

NOVEMBER  
1948



P  
H  
O  
T  
O  
  
C  
O  
N  
T  
E  
S  
T  
  
I  
S  
S  
U  
E



SOUTHERN AREA

THIRD COAST GUARD DISTRICT



# 7 ACRES

Serving PHILADELPHIA YACHTSMEN for the past 27 YEARS  
under the same OWNER MANAGEMENT



OVER ONE MILE OF BOATS IN STORAGE THIS WINTER

**MATTHEWS**  
"38" DELUXE SEDAN

PENN YAN DINGHIES  
MARINE ENGINES  
RADIO TELEPHONES  
KIRSTEN PILOTS

**NOT JUST A SELLING OFFICE**  
*Our boats are sold, unloaded, launched,  
serviced, and delivered by us. A complete  
service by trained personnel.*

GASOLINE AND DIESEL FUEL  
ON THE DOCK

**CHRIS-CRAFT**  
RUNABOUTS & CRUISERS

HARDWARE  
PAINTS  
STORAGE  
4 RAILWAYS

**ESSINGTON YACHT YARD**  
ESSINGTON, PA. TINICUM 4028



*Dry, level-running and non-pounding at any speed.*



OUR 59th YEAR

## NEW FEATURES FOR 1949

New colorful interior decoration  
Colorful tileboard in galley  
Rubber covered chart tables and  
locker tops in deckhouse  
Wider berths in forward cabin  
New exterior color plan  
Improved ventilation system  
New type Monel framed stove  
New nameplate on stemhead  
Additional shelf space  
New shade of mahogany stain  
Many other minor changes

## ALSO AVAILABLE:

Hot water throughout  
Complete shower bath  
Mechanical refrigeration  
Frozen-food locker  
New dinghy launching ladder  
Automatic hot-air heating  
Automatic steering pilot  
Cocktail table in cockpit

*You'll rave about the New Matthews  
for 1949*

**T**HE new 40-foot DeLuxe Sedan for 1949 is without question the most complete stock cruiser afloat. A number of desirable changes and additions have been made to increase your cruising comfort.

Check the list of new features available at slight extra cost and you'll be tempted to sell your home ashore and live aboard this luxurious home afloat.

*Send today for your copy of  
the 1949 catalog. It's free.*

**THE MATTHEWS CO.**  
PORT CLINTON 4, OHIO

*In Miami — Matthews Cruisers, Inc. • 1825 Biscayne Boulevard*

DEALERS COAST-TO-COAST



*"Wherever you cruise...you'll find a Matthews"*



# TOPSIDE

U. S. COAST GUARD AUXILIARY  
THIRD COAST GUARD DISTRICT

SOUTHERN AREA

ADMIRAL EDW. H. SMITH, U.S.C.G.  
Commander, 3rd CGD

LIEUT. (JG) L. R. DAVISON, U.S.C.G.  
Director (Southern Area)

PHILIP W. ZIEGLER  
Vice-Commodore

CLAUDE S. BRUBAKER  
Training Officer

JERRY MARCUS  
Editor

Vol. 6 NOVEMBER, 1948 No. 9

## Contributors To This Issue

Jess Vanaman	Bill Yingst, Sr.
J. Stanley Wagg	W. Lyle Holmes, Jr.
Dr. F. C. Sinagra	Kirby Tompkins
Joe Werner	Cliff Reeves
Lem Hires	Lee C. Ambrozio
A. L. Rickert	Al Young
Gil Obermiller	Bob Bailey
E. Herzog	Charles R. Moran
Claude Brubaker	Earl Huston
George Hughes	Al Skyrn
John J. Keating	Pete Bauer
George Harris, Jr.	Jack Sader
	Les Sauter

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, in the Southern Area of the 3rd Coast Guard District. It is issued monthly to 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 St., Philadelphia 30, Pa.

BY SUBSCRIPTION ONLY

## PURPOSES OF THE COAST GUARD AUXILIARY

- (1) To promote safety and to effect rescues on and over the high seas and on navigable waters;
- (2) To promote efficiency in the operation of motorboats and yachts;
- (3) To foster a wider knowledge of, and better compliance with, the laws, rules and regulations governing the operation of motorboats and yachts; and
- (4) To facilitate other operations of the Coast Guard.

NEXT DEADLINE  
20 NOVEMBER

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

## THE ROUGH LOG



Lt. L. R. Davison

The advent of fall will cause a transfer of Auxiliary activities from the boating and practical phase to the winter program which will highlight flotilla meetings and training activities.

The undersigned anticipates a very successful season for public lecture courses. Two flotillas have already commenced well received classes, and four others will get under way on similar programs shortly.

It is also felt that, in general, flotilla meetings leave much to be desired. If your flotilla is not conducting training courses and arranging meeting programs which will appeal to a prospective member steps should be taken to rectify this condition.

The success of the Auxiliary program is determined largely by the activities of the individual flotillas, and these in turn are largely determined by capable flotilla commanders supported by enthusiastic members.

L. R. DAVISON, Lt. (jg) USCG

## CABIN TALK

BY THE  
VICE-COMMODORE



I am happy to present to you your new officers for the coming year. Vice-Commodore elect Claude Brubaker needs no introduction, nor does Training Officer elect Alexander S. (Pete) Bauer, both of whom will make excellent leaders for you in 1949.

The Auxiliary in the Southern Area is fortunate to have such men as these to guide its destiny, for they are both old timers, and both ardent boatmen, and I can assure you that in spite of the other demands on their time they will turn in a job that will do our area credit.

I know that our entire membership will do their part to assist them in keeping our very excellent record intact.

Glad to see you aboard, Bru and Pete.

PHILIP W. ZIEGLER,  
Vice-Commodore.

## TWO NEW OFFICERS ELECTED FOR NEXT SEASON



CLAUDE BRUBAKER  
will be our new Vice-Commodore.



ALEXANDER (Pete) BAUER  
will be our new Training Officer.

GENERAL MOTORS  
DIESEL MARINE  
ENGINES

CHRYSLER  
GASOLINE MARINE  
ENGINES

JOHNSON  
OUTBOARD MOTORS

PAINTS, HARDWARE, SAILBOAT  
EQUIPMENT, ROPE AND ALL  
MARINE SUPPLIES

JOHNSON  
& TOWERS

113-15 Market St., Phila. 6

MA 7-4472

"EVERYTHING FOR  
A BOAT"

## DORCHESTER ENGINEERING INC.

DORCHESTER, N. J.

Sole Distributors for

Parts

• NIGHT PHONE  
PORT NORRIS 32R1  
OR 25J2

**GRAY**  
MARINE  
MOTORS  
GASOLINE  
DIESEL

Service

• DAY PHONE  
PORT NORRIS 345

FOR THE STATES AND COUNTIES LISTED

• PENNSYLVANIA

BUCKS  
DELAWARE  
PHILADELPHIA  
MONTGOMERY  
CHESTER

• NEW JERSEY

OCEAN  
CAMDEN  
ATLANTIC  
CUMBERLAND  
BURLINGTON  
GLOUCESTER  
SALEM  
CAPE MAY

• DELAWARE

NEW CASTLE  
SUSSEX  
KENT  
LEWES



# CAMERA CONTEST PRODUCES MANY VERY FINE PHOTOS AND PRIZES

Click, click, went all cameras belonging to Atlantic City, Flotilla 11, members for the past several months in preparation for their photographic contest which was held at their meeting rooms, Huron Avenue Coast Guard Station, Atlantic City, N. J. on Wednesday evening, October 27th. Photographs were entered in four classes: general, fishing, hunting and sea photos. Prizes were awarded to winners in all classes. A committee of judges were on hand to choose the winners and prize winning entries. Several hundreds of dollars worth of prizes were awarded and a list of the prizes and various contributors are:

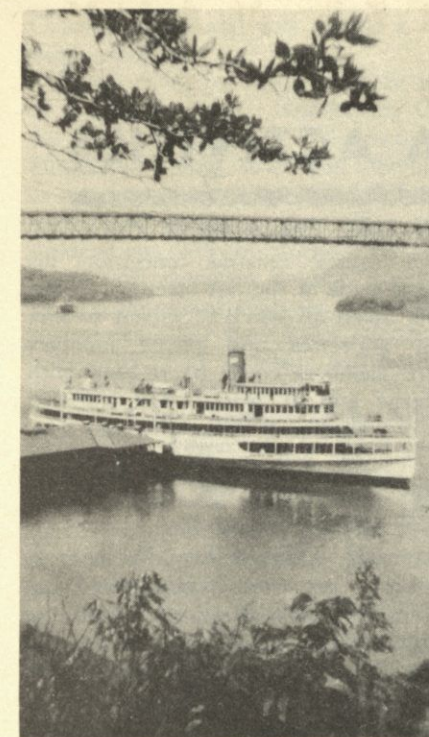
Steaktree Platter, Leeds, Gift Shop ..... Pleasantville, N. J.  
Foul Weather Gear, Ballentine's Supply Company,  
121 N. New Jersey Ave., Absecon, N. J.  
Nylon Fishing Line, Capt. Ken Allen's Fishing Center,  
525 N. Massachusetts Ave., Atlantic City, N. J.  
Flashlight, General Hardware Co.,  
1011 Atlantic Ave., Atlantic City, N. J.  
Quart Spar Varnish, Capital Paint & Hardware Co.,  
813 Atlantic Ave., Atlantic City, N. J.  
Desk Thermometer, Kaufman & Weinter,  
1007 Atlantic Ave., Atlantic City, N. J.  
Johnson's Sun Clocks, M. & H. Sporting Goods,  
1832 Atlantic Ave., Atlantic City, N. J.

Ship's Bell, Mainland Supply Co., Geo. A. Becker,  
3500 Atlantic Ave., Atlantic City, N. J.  
2 Pipes, Bayless Drug Co.,  
Atlantic and Michigan Aves., Atlantic City, N. J.  
Service Diary, Mitterman's, 1005 Atlantic Ave., Atlantic City, N. J.  
Penn Reel, Ralph's Pet Shop,  
2020 Atlantic Ave., Atlantic City, N. J.  
Pipe, Sussman's,  
North Carolina and Atlantic Aves., Atlantic City, N. J.  
Air Guide Desk Barometer Set, Marine Mart, Inc.,  
238 N. Massachusetts Ave., Atlantic City, N. J.  
Stationery (imprinted) Atlantic Advertising Co., Inc.,  
24 S. North Carolina Ave., Atlantic City, N. J.  
Penn Reel, Hoffman Hardware Co.,  
1721 Atlantic Ave., Atlantic City, N. J.  
Fishing Set, Garden State Fair,  
1 N. Arkansas Ave., Atlantic City, N. J.  
Penn Reel, Chelsea Hardware,  
2709 Atlantic Ave., Atlantic City, N. J.  
Pipe, Box of 12 Gauge Shells, 1 Photograph Album and 3 Wallets  
also donated.

A grand trophy inscribed to the grand winner was presented as a gift by the Flotilla. A few of the entries are pictured on other pages in this issue of TOPSIDE.



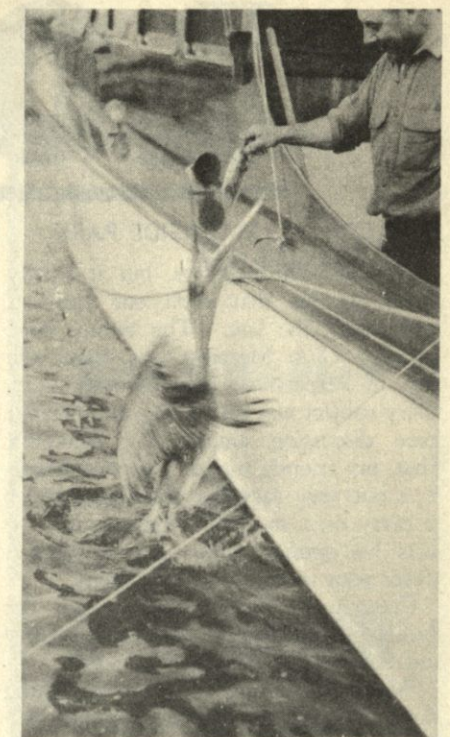
A FEW OF THE PRIZES ARE SHOWN ABOVE



RIVER BOAT  
3rd Prize, General Division  
by LEMUEL HIRES



CRAB BASKET  
3rd Prize, Fishing Division  
By JOE WERNER



PELICAN  
1st Prize, Fishing Division  
By DR. F. C. SINAGRA

SEE PAGES 19 & 25

FOR MORE PHOTOS



SAFE HARBOR

2ND PRIZE, BOAT DIVISION

By J. STANLEY WAGG



# The LOG of FLOTILLA ACTIVITIES

## FLOTILLA 13, SEASIDE PARK

Meetings are meetings, but it hardly seems possible that each one can get better than the last. The Sunny Brae Country Club Meeting was about the best in respect to business this year. Every subject was interesting and created some discussion among the members. That, my friends, makes a good meeting. It is not very easy for the Commander to carry on a meeting when no one injects his opinion either for or against. Voice your thoughts and be happy.

Commander Richter's movies of the Rendezvous were of top-flight quality and enjoyed by all present.

Well, the end of the year is coming along fast and the Nominating and Auditing Committees have been appointed. I feel we can look no further than Commander Richter for our 1949 leader. That is not one man's opinion either, but unanimous from my observations. A good job well done deserves its reward and the members of 13 want Commander Richter again.

Hamilton Square in November will be handy for all and the cats are on the house, so come out and help elect the officers for '49.

Final meeting for the year will be at the Trenton Country Club and again history repeats, for that fellows, will top them all. Remember the 1947 Affair—get your decks cleared for action—there will be plenty.

A. L. Rickert

## FLOTILLA 21, QUAKER CITY

As usual the Wissinoming Yacht Club at Lardner's Point, Phila., was host at our regular meeting held on 7 October, 1948.

Meeting called to order by Commanding Officer Les Sauter, who again left the gavel in his other pants or somewhere and once more gave his cigarette lighter a beating by repeated raps on the table.

Thus the business got under way at 20:45.

Executive Officer Frank Coll made a few caustic remarks concerning his request made at the last meeting. Seems Frank asked all hands to submit to him latest addresses and phone numbers where members could be reached both at home and at work. The response was overwhelming by its absence. Not one member sent in this information. "Taint right guys, why don't we do something about it?"

Training Officer Ray Weldon is anxious to get some classes started and said so but was in some doubt as to details. It was decided therefore to try to get in some instruction before meetings. In other words, classes will start at 20:00 on meeting nights. All members will be notified as to details.

Communications Officer Nels Leek wants all men to become familiar with radio-telephone procedure and so he is going to get a class started and wants everybody to attend. Instruction will be along lines as those recently given at

Customs house and will not be a technical course.

Nominations for officers will be made at the next meeting. Nominating Committee with B. Morrissey, Chairman and Houghton, Romig, Wahl and Obermiller as members has been named. This committee will present a slate after which nominations will be opened from the floor. All members should be present as it is important that the new officers realize that they have been selected by a majority of all members and not by a majority of those present.

Chief Risley, formerly of the Atlantic City Beach station was on hand as our guest and spoke to the members. He stated that those members of Flotilla #21 who had served at that station were certainly welcome as they did a good job while there.

Commander R. McDonald of Flotilla #24 was also a visitor at this meeting. He stated that he was happy to be aboard. He admitted that he had a bad memory for names but said that he knew many of our members. Commander McDonald said he liked, what he termed our closely knit organization.

After the meeting, H. Apel, our entertainment chairman, introduced a man who did stuff with cards and things. He

was very good and very entertaining and he was received enthusiastically by those present.

A day passes and 8 October finds #21 members N. Leek, E. Klein, E. Bleam, E. Wojton, H. Apel and Obermiller on deck at the Communications shack. Here a meeting was held with the Red Cross participating. It was a good meeting and the desirability of strict co-operation of the Communications unit with the Red Cross during a disaster was strongly stressed and easily understood. Capt. Pearl, Wm. Yingst, Wm. Garry and Chas. Carter of the Auxiliary spoke as did Messrs. Ericson, Keller, Harris and Angell all of the Camden County Chapter of the Red Cross.

Commander Marter, U. S. C. G. R. (T) still on active duty added semi-official C. G. remarks concerning the Auxiliarist's duty in disasters.

20 October witnessed our assembling once more at the Wissinoming Yacht Club, this time for a combined meeting and get-together with the Flotillas #24 and #26. A good-fellowship and communications meeting was planned and that is what it turned out to be.

Les Sauter kicked off at about 20:45

(Continued on Page 10)

## De luxe Buses

### For Charter

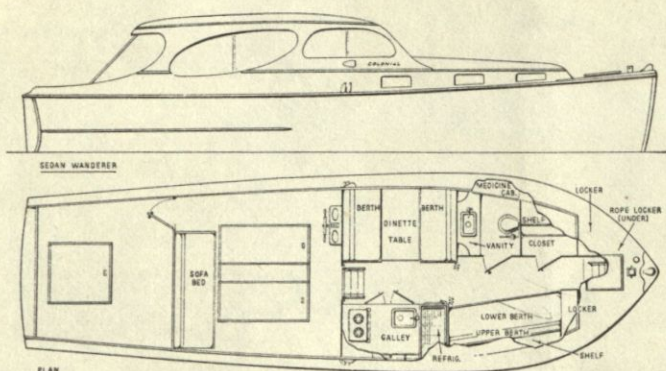


**G. R. WOOD**  
INC.

PITMAN, N. J.

PHONE 3-0648

## COLONIAL CRUISERS



# FAST AND ABLE

In spite of the fact that this new 36-footer is much heavier than the average, she is unusually fast. Speeds up to 25 m.p.h. with twin 115-h.p. engines. Even faster with larger power plants!

The speed is attained through efficient design rather than sacrificing construction through a reduction in weight. Being unusually heavy, good speed may be maintained even when the going is tough.

Colonials are available as the sedan Wanderer as pictured above or as the Sport Cruiser with 16-foot open cockpit.

For information, write:

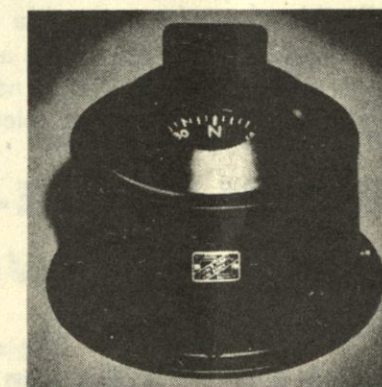
COLONIAL BOAT WORKS, INC. Drawer 309 Millville, New Jersey

"When You're at Sea..."

Only the Best is Good Enough!"

CHARTS  
PUBLICATIONS  
DIVIDERS  
COMPASSES  
PARALLEL RULES  
PROTRACTORS  
STOP WATCHES  
ROLLER RULES  
TRIANGLES

BENDIX AIR-MARINE  
PORTABLE RADIOS



CLOCKS  
BAROMETERS  
THERMOMETERS  
PELORUSES  
BINOCULARS  
LOGS  
LEAD LINES  
SEXTANTS  
DISTRESS SIGNALS  
GENERAL ELECTRIC  
RADIO-TELEPHONES

COMPASS ADJUSTING AND REPAIRING — INSTRUMENT SERVICING

**JOHN E. HAND & SONS CO.**

Main Office: 243 CHESTNUT STREET

PHILADELPHIA 6, PA.





and introduced Commanders R. McDonald from #24 and W. N. Feaster of #26, both of whom spoke very briefly.

Captain E. Pearl then spoke and said that the Auxiliarists were no longer isolationists as the meeting demonstrated. He then reported that on the 26th a similar meeting with Flotillas 23, 25 and 27 would be held. Captain Pearl covered all phases of Auxiliary work, stressing the need of communications unit co-operation with the Red Cross.

Wm. Yingst, District Com. Officer, announced the next field drill to be held at Lebanon Park in N. J. on 6 and 7 November. This drill will simulate regular disaster with the Red Cross participating. Commander Cole of the Naval Reserve in Camden is also to be invited. All members are invited and all will be assigned duties. Remember, if you attend, bring your own bedding.

Joe Mundy introduced John Praria, a member of the Wissinoming Yacht Club and an owner of a boat with a ship to shore radio, who offered the use of his boat for this drill.

Then all men were invited out in automobiles and communicated with a

set which had been set up in the meeting room.

—Gil Obermiller

# FLOTILLA 22, EDDYSTONE

Flotilla 22 held its monthly meeting at the above, regular meeting place.

Bill Cooper has been appointed Commander to fill out the unexpired term left vacant by the sudden death of Doctor Connor. Al Smith is now Vice-Commander for the balance of the year.

At long last our picket boats are ready for us to pick up at the Navy Yard. Our problem now is dockage space.

On Thursday the 14th Flo 22 will hold its monthly social party, this time at the Collingdale Legion Hall.

After a long summer looks as if we would have a very busy winter ahead of us.

Communication officer Williamson is planning for 22's participation in the fall Communications Field Test to be held by the combined Northern and Southern Area Communicators and the Coast Guard in the Lebanon State Forest in New Jersey early in November.

This being all the news for this printing, I'll toss this into the mailbag and let Uncle deliver it.

—Bill Gibson

# FLOTILLA 35, CAPE MAY

With Cape May's Flotilla 35 covering about 14 of TOPSIDE's 13 pages last issue, the gang down here decided to cut it short this time and let someone else have some space.

About 95 per cent of the members of Flotilla 35 are leaving for Brielle to jig mackerel this month, so it looks like our activities will be slightly curtailed for the next few weeks. Commander Don Lear has suggested that the remaining five per cent go to Brielle some Thursday afternoon, and have a regular stated meeting there. If this plan takes effect, we will try to have something in about it next month.

Speaking of fishing, it brings up a very sad subject to the men of this flotilla. If we can keep our tears from blotting the ink on this paper, we will try to tell the story. It goes like this:

Seems that the Cape May gang decided to combine business and pleasure. We planned to have a private flotilla fishing party, and all the fish caught were to be sold in the market, and the proceeds from the sale would go in the flotilla till.

Skipper Ed McDowell volunteered his boat, the "Gertrude W.," for the venture.

Early in the morning, which dawned with a beautiful leaden sky, an off and on rain, and a stiff wind from the northeast, several of the brave and hardy Auxiliarists weighed anchor and departed to do battle with the denizens of the deep.

Our old reliable Frank Hickman, camera expert of the flotilla, was on hand as usual to lend his support to any project for the benefit of 35. Frank came aboard all dressed up in his sou'wester, sea legs, and with his trusty camera in readiness. The idea was to take pictures of the trip, the boat, the crew, the fish, and the pool winner to try again to flood TOPSIDE with Cape May scenes.

But, as Shakespeare or some other old codger once said, "The best laid plans of mice and men oft gang awry." The camera, as we mentioned before, was in readiness; but the photographer was not.

After catching a few paltry fish, Frank decided he had done his share for the day. He spent the rest of the time down in the bunk. In between spasms, when he could catch his breath, he would falteringly ask what time it was and how much longer we were going to stay. He was really happy when we pulled up the hook and again entered the placid waters of Cape May Harbor. He said he wanted one of two things

while he was out there: either for the "Gertie" to stop rolling or to roll all the way over, he didn't care which!

Skipper Ed was about as uncongenial a host as he could possibly be on that trip. He anchored the boat in the roughest spot in the whole ocean, trying to get the rest of the gang off balance, then proceeded to win the pool for the biggest fish.

We would be remiss in this report if we did not give thanks where thanks are due. All of us want to express our thanks to Naomi Hickman, Fran's better half, and to compliment her on her culinary arts in preparing hubby's lunch. It was thoroughly enjoyed by the rest of us.

One other thing about the fishing trip—that band member who went along did all right by himself and the flotilla. Maybe he didn't get the biggest fish, but got his full share and did not spend the day below decks.

By the way, Joe Hyle enjoyed the boat ride immensely. We still can't figure out why he took his rod and reel and held on to it all day, but if that's his idea of a good time, it's all right with us. The rest of us didn't mind taking him, even if we did have to catch all the fish.

(Continued on Page 12)



• RE 9-1821

• RE 9-4478

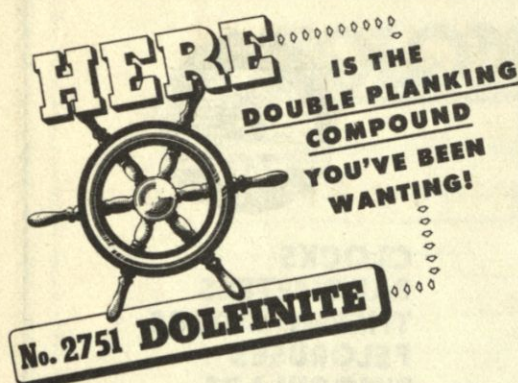
# TOMPKINS' LABEL SERVICE

Manufacturers of GUMMED and UNGUMMED LABELS

Labels

FRANKFORD AVE. at ALLEGHENY AVE.  
PHILADELPHIA 34, PENNSYLVANIA

ANYTHING IN LABELS



A permanent, waterproof, elastic and flexible material widely used for waterproofing double-planked bottoms of wood boats, either with or without canvas. Waterproofs and seals all worm holes and joints and remains flexible throughout the life of the boat. Does not contain any tar, asphalt or pitch. Has a neutral color and will not bleed

through paint. Not affected by atmospheric changes, so will not become soft and ooze in warm temperatures or become hard and brittle in cold temperatures.

For more pleasure and less work, for better preservation, for smarter appearance and greater pride in your boat.

# DO IT RIGHT WITH DOLFINITE—

- Marine Paints • Cements • Wood Preservatives
- Seam and Bedding Compounds • Waterproof Sealers
- Varnishes • Enamels

Write for free literature, stating whether you are a boat builder, a boat owner or a marine dealer.

**THE DOLPHIN PAINT & VARNISH CO.**  
928 LOCUST STREET • TOLEDO 3, OHIO

# • GOOD NEWS FOR HOMEMAKERS

Two New High Style Lines of  
**BROADLOOM WILTON RUGS AND CARPETING**

Now Available at  
LEADING DEPARTMENT STORES  
and  
FLOOR COVERING SHOPS

# RANDOM TEX

Rugged Texture . . .  
Looped Pile in Varying Heights  
Great Smoky Gray • Alamo Tan  
Shenandoah Green • Great Lakes Blue  
Grand Canyon Rose

# TUXEDO

Sturdy Long Wearing Quality  
18th Century Floral  
and Embossed Patterns  
Grand Canyon Rose • Great Lakes Blue  
Shenandoah Green • Alamo Tan  
Cape Cod Beige • Adirondack Wine

Choose Wall-to-Wall Carpeting or Room Size Rugs Cut from Rolls



And, if you're interested in making some real money for your flotilla, maybe you can arrange a similar party some time. We netted, after all expenses were paid, believe it or not . . . FOUR DOLLARS.

If Frank Hickman has recovered before next deadline, maybe we can have some more pictures in the next issue.

—Clif Reeves

### FLOTILLA 31, OCEAN CITY

As the seashore boating activities are coming to a standstill, we have managed to stage another fishing party on October 16, 1948. This time we made a special event out of it by honoring Van, who did so much during the war period to keep the morale of the Flotilla keyed to top performance, also those little stamps that kept us coming to the seashore for duty in all kinds of weather, were a terrific headache for our war-time commander. You will find a more complete story about this fishing junket elsewhere in TOPSIDE. At the same time, I have broken the ICE by having a write-up on two consecutive Sundays in the Sports Section of the Philadelphia Inquirer about our fishing party off Ocean

City, N. J. If any of you boys want to check me—get out your Sunday copies of October 24, 1948—Sports Section, Page 5, Column 1, in "Eddie Klein's" Column under "Trail Tales".

The Commanding Officer of Ocean City Lifeboat Station, Cliff Bahr, has been promoted to Warrant Officer as of September 1, 1948. Believe me Cliff is very happy about it.

I want to thank Bill Yingst for the plug Ocean City Flotilla received in his write-up in the October issue of TOPSIDE. It makes us feel mighty proud!

This month, November, nominations will be in order for Flotilla Officers for 1949. Come out to the meeting—make your choice and VOTE!

"THERE'S LOTS OF FUN WITH THIRTY-ONE"

—Lee C. Ambrozy

### FLOTILLA 26, TRENTON

This log is written just at the conclusion of our second inter-flotilla joint meeting. On 28 October we were pleased to be host to Flotilla 13 of Seaside Park, N. J. Commander Richter and about 20 of their membership attended our meeting. Our Director, L. R. Davison, Lt.

(jg) USCG, journeyed to Trenton with Captain Elmer Jackson Pearl of the Delaware River Division. The District Communications Truck with Bill Yingst and Charlie Carter were on hand to demonstrate their facilities. Many thanks to these men for journeying up this way.

On the 20 of October we participated with Flotillas 21 and 24 in a joint meeting at Wisnoming Yacht Club. Needless to say a fine time was had by all in discussing old acquaintances and TR days.

In another column of this issue of TOPSIDE should be an article about our marine regatta at Florence Island on 3 October. Take it from us, we recommend such affairs to all other flotillas.

Bill Garry and Charlie Rebman and their staff are certainly busy these days planning for the coming Field Trials at Lebanon State Forest . . . you'll hear more later when it's over.

We are pleased to learn of the election of Claude Brubaker to the Vice-Commodore's position in the Southern Area. His many activities in behalf of the Auxiliary more than entitle him to this job. Good luck, Claude!

—Al Young

### FLOTILLA 27, SALEM

The regular monthly meeting of Flotilla 27 was held at the Elks Club in Pennsgrove on Monday night, October 11. A tasty dinner served by the Lady Elks was enjoyed by members and guests, prior to the meeting.

A good turnout of members was present and the guests included Division Captain Elmer Pearl and Bill Yingst. These gentlemen brought the communications truck down with them. (arriving late).

With the aid of several members the communications group gave a demonstration of two way radio operation.

It was definitely decided to have another course in small boat handling to be held in Pennsgrove, for the benefit of boatmen in that area.

An advanced course for the benefit of those who took the beginners course last year is contemplated and will probably be held in Pitman.

Several members attended a joint meeting with 23 and 25, held at the Communication Shack on Tuesday evening, October 25th. Everyone enjoyed himself and it is hoped that we can have more such gatherings in the future. Many thanks to Cox and Yingst for a swell evening.

Don't forget election of officers in December. Everyone out, the treasurer would like to see you also.

—E. Herzog

### FLOTILLA 41, WILMINGTON

The second Fall meeting of Flotilla 41 was held in the YMCA Building with a representative quota of members present. The new program, with guest speakers, was favored by all those present.

General Norman M. Lack, U. S. Army, spoke and presented pictures of the Duplex-Drive tank, more commonly referred to as the D.D. tank. General Lack was Experimental Officer in charge of finding the best use of all Allied equipment and drew as his major assignment the task of finding the best method of landing Sherman tanks on the beach-heads. If landing barges were used and the first tank was "knocked out" then those remaining aboard were made useless. With the above in mind the General thought of attaching canvas sidings on the Shermans which could be raised and lowered quite easily.

When one finds that the Sherman weighs 32 tons and is 20 ft. long and 9 ft. high, you can see why no other person wanted the job of landing this

equipment, but the General being a good engineer and a man willing to try anything till proven wrong, proved to be the proper person upon whom to place such a gigantic task.

After three months of trial and error the General eventually hit upon the use of inner-tubes to raise an eight-foot canvas siding. The Sherman was constructed to be waterproof so his next job was to find power to drive the D D tank through the water. This was achieved by attaching blades to the stabilizers on the aft-end of the tank which received their power from the front drive. The finished product was a 32-ton duck capable of traveling on land or water, whose sides could be raised in four or five minutes and when underway could attain a speed of 5½ knots and yet be quite maneuverable. These sidings were raised by air pressure and could immediately be lowered by removing such pressure.

Before viewing the official Army film this writer could never believe possible that a 32-ton tank could be made buoyant and maneuverable in rough seas which are prevalent in the English Channel. Apparently the enemy also thought along these same lines.

—Charles R. Moran

## • GASOLINE & DIESEL ENGINES •

All Kinds of Marine Supplies and Equipment

LOCATED ON MAURICE RIVER . . . CLOSE TO DELAWARE BAY

WE DO ALL TYPES OF MARINE CONSTRUCTION, REPAIRING AND OVERHAULING. SKILLED MECHANICS AND ADEQUATELY EQUIPPED SHOPS.

CONTACT US FOR EVERY TYPE OF REPAIR

PHONE: PORT NORRIS 177

- MARINE RAILWAYS
- BULKHEADS

- CONSTRUCTION
- PILE DRIVING

- ALL MARINE REPAIRS
- WHARF CONSTRUCTION

DELAWARE BAY SHIPBUILDING CO., INC.

Leesburg, New Jersey



now..

Universal Presents

THE WORLD'S MOST COMPLETE LINE OF

MARINE ELECTRIC PLANTS

ALL TYPES AND SIZES . . . GASOLINE AND DIESEL

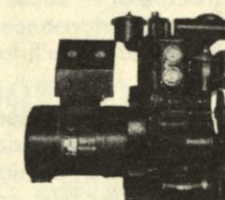
From Universal, for over 50 years a famous name in boating, again comes important news! A broad new line of 100% True-Marine Diesel electric plants is now available.

These new models augment Universal's already full range of gasoline-powered electric plants—to make the Universal line the world's most complete for boatmen. Now, you can have exactly the type and size electric plant, gasoline or Diesel, your boat and requirements specify. No longer is compromise necessary.

Universal 100% Diesel True-Marine Electric Plants are built in capacities from 2000 watts to 36 kw. There are air-cooled and water-cooled models in AC or DC in all voltages—with all types of controls, manual to automatic. They're low cost to buy and operate . . . absolutely safe, thoroughly dependable. Send now for information.

Universal  
100% MARINE

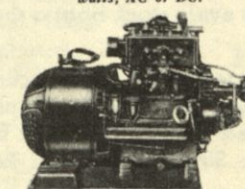
This Universal air-cooled 100% Diesel electric plant develops 2,000 watts. Others to 36 kw.



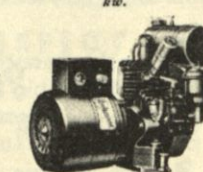
Universal Gasoline-Powered Electric Plants

Preferred by boatmen for their simplicity, safety and dependability, Universal gasoline-powered electric plants are built in sizes from 250 watts to 25,000 watts, air and water-cooled models, all types, AC and DC.

Two-cylinder water-cooled gasoline model provides 3000 watts, AC or DC.



The very popular Universal 550 watt battery charging plant. Other gasoline models to 25 kw.



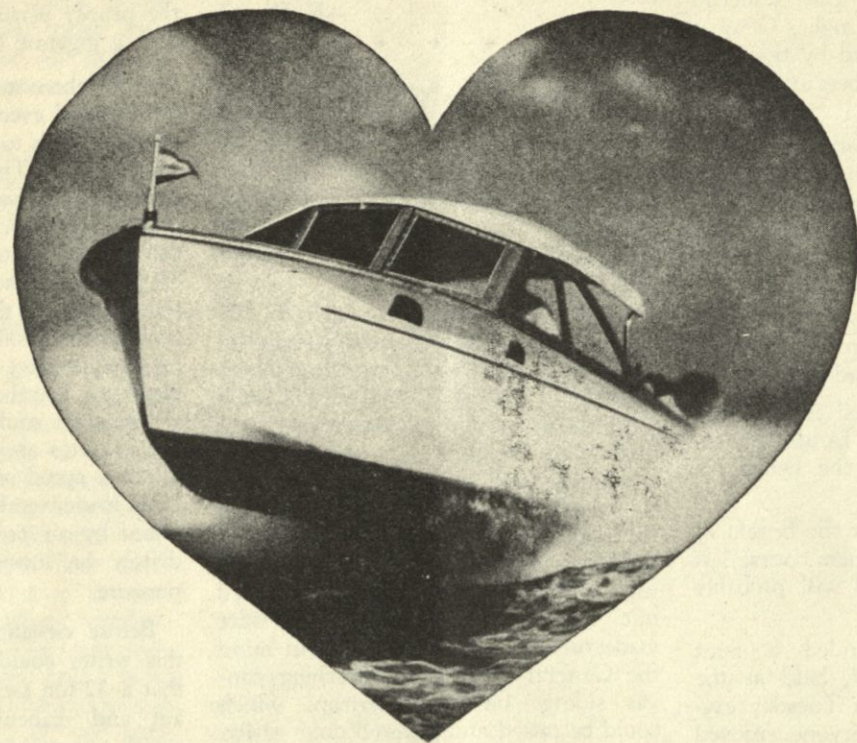
Universal Motor Co.

311 Universal Drive, Oshkosh, Wis.  
393 Fourth Ave., New York 16, N. Y.

The Largest Builders of 100% Marine Motors  
World's Most Complete Line of Diesel and Gasoline Electric Plants



# HOLD ON TO YOUR HEART...



## OR EMANCIPATOR WILL STEAL IT!

And, frankly, you'll love it!

Buying an Emancipator has all the thrill of a strong infatuation — but it *lasts*. There's deep-down lasting pleasure in owning an Emancipator — because she's an unusual combination of beauty, performance and value. We've purposely made her a boat you'll lose your heart to but not your purse.

**PERFORMANCE!** The Emancipator will out-perform any stock cruiser in her class. Each de luxe model is expressly designed to do an honest, cushioned 30 m.p.h. or better. (Basic model slightly less.) To achieve it, we have given the Emancipator the right power for her size, weight and design. And there's no easier-handling boat of her type afloat!

**CONSTRUCTION!** Typical of Emancipator quality are her mahogany frames, battens, chines, keel, transom and joiner work . . . cedar planking . . . Monel and stainless steel trim . . . brass and bronze fastenings . . . Monel shaft . . . Goodrich Cutless bearings . . . exclusive "Emancipainted" custom finish that makes every stock boat a show boat.

**COMFORT!** The basic Emancipator has a 16' cockpit, stern lounge for four, two big lower berths in cabin, pilot seat, convertible top — all cradled in a strong, sleek hull that doesn't pound. The De Luxe Single Screw and Twin

Screw Emancipators have the same superb and exhaustively tested hull, and in addition a marine head, twin pilot seats, sound- and heat-insulated engine compartment and other custom features.

**VALUES!** Other fine boat builders still wonder how we can sell the Emancipator at such prices. Currently we offer three models with identical planked (batten seam) hulls: Basic Cruiser, \$4,200; De Luxe Express Cruiser, \$5,200; De Luxe Twin Screw Express Cruiser, \$6,200\* — all F.O.B. Miami.



If you're content without a boat — or without a new one — don't dare write for the fact-full brochure: *THIS IS YOUR EMANCIPATOR!* Remember — there's a better than sporting chance that you, too, will lose your heart to today's best buy in stock cruisers!

# Emancipator

## 26' EXPRESS CRUISER

EMANCIPATOR BOAT COMPANY, INC. • 471 N.E. 79TH STREET • MIAMI 38, FLORIDA

\*Specifications and price subject to change.

# I LIKE VAN... STINKER THAT HE IS!

By LEE C. AMBROZY

In order to introduce Van to many of the post-war members of the Auxiliary, I give you the following—Harry R. Vandegrift was the wartime Commander of Flotilla 31, Ocean City, N. J., until December, 1945. At which time, he was elected to Captain of the 3rd Division of the Fourth Coast Guard District, in which capacity he served in 1946 and 1947. In 1947, at the end of his term of office, he asked to be relieved of his line of duty due to business pressure and now he is taking life very easy . . . I LIKE VAN . . .

As a wind-up of the season's activities, a few members decided to honor VAN, to have a boat party for him. A date was set and the announcements were sent or mailed to the members with a stub attached which read as follows; Dear Cliff:

I LIKE VAN—COUNT ME IN.....☐

I'LL HAVE MY BOAT & CAN TAKE ..... EXTRA .....☐

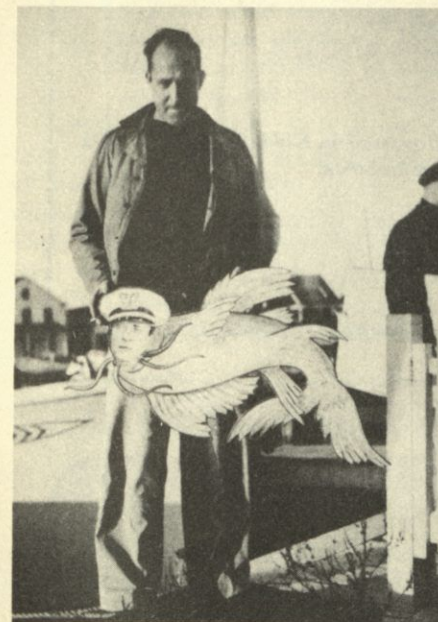
I WANNA GET ON A BOAT—PUT ME WITH SOMEBODY WHO LIKES VAN .....☐

I THINK VAN'S A STINKER—SO I AIN'T GOIN' .....☐

NAME .....

ADDRESS .....

You have no idea of the comment received on the return stubs. Believe me, the correspondents poured their hearts out; inquiring why should we have a



A Vande-griftus Variatus held by Van, which was caught off Ocean City, N. J.



The "EDGE" coming in to tie up alongside the "JOKAIL IV"

fishing party for Van—when he was a fish monger—can't he buy his own fish? Also here are a few excerpts that can be printed; "that he would do anything to put some lead in VAN'S shoes to drop that bird overboard"—another writes that—"I never even heard of VAN",—another statement—"I thought it was just a good press agent scheme to get people out"—another writes—"that he wanted VAN to run the next WAR"—another stub said—"they didn't like VAN but they would be there anyhow". So now you have a vague idea of how the boys feel about VAN. VAN IS A STINKER . . . HO! HO!

The fishing party assembled in the Ocean City Gardens Lagoon, at which time imprinted tags (with strings attached) were issued to all boats for distribution to everyone aboard. One side of the tag read "I LIKE VAN", the other side of the tag read "VAN IS A STINKER! HO! HO!" Whichever way the wind blew the tag, that side gave your impression of VAN. From modesty's sake WE tried to keep "I LIKE VAN" facing outward, but the wind was tricky and insisted "VAN IS A STINKER! HO! HO!"

The MARY G. and the MARFRAN (being the only boats in the party that were not radio marine equipped) left early for the Bass Banks, while the DESIRE, EDGE, PEANUT, OVER-

BROOK and the JOKAIL IV headed for the area offshore the Flanders Hotel, as some weakies were caught there several days previously.

After fishing for about an hour, we decided by radio telephone to move to the Bass Banks. It was at this location that the party really got started. The object of this fishing junket was to catch a fish that resembled VAN. Aboard the Flagship "OVERBROOK," a shark was the first fish caught. Then I hooked into a pretty good sized skate. Commander Bromley picked up the phone-piece and said, "Attention all Flotilla boats, the Vice-Commander has just landed a fish that looks like VAN . . . NO, it doesn't look like VAN . . . this fish has wings . . . I LIKE VAN . . .

It was at this same spot that another shot was fired . . . after preliminary telephone routine was completed, the following recitation came through:

I wish I were a little sea-gull  
A-flying o'er the deep blue sea  
And every time that VAN sailed by  
I'd lift my leg and . . . FISH.

(Continued on Page 17)

## Luxury PORCELAIN FINISH ENAMEL



WHITE  
BLACK  
AND  
34  
COLORS

PERFECT LEVELING  
NO BRUSH MARKS

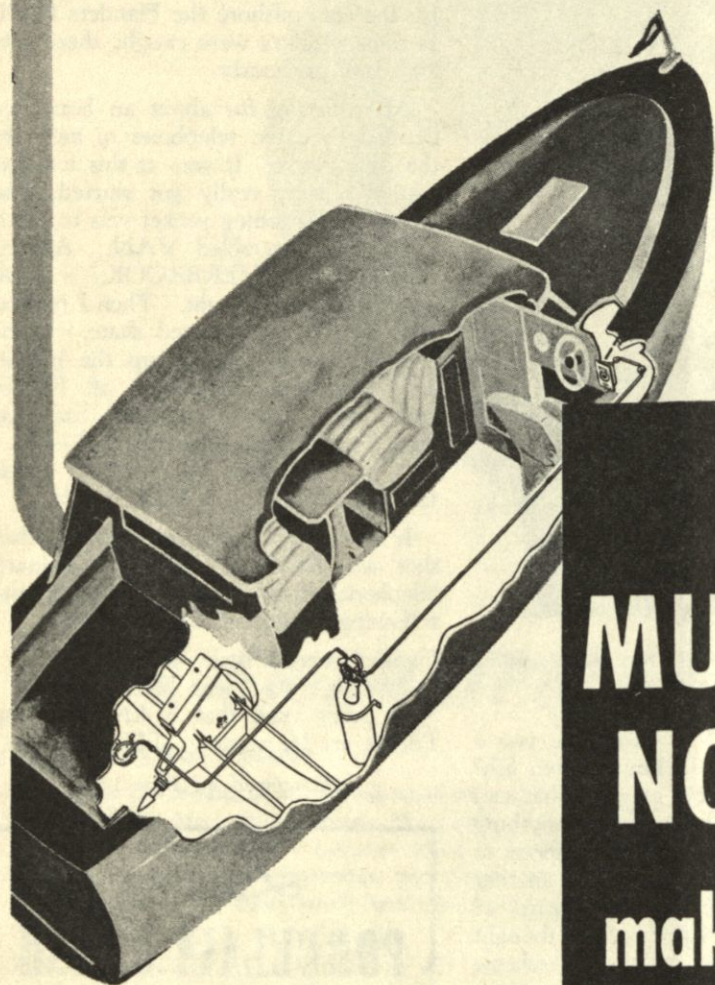
FINNAREN  
AND HALEY INC.

Higher Covering Power, Unexcelled  
Color Retention, Better Brushing,  
Porcelain-Like Finish, Higher Gloss,  
Greater Durability

WE ARE PHILA. DISTRIBUTORS  
FOR DUPON DULUX  
MARINE FINISHES



# You can install *THIS* fire extinguishing system in a SINGLE DAY



The  
**MULTIJET  
NOZZLE**  
makes the job easy!

Because one Multijet spreads carbon dioxide (CO<sub>2</sub>) as fast and far as four old-type nozzles, Kidde\* extinguishing systems are now easier to install than ever before. Less piping is needed, installation time's cut down. The whole job can be done in a day!

Want more information? Just mail the coupon for free literature. Or send us the name and location of your boat. We'll take its measurements and quote you a system price—without obligation.

Remember . . . a reduction in insurance rates can be obtained when you install a Kidde system.

\*Also known as "LUX"

WALTER KIDDE & COMPANY, INC.



1142 MAIN STREET, BELLEVILLE 9, N. J.

The words "Kidde" and "Lux" and the Kidde seal

are trade-marks of Walter Kidde & Company, Inc.

FIRE EXTINGUISHING EQUIPMENT

FIRE DETECTION DEVICES

HIGH-PRESSURE CONTAINERS

OIL RE-REFINERS AND FILTERS

**Kidde**  
MANUFACTURING  
ENGINEERS

VALVES, CYLINDERS, SPHERES

TEXTILE MACHINERY

AVIATION SAFETY DEVICES

OIL HEAT TRANSFER UNITS

The air was really jammed . . . comment flying back and forth by radio, with no fish being taken. We decided to move to the Bass Banks—the order given by radio telephone. Each boat swung about and headed for the Banks, the JOKAIL IV leading the way with VAN at the wheel . . . VAN IS A STINKER! HO! HO!

While heading for the Banks, the Flotilla boats (BY RADIO) began checking their compass readings on the course set. It was on this run that SINBAD II's call was picked up by the OVERBROOK. SINBAD II has just left the inlet and was heading for the spot that we had just vacated. SINBAD II was told to stand by while we checked the Bass Banks. After the sign-off was completed—another voice oozed out of the loud speaker, "that it seemed we were not going to get fish, but that we were going to get a boatride." Immediately another voice broke in and stated "that we were not going for a ride as we were going to give VAN a ride." . . . I LIKE VAN.

Arriving at the Bass Banks, we picked up the MARY G. and the MARFRAN, who with their bait intact and their lines still in the water, loyally waited for us to appear. Getting the information that nary a bite was felt, the fleet swung about and headed NORTH for a spot off the "Elephant" in Margate N. J. Contacting the SINBAD II that we were all heading for the Elephant, the message was confirmed and the SINBAD II joined us at the Elephant rendezvous. It was on this run while communications quieted down that we picked up a call from SINBAD II to UTOPIA at Wildwood . . . owned by Bill Dytch, a former flotilla 31 member. It was on the way to the Bass Banks that Frank Peddle of the PEANUT finally got his call through via Radio Marine to New York City. Ray Heron aboard the EDGE tried several times to make contact for the PEANUT but found the channel busy. VAN IS A STINKER! HO! HO!

The fleet being assembled off the Elephant, with all fishing lines being overboard, it wasn't very long that the water all about us was becoming filled with floating empty cans and again the air jamboree began with the recitation from the PEANUT of "I wish I were a sea-gull etc." . . . "OVERBROOK" to the beautiful ship "DESIRE" . . . "PEANUT" to the "JOKAIL IV" . . . "OVERBROOK" to the "EDGE" . . .

## I LIKE VAN

(Continued from Page 15)



Left to right: Jack High, Cliff Clark, H. R. Vandegrift, Chas. Easterby, and Commander Bromley, Ocean City Flotilla 31.

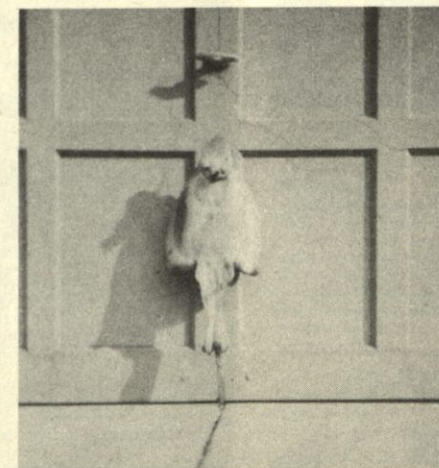
SINBAD II calling all boats to move in close to them as they were pulling the fish as fast as they could rebait the lines and drop them over again. Yes it was true, we could see with our own eyes. So the boats did move in a little closer to the SINBAD II and drifted with him, more fish were again being caught. While all this rumpus was going on, the MARFRAN was fishing some distance from us and all by itself and not being able to enjoy the radio comment and scuttle-but that flew all around, for as I said before, the MARFRAN had no radio marine set aboard her. Maybe that is the one reason the MARFRAN landed 79 fish, while the SINBAD II came through with 48 fish caught. I saw some commotion aboard the PEANUT and found out from Frank Peddle that he made a bad mistake. Why didn't someone tell him that the little birds do come aboard the boats off shore to pick up little tidbits and fly away again. Frank saw the

little bird fly back and forth through the cabin of his boat, which he didn't mind a bit. But brother, when he saw the bird sit (careful now, the word is spelt correctly) on Hawkins' ear, that was time for Frank to throw the bottle away. Yes, Hawkins showed me the bird to prove it . . . I LIKE VAN.

As the sun was nearing the western horizon, the flotilla boats started to head for the lagoon in Ocean City to have their catch inspected to see if anyone was fortunate enough to even catch some outlandish fish that might resemble VAN. LO and BEHOLD, the most outstanding catch was an exotic and wierdest fish seen aboard the JOKAIL IV. It was caught by VAN himself. After much discussion, the fish was named the "Vandegriftus Variatus". The fish even resembles VAN and the only way that a "Fish Fancier" could account for such a phenomena would be to theorize that perhaps there were some mermaids off Ocean City.

Prizes were awarded for each and every boat, yes, we even had booby prizes for each boat. Thanks a million VAN, for being a good sport . . . I LIKE VAN . . .

P. S. As Vice Commander and Officer of Operations, I wish to thank all you swell guys, who own marine radios, who have so gallantly relinquished your radio time on the air so that we of Flotilla 31, could carry on our program uninterrupted. Tell me honestly, could you even break through?



The Poor Fish took second prize. It slightly resembled Van, only this one had wings.





## Set your course for CAPE MAY

- Finest land-locked harbor on the Jersey Coast
- Complete facilities for visiting yachtsmen
- Canal connects Atlantic Ocean and Delaware Bay
- Distinctive summer resort for lay-overs
- Protected inlet, good anchorage, ample depth

Follow the lead of wise skippers. Make Cape May a "Must" stop on your next cruise. See for yourself!

City of Cape May  
New Jersey

### UNITED STATES COAST GUARD AUXILIARY 3CGD—SOUTHERN AREA

Balance 1-1-48 (includes loan from Foundation of \$700 reduced to \$544.04 through profit on sale of auto tags) ..... \$ 348.81

#### RECEIPTS

DUES	
Flotilla 11 (1948) .....	\$ 90.00
13 (1948) .....	80.00
18 (1948) .....	2.00
21 (1948) .....	140.00
22 (1947) .....	40.00
22 (1948) .....	240.00
23 (1948) .....	112.00
24 (1948) .....	88.00
25 (1948) .....	50.00
26 (1948) .....	64.00
27 (1948) .....	62.00
31 (1948) .....	130.00
32 (1947) .....	50.00
32 (1948) .....	22.00
34 (1948) .....	25.00
35 (1948) .....	88.00
41 (1948) .....	84.00
51 (1948) .....	118.00
52 (1948) .....	62.00
53 (1948) .....	112.00
Headquarters .....	4.00

Advertising from TOPSIDE .....	1,663.00
Commodore's dinner .....	2,301.00
District Board dinners .....	155.00
Former and present officers' dinner .....	134.75
	140.80

\$4,743.36

#### DISBURSEMENTS

Printing of TOPSIDE (January-February-March, April, May, June, July-August and September) ...	3,413.53
Postage for mailing TOPSIDE .....	88.20
Commodore's dinner .....	185.32
Cards for Treasurer's membership files .....	13.53
District Board meeting dinners .....	127.05
Telephone calls .....	11.20
Former and present officers' dinner .....	140.80
Efficiency pennants .....	37.80
Boat inspection printing .....	101.75
"Rendezvous" .....	52.00
Gasoline .....	16.47

4,187.65

Balance in bank 9-30-48 ..... \$ 555.71

### COAST GUARD AUXILIARY, 4ND FOUNDATION

Balance 1-1-48 ..... \$ 8,445.86

#### RECEIPTS

Reservations for "Florence V" Flotilla 21 ("Rendezvous" week-end) .....	\$ 150.00
22 (5/29-30-31, 6/12-13, 7/24-25, 8/14-15) .....	1,050.00
24 (10/2-3) .....	50.00
25 (9/18-19) .....	50.00
27 (7/10-11) .....	150.00
33 (7/17-18) .....	150.00
51 (6/19 to 6/25) .....	400.00
52 (9/11-12) .....	150.00
53 (10/8) .....	70.00
Anchorage patrol crew (6/5-6) .....	150.00

Refund from State of Maryland for gasoline purchased .....	185.50
Auto tag sales (161) .....	241.87
Text book sales .....	150.00
No-claim refund on "Florence" insurance ..	182.50

2,370.00

\$11,575.73

#### DISBURSEMENTS

Florence V	
Winter storage .....	118.50
Miscellaneous expenses .....	125.45
Sidewalk mats .....	51.00
Petty cash for finance officer ..	600.00
Insurance .....	967.85
Exhaust pipes .....	129.50
Hauling, scraping and painting ..	285.57
Batteries for "Florence" .....	436.80
Scraping, painting and labor ..	103.73

\$2,818.40

Communications	
Advertising Koehler generator ..	5.90
Radio equipment .....	298.40
Expenses in connection with communications drill at Trenton ..	38.20
Insurance .....	247.78
Operations .....	56.69

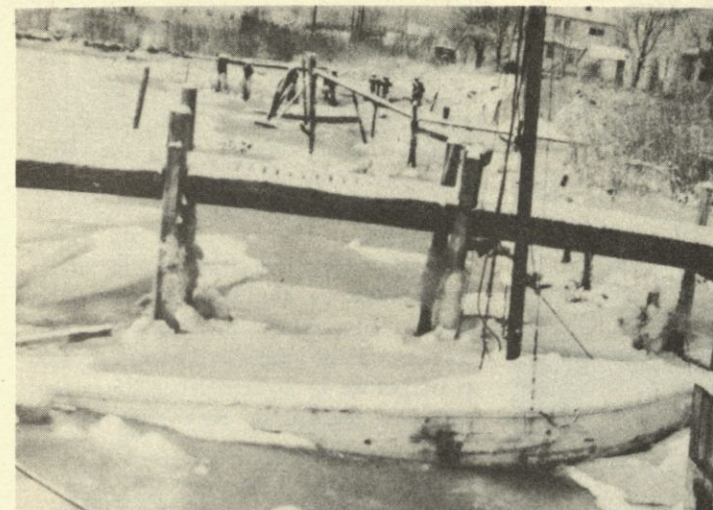
646.97

Miscellaneous	
Advertising classes of instruction ..	30.51
Text books for classes .....	121.03
Cost of auto tags .....	250.57
Advertisement re boat inspection in Delaware River Yachtsmen's League Program .....	15.00

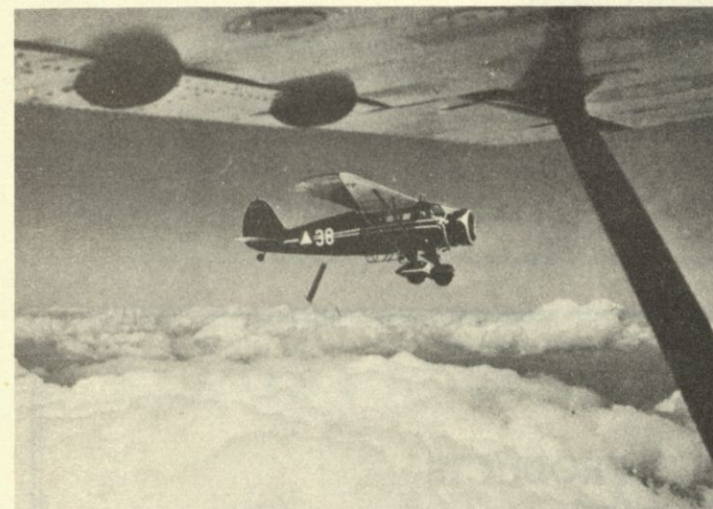
417.11

Balance in bank 9-30-48 ..... \$ 7,693.25

## MORE OF THE CONTEST PIX



FROZEN CAT BOAT  
6th Prize, Boating Division — by George Hughes



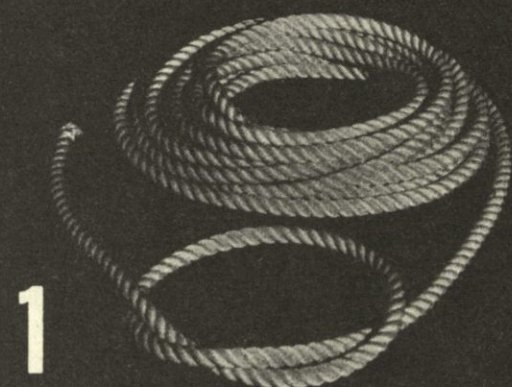
ABOVE THE CLOUDS  
4th Prize, General Division — by John J. Keating



BOAT ON BOW  
5th Prize, Boating Division — by Al Skyrn

# 3 Unbeatable Bargains

## IN NEW GOVERNMENT SURPLUS

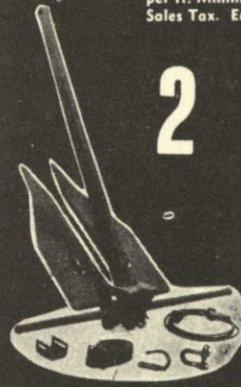


# 1

### 11/16" NYLON ROPE ONLY 12c Per Ft.

Brand new genuine government surplus Nylon Rope. 11/16" diameter, originally used as a glider tow rope. Contains 3 strands of copper wire, which was used for communications. This wire DOES NOT seriously effect the flexibility of the rope. Excellent for use on boats, trucks, or any other place where large rope may be used. A real buy at only .12c a foot in cut lengths or a complete 250' bale for only \$25.00. Shipping weight 1/4 lb. per ft. Minimum order 20 ft. Michigan Residents Add 3 Percent Sales Tax. Enclose Postage.

250-Foot bale \$25. Also limited supply 325 and 350-foot bales at 10 cents per foot.



# 2

### 30 lb. Danforth ANCHOR

# \$5.25 each

A brand new ruggedly constructed anchor, built for the United States Government. Weight 30 lbs., finish rustproof olive drab, price unbelievably low, at only \$5.25. FOB Detroit. Dealers write or wire for special prices. Shipping weight 67 lbs. MICH. RESIDENTS ADD 3% TAX.

# 3

## NAVY SEA BOOTS

# NOW ONLY \$3.65 PR.

Black rubber surfaced with Sperry Topsider Safety soles. Height 18 inches. Each pair of boots includes two pair of hair felt in-soles and one pair of hair felt duffle socks. Can be worn with or without shoes. Furnish complete waterproof protection. Just the item for ice fisherman or boatsman or any outdoor work or play.

SPECIFY: SMALL, MEDIUM, OR LARGE  
ADD 35 CENTS FOR POSTAGE & HANDLING—MICHIGAN ORDERS; ADD 3 PERCENT SALES TAX.



## N. SILVERSTINE CO.

6532 EAST MCNICHOLS ROAD DETROIT 12, MICHIGAN

Seven Acres of Surplus



# A SEPTEMBER BLOW

"After these many years, the skipper still does not take the hint that at least one locker should be left for the crew. Look, three pairs of his white flannel trousers in this drawer!" The crew, Al Holmes and I, were kidding our host, George F. Esslinger, while stowing gear before getting away on our annual vacation trip in September, 1935. This year we were leaving from Cape May, New Jersey, planning to run down to Hatteras for channel bass fishing in the "Barbuz," a 33 ft. sea skiff, built by Hubert Johnson, fast and seaworthy, in which we had every confidence, having cruised in her for several years, anchored out at times, overnight on Barnegat ridge, sometimes in some small harbor in Long Island Sound or in the Chesapeake, a boat that never stayed in port because of weather. She was at her best outside, but at a disadvantage in the short, high chop of the Chesapeake in a head wind, where her normal sixteen knots cruising speed was too much punishment for her buoyant bow.

We were ready to go about eight in the evening, but the weather reports in-

By PETE BAUER,  
Skipper of the Southern Cross  
Formally Known as  
ALEXANDER S. BAUER, ESQ.



Down the inside passage to Chincoteague

indicated the possibility of a small hurricane visiting the coast north of Hatteras, and knowing we had only the Harbor of Refuge at Lewes, and Ocean City, Maryland, as ports, we decided to wait until morning before leaving Scotty's wharf (in those days owned and maintained by our friend, before he became one of New Jersey's political

leaders). When we did leave about nine o'clock the next morning the seas were not too bad, coming down from the Northeast, and as we passed the Coast Guard Station at Cape May Point, we could see, with binoculars, the two storm-warning flags flying sternly in the breeze. The seas built up a bit, and after fifty miles we ran in, about noon, between the new rock piles at Ocean City, Maryland, for a weather report. This inlet had been cut two years before by a September storm and was now flanked by rock piles, but in 1933 we had run in over what had recently been a portion of the town.

The natives were busy battenning down for the expected blow, but we were fortunate in meeting two local watermen who were anxious to return to Chincoteague, about thirty-five miles south, who offered to take us down the inside route, which, at that time, had no navigation markers. A few hours later our pilots had us in Chincoteague, where we procured a basket of the famous, small, green-shelled oysters.



We passed Assateague Coast Guard boat.

"Messing up the boat with those things again," complained George. He would not touch sea-food, — even baiting a hook was an aversion, although he always caught his share of fish.

We tied up to a combination beer and gas dock, where we learned that ships at sea were reporting gales of hurricane force about a hundred miles south of the Capes.

Here again, they were hauling small boats out on the beach, and we were offered the use of the dock, but we felt that the anchorage was safer, and in the evening dropped our heavy anchor, a thirty-five pounder, and made ready our

smaller one, each with plenty of scope. We slept through a quiet night, and arose thinking the storm was a myth.

The barometer, however, had dropped about a half-inch. One of our pilot friends came bumping alongside in a row boat and was just about to climb aboard when a gust of wind hit us from the northwest, and without even a "good-bye" he cast off and was blown the quarter mile to the shore, the tails of his coat flapping in the breeze. We hugged the lee side of the cabin while watching him, expecting, a dozen times, to see him capsize, but he stepped



Wind Force 10, after while it settled to a full breeze.

ashore safely. We checked our bearings, having planned what each was to do, and my job was to get the small anchor over and leave out scope. As I made my way forward, I wished I had two hands for myself and one for the ship, it being impossible to stand erect or look into the wind, so strong had it become. George and Al had the motor running when I came aft, but only the instruments told me that, for one could not hear the exhaust, nor could we make ourselves understood to each other without shouting. At this point, it really opened up, and we began to drag the anchors, but with half speed on the engine we held our own. Sheets of water came over the bow, and we stooped low in the cockpit, afraid the windshield would let go and shower us with glass. A sea built up, and we watched several small boats blown down-wind, and signs and everything movable in the town whisked away.

About a hundred yards ahead a heavy Menhaden fisherman was moored to a thick piling, on which we kept an eye, for the piling bent back and forth and we made ready to cut our cables should

(Continued on Page 22)

## INDUSTRIAL RUBBER PRODUCTS

Belting • Hose • Packings  
V-Belts • Moulded Products

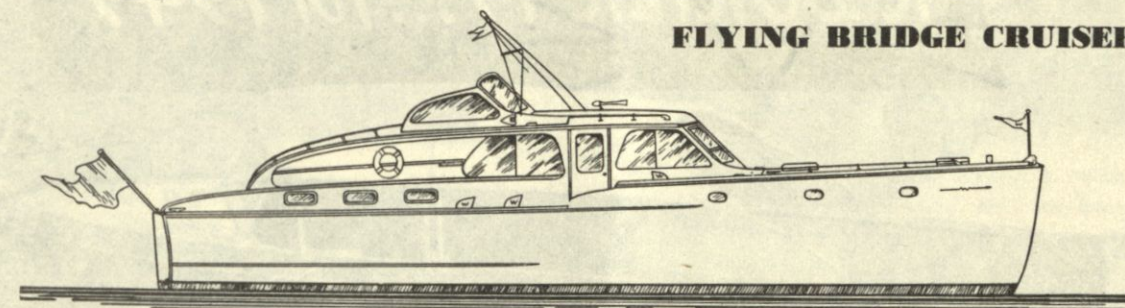
## QUAKER RUBBER CORPORATION

TACONY AND COMLY STREETS • PHILADELPHIA 24, PENNA.

NEW YORK 7 • CHICAGO 16 • CLEVELAND 15 • HOUSTON 1

## 1949 WHEELER 46 FT.

### FLYING BRIDGE CRUISER



DETAILS AVAILABLE - ORDER NOW  
FOR FALL - FLORIDA OR SPRING DELIVERY

This new model has splendid seagoing ability and cruising comforts, including two staterooms, shower, 3 toilets, large galley, salon and lounging deck. A perfect boat for year round cruising.

Sedans, Sport Fisherman, Sport Cruisers, Yachts — 28', 32', 36', 40', 46'.

Write for  
literature

**WHEELER SHIPYARD COMPANY**

FOOT PATTERSON AVE., CLASON POINT, NEW YORK 61, N. Y.  
TAlmage 9-7000



the fisherman bear down on us. One could see the form of our muscles under our slickers, so hard did the wind and rain beat down on us.

I suppose there was but twenty minutes of this tumult, when it stopped as suddenly as it had begun, and settled down to a full breeze. The barometer rose, and, in looking ashore, we saw that several of the boats at the dock had sunk or were blown away. Breakfast over, we began to chafe at the delay, and ran out to see how the inlet looked, the Atlantic Coast pilot giving depths of as little as a foot over the inside route. The inlet was impossible, so we ran over to Assateague, passing a Coast Guard craft. The old, abandoned fish factory was still standing and we were pleased to see the small shack we had previously used on a fishing trip was still intact. The Coast Guard station called south to other stations and we learned the wind had topped seventy-five miles per hour, but the seas were moderating toward Norfolk. It was about four in the afternoon before it was possible to go out over



Chincoteague — Some of the boats were sunken and some blown away.

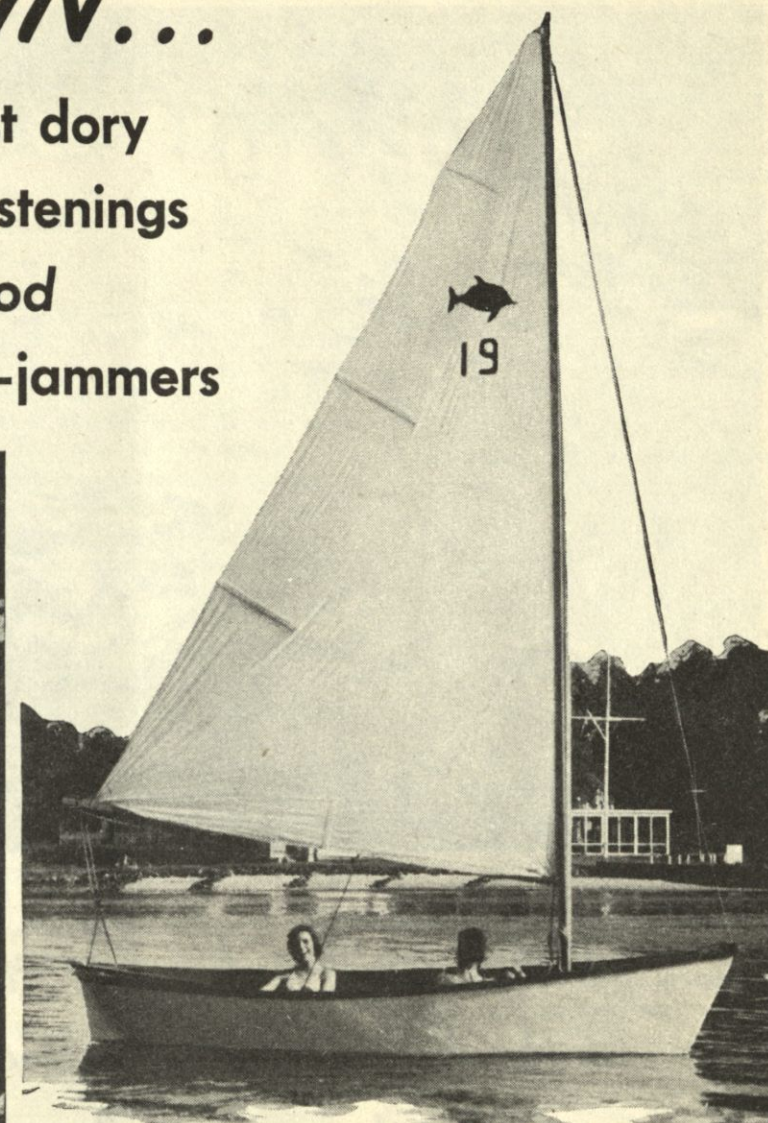
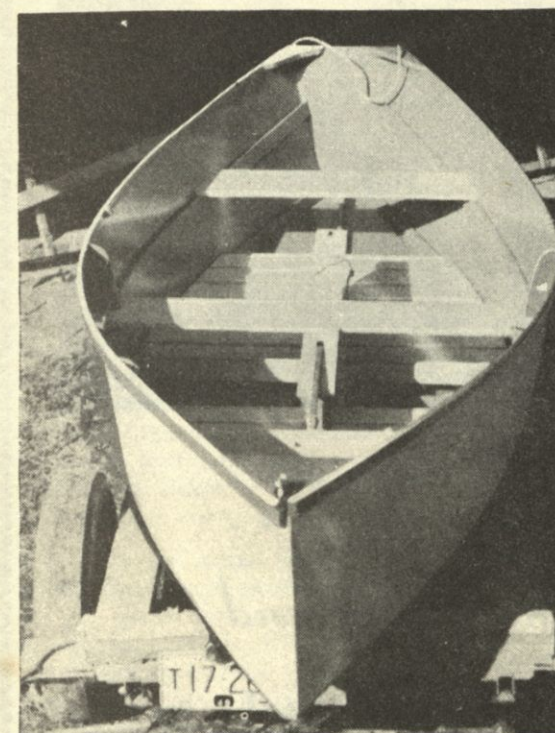
the high swells, and one felt as one does in the back seat of a car climbing the Knob in San Francisco, when the radiator would be high out ahead, as was our bow as we climbed the swells at full throttle, then to see it way below us as the swell passed under and we slid down with no power. The seas broke wickedly on the shoals on each side, but when we reached the deeper water, we squared off for Norfolk, now a day behind schedule. It was rough, and the sea bore all sorts of floating debris. It was dark when we picked up the flashes of Cape Charles lighthouse

on our starboard beam, and cooking dinner was a chore, but after following in the clean wake of a freighter for an hour, we arrived in Norfolk. A quiet harbor at the end of a rigorous day quickly makes one forget the rough seas and is one of the greatest satisfactions derived from cruising.

For me to relate how we negotiated the eerie Dismal Swamp at night, only to run aground on the wrong side of a brush-stake in Currituck Sound, why we caught no channel bass in Oregon Inlet, how we swam ashore and climbed over the several hundred-foot-high sand dunes at Kittyhawk to see the Wright Memorial, of the dark, blowy, rainy night we spent dodging the unlighted fish traps and broken spiles in Albermarle Sound, and the pleasure in getting back to the clean, green waters of Chesapeake Bay after the coffee-colored, tan-bark water of this southern area, would have our editor reaching for his shears to end this tale, so I'll just hope all your squalls are short-lived, that your bits are strong, and your anchors are not fouled in such a blow.

# DOLPHIN...

the down-east dory  
with Everdur fastenings  
makes good  
with junior wind-jammers



**D**OLPHIN, popular class boat of 1948, delivers a large order in a small craft. She's reported a good sailer, on the wind or off, safe for the novice, easy to handle, seaworthy and low in cost.

Patterned after the time-honored down-east fisherman's dory, Dolphin is stoutly built, planked with fir plywood over oak frames, chines, stringers and keel... and fastened throughout with Everdur\* screws. Spars are of Sitka Spruce and all fittings are of brass or bronze.

Whether it be "Dolphin," the luxurious "Constellation," or the U. S. 6-Metre Olympic entry, "Llanoria," you'll find time-tried Everdur fastenings. And you'll be reminded that Everdur Metal is indeed representative of the best in boat construction.

\*Reg. U. S. Pat. Off.

Dolphin, designed and built by Kenneth B. Millett of the Island Creek Boat Shop, Oxford, Md., has been widely adopted in her first year as "training ship" for junior sailors. Fleets of these sturdy little boats this season have flown the colors of Larchmont Yacht Club, Cedar Creek Club, Southampton Yacht Club, Edgewater Yacht Club, Annapolis Yacht Club and the Y.M.C.A.'s Camp Letts at Washington, D. C.

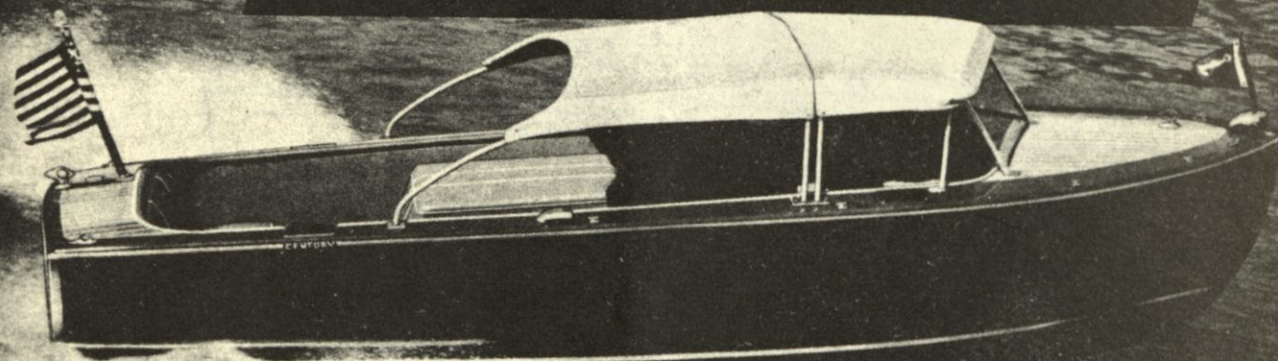
**ANACONDA**  
From mine to consumer  
*Everdur*

**COPPER-SILICON ALLOYS**

**THE AMERICAN BRASS COMPANY**

General Offices: Waterbury 88, Connecticut  
Subsidiary of Anaconda Copper Mining Company  
In Canada: ANACONDA AMERICAN BRASS LTD.,  
New Toronto, Ont.

## RESORTER 19...for 1949



**Century**  
BUILDER OF FINE INBOARD & OUTBOARD  
**BOATS**

Convertible Top (Optional).  
All mahogany planking, mirror-finished.  
Famous single-plank, batten-seam  
construction.  
Four engine options—speeds to 42 mph.

Write for details on new 1949 Century line. See your Century dealer!

CENTURY BOAT COMPANY, Box 111, Manistee, Michigan • Plants at Manistee and Chattanooga





*When cruising the Chesapeake Bay . . .  
make beautiful Georgetown, Maryland  
your headquarters. Let us be your host.*

## SASSAFRAS BOAT CO., INC.

JOHN F. WILSON, President

**At the Head of the Sassafras River**

- GASOLINE
- SUPPLIES
- MOORINGS
- GROCERIES
- MARINE RUNWAY
- YACHT STORAGE

**THIS IS THE SUMMER HEADQUARTERS OF THE FLORENCE V**

# BEFORE YOU LAY UP YOUR BOAT FOR THE WINTER...READ THIS

This article is designed for the particular needs of the boat owner who, after having the Boat hauled out at a yard, prefers to do his own work, either out of necessity or personal preference.

Before the actual haul out, the boat should be run under full load for at least twenty minutes to thoroughly warm the engine oil for draining and replacement. If there is much sludge present, either clean it out through the hand hole opening, if available, or use one of the commercial solvents sold for this purpose before running the boat.

Be sure to remove all duff, running gear, food jars, food cans, and particularly all beer and soda bottles. Failure to heed this precaution will cause cans and bottles to roll all over the boat during the hauling operation and bottles will find their way into some corner of the locker or bilge, to freeze and burst with the coming of frost.

Although the actual hauling is assumed to be done by professionals who have the proper equipment to handle the job, see that the following work is done, and precautions observed.

(a) Wash and scrub the entire hull while the boat is on the ways, making sure to remove every bit of marine growth and barnacles. Once the boat is snuggled in its chocks, the hose and ambition is usually not available; besides, the bottom is easily cleaned while it is still wet.

(b) There should be a cross timber for at least every fifteen feet of boat with intermediate keel blocks between.

(c) Make sure that the boat is blocked on an even keel so that the weight is supported on the keel and the chocks serve only as "balancers".

(d) So as to better conform to the hull shape, wedges at least 6 inches wide and 3 inches thick at the base should be used between the chocks and the hull. These wedges will also serve another useful purpose, namely that of keeping the boat properly balanced in spite of slight changes in the terrain. Chocks are to be spiked down.

(e) Although the boat may be perfectly chocked when hauled out, remember that the ground swells when frozen in the winter, and the timbers will sink into a gooey mess when the thaw comes. Many a boat has been badly warped and its fastenings loosened by ignorance of this fact. To avoid this, make periodic inspections especially after sharp changes in the weather and compensate for this uneven movement of the cross timbers by moving the wedges in or out. This makes it possible to keep the tension or weight evenly distributed on all balancing points without having to move the chocks at the risk of upsetting the boat. The wedges should be 'tacked' down so that they will not move accidentally, but can easily be moved when desired.

(f) Remove propellers and have them refinished.

(g) Disconnect propeller shaft flange to relieve shaft strain due to misalignment while hauled out.

(Continued on Page 26)



UNDER WAY  
1st Prize, Boat Division  
By DR. F. C. SINAGRA

## A WORD FOR CHESAPEAKE

By GEORGE B. HARRIS, Jr.  
The Philadelphia Yacht &  
Aircraft Agency

All my youth I have had the wonders of Maine and Northern waters thrust at me as though we poor souls on Chesapeake should hang our heads and apologize for our local waters. Not long ago I sailed from Maine to Sassafras and I am just waiting for some barnacle laden "wiseacre" to look down his snoot and say "Chesapeake Bay", you poor country cousin. Why not go where the boating is good?

We arrived at Maine, which is I admit, beautiful beyond description, in a pea soup fog. Well, we all have fogs, so what. In making inquiries I found that twenty-one of the last thirty days had found the wonders of Maine so obscure that they could be enjoyed only by touch. That, plus the fact that the water was fit only for Eskimos makes me feel that Maine is only for those who can afford a long enough vacation to wait out the weather and not for the two weeks' wage slaves. Next we passed through Buzzards Bay and Block Island Sound. The sailing was wonderful. So good that most anchorages were full of Yachts with a capital "Y" and a poor soul with just an ordinary boat was tolerated, but not encouraged. These waters are good and during their limited season of three months are hard to beat.

In the sound, which is so highly self-vaunted, I should like to point out several objections. First, like most things around New York City there are just too many people. The Yacht Clubs are beautiful, but by force regimented like the subway hordes. The whole time you are at anchor it's one speed boat after another demonstrating what waves it can make and no matter where you go you seem to be in someone's way. Is this recreation? The closer to New York City, the greater the congestion. Now in the Chesapeake I grant you it's hot but look at our long Spring and Fall. The winds are poor in mid-summer but in the Spring and Fall they're good. The wooded harbors and innumerable uninhabited coves are found nowhere else on our coast west of Maine. With six full months to cruise and Yards which regard you as an ordinary Joe out boating, instead of a lamb to be fleeced. I sort of think I'll stick to the Chesapeake. The other Yachting Centers have much to offer and can be visited with profit, but let's not feel relegated to a back seat by any of them.



## NOTICE

If you are in the market for an honest rebuild job on your boat motor or your car, contact us for the most reliable job that can be had anywhere.

**All motors are completely stripped of all moving parts and washed before checking.**

We guarantee a clean motor plus genuine parts, plus 17 years' experience.

We also handle surplus motors and equip., etc., M8 Chrysler Royals, 6 cyl. Ford Motors, Chrysler blocks 6 & 8, Chrysler 6 cyl. carburetors, 110-volt DC generators, Chrysler industrial diesels, Hercules JXD Motors, 25-ton hydraulic jacks, also others.

**Inquiries Invited.**

**RUSSEL & BAVE**

DELAWARE AVE. & CHURCH ST.

MARCUS HOOK, PA.

CHESTER 5-1217

**MEMBER CGA**

## BEFORE YOU LAY UP YOUR BOAT

(Continued from Page 25)

(h) Remove and replace all packing in water pump, shaft log, and stern bearings and leave glands hand tight till launching time.

Fall work to be done on the boat before covering.

There are many jobs which can be done better in the dry cool fall weather after the boat is hauled out but before placing on the winter cover—a job which should not be done before the really cold weather sets in. Among the suggested jobs are the following:

(a) Fill in all the digs especially those made by your helpful landlubber friends when hauling out the anchor. This can be done very easily with the proper use of plastic wood. It is not generally known that besides being furnished in its natural color, plastic wood is available in the following colors, white, walnut, light mahogany, dark mahogany and ebony. When applied as directed in the instructions furnished with each tube, digs and abrasions can be filled easily and invisibly.

(b) Refasten that loose plank that caused that annoying slow leak and check for any dry rot. This is a good time to do carpentry work around the hull or bright work.

(c) After completing all necessary filling and fastening and carpentry jobs on the outside of the hull you are ready to apply that protective undercoat to the hull and a light varnish coat to the bright work after a thorough sanding.

(d) Having drained and changed the oil before hauling, you may now turn your attention to the laying up of the motor.

(1) Drain all water jackets thoroughly and run the engine dry for a few minutes to make sure that the jackets are good and dry. According to instructions supplied with that particular engine, fill the water jackets with light fuel oil or an anti-freeze. This will greatly reduce or eliminate winter corrosion in the engine. Make sure that you properly bleed the system to avoid air pockets. This is done by keeping all petcocks open as you pour in the oil or anti-freeze and closing them as the fluid begins to run out from the lowest petcock and up.

(2) Remove all electrical accessories making sure to mark all loose wires with tags for easy replacement in the Spring. These include the coil, condenser, distributor head with its wires

attached, etc. Cover the distributor body with wax paper and fasten it around the body like a cap to exclude dirt and moisture.

(3) Thoroughly clean the outside of the engine with carbon tetrachloride (not gasoline) and leave a thin film of vaseline on any unpainted, rusty or bright parts of the engine.

(4) Remove the spark plugs, place an ounce of light anti-rust oil in each cylinder with a spray gun or atomizer while turning the engine over by hand. Close the spark plug openings with corks that will be screwed in. These should be removed monthly, the engine turned over by hand, and the corks replaced. This will keep the valve stems from "freezing" in position, and keeps the valve springs from being constantly in the same state of compression for the entire lay-up period.

(5) Remove the battery, keep it in a cool dry place at home, and see that it is charged periodically and properly serviced. Now, in the comfort of your home work shop, is the time to build that wooden battery

cover that deprived you of the Efficiency Pennant last season.

(e) Thoroughly empty and clean out the gasoline tanks with a suction pump used through the fill pipe keeping any spillage out of the bilge.

(1) This may be supplemented with plugging the vent openings to reduce condensation of water in the tanks.

(2) Remove the carburetor for winter cleaning at home, or at a carburetor service station. Cover the intake manifold carburetor flange as suggested for the distributor body.

(3) Remove the fuel pump for similar treatment.

(4) Store all motor accessories in a warm dry spot in the cellar or heated attic.

(f) Having finished with the motor, clean the bilge thoroughly using any of the good bilge solvents available. If the bilge gets a chance to dry out because of dry weather, this is the right time to apply that coat of paint. See that the drain plug is removed, and left out for the winter.

(g) Drain the fresh water system by removing the drain plug, or "breaking" the union at the lowest point. Keep it open till Spring, otherwise water condensing in the tank will accumulate in

the pipe or tubing and cause it to burst when frozen.

(h) Clean the cabin finishes and do that paint scraping job where the blisters have appeared on the underside of the cabin top. This is a tedious job which can best be done leisurely in cool weather. Touch up any spots in the paint or bright work that have been marred by excess wear.

(i) Now, and not in the Spring, is the time to do that slight remodeling job of building that needed locker, or turning the stove around, thwartship, or any of those other little jobs which you will not do in the Spring when you are itching to get her overboard.

(j) By this time the weather has turned cold and you are ready for the cover. Don't waste your efforts by trying to make an old rotten cover "go just one more winter." This is false economy at its best.

(k) Build a good, light, but substantial framework to support the canvas without leaving any pockets or troughs in which water and snow can accumulate. Make sure there is plenty of pitch to the roof strakes, so that the minimum amount of snow remains there. A recent article in one of the boating magazines describes a framework made with conduit pipe and awning fittings which

is easily built and serviced. If wood is used for the framework, screws (brass) instead of nails for fastening the pieces together will make a more satisfactory job. Although the initial job is greater, you will be amply repaid later by the ease with which the framework is put together in the Fall and disassembled in the Spring—without the usual splintering of the ends of the pieces when taking it apart.

Fasten the canvas well. Protect the edge and you protect all the cover—for that keeps out the wind. However, do not keep out the air. Failure to observe this rule has caused untold damage to the boat's "innards."

(l) Following the above suggestions will serve to prolong your season around the boat; it will materially increase the life of the boat; and will greatly diminish and facilitate your work in the Spring when you are being rushed out of the way so that the other fellow who followed the above "fall treatment" suggestions can get overboard.

(m) Last but not least, do not forget to inspect the boat's blocking after a marked change in temperature, and alter the wedges to suit the shifting of the cross timbers.

**WARPING OF THE BOAT CAN NEVER BE FIXED!**

**FRED SAUTER**

REGISTERED JEWELER  
AMERICAN GEM SOCIETY

•  
**SETH THOMAS**  
**SHIP'S BELL CLOCKS**  
**AND BAROMETERS**  
**for HOME and BOAT**

•  
**EXPERT REPAIRING**  
**ON ALL MAKES**

•  
**2713 W. Girard Ave.**  
**Philadelphia**

•  
**LES SAUTER**  
**FLOTILLA 21**

*Complete*  
**MARINE**  
*Insurance*

★ **CASUALTY**

★ **FIRE**

★ **BONDING**

*Marine Boat Inspections and*  
*Quotations Cheerfully Given*

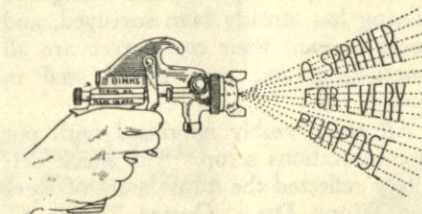
*for full information*  
*call*

**JOHN M. HAYS**

**1528 WALNUT STREET**

**PE 5-6272**

**SPRAYERS**  
**FOR EVERY**  
**PURPOSE!**



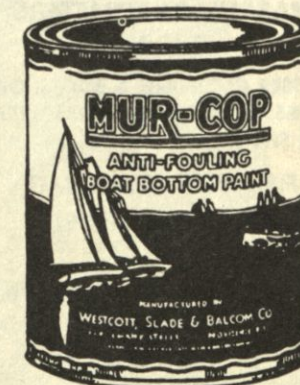
**HOVEY**  
**SPRAY**

**EQUIPMENT CO.**

**1511-13 Spring Garden St.**  
**Philadelphia 30, Pa.**

**MUR-COP**  
**FOR A CLEAN BOTTOM**

**For Protection**  
**Below the Waterline**  
**NO BARNACLES**  
**NO WORMS**  
**NO GRASS**  
**USE MUR-COP**



*Write for the story of MUR-COP*

**WESTCOTT, SLADE & BALCOM CO.**  
**PROVIDENCE RHODE ISLAND**



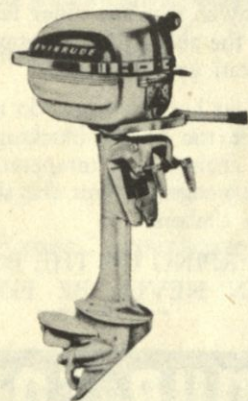
## D. C. LEMONT MARINE AND SPORTING GOODS CENTER

### MARINE EQUIPMENT SPORTING GOODS

EVERYTHING FOR THE BOATMAN,  
FISHERMAN AND SPORTSMAN

### ATLANTIC MARINE GASOLINE STATION

DOCKING FACILITIES, BOATS  
FOR HIRE, LOCKERS FOR RENT  
FOR FISHING EQUIPMENT AND  
OUTBOARD MOTORS.



AGENT FOR EVINRUDE  
OUTBOARD MOTORS

### SEE THE NEW 1948 EVINRUDES

FULL LINE OF "CHAMPION"  
SPARK PLUGS  
FULL LINE OF MARINE PAINTS

### AGENT FOR JOHN E. HAND & SONS, COM- PASSES, BAROMETERS & CHARTS

RUBBER CLOTHING & BOOTS, OIL-  
SKINS, "KEDS", "TOPSIDERS", TEN-  
NIS SHOES.

FISHING TACKLE, BAIT,  
REFRESHMENTS

### D. C. LEMONT MARINE AND SPORTING GOODS CENTER

308 BAY AVENUE  
OCEAN CITY, NEW JERSEY  
Telephone: O. C. 1787

## AUXILIARY DISTRICT COMMUNICATION BOARD MEETING SA 8 OCTOBER, 1948

1. The main item on our agenda was the discussion of fall and winter plans, particularly setting up liaison with the American Red Cross. To be able to successfully start any program, it is well to start at the bottom, and work up interest, and participation of the Red Cross on a county by county scale. With this in mind, we here in the Southern part of the District, naturally selected the county in which many of us reside, namely, Camden County, under Mr. Sans Angel, Executive Secretary, and Mr. Dick Harris, Safety Services, which includes water safety, small boat handling, and boat safety. The third member of the Red Cross party present was Mr. H. L. Keller, who is head of First Aid training, and gave a talk on plans for the fall. First Aid Instructors course starting on 19 October, in Red Cross Headquarters, Old Court House, Camden, at the same time First Aid training will start. This course runs for 20 hours. He invited any who wished to enroll, because it would benefit all to be able to be of assistance at any time, especially if we were called out on an emergency.

Mr. Harris talked on water safety, swimming, boat handling, he stated that they need the help of instructors for their course in small boat handling. Senior life saving class will also start on 19 October in the swimming pool at Camden YMCA.

Mr. Sans Angel spoke on emergency rations, canteen service, bedding, and emergency housing. They will supply the food necessary in an emergency, cots, and bedding be supplied, and emergency housing has already been surveyed, and places known, their committees are all functioning, and have things well in hand.

All were visibly impressed with our communications setup. The shack definitely reflected the many hours of work that Wynn Davis, George Taylor, C. A. Carter, and the writer spent in getting everything in shape; much remains to be done. In time we will take care of those items.

At the conclusion of the Red Cross Committees remarks I submitted the following for their consideration: We have here in the Southern Area of the 3rd, CG Dist., 10 fixed radio stations, located at the following places: Atlantic City, Drexel Hill, Pa., Woodcrest, and Ashland, 2 in Merchantville, 1 in Trenton, and Somers Point, N. J., and a new station to be set up in Hamilton Square as soon as the operator can find time to take the Amateur exam. Also 1 in

Wilmington, Del., and a new station, and vessel radio to be inspected in Rehoboth Del., and this our Primary Station in Haddonfield, interspersed with these fixed stations. We have 18 mobile stations, and 1 Comm. Truck. At various seashore, Delaware River, and Chesapeake Bay areas, we have 18 boats of all kinds, and sizes that are radio equipped, and inspected, and are available for use at any time, during the late spring, summer, and autumn months.

The range of the fixed stations is approximately 125 miles, while the mobile units have an average range of 10 to 20 miles, depending on conditions, some of these mobile stations operate in the UHF spectrum, and are ideal for short range work.

The range of the Primary Station with the transmitter in use right now, which is the BC 375 E, is 125 miles, but within the next two weeks this range will be extended to 300 miles on CW, and approximately the same range on voice.

The visiting committee members were again visibly impressed with our Area layout. They did not know that such a group as ours existed. Mr. Angel said that further conference would be held with Col. Taylor, Vice-Chairman of disaster relief, 2nd Div. Capt. Elmer J. Pearl and myself, to further coordinate the plans of the Auxiliary Communications group, and the Red Cross. Mr. Pearl is to be commended on his efforts, and many talks he has had prior to this meeting with Red Cross Officials, in getting this program going.

2. Plans were discussed about a full field drill rendezvous, the place suggested was Lebanon State Forest, the time the week-end of 6-7 November. Mr. Angel said that himself and Mr. Harris will be present, also as many more, that can be contacted between now, and time of field drill.

3. The agenda for Communications is rather crowded for the balance of the month of October. On Monday, 11 October, Mr. Pearl, Wynn Davis, and myself are guests of Salem Flot. at a dinner meeting in Pennsgrove, to put on a radio demonstration on 165.325 MCS. Wed. 20, Wynn Davis and the Comm. Truck and driver are invited to a joint meeting of Flot. 21 Quaker City, Flot. 24 Delaware River Yacht Club, and Flot. 26, Trenton at Flot. 21's Hdqtrs. at Wissinoming Yacht Club, Lardners Point, Phila. then on Thursday 21, the District Staff meeting at Comptons, Audubon, N. J. Main purpose of meeting will be election of top officers for the coming year.

4. You will notice among those present was one Commander E. Budd Marter, III, USCGR (T), who was asked

(Continued on Page 31)

Working **FORM-A-GASKET** without  
is like working without tools!

Use These Permatex "Chemical Tools"  
For Making Leak-Proof, Pressure-Tight  
Marine Assemblies . . .

Form-A-Gasket No. 1 . . . a fast setting paste that dries hard.

Form-A-Gasket No. 2 . . . a slow setting paste that dries pliable.

Aviation Form-A-Gasket No. 3 . . . a liquid that sets to a non-drying, tacky paste.

All are leak-proof to gasoline, kerosene, fuel oil, fresh or salt water, lubricating oil, bottled gas, etc.

More detailed information on request.

Order Through Your Marine Supply House.

**PERMATEX COMPANY, INC. BROOKLYN 29, N. Y.**





# NEW! Steelcraft 35'

## revolutionizes big-boat prices!



### New 35' Two-Stateroom Sedan

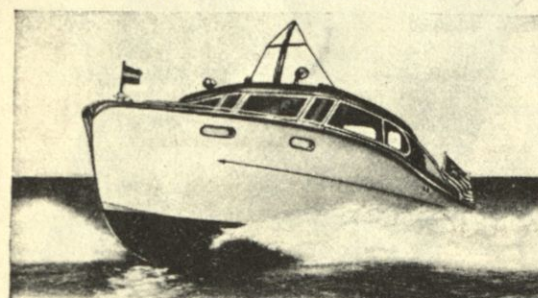
fully equipped . . . . . \$10,985

Sleeps 6. Huge main 'living room' cabin with luxurious sofa-bed, dinette. 6'4" headroom in both cabins. 9' x 9' cockpit. Galley with over 7 square feet of table workspace has big windows on two sides, stove, sink, cupboard and 8 cu. ft. ice refrigerator. Full-length hanging lockers. Big toilet and wash room. Smooth, comfortable speeds to 30 m.p.h.

**Now...** a big cruiser for the price of a small one! But low price isn't all! A Steelcraft costs far less than other boats, to *own* as well as to buy! No other boat gives you the *safety* and *durability* of the all-welded 'lifetime' alloy steel hull! And you'll have more *living space* than you'll find in much bigger boats! You can't beat a Steelcraft for spacious comfort, 'lifetime' economy and all-weather safety!

*Limited Production Quota for '49—Order Now!*

#### SISTER SHIPS OF THE STEELCRAFT FLEET



26' Two-Stateroom Sedan . . . . . \$4195  
 26' Day Cruiser . . . . . \$3943  
 26' Holiday Cruiser . . . . . \$3134  
 20' Deluxe Utility Runabout . . . . . \$2685

**SEND THIS NOW**

**WRITE FOR BROCHURE TODAY**  
 Steelcraft, Churchward and Company, Inc.  
 110 Steelcraft Boulevard, West Haven, Conn.  
*Send me without obligation, complete information on the amazingly low-priced 35' Steelcraft cruiser.*

NAME \_\_\_\_\_  
 STREET \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_

*All prices quoted are F.O.B. our yard, West Haven, Conn., and subject to change without notice.*

**CHURCHWARD & CO., Inc.**

WORLD'S LARGEST BUILDER OF STEEL BOATS

### CAPTAIN MAURMAN TRANSFERRED

On 1 October 1948 Captain R. J. Mauerman, USCG, Representative Commander Third Coast Guard District, was transferred to Seattle, Washington, where he will assume duties as Chief of Staff, Thirteenth Coast Guard District.

Captain Mauerman has been a real friend to the Auxiliary in this area, and the present success of the organization is due in large measure to his continued interest and assistance in its plans and activities.

All members join in cordially wishing Captain Mauerman the best of everything in his new assignment.

### AUX. DISTRICT COM. MEETING

(Continued from Page 28)

to say a few words. I did not apprise him beforehand that he would be called on to speak. In his opening remarks he stated he was no silver tongued orator, but he certainly held the attention of all present. He commended all of us for our work in the field of communications, keeping ourselves fit, and prepared to be of service to our fellow man. He praised especially the contemplated plans of liaison with the Red Cross. I renewed my friendship with Commander Marter at the Cape May Rendezvous. I remembered his name, and finally was able to connect where I had met him before. Several years ago he made an extended trip thru Alaska, photographing in technicolor, the mountain sheep that abound in the back country. This movie was shown at our Flotilla during the War, Comdr. Marter making comments at that time.

5. The following were present.

C. A. Carter, AADCO; Winfield E. Davis, Flotilla 25 CO; George A. Taylor, Flotilla 25; Fred Lahm, Flotilla 22; L. E. Maynard, Flotilla 52 CO, and Commander; A. R. Young, Flotilla 26 Vice Commander; C. L. Allen, Flotilla 13 CO; C. A. Rebman, Flotilla 26 CO; R. J. Bailey, Vice Captain, 2nd Division; E. Wojton, Flotilla 21; H. Apel, Flotilla 21; W. E. Gibson, Flotilla 22 Secretary, Editor Comm. Bulletin; E. C. Bleam, Flotilla 21; L. G. Obermiller, Flotilla 21; N. H. Leek, Flotilla 21 CO; Edward Klein, Flotilla 21; Wm. Garry, Jr., 2nd Division CO; Don Sheard, Flotilla 34; John McIntosh, Flotilla 34 T.O.; Alan Thomas, Flotilla 34; Jess Vanaman, Flotilla 34 Vice Commander; Mark Scoble, Flotilla 34 CO; Thomas W. Stewart, Flotilla 25; E. Budd Marter, III, USCGR(T); Herbert D. Williamson, Flotilla 22 CO; D. C. Wallace, Flotilla 23 CO; Sans Angel, A.R.C.; H. L. Keller, A.R.C.; Dick Harris, A.R.C.; Elmer J. Pearl, Captain 2nd Division; James F. Davis, Flotilla 24 CO; Harry Spitzkoff, Flotilla 24; W. G. Young, Flotilla 23; W. L. Yingst, Sr., ADCO SA.

WILLIAM L. YINGST, SR.  
 by direction

### DELAWARE RIVER DIVISION SIDELIGHTS

By BOB BAILEY

With District Board elections completed, Division elections underway and Flotilla campaigning in full swing, the Delaware River Division is laying the groundwork for another successful season in 1949.

This column desires to congratulate our new Vice-Commodore Claude S. Brubaker in behalf of the members of the Second Division. The entire Division will support you, Claude, in all your undertakings. "Pete" Bauer as District Training Officer is no stranger to these pages. A former columnist in TOPSIDE, Pete has long been active in Auxiliary affairs.

Nominations for officers in our Division are in the Director's hands for approval—Elmer Jackson Pearl, Captain; Robert J. Bailey, Vice-Captain; Arthur Herzog, George Savage and Ross MacDonald for Training Officer.

This Division has promoted a number of joint inter-flotilla meetings in conjunction with a demonstration of Communications equipment. On the 20 October 1948 78 members of Flotillas 21, 24 and 26 participated in such a meeting at the Wissoming Yacht Club. On 26 October a group of men from 23, 25 and 27 joined in a night of good fellowship at the Comm. Shack. The 28th brought about a joint meeting at Trenton of Flotillas 13 and 26 with about 40 in attendance. Let us continue the inter-flotilla meetings . . . does anyone have any suggestions of inter-flotilla competitions which might be promoted in the Division?

A social evening for the members of the Second Division and their wives would do much to acquaint Auxiliarists with one another and provide winter diversion. Talk it up in your flotilla and let's look forward to a big evening.

Your columnist likes to cull from current issues of the Coast Guard Bulletin, items that may be of interest to all hands . . . There is mention of buoys in the Delaware River as early as 1767 . . . when we think of what the ice does to buoys in our local creek, we should remember that in 1925 the whistle buoy was missing from Frying Pan Shoal for 18 months and finally turned up in the Irish Channel . . . Sinbad, the famous mascot of the famous cutter Campbell, after 11 years of sea duty is to be transferred ashore to the Barnegat, N. J. Coast Guard Station . . . the Coast Guard has been experimenting with airborne lifeboats dropped by parachute from a Coast Guard B-17 .

SERVING NAT'L ADVERTISERS SINCE 1915

**IF YOU HAVE**  
 NEED OF A RELIABLE  
 ORGANIZATION TO HANDLE  
**WINDOW TRIMMING**

**SIGN MAINTENANCE**

HOUSE-TO-HOUSE CIRCULAR  
 OR SAMPLE DISTRIBUTION

Call

**ACME**  
 DISPLAY SERVICE

516 N. 10th St. POlar 5-0743  
 Phila. 23, Pa. POlar 5-0744

**JACK SADER**

FLOTILLA 21

**CONVENIENT  
 BUS SERVICE  
 to  
 MILFORD LEWES  
 REHOBOTH BEACH  
 DELAWARE**

**5 TRIPS DAILY  
 from**

**WILMINGTON &  
 PHILADELPHIA**

**CHARTERED BUSES  
 for all occasions**

**THE SHORT LINE**

**212 West Market Street  
 West Chester, Pa.**

Phone 0170



MR. ALEXANDER S. BAUER  
437 W. SCHOOL LANE  
PHILADELPHIA, PA.

#328

SEC. 562 P.L.&R.  
U. S. POSTAGE  
**PAID**  
Philadelphia, Pa.  
Permit No. 834

## TRENTON FLOTILLA 26 PROMOTES MARINE OUTING

Winding up their summer activities Flotilla 26 rounded up eight boats, loaded them with members and their families and spent a gorgeous Sunday afternoon on the river and picnicked at Florence Island. About sixty persons participated and all enjoyed themselves in this highlight of the year.



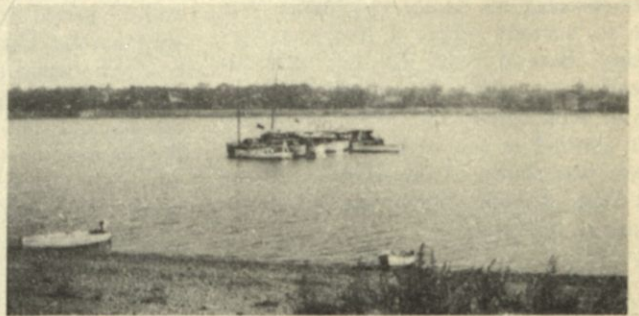
Here you see Bill Feaster's Valkyrie swinging away from the Bordentown Yacht Club to head the parade down Crosswicks Creek to the Delaware and Florence Island. That's Bill Garry and Charlie Rebman you see providing ballast in the stern.



Bob Bailey shows his daughter, Judy, how to handle the tiller as they cruise down stream.



In this view of the boats as they anchor and tie up at Florence Island you see Bill Garry, Charlie Rebman, Bill Feaster, and Jules Shein together with other members of their families.



This group photo of the boats participating shows the fleet Trenton turns out for a good time. Charlie Wyckoff's Betcha arrived after this photo was taken.



Al Young looks over the situation while Mildred Bailey and Ruth Young give the camera the once over with their families. They're aboard a Navy double-ender borrowed for the occasion to transport the supplies for the shindig. We hope you can't read the labels on the cases. In the background you see our genial secretary, Jack Scott, with his daughter, Peggy, George Steiner and Jim Stolcz aboard Jack's catboat the Cobina.



Some of the gang having picnic lunch ashore. As part of the shore program games were arranged for the children and grown-ups alike, with appropriate prizes. The biggest laugh of the afternoon came with the egg throwing contest . . . they turned out to be FRESH and spatterable as many a contestant can well inform you, as he took a bath in the river to remove the remains. Owen/Evans, Pop Walker and Joe Fritsch really put on a swell afternoon.



PRINTED IN U.S.A. - MARCUS & CO. PHILA.