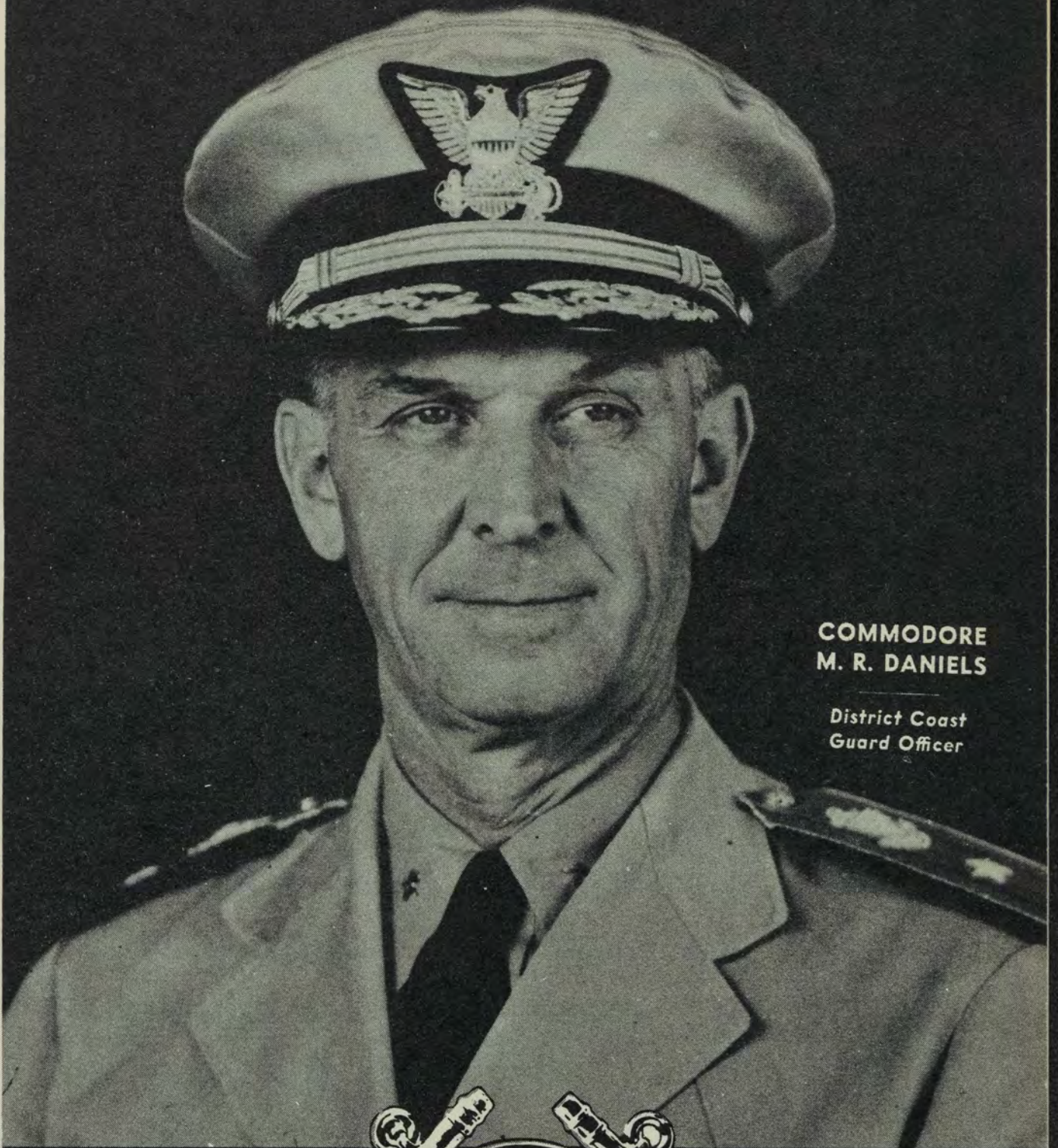


# TOP SIDE

SEPTEMBER  
1945



COMMODORE  
M. R. DANIELS

*District Coast  
Guard Officer*

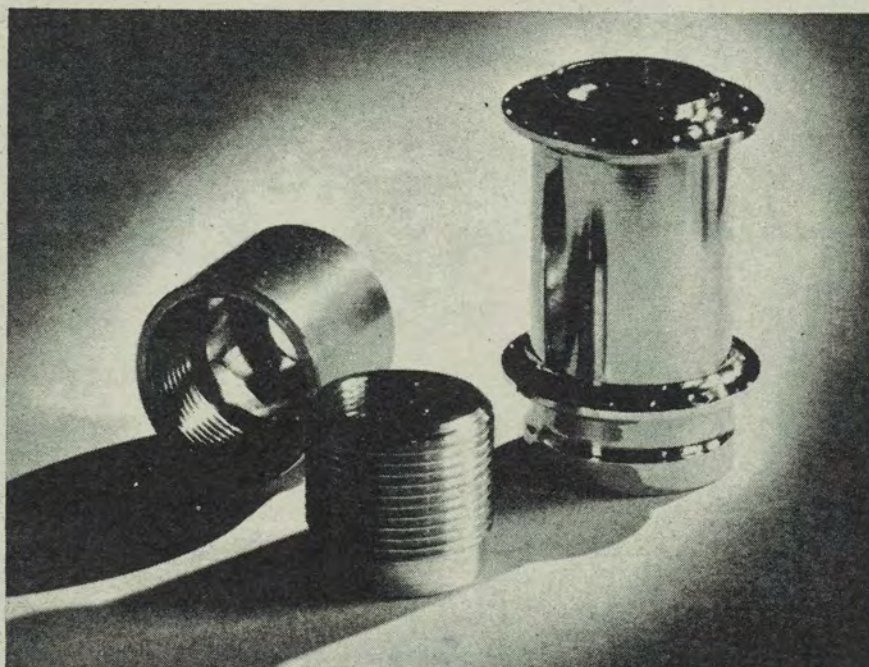


## FOURTH NAVAL DISTRICT



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**HOWARD STREET AND INDIANA AVENUE, PHILADELPHIA 33, PENNA.**



# TOPSIDE

## U. S. COAST GUARD AUXILIARY FOURTH NAVAL DISTRICT

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

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

HENRY L. SCHIMPF, JR.  
Executive Officer

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VOL. 3 SEPTEMBER, 1945 No. 9

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### ATTENTION BOAT OWNERS

This season of the year is one during which all boat owners, who have boats in the water, should be on the alert lest moorings are carried away and other damage sustained from high winds of the season.

### CHECK YOUR LINES, BATTEN DOWN

## Jopside welcomes new

## DISTRICT COAST GUARD OFFICER COMMODORE M. R. DANIELS

★ Commodore M. R. Daniels had only held command of the Philadelphia Coast Guard District for a few days when his advancement from Captain to Commodore was announced.

Effective 15 August, 1945, Commodore Daniels became the District Coast Guard Officer, succeeding Commodore E. A. Coffin—likewise since elevated to the rank of Commodore—who now heads the Coast Guard in the Hawaiian area.

A veteran of 35 years in the service, at one time stationed at the Philadelphia Navy Yard, Commodore Daniels comes to Philadelphia from the Boston District, where he was Assistant District Coast Guard Officer.

A native of Washington, D. C., he entered the Coast Guard Academy in 1910. Upon graduating, he was sent to sea. Subsequently he was stationed at Honolulu and then in Alaska. In the first World War he served at Gibraltar.

After the war he returned to the Academy as an instructor in engineering.

He next served as liaison officer between the Navy and the Coast Guard at the Philadelphia Navy Yard where he

supervised construction of the 327-foot class of cutters—the Coast Guard's "capital ships"—such as the CAMPBELL and the SPENCER, both of which sank U-boats in the present war.

Commodore Daniels then went to Curtis Bay, Md., as manager of the Coast Guard Yard. Transferred to Boston as District Engineering Officer, he became Assistant District Coast Guard Officer in that city in 1943.

Commodore Daniels, 56, has two sons; Milton, Jr., a Coast Guard Lieutenant (j.g.) on an LST in the Pacific; and Stuart, a high school student.

The Philadelphia Coast Guard District, corresponding to the 4th Naval District, embraces Delaware, Southern New Jersey, and the eastern two-thirds of Pennsylvania.

Commodore Coffin had been head of the Philadelphia District since November, 1940.

After Commodore Coffin's departure, and until Commodore Daniels assumed his post, the District was under the command of Captain Raymond J. Mauerman, who came here last April as Assistant District Coast Guard Officer.

## UNITED STATES COAST GUARD

PHILADELPHIA (6), PA.

20 September, 1945

To: All Flotilla Commanders, Division, and District Officers, USCG Auxiliary, 4th Naval District

Subj: Promotions

1. Effective immediately, all temporary members of the United States Coast Guard Reserve from the USCG Auxiliary, 4th Naval District, are hereby promoted in rank or rating to the next highest grade.

2. In appreciation of the outstanding contributions of Temporary Reservists from the Auxiliary in assisting the Coast Guard during World War II, all officers who have not been promoted within sixty (60) days are hereby advanced one rank up to Commander, and all enlisted personnel who have not been promoted within sixty (60) days are hereby advanced one rating.

3. No authorization for Government expenditure of any character whatsoever is made for uniform or insignia either for officers or enlisted personnel, and only those eligible for disenrollment under honorable conditions will be promoted.

4. Chief petty officers and warrant officers will be commissioned Ensign. It is directed that all chief petty officers be given the oath of a commissioned officer as prescribed by

Regulations. This oath to be administered by a commissioned officer. However, no extra paper work shall be involved.

5. This constitutes an automatic promotion, and all previously issued instructions regarding paper work for promotion do not apply in this case. Medical examination is waived.

6. Sixty (60) days are calculated from 20 September, 1945, making all personnel who have not been increased in rank or rating subsequent to 2400, 19 July, 1945, eligible for advancement one grade.

7. Officers and men will not be considered out of uniform if they do not wear the designation of the advanced rank or rating which this directive indicates.

8. Permission to wear the Coast Guard uniform will be restricted after disenrollment is effected on 30 September, 1945, to those occasions of a ceremonial nature authorized by the District Coast Guard Officer.

9. It is directed that flotilla commanders immediately call a meeting of all Class (T) Reservists in their flotillas, and with appropriate ceremonies publicly advance all enlisted personnel one (1) rating and all commissioned officers one (1) rank up to Commander.

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





## DIARY

UNITED STATES COAST GUARD AUXILIARY — FOURTH NAVAL DISTRICT  
FOR PERIOD OF 16 TO 31 AUGUST, INCLUSIVE

By LIEUT. JOHN W. BROWN, Director

★ *Thursday, 16 August* — A meeting was held at the USCG Auxiliary Training Base, 1011 Chestnut Street, Philadelphia, of all Flotilla Historians, under the leadership of CBM (T) Edward L. Johnstone, USCGR, District Auxiliary Historian. Plans were laid for writing the Auxiliary History of the 4ND. Publication date will be set later.

*Friday, 17 August* — The Auxiliary Training Vessel, "FLORENCE V," moved to Wildwood, N. J., where more than 700 people inspected the vessel on the occasion of the Greater Wildwood Yacht Club Regatta on Friday, Saturday and Sunday, 17, 18, and 19 August, 1945. During the three-day period, an estimated 2500 persons boarded the vessel, and training cruises as scheduled were run on Monday, 20 August, and Tuesday, 21 August, 1945.

*Monday, 20 August* — The Commodore, Director, Chairman of the War Bond Drive, and the Asst. Director went to Lancaster, Pa., to attend a meeting of Lancaster Flotilla No. 52, at which time the Treasury Award for the outstanding war bond sales was presented to Lieutenant (j.g.) (T) Ralph A. Taylor, USCGR, Commander of Flotilla No. 52.

*Tuesday, 21 August* — A meeting was held with the Captain of the Delaware River Division, and plans were discussed for the presentation of the CG SECURITY SHIELD OF HONOR to all the Delaware River Division Flotil-

las at Camden, N. J., on 20 October, 1945.

*Thursday, 23 August* — The Commandant's Citation was received for two men from Little Egg Harbor Flotilla No. 18. The recipients of this citation were BM1c (T) Stokes B. Carrigan, USCGR, and Y2c (T) James D. Matthews, USCGR, who did outstanding work beyond the call of duty during the September hurricane of 1944.

*Friday, 24 August* — Stone Harbor Flotilla No. 32 held its regular Flotilla meeting aboard the "FLORENCE V" at Stone Harbor, N. J. The meeting was held in the main cabin with an attendance of 38 members. This is the first Flotilla meeting to be held aboard the "FLORENCE V," and proved to be extremely interesting.

*Saturday, 25 August* — The Director attended a meeting at Ocean City, N. J., of all Flotilla commanders and committee chairmen in connection with the awarding of the CG SECURITY

SHIELD OF HONOR to all the Flotillas of the Southern New Jersey Division at Ocean City, N. J., on 15 September. The plans for this affair have been worked out very carefully. The agenda includes: a parade on the boardwalk, presentation of the awards at the Ocean City Municipal Music Pavilion, a supper for all members and their wives, and a dance and reception in the evening. A large list of invited guests includes the Mayors of fourteen (14) communities in Southern New Jersey, together with the Governors of the States of New Jersey and Pennsylvania. The program in connection with this affair includes statements from Admiral R. R. Waesche, USCG, Admiral M. F. Draemel, USN, Commodore M. R. Daniels, USCG, and will be more than 120 pages in length.

*Tuesday, 28 August* — The Communications Unit met at the USCG Auxiliary Training Base, 1011 Chestnut Street, Philadelphia, under the direction of Lieutenant (T) F. Travis Cox, USCGR, and outlined plans to expand the Communications Unit to include all those men in the Auxiliary who have private radio stations.

*Wednesday, 29 August* — A meeting was held in the Director's Office, at which time, plans were completed for the CG SECURITY SHIELD OF HONOR ceremony to be held at Toms River, N. J., on 5 September, 1945, including Flotilla No. 13 (Seaside Park), Flotilla No. 15 (Point Pleasant), and Flotilla No. 16 (Toms River). Rear Admiral Lyndon Spencer, USCG, will be the main speaker, and will present the CG SECURITY SHIELD OF HONOR to the three Flotillas. The ceremony, which includes a parade from the Toms River Yacht Club to the Toms River High School auditorium, has been planned very carefully. In the line of parade will be the Boy Scouts, Girl Scouts, and Sea Scouts of Ocean County, New Jersey, together with the American Legion Band, the American Red Cross, and the Motor Corps. This ceremony will honor some 300 Class (T) Reservists from the Northern New Jersey Division; and it is estimated that from 1200 to 1400 persons will be in attendance.

### BOX SCORE

CUMULATIVE TOTALS AS OF  
31 AUGUST, 1945

Number of Men Enrolled in USCG Auxiliary .....	3533
Number of Class (T) Reservists on Active Duty .....	47
Number of Class (T) Reservists on Unassigned Status .....	2033



# HOW'S THIS FOR AN "OLD RIVER PIRATE?"

## Wally MacFeeters Makes Two Rescues in One Day



★ We think the Auxiliary may have inherited a new record as a result of the good seamanship and presence of mind of our Wally, who in the space of a very short time, made two separate rescues on Labor Day.

As he was coming along the Delaware just off the Pennsylvania Yacht Club, Mr. MacFeeters was alarmed to see a sail-boat in difficulties which promptly came to a head with the capsizing of the craft. In a matter of seconds, Wally was alongside and aided the party on board his own boat. He then assisted in removing the sail and riding the boat which he towed into the Yacht Club dock. You may be sure that he received the hearty thanks of the sail-boat passengers and crew.

After shoving off from this little detour in his Labor Day cruise, Wally was waved at by a large group on a speed boat. Being a neighborly sort of guy, Wally waved right back. But as he

came within hearing distance, he realized that once again he was being called to the rescue. The speed boat with a party of 15 aboard had a motor that refused to "mote" and Wally ended up by towing said speed boat.

Taking a real serious slant on things, this seems to us to be a perfect example of the very reason behind the continuance of the Coast Guard Auxiliary. In one case at least, Wally MacFeeters' prompt action prevented what could very easily have been a tragic boat accident. In both instances, the prompt and efficient assistance rendered by a member of the Coast Guard Auxiliary, set an example that can help by leading to greater interest in Auxiliary work. By the rescue parties and by all whom they tell of the incident.

Hats off to a great guy for adding another fine record to the very many he already holds for outstanding boating performance.

**EDITOR'S NOTE:** Skipper Wally MacFeeters is a well known and really deeply beloved chap. The Editor, speaking from personal experience, can say that Wally probably has more friends than any other man in the Auxiliary. Where he got the nick-name of "River Pirate" is a mystery, because Wally and the good ship "ELENORE" have done tons of good for fellow boatmen during the last 35 years.

## SCHEDULE OF CEREMONIES FOR AWARDING COAST GUARD SECURITY SHIELD OF HONOR

- 1 October—Flotilla 52—at Lancaster.
- 6 October—Flotillas 41, 42 — at Hance's Point.
- 8 October—Flotilla 53—at Harrisburg.
- 12 October—Flotilla 51—at Reading.
- 20 October—Flotillas 21, 22, 23, 24, 25, 27 —at Camden.
- 26 October—Flotilla 18—at Beach Haven.
- 30 October—Flotilla 19—at Bridgeton.

## NOTICE TO PUBLICITY OFFICERS

The deadline for next issue is October 10th. Try to let me have hot news, a good boating story . . . and some new pictures. Mail them to: Jerry Marcus, Acting Editor of TOP-SIDE, 642 N. Broad St., Phila. 30, Pa.



★ Recent surveys conducted over two week-ends (one down thru the Chesapeake Upper Bay area, and the other along the Delaware River and the lower part of the Inland waterway thru Jersey), have shown that the U. S. Coast Guard needs the Auxiliary more now than ever before.

I am wondering whether the individual Flotilla commanders are not overlooking an opportunity for "a really needed duty" when they do not set up some sort of a patrol system in their own individual areas. The thought is actuated by the few serious incidents which were witnessed during the above mentioned surveys. Here they are:

On the upper Delaware, Saturday afternoon, three small boys were rowing near mid-channel, when a speedboat coming up the river at a terrific clip, passed within 20 feet of the kids, upset them, and did not even stop.

If an Auxiliary Boat had been detailed in this area, the accident may have been prevented. First of all, they would have warned the small boys to stay close to shore (would have probably censored them for not having life preservers), secondly, they would surely have recognized the owner of the speedboat and in a friendly way later on, would explain to him that "Boating men, just don't do that sort of thing."

A little further down the Delaware, a 1½ year old youngster had fallen off a dock while playing near the edge. The tot's body was being grappled for when this survey passed the scene.

Perhaps if there had been an Auxiliary patrol in the area, they would have warned the youngster away from the water's edge . . . or might have been handy to effect a rescue when he fell in.

A little later that week-end, we really had an opportunity to haul a fellow off one of the shoals that crop up the Sassa-

(Continued on Page 14)



# The **LOG** of AUXILIARY FLOTILLA ACTIVITIES

## FLOTILLA 25, FARRAGUT

This is being submitted while we are still in the midst of the summer lull in Flotilla activities. However, by the time it is read, there will be much activity in connection with the important event in which all Flotillas in the Delaware Division of the Auxiliary will be awarded Coast Guard Shields of Honor. The ceremonies will be held on 20 October, 1945, at the Camden Convention Hall and the New Jersey State Naval Militia Armory, Camden, N. J.

Never having been in the Camden Convention Hall, which is across the street from the Armory, where the military review is to be held (although it took an abundance of will power to refrain from visiting it each Monday night during the Fall and Winter months when wrestling matches, etc., were conducted in it, instead of attending our Flotilla meetings and classes), we can't write about it, but we can tell of the marvels of the New Jersey State Naval Militia Armory, which ranks as the finest base that any Auxiliary group is privileged to use.

The Armory is ideal for the scheduled Reception and Dance. In addition to affording the finest nautical facilities, everything is always kept spic and span by our own Auxiliaryman, Jack O'Brien, Armorer. 'Tis said that Jack's golden hair gets a little more silvery each time he sees a blade of grass out of place on the spacious lawns surrounding the Armory or a scrap of paper on the decks inside.

In the past more than one visitor has exclaimed on inspecting the facilities of the Armory, "No wonder Farragut Flotilla has such a first-rate group with such an ideal place to meet and train."

While we members of the Flotilla believe in giving due credit to the part the Armory has played in our success, we think that the splendid leadership of our commander, Dr. T. Frazier Hadley, Jr., deserves equal credit, and are reminded of the saying of that great Professor Emeritus of Yale University that, next to a priest, a medical doctor has about the greatest knowledge of human nature. "Doc" Hadley, a self-termed "pill peddler," has had to use his great knowledge of his fellowmen to weld the variety of men that constitutes Flotilla 25 into the smooth work-

ing team that has brought honor to itself and the U. S. Coast Guard.

A cordial welcome is extended to all to be present 20 October as guests of Flotillas 23 and 25 to see honors bestowed on the men of Flotillas 21, 22, 24, 27, 23 and 25.

—John J. McCormack, Publicity Officer

• • •

## FLOTILLA 26, TRENTON

It's Lieutenant (j.g.) (T) Chas. H. Wyckoff of Flotilla 26 now! After several misses in these columns we are certainly glad to report with this issue that our Commander has moved up—Congratulations, skipper!

On 6 September, Captain of the Division, Lieut. (T) R. Earle Leonard visited the Flotilla for the expressed purpose of administering the oath. Mr. Leonard's well chosen words of encouragement gave us an inkling of what the Auxiliary might have in store for us in the future.

Several weeks back we had a bang-up corn-roast and party, with a large number of visitors from down-river. Among those attending were commodores of some of the Delaware River yacht clubs. Fran Berger handled the master of ceremonies job to perfection, while Barney Rochestie handled the entertainment and refreshments. A really good time was enjoyed by all—thanks to the committee.

The Security Shield of Honor will be presented to 26 at Camden on 20 October. This was not announced in time for the last issue of *Topside* as arrangements had not been completed in time for publication. Trenton intends to have the entire Flotilla on hand . . . so beware Camden.

While official intentions on future Auxiliary operations are still being formulated—our planning has begun. Committees have been appointed to suggest and supervise activities. For chairmen we have Dave Rochestie, attendance; Emil Pelcz, education; Bob Bailey, publicity; Barney Rochestie, entertainment; Fran Berger, house; B. S. Van Meter, boat handling and O. L. Evans, membership. That's a combination you won't be able to beat. Practically every man in the Flotilla has been assigned to some one of the committees to ease the bur-

den and keep all actively interested in the Auxiliary.

The boys up here have been anxiously scanning the schedule of the Florence V for her voyage to the tidewater line of the Delaware, but to no avail . . . perhaps she will be used on the ice-breaking patrol when Trenton comes up on her bow. However, no matter when, we'll welcome the Florence V and her new Commanding Officer, Ensign (T) Fred Remington with open arms. Our congratulations to Lieut. (j.g.) (T) Levering for his efforts in getting the vessel in operation for this important training program.

Here's Trenton's toast—A bigger and better U. S. Coast Guard Auxiliary!

—Robert J. Bailey, Publicity Officer

• • •

## FLOTILLA 31, OCEAN CITY

The Security Shield presentation is now a thing of the past; and in due course of time there will appear in *TOPSIDE* a complete story of the whole affair as it went off and as it was apparent to the casual eye. But just so it may never be forgotten, we devote a few words in this column to the frantic days (and nights) of preparation.

To Dick Gifford, who acted as chairman of the committee on arrangements, we hereby award a five pound can of double strength aspirin. It won't cure the headaches he won but when he gets completely nuts, he can spend the time in his padded cell counting and re-counting the pills. To Dick Nelms we proudly present a barb-wire bathtub where he can retire in ease and solitary comfort while meditating on the problems of the social and gustatory obligations which attend visits by big brass.

To Edgar Hires, a split of root beer spiked with ink eraser and a box of assorted medals for awarding to our local heroes. Cliff Clark and Win Haimert are deserving of an atoll in the South Pacific where Cliff can bury the treasure and Win can have nothing but hula dancers to offer as entertainment: Forrest Nyman gets three roller skates—two to move around on after ads and the third for when he falls down. Ralph Clayton should receive a bottle full—pardon, we mean a bag full—of assorted left and right feet to distribute to squads, platoons and details whose feet are not mated when drilling.



There are others too numerous, perhaps, to mention who have done the foot-work, the details and the chores attached to the Security Shield ceremony. Van has done some odd jobs, but his big job, in our opinion, is to tell every guy who helped to put this over that it was the combined efforts that resulted in success, and not individual starrng. This publicity officer acknowledges the help given on that telephone book edition of the commemorative program. It started out like the well-known snowball and grew in size until it became that tome which you presumably lugged home with you. We may be "Semper Paratus" but thank the bearded prophets that wars only end once.

—E. L. Johnstone, Publicity Officer

### FLOTILLA 22, ESSINGTON

At the last meeting, many members of 22 "popularly-demanded" that some of our training courses be re-established. In order of popularity the courses are:

- (1) Navigation
- (2) Boat-handling
- (3) Radio

Our Mr. Carmine immediately started the ball rolling toward getting the classes set up. If slightly more than half the men who signified the intention of attending do attend, we'll really have a class-room full.

Lt. Griscom then spoke on the preparations the Coast Guard is making to continue Auxiliary activity. He painted a very interesting picture — one that appealed to nearly every one of us.

We had a guest in the person of Chief-shipfitter J. Corbett, USN, who told us of his adventures. He has been in the service since 1929. His "kid" brother, he said, had been in the Navy less than half that time and was a Lieutenant (j.g.) He wore a rather wry expression plus a smile when he said it. Our next meeting is scheduled for 10 September, and we'll report on it, too.

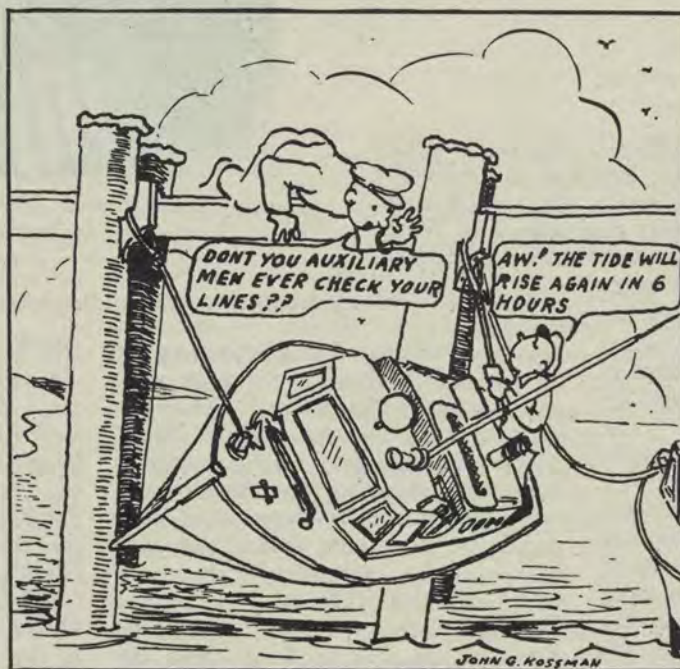
Jack Neill, of the ex-Thursday day crew, entertained two crews (Wednesday night, too) at his home up Logan way. For many of the guests the evening started early—at a specially prepared meal. (Prepared, incidentally, with his own itty-bitsy, big hands.) The party was a grand success, including the pictures taken on the base at Essington the last duty-day. The reports following the encounter were enthusiastic and

plentiful. I'm afraid Doc Neill has a steady job now—about every three months (Or sooner, if the furniture can be repaired.) There was one patient who popped in just as the gang, full-stride, was popping out. He backed away fearfully and is now probably wondering what it was he wanted to see Doc about.

The only approaching Reserve function I've heard about is the Review at the Camden Armory on Saturday, 20 October. It's to be a uniformed affair, plus wives and other lovely creatures. We'll try to give a report on this—since it will most likely be our last uninformed appearance.

Incidentally, Chief Brenemen, of 22, was presented with a nice pair of binoculars by his crew. He still can't get his eye-brows down. But he was tremendously pleased.

Flotilla 22 will have to find a new home for its meetings. Following the Septem-



ber meeting, the Springfield High School will be opened and we'll have to vacate. We will probably transfer our meetings to Auxiliary Headquarters at 1011 Chestnut Street in Philadelphia.

Here's proof, gentlemen, of just how much good the training you've received has done you. The following item might have happened to you . . . or you:

Since being placed on an inactive status, the Thursday Day Crew, (Rieger's River Rats) have been maintaining patrols on Thursdays, alternating between the waters of Chesapeake Bay and the Atlantic Ocean.

At 0955, 16 August, 1945, departed base at Stone Harbor, N. J., aboard a 25-foot sea skiff, skippered by Johnny

Krieg, SC 3/c, destination fishing banks off Cape May, N. J., with the Auxiliary Flag proudly flying at the bow staff.

Stemming a 7 mile tide, at 2 miles out to sea the alert bow watch picked up a lone fishing boat off the port bow; drawing closer, its sole occupant was seen waving a not too clean shirt on a boat hook. At 1205 we made fast to the disabled 20-foot motor launch "Rose" out of Hereford's Inlet, N. J., and were informed by its nervous and exhausted owner that his water pump had cracked beyond repair and that he had been attempting to attract the attention of the Coast Guard Life Station at Hereford's Inlet for four hours.

A strong sea was running slightly more choppy than off Hog Island except during the hurricane of 1944. The "Rose" was towed in safely and turned over to the Coast Guard rescue boat approximately 1/4 mile from the Hereford's Inlet Station.

Another busman's holiday, but after all the tradition of the Coast Guard must be maintained—"Semper Monotonous."

Well, that's all for now. While the winning of the war depended more on the Atomic Bomb than on us . . . we part-time sailors helped a little. Let's think of that and, as old men, square our shoulders . . . just a little.

—W. L. Bunnagar,  
Publicity Officer.

### FLOTILLA 21 QUAKER CITY

With gas rationing over, you can be sure that every boat owner in Flotilla 21 has been taking advantage of the chance to churn up both local and distant rivers, bays and ocean-sides. However, in spite of the records of vacations, the

August meeting turnout was one of the largest in months, and a swell time was had by all. No small reason was the fact that refreshments were on board at Disston Recreation Center, due largely to the efforts of one John Sader. And it is expected that light refreshments will continue to be a feature of the monthly Flotilla meetings. It has already proved itself a bell-ringer for pepping up the sociability after training classes are over for the evening.

At this August meeting it was unanimously decided to suspend meetings until 10 September. And an unusually good fall turnout is expected.

With Victory an accomplished fact, Flotilla 21 nevertheless will feel a sense  
(Continued on Page 10)



# The "GREAT WHITE

THIS EXCLUSIVE INTERVIEW FOR THE READERS OF TOPSIDE, WAS OBTAINED THROUGH THE EFFORTS OF AUXILIARIST ALEX. M. WALKER, FLOTILLA 22, ESSINGTON.

CAPTAIN JONES TELLS US MANY OF THE THINGS WE HAVE ALL BEEN WAITING TO HEAR.



Captain Chester H. Jones, Chief, Auxiliary Division, USCG, who assists Commandant in control, development and administration of Auxiliary.

**T**HE JAPS HAD SURRENDERED. Our Great White Father, Captain Chester H. Jones, Chief of the Auxiliary Division at Coast Guard Headquarters, was visited in his office overlooking the Potomac near Georgetown in Washington and sounded out for the benefit of readers of TOPSIDE as to the future prospects and plans for the Auxiliary. Captain Jones has top-flight responsibility in our organization. He assists the Commandant in the control, development and administration of the entire Auxiliary. The Captain, whose genial likeness appears in the accompanying photograph furnished upon request for use in TOPSIDE, was at this particular moment already engrossed in a proposed restatement of policies for the Auxiliary. This statement of policies, right now before the Advisory Board at Headquarters for consideration and approval, will constitute the Auxiliary's chart and compass for the future. It seems fitting that our auxiliarists should be afforded this first-hand account of the epochal tide and current changes which are indicated from here on out in the life stream of their up-and-coming unique organization.

**Chore.**—“Our chore,” emphasized Captain Jones, “is to try to make the Auxiliary live and continue to live, to make it interesting to members, and to reach through the Auxiliary all the people who are now or might be potential boatmen.”

**New Instructions.**—He exhibited an advance copy of the complete new USCG Auxiliary Instructions. These are still in draft form, and while they

have been circulated to a limited extent in the District, they have not yet been sent out to the Flotilla level. Their inspection makes one thing clear. Headquarters has lost no time in providing exhaustive plans for the future long-range growth and development of your Auxiliary. No doubt shortly they will be approved in substantially their present form and made available to the Flotillas and thus to members generally. You will discover in their pages detailed regulations under various broad important categories such as, definitions, purpose, organization and administration personnel, assignment to duty, facilities, reimbursement, benefits, rights and privileges (this chapter covering, for example, such matters as the design and use of the distinctive uniform and insignia of the craft), and forms and reports required by headquarters.

**Statement of Policies.**—“The statement of policies may be revised from time to time as different projects come up and are added to it,” explained Captain Jones. “For example, I have a project before the Advisory Board now, which has not yet been approved, regarding the methods of contacting the prospective boat owner and informing him of the safety regulations and

the law, and emphasizing the safety measures which are recommended beyond those specifically required which will enhance safety. The idea is to have each Flotilla so equipped that we can encourage the new boat to contact the Flotilla and inform himself on matters that would advance safety in boat handling.”

**Educational Material.**—The Coast Guard is giving a great deal of thought to the central development and coordination of educational material to be made available to all Flotillas. It might safely be said that the development of this material will form the keystone in the policies and the programs of the Auxiliary. “Heretofore,” as Captain Jones explained, “we have done most instructing on a local scale without benefit of central coordination, while we now have material available at the CG Institute which I want to have adopted on a nation-wide scale in the Auxiliary classrooms.” Clearly, Headquarters is going to stress the wider use of nationally-tested training texts and aids for the instruction of auxiliarists. While many of the materials so far adopted are familiar to the highly-schooled, “larnin’-thirsty” enrollees of Flotillas created in the 4th NavDist, it



# E FATHER" Speaks

By ALEX. M. WALKER, Flotilla 22

might nevertheless prove helpful for the information and guidance of auxiliaries generally to itemize below certain such publications and aids to which Headquarters gives its official nod.

The following texts available from the C.G.A. Press, 210 Fulton Street, New York 7, New York, were prepared especially for Auxiliary Training and are highly recommended as required reading in connection with Auxiliary training programs:

- a. The U. S. Coast Guard, Its History, Vessels and Doctrines .....\$1.00
  - b. Regulations, U. S. Coast Guard, Excerpts from ..... .60
  - c. Correspondence Manual ..... .30
  - d. Physical Training ..... .10
  - e. Outline of Instruction in Visual Signaling ..... .20
  - f. Fundamentals of Visual Signaling (Int.) ..... .25
  - g. Power Boat Engine Manual .... 1.00
  - h. First Aid ..... Temp. Out of Print
- A discount of 10% is allowed on all CGA Press publications if ordered in lots of six or more of an item.

The C.G.A. Press is also able to supply the following texts and aids:

- a. Law Enforcement (same format as above) .....\$ .10
- b. General Outline of Instruction and Qualification (same format as above) ..... .25
- c. Regulations, USCG Auxiliary (same format as above) ..... .15
- d. Regulations, USCG Reserve (same format as above) ..... .25
- e. Chapman's Piloting and Small Boat Handling ..... 1.78
- f. Soule's Naval Terms and Definitions ..... .75
- g. CGA Loose Leaf Binder ..... 1.00
- h. CGA Windshield Decals ..... .15
- i. Signal Card Deck ..... eight for 1.00
- j. Blinker Trainer ..... .10
- k. Semaphore Trainer ..... three for .25
- l. Signal Disk ..... three for .25
- m. Int. Code Flag Set with Hoist ... 2.00
- n. Compass Trainer ..... .65
- o. Sextant Trainer ..... nine for 5.00
- three for 8.00

The following texts may be procured from the C.G.A. Institute, Groton, Connecticut:

- a. Piloting Questionnaire and Supplements .....\$1.00
- b. American Practical Navigator, by Bowditch ..... 2.70
- c. Navigation and Nautical Astronomy, by Dutton ..... 1.25
- d. Nautical Astronomy Questionnaire & Supplements ..... 1.00
- e. Rude Star Finder and Identifier (HO 2 102-B) ..... 1.00
- f. Altitude and Azimuth Tables (HO 214 Val 5) ..... 2.25
- g. Maneuvering Board Questionnaire & Supplements ..... .50

- h. Admiralty Law Enforcement ... 1.00
- i. Mathematics for Mariners (Dimick and Hurd) ..... 2.20
- j. Meteorology (Pan American Airways) ..... 1.00

Captain Jones pointed out that he would like to see the new history of the Coast Guard, heading the list above at one buck per copy, in the hands of each auxiliary since many of the men in the Auxiliary do not know much about the Coast Guard history. In fact, the Captain, who has grown up with and in the Coast Guard, and who ought to know, added "To my mind, this is the best presentation of that history in short outline that can be found anywhere." If any man is not yet sold, let it be told that this priceless work is, moreover, significantly and profusely illustrated, and it is dripping with salt from cover to cover. The line forms on the right!

The Captain expects that ultimately the national training officer of the Auxiliary will be hooked right in with the training group of the Coast Guard and also with the CG Institute, at Groton, near New London, Connecticut.

**Conventions; the Democratic Process.**—"I cannot say definitely now," mused Captain Jones, "but I am looking forward to the day when we will have local conferences and conventions and also a national convention. But I do not think we are quite up to that right at this stage of the game with the war just ended. In these gatherings we would get together and talk over and develop the future organization. And, above all, I would like to emphasize this point: that development will come in any event from the membership, and not from Washington! We will just give the Flotillas the go sign and the members will do the rest."

**Auxiliary Anniversary.**—"Another thing—and I am just thinking out loud now—" the Captain continued musing, "I am hoping that we can make something of 23 June. That's the anniversary of the signing of the original Auxiliary Act in 1939, and I think we ought to do something about it!"

**Licensing boat operators.**—"What the Auxiliary does not want is to see every man required to obtain a license before he can operate a motor boat," declared Captain Jones. He firmly believes that if the Auxiliary "does its stuff", so that everybody knows the regulations, the country will have no need for a system

of operators' licenses. "We can reach the general public better through the Auxiliary," he maintains, explaining, "We will never have officers and men sufficient to enforce licensing. Besides, that could never be done without tremendous government expense. So our basic idea is one of widespread education of the enormous potential field of boat owners. Right now there are some 377,000 motor boats, which is a drop in the bucket to what we will have shortly, as all boat-building shops have a tremendous backlog of orders."

"There is going to be a period now," Captain Jones reiterated, "where the future of the Auxiliary will depend upon the dreams of the local Flotillas." He hastened to add that, at the same time, "We are hoping that we will be able to send out central guidance and helpful materials from time to time."

**Type of organization; main job.**—"The Auxiliary is a new type of organization," he explained. "In fact, there is nothing like it under the government: an organization the purpose of which is to do self-regulating, thereby avoiding the necessity of creating additional agencies of government stepping in with a whole flock of additional rules and regulations which nobody wants. In other words, we shall try to do our job by disseminating information to, and enlisting the voluntary cooperation of, the people directly affected — and for that purpose we shall need even fewer laws, rules and regulations than we have now."

"Thus," Captain Jones emphasized by way of conclusion, "the main job facing the Auxiliary is to do missionary work among small boat owners and operators."

**Flotilla periodicals.**—It may interest readers to know that Captain Jones has a big stack of assorted Auxiliary district periodicals piled within convenient arm's-length on his desk. Prominent among them was TOPSIDE. When your reporter accidentally-on-purpose mentioned *The 22 Bulletin*, published by the boys of you-know-what Flotilla, it should therefore occasion no surprise to learn that the Captain requested copies of all past and future numbers of that ambitious Flotilla publication. There can be no doubt that Headquarters is, for its part, keenly interested in feeling the pulse of the membership and keeping abreast of what the individual members are doing and thinking.



# The LOG

## of Auxiliary Flotilla Activities

(Continued from Page 7)

of regret as well as certain loss at the prospect of being finally released from Class T Reserve status, which it is understood will become effective sometime after 20 October. Meanwhile, we await with our sister Flotillas in the Second Division, and are looking forward with the greatest anticipation to the presentation of the Coast Guard shields of honor at Camden Convention Hall.

Just as a reminder that there is still plenty to be done before Peace, in the true sense, is ultimately secure, we report that Wally McFeeters has recently signed the papers so that 17-year-old son Jim can enlist in the United States Navy. If Jim is a chip off the old block, the Navy may easily have a new admiral in the making.

—Frank T. Kessler, Publicity Officer

• • •

### FLOTILLA 24, DELAWARE RIVER

News seems to be getting a little bit scarce these days, but there has been enough activity at 24 to realize that peace time programs are starting to materialize.

The up-river party, held 20 August, was a real success. Some 65 men, on 7 boats departed DRYC at 2030 and after a 20 minute moonlight trip upstream, assembled on either side of the two fifty footers on whose decks the party started with a bang. There were plenty of eats and drinks, (but not the kind that make men fall overboard) Kristie was there with his accordion and the new and old tunes were sung, but good.

We had a report from the Commander of Flotilla 21, who evidently lives in that vicinity. He wanted to know how often we have an affair like that, and said that the music and singing sounded so good that he got out of bed, donned

(Continued on Page 14)

## FIFTH DIVISION FLOTILLAS TO PURCHASE WATER FRONT PROPERTY

By CHARLES R. MORAN



★ Wilmington Flotilla, No. 41, has arranged to purchase a 55-acre farm with two buildings and a wharf on the Northeast River in Elk Neck, north of Hance's Point, four miles south of Northeast, Md.

A corporation has been formed and a charter has been granted. The tract will be known as the "Auxiliary Training Base." Participating with the Wilmington Flotilla in the purchase of the property is Lancaster Flotilla No. 52. Flotilla No. 51 at Reading and Flotilla No. 53 at Harrisburg have been invited to participate.

The property will provide a center and facilities for continuance of the wartime training of the participating Flotillas, and as it has a 650-foot water front on the Northeast River, will permit practice in navigational operations with small boats.

The large house on the property, a combination garage and dwelling quarters, are surrounded by tall trees, and there is a wide, sloping lawn down to the river.

Several members of Flotillas Nos. 41 and 52 have inspected the property and have given it their unqualified approval. A committee from Harrisburg and Lan-

caster visited the new club house 1 September and all agree with the advance notices given about the "Base."

The acquisition of the property will provide means for the members of the four Flotillas, containing total enrollment of more than 350 men, to continue their training, navigational activities and friendships. Many of the members own their own power boats and more will acquire them as they are available with return of peace time production.

The tract of land consists of 35 acres of which 18 are on the road from North East to the Northeast River. Thirty-seven acres are wooded land. The waterfront consists of 650 feet with masonry stone bulkhead and extensive anchorage space.

There is a 130 foot long pier in good condition with a pavilion on the outer end. Grounds contain many shade trees, tennis court, and water facilities. The house is 26 by 85 feet in size, and contains six rooms, kitchen and there is a caretaker's quarters with one room and bath and two story garage. Space for all forms of outdoor sports, including baseball, and for location of cabins for members is ample.

The advisory committee on the building property for Flotilla No. 41 consists of Lts. (j.g.) Henry W. Hargadine and Van R. Coates, William D. Bradford and C. Judd Stewart. James F. McCloskey, General Chairman of the Flotilla, has spent very much time in seeing that this program gets going in the right manner.

Wilmington Flotilla 41 has already raised its quota to help finance this project and the other Flotillas are expected to be heard from in a very short time.

### CORRECTION

Reference to the Article by Ed. Willard in last month's TOPSIDE

**The address of the Lightning Class Association is 37 Cass Street, South Haven, Michigan. We had it South Haven, Conn.**



## NEW C.O. for the FLORENCE V

Due to the fact that Lieut. (j.g.) (T) F. W. Levering, USCGR, Commanding Officer of the training vessel FLORENCE V, has suffered a severe physical handicap which will make it impossible for him to carry on the responsibility of the Commanding Officer of the FLORENCE V, at Lieutenant Levering's request, he has been relieved of the duties of Commanding Officer, and has appointed in his place the former Executive Officer of the vessel, Ensign (T) Frederic Remington, USCGR.

Ensign (T) Remington is an outstanding boatman of the USCG Auxiliary, and full cooperation of all crews and crew chiefs, is expected in order that the training schedule of the FLORENCE V may be carried through as planned.

### TRAINING SCHEDULE FOR "FLORENCE V" FRIDAY, 31 AUGUST TO SATURDAY, 31 SEPTEMBER INCL.

- 31 August—Move to Beach Haven via Great Inlet and Little Egg Inlet. Tie up at Little Egg Yacht Club Dock.
- 1 September—1400. First training cruise, Flotillas 18 and 19.
- 2 September—1400. Second training cruise, Flotillas 18 and 19.
- 3 September—1400. Third training cruise, Flotillas 18 and 19.
- 4 September—Move to Toms River, N. J. Tie up at Toms River Yacht Club Dock.
- 5 September—Open vessel aboard the FLORENCE V, in connection with Security Shield of Honor ceremony.
- 6 September—1400. First training cruise, Flotilla 16.
- 7 September—1400. Second training cruise, Flotilla 16.
- 8 September—Move to Seaside Park, N. J. Tie up at Seaside Park Yacht Club. 1400. First training cruise, Flotilla 13.
- 9 September—1400. Second training cruise, Flotilla 13.
- 10 September—Move to Bayhead, N. J. Tie up at Dales Dock. 1400. First training cruise, Flotilla 15.
- 11 September—1400. Second training cruise, Flotilla 15.
- 12 September—Move to Ocean City, N. J., via Manasquan Inlet and Great Inlet.
- 13 September—Work aboard ship.
- 14 September—Work aboard ship.
- 15 September—Open vessel in connection with Security Shield of Honor ceremonies.
- 16 September—Move to Cape May, N. J., via Great Inlet and Cold Spring Inlet. 1400. Training cruise, Flotilla 35.
- 17 September—Move to Lewes, Delaware. 1400. Training cruise, Flotilla 41.
- 18 September—Move to Bivalve, New Jersey.
- 19 September—1400. First training cruise, Flotilla 34.
- 20 September—1400. Second training cruise, Flotilla 34.
- 21 September—Move to Salem, New Jersey.
- 22 September—1400. First training cruise, Flotilla 27.
- 23 September—1400. Second training cruise, Flotilla 27.
- 24 September—Move to Wilmington, Delaware. The vessel will be at Wilmington from Monday, 24 September, through Sunday, 30 September, for training members from Flotillas 51, 52 and 53.

## COMMENDATION FOR HEROIC AND OUTSTANDING CONDUCT TO JAMES D. MATTHEWS AND STOKES B. CARRIGAN

### *Topside Proudly Reprints the Letters of Praise for These Two Men*

UNITED STATES COAST GUARD  
PHILADELPHIA 6, PA.

4 August, 1945

To: Stokes B. Carrigan (6012-716) BM1c (T) USCGR, USCG Auxiliary  
Via: DCGO 4ND  
Subj.: Commendation

1. On the night of 14 September, 1944, during the disastrous hurricane you were assigned to duty at the Bonds Lifeboat Station with Flotilla 18 and during that period of emergency exhibited the highest degree of devotion to duty, initiative and leadership.

2. Despite prevailing difficulties you succeeded in raising your sunken boat, and by using parts from your personal automobile, restored it to operating order. This forethought on your part in making available transportation for supplies, searching parties and relief work was responsible for saving life and property. Your endurance and courage during the night of 14 September, and the two following days in which you worked without ceasing, inspired others to carry on and remain calm in the face of destruction.

3. You are commended for your heroic and outstanding conduct on this occasion. Your actions were in keeping with the traditions of the United States Coast Guard.

4. A copy of this letter will be made a part of your official record at Headquarters.

L. T. CHALKER  
Acting Commandant

UNITED STATES COAST GUARD  
PHILADELPHIA 6, PA.

4 August, 1945

To: James D. Matthews (6013-720) Y2c (T) USCGR, USCG Auxiliary  
Via: DCGO 4ND  
Subj.: Commendation

1. The report of your heroic conduct on the night of 14 September, 1944, during the disastrous hurricane at Beach Haven, New Jersey, reveals that you valiantly worked throughout the night and the next day to assist in evacuating endangered persons and recovering bodies, all of which required extreme physical effort. Although suffering from a leg ailment at the time, you did not disclose the fact until the emergency was over, and you had exerted yourself beyond physical limitation and caused great aggravation and pain to an already existing disability.

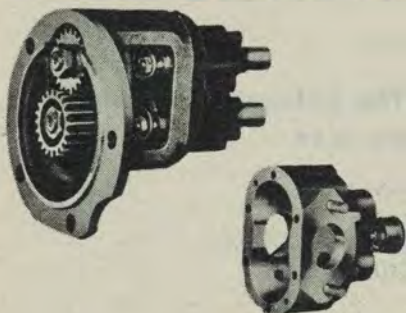
2. You are commended for your fine spirit of unselfishness and for action above and beyond the call of duty. You have upheld the highest traditions of the United States Coast Guard.

3. A copy of this letter will be made a part of your official record at Headquarters.

L. T. CHALKER  
Acting Commandant



## NEW PUMP WITH NEOPRENE IMPELLOR



Of particular interest is an important new type of sea-water pump developed by Gray during the war and thoroughly proved on U. S. Navy engines totalling over 50,000 units. These new pumps have impellers of neoprene rubber moving in a brass housing, possessing extremely long life even when operated in shoal waters bearing sand and silt.

## RE-ENROLLMENT OF MEMBERS AT EXPIRATION OF THREE-YEAR TERM OF ENROLLMENT

The "Coast Guard Auxiliary and Reserve Act of 1941" states that, "the term of enrollment in the Auxiliary . . . shall be three years." At the end of the term of enrollment, membership in the Auxiliary becomes non-existent unless renewed.

In accordance with Auxiliary General Circular No. 11-45, the following procedure has been devised for handling renewals of memberships in the Auxiliary, 4th ND.

- (a) Letters have been prepared listing those members whose three-year term of enrollment has expired.
- (b) This list will be sent to the Commanding Officer, Marine Division, F. B. Hineline, for indorsement, and will then be forwarded to the Flotilla Commander.
- (c) Based on active interest and his worth to the organization, the Flotilla Commander and the Staff Officers of the Flotilla shall recommend or disapprove re-enrollment of membership and

shall return lists with recommendations to the Director.

- (d) The Director shall notify the member of the action taken. If re-enrollment is approved by the Flotilla Commander and accepted by the member, a new Auxiliary Identification Card shall be issued. The member shall forward his membership certificate to this office to be indorsed with the renewal date.
- (e) If re-enrollment is not approved by the Flotilla Commander and the member should, within 15 days of his receipt of the notice that re-enrollment was disapproved, express his desire to be re-enrolled in writing to the Auxiliary office, the member shall have the right to appear before the District Board for a hearing of the reasons for this disapproval. If re-enrollment is still disapproved, the person must submit his membership certificate to this office and ceases to be a member of the Auxiliary as of the date of expiration of his three-year enrollment.

## BOATMEN FIND TECTYL 515

### EFFECTIVE CLEANER

Tectyl 515 is a polar compound which cleans metal and metal surfaces and by the deposit of a thin film of preservative and lubricating oil, lubricates such surfaces. This film has anti-corrosion properties and serves to provide temporary protection against corrosion. A thin, amber-colored fluid, a true solution compound, 515 consists of a mixture of a solvent and of chemicals which, on the evaporation of the solvent, deposits a polar film. Tectyl 515 is recommended as an ideal product for cleaning machine tools of all kinds, printing machinery and any special type of machinery which accumulates dust and grease in the ordinary course of operation. It can be used in cleaning boilers, engines and turbines. It can also be used to clean and lubricate office machinery, precision instruments, speedometers, typewriters, adding machines, cash registers, or any machinery having a multiplicity of parts. When so used, 515 not only removes the

accumulation of hardened grease or oil and dust, but after removal of such accumulation leaves a thin fluid coating which has high lubricating qualities.

When it is intended to protect metal by treating it with Tectyl 502 or Tectyl 506 to prevent corrosion, it is essential that the parts to be treated should first be cleaned with 515. When Tectyl 515 has been used for this purpose, the remaining thin oil film need not be removed prior to treating the metal with Tectyl 502 or Tectyl 506.

Tectyl 515 may be applied under high pressure 100 to 150 pounds per square inch by using any of the standard forms of sprayers, with the article to be sprayed, if small, placed in a hood or under an exhaust fan, it may be sprayed at low pressures with any type of hand sprayer. Where low pressure spraying is used, machinery or metal parts on which grease or oil have caked

may require a certain period of soaking and penetration in order to obtain complete removal. In such instances it is suggested that Tectyl 515 first be sprayed and then allowed to stand approximately one hour, then sprayed a second time; or the hardened grease and oil may be removed by hand cleaning with cotton waste soaked in Tectyl 515 or with stiff bristled brushes. Tectyl 515 may be applied directly to machinery or parts to be cleaned by hand. Thus, waste soaked in 515 or stiff bristled brushes dipped in 515 can be used effectively. The thin non-drying lubricating film which is left after the application of 515 may be removed by use of any of the common solvents, such as kerosene, gasoline, or carbon tetrachloride.

Inquiries pertaining to it should be sent to Valvoline Oil Company, 431 Main Street, Dept. No. 36, Cincinnati 2, Ohio.



# TWO YEARS IN THE AUXILIARY and NOW TAKES FIRST BOATRIDE

*To the many men of the CGA who have given faithfully and unselfishly of their time and effort, working on shore, this bit is dedicated to help create a desire to "own your own." It's told by one of your own number.*

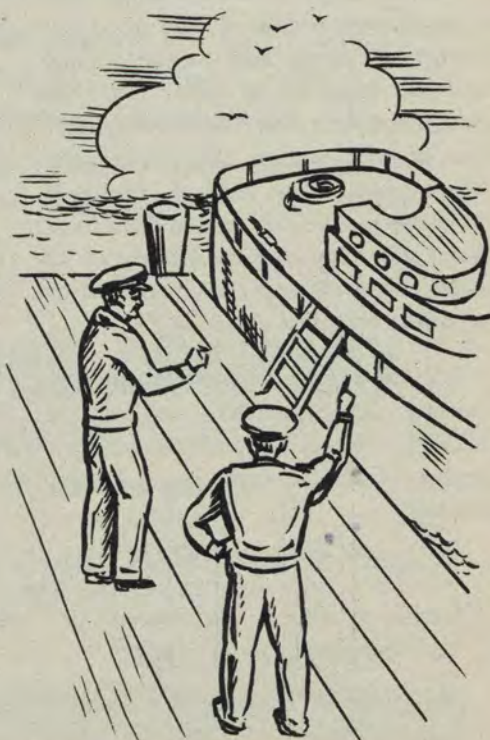
Boys, I had a day and a half last Sunday! You know Art Kitson invited me down to see his boat. From the time we arrived, there was something doin'! Now you guys know Art's never fast unless there's a case of beer at the destination, but Sunday was different. We got there about 10 in the morning, and Art and his 14 year old Herby went out in the DINK to bring in the big baby. After we got aboard, and made ready, Art tried the motor. After a few unsuccessful tries, he says—"Well, we'll have to change the batteries." . . . "Herb, up in the foc'sle are my wrenches." You know what a foc'sle is, don't you? . . . Fibber McGee's closet on the water. Everything from the last issue of the Police Gazette to fishing rods. "It's in the grey box," Art yells.

(There are six grey boxes up there, too—Ed.) Long about half an hour later, we shoved off. The motor makes so much noise you couldn't even hear Art clinkin' around in the ice box for the Esslinger's. But, we're under way; Herby's steering, so Art lights his pipe. You can see the satisfaction on his face. That, and the foam from the beer he's

down around Chesapeake Bay." "Nice?" "Man, it's heaven. Nice clean water, swimming, fishing, and in the night time . . ." "Yes," I says—"go on." "Mosquitoes." "But all kiddin' aside, it's cool and comfortable. You have two kids; they'll go crazy over bein' able to steer the thing. A yacht used to be a rich man's pleasure, but looka me. I'm not livin' at the Waldorf, but I have a swell boat."

Well, I want to tell you guys, Art sold me on boats. You know, I've been a radio man in the CGA for two years, and the closest I ever came to boats was talking to the men on 'em while on duty. Brothers, who wants to go boat-hunting with me next Saturday? I'll supply transportation, plus dinner. What d'ya say?

been drinking. So we went out into the cockpit. "Ever been shipwrecked?" says I in a playful mood. "Yeah, once in awhile after Monday night meeting." But Art changes the subject. "You don't own a boat, do you?" "No," I answered, "haven't the time." "Well, you ought to make time. It's hard work, but you forget the work when you're





# The LOG

(Continued from Page 10)

his robe and sat out to listen to it. "Maybe we have some songsters in our midst." The party broke up at about 0030 and every one who attended agrees that we all had a swell time.

On 18 August, 8 of our men met with others of Divisions One, Two and Three, Emergency Radio Crews, for distance—tests and practice. One Com. Truck was stationed at Corson's Inlet, the other at Hereford Inlet. Walkie Talkies and Handie Talkies were scattered over a large area and the results were gratifying. Our men finally drifted into the Greater Wildwood, Y. C., and after quite a bit of "raising" the other sets, "Rogered out" from the after deck of the good old Florence V, moored in Sunset Lake. The day ended after a training cruise on Fl-V, thru those narrow, tricky channels from Wildwood to Cape May and return.

More good news has reached us and we extend our congratulations to Commander Frank Reipen, who has added a half stripe to his Ensign Bar. We are all proud of his new title Lieut. (j.g.) (T) and once again, Congratulations.

Monday night found us on the river as usual, with a class of new men, who learned, by doing, how to run a range and find buoys in the dark. The only thing the sailing class could do that night was practice making sail; and smoke. There wasn't even enough breeze to move the smoke from around one's head. But Labor Day was the delight of all sailors up-river, and there were plenty of sailing craft out to prove it.

We are looking forward to our next meeting 10 September, and to the MERIT AWARD presentation 20 September. Both occasions should be well attended.

—Edward P. Willard, Publicity Officer

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## FLOTILLA 27, SALEM

During the War it was one of the big responsible duties of "27" to help main-

tain day and night patrols in the Chesapeake and Delaware Canal area of the Delaware. It was a big job for which Salem received the coveted "Well Done."

On Sunday, 9 September, Salem did it again in peace time style.

Members of "27," their wives, sweeties and favored ones enjoyed a cruise over most of that course. Radio, anchor watches and such, with all the accompaniment of regulations necessary to maintain an alert USCGR (T) patrol existed in speech only. The male members of the crew manfully sipped their brew and proudly pointed out the scenes of their adventurous episodes when on duty.

In following their Salem stalwarts, the feminines might have become tangled in their lines but at least they became richer in some nautical knowledge.

Jerry Powell's 65 footer, Heluah, loaded with a joyous cargo left Salem Creek at 0830 and glided gloriously over the effervescent waters of the Delaware, the C and D Canal and the sparkling upper Chesapeake. Basket lunches with a variety of liquid refreshments were spread on the decks at noon. Evening mess was served at Schaeffer's, Chesapeake City, and the happy crew was discharged upon return to Salem by nightfall.

It was a day of reminiscing and fellowship. Another pleasant entry was made in the log of the good ship "27."

The Florence V paid a visit to Salem 22, 23, September, and created considerable interest. Boatswain (T) James B. Filer who skips the Wednesday crews is a "veteran" 27 campaigner.

Our spotlight is being focused dead ahead toward the ceremonies for awarding the Coast Guard Security Shield of Honor at Camden, 20 October.

Salem is scheduled to be one of the six Flotillas to receive the honors. Every member of "27" is fully expected to

take his place in muster for such a memorable occasion.

Movies, lectures, demonstrations, hot and cold running discussions are taking place at the bi-monthly meetings in the Salem Armory.

A snappy salute of respect and esteem from the boys over here who tried to do their bit, to the boys over there who did their best to make V-J Day a reality. Long wave the Stars and Stripes over a setting sun. It sure makes a most glorious twilight display.

—Horace H. Madden, Publicity Officer

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## SAYS THE COMMODORE

(Continued from Page 5)

frass River. The area "looked like it was deep" as the fellow said, "I have never been up here before, but didn't think I would need a chart on such a well known course."

If the Auxiliary in that area had a patrol boat operating, this would not have happened, and probably the chap on the boat would have been happy to learn "that Fire Extinguishers are Required Equipment" from an Auxiliary man rather than to wait until the regulars pick him up and tell him in a different way.

Space here does not permit a complete recital of the occurrences that were witnessed on these two survey trips, but let me assure you that they show a definite need for some sort of a regular "Week-end Patrol" in all of the various boating centers. These patrols can best be maintained by local men who recognize the local boats, and can talk "person-to-person" with offenders. I am sure that a closer check on equipment (even if only in a suggestive way) will be helpful to the hundreds of new boat owners who will begin to appear.

Think it over and perhaps you will agree that this is one important activity your Flotilla can engage in at once.

—Commander (T) Frank B. Hineley, USCGR, commodore, USCGA, 4ND





It may never come to this — but men will still wait in line for Mennen's Shaving Cream. Try Mennen's Shave Cream for a cool, clean shave — its lather soothes as it smooths.

Like most good goods, Mennen comes in good packages — sturdy Peerless Tubes with the eye-appeal that helps at the point of sale.

## PEERLESS TUBE COMPANY

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PEERLESS TUBES PRESERVE and OUTLAST THEIR CONTENTS





## PURPOSES OF THE COAST GUARD AUXILIARY

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

★ ★ ★ ★ TO FACILITATE OTHER OPERATIONS  
OF THE COAST GUARD.