

TOPSIDE

**COMMANDER
SPENCER F.
HEWINS, USCG**

Director of the
Auxiliary, 4ND



**APRIL
1946**

FOURTH NAVAL DISTRICT

TOPSIDE NEW AUXILIARY U. S. COAST GUARD AUXILIARY FOURTH NAVAL DISTRICT COMMODORE M. R. DANIELS, U.S.C.G. District Coast Guard Officer COMM. SPENCER F. HEWINS, U.S.C.G. Director H. EARL HUSTON Commanding Officer, USCGA, 4th N.D. PUBLICATIONS COMMITTEE JERRY MARCUS, Editor

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Contributors To This Issue

Mina Brown	A. Kenneth Murray
Hubert C. Eicher	Edward P. Willard
Morton Gibbons-Neff	Paul W. Carleton, Jr.
James McHenry, Jr.	C. Gull
E. L. Johnstone	James Dooley
A. G. Herzog	Walter H. Porter
	W. Lyle Holmes, Jr.

TO ALL FLOTILLA COMMANDING OFFICERS

In order to intelligently plan for participation of the Auxiliary in activities of the Coast Guard, it is obviously necessary to have at hand an accurate listing of existing facilities.

It is requested that all flotilla commanding officers forward at their earliest possible convenience a list of all facilities now within their commands.

In the case of boats, the following data only is needed at present: power or sail, approximate length, and name or number. For radio: call letters of licensed stations and facilities under construction. For planes: registration number, number of planes, and type of aircraft.

More detailed information will be required in the near future. In order to facilitate the compilation of a complete register, forms should be completed and returned to this office as soon as possible.

S. F. HEWINS,
Commander, USCG
Director, USCG Auxiliary, 4ND

Commander Hewins called in your editor recently . . . and laid down the law.

If any Auxiliarist is fooled into complacency by his boyish whimsical smile, just get it out of your head that he intends to play around.

Let's all back him up . . . he's set to keep the 4ND in its present top position.

On 11 March, 1946, Commander Spencer F. Hewins, USCG, relieved Lieut. Comdr. John W. Brown, USCGR, as Director of the Coast Guard Auxiliary in the Fourth Naval District. His appointment is in accordance with Headquarters' policy of selecting as Directors for all districts, men with a great deal of Coast Guard experience, interest in the development of the Auxiliary, and outstanding qualities of personality and leadership. John Brown, whom we all admire and respect for his excellent administration of the Auxiliary and Class T activities during the war years, is returning to civilian life.

A resident of Washington, D. C., young Spence Hewins was appointed as a cadet in the Coast Guard Academy in New London, Connecticut, in August, 1927. He was graduated and commissioned Ensign on 15 May, 1930. During his career in the Coast Guard, he has served on the cutters *Algonquin*, *Tahoe*, *Sabago*, *Electra*, and *Duane*, and the destroyers *Ericsson*, *Cassin*, and *Semmes*.

During the early part of the war, Commander Hewins organized and commanded the Coast Guard Detachment at Camp Lejeune, North Carolina, where all training activities for the Coast Guard in amphibious warfare were conducted. He was the only Coast Guard officer who has ever commanded a battalion of Marines. A part of his duties at Camp Lejeune was to conduct inspections of the Coast Guard units for visiting dignitaries, and to take them for trial spins in his private landing barge. Guests included the late Secretary of the Navy Knox; Captain Dorothy Stratton, chief of the SPARS; Mrs. Anita Clothier, chief of the women's branch of the Volunteer Port Security Force, and Admiral Robert Donohue. Remind him to tell you about the time he dampened

Betty Grable's glamour by almost drowning her in ocean spray from the wake of the barge, and he has pictures to prove it.

In 1943, Commander Hewins was ordered to the USS *Cambria* (APA-36) as Executive Officer, which assignment he held during the initial assaults on the Philippines, assault on Okinawa, and the Japanese invasion. After enjoying a 30 days' leave, he was given his present assignment.

The new Director has been interested in the Auxiliary since its infancy, when he assisted in the organization in the Eleventh Naval District. His principal hobby has always been yachting in its various forms. Many thrill-packed hours were spent during his boyhood, sailing in the bays and rivers of the Fourth and Fifth Districts.

Just shortly after his graduation, Ensign Hewins married Frances Willett, a lovely young lady from Colorado Springs. They have a family of three daughters, Martha Bell, 12, Joy, 11, Beth, 10, and a son, Lyman, age 6. The Commander's major problem at the present time is the location of a home in Philadelphia so that his family may join him as soon as possible.

Upon taking over the Director's duties, Commander Hewins states, "I feel that the Auxiliary throughout the country is at a critical point in its history, and that its future strength depends largely on the maintenance of its wartime morale. The excellent organization and war record of the Auxiliary in this district, I am sure, is due in great measure to the leadership and enthusiasm of my predecessor, Comdr. Brown. I hope that the Auxiliary will support me with the same loyalty and enthusiasm that Comdr. Brown enjoyed."

The LOG of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 11, ATLANTIC CITY

At the regular meeting of Flotilla No. 11 on Wednesday, February 27th, Executive Officer Ev Hooper took over in place of Commander Bill Errig who was absent attending a headquarters' dinner.

Ev, ably assisted by Warren Davis, our training officer, outlined several new plans to a well attended meeting.

First of all, all members are requested to put on a concerted drive for new men—men who will make good Auxiliarists and who have a definite interest in boating.

Warren Davis outlined his plans for a course of instruction to cover all aspects of boating and piloting. Practical boat handling will also be included. Along these lines Ev Hooper brought forth the tentative plans that are now under way for a series of cruises to be held at various times this coming season.

These cruises will be designed to give each man aboard ship a practical knowl-

edge of boat handling thru giving him an opportunity to serve in all capacities aboard, from navigator to anchor heaver.

The cruises will in all probability be planned for offshore, if weather permits or to Great Bay or other inland spots should bad weather interfere.

John Wagg, recently appointed Division Communications Officer, attended a District Committee meeting held in Camden on March 8th at which time further plans were made for the District's radio network. This work is being met with enthusiasm by the men in this district for its value in the event of an emergency would be inestimable to all the population of these areas.

—James Dooley, Publicity Officer.

FLOTILLA 16, TOMS RIVER

Wonderful weather along the Shore was partly responsible for the splendid

turnout of members at the March 5th meeting at the Yacht Club, but the good time enjoyed by everyone attending more than repaid them for being present. To enumerate all that went on would fill up more space than TOPSIDE can spare this Flotilla.

Lieut. Commander Brown, our Director, was a guest and spoke of the few days he had remaining in his position. He praised the spirit of cooperation with which the Flotilla had met every demand on it, the friendships he had made during his term of office, and was turning over his duties to his successor with a feeling of pride for a job well done. He introduced his successor, Commander Hewins, a graduate of the Coast Guard Academy who had reached his rank the hard way—and judging by the ribbons and stars he wore, had proved his capability during the war.

Lieut. Henrie was another guest who spoke well of the Flotilla and congratulated the Toms River Chapter of the

OUR BOOTH AT THE BOAT SHOW



The booth at the recent Motor Boat Show was a tribute to the energy and handicraft of Jack Sader, Flotilla 21. Jack designed and built it. Bob Fairheller, also of 21, did the wiring on the electric chart which is in the background.

Coast Guard League on the number of reservists joining it. He also went into details about the League, supplementing Lieut. Commander Brown's advice to the members to join up.

Commander Hewins spoke about his varied activities in the Coast Guard and answered a number of questions showered on him by Flotilla Commander Keough who, by the way, we hear, is going to leave his job to take over Division Captain. We are not going to like losing him; he will be hard to replace.

Fred Scammel was called on for a report on the river clearance advocated at our last meeting, and at which he was appointed chairman, but could not give any news, as without his knowledge, certain other people had taken up the project, elaborated on it, and presented it to the Township Committee, with negligible results. It would, therefore, be a waste of time and effort for the auxiliary committee to stay in existence and Mr. Scammel wished to have the committee dissolved. The Commander so ordered.

Some twenty members of the David Grimes Chapter of the League appeared at the meeting in uniform, as guests of the Auxiliary and were welcomed by the Commander. In the group was the commander of Flotilla 13, Commander

Burdge who responded when introduced, as did Ed Wogan, who really needed no introduction as everyone knew him.

The new moving pictures in technicolor, obtained through Lieut. Henrie, showing Coast Guard activities took a full hour, but they were so good that no one left until the end. Every flotilla should get a peek at them.

—Walter H. Porter, Secretary.

FLOTILLA 18, BEACH HAVEN

On March 28, Commander Albert M. Cohen will give a talk to Flotilla 18 on the subject of convoys during World War II. The Commander is an Annapolis graduate, but retired from the Service some years ago only to be called back when the Axis reared its ugly head. His lengthy tour of duty was chiefly confined to the Atlantic, where he had some wild and interesting experiences which the Flotilla will be mighty glad to hear about.

On February 15, the Long Beach Board of Trade awarded Certificates of Merit to all Service and ex-Service men who were members of the Board. The presentation occurred at the Township Hall, Brant Beach, N. J., and some ten or twelve members of Flotilla 18 were the proud recipients of the honor.

It looks like a busy summer for Educational Officer John H. Humpton. Classes will be held every Sunday evening on the 3rd deck of the Little Egg Harbor Yacht Club, to give both old and young fry some inside dope on the Rules of the Road, Boat Handling, Racing Rules, etc. They should be very interesting and also very instructive.

SHORTS . . . Our Surgeon, Dr. Max Strumia (of Blood Bank fame), has been seen along the water-fronts in search of a new boat. Any luck, Max? . . . Maybe Wayne Army would like to sell that cruiser of his, but check the "dead wood,"—rumor has it that Wayne in haste to launch his pride-and-joy missed spots when bottom painting . . . 18's past TOPSIDE Editor and Advertising Manager Bob Graham and Russ Carter have been made general partners in Gray & Rogers, Philadelphia's top ranking advertising agency. . . . I hear that Frank Ewing (past Art Director of TOPSIDE) is now turning out skads of art work for a change. . . . Bill Noonan, Jr., is now on the Pacific Coast, fresh from China. . . . What's all this about Dick Shryrock building an addition to his home? . . . Joe Haines was seen recently lunching at the Arcadia and cooking up some new ideas for the flotilla. . . . One of our "snoopers" reports that Henry

Schimpf has gone back to his profession at the bar . . . Earl Eddy has been seen on week-ends, walking for his health—this is hard to believe.

—Morton G. Neff, Publicity Officer.

FLOTILLA 22, ESSINGTON

We had our First Annual Stag Dinner on February 15 at Walber's. I'm sure the boys had all of the fruit juice, lobster and turkey they could hold. After the feast we had a four-star floor show. It seemed like old times being together at our old meeting place once again. We are looking forward to another dinner or dinner dance shortly after the holidays and hope it will be as successful as this one.

Many thanks to Bill Cooper and his gang for the swell party. From all indications they have a permanent job. Now do you see what happens when you get savvy?

Henry Bertram and Henry Maconachy have resigned as Chiefs of the Tuesday and Friday crews. The new Chiefs are Harold Weber and James Ogden. Our congratulations to both.

Bert and Henry have held the posts for a long time. Back in the days when the duties were numerous and the crews were too short, they learned how exquisite a headache can be. We thank them for the good job they did and hope we continue to see their contented countenances at our meetings.

A Chapter of the Coast Guard League has been formed in "22". Comm. Daniels presented the Charter, after which Lt. Henrie made a brief speech. The officers elected are: Comm. J. B. Schoch; Vice Comm. Fred W. Marklin; Adjutant D. H. Rishel; Sgt. at Arms, D. Hallowell; Chaplain, Rev. George Connors; Paymaster-Treasurer, W. E. Gibson and E. W. Knapp. This is the only veteran organization open to the TR's. How about you boys signing up?

The new By-Laws were adopted by the Flotilla at the last meeting. John Johannsen announced the beginning of a new course in navigation and H. D. Williamson has a new communications course under way.

Our rendezvous will be held on the Chesapeake on June 29th and 30th. Judging from the enthusiastic response at the meeting, we shall have a sizable flotilla including the Florence V, which is assigned to us for that time.

IMPORTANT NOTICE

Beginning Monday, March 25th, our meetings will be held at Walber's, Essington, Pa.

—A. Kenneth Murray, Publicity Officer.

FLOTILLA 23, DREDGE HARBOR

By now all members of Flotilla 23 probably have heard the good news, at least they have if they attended the meeting on March 5. The Harvey Cedars Coast Guard station has been fully equipped for our use. This equipment includes two decker bunks, bedding, the utensils necessary for a first class galley and furniture for a general lounge room. The Coast Guard has very generously loaned us trucks to haul all the above mentioned down to Harvey Cedars. We've had working parties busy every Saturday for several weeks driving down the loaded trucks and fixing up the station. All our members join in a hail and hearty "thank you" for the generosity the Coast Guard has shown us.

We were fortunate in finding a native of Harvey Cedars who will live on the property and act as caretaker for us. This will be a great advantage for our "natty diggings" might have been an overpowering temptation to "treasure seekers."

At the March meeting it was voted that monthly dues be raised to \$1.00, retroactive from January 1. This additional levy will help meet the expenses of keeping up the Harvey Cedars base. All members felt the benefits derived would be well worth the additional 50c monthly.

It was announced that the monthly party will henceforth be the fourth Tuesday instead of the third Tuesday of each month. So come on out you members and stag it for an evening of fun on Tuesday, March 26. You may even be the lucky winner of the "half and half." That is, you may win if Roy DuGan isn't there first. But it's always on the level, boys.

The new by-laws recommended by Coast Guard headquarters were read and adopted by the flotilla at this meeting.

The tentative date set for the use of the Florence V by Flotilla 23 is the week-end of July 5, 6 and 7. So all you sailors who have a yen to try out your sea-legs again, remember this date.

We wonder if an ace high straight will ever again look so good to Walt Jones. We'd hate to see a fellow member disillusioned so early in the year, but no doubt Jones will be back in at the next party building it up for the boys.

—Paul W. Carleton, Jr., Publicity Officer.

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LUCKY DOG!



Sinbad, mascot of the cutter CAMPBELL, is shown enjoying the company of the girls who make possible the smooth functioning of Auxiliary Headquarters. They are, left to right: Edythe H. Cox, Y2c; Helen S. Head, Y2c; Mina F. Brown, Lieut. (jg); and Ruth F. Convery, Y2c.

The amazing adventures of Sinbad, the mascot of the Coast Guard Cutter Campbell and one of the world's most famous dogs, have been collected into a book "Sinbad of the Coast Guard" written by George F. Foley, Jr., Chief Specialist, USCGR, which will be published this month by Dodd Mead and Company.

Sinbad, who has served eight years aboard the Campbell and is a legendary figure on the seven seas, is known around the world from Greenland—where he nearly caused an international incident, to Africa where he was the guest at the Sultan's Palace. He was in Tokyo a few days after the signing of the terms by the Japanese.

Probably the most decorated dog in the services, Sinbad held the rank of Chief Dog in the Coast Guard. Whenever he visits Ireland the Belfast newspaper runs a notice in its columns. He stops traffic whenever he comes to New York and Boston and has even appeared on network radio programs.

The book tells the full story of Sinbad's exploits from the day he boarded the Campbell in 1937 until the heroic action by the Cutter against the Nazi wolf pack when six U-boats were sent to the bottom. Sinbad's part in this battle made him a national hero.

The book also gives a complete picture of life aboard a Coast Guard cutter in war and peace, for Sinbad is most at home when just one of the gang riding out a storm on the heaving deck of the Campbell. A salty dog, Sinbad detests the reputation for greatness he enjoys and prefers the bounding main and the rigors of life at sea to any short billet.

The author, who is Chief of the Coast Guard Press Division in New York, was an attorney and writer before joining the Service. He is a contributor to many leading magazines and his stories have been distributed nationally by King Features Syndicate. A native of Teaneck, New Jersey, he is the son of a distinguished editor and publisher, and is a member of a family of writers.

The book is illustrated by George Gray, a Coast Guard Combat Artist, and one of the nation's outstanding muralists.

PHILA. MOTORBOAT SHOW

More than 6,000 visitors were entertained at the USCG Auxiliary booth of the Philadelphia Motorboat Show during the week of 25 February to 2 March inclusive. One hundred and thirty-five boat owners of the Philadelphia District signed up to take a seven-lecture course, to be given starting 13 March, 1946, at the Auxiliary Training Base, 1011 Chestnut Street, Philadelphia, Pa. This course will be known as the "Elementary Piloting Course," and only non-members of the Auxiliary who are boat owners will be eligible to take the course. Seven lecture outlines, with homework sheets, have been prepared.

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PICTURES SNAPPED DURING THE DINNER IN HONOR OF CAPTAIN CHESTER A. ANDERSON, USCG, and CAPT. CHESTER H. JONES

AT THE HOTEL BARCLAY, PHILADELPHIA, 27 FEBRUARY, 1946



L. to R.: Lt. Comdr. J. W. Brown, USCGR; Captain Chester A. Anderson, USCG; Earl Huston; Captain R. J. Mauerman, USCG; Comdr. R. R. Waesche, Jr., USCG.



L. to R.: Lyle Holmes, Executive Officer, Auxiliary, 4ND; Capt. Chester H. Jones, USCG; Commodore M. R. Daniels, USCG; Lt. Comdr. John W. Brown, USCGR.



Reading in the conventional manner, the guests are H. Earl Huston, Commanding Officer of the Auxiliary, 4ND; Captain R. J. Mauerman, USCG, Assistant DCGO, 4ND; Commander Russell R. Waesche, Jr., USCG, Planning and Control Officer, 4ND (speaking); and Henry L. Schimpf, Member of the District Board, Auxiliary, 4ND. Commander Waesche is assisting the Director in the formulation of future programs for the Auxiliary in this district and the plans to include an Auxiliary section in the new Gloucester Patrol Base.

A MELODRAMA RECORDED BY TOPSIDE'S ROVING PHOTOGRAPHERS

T. WILLIE ROCKINGHORSE AND PHEGLEY
(Courtesy of That Quill Twister, Ed Johnstone)



Gruesome Harry who, according to confidential records of the intelligence department, jumped a Camden ferry to gain illegal entry. He escaped custody of two armed and heavily equipped agents of the Scotland Yard Female Auxiliary Gin Rummy Club and is here seen giving the secret sign of an international underground organization. Known by the innocent designation of "Lunchhooks, Unlimited", this subversive group was responsible for untold depredations at Coast Guard installations during World War II, particularly in the vicinity of the galley. The two galley slaves offering tribute were in a state of profound hypnosis when this photo was taken as indicated by their expressions.



The villain prepares to go underground. With the hot breath of the agents (see above) on his neck, Gruesome Harry and two of his ilk prepare a hole that can be pulled in after them (patent applied for), thus outwitting virtue, law and order again.



Holding a case of 3 Star Hennessy, a powerful explosive when properly employed, Gruesome Harry and his henchmen are seen here establishing a booby-trap which, it must be reluctantly admitted, laid out an unknown number of the closely pursuing agents. The thin instrument projecting from the malar region of Gruesome Harry is nothing else but the antenna of an electronic device which produced low frequently heat waves and asphyxia.



Brought to bay! Retributive justice knocked one out of the ball park immediately after this photo was taken with a camera synchronized with a Buck Rogers ray gun. Finally corralled (note corral in background) the desperate career of Gruesome Harry ended a split atom after this picture was struck off. Eyewitnesses disagree as to whether Gruesome was brought to bay or brought to sorrel but because of the close resemblance, as viewed from another angle, between Gruesome Harry and the other character appearing in the photo, the agents decided on complete elimination for both.

(Continued from Page 5)

FLOTILLA 24, DELAWARE RIVER

There is no place like home, and now that we are headed for our mooring at the D.R.Y.C., we will probably see the familiar faces of last summer—the boys who found it inconvenient to reach "1011." But what will happen to those who find the home grounds a little out of the way? With 107 men enrolled, we have had an average attendance at our meetings of about 45%, which is a pretty good score, so they tell us! But what about the other 55? Like the unseen group of every flotilla, they have not acquired the habit of turning out for every meeting. They miss a lot of interesting things, and lose a chance to vote for, or against, the proposed solutions to the problems that concern all of us.

In the last two months we have had quite a number of decisions to make. The meetings have been longer, and have held our interest all the way through. There is no doubt now as to where the Auxiliary is headed. Those post-war plans are taking shape and the Auxiliary is actually becoming the peace time organization that it was originally intended to be.

At this point, some one might say "the heck with all that, what happened

at the meeting?" That would bring up a lot of other questions. What do we talk about for two or three hours? What are the topics that require so much discussion? Who makes the final decisions? How much money do we have in the treasury? When are we subject to disenrollment for non-payment of dues? What changes have been made in the by-laws? How many men will make up the crew of our patrol boat this summer? How many Dagwood sandwiches can you eat—with stuff to wash 'em down? When was there ever more fun than the guys and gals enjoyed at the Third Anniversary Dance?

Sorry, fellows, there just isn't enough room to answer all of that mess here, but there will be plenty of room at the Yacht Club beginning with our April Fool's Day meeting, where all questions, past-present-future, can be answered.

—Edward P. Willard, Publicity Officer.

FLOTILLA 25, FARRAGUT

Safety Patrol!!! What is it? Where is it? When is it? To answer these questions would be repeating boat information that is obtained at your regular meetings. Of course, all boat minded members are not always "on deck" to get their orders. Some are still drifting along on their experiences of their river patrol duties. Others are thinking of their guard duties. And still others of the radio watches that they served. But, it is hoped that this safety patrol will promote safer boating on the Delaware River this '46 boating season by helping to save lives, reporting obstructions in the river, going to small boats in distress, etc. Come to your next meeting with ideas and suggestions on this plan.

Have you been talking about owning

a boat? You have? Then all you had to see was the boat shows and see what is coming in new sailboats, speed boats and cabin cruisers. At these shows was a booth manned by the Coast Guard Auxiliary. Many boat owners stopped to ask questions on membership in the Auxiliary.

By the way, don't forget to have your boat inspected for the '46 season; see Franklin P. Jackson.

William Yingst is now Communication Officer of the 4th Naval District, replacing Travis Cox, who has resigned. Many thanks, Mr. Cox, for your untiring efforts in getting this communication group functioning.

The communication group is making great progress in its new radio shack. Work is going ahead with its transmitter under the leadership of "ham" Thomas Stewart. It won't be long before this group is on the air.

—James McHenry, Publicity Officer.

FLOTILLA 27, SALEM

Things are beginning to hum down this way now that Spring is just around the corner.

The attendance at meetings has been showing improvement, with the March 8th meeting being the best attended so far. At this meeting we were shown two reels of movies of Coast Guard participation in the many landings of our Armed Forces during World War II. Many thanks to headquarters for sending these movies down for our enjoyment.

The plans of our contemplated sailboat have arrived and a building program has been started. All members interested in learning how to build a boat the hard way are welcome to come out and join in the fun. This should be of interest to a great many members who may intend to build a boat of their own at some future date.

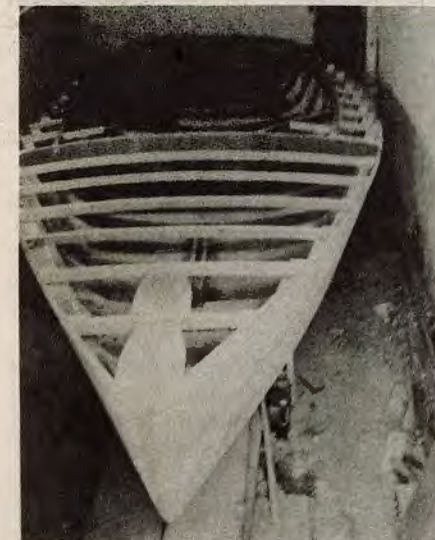
Plans are beginning to shape up for our cruise on the Florence V. If everything goes according to Boehner's plans this should be a very instructive trip as well as a pleasant one.

The job of manning the Coast Guard Auxiliary booth at the Motorboat and Sportsmen Show was enjoyed by all who were on duty. One of our members will remember that particular show for some time due to his love for dogs. He never knew that his leg resembled a tree trunk so much until one of the dogs pointed out the resemblance in a rather amusing manner.

We were glad to welcome Dick

(Continued on Page 10)

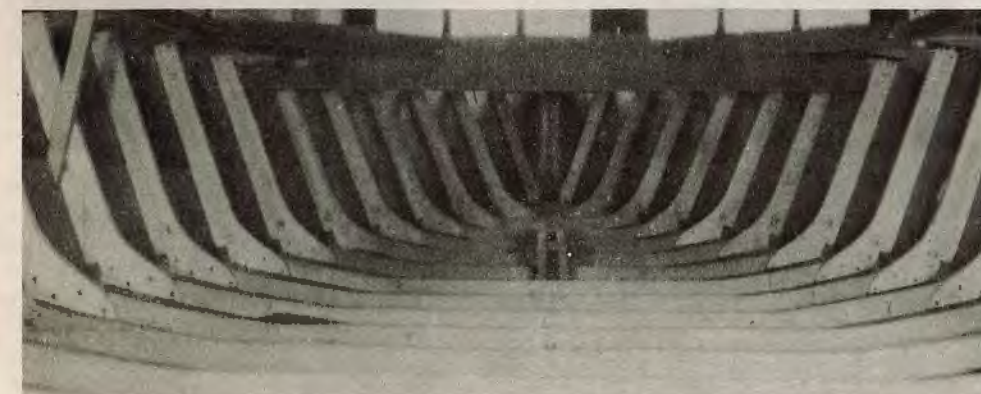
BUILDING A LIGHTNING



The deck beams installed make her look like a boat.



All measurements must be exact.



Looking forward along the floors.

Flotilla 24 has been doing a lot of talking about the five Lightnings now under construction by men of their ranks. It is expected that all five will be launched sometime during the coming season and you can be sure there will be five happy men, when they see the work of their own hands set afloat for the first time.

The pictures shown here will give you an idea of the progress Ed Willard has made since he started construction last October. Looking forward along the floors tells a story all of its own. The measurements for all of these parts are taken from the table of offsets and MUST be exact in all directions, for here is where the shape of your boat is made. Then when the deck beams are in place, she begins to look like a boat.

This is Ed's first attempt at boat-building and up to this point he has worked single-handed, except that "Mom" gave him a lift when he was ripping those long planks. He used two wide planks for the sides, but all of the bottom planking is in 6" widths, due to the curve of the frames.

It is fun to build your own, but don't start if you are not in favor of a lot of hard work. Ed has learned a lot from his own experience (the hard way) and here are a few tips that he passes along for what they are worth. First of all, learn something of "Boat Building Procedure", the booklet of that name is well worth the buck it costs. Use good tools and keep them properly sharpened all of the time. Have access to at least some power equipment, unless you have a strong back and untiring arms. Lay down full size drawings—the hours spent pays dividends before you're through. And last but not least, lay out a part and be sure that you're right, BUT DON'T CUT IT till you've made another check. You'll not only be surprised at times, but you'll save a lot of material too.

Editor's Note

THANKS,
ED. WILLARD,
FOR THE PICTURES

Won't some of you birds down along the shore send in pictures of your re-building efforts?

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JERRY MARCUS

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PHILA. 30, PA.

(Continued from Page 8)

Heinline back after his trick in the service and hope to welcome others in the near future.

Our Flotilla has been considering the purchase of a Shore Home. Does anyone know of such a place that would be suitable for our use? We would appreciate any information regarding this matter. Anyone having such information please contact this reporter, A. G. Herzog at 105 Watkins Avenue, Woodbury, N.J.

—A. G. Herzog, Publicity Officer.

FLOTILLA 31, OCEAN CITY

Your publicity officer opens with an apology for not presenting any flotilla news due entirely to the fact that the w.k. press of business has prevented attendance at any regular meetings. Not wishing to leave an open column, we present herewith information passed on by our friend Dr. W. S. Calcott, a member of the Power Squadron, yachtsman and proud possessor of a lapel button which reads "Manhattan Project, A Bomb."

ORIGINS OF NAVAL TERMS

Port and Starboard

The left and right sides of a vessel, as one faces forward, are designated as

port and starboard, respectively. In years gone by, the terms larboard and starboard were used. Interestingly enough the terms were interchangeable and did not necessarily mean left and right. Starboard originally meant the "steering board" or steering side, and larboard meant the "lower board" or lower side of a small boat being steered by a steering oar. The helmsman stood on the high side of the boat, the better to see his course, hence the high side became the starboard or steering board side. The opposite side therefore became the larboard or lower board side as the boat heeled.

English mariners ultimately standardized the terms to designate larboard as left and starboard as right. However, confusion frequently resulted in fog or heavy weather because the two words sounded so much alike as orders were bawled to the crew. As a result, a more clear term was necessary of adoption. The running light on the left side of the vessel was the color of the traditional deep red wine of the English, port wine from the valley of the Douro in Portugal. Hence the left side of the ship became the port side, while the right still remains as the starboard.

Dog Watch

We all know that a Dog Watch is

one of the two-hour watches from 4 to 8 P.M. But why a "dog" watch? In order that members of the crew would not stand watches always during the same four-hour periods, the two shortened watches were established so that tricks would automatically become staggered. These two-hour periods were designated as the "dog" watches. The explanation borders so much on the ridiculous that the origin of the term is virtually lost. The short watches were the curtailed watches. As Senator Claghorn would say; "That's a joke, son—get it? Cur-tailed! I toss 'em and you miff 'em." But, in fact, that's where the Dog Watch comes from.

—E. L. Johnstone, Publicity Officer.

FLOTILLA 34, MAURICE RIVER

"Where do we go from here?" That seems to be the question on the lips of all Auxiliarists.

There is no doubt in this Flotilla's mind that an overall change of pace, tactics and thought is taking place from the top to the bottom.

There is a tension that is hard to define, due to "scuttlebutt" uncertainty, inactivity, etc. But, there is a remedy for that ailment, and the Flotilla Doctors went into a huddle and came up with

Coast-Guard Communication Proposal Discussed



Recently-elected officers of the Reading Flotilla, U. S. Coast Guard Auxiliary, are seen here as they discussed the proposed establishment of a coast-guard radio communication station in Reading with Fourth Naval District heads at a dinner-meeting at the Mountain Springs Association last night. The station would be a valuable asset to the city when flood threats and other emergencies arise. Left to right: Lieut. Commander John W. Brown, Commander Spencer F. Hewins, both of the Philadelphia headquarters; Philip W. Ziegler, commander of the local flotilla; David J. Hill, executive officer, and Hendrik Wentink, training officer.



THE LIBRARY SHELF

By W. LYLE HOLMES, JR.

Snow, ice and cold wintry winds are the interlude between memorable days afloat and those looked forward to with the coming of spring. Books about boats provide a means of stimulating our interest through those months when our pride and joy is under a canvas cover. To have available a variety of books is to enjoy again through the printed page those pleasures which we either have had or hope to experience.

In writing about these books I want first to state that I do not own all that have been printed on this subject. Comments are based on those I have and failure to mention any specific book does not mean it is not worth owning.

One book probably you all have is Chapman's "Piloting, Seamanship and Small Boat Handling" and it leads the list of those books which might be classified as "How To" books; those which inform us on the many phases of boating.

During the war a companion book was the "Blue Jacket's Manual" and from it we learned the Navy's way of doing their special duties. This book was of prime importance to the Navy or Coast Guard sailor and a book that should be of similar importance to yachtsmen is called "The Boatman's Manual." It was written by Carl D. Lane and published by W. W. Norton & Company of New York City. The sub-title of the book "A Complete Manual of Boat Handling, Operation, Maintenance and Seamanship" indicates its broad scope. The pages are jam-packed with concise information. The author has included these words on the flyleaf, "The reader of this Manual is cautioned that no words and none of his time are wasted in it. Facts are stated once and are not repeated." I can assure you it is not a wordy book but there is very little about boating that is not included between its covers. For the same reason that the Blue Jacket's Manual is called the sailor's bible this book could be

called the yachtman's bible. Many drawings, diagrams and tables illustrate the text and make clear the subject matter.

In undertaking to write on this subject I realized the time would come when I would have to make a definite statement and figuratively stick out my neck. If I am wrong I will be glad to admit it, but so far as I know all other books on the care and handling of boats have been written by sailboat men and not power boat men. Or the power boat men are in such a minority that I have failed to discover them. If you power boat men just overlook the fact that some boats have tall masts and sails in addition to their motors you will find much that can be applied to any boat.

I am going to refer to three books on the general subject of "Care and Handling" and first admit they somewhat overlap but each can be read with profit and enjoyment since the authors' treatment and style are quite different.

The first that I recommend is "Yachts, Their Care and Handling" by Winthrop P. Moore, published by Dodd, Mead & Company, New York City. The second is "The Amateur Seaman" by H. S. "Skipper" Smith, published by Dodge Publishing Company, New York City. Both Moore and Smith have had many years of experience and are well known on Long Island Sound.

The third book puts emphasis on deep sea cruising. It is titled "The Cruising Manual" by Gerry Mefford, and published by Whittlesey House, McGraw-Hill Book Company Inc., New York City. Gerry Mefford and Ray Kauffman sailed the 43-foot ketch "Hurricane" around the world and this book is based on the many things they learned, sometimes the hard way.

To go into detail, I think the best way to let you know the scope of these books is to list the chapter titles and then you can judge whether or not they

are of interest to you, so we will start off with the first:

"Yachts, Their Care and Handling": Buying Your First Yacht; What Does it Cost to Own a Boat?; Economy in Operation and Maintenance; Care and Upkeep of a Small Yacht; Notes on Seaworthiness; Seamanship; Masts, Riggings and Sails; Lights and Lighting; Laying Up; Anchors and Anchoring; Types of Anchors; Rules of the Road at Sea; Navigation; Construction Notes; Accommodations; Cruising Notes.

The next book, which places more emphasis on sailboats, is "The Amateur Seaman": Introduction; Choosing a Boat; Rigs; Fitting Out; The Auxiliary Motor and Its Care; Tenders; The Care of the Vessel in Commission; Anchors and Anchoring; The Galley and Cabin; Crewing and Crew Management; Coast Piloting—Chart Reading; Coast Piloting—The Compass and the Three L's; Seamanship; Coastal Navigation—A Voyage; Single-Handed Sailing; Good Manners and Good Form; Laying Up.

And then for those of you who might want to go around the world, "The Cruising Manual": Getting Started; Preparing for Sea; Marlinspike Seamanship; Rules of the Road; Charts, Books and Tables; Sailing and Seamanship; Stormy Weather; Light-Weather Sailing; Anchoring, Mooring and Docking; Coastwise Navigation; Offshore Navigation; Dinghies; Weather; Galley Notes; Things Mechanical; A Day at Sea.

It seems to me these books, and particularly the first two, should be of great help to the man buying his first boat. They both assume you are interested in purchasing a used boat and point out many things to consider and look for.

Each month, if I can make the dead line, we will mention other types of books, but in the meantime, "pleasant reading."

W. Lyle Holmes, Jr.

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- (2) To promote efficiency in the operation of motorboats and yachts;
- (3) To foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts; and
- (4) To facilitate other operations of the Coast Guard.