be held by anyone desiring membership in the organization.

5. Dues for all members for the first year (October 1, 1945, to September 30, 1946), have been set at \$10.00, payable with application for membership.

Please understand that we are not soliciting memberships or the sale of stock in the Auxiliary Training Base, Inc. This is in no sense a campaign for that purpose. We are, however, welcoming applications for membership from those in the Auxiliary who are desirous of sharing with us the pleasure and privilege of owning and operating the first and finest project of its kind.

AUXILIARY TRAINING BASE, INC.

JAMES F. McCLOSKEY,  
President.

\*\*\*

### CLOTHING DRIVE BY ED. JOHNSTONE SHOWS RESULTS

In last issue of TOPSIDE, Ed Johnstone, who in addition to being publicity officer for Flotilla 31, District Historian for the Auxiliary, and a general all around "right guy," made an appeal to fellow-Auxiliarists to send along old clothing to help keep warm some of the 750 handicapped men and boys in an institution.

**Ed didn't mean for you to send your uniforms, nor did the article mention uniforms.**

The purpose of *this* article is to clarify that point.

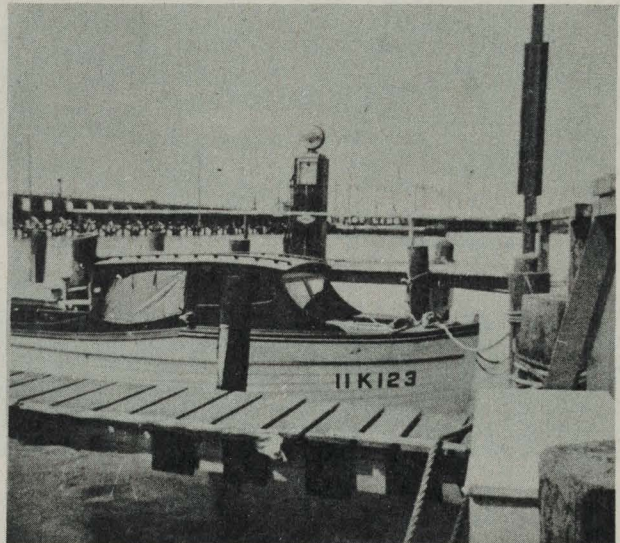
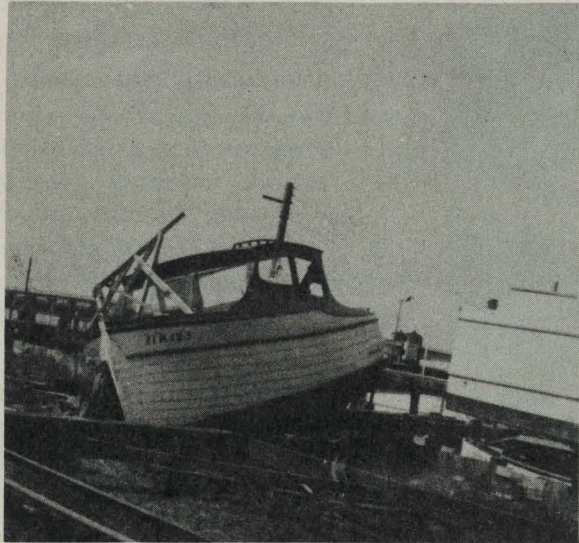
All that was asked for . . . all that was and still is wanted, is Old Clothing of any type that will keep men and boys warm. If you want to make up a bundle ship it to:

E. L. JOHNSTONE, Supt.,  
State Colony, Woodbine, N. J.



# HERE ARE SOME GRIM REMINDERS OF THAT 1944 HURRICANE . . . AND HOW THE SAME PLACES LOOKED AFTER A YEAR'S WORK AND CLEAN-UP

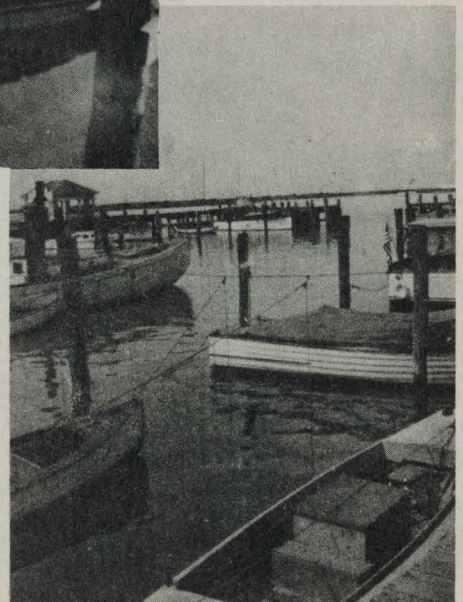
Photos by JACK BROMLEY, Flotilla 31



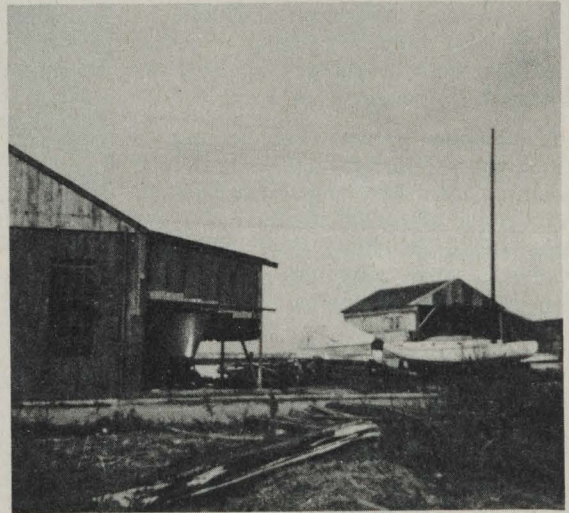
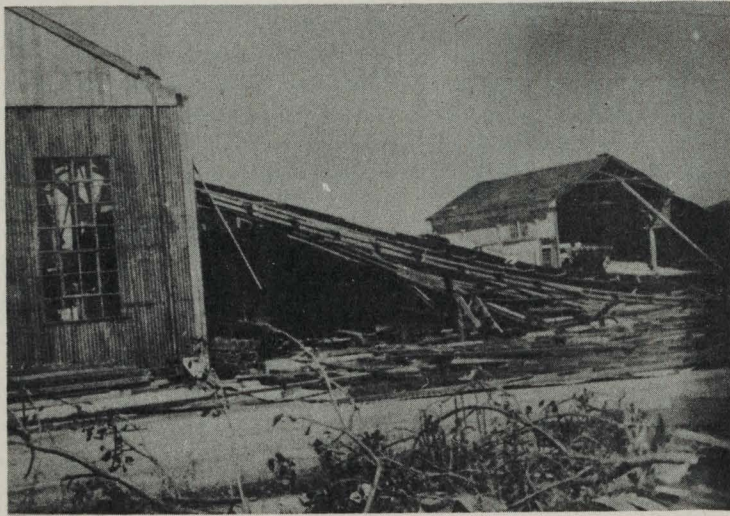
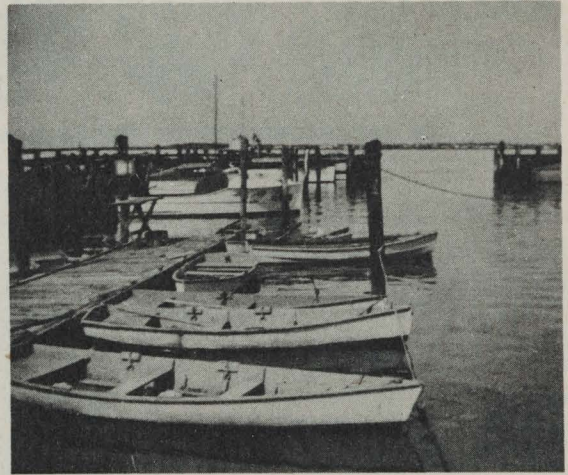
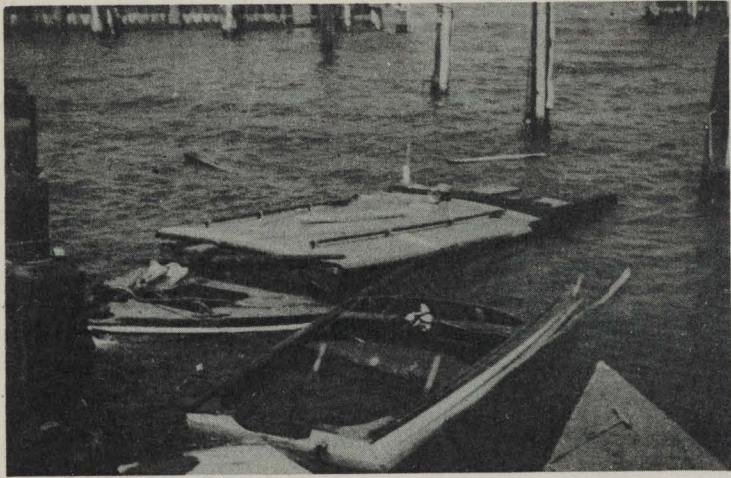
*Ye ole photographer himself . . . That's him, rigged out in the fancy lumberjack shirt. He didn't know we took this one.*



*That's better, boat belongs in the water.*









# The LOG of AUXILIARY FLOTILLA ACTIVITIES

## FLOTILLA 15, POINT PLEASANT

Things really happened thick and fast on the evening of 7 December, just as it did back in 1941, and after the smoke had cleared it was revealed that some 40 members of Flotilla 15, who were members of the USCGR (T), had received their disenrollment papers.

Commander Henry Moore, retiring from the active list, but still a member of the Auxiliary read an article, prepared by him with the able assistance of Arthur Johnson, one of the first members of the Auxiliary back in '39, which told the history of Flotilla 15 and it was very interesting. Things must have been tough back in '39 if the Commander's writings are true.

Commander Moore, after clearing up the Reserve business, thanked all the members for their cooperation during the war and expressed the hope that the same would be given Dick Hubbard, head man of the Auxiliary. Of course, Henry was given quite an ovation after his remarks.

The election of officers for the ensuing year, that is for the Auxiliary, resulted in Richard Hubbard, the chap that had the headaches during the war as our operations officer, being unanimously elected as commanding officer. George Stengel, who took care of the galley for the hungry mob, during active duty, was elected Executive officer and Dave McKelvey, CBM, discharged USCG, who used to be "the old man" down at Bay Head station, was elected as our training officer and he should make a good one.

Eddie Williams was appointed to care for the cash of the Flotilla and Commander Hubbard named three committees: Boat Inspection, George Stengel, chairman; Paul Chadwick and Paul Harold; Program, Wayne Bixby, chairman; Edward Lehman and E. K. Errickson, his cohorts; Membership, William Parmentier as chairman and his assistants are Al Larrabee and Lionell Williams.

Of course, our new training officer had to take the floor and lay down the training laws, but this didn't come until he told of his experiences in the South Pacific, which from all accounts, were pretty hot. Our new commanding officers explained the workings and pur-

poses of the Auxiliary and with but one boat to date things are really going to go to the bottom.

The boys didn't take too keenly to the new rating system that is effective in the Auxiliary but these differences will be ironed or washed out especially when the boys go in a parade because they much prefer the Reservist crowns and stripes than those announced for Auxiliary use.

It was voted that the regular meetings of the Auxiliary shall remain the first Friday evening of each month and according to reports things will really splash when the spring and summer season arrives, as you know one boat won't care for all the men especially when it's a small boat and owned by our good friend, Arch Johnson. Oh yes, we forgot Past Commander A. E. Carpenter has the *Elas B* which is a honey and that will add color to our flotilla.

All in all things look bright, providing however, some of the boys don't catch a dose of seasickness, and that is sure to come because many of the boys will fall overboard the first time they try to board a boat.

—E. K. Errickson, Publicity Officer

• • •

## FLOTILLA 19, MULLICA RIVER

To our new district officers, "Congratulations." We know you will do a good job.

To our own Flotilla officers, "Ditto."

With the arrival of winter comes a time of rest, and with the exception of our regular meetings which will be held monthly, at least for a while, activities will be at a minimum.

During this period of hibernation our officers will not be idle, for the corner around which spring is hiding is not too far distant, and they are making plans.

—E. L. Chew, Acting Publicity Officer

• • •

## FLOTILLA 22, ESSINGTON

To take a rational view of the situa-

tion, one would surmise that Flotilla 22—late of Essington—is launched on its post-war career. We have bid "hail and farewell" to the officers who wet-nursed us through our own little portion of defeating Germany, Italy and Japan and have elected new and (sorry, Sirs!) younger blood to the higher offices!

The old Monday Crew has been deprived of its pride and joy. Thier chief (now Ensign Herb Breneman (T)) has been elected Commander of our flotilla. His right hand man will be Harry Hyatt (pronounced Hy-yat) of the Wednesday-evening-Thursday-day crew. And our new and very shiny training officer is widely known as John Johansen. Honest, fellows, he's *not* a Spaniard!

Our new Commander, Herbie, got out a letter on 10 December, indicating just how *he* felt our flotilla could get along—post-war. Quote: "The peace-time regulations under which we now operate are very broad, so that what we do is pretty much up to us. In single words, each one of us can have a hell of a lot of fun with a group of good guys." Unquote. With a man leading us who shows that spirit, I fail to see how 22 can do anything but lead a happy, successful life.

Harry Hyatt will be a great executive officer, because he has the good of the flotilla wrapped up right in the center of his heart. He has always been a great fellow for saying "well, see what the boys think" or "well, if it's just what the fellows want, it suits me to a 'T'." Further, the members of 22 know that's how Harry feels, and they'll be 100% behind his efforts.

Now—as to training. If there were ever a lad who was sincere and well-versed in the training of younger men, Johnny Johansen is that man. He has been admired and widely respected for his direction of the navigators' class—when we were at Springfield High School. He has the ability to make things simple—regardless of their complexity—and we know John can get most of us to grasp the fundamentals of seamanship we, as ex-Coast Guardsmen, should know.

You may gather from reading the foregoing that we're proud of our new officers—and that is absolutely true. We are grateful to Lt. (T) Whitehead, to



our Vice-Commander Carmen and to Mr. Leavitt for their guidance through the war years. And we know they join with us in congratulating their successors.

Flotilla 22 is still holding its meetings at the Coast Guard Auxiliary Headquarters at 1011 Chestnut Street, in Philadelphia. We're extremely fortunate in having this building at our base of operations.

There seems—other than the elections—to be a very small amount of news to report about 22's activities. The crew formerly headed by Mr. Breneman will have to elect a new crew chief—and the Wednesday-night-Thursday-day crew (who supplied the new executive and training officers) have re-elected Joseph Hansell as their chief. They also elected Harry Reiger as their own private executive officer and our fair, fat and fiftyish friend "Mac" McKellar as secretary—or something. Bill Cooper (ex..... Mate, 2nd class) has been selected a committee of one to oversee refreshments at their bi-monthly meetings. He's a great fellow in spite of being a magistrate in private life.

That's about all for now. If any of you other flotilla members would like to see how to run a swell flotilla paper, we suggest you write to Marty Sandberg, care of 22—and ask for a copy of his "22 Bulletin." It has variety (the spice, if you remember) and a superior appeal, especially to our fellows. You might, if you have a "Marty" do the same job he's doing.

May you all have a future that's brighter than the good deeds you did in the past. And if this issue of TOPSIDE is not too late for Happy New Year! . . . there it is!

—W. L. Bunnagar, Publicity Officer

• • •

#### FLOTILLA 24, DELAWARE RIVER

Now that we all have received our CERTIFICATES OF DISENROLLMENT, have had a chance to look over the SECURITY SHIELD OF HONOR, and have had a preview of the trimmings for our uniforms (to make 'em hang straight in the closet) we realize more than ever that we are civilians again.

The men of 24 are turning out fairly well for the business meetings, the first Monday of each month and a better attendance is expected since our plans for the future are starting to shape up. One incentive will be the social scheduled to follow each meeting, with plenty of refreshment for every one.

(Continued on Page 12)

## IN THE ABSENCE OF A LOG FROM FLOTILLA 21, QUAKER CITY, TOPSIDE RE-PRINTS A LETTER TO THE EDITOR FROM ONE OF 21's MEN, WHO IS STILL "OUT THERE":



RAY CHAMBERS

Wednesday, Nov. 21, 1945  
Saipan, Marianas Islands.

Dear Jerry:

At long last I believe I have secured the right address. I have written to you and Commander Klock, using DCGO for forwarding and also our old classrooms at Mastbaum Vocational School and Pier 181, only to have said correspondence returned. I am very anxious to be remembered as it has been quite a while now since I left for active service in the U. S. Navy. My dad forwards TOPSIDE and the PELORUS to me and I follow your grand work with extreme admiration. The work done at the time of the terrible hurricane prompted me to write and congratulate all of you, but I had a bad address. Jerry, I don't ever want you to feel that I had skipped out on you or Ed Bleam, I was just so pleased that I had at last had a chance to do more, that I leaped at it with the intentions of explaining to you later. Oh yes, Jerry, there have been times when I've said I wouldn't do it if I had it to do over again, but I think if I had it to do over again, I would be right out here on Saipan or wherever my "Uncle" chose to send me. Yes, Jerry, it's something I learned from being an Auxiliary man and a Reserve . . . it's the spirit that you, Ed Bleam, Walt Heppenstall, Mr. Klock

and the other good men of the Auxiliary blessed and enriched me with . . . that is why I don't want to be forgotten. I want to come home and again be part of the Auxiliary for I know that I could never sit quietly by and know that somewhere, somehow, someday, someone might need a helping hand.

Jerry, will you take care of my re-enrollment if I'm not home in time? I honestly would appreciate it an awful lot and offer you my sincerest "thank you" for any consideration shown. I have no fancy stories to tell you and I'm not being modest. I've been overseas now seventeen months, one year on Saipan and the balance on Oahu and travelling and I only saw what other lads out here have also witnessed, so I won't bore you.

Signing over, good luck and God bless you and regards to all the boys.

Your old matey,

RAY CHAMBERS.

P.S.: My home address is 3156 North Pennock Street, Philadelphia 32, Pa. In the event that you may have forgotten my personal appearance, please accept enclosed photo. It was taken in Honolulu before I shipped to Saipan to work on L.V.T.'s or Amphibious Tractors. Now I've said it, yep, you are right, I am a "landlubber," having only been on a ship long enough to reach my base. Most of my time was spent working for and with the U. S. Marines; outfits I've worked in conjunction with are 11th Provisional Battalion, 7th Field Depot, 5th Amtrack and 2nd Division. Jerry, those Marines are great people and that is putting it mild. I made my rate the hard way, but it really wasn't so hard having the C.G.A. and C.G.R.(T) education for a background for which again I thank you and the others of the Auxiliary. Right now I work for the Saipan D.P.W.; no, I'm not a street cleaner. I take care of a small electric powerhouse. Well, I'll sign over again, so long mate.

RAY.

★ ★ ★

EDITOR'S NOTE: Ray was one of the "Hard Working" crew who could always be depended on to be on deck. Many and many a cold, blustery night, Ray stood his post at Port Richmond, and I am sure he will be well remembered by the men he worked with. Good luck to you, Ray . . . Your place in the Auxiliary will be waiting for you.



(Continued from Page 11)

We believe that the Auxiliary will really go places and extend our congratulations to the men who have recently been elected to the posts of leadership. Our own election, held at the meeting 3 December, was another of those unanimous affairs wherein the secretary was directed by motion from the floor to cast one ballot, electing three men who have proven beyond doubt that they are the backbone of the Flotilla. For Commanding Officer, Frank H. Riepen; Executive Officer, Ross MacDonald; and Training Officer, John Larkin.

The training program is still in the progressive stage and should be definitely fixed at our next meeting. All instructors have been lined up and the only question to be answered is, how many nights per month shall we meet for the various classes? That is, of course, for the men to decide and the instructors have agreed to be on hand for any number of meetings voted upon.

Many of our men, especially the newcomers, have not had boating experience and the most requested subject is small boat handling. During the summer months we had been using the Club tender for training and we all agree that the Flotilla should have a boat of its own. Mr. Riepen has been angling for one from the Government Surplus but it seems that they are available to most everyone except the Coast Guard. Some day, perhaps, we might hit the jack pot and acquire an equal to our former "Pride & Joy" the good old No. 44001.

—Edward P. Willard, Publicity Officer

### • • • FLOTILLA 31, OCEAN CITY

Thanks, George Henderson and all you other fellows. After this publicity officer made TOPSIDE by an appeal for unemployed clothing, George dropped by with a few well-filled boxes. The portly chaps who are now strutting around in some of the garments are happy as larks. And we hope George has a winter of good fresh-water fishing in Florida. We even sent him on his way with detailed instructions to look up Owen or Buck Dillard at Astor and do some live-bait fishing on the St. John's River and Lake Dexter. There's bass in those waters.

By this time the "for free" party of Flotilla 31 is past history. Those in attendance know what took place. Those who missed probably don't care. But it

is New Year's for the Auxiliary with a brand fresh crop of newly installed officers, ads in the Sunday Inquirer, a lot of good intentions and some mighty optimistic plans.

—E. L. Johnstone, Publicity Officer

### • • • FLOTILLA 32, AVALON

An award of Certificates for Services was made at October 28th meeting of Flotilla 32. Nine men received the 1200 hour Citation and twenty-one men the 600 hour award for active services. At the same meeting, Roth, Zimmerman, Held and Folcher were sworn in as Ensigns. At the November meeting, John G. Merkel, Jr., was elected Commander, Jerry Alexander, Executive Officer and M. H. Bingham, Training Officer and Letters of Recommendation duly sent to Headquarters.

On 12 January, 1946, 32 will have a dinner at the Black Eagle at Avalon, N. J., for Induction of the new officers. The ladies will be invited.

—C. L. Wingate, Publicity Officer

### • • • FLOTILLA 34, MILLVILLE, N. J.

Well! Well! So the Reserve (T) won the war, eh? Good! Now let's win the Peace, as they say in "Brass Circles."

Flotilla 34 has nominated and elected the following officers: Commanding Officer, Alan Thomas; Executive Officer, W. Scott Calkins; Training Officer, Walter Nicholson. They have appointed their instructors for the various training courses, appointed standing committees, are holding meetings weekly, the regular business meeting being held the third Tuesday of each month. The Flotilla boasts a membership of 81 Auxiliarists, 17 of which are boat owners.

As soon as the entertainment committee reports back we shall have our annual dinner at which time, with the assistance of "Black Braid," the above named officers will be duly installed, we hope. In the meantime interest is being maintained by various speakers on boating and boat building.

The woeful lack of attendance brings to mind a question I would like to ask of all Flotilla 34 members.

Soft music, (maestro) . . .  
Why can't we do as we did before . . .

Are we going to quit "cause" we won the war?

Are we going to gripe and lay down on the job?

That's a heck of a way for a "Salty Gob"

To act because his ship has docked,  
For a few repairs and to get restocked  
With a brand new skipper and a motley crew.

Let's go aboard, we've a job to do.  
Of "scuttlebutt" there is no derth,  
So, Happy New Year, Peace on Earth.

—C. Gull, Acting Publicity Officer

### • • • FLOTILLA 52, LANCASTER

The results of our election for new officers 10 December, 1945 were as follows: R. A. Taylor, Commanding Officer; Wm. E. Kinn, Jr., Executive Officer; M. Bauman, Training Officer.

Also on this election date the Flotilla held a party which was enjoyed by everyone who attended it. Lynn Brachendorf and his committee are to be congratulated for their swell job on this party.

Let me say at this time in behalf of the entertainment committee of all Flotillas that all members should participate in the parties and social functions of the Flotilla in order to keep our Auxiliary alive, awake and an up and coming organization of which you will be proud to be a member.

We have at the present time a new class of ten prospective members who will take their entrance examination Wednesday, 19 December. Thanks to the able instruction of our new Executive Officer, Wm. E. Kinn, Jr., our new members come through with flying colors.

The meeting nites of 52 have been cut to the second and fourth Monday nites of the month rather than every Monday nite.

Let us not forget our fellow-Coast Guardsmen who were killed or wounded in this past conflict. Send your dollar for our memorial to Comdr. Desses at the district office. Our buddies must not be forgotten.

—Wm. L. Bomberger, Publicity Officer



# A Message from Our Commanding Officer

## *New Year's Greetings to You . . .*



Since I have had the honor of being selected as the Commanding Officer for the coming year, many remarks have been made to the effect that I am taking on a tough job. To these remarks I disagree, as I don't believe that any man ever assumed office with so many able and hard-working men on whom to call for assistance as now constitute the membership of the U. S. Coast Guard Auxiliary.

It will be my policy to endeavor to live up to the fine accomplishments of my predecessor and advance the Auxiliary, so that when I turn my office over to my successor, the record of service by the Auxiliary will be as outstanding in peace as was its glorious war record.

We of the Auxiliary are fortunate in belonging to an organization that has such a fine opportunity to serve the boating public, also through the Aviation and Radio branches, being of great future service to the Coast Guard in their Air-Sea-Rescue program. With our experienced men, we can, in any future disaster, be of invaluable help in the saving of lives and property.

At this time, I wish to thank the following men for assuming the staff committee assignments:

Boat Inspection Officer . . . . . G. Frederick Petry  
 Communications Officer . . . . . F. Travis Coxe  
 Gunnery Officer . . . . . Norman H. Derr  
 Legal Officer . . . . . Bertram K. Wolfe  
 Publicity Officer . . . . . Michael A. Deavitt  
 "TOPSIDE" Editor . . . . . Jerry Marcus  
 Training Base Officer . . . . . LeRoy Wingate  
 C. O. of "FLORENCE V" . . . . . John O'Brien  
 Legislative Officer . . . . . Sterling G. McNees  
 Finance Officer . . . . . Frank W. Harris


In closing, I wish to extend to all officers and men my sincere desire that you have a very happy and prosperous New Year.

H. EARL HUSTON,  
 Commanding Officer, U.S.C.G.A., 4th NavDist.

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## COMMUNICATIONS ACTIVITIES OF THE AUXILIARY IN FOURTH NAVAL DISTRICT

(Continued from Page 6)

It was determined that training for this work should be practical in nature and should be limited to what was required to operate the equipment on which our men might be asked to assist. The course, therefore, consisted largely of radio telephone procedure and was prepared and conducted in Philadelphia over a period of seven weeks by Chief Radioman Faber, USCG. In order to gain time so that the men might be available for duty should storms come in the summer of 1945, the training course was speeded by having the men selected as Leaders repeat one week later to the men serving under them the course that they themselves were taking.

While the classroom work was going on, permission was obtained to equip as an Auxiliary Communications truck a suitable unit which had been presented to one of our flotillas; thus, before the completion of the classroom work, actual field tests were begun for the men in training and conducted weekly in all parts of the District, so that each of our separate groups had an opportunity to operate the equipment in the Communications truck as well as various pieces of portable equipment. These tests, incidentally, revealed much of interest regarding the conditions existing in various localities for reception and transmission. This field program was completed on 19 August, 1945, when a general mobilization of all groups and all mobile equipment was held along the South Jersey coast; the equipment being manned originally by the groups in that area who were in turn relieved at intervals by groups from more distant points.

Following the disenrollment of the Class (T) Reservists, our Communications Division has grown by two more groups so that we now have nine (9) groups with a total enrollment of about 150 men. There was some natural delay because of the conversion of our status to peacetime Auxiliary, as well as the need to wait for the "Instructions" from Washington. These latter having been received, our training courses have already been laid out to meet present requirements and are beginning immediately—those for the Philadelphia flotillas being held at the Auxiliary Training Base in this city and similar courses being held in convenient localities about the District.

The peacetime program, as adopted, consists briefly of two things:

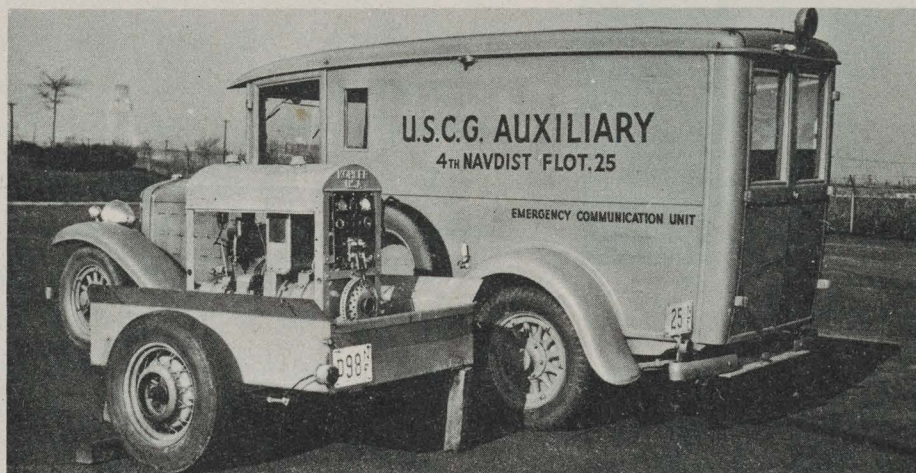
- (a) To fully train the members of our group to handle all communications equipment which they might be asked to operate by the Regular Ser-

vice in an emergency or for any other cause, and

- (b) To furnish a course of interest to amateurs which would qualify them to build, maintain and operate amateur stations and procure the necessary licenses, both elementary and advanced, for operating same.

A District organization has been set up to carry out this program as follows: A Communications Officer and an Assistant Communications Officer, both

Staff Officers of the District Board. One Division Communications Officer for each of the present five Auxiliary Divisions: these men to be Staff Officers of their respective Divisions. One Flotilla Communications Officer for each flotilla—said member to be a Flotilla Staff Officer. The two District representatives and the Division Officers will together constitute our District Communications Staff.



USCG Aux. Emergency Communication Truck and Motor Generator, owned by Farragut Flotilla 25, but used for the entire 4 Nav. Dist.

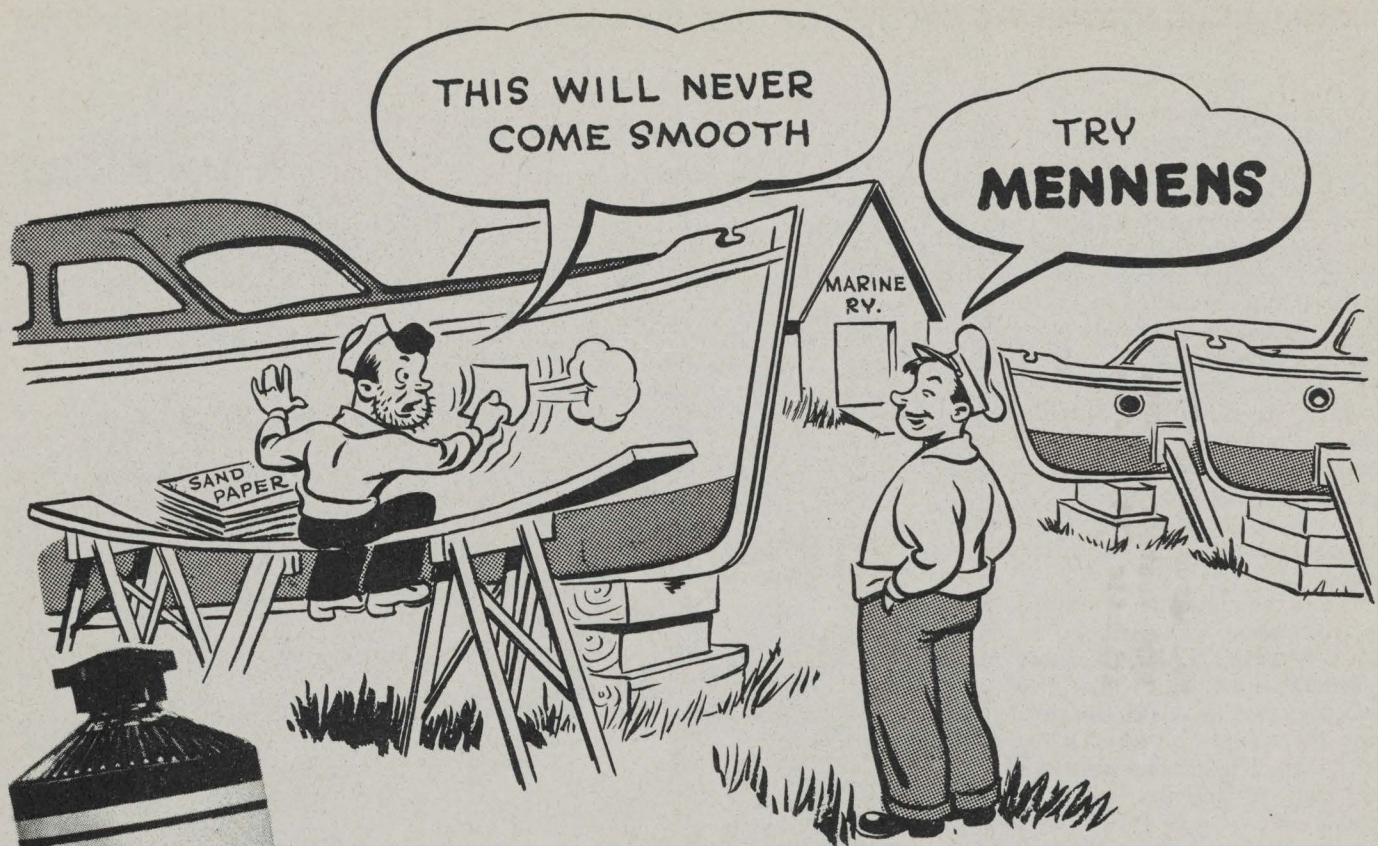


Back Row, Left to Right: W. L. Yingst, Ens. (T); T. W. Stewart, CBM (T); James McHenry, RM 2/c; A. L. Muller, RM 2/c; E. J. Flowers, RM 2/c; C. A. Carter, CRM (T).  
Front Row, Left to Right: Norwood Richardson, RM 2/c; Milton Neel, RM 1/c.



James McHenry, on left, and A. L. Muller (writer), using Signal Corps Walkie Talkie.





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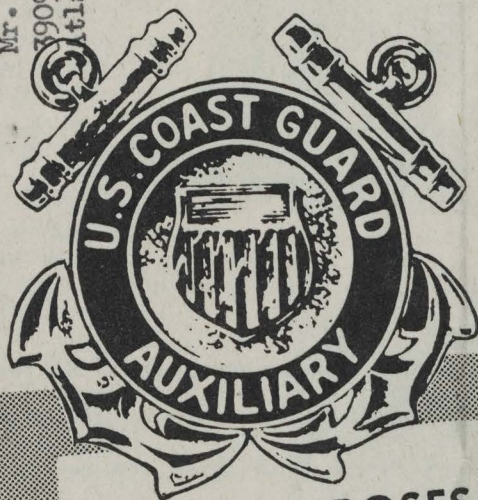
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- ★ Fostering a wider knowledge of, and better compliance with the laws, rules, and regulations governing the operation of motorboats and yachts.
- ★ ★ ★ ★ FACILITATING OPERATIONS OF THE COAST GUARD.