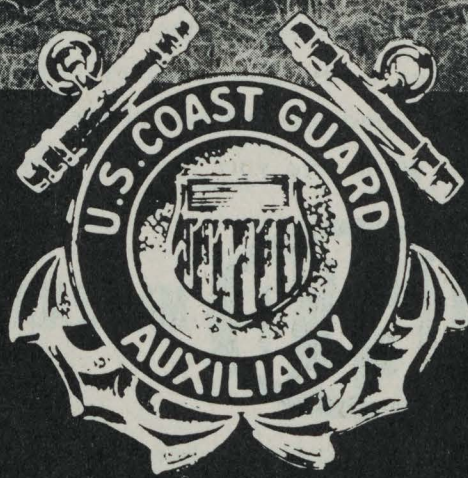


TOPSIDE

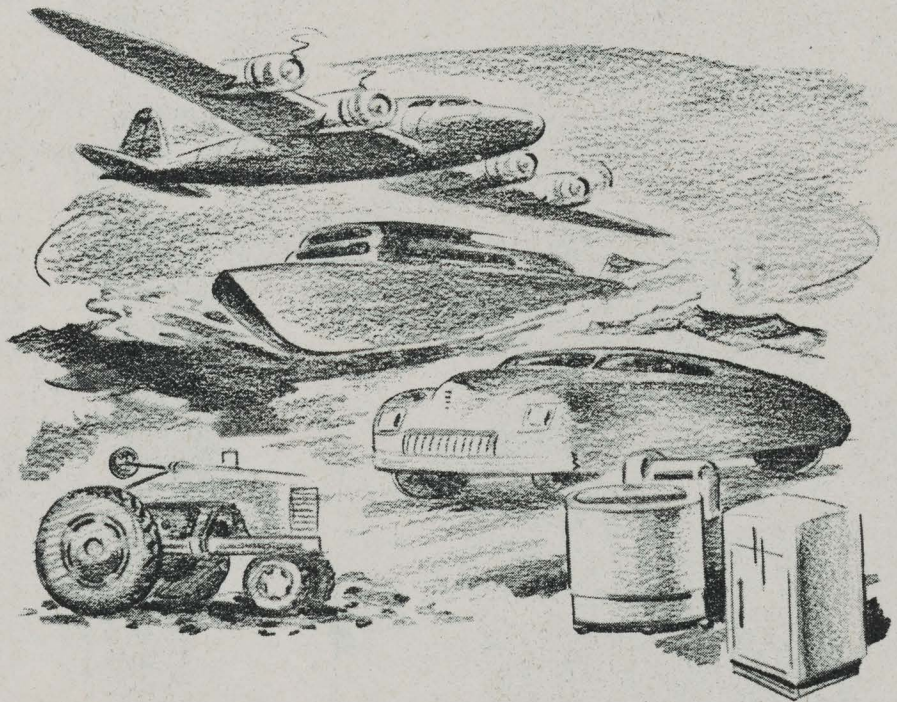
NOV.-DEC.
1945



FOURTH NAVAL DISTRICT

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TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

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District Coast Guard Officer

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Director

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Vol. 3 NOV.-DEC., 1945 No. 11

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.

NEW OFFICERS FOR THE DISTRICT

At a meeting of the district board, held on 24 October, new officers were elected to head the activities of our organization. They were:

H. EARL HUSTON

District Commanding Officer

W. LYLE HOLMES, JR.

District Executive Officer

ALLAN M. LaSOR

District Training Officer

These men are well known to all of us for the work they have done in past years.

TOPSIDE offers congratulations to them with best wishes for the coming year of bigger and better* Auxiliary activities.

* Including more boating this coming summer than we have had in the past two summers.

FIRST MEMBER OF THE AUXILIARY AVIATION DEPARTMENT HAS BEEN ENROLLED ... IT IS THE BEGINNING OF OUR ENLARGED PROGRAM



The picture on this month's issue of TOPSIDE shows Mr. Jesse F. England being presented his certificate of enrollment as the first aviation member of the USCG Auxiliary in the Fifth Naval District and in the United States by Chief Boatswain H. Dawson Sanders, USCGR, Field Coordinator, USCG Auxiliary, 5ND. Left to Right: Mr. Albert E. Krise, Jr., Liaison Officer on the staff of the District Commanding Officer, USCG Auxiliary, 5ND; Mr. England, Chief Boatswain Sanders, Mr. James A. Albano, Commanding Officer, Flotilla 2, Division V, USCG Auxiliary, 5ND.



Mr. England was sworn in on Saturday, 3 November, 1945, by Chief Boatswain H. Dawson Sanders, USCGR, Field Coordinator, USCG Auxiliary, 5ND, in a brief ceremony at Glenrock Airport just outside the City of Norfolk. Also in attendance were Mr. James A. Albano, commanding officer, Flotilla 2, Division V, Norfolk, Virginia, and Mr. Albert R. Krise, Jr., liaison officer on the staff of the district commanding officer. Mr. England has been attached to Flotilla 2, Division V, and he and subsequent aviation members will remain attached to that unit until such time as there are ten, when a separate squadron will be formed.

A brief summary of Mr. England's background follows: He was born 14 June, 1911, in Bourbon, Missouri. In 1927, he joined the Navy and was discharged in 1934 with a fire controlman's rating. He then joined the firm of Sears and Roebuck and served as service manager of their Norfolk store for eight years. During this time he took up flying as a hobby, and achieved sufficient proficiency to be rated as a commercial pilot and flight instructor. In 1942, he joined the Army Reserve as a flight instructor.



He served in that capacity for two years. Upon discharge, he and his partner, Mr. J. B. Fishborne, purchased the present site of the Glenrock Airport. The airport was officially opened three weeks before V-J day. At the present time there are thirty planes on the field, eight of which belong to Mr. England and his partner, and, although, all eight of the planes are available to the Auxiliary, only one was brought in—the Fairchild shown in the pictures. At the present time, the partners are operating a flying school in connection with the field, and have very definite plans for the future. Mr. England has 3500 flying hours.

WAS *Your Boat* IN SERVICE?

Various awards are to be made to all owners of vessels as well as to all vessels that served and/or were offered for service in the Coast Guard during the war emergency prior to 10 August, 1943.

If your boat was used for patrol work or other official Auxiliary functions, or was on stand-by with crew ready, you are eligible.

Get in touch with your commanding officer, he has forms for you to fill out.

REMINDER ✓

- Take your batteries out . . .
- Drain your tanks and bilges . . .
- Get your covers on . . .

BEFORE WINTER SETS IN



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.

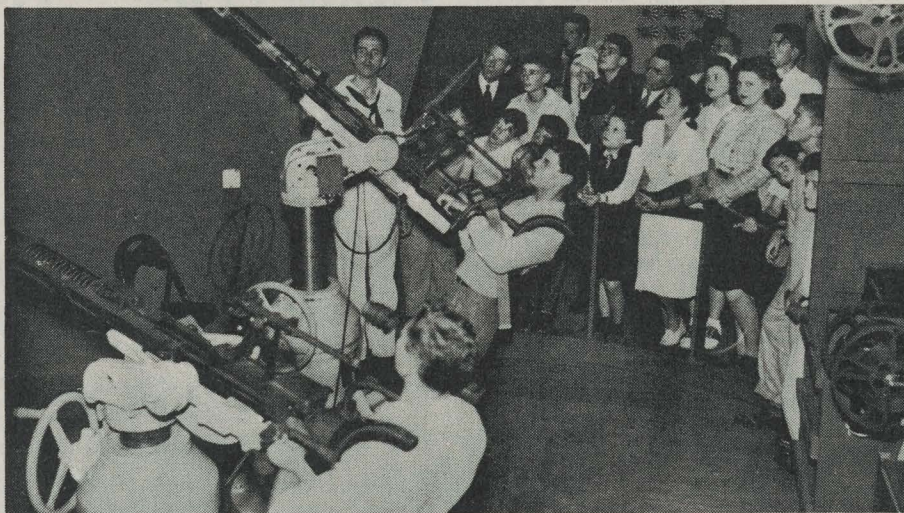
WE HAVE INTERESTING INFORMATION ON THE NEW CHRIS-CRAFT

ESSINGTON YACHT YARD

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DID YOU WANT TO "GET A SHOT AT THE JAP"?

HERE'S YOUR CHANCE TO SEE
HOW WELL YOU WOULD HAVE DONE.



Anti-Aircraft Gunnery Training provides practice sighting as well as manipulation of the actual equipment which ship's gunners are called upon to fire in combat. Both trained gunners and students are assured a realistic workout on the Anti-Aircraft Gunnery Trainer, with its 20mm guns and IV ringsights. On the screen, dive bomber and torpedo plane attacks require speedy reactions in correct lead and range estimation. A scoring attachment provides an immediate check on rounds of ammunition fired and number of hits made. The trainer has been developed cooperatively by U. S. Navy Bureau of Ordnance and Special Devices Division of Office of Research and Inventions. Trainer used by U. S. Navy, Amphibious Forces, and in the aviation training program of Chile.

Those who did their share in the war by serving on the home front can get a real insight into the use of modern war mechanisms, and have a lot of fun at the same time, by a visit to the Naval Aviation Training Exhibit at The Franklin Institute. There, in one of the largest educational displays ever shown in Philadelphia, the visitor can operate many amazing devices that until recently were closely guarded secrets.

For the past few years, so much has been said about our production and combat achievements that only a child could fail to know most of the details of these two phases of the war. But it was only a short while ago that security regulations were relaxed on the training methods that turned fighting men and modern weapons into an unbeatable combination.

Early in the war, the United States Navy assigned some of the nation's top scientists to the task of evolving new training methods, with special emphasis on the problem of teaching the thousands of airmen who were to contribute so much to victory in the Pacific. How these men of science did their job is a fascinating story that is presented dramatically by the training devices now on display at The Franklin Institute. Visitors to the Naval Aviation Training Ex-



hibit not only see these ingenious devices but actually operate them themselves, with the assistance of a score of Navy men, most of whom have had combat experience.

Until 31 January, the Naval Aviation Training Exhibit will be open at no extra cost to all visitors to the Museum of The Franklin Institute. Museum hours are Tuesdays, Wednesdays, Thursdays, Fridays and Sundays, 1:00 P. M. to 6:00 P. M.; Saturdays, 10:00 A. M. to 6:00 P. M.; closed Mondays. Admission, 25 cents plus 5 cents tax.

SEASON'S GREETINGS

from the staff of

T O P S I D E



What's behind, is behind
What's in front, is in front,
Merry Christmas to all
With plenty of smooth sailing.

Your Old Clothing

Before the moths get them or your wife decides to throw them out of the closet, here is a perfect answer to the question of what to do with clothing that you may never have occasion to use again.

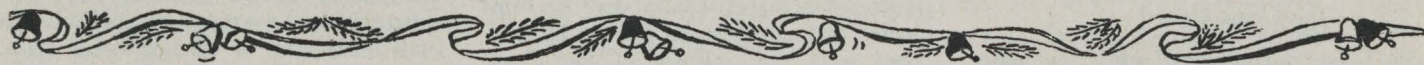
The undersigned, a member of Flotilla 31, represents a public institution caring for over 750 mentally handicapped boys and men. These fellows could put to excellent use anything in the clothing line that you want to give them — from shorts to peacoats and from sox to headgear. Used or unused, it makes no difference and your size will fit some one in the institution. *This is a frank appeal to your generous spirit.*

If you want to make some unfortunate chap really happy, bundle your stuff up and ship it to the address below. It will be acknowledged and if a sufficient supply is received, we'll submit a later photo to TOPSIDE showing the results.

A suggestion to Flotilla Commanders is that some meeting might be designated as "clothing night," and clothing could be taken to a central place and upon being advised, the undersigned will send a station wagon to pick them up.

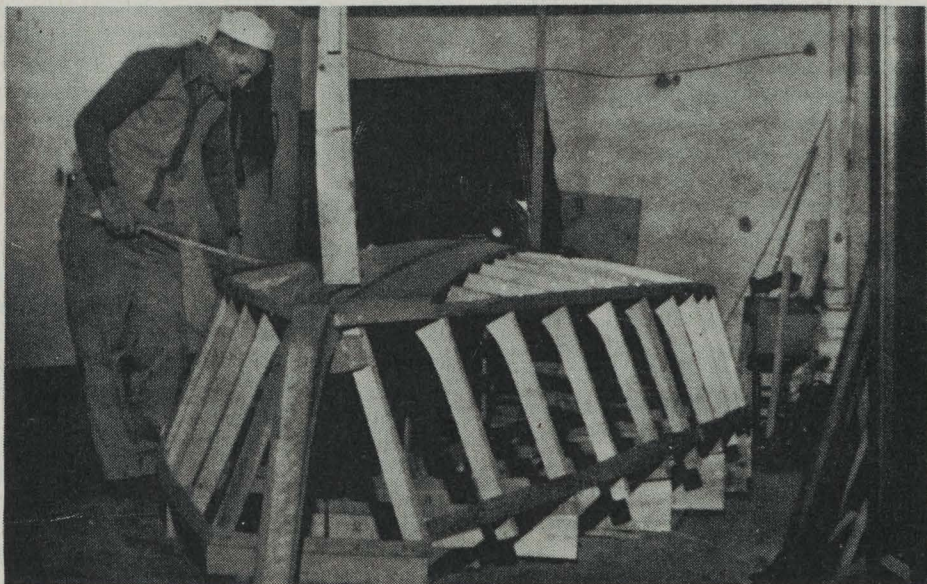
Here is a real chance to put these garments to further good use. Do it in the Christmas Spirit!

E. L. JOHNSTONE, Supt.
State Colony, Woodbine, N. J.
(District Historian, USCGA)



BUILDING A LIGHTNING

Small boat construction is a hobby that takes care of all your spare time. There are no short cuts and there can be no guess-work. Here is Ed Willard of Flotilla 24 laying out the bottom planking on the Lightning he hopes to sail next summer.



THIS IS WHAT *You* HAVE BEEN WAITING FOR. A DEFINITE STATEMENT ABOUT THE POLICY and PROGRAM of the AUXILIARY FROM NOW ON.

UNITED STATES COAST GUARD
WASHINGTON 25, D. C.

29 September, 1945

COMMANDANT'S CIRCULAR NO. 27-45
Subj.: Policy and program for USCG
Auxiliary

1. This circular is issued to indicate to all CG personnel and members of the Coast Guard Auxiliary the basic policies and program which shall be followed in the administration of the Coast Guard Auxiliary.

Purpose of the Auxiliary

2. The purpose of the Auxiliary is succinctly stated in Public Law 451, 78th Congress (9-30-44) to be "... to assist the Coast Guard

- 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 . . . "

3. These purposes fall into two major categories which were set forth in the Acting Secretary of the Navy's statement accompanying the draft of a proposed bill ultimately enacted as Public Law 451, as follows:

"The primary purpose of the establishment of the CG Auxiliary was to indoctrinate all owners and operators of small craft in safety requirements in the operation and navigation of small craft. A secondary purpose of the institution of the CG Auxiliary was to utilize the Auxiliary craft and personnel, after suitable training and indoctrination, in carrying out certain duties of the Coast Guard with particular reference to those concerned with the safety of navigation."

Basic Characteristics of Auxiliary

4. The Auxiliary is specifically declared by statute to be a non-military organization and the law clearly indicates

that membership in the Auxiliary shall not in itself have any of the attributes of inactive or active military status. This, together with the definition of the purposes of the Auxiliary, indicates that the Auxiliary's role is entirely within the sphere of the Coast Guard's civil functions and does not extend to the military responsibilities of the service.

5. Since the Coast Guard, as a part of the armed forces of the country, requires some military component in an inactive status to be called upon in time of war or national emergency, a Coast Guard Reserve entirely distinct from the Auxiliary has been established for this purpose. In the event of war or national emergency, the Auxiliary organization as such will not be utilized to supplement the Coast Guard, but rather the Coast Guard will look to its Reserve for such assistance and personnel as are required and the Reserve will be trained accordingly. During wartime, the military contribution of members of the Auxiliary must be through one of the components of the Reserve and to facilitate this transfer the Coast Guard will encourage Auxiliarists in peacetime to become members of the Reserve.

6. To clearly indicate the non-military status of the Auxiliary, the uniform authorized for the Auxiliary shall be sufficiently distinctive so as not to be confused with the uniform of the Coast Guard and Coast Guard Reserve. Although grades roughly comparable to ratings of enlisted personnel of the Coast Guard will be used to indicate progress in proficiency by the members, the titles of these grades will not be identical to the regular enlisted ratings; moreover, officers of the Auxiliary will not be designated by military ranks.

Membership in the Auxiliary

7. Public Law 451 extends the Auxiliary membership (heretofore restricted to sole or part owners of motorboats or yachts) to include owners of aircraft and radio stations and other persons "who by reason of their special training or experience are deemed by the Commandant to be qualified for duty in the Auxiliary." The statement accompanying this legislation indicated the respective roles contemplated for owners of motorboats and yachts and of aircraft and radio stations. This statement reflects

the distinction that necessarily exists between the preventive and remedial activities of the Coast Guard as the maritime safety agency of the Federal Government:

"On the preventive side, it is believed that the Coast Guard could better promote safety in the operation of small boats if it could bring into a voluntary civilian organization all persons interested in the safe operation of motorboats and yachts, regardless of whether such persons are themselves the owners of a yacht or motorboat.

"In order to assist the Coast Guard in the performance of remedial activities in the safety field; that is, rescue work, and rendering various forms of aid to distressed persons, vessels and aircraft, the amendments to section 3 of the Coast Guard Auxiliary and Reserve Act of 1941 would permit the utilization of privately owned aircraft and radio stations on a basis similar to that which now exists with reference to motorboats and yachts."

8. Accordingly, members who are enrolled in the Auxiliary on the basis of their ownership of motorboats or yachts or their interest in boating will be utilized both to foster a wider dissemination of maritime safety practices applicable to small boats and, as specific needs arise, to assist the Coast Guard in the performance of its maritime safety functions. On the other hand, persons who are enrolled in the Auxiliary on the basis of their ownership of aircraft and radio stations, will be utilized primarily in carrying out the Auxiliary's secondary purpose of assisting the Coast Guard in the performance of its duties. More particularly, it is anticipated that this latter group of Auxiliary members will be utilized almost exclusively in connection with the Coast Guard's air-sea rescue program.

Coast Guard Administration of the Auxiliary

9. The Auxiliary must be viewed as a means for tying the interest, enthusiasm, and facilities of certain civilian groups into the Coast Guard's maritime safety program. It seeks to do this not through detailed, day to day supervision of the activities of such groups, but rather through the development and admin-

istration of an over-all Auxiliary program.

10. In the administration of the Auxiliary, the Coast Guard will maintain its principal contact with the Auxiliary through Coast Guard officers designated as District Directors of the Auxiliary. These officers and other Coast Guard personnel will actively promote the Auxiliary and direct the development of programs for the Auxiliary. The administration of the internal affairs of the several components of the Auxiliary will be left largely to the Auxiliary members themselves.

11. In order to obtain the most effective coordination between the Coast Guard and the Auxiliary, District Coast Guard Officers will develop prior to the beginning of each fiscal year and submit to HQ a complete program of activity for the Auxiliary within their respective districts for the ensuing fiscal year. This program or plan of activity shall include a statement as to the Coast Guard personnel and facilities to be utilized in the administration of the Auxiliary. It is expected that the Auxiliarists will participate actively in the development of such plans.

Activities to be Undertaken by the Auxiliary

12. It is not intended to list in this statement all of the specific activities that might be included in an Auxiliary program, but rather to indicate types of activities that it is contemplated will be undertaken in carrying out purposes of the Auxiliary and also to indicate certain general limitations with respect to such activities.

13. Some of the activities to be undertaken by the Auxiliary in carrying out its primary purpose to indoctrinate all owners and operators of small craft in the safe operation and navigation of small craft include the following:

a. Carry out a program of self instruction to acquaint its members with marine safety measures and regulations and to instruct them in basic principles of seamanship and navigation. It is expected that Auxiliarists, by their own observance of marine safety standards and by their readiness to perform voluntary acts of assistance, will greatly facilitate the safe movement of smaller vessels upon the navigable waters of the United States.

b. Carry out a program of self-regulation. One of the original purposes of the Auxiliary was the organization on a purely voluntary

basis of groups of boat operators in all parts of the country pledged to the safe operation of their craft, and the equipping of these craft beyond the ordinary requirements of existing laws for the greater promotion of safety.

c. Promote generally the safe operation of motorboats and yachts through demonstrations and instruction for the benefit of persons who may not be members of the Auxiliary.

d. Make recommendations to the Coast Guard for amendments to or formulation of regulations affecting small craft.

14. In connection with the secondary purpose of the Auxiliary to assist in carrying out certain duties of the Coast Guard with particular reference to those concerned with the safety of navigation, the Auxiliary may be asked to undertake such activities as the following:

a. Patrol marine parades and regattas.

b. Assist the Coast Guard in performing searches and rescue work in the event of emergencies. In that connection they shall carry out a program of instruction with respect to rescue and search procedures, first aid, resuscitation, and other activities in connection with assistance to the Coast Guard in the event of marine casualties. The Coast Guard anticipates that the primary utilization of owners of airplanes and radio stations will be in connection with the rescue activities of the Service.

c. Perform from time to time patrols in particular areas where the occasional need for Coast Guard services is not such as to warrant establishment of regular Coast Guard facilities and personnel, but where such intermittent patrol may promote maritime safety.

As distinguished from the above specific duties, Auxiliarists observing dangers to navigation, such as blocked channels, aids to navigation out of positions or functioning improperly, etc., will be expected to report such observations to appropriate Coast Guard authority.

15. With respect to limitations on Auxiliary activities, it shall be the general policy not to expect the Auxiliary to perform regular routine patrols for the Coast Guard except where the Auxiliary is specifically assigned to a patrol for a limited period of time. HQ does not intend that Auxiliarists shall relieve CG

personnel in manning permanent and active CG units. It will not be a practice to vest Auxiliarists with general police powers or to look to the Auxiliary for law enforcement work. This policy carries out the intent expressed in the report of the Committee on the Merchant Marine and Fisheries of the House of Representatives on H.R. 5255, which became Public Law 451. This report stated in part:

"Your committee do not understand that the Auxiliary has been or will be used in connection with the exercise of general police powers and that it is not the intention of H.R. 5255 to confer that Authority."

16. A number of Auxiliary flotillas have indicated an interest in organizing non-profit corporations. HQ has no objection to such action provided it is taken solely in the private and individual capacities of the Auxiliarists and not as officers, agents, or employees of the United States. There should be, however, a clear distinction between the official statutory activities of the Coast Guard and the Auxiliary and the private and individual activities of a non-profit corporation organized by members of the Auxiliary. The name of any such corporation should not contain any reference to the CG. The CG will not assume any responsibility for the administration or activities of such organizations.

Designation and Assignment of Auxiliarists to Perform Specific Duties

17. Public Law 451 provides that a member of the Auxiliary "... may, under applicable regulations, be assigned specific duties, which after appropriate training and examination, he has been found competent to perform, to effectuate the purposes of the Auxiliary." No member of the Auxiliary will be assigned to the performance of specific duties of the type listed under paragraph 14 unless he has been qualified and designated for the performance of such duties in accordance with standards prescribed by the Commandant. Members of the Auxiliary who have been so designated will be given specific orders either written or oral by appropriate CG authority before commencing duty. This provision is applicable to only those instances where Auxiliarists perform services officially in behalf of the Coast Guard and is not intended in any way to deter members of the Auxiliary from rendering assistance in their capacity as private citizens.

(Continued on Page 14)

COAST GUARD HONOR SHIELD AWARDED TO FLOTILLAS and SPECIAL COMMANDANT'S CITATION AWARDED

By JOHN T. I.

★ Saturday, 20 October, 1945—the date which had been designated for the awarding of the coveted Coast Guard Honor Shield to the seven flotillas of the 2nd, or Delaware River Division—was in every respect an ideal day for the affair; with clear, blue skies over-

head and a bright, warming sun to take the chill out of the autumn air.

A large number of CG Auxiliarists, with relatives and friends, were present at the Camden Naval Militia Armory where the afternoon part of the extensive program of activities took place.

Here, vs. the hours of 1500-1800, all visitors had the opportunity to see and inspect for themselves the fine facilities of the Armory, which, for nearly two years had been the regular meeting headquarters of the two host Flotillas, i. e., 23 and 25.



John H. Harlos



John J. McCormack



Edward J. McGowan

1. "It has been called to my attention that on 19 August, 1944, while assigned to routine patrol aboard the excursion vessel, SS STATE OF PENNSYLVANIA, on its trip from Philadelphia, Pa. to Riverview Beach, N. J., you showed great presence of mind when about twenty people accidentally fell into the Delaware River. You and two other Temporary Reservists took charge of the situation and proceeded to assist the people who had fallen into the water, helping to rescue all but one small child.
2. You prevented the possible capsizing of the ship by requesting the Captain to keep the crowd from flocking all to one side; went through the vessel, checking persons injured; secured a list of lost property; and then resumed your tour of the deck and stood by to maintain order at the gangplank during the disembarking of passengers.
3. You are commended for your heroism, alertness and attention to detail. Had it not been for the quick action on your part, the loss of life might have been greater. Your conduct on this occasion reflects great credit and approbation on the Coast Guard.
4. A copy of this letter will be made a part of your permanent service record at Headquarters.

Signed,

L. T. Chalker, Rear Admiral, USCG,
Acting Commandant.

Ind-1

DCGO, 4ND (d)

To: McCormack, J. J. (6012-358) B.M. 1/c USCGR (T)

Forwarded with pleasure.

Signed,

M. R. Daniels, Commodore, USCG,
District Coast Guard Officer.

FLOTILLAS OF DELAWARE RIVER DIVISION AWARDED TO THREE INDIVIDUAL AUXILIARISTS

JOHN T. DWYER

They who had the privilege of going aboard any of the several Coast Guard vessels moored at the Cooper River dock nearby. These were the well known Florence V, Auxiliary Training Ship, a CG fire boat, a river picket boat, the CG tug No. 64304 and an 83-foot coastal patrol boat, lately returned from overseas duty.

With the exception of the fire boat, all still wore their war paint of dull gray; a grim reminder of the world conflict. However, the Florence V, as became a nautical lady, was a bit dressed up and resplendent in regatta-like raiment.

Uniformed guides were available to take the many visitors on explanatory tours of inspection aboard the various craft, and through the Armory.

Sometimes the overzealous guides explained too much, as, for instance, how good a job the CG temporary reservists on river patrol did in cooking and cleaning up while aboard. As one wife was heard to remark, "And to think that my Fred never lifted a finger around the house!" Well, it's a safe bet that Fred's gonna be a little more helpful hereafter—or else!

A feature of the afternoon's activities was a fire boat drill and demonstration, with nozzles sending streams of water arching almost to the other bank of the Cooper River.

At intervals throughout the afternoon, an appropriate musical background was provided by means of a public recording system. This was a part of Flotilla 25's Mobile Truck Radio and Communications Unit which was on display and in operation under supervision of Ensign (T) William L. Yingst and CRM (T) Charles Carter.

The afternoon phase of the program was brought to a close with an official tour of inspection by Rear Admiral Lyndon Spencer, USCG, and Commodore M. R. Daniels, USCG, accompanied by many other high-ranking offi-

cers of the Coast Guard and Class (T) Reserve.

At 1900 of the same day, uniformed members of the participating Flotillas Nos. 21 to 27 inclusive—re-assembled in their respective formations on the Armory grounds. Promptly, at 1945, as directed by the Officer of the Day, Ensign (T) J. J. O'Brien, each moved out in columns of fours and marched to nearby Camden Convention Hall, where, in the presence of over 1500 guests, they were collectively to receive official recognition for wartime service through the award of the Coast Guard Security Shield of Honor.

The huge stage was attractively banked with green ferns, and flanked with flags. In the upper background were large placards, numbered consecutively from 21 to 27, to indicate the flotillas designated for the awards.

Directly in the fore part of the stage were seated the many Civic and Coast Guard Officials present for the occasion.

The formal ceremonies were impressively opened at about 2030 by the play-

ing of the National Anthem by the Coast Guard Band.

Lieut. (T) W. Lyle Holmes, chairman of the committee on arrangements, then introduced Dr. William Herman, Chaplain of Flotilla 25, who delivered the invocation.

After a few preliminary remarks by Lieut. Comdr. (T) William B. Griscom, Jr., Captain of the 2nd, or Delaware River Division, the affair was turned over to the master of ceremonies, Lieut. J. W. Brown, USCGR, Director of the USCG Auxiliary, 4ND, who thereupon proceeded to present individually all of the honored guests and later, as scheduled, the main speakers.

Included in the latter category were the Hon. George E. Brunner, Mayor of Camden, N. J., and the Hon. Bernard Samuel, Mayor of Philadelphia, both of whom expressed, in the name of their respective cities, deep appreciation for the contribution made by the Class (T) Reserve of the Coast Guard Auxiliary in preventing potential acts of sabotage, etc., during the recent war, to these important shipping and industrial ports.

(Continued on Page 10)



Reading from left to right: Lieut. J. W. Brown, Director, USCG Auxiliary, 4ND; Lieut. Comdr. Henry L. Schimpf, Jr., Staff Director; Rear Admiral Lyndon Spencer, USCG; Commander F. B. Hinehline, Commodore, USCG Auxiliary, 4ND; Lieut. Comdr. William B. Griscom, Captain Delaware River Division, USCG Auxiliary; Lieut. Comdr. O. L. Williams, Captain Eastern Penna. and Delaware Division, USCG Auxiliary.



Lieut. Brown requested John J. McCormack, CBM (T), Edward J. McGowan, CBM (T) and John H. Harlos, RM 2/c—all members of Farragut Flotilla 25—to step forward upon the stage. There, amid the applause of fellow-auxiliaries and guests present, they were personally congratulated by Commodore M. R. Daniels, USCG, representing the Coast Guard Commandant, Admiral R. R. Waesche, and presented with special commandant's citations for meritorious service in the line of duty.

The reasons for which they were thus honored is best expressed by quoting verbatim from one of the citations as shown on page 8 of this issue of TOPSIDE.

Immediately after the foregoing individual presentations, came the crux of the whole affair: the awarding of Coast Guard Security Shields of Honor to all the Flotillas of the Delaware River Division, Nos. 21, 22, 23, 24, 25, 26 and 27.

Following a brief introduction by Lieut. Brown, the honor guest of the evening, Rear Admiral Lyndon Spencer, USCG, the personal representative of Admiral Waesche, Coast Guard Commandant, stepped forward to the speakers' rostrum.

After the applause had subsided, he spoke a few words of appreciation and proceeded with making the formal awards, prefacing each presentation with a brief summary of the flotilla's wartime record and then handing to the flotilla representative a suitably framed U. S. Coast Guard Security Shield of Honor.

The following accepted the award for their respective flotillas:

- Flotilla 21—CSK Steele
- Flotilla 22—Commander, Walter T. Whitehead
- Flotilla 23—Commander, Edward A. Knorr
- Flotilla 24—Commander, Frank H. Riepen
- Flotilla 25—Commander, C. F. Hadley, Jr.
- Flotilla 26—Commander, Charles H. Wyckoff
- Flotilla 27—Commander, Lawrence G. Doyle

As each presentation was made, the members of that particular flotilla stood at attention and received an appreciative round of applause. Flotillas 22 and 25 were signaled out for special attention when it was announced that they had top honors for highest number of duty hours served during the year 1944 i. e., 130,000 and 100,000 hours respectively.

With the formal part of the affair thus concluded, the rest of the evening was devoted to "fun," as Lieut. Brown termed it in his closing remarks.

This included an enjoyable program of over an hour's entertainment as provided by members of the cast of the well known Coast Guard Revue, "Tars and Spars," supplemented by selections of a 20-piece Coast Guard Band.

The latter also furnished dance music later in the evening for the many who remained until the closing hour of 1 A. M.

Thus was pleasantly terminated a complete and memorable day for the members of the seven flotillas of the Delaware River Divisions who shared collectively in a well deserved recognition by the Coast Guard of their wartime service in the Class (T) Reserve.

For many the lingering notes of the concluding dance number, "Semper Paratus," had a sad significance—the end of a chapter in their lives that had been filled with interesting experiences and pleasant associations as members of the Coast Guard Auxiliary.



Reading from left to right: Lieut. E. A. Knorr, Comdr. Flotilla 23; Lieut. (j.g.) Lawrence Doyle, Comdr. Flotilla 27; Lieut. Walter Whitehead, Comdr. Flotilla 22; Rear Admiral Lyndon Spencer, USCG; Lieut. C. Frazer Hadley, Jr., Comdr. Flotilla 25; Lieut. (j.g.) F. H. Riepen, Comdr. Flotilla 24; Lieut. (j.g.) C. H. Wyckoff, Comdr. Flotilla 26.

The **LOG** of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 19, MULLICA RIVER

Flotilla 19 has been presented with the Security Shield of Honor. The occasion, held on Tuesday, thirtieth, was one to be remembered by all the members and guests. The cocktails were superb. The dinner was delicious. The presentation admirable and the show following, not to be forgotten.

'Bob' Creely, our commander, officiated and, as in the past, left nothing to be desired. Captain R. J. Mauerman, who needs no introduction, did the honors of the presenting of the shield after short though enjoyable speeches by Lieut. Wm. Burton, Commodore F. B. Hinline and Lieut. J. W. Brown. Chief Boyd Midgett, of Townsend's Inlet Station, also said a few words.

The evening was then turned over to (Ensign) Stan Altman who knows how such an affair should be conducted, and who, as committee chairman, deserves credit for making it a perfect success.

At our recent meeting, on the second of November, the following officers were nominated and elected to office for the coming year. As should be expected, our able and willing commander of the past, Lieut. J. Robt. 'Bob' Creely was again chosen by a practically unanimous vote. Our executive officer will be our former junior commander, (Ensign) Harry A. Long and our training officer R. Cecil Shockey (also Ensign). The above is, of course, subject to approval by the powers that be but where could we get a set of officers more likely to meet with their approval?

The appearance of the flotilla has been greatly brightened by much gold. Bill Williamson has had his broken stripe filled in solid and ensigns markings on all our old chiefs. All the boys are pleased with their new ratings although they'd rather have work.

Progress is being made in the compilation of the historical record of the

flotilla together with that of Flotilla 17 of which most of us were members. Here, again, Ensign Altman will shine. He has a good committee to help.

—E. L. Chew, Acting Pub. Officer

• • •

FLOTILLA 24, DELAWARE RIVER

Our business meeting, 5 November, marked a change from the Club House to the Training Base, at 1011 Chestnut St. The meeting was followed by a social, with sandwiches, beer, and what promises to be an orchestra; two violins, piano, drums, banjo-mandolin, and xylophone. What we did must have sounded like music, for the boys sure did a heap of singing.

Plans are now under way for the training program to keep us busy over the winter. In a questionnaire answered by two thirds of the members, the preference ran 1-2-3 for Small Boat Handling, Navigation, and Pistol Practice. A good number want a MoMM Class, Boat Construction, and First Aid. We plan to get under way as soon as the details are complete and the election of officers scheduled for next meeting should leave us in good shape for the next 12 months.

The fellows who had not been aboard the Florence V prior to her visit to 24, are still talking about the trip down the Delaware, 21 October. Some one thought he saw a second mast on the Florence that day, but the illusion was brought about when T. F. Schrawder stood on the after deck.

The Lightning boys are making good progress, with one boat nearly complete, one in the planking stage and three ready to set up. There'll be some big doings at DRYC when SPRING comes creeping up the Delaware.

—Edward P. Willard, Publicity Officer

• • •

FLOTILLA 26, TRENTON

Very few of the fellows up in Trenton will forget that memorable evening

of 20 October at Camden. Flotilla 26 was, indeed, proud to be one of those receiving the Coast Guard Shield of Honor from Rear Admiral Spencer. We can only say that our hosts, Flotilla 25 really did a job. Our thanks go out to all connected with the arrangements.

The Florence V spent Navy Day looking up the tide water line of the Delaware. Cruising within fifty yards of the head of navigation, Jack O'Brien and his crew have now covered most of the river from Cape May to Trenton. The training cruise for our members took place that Saturday afternoon between Trenton and Bristol. The boys certainly enjoyed the afternoon afloat as the majority spent their duty hours ashore.

Nominations for officers during the coming term have been made and submitted to headquarters for further action. Publication of the results will probably be made in the next issue of TOPSIDE.

Our congratulations to the new District Officers: Mr. H. Earle Huston, Mr. W. Lyle Holmes, Jr., and Mr. Allan LaSor as District Commanding Officer, Executive Officer and Training Officer, respectively. We hope we are the first flotilla to pledge our whole-hearted support during their coming term of office.

—Robert J. Bailey, Publicity Officer

(Continued on Page 12)



**IF IT
DON'T
MAKE
DEADLINE
IT CAN'T GET IN!**

With great, big tears in my eyes, I implore the publicity men in each Flotilla to . . . send news . . . send pictures . . . on time.

Next deadline is December 12th.

JERRY MARCUS

642 N. Broad St., Phila. 30

(Continued from Page 11)

FLOTILLA 27, SALEM

G. J. "Tom" Sawyer, of Pitman, is the new Commander of Flotilla 27. At the election session held 9 November, Salem's Auxiliaries also selected Carl Harvey, Salem, former Junior Commander as the present Executive Officer, and George Boehner, Pitman, as Training Officer.

Mr. Sawyer, formerly addressed as Ensign and Vice-Commander, has a long and enviable record of service inscribed on the flotilla's log. Harvey and Boehner after having enrolled as Seaman First Class, respectively, advanced to the rank of Ensign (T) in the USCGR (T) service.

Former Commander Laurance G. Doyle, who declined renomination, thanked his fellow officers and mates for the co-operation given him during the war period that "tried men's souls."

"Larry" reminded the new officers of the very difficult problems that confront them in plotting a new course for the good ship "27," over the Auxiliary River. "Larry" having completed his arduous duties as "CO" now wishes to become a "heckler" in the ranks.

Nominations for officers included: Commanding Officer, G. J. Sawyer, Carl Harvey; Executive Officer, Harvey, Geo. Boehner and James Filer; Training Officer, Willard Clark, Filer and Boehner.

Most of the membership received 600 hour award citations at a recent meeting and the dog tags are being distributed. The picture frame business is booming with the collection of certificates being mailed from "HQ."

After meeting regularly at Salem since its organization in February, 1943, Flotilla 27 has decided to hold its future musters at Pitman, considered to be the geographical center of the membership area. Members reside in Salem, Woodstown, Swedesboro, Pitman, Woodbury, Pennsville, Bridgeton, Pennsgrove, and adjacent territory. The wide-spread nature of the membership made operational tasks during the active duty period a problem. However, thanks to loyal co-operation and personal sacrifices,

Salem completed its assignments with a well done recommendation.

It is the hope of the flotilla to attract new life by this and other contemplated changes. A few shots of plasma should help. Maybe those Spar nurses would be a great aid. Time will tell to learn if 27 sounds the bell—All's well!

—Horace H. Madden, Publicity Officer

FLOTILLA 31, OCEAN CITY

What with being election conscious, we stopped into the Ocean City meeting to size up the political situation recently and tried to promote a few cigars. All we got were campaign promises. Presumably this issue of TOPSIDE will give the headquarters slate for the coming Auxiliary year but we note with pride that Van has been made CO of the Southern New Jersey Division. According to the new uniform regulations, officers will be decorated with enough black stripes to make a resident of the Eastern Pen look as if he were wearing a plain white sheet and we are having a famous Parisian couturiere develop a beautiful PW insignia for Van to wear.

Just in case you, gentle reader, are one of those who have given up attending meetings since disenrollment, we'd like to call your attention to the fact that a new schedule has been developed which provides business sessions alternately in Philadelphia and Ocean City each alternate month. Dates to be announced, together with the word on social events to be tied in, too. Weekly meetings will continue with emphasis on training and, we suspect, a thorough interpretation of regulations governing our activities as Auxiliaries.

How about a New Year's resolution to shoot a little pep into Flotilla 31?

—E. L. Johnstone, Publicity Officer

FLOTILLA 52, LANCASTER

Now that we have all become used to being full time civilians instead of part-time sailors we have more time to give to the social affairs of our flotilla. It seems that our banquet on 1 October, when we received our Coast Guard Shield of Honor, has started off our schedule of good times. We have an

Oyster Supper planned for 19 November which our Asst. Operations Officer Joe Forrest has planned to a perfection from the reports to this time gathered. Also we have arranged for a party on 10 December, which will also be enjoyed by the female sex.

By the time we go to press next month we will have the results of the election for new flotilla officers. The following were the members nominated:

Commanding Officer—R. A. Taylor.

Executive Officer—Wm. E. Kinn, Jack D. Schleenbaker, James Smith.

Training Officer—M. Bauman, J. Forrest, L. E. Maynard.

In the way of elections we had the pleasure of having two of our members elected to serve appointments at our new Auxiliary Training Base (at Northeast Md.). L. E. Maynard was elected to serve as treasurer and O. L. Williams to serve on the board of directors. Charles Berkstresser and Dan Flory have been appointed to the House and Grounds Committee.

We hope to have the pleasure of having as a guest speaker at our oyster supper, a past vice-commander of Flotilla 51, who has just recently been discharged from the Army Transportation Corps, Hendrik Wentink.

Recently we have had two of our mates in Sick Bay; Everett Weaver, who has returned to his teaching from a spell in the hospital and Vincent F. Kingston, who was discharged from Wills Eye Hospital.

Two of our "servicemen" have returned, H. H. Hildum and H. C. Zong, we're proud to have them back again.

One of our very faithful members, Wm. J. Hart has taken up residence in Cumberland, Md., and we wish him luck in his new assignment.

In closing may I use an excerpt from our Commander's letter which appeared in our November issue of THE LOG, 52's monthly publication.

Today's task draws to a close . . .
But tomorrow brings new tasks;
will bring continued need for alert
civilian association with the United
States Coast Guard.

—Wm. L. Bomberger, Publicity Officer

COASTWISE NAVIGATION ★

THESE three simple problems will help you determine your position when cruising along a shore line.

(1) The Cross-Bearing: Take bearings with your pelorus or compass sight vanes on two or more charted objects: Buoys, light houses, light vessels, church steeples, etc. Apply error and convert to magnetic or true bearings, then lay them on the chart by using a course protractor or station pointer, or by extending the bearing from the compass "rose" on the chart with your parallel rules. Your "fix" is where the lines converge.

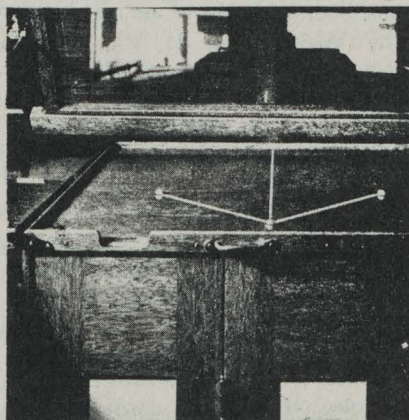
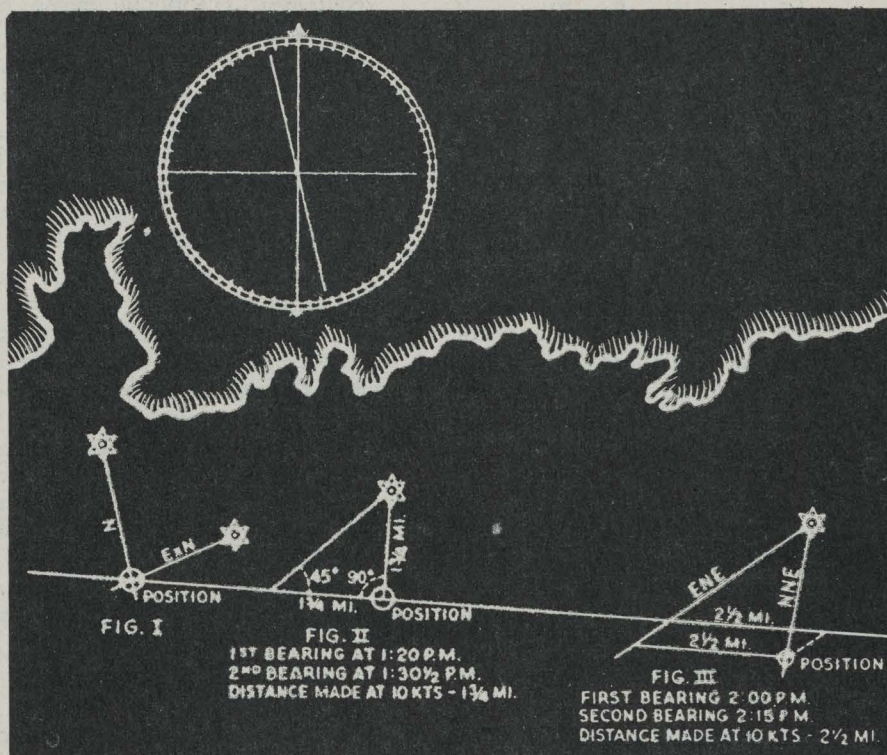
(2) Keep dead on your course, and when the charted object is exactly 45 degrees off your bow (four points) note the time and log, or speed. When the object is exactly abeam again note the time and log. The distance you have run between the two bearings is the distance you are off the object on the beam bearing. White lines painted on top of your chart table, or deck house, (4) or three small brass studs will provide you with a permanent "four-points" range.

(3) Two bearings of the same object will also give you a "fix." Take your first bearing, lay it on the chart and note time and log. Run for a while, then take a second bearing. Somewhere between the two bearings a line parallel to your course and equal to the distance you have covered between the bearings will fit. Where this meets the second bearing is your position. This is easily obtained by marking the distance you have run along your course line, then drawing a line through the mark parallel to your first bearing until it cuts the second bearing line. In figuring your speed for the second and third problems given above, be sure to allow for current.

★ ★ ★

ALWAYS consult your tide and current tables before starting on a cruise. By cruising with the tide instead of against it you will save a great deal of time and fuel.

Speaking in generalities, your cruising will be easier and pleasanter if you make a rule never to pass a snug harbor after 5 o'clock in the afternoon.



Program of the Auxiliary

(Continued from Page 7)

Facilities and Assistance to be Provided by the Coast Guard

18. The Coast Guard proposes to make available the following facilities and services in the administration of the Auxiliary:

a. Use of CG quarters at CG bases, lifeboat stations, radio stations, and air stations for the purpose of holding meetings and for educational and training programs. The scope and nature of facilities acquired and maintained by the CG will be determined solely by the needs of the regular service establishment, and the CG will not acquire or maintain facilities or equipment exclusively for Auxiliary use. The CG will, however, when authorized by law, turn over to the Auxiliary surplus equipment no longer required by the CG which would enable the Auxiliarists to furnish emergency assistance to the CG more effectively. The CG will not assume responsibility for main-

taining such equipment in proper operating condition.

b. Use of Coast Guard training equipment, including movie projectors and films.

c. Use of Coast Guard personnel in connection with the educational and training program.

d. Use of office equipment and supplies at Coast Guard stations as may be required in the administration of the Auxiliary.

e. One officer and necessary clerical assistants shall be designated on the staff of the DCGO in each district to devote full time to the administration of Auxiliary affairs. HQ will give consideration in the larger districts and where the size of the Auxiliary warrants to requests for an additional officer assistant.

f. Use of such Coast Guard publications as are not classified.

g. Such flags, pennants, uniforms, and insignia as may be prescribed for the Auxiliary by the Secretary of the Treasury (or Secretary of the Navy) shall be furnished by the Coast Guard at actual cost. (See Sec. 302—CGA and R Act of 1941 as amended.)

h. Correspondence courses of the Coast Guard Institute shall be made available to the members of the Auxiliary. The actual cost of the study materials for each such course shall be paid by the Auxiliary members taking such courses. (See Sec. 303, CGA and R Act of 1941 as amended.)

i. Members of the Auxiliary who have been selected for the performance of specific duties for the Coast Guard in accordance with applicable regulations, will be given such special training as appears necessary to enable them to discharge such duties efficiently.

j. In accordance with Sec. 8 of the CGR and A Act of 1941 as amended, the Coast Guard will pay actual necessary traveling expenses and subsistence of members of the Auxiliary assigned to specific duties under applicable regulations and for actual necessary expenses of operation of any Auxiliary motorboat, yacht, aircraft, or radio station when assigned to CG duty.

L. T. Chalker,

Acting Commandant.

ARE YOU ELIGIBLE FOR THE AMERICAN CAMPAIGN MEDAL AND WORLD WAR II VICTORY MEDAL?

"An Act of Congress approved July 6, 1945, authorized and directed a medal to be awarded to persons who shall have served on active duty in the armed forces of the United States or of the Government of the Philippine Islands during the present war. The President of the United States has approved the designation of this medal as World War II Victory Medal. All persons who are now serving, have, or shall have served, and whose service shall have been honorable, in the Navy, Marine Corps or Coast Guard, at any time during the period beginning December 7, 1941 and ending with a future date to be announced later, are hereby declared eligible for the World War II Victory Medal. This medal may be awarded posthumously and when so awarded shall be presented to the next surviving kin. World War II Victory Medal is not available at the present time. Appropriate instructions for the issuance of the medal will be promulgated at a later date. However, all personnel who are eligible for this medal in accordance with the above are hereby authorized to wear



the ribbon of the medal, to take precedence next after the area campaign medals of this war."

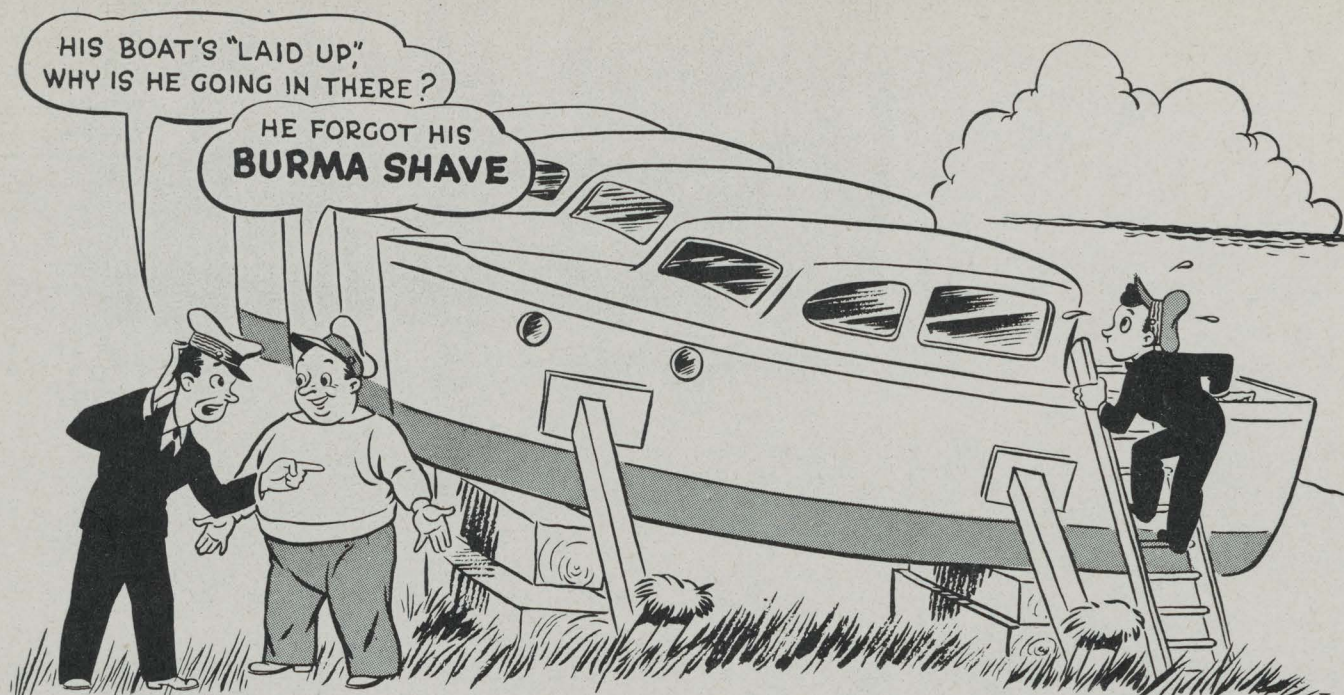
In accordance with ALCOAST 148, temporary members of the Coast Guard Reserve who have been honorably disenrolled, qualify and are eligible to wear the World War II Victory Ribbon.

"By authority of the President of the United States, Executive Order 9265, approved November 6, 1942, is hereby modified in that all personnel of the land and naval forces of the United States, who have served honorably for an accumulative period of one year within the continental limits of the United States on active duty either temporary or regular, between 7 December, 1941, and a future date to be announced later, are considered eligible for the American Campaign Medal. Such personnel are hereby authorized

to wear the American Campaign Ribbon. For the purposes of this order, naval forces is interpreted to include Navy, Marine Corps and Coast Guard personnel . . ."

Since ALCOAST 148 specified that temporary members of the Reserve who have 365 days of service are eligible for the American Campaign Medal, all those temporary reservists who have received Certificate of Disenrollment form NAVCG 2805, are advised to ascertain from the reverse side of this certificate whether or not they have served the required number of days to make them eligible. The number of creditable days on active duty of each enlisted temporary reservist from the Auxiliary was entered on the reverse side of NAVCG 2805, in accordance with Personnel Bulletin 98-44, and the record forwarded to Headquarters. All enlisted personnel who have a minimum of 365 creditable days of duty are authorized to wear the American Campaign Ribbon.

Officers who are eligible to wear the American Campaign Ribbon will be authorized by letter. However, Chief Petty Officers who were advanced to Ensign by HD 191910, Sept. 1945, should consult form NAVCG 2805. They will not be notified individually by letter.



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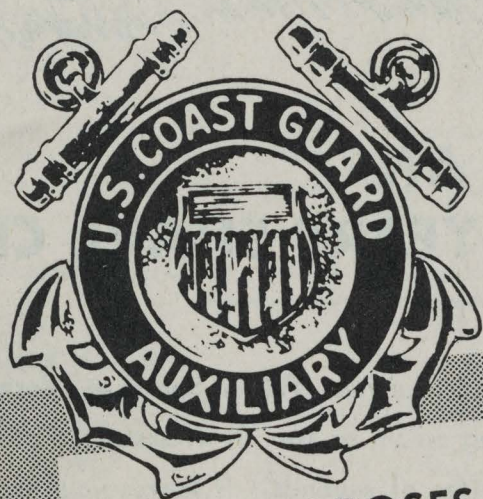
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PURPOSES OF THE COAST GUARD AUXILIARY

- ★ To promote safety and to effect rescues on and over the high seas and on navigable waters.
 - ★ To promote efficiency in the operation of motorboats and yachts.
 - ★ To foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts.
- ★ ★ ★ ★ TO FACILITATE OTHER OPERATIONS
OF THE COAST GUARD.

