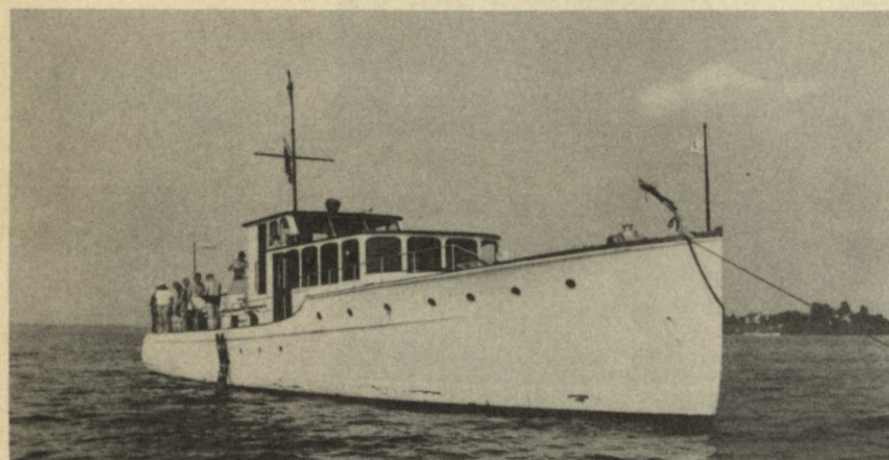


SEC. 562, P. L. & R.
U. S. POSTAGE
PAID
Gloucester City, N. J.
Permit No. 34

MR. JOHN E. BROMLEY, JR.
27 ROBERTS AVE.
GLENSIDE, PA.

#31R

THE THURSDAY NITE — FRIDAY DAY CREW, FLOTILLA 22 AND THEIR GUESTS HAVING A GREAT TIME ABOARD THE FLORENCE V
EARLY THIS SUMMER



*A Philadelphia Service
for Philadelphia Boatmen*

READY TO BUY THAT DREAM SHIP?

Come in and talk it over with us. We have eight offices covering the coast
from Maine to Florida. If she is available at all, we can find her for you.



Heave to! and come aboard for a gam.

The Philadelphia Yacht & Aircraft Agency

1316 LOCUST STREET, PHILADELPHIA 7, PA.

Telephone: PE 5-9600

Ex Guckes

George Harris

Peggy Lister

**T
O
P
S
I
D
E**

**OCTOBER
1947**

**THE WINNING PHOTO IN TOPSIDE'S
RENDEZVOUS PRIZE PHOTO CONTEST**

ENTITLED: "4 AUGUST, 2400" — WINNER — DON LEAR



**FIRST
PRIZE**



SOUTHERN AREA

THIRD COAST GUARD DISTRICT

Jefferson-Travis MARINE RADIOS SHIP TO SHORE • SHIP TO SHIP



SPECIAL
CONSIDERATION
TO MEMBERS
OF THE
U.S.
COAST GUARD
AUXILIARY

FINANCING
OF ANY SETS
WE INSTALL
CAN BE
EASILY
ARRANGED

JEFFERSON-TRAVIS Model 52
A 5-Watt, Two Channel
Radiotelephone

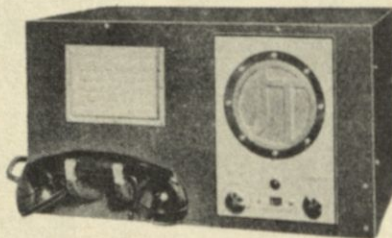
Specially designed non-spill-
able 6 volt wet cell battery
stores power for ten hours'
continuous operation. Easily
removed from radiotelephone
case, built-in AC charger re-
powers battery overnight. Con-
venience and elimination of
drain from ship's battery makes
this self-contained supply de-
sirable on all boats.

J-T Portable rechargeable
battery pack available as
accessory for \$40 additional



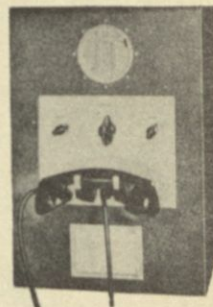
Price (Less Crystals) **\$125.00**

- TWO-WAY
COMMUNICATION
- SELF-CONTAINED
RECHARGEABLE
POWER SUPPLY
- CRYSTAL CONTROL
TRANSMIT AND RECEIVE
- VACUUM
IMPREGNATED
- PRECISION MARINE
CONSTRUCTION



MODEL 102. 10 WATT RADIOTELEPHONE.

Four-channel marine type to meet need for low-
powered set use under average cruising ranges.
Transmitter and receiver are completely crystal-
controlled, insuring instantaneous two-way com-
munication. Conservatively rated for 10-watt
power output on all frequencies between 2 and 11
megacycles. Can be used with or without changes
on either 6 or 12 volts. 18 in. long — permits
either table or shelf mounting.
Price, less crystals **\$225.00**



MODEL 351. 35 WATT RADIOTELEPHONE.

Five-channel marine type to meet space-saving
requirements of average yachtsman. Both receiver
and transmitter channels can be instantly changed
with single switch. All five channels — both in
transmitting and receiving—are crystal-controlled,
insuring immediate two-way communication. Op-
erating in most commonly used marine channels
(2 to 3 megacycles) it is easily adjusted to utilize
any frequency up to 11 megacycles. Another
exclusive Jefferson-Travis feature is the slip-pin
hinge chassis mounting which permits ease of
service without removal of rear plate from bulk-
head mounting.
Price, less crystals **\$525.00**

THOMAS D. WINTERS

1616 NORTH STREET • PHILADELPHIA 30, PA.

POplar 5-1603

Marine Direction Finders • Ship to Shore Sales and Service • Custom Built to suit your needs by Licensed Radio Operators
Specialist in the Modernizing and Rebuilding of Television Sets

TOPSIDE

U. S. COAST GUARD AUXILIARY
THIRD COAST GUARD DISTRICT
SOUTHERN AREA

REAR ADM. ED. H. SMITH, U.S.C.G.

CAPTAIN R. J. MAUERMAN, U.S.C.G.
Philadelphia Representative

COMDR. SPENCER F. HEWINS, U.S.C.G.
Director (Southern Area)

W. LYLE HOLMES, JR.
Commodore

DR. C. FRAZIER HADLEY
Vice-Commodore

CHARLES SPROWLES
Training Officer

JERRY MARCUS
Editor

Vol. 5 OCTOBER No. 9

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.

SUBSCRIPTION — \$1.00 PER YEAR

Contributors To This Issue

Spencer F. Hewins
W. Lyle Holmes, Jr.
Don Lear
Walter T. Whitehead
Claude Brubaker
Mark Scoble
James P. McHenry, Jr.
Paul W. Carleton, Jr.

Andy Knopp
Martin J. Sandberg
Tom Winters
Jack Hays
Les Sauter
Exmore Guckes
Dick Nelms
Jake Jacobs

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 FOR TOPSIDE 15 OCTOBER

Send copy and photos to
JERRY MARCUS
642 N. BROAD ST., PHILA. 30, PA.

If your flotilla is not represented in
the LOG, get after your publication
officer. We'll print it, if he sends it in.

AUXILIARY AUTO EMBLEM

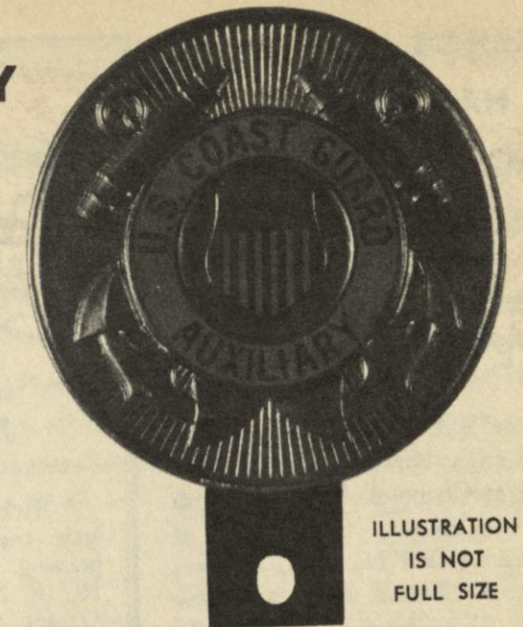


ILLUSTRATION
IS NOT
FULL SIZE

PUT ONE ON YOUR CAR

The first shipment of these emblems has arrived and orders are on a first
come first served basis. If you want one NOW act quick as news about them has
been passed on to all Auxiliaries throughout the country and the present supply
is limited.

The last District Board meeting in New York brought enthusiastic approval
of them and they are sending in orders as soon as the members are informed the
emblems are ready for delivery.

The emblem is three and three-quarters inches in diameter, baked enamel on
a bronze background. The color of the basic design is, of course, dark blue in
the shield and as a background for the lettering.

You may secure one by ordering through your Flotilla Commander or fill out
the order blank on this page and send it in along with your check or money order
for \$1.50 which includes postage.

CUT THIS ORDER BLANK OUT AND MAIL WITH CHECK OR M.O.

MR. F. TRAVIS COXE, TREAS.
FIDELITY-PHILADELPHIA TRUST CO.,
BROAD & WALNUT STS., PHILADELPHIA, PA.

Please send me Auxiliary Auto Emblems and payment

in the amount of is enclosed.

Please print
name and
address.

Signed.....
Address.....

FLORENCE V HAS HAD BUSY SEASON ON ASSISTS

The Florence V has had three minor and four major assists so far for the year 1947.

On June 30th at 1910 the Schooner Windigo from New York was towed off a bar at Choptank River light with four persons aboard. On July 5th at 1540 a fishing skiff No. 13 G 499 was towed from Cheston Point to Galesville with three persons aboard. On July 13th at 1550 a cabin cruiser No. 13 W 627 was towed from Tolchester to Fairlee Creek with three men aboard. On July 20th at 1605 an Outboard boat was seen to capsize off Ordinary Point with two men, two women and two children aboard. They were picked up out of the water and transferred to a small cruiser to take them back to Betterton where they were staying.

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

The Director's Scratch Pad



Commander Hewins

Back after two weeks' leave and a heavy problem pressing. Flotillas 13, 15, 16, 18, 27, 32, 33, 34, 51, 52, and 53 have not as yet submitted their facility inspection reports.

There is evidence in this office to indicate that several of these Flotillas have the requisite number of facilities, but these are of no use unless there is the annual report of inspection to back up the owner's report of his boat or radio.

The director has taken every possible step to urge the submission of these papers without success and is carrying the members along hoping to get some action from the officers, members or boat inspectors. Within the next month each of the above units will be contacted personally by the director in an attempt to find out just how much interest remains. There is no reason known to us which would justify further axing of defunct Flotillas. New outfits in the process of formulation will need our numbers and those numbers will be made available from the present Flotillas lacking ten or more inspected facilities.

With disbandment of the Flotillas there will be opportunity for some members to affiliate with active Flotillas of their choosing. This is the last call to come along, so if your facility has not been inspected how about curing the reason and getting on the rolls?

The director was fortunate in being invited to attend the rendezvous of the First District Auxiliary at Sandwich, Massachusetts, while on leave. It was a splendid affair which indicated that the boys down east are on the ball. The quality of the craft attending was something to make you proud of your connection with the auxiliary. The affair went off in grand style and was only slightly dampened by the northeaster that worried the committee during the morning. Numerous prizes were given for various events and were shared by auxiliaries from Rhode Island to Maine. The attendance of members and yachts was very gratifying. The hospitality of the first district is deeply appreciated.

The activity, interest, and loyalty of Flotilla 35, Cape May, is something to grow flowery over. After recovering from the rendezvous, they would have been excused, had they taken a long winter siesta, but they hit the jackpot on activity after the rest of the gang had departed for home. The director will have to call daily to keep up with the current goings on at the Cape.

Mr. Henry Thysens of Cape May, N. J., a prominent citizen and local member of the American Legion, was drowned while fishing from a stone jetty at the Cape on Sunday, August 31. The Coast Guard and local agencies spent two days in an unsuccessful attempt to recover the body. Flotilla 35 mobilized and with 16 vessels made a successful search, recovering the body at 1147. The Flotilla has been commended by the Harry Snyder Post of the American Legion for their excellent job and other messages of praise and gratification were heaped on the Flotilla.

On top of this job, another popped up on September 12 which was not large enough for Charley Schick to call help in on. Being on the spot, he handled it alone. It seems that the 28' gas screw "Tern" (not aux) blew when her owner stepped on the starter. The explosion and fire made it advisable for her owner to abandon ship promptly, which he did. Member Schick observing the "Tern" drifting into the mass of boats at Scotty's docks, hopped aboard his C.G.A. gas screw "Gypsy", an inspected facility, and proceeded with the assistance of the owner, to tow the burning "Tern" clear of the docks and other craft and successfully beach her.

To Member Schick and Flotilla 35 . . . "Well Done."

THE ECCENTRICITY OF AN AUXILIARIST

By WALTER T. WHITEHEAD

He joined the Coast Guard Auxiliary of his own free will.

During his early days there were continuous controversies and troubles.

In his duties he was a louse or a jerk.

If he took an office he was everything from a skunk or a snake up.

If he didn't take an office he had no sense.

If he is generous he shows off. If not he is stingy.

As a Seaman everybody wants him; as an officer everyone wants to kick him.

If he leaves the Auxiliary there was a great future before him. If he stays in he is in the way.

Yet if one of his shipmates gets into trouble he will go to hell and back again to help.

It has been truly said, "A man who goes to sea for pleasure will go to hell for pastime."

CADET ENTRANCE EXAMINATIONS FEBRUARY 1948

Last year the Coast Guard Auxiliary helped materially in publicizing the cadet entrance examinations. The number of applicants taking the examinations was more than had been expected early in the year. The youngsters who reported in July appear to be an excellent group, certainly superior to those we would have had without the sustaining help in publicity of the Auxiliary, former Reserve officers and other friends of the Service.

This year we have a similar problem of bringing to the attention of enough young men the opportunity the Academy affords for an entry into a life-long career in the Coast Guard. The education offered is in general equal to that given in a good engineering institute or college with the added advantage of entry into a life-time career on graduation. The active sea-going

life should appeal to any red-blooded youngster. We are looking for this type of boy, particularly those who are not afraid of the work required to properly prepare for this duty.

The problem is further complicated this year by the fact that examinations are scheduled for February 16-17, 1948, with time limit of receipt of applications January 15. Booklets describing the Academy and its course with requirements for entrance, etc., have just been revised and re-printed and will be sent to applicants or any Auxiliaryman who desires to help by addressing the Commandant or Superintendent as below:

Commandant (PTP)
U. S. Coast Guard
Washington 25, D. C.
Superintendent
U. S. Coast Guard Academy
New London, Connecticut

CABIN TALK

BY THE
COMMODORE

Effective January 1, 1948 the Auxiliary organization of the former 4th District will be set up as a semi-autonomous group known as the Southern Area of the 3rd District and the senior Auxiliary Officer will be a Vice-Commodore.

The Division Captains in the Area will form an Area Board and only the Area Vice-Commodore will be a member of the District Board.

Our present Director will be an assistant to the Director of the 3rd District and will remain in charge of Auxiliary matters in the Southern Area.

This change will make little difference in the conduct of Auxiliary affairs in the old 4th District. The Director of the 3rd District and the District Board recognize the existence of special problems in the Southern Area and will permit wide latitude within the purposes of the Auxiliary.

The new Auxiliary officers chosen to serve during 1948 will have the responsibility of planning for the Southern Area and building up the organization to its full potential strength from the many boat and radio station owners in this area.

W. LYLE HOLMES, JR.



BODY OF HENRY THYSENS RECOVERED BY MEMBERS OF FLOTILLA 35

On Sunday, August 31, 1947, Henry Thysens was fishing in the surf from a stone jetty at the foot of Madison Ave., Cape May, N. J. Disregarding his fear of the water, his daughter induced him to go for a swim with her, unfortunately they chose to bathe on an unprotected beach. Early in the afternoon, his daughter was caught in an eddy current and Mr. Thysens put out to save her, an unidentified bather in the vicinity rescued his daughter and turned to effect Thysens' rescue only to see him disappear beneath the surface. The time of this accident was approximately 1530 hours. A call was instantly made to the Coast Guard, Cape May Beach Patrol, and the Supt. of Public Safety. The rest of the day was spent in diving and grappling in an unsuccessful effort to recover the body.

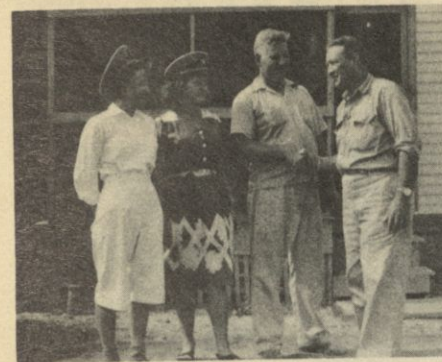
On Monday, September 1, 1947 at daybreak, the search continued by the Coast Guard, Air Sea Rescue Plane and

the Local Safety Dept. Again the search proved fruitless. On Monday morning the citizenry of Cape May was aware of this unfortunate accident to this well known local contractor and staunch worker in the local American Legion Post, and father of five children. Our Vice-Commander called the Coast Guard station and offered the services of Flotilla 35 to stand watch in the Cape May Point Tower or on the beaches. He was advised it would not be necessary as the local authorities were maintaining a constant patrol in the area in addition to the Coast Guard.

Commander Lear of Flotilla 35 had decided the type of search would have to be on a bigger scope than was being carried out in order to make a quick recovery of the body. The first objective was to consult the local mortician whom we felt competent to predict body conditions relative to drowning. He advised us that drowning victims will float in three to seven days depending

on water temperatures. We then checked the water temperatures from Sunday, August 31 to date and found them to have been unusually warm during the past three days, and a conclusion was reached the body should come to the surface some time late Tuesday, September 2 or early September 3. Tuesday afternoon, September 2 was spent by Commander Lear checking the winds and tides prevailing during the period and deciding that recovery should be made off shore due west of the site of drowning or off Cape May Point Light.

Flotilla 35 emergency mobilization plan was put into effect immediately and an emergency meeting was called for Tuesday, September 2 at 2000 hours. At the meeting volunteers were asked to spend the following day to participate in a planned search of the area. Fifteen boats with two observers aboard were signed up for the next day, some of which cancelled paying fishing parties in order to cooperate. The plan of the



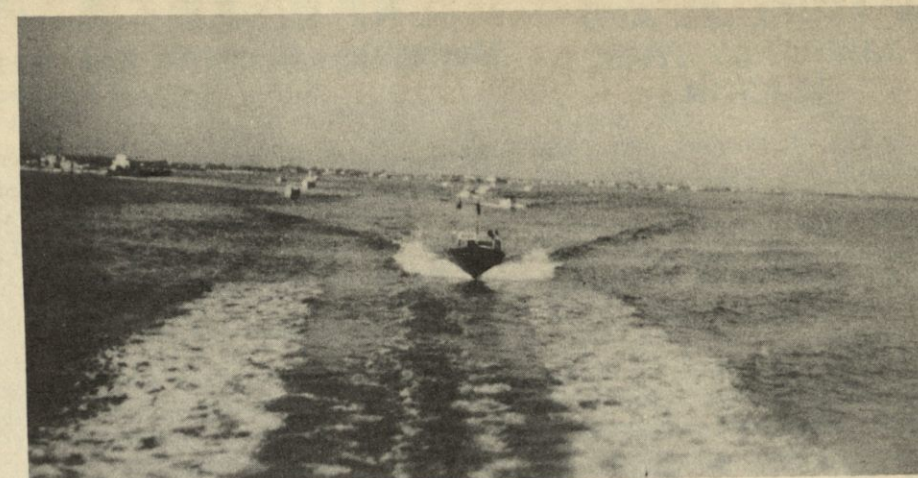
Congratulations for a Job Well Done

search was outlined on the blackboard by Commander Lear and positions assigned. All boats were asked to assemble at Schellengers Dock at 0900 hours on Wednesday, September 3, 1947. After the meeting we advised Commander McCue of the Coast Guard of our plans for the next morning. He said in conjunction with our plans he would send the Air Sea Rescue plane further off shore so that a larger area would be covered that morning. He also said if recovery was effected while our party was at sea he would notify us by boat or plane to avoid unnecessary waste of time and gasoline. Commander Don Lear also made arrangements with the local authorities that should they make recovery a red flag was to be hoisted over Convention Hall on the beach front.

Wednesday, September 3, 1947, 0800 hours, a number of boats had already arrived at Schellengers Dock and gassing



Commander Don Lear briefing Peterson of the Helen M. before starting out. The two girls are ex-Army Nurses who went along as crew and did a real job of taking charge of the body. L. to R., Peterson, Miss Pogorlich, Don Lear and Mary Kline.



35's Fleet nears Assembly Point at West Jetty

to capacity, should the search continue all day. At 0900 hours all boats had reported and again Commander Don double checked their assigned positions and details of the search. The boats were to keep abeam of each other at a distance of approximately 100 yards so as to make it possible that each observer would only have to cover about 50 yards over the water. At 0910 hours all boats had cleared the dock and were headed seaward. Reaching the end of the west Cold Spring Inlet jetty all boats took up their respective positions. The boats continued a course parallel with the beach, with the inshore boat just clearing the end of the beach jetties. When abeam of Madison Ave. jetty the signal was given for the No. 15 boat (farthest boat off-shore) to drop anchor. This was also the signal for all boats to change course and make a complete 360 degree circle around the off-shore boat. This maneuver was planned in this particular spot because it was just aside of this jetty that Mr. Thysens had disappeared. Having completed the circle the off-shore boat was signalled to hoist anchor and all boats again proceeded toward Cape May Point. Abeam of Cape May Point Light the signal was again given to the off-shore boat to drop anchor and all boats were to make a 180 degree arc in this area and proceed back in the same formation farther off-shore. At approximately 30 degrees of this arc the number 8 boat (Helen M) sounded her siren, at 1147 hours, approx. position S. E. Cape May Light three-fourth

mile off-shore. Our boat (Commander Don Lear's One Bell) came out of position and alongside of the Helen M. Capt. Peterson advised Don he had the body secured alongside and asked for instructions. Commander Don asked "Pete" if he could secure aboard his stern which was done immediately. Don then hailed the Fluron, one of the smaller and faster boats of outfit, to proceed to shore and notify the authorities and make ready when the Helen M reached the dock. It was quite a coincidence that Capt. Peterson had aboard as two of his observers two ex-Army nurses. All boats reported into Schellengers Dock and Commander Don asked all hands to report to Flotilla Headquarters at 1400 hours for the log. As you can probably realize, at this meeting, Don congratulated all hands and was mighty proud of a job well done by all.



Flotilla 35's Searching Party After The Recovery

Good News for Home Makers

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
Shenandoah Green
Cape Cod Beige

Great Lakes Blue
Alamo Tan
Adirondack Wine

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

848 INSPECTIONS MADE BY REGULARS AND AUXILIARY THIS SEASON

A number of members have been wondering if the regular service has been active in boarding small boats for inspection. The courtesy inspection program was started to help boat owners make sure their equipment complied with the law and thus avoid a fine for non-compliance.

Some have been wondering if this program was going to be backed up by the regular service making inspection of boats not carrying the Courtesy Inspection Decal.

Upon inquiring of Captain R. J. Mauerman, Philadelphia Representative of the Commander, 3rd C.G. District, in regard to the activity of the regular service, Captain Mauerman reports that 497 small boats have been inspected by the Coast Guard Stations from Barnegat, N. J. to Indian River, Delaware.

This number of inspections added to the 351 Courtesy Inspections made by the Auxiliary is an impressive record.

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

OUR LADY...

Musings of a Grand Ol' Gal • By Claude S. Brubaker, Flo. 22

Continued from September Issue

It was now Friday the nineteenth of July and I wondered where we were to go from here when at ten o'clock I was boarded by Commodore Earl Huston, Lyle Holmes, Al LaSor, Carmel Jacobs, Jerry Marcus, L. C. Newkirk, Andy Pala and Tex Sutouris.

After they had put on their gear and supplies and the water tanks were filled, Jake and the boys warmed up my motors and we departed Manasquan at noon. At 1350 we were off Long Branch and passed Monmouth Beach at 1410. At 1422 we were abeam of the Sea Bright Coast Guard station and passed Scotland Light at 1453 heading in the South channel towards the Elm Tree Beacon in the Lower Bay where we headed northeast towards Coney Island and entered the Upper Bay about 1600. The grand old lady, "The Statue of Liberty," was passed close at hand at 1705 after which we headed up the East River and passed under the Brooklyn Bridge at 1730. At 2045 we hailed a small schooner by the name of Skragling from Flotilla 320 and inquired as to the whereabouts of the Coast Guard Rendezvous at Eatons Neck. At the time we were off Lloyds Point. We then proceeded to Eatons Point and pulled alongside the C.G. 83327 at 2240 and later at 2300 we anchored off of Eatons Point.

At 0800 the next morning we weighed anchor and tied up alongside the 83 footer again at 0845. At 1100 Commodore Huston, Lyle Holmes and Al LaSor went ashore with Commodore Smith. At 1200 we left the 83 footer and anchored about one-half a mile off Eatons Point at which time Tex Sutouris went ashore bound for home.

At 1330 we weighed anchor and proceeded to Price Bend where we took



Beck, Brubaker and Richel
do Night Fishing at Cambridge.



Coming Aboard from a
Fishing Session

on 302 gallons of gas and 100 lbs. of ice along with some water.

At 1500 we tied up alongside the 83 footer to review the fleet and also took an inspection ourselves from a party consisting of Admiral Smith, Captain Anderson, Lt. Comm. Thompson and the Third District Auxiliary Commodore, William Smith. At 1700 the review was completed and we were joined by Locky Boos who had come up by train. At 1845 we weighed anchor and went in to the Neck and back again alongside the 83327. At 1930 our group went ashore to a clam bake and returned at 2235. Al LaSor and Jacobs sighted an overturned tender with four men clinging to it drifting towards the rock pile so they proceeded with our dinghy to their aid and brought them aboard at 2350.

We found out that the tender belonged to the Auxiliary boat called Chinook from Schenectady, New York, and the men were C. B. M., R. T. Green and C. McM., C. E. Coffin of the U.S.C.G. and Carl E. Therkildsen, Finance Officer of the U.S.C.G.A. in the Third Naval District and Leroy Wyman, the son of the commanding officer of the upper Hudson division of the U.S.C.G.A. After the men were comforted and fed, they were returned to their craft and we retired at 2400.

The next morning the wind was in the southeast and a light rain was coming down as we prepared to depart the Rendezvous. At 0800 we made colors and at 0845 we got underway departing Eatons Neck.

The rain had subsided but the sky was overcast as we made the run down the East River. We passed under the Brooklyn Bridge at noon and entered the Lower Bay at 1300. At 1430 we were off Sandy Hook heading south and after a good run down outside considering the winds and sea we docked at the Manasquan C.G. station at 1700. The men went ashore for dinner and Jacobs and Boos stayed aboard to do some work on my motors.

Boos and Jacobs stayed aboard until Thursday, August 1, when at 2130 the crew consisting of Brubaker, Savage, Munshower and Swink came aboard to prepare for the cruise of Flotilla 13. The log showed that Charles Sutorius, Andrew Pala, Frank Wagner, David Montgomery, Victor Frank, Clarence Allen, George Johnson, L. A. Case, John Arthur, Harold Conover and Albert Colclough from No. 13 were aboard.

The wind had been blowing from the northeast for two days now and did not seem to be letting up. The men were disturbed as to whether we would depart in the morning as we secured at 2400.

All hands were called at 0700 and after chow was put down colors were made at 0800. The water tanks were filled while the Skipper was looking over the weather situation from the Coast Guard tower and upon his return our departure was delayed because of the high winds and sea but we finally got underway departing the Manasquan Station at 1110.

The trip out the Inlet was a thriller and my bow was awash on one of the

(To Be Continued)



Swimming Off the Florence V
on the Choptank River

MEN OF FLOTILLA 25 COMMENDED FOR FIVE RESCUES

Avalon Yacht Club
Avalon, N. J.
August 22, 1947

C.B.M. (L.) Wm. P. Barton
Townsend Inlet Lifeboat Station
Townsend Inlet, N. J.

Dear Mr. Barton:

Please accept the sincere thanks of the officers, members and sailors of the Avalon Yacht Club for the most excellent protection provided by the men of your station last August 16th.

With the high winds, and rough waters your Messrs. J. W. Walton, E. Jackson Pearl, and J. McHenry, Jr. displayed outstanding seamanship in the rescue of the skipper, and one man crew of each of five boats that had upset.

We are deeply grateful to you and your men.

Sincerely,

J. ELMER SMITH (signed)
Commodore

CHANGE OF UNIFORMS

Effective Monday, 29 September 1947, the uniform of the day will be Service Dress, Blue, B. In other words, the Blue Uniform with white cap cover.

September 3, 1947

Mr. Jerry Marcus,
Editor, Topside,
642 N. Broad Street,
Philadelphia 30, Pa.

Dear Sir:

Supplementing your article on page 14 of the Aug.-Sept. issue of TOPSIDE, all power boats must not exceed six miles per hour within 200 feet of a dock where boats are moored. Many of the channels on the New Jersey inland waterway are narrow and this mandatory provision of the state law is the one most violated.

Topside can benefit all concerned by bringing this to the attention of our members.

Yours very truly,

RICHARD W. NELMS,
Harbor Master, State of N. J.

EDITOR'S NOTE—Thanx Dick . . . keep us posted, please.

17 September, 1947

ALL FLOTILLA COMMANDERS
LETTER No. 7-47

Subject: Election of Officers.

1. The election of officers for the ensuing year should be made the subject of Flotilla and Division planning at once.

2. The District Board will this date nominate a slate of District officers which will be submitted to the District Commander for approval.

3. All Division Boards must nominate and submit to the District Commander a slate of nominees prior to 20 October, 1947.

4. All flotillas must nominate and elect their officers prior to 15 December, 1947. In this connection it is pointed out that some flotillas omit the usual meeting in December, and in such cases the elections must be held in November.

5. All elected and appointed officers will hold office until their successor takes office.

S. F. HEWINS
by direction

NOTE: All newly elected officers will take office at the first meeting in January, 1948.

CONGRATULATIONS TO MR. ALVIN G. DULCAN

Your editor received an announcement recently that Mina Brown, who was wartime assistant director of the Auxiliary in the 4th C.G.D., has been married to Mr. Alvin G. Dulcan in Washington, D. C.

Their "at home" address will be The Dorchester House, Washington, D. C., after 1 October.

The LOG of FLOTILLA ACTIVITIES

FLOTILLA 22, ESSINGTON

Training Officer Claude Brubaker announced the resumption of the Forum Quiz sessions beginning with the September 29 meeting. He also advised us that the Florence is in fine condition and has been cruising regularly.

The week-end of September 27 and 28 will complete our Atlantic City Lifeboat station assignment. Each of our Crews made a good showing, and we wish to thank the boys who filled in from time to time.

To Chiefs Goodwin, Sturgis, and Estell, we tender our most hearty thanks, for their interest and cooperation. Our boys were made to feel at ease and more than welcome. And to the "boys" at the base, we give our thanks for their friendly and helpful attitude. They let us know that they were glad to have us working WITH them, instead of FOR them.

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

Operations Officer Johansen reports that the 83' is scheduled to leave this immediate territory. We are glad that some of our boys helped put her in condition before she sails.

Sam Shuster, who is head of the Gunnery Group, announced the first shoot of the Fall season will take place Sunday, September 7. Sam is quite proud of his aggregation, and although he has made no formal challenge to other Flotillas, as yet, you may expect to hear from him any moment now. And when you do, you are going to be darn proud of him, and his group.

Fred Marklin reported on Coast Guard League activities, and advised us that its National Convention will take place in Long Beach, California from October 8th to 12th. Our Chapter will be represented by Mike Biggers.

Although the attendance at our meetings during the summer months was fair, we can look for a crowded meeting-room, now the vacations and the hot sultry weather are over (we hope).

But in all seriousness, we have a great deal of important and vital business to clear during the next ninety days, and we urge each and every Flotilla member to be present.

Future policies, more extensive programs, and plans to strengthen our organization, will be discussed, and we want to hear your ideas.

NEXT MEETING, Monday night, September 29, 1947.

—Martin J. Sandberg.

FLOTILLA 23, DREDGE HARBOR

Our September meeting was held at the Haddon Hts. American Legion Home. Com. Knorr reported that the boat inspection program was successfully completed for the season. He also announced that a skeet shoot is scheduled for November and all members who are interested should contact Gus Edwards.

Tentative plans were drawn up for another Mardi Gras night. All members and their guests who attended the first Mardi Gras will remember what a good time they had and will be awaiting more news of this event.

Dick Stuber gave us a report on the

last Commander's meeting which he attended in the absence of Com. Knorr.

Chairman Shorty Hawthorne of the Harvey Cedars house committee tells us that a great many members and their guests have availed themselves this season of the unusual facilities available there. There is still time this fall to get in a trip to the shore base.

Orchids to Edwards and Fithian for the splendid progress made on the flotilla's boat. Almost every week-end this summer has seen them hard at it with hammer and saw.

We understand that the Haddon Heights Kiwanis Club had a week-end rendezvous at Harvey Cedars which was a howling success. According to Shorty Hawthorne the take on the pinball machine for the week-end has swelled our treasury almost to bursting.

Our meeting ended with slides of the Cape May Rendezvous presented by George Savage. After identifying many familiar faces we realize how well represented was our flotilla. Following these we saw interesting movies on the new electronic microscope and on the making of records both of which Don Wallace secured for us.

Ray DuGan lived up to his reputation and served us with excellent refreshments.

—P. W. Carleton, Jr.



The "Almena", Pride and Joy of
Grant Wilbur, Flotilla 24

FLOTILLA 25, FARRAGUT

The "oil patrol" from Townsend Inlet to Hereford Inlet and return, sailboat races patrolled at Sea Isle and Avalon, safety patrol in the Inlet, and tower duty at the station, made up the

"log" for a week-end with the regular service for the three and four men who carried out one of the purposes of the C.G.A.—to promote safety and to effect rescues on navigable waters—at Townsend Inlet Coast Guard Lifeboat Station this summer. Many thanks for your assistance in a job well done, says Chief Wm. Barton.

On board the 83468, a crew of ten to fifteen men were taking advantage of trips to Cape May from the Gloucester Repair Base. After having spent a good bit of their time making the ship sea worthy which included doing paint duty while en-route to Cape May. All in all a good fellowship was created between the men on these trips. Of course, these trips should be more frequent (without the paint detail) was heard being said by all hands on board. The crew owes "Skipper Barney" a lot of thanks for his time and seamanship with auxiliary sailors.

Many boatowners were glad to have had our Courtesy Inspectors inspect their boats for them this season and hope this practice will continue in the future.

Nomination of officers for the year 1948 will be held the second Tuesday, November 11th. Start thinking now, who you want to lead your flotilla for the next year.

—James McHenry, Jr.



Eddie Kline, 21's Chief Cook
and Bottle-washer

FLOTILLA 34, MAURICE RIVER

On Saturday, September 6th, ten members of Flotilla 34 cruised to River-ton aboard an 83 footer from Gloucester under the watchful eye and able direction of Barney Mathis. Our mission—to patrol the river during the races on Saturday and Sunday for the Na-

tional Duster Championship. Showers which fell on Saturday morning did not seriously dampen the spirits of the crew and by race time had diminished entirely.

Our crew consisted of Al Mundle, Vice Commander in charge of the group; John Diehl, skipper for the cruise; Johnson Pepper, Al Vanaman, Jack Pernet, Don Sheard, Dom Dalesandro, John Guida, John MacIntosh and yours truly. During the cruise and the patrols every man was given an opportunity to handle the ship and gain useful experience.

Al Vanaman graciously allowed himself to be enslaved in the galley where he prepared the best kind of meals. He was assisted in the menial tasks such as spud peeling by members of the crew, who each took their turns.

The radio operators had little to do in their department as both the transmitter and receiver were defunct and communication was nil. On Sunday, the weather cleared and the day was perfect. In between races the cutter cruised up the river as far as Torresdale. It was the first time most of us had seen the cleaner part of the Delaware. Late Sunday afternoon we headed down the river and tied up at Gloucester. Our last chore was to police the ship and leave it as clean as possible. In closing this account of our trip to Riverton, it should be mentioned that the people of Riverton are as hospitable as you will find anywhere.

Last Tuesday night at our meeting we had a rehashing of the trip for the benefit of the boys who couldn't go, including Scotty. Seems as if Scotty had to give a bride away on Saturday, September 6th and it almost broke his heart to have to stay home. John Diehl brought us a guest for the evening in the person of his son-in-law, Army Captain Charles Burke from Scott Field, Illinois. Training Officer John MacIntosh announced the beginning on Tuesday, September 16th of the first of the fall training courses which will start with visual signalling. John says it's a must for everybody, so we're looking forward to a busy winter.

—Mark Scoble.

FLOTILLA 35, CAPE MAY, N. J.

Having survived the Rendezvous we are again able to put 35 into print in TOPSIDE. It has been a busy time for all the boys, trying to carry on their party boat business and summer ven-

tures in order to keep bread on the table this winter and at the same time lend a helping hand for the Rendezvous. However, it's all over now and we hope everyone is happy and had a good time. We all realize there were a lot of things that could have been done better or a little more could have been done but the first try is usually the hardest and we hope to have the opportunity of trying to rectify the mistakes next year.

Our boys are already into full swing in signalling and quite a few of them are asking for exams for ratings, which is a good sign so early in the fall.

We are quite proud of the Flotilla's record of meetings. Commander Don asked the boys this spring if they would rather have meetings once a month during the summer and the answer was negative. So 35 has held weekly meetings for a string of two years to date.

On Wednesday, September 17, 1947, at the Coast Guard Base, Flotilla 35 will enter into another new project. We are going to organize a Coast Guard Auxiliary Band. We have a very capable leader in the appointment of Mr. Ray Adams as Bandmaster. For a number of years Mr. Adams has been active in the organization and training of the Cape May High School Band and has done quite an admirable job. He advised me before this writing that twenty-two men had contacted him to sign up for the first rehearsal. This looks like another sure bet for Cape May and once again Commander Don is mighty proud.

Any Flotilla members in the shore area who would like to play in the Auxiliary band are invited to attend rehearsals held every Wednesday evening at the Cape May Base recreation hall at 2000.

—Andy Knopp.



Swing Bridge in Green Creek Canal from
Delaware Bay to Cape May Harbor

THE REASON THE GOOD SHIP "ROXANA" WAS A WEE BIT LATE

This is not an excuse for myself or my ship not winning the race, but it is written in praise of my navigator Sam Shuster, Mo.M.M. 1st Class and my crew. Sam boarded the Roxana 1 hour before the race and joined our crew consisting of the Mrs. and our sons, Donald and Bobby. He plotted the course, and handled the wheel all during the race. We were only 3/4 of a mile off our predicted course, or nine minutes early at the finish line. We knew that we were not running true courses and could do nothing about it because I did not know what was causing our trouble. But, being good Coast Guardsmen, who didn't have to come back, we kept in the race.

To have lost the race to such fine navigators as Bill Erigg, Cipollone, Carns and the others was a pleasure and indeed an honor.

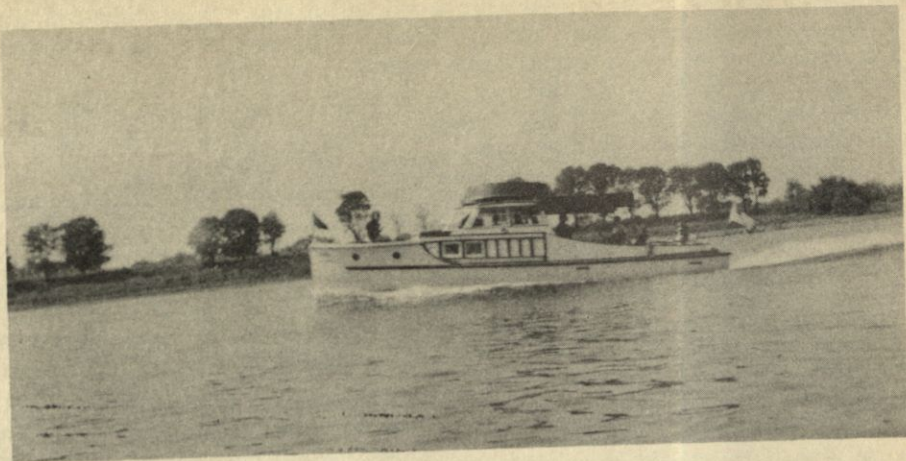
After the race I looked for anything, iron or steel that might have been misplaced to cause our compass to go haywire, but could find nothing. Late in the afternoon we took Charlie Pappas and family out to the bell buoy off Cape May Inlet. It was then I really got a clue as to what had happened. As we rounded the buoy the coffee pot left the retainer on the stove and plunged head-long to the floor, spilling its contents as it fell. This incident recalled to mind a similar happening two weeks previous.

Bill Davidson and I had brought the Roxana around Sandy Hook into Manasquan during a very bad blow. We stopped at Sandy Hook, checked with the Coast Guard on the weather, and after telling us there was a ground swell with moderate S.W. winds, visb. of 3 to 4 miles, we started on our way departing Sandy Hook at 1400.

1430 saw us nearing the highlands and beginning to get some heavy seas. The ground swells were there, but on top of each one there were 2 big seas, one would slam you as you reached the top of the swell and the second dropped out from under you as you started down the other side of the swell.

We were running about 2 miles off shore. At 1450 a fog had completely hidden the shore line. You could see the clouds settling down over the stacks, tanks, and tall buildings, just as though some large giant was pulling a curtain of soft white cotton down to hide the shore from us. Boy, what a feeling of loneliness a man gets! No ships in sight, no land, no nothing, but one small boat and a lot of water.

Several months before taking my trip to Canada I had plotted my courses



The Roxana Handles Like A Charm

off shore, in the Delaware Bay and in the lower and upper New York Bays. Just in case I would need them and also because it is a lot of fun to know where you're going, where you are, and when you will arrive. I was running the course I had plotted when the shore line disappeared from view. Just before this happened, we cut our R.P.M. from 1950 to 1750 to ease the Roxana. This meant that we were doing about 8 knots and required a slight change in our predicted time of arrival at Shark River Inlet Buoy and Manasquan Inlet.

Needless to say we kept our course except to ease her off once in a while for an exceptionally big sea.

What a grand feeling of pride and security it gave us to see the Shark River Inlet Buoy show through the fog 300 to 400 feet broad on our Starboard bow. We checked the time and position, took a last look at the buoy over the starboard quarter, and started looking for the fish nets that lay between us and Manasquan. We found them just before we got into them. The tide being out I decided to go between the nets, rather than run in shore to go around them, because we couldn't see the ends of the nets or the breakers. We could not run off shore to go around them unless we wanted to do a lot of rolling when coming back on course and heading in for the inlet.

About 100 feet to port we could see where one net started and another stopped and there were no guy ropes across the opening, so through we went.

We made a slight change in our course at this time and followed it until we had only 8 minutes to run when just as though you had rounded a corner we came to the end of the cloud that had been hiding the shore and there one point on our starboard bow lay the ends of the jetties.

The tide was running in and the seas were breaking across the inlet from the south so we headed her for the end of the south jetty until we had passed the north one when we put the wheel hard over to starboard and made our run for it. It was a long 10 seconds while we waited for her to swing her stern to port, so we would be headed in and I don't think we would have made it if the motor had not had power in reserve. I opened the throttle wide and the tachometer went up to 2200 and in we went. It was just as we were turning that a bad sea caught us and dumped the compass out of its gimbal into the box. That is how the coffee pot reminded me of the compass getting a bad bump. I took the compass to Riggs and had it checked, the jewel was broken in two pieces. I hope that when Sam and I stand before the mast our buddies consider this evidence and judge not harshly but wisely.

As we passed through the inlet we looked at the Coast Guard Station, there, too late for us the small boat warning was flying. Out on the ocean we were wet and very cold, but inside the jetties it was hot as the devil. Outside it had been blowing like 60. On shore there was hardly a breeze, we surely had every kind of weather possible that day.

Sorry it took so long to tell why Sam and I did not win the race and our apologies to all Motor Machinists and Flotilla 22 for letting them down. To Al Lasor . . . "If I were asked what I would rather have, a Motor Machinist or a Navigator, I would still pick a Motor Mac., especially one coming from Flotilla 22."

The moral of this story is: Check your compass often and accurately.

"ADMIRAL" JAKE, Flotilla 22.

35 COMES THRU AGAIN!

To: Director U. S. C. Guard Aux.
Subject: Boat explosion and fire.

1. On 12 Sept. 1947 at 2050 Robert Bennett started the engine on his boat the Tern, 28', resulting in an explosion and fire.

2. The boat was in a boat house on Cape Island creek on the south side opposite Scotty's Docks.

3. Mr. Bennett cut the lines and pushed the burning boat out into the stream.

4. Charles Schick of Flotilla 35 was on Scotty's Dock, saw the burning boat drifting toward Schellenger's Dock and the boats tied up there. Schick jumped aboard the "Gypsy" and with the owner Mr. Ham went out to the burning boat which was now up against other boats moored there. Disregarding danger to himself, Schick jumped aboard the burning boat, secured a line and towed her out into the harbor and beached the burning boat away from all other boats and docks.

5. Charles Schick by his quick and clear thinking and by his courage, prevented a major disaster.

6. An official report will follow on form NAVCG 2735.

—Donald W. Lear, Comdr. Flotilla 35.

Q. What's a sextant?

Ans. That is the man who cleans up the rubbish after we've had a party in the parish hall.

Ans. That is a group of people who sing.

Ans. That is one of the kinds of people who came over here from England.

Believe it or not the above are true copies of some answers given by students in a recent examination. Praise be-not by Auxiliaries.

THE "FREDERICK P. ELKIN" ONE OF THE LAST WINDJAMMERS ON THE CHESAPEAKE BAY

The Chesapeake Bay is one of the very few localities where one can find the commercial schooners still plying their routes carrying cargoes between ports of the United States.

The Frederick P. Elkin is a typical three-master with a few men for a crew and a donkey engine forward to handle ground tackle and set the sails.

These boats are not usually equipped with an engine for running under power and they can be seen loafing along in light airs. Sometimes the small power boat carried in the stern davits is lowered and used as a pusher to help along when the going gets too slow.

The schooners ran competition with the bug-eyes and skip-jacks in the old



days, but seem to have outlasted the sharp headed craft. These old timers haul lumber from the Carolinas, water-melons, tomatoes, oysters, grain and other produce from the eastern shore and tidewater, Maryland and Virginia to Washington, Baltimore and the head of the Bay.

THE DIRECTOR REPORTS THE FOLLOWING TABULATION OF MEMBERS, FACILITIES AND COURTESY INSPECTIONS UP UNTIL 15 SEPTEMBER

Flotillas	Members	Boat Owners	Boats Reported	Boats Inspected	Radios Inspected	Total Facilities Inspected	Courtesy Inspections	Decals Issued
11	81	44	23	19	0	19	30	24
13	51	17	17	1	0	1	0	0
21	74	20	10	9	1	10	20	16
22	199	45	18	15	0	15	19	18
23	56	11	11	12	0	12	50	34
24	65	11	8	9	1	10	65	51
25	75	15	13	9	4	13	9	9
26	43	8	8	9	2	11	27	24
27	36	13	3	3	1	4	0	0
31	85	37	13	10	0	10	50	40
32	68	19	5	0	0	0	0	0
33	60	13	2	0	0	0	0	0
34	34	14	8	3	1	4	33	25
35	34	22	13	13	1	14	83	69
41	60	13	9	10	0	10	51	44
51	74	14	0	10	0	10	0	0
52	53	16	7	9	1	11	0	0
53	39	16	12	0	0	0	0	0
Totals	1187	348	187	141	12	154	437	354

PORTS OF CALL IN GEORGETOWN,



Left to Right, Mrs. and Doc
Jeeter and John Wilson
Aboard the Sisbud



Jimmy and Earl, two of
Wilson's Aides

On the world's finest cruising grounds the yachtsman always has innumerable snug harbors close at hand in any direction. Famous for its hospitality, the Chesapeake today offers many inducements to the yachting fraternity which were not available in days of yore.

Perhaps the best inducement to pleasant cruising is the availability of modern yacht yards and their full line of equipment to meet a wide variety of needs. Such establishments were all too scarce before the war but are now met more frequently.

An ever increasing number of Auxiliary craft are making Georgetown, Maryland, their base of operations due to the beauties of the Sassafras River, its convenience for over the road commuting, and the facilities offered by John Wilson and his Sassafras Boat Company. The popularity of Mr. Wilson and his yard has been constantly increasing over a long period of time due to his sympathetic interest in the yachtsman and his planned program of improvements.

Plenty of Food in the Store



All Sorts of Boat Supplies



THE CHESAPEAKE MARYLAND

That the Auxiliarists familiar with the head of the Bay approve of the Sassafras Boat Company is indicated by Skipper Claude Brubaker's request to winter the Florence V under the watchful eyes of John Wilson. The District Board has approved this request as being in the best interests of the Florence V.

Other yachts of our fleet that cruise from this popular spot include the "Marjoly", flagship of Commodore Holmes, "Blue Water Baby", owned by Jerome Marcus, Flotilla 24, "Betty Jack", past commander J. Kirby Tompkins, Flotilla 24, the "Almena", of Grant Wilber, "Cross Rip", Henry Chestnut, Weir Levering's "Holiday", "Kenhyrd" owned by Fred Remington, and Cippolone's "Hel Jon Skipper." Harold Walkers' cutter "Dolphin" just moved in on the scene, also Les Mayne's "Rucoma" and several other well known Auxiliarists' craft, which are too numerous to mention in this limited space. Incidentally, the Florence V used Georgetown as her main base of operations all during the past summer, and most of the previous summer.



The Florence V Ties Up at
Georgetown



The Prompt Tender Service Is
a Pleasure . . . Just Toot Four
Blasts and They Fetch You In



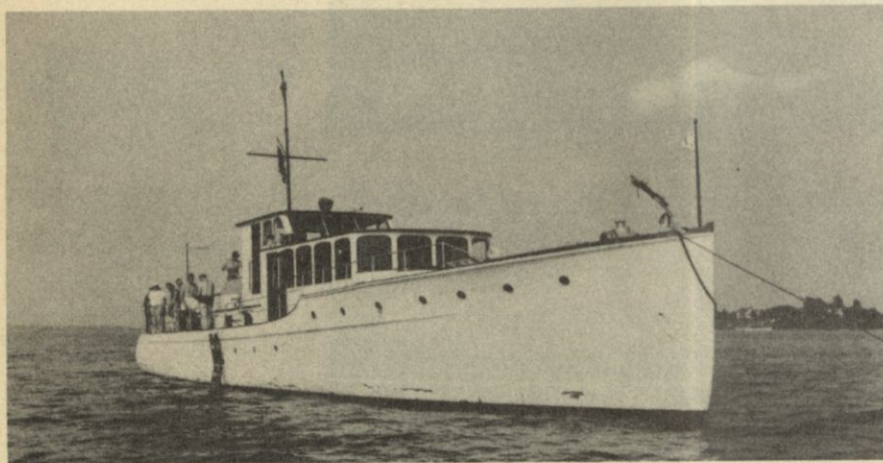
General View of Wilson's Boat Yard

SEC. 562, P. L. & R.
U. S. POSTAGE
PAID
Gloucester City, N. J.
Permit No. 34

MR. JOHN E. BROMLEY, JR.
27 ROBERTS AVE.
GLENSIDE, PA.

#31R

THE THURSDAY NITE — FRIDAY DAY CREW, FLOTILLA 22 AND THEIR GUESTS HAVING A GREAT TIME ABOARD THE FLORENCE V
EARLY THIS SUMMER



*A Philadelphia Service
for Philadelphia Boatmen*

READY TO BUY THAT DREAM SHIP?

Come in and talk it over with us. We have eight offices covering the coast
from Maine to Florida. If she is available at all, we can find her for you.



Heave to! and come aboard for a gam.

The Philadelphia Yacht & Aircraft Agency

1316 LOCUST STREET, PHILADELPHIA 7, PA.

Telephone: PE 5-9600

Ex Guckes

George Harris

Peggy Lister