

# RENDEZVOUS ISSUE

U.S.C.G. AUXILIARY  
Cape May Flotilla 82 Inc.  
Cape May, N. J. 08204

S. COAST GUARD



SOUTHERN AREA

# THIRD COAST GUARD DISTRICT

**AUGUST  
ISSUE  
1949**

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# TOPSIDE

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 THIRD COAST GUARD DISTRICT  
 SOUTHERN AREA

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*Representative Commander, 3rd CGD*

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

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*Vice-Commodore*

ALEXANDER S. BAUER  
*Training Officer*

JACK SADER  
*Public Relations*

JERRY MARCUS  
*Editor*

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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 editorial matter and news items in TOPSIDE to Jerry Marcus, Clifton Heights, Penna.

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## PURPOSES OF THE COAST GUARD AUXILIARY

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

### NEXT DEADLINE

**20 AUGUST**

JERRY MARCUS  
 E. Madison Ave. at Holley St.  
 Clifton Heights, Pa.

## THE ROUGH LOG



*Lt. L. R. Davison*

The plans for the Third Annual Rendezvous at Cape May fortell a memorable event which should provide a very enjoyable occasion for all who attend.

About the only contingency which the committee has been unable to cover is your attendance. Their plans are extensive and sufficiently varied that there will be several items on the program of interest to anyone, no matter where his primary interests lie.

The committee has done a wonderful job, and the City of Cape May and the Coast Guard Receiving Center are standing by to welcome you with open arms.

All that you have to do is be there.

L. R. DAVISON, Lt., USCG

## CABIN TALK

BY THE  
 VICE-COMMODORE



Unhappy indeed is the man who is unhappy in his work, for at least a third of his life, and usually far more, is spent doing it or thinking about it.

This same reasoning holds true with your environment or organization work and the Coast Guard Auxiliary is no exception but rather an opportunity to prove the above statement. The late Justice Oliver Wendell Holmes once said, "If we do a job well, that is only another way of saying that we like it, chances are we shall do it well."

The Auxiliary is far from being perfect, but it is reasonably congenial and with a little concentration and determination we can get out of it everything it offers. We can increase our liking for it and increase our value to the Coast Guard and the boating fraternity at large.

I beg of you to support your Flotilla, Division, Staff and District officers. Attend all the activities possible. Help keep the ideals of our organization at a high level. Finally, if you have anything in mind that you think might help the Auxiliary at this stage, do not hesitate to write me so that I can present it to the District Board.

CLAUDE S. BRUBAKER, Vice-Commodore.

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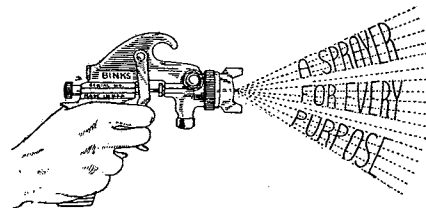
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## TRENTON FLOTILLA PERFORMS REGATTA PATROL WITH THEIR OWN CRAFT

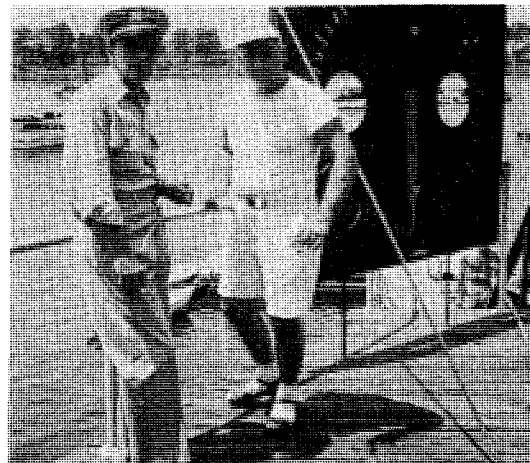
This group of pictures presents a graphic example of Auxiliary members carrying on Coast Guard regatta patrol far from beach stations. Fourth of July week-end marked the annual Trenton-Bordentown Yacht Club regatta and races.

On deck as usual were Flotilla 26 men to aid the race participants—in clearing the course, keeping swimmers and unwary small boats away . . . and aiding those unfortunate enough to capsize.

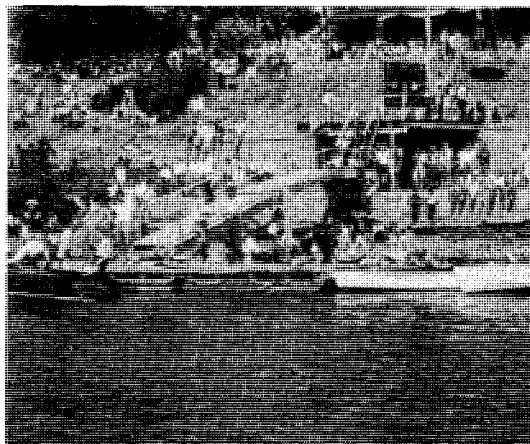
Training Officer Ed Pickering donated and skippered his 18-foot Utility to cover course. During the afternoon two assists aided unfortunate racers to recover their craft. Amongst his crew were Al Young, John Slover, Bob Bailey, Pop Walker and Bill Whitehead.

Prominent amongst the dignitaries present from the two clubs, Bill Feaster, of Bordentown (skipper of 26) and Barney Rochestie, Commodore of Trenton Yacht Club, managed the successful three-day regatta. Needless to mention they are two top-flight Auxiliaries.

This week-end regatta carried the full support and backing of the Delaware River Yachtsmen's League. Races were timed and approved by their official race committee while more than 30 of their boats anchored midstream to view the festivities.



Al Young, Vice-Commander and Barney Rochestie, Commodore of the Trenton Yacht Club plan arrangements prior to the races.



General view showing a few of the thousands who lined the banks of the Delaware for Fourth of July races.



A dramatic moment — John Slover (rear to the camera) and Al Young attempt to right Driver Heller's speedy aluminum outboard after spilling on a sharp turn. Driver Heller may be seen still in the water at the stern of his boat.



John Slover and Al Young in the stern of Ed Pickering's Utility.

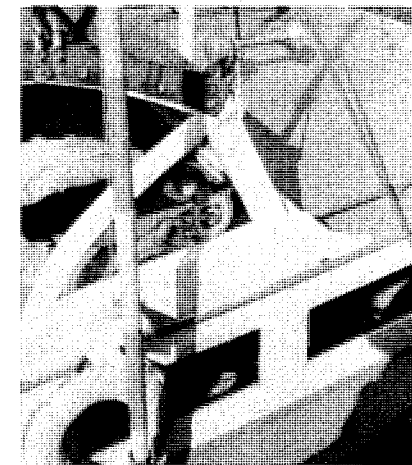
## 31's INSPECTION PROGRESSES



Although our Courtesy Inspection Program didn't have as much publicity this year as it did last, we are again going very strong. I believe we will again finish at the top of the District Inspection Group.

Due to the unselfish work of Flotilla 31 Inspectors, namely, Ben Cramer, Frank Carter and Myron Bailey we are riding on top of the wave. As of June 30, nineteen facilities have been inspected, also sixty-three Courtesy Stickers have been applied . . . and the season is only half over.

The photos show Ben Cramer busily filling out the papers on his tour of duty and the decal proudly in place.



### DELAWARE RIVER DIVISION SIDELIGHTS

By BOB BAILEY

This column would not do justice to its Division if it did not concern itself with a very major service the Auxiliary has performed in our own Delaware River area.

Too much publicity cannot be given to the fact that the Delaware River Division through the efforts of our Captain Elmer Jackson Pearl has been instrumental in adding to the safety of Delaware Bay.

We have requested through proper channels, and the request has been carried out, that Storm Warnings and Weather Signals be displayed at Brandywine Shoal and Ship John lighthouses—the two approaches to the Delaware Bay. Certainly, this will be of vital aid to the small boatmen traveling the Inland Waterway.

We believe the Coast Guard has also been in touch with the U. S. Army Engineers at our request, and recommended that the same signals be flown at the eastern end of the C. & D. Canal.

The efforts of Captain Pearl in behalf of these signals and other aid to the Delaware River boatmen have been many . . . we owe him a vote of thanks.

Division credits—to Bill Garry for the fine course in amateur radio conducted during the spring at Pennypack radio headquarters . . . to Les Mayne for getting the Florence in shape for a fine season . . . to Doc Knorr for the biggest turn out at the Division party . . . to Jack Sader for getting TOPSIDE on its financial feet . . . to Bill Cooper for carrying on the work of Dr. Conner in launching the first of 22's fleet and last but not least to our Director for those two full stripes.

Editor's Note: And to Bob Bailey for consistently sending in swell material and photos for TOPSIDE.

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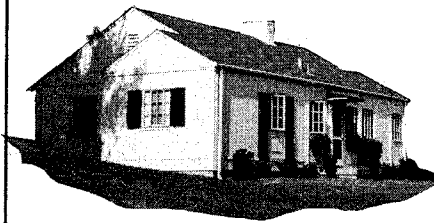
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## 1949 LOG OF FLORENCE V

By LEO MAYNE  
Training Vessel Officer

JUNE 17—Flotilla 51. Aboard at Chesapeake City.

JUNE 18—Departed Chesapeake City 4.20 A.M. Dropped anchor in Cohansey River at 1000. Weighed anchor at 1240 and proceeded up Cohansey. Tied up at Greenwich Pier at 1306.

JUNE 19—0855. Underway for Cape May. Arrived Scotty's wharf 1325.

JUNE 20—0655. Departed Cape May. 1140. Tied up at Municipal Pier, Atlantic City.

JUNE 21—All day at Atlantic City.

JUNE 22—0500. Underway for Cape May. 1230. Tied up at Shaws Pier, Wildwood.

JUNE 23—0500. Underway for Chesapeake Bay. 1840. Tied up Annapolis Yacht Club.

JUNE 24—0705. Underway for Chesapeake City. 1320. Tied up at Shaefers Dock, Chesapeake City. 1420. Departed Chesapeake City. 1720. Arrived at Georgetown.

Hank Wentink, skipper; Luke Parker, MoMM.

JUNE 24—Flotilla 53. Aboard at Georgetown.

JUNE 25—0700. Departed Georgetown. Docked at Baltimore at 1225.

JUNE 26—0905. Departed Baltimore. 1445. Arrived Georgetown.

Guy Johnson, skipper; Sam Schuster, M.M.

JUNE 27—Boat was taken to Dorchester, N. J., for motor repairs.

JULY 1—Departed Dorchester, N. J., 0825. Docked at Chesapeake City at 1700 for gas. Departed Chesapeake City at 1730 for Hances Pt. Arrived Hances Pt. at 1930.

JULY 2—Departed Hances Pt., 0930 for Annapolis. 1530. Arrived Annapolis.

JULY 3—Departed Annapolis, 1015 for Hances Pt. Arrived Hances Pt. at 1600.

JULY 4—Departed Hances Pt. for Georgetown, 1700. Arrived Georgetown, 1800.

Claude Brubaker, skipper; Bill Munshower, M.M.

JULY 8—Crew of Flotilla 27 came aboard at 1930. 2045, Departed Georgetown for Betterton. 2200, Moored at Betterton.

JULY 9—0830. Departed Betterton. 1130, Rescued couple in overturned small boat off Rock Hall. 1200, Underway for Annapolis. 1400, Arrived at Annapolis. 1600, Departed Annapolis for Baltimore. 1930, Moored C. G. Base, Baltimore.

JULY 10—Departed Baltimore, 0945. Moored at Betterton at 1430. 1600, Departed Betterton. 1715, Moored at Georgetown.

Jim Filer, skipper; Luke Parker, M.M.

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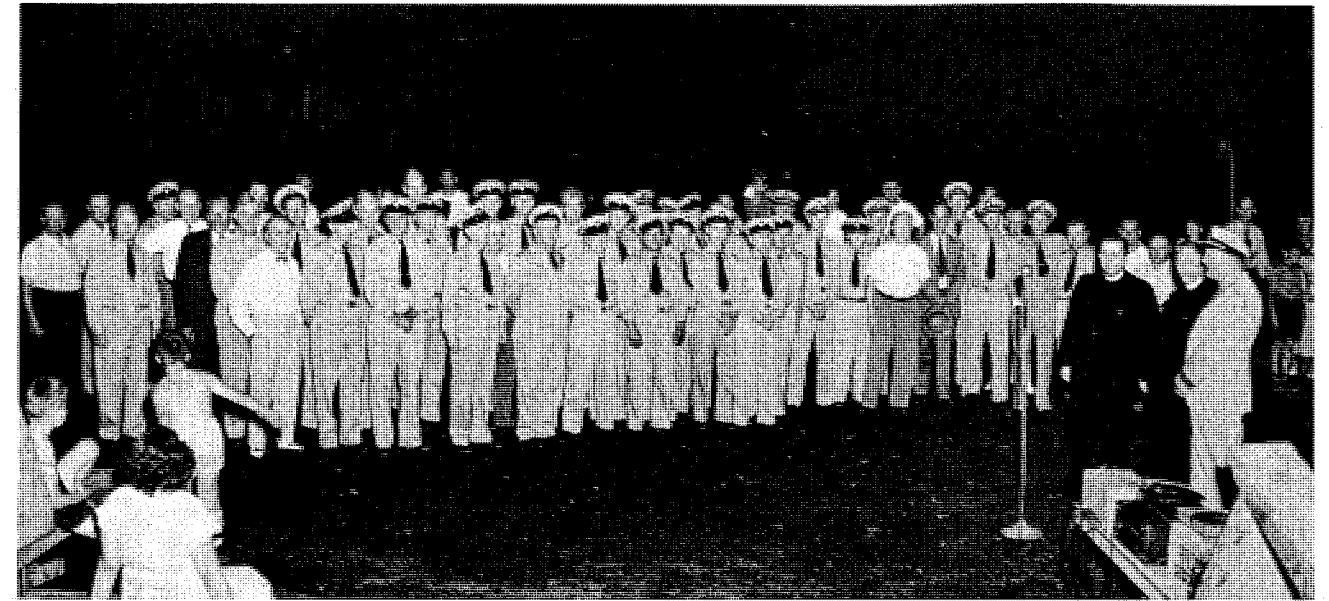
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# THE "GEORGE F. CONNER"

By JOHN H. SCHWARZ  
Photographs by A. E. WARD

To those who said, "It can't be done" . . . . . LOOK!  
To those who said, "We will try" . . . . . THANKS!!  
To those who said, "We will do it" . . . . . PRAISE!!!



GROUP OF MEMBERS WHO ATTENDED COMMISSIONING CEREMONIES

Under Public Law No. 649 and through the efforts of George F. Conner, Commander 1948; William T. Cooper, Commander 1949; and many more men of Flotilla 22, we secured permission from the Navy Department to obtain two 38-foot Coast Guard Picket Boat hulls from the Philadelphia Navy Yard. The story of how we towed the boats from the Navy Yard to Essington and the account of the "Riot Squad"

that traveled to Little Creek, Va., obtained, removed and brought home three 200 H.P. Diesel motors seems easy reading, but I can assure you that it took a lot of DO-ing! Of course, there were the doubters, not only in our outfit, but even outsiders said it couldn't be done. The heart and soul of Flotilla 22 was determined and we have done it!

Through the combined efforts of many men, and there are over 5000 hours of

labor on the log sheets, our first Picket Boat is now afloat and running. On the evening of June 27, 1949, before a large gathering of members and friends the boat was duly commissioned the "George F. Conner," in memory of our Commander in 1948, who passed to fairer cruising waters before he saw the job, to which he had given unstintingly of his time and labor, brought to a successful conclusion.

(Continued on Page 10)



Left to right: William T. Cooper, Commander, Flotilla 22; Rev. Robert J. Kerwick; Rev. C. J. Kulp; Vice-Commodore Claude S. Brubaker.



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## THE "GEORGE F CONNER"

(Continued from Page 7)

The ceremonies opened with a speech of welcome by William T. Cooper, Commander of Flotilla 22. A prayer of invocation was given by Father Robert J. Kerwick, Marcus Hook, Pa., after which Commander Cooper introduced Vice Commodore Claude S. Brubaker who duly commissioned the "George F. Conner" in an impressive and dignified ceremony.

In his commissioning speech Vice Commodore Brubaker traced the progress of Rev. George F. Conner from his entrance into Flotilla 22, as a Seaman 1/c, up through the ranks to the great honor as Commander in 1948.

William T. Cooper, Commander of Flotilla 22, read the log and thanked the many men, whose untiring efforts had helped to make this ceremony the grand beginning of Flotilla 22's expanding activities. The following men were commended for their service: Allan H. Smith, Vice Commander; Charles R. Smith, Training Officer; Donald P. Osterhout, Operations Officer; Joseph Di Tomasso, Chief Motor Machinist; John J. Johansen, Personnel Officer; L. H. Phillips, L. C. Stephens, W. Stevens, B. S. Howard, H. P. Hyatt, H. D. Standbridge, F. Lamb, and J. H. Schwarz. Commander Cooper also thanked Stu Wayne, of "Musical Clock" fame on Station KYW (1060 on your dial) for the valuable publicity given to our Flotilla, and Michael Sheridan of H. Dilks and Co. for the beautiful engraved brass placque which will be permanently fastened aboard the "George F. Conner."

The ceremonies closed with a benediction by Rev. C. J. Kulp, Pastor of the Berry-Long Memorial Methodist Church, 58th and Springfield Ave., Philadelphia, Pa., where Rev. George F. Conner served as Pastor for many years. The members and friends then inspected the Picket Boat and refreshments were served.

Flotilla 22, under the able leadership of its officers and the loyalty of its members, is now under way. When you see our proud little ship, either tied up or under way, give us a hail and visit. You will be Welcome Aboard!

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# The LOG of FLOTILLA ACTIVITIES

## FLOTILLA 13, SEASIDE PARK

TOPSIDE! Well! Well! Welcome back to the fold. No. 13 has missed you. There has been quite a lot of water over the dam since the last issue.

Flotilla 13 has completed our facility inspection and almost on time. We have a few members who are still active and interested in the Auxiliary.

Our Past Commander, Lloyd Case, had a house warming in his new shore home which we all will long remember. It was a success in every respect. Our thanks for this goes to R. Earle Leonard, who managed the affair. Earle is a past master when it comes to handling such affairs. Those who missed out lost something more than a week-end.

Coming up this month is our annual rendezvous on the Bay. That is something you all should attend. Commander Richter did not feel we would ever have another which could surpass the one in 1948. That really was a wow, but through that and to the present we have made progress, and as time teaches all men the errors of the past, we shall have another rendezvous better than 1948. It's up to you fellows to be there and shove the ball over the line, and, if you have any hair left, be it ever so scarce, let it down.

I hope Earle Clark brings his sleeping garments this year, perhaps he will be able to wear same.

Errico has the Inspector all ready to go its 21 knots. Good boy, Jerry, we have use for the Mother Ship.

Albert L. Rickert.

## FLOTILLA 23, DREDGE HARBOR

At the last regular meeting held in June, it was decided to hold no meetings in July or August. Therefore, the next regular meeting will be held in Doc's basement playroom on the third Tuesday in September. At which time plans will be discussed.

Summer meetings are being held regularly at our Cape May Club House. There is a meeting each week-end from Friday night until Sunday night.

Now these are really meetings where the best of instruction is given. For instance June 19, when Dick & Charley Stuber, Ken Ware, Gus Edwards and Allan Mac Dougall were taken on a fishing trip by Captain Knorr on his

fishing schooner Nomad. They caught so many weakfish they had enough to make three sandwiches.

The following week-end lessons in falling overboard were ably handled and demonstrated by professor Gus Edwards.

On July 3, advanced lessons in fishing were given and ably demonstrated by Captain Knorr, his daughter Sally, Gus Edwards and Clark Hench. This was the real day, we drifted several miles off shore and caught sharks, skates, bluefish, porgies, and at least a dozen nice fluke.

On the week-end of July 8, 9, 10 we were pleased to see our old friend, Carl Fithian recovered enough from his operation to arrive at the club house accompanied by Gus Edwards and Allan Mac Dougall, Clark Hench arrived later, and on Saturday and Sunday the stuff really flew when it came to reminiscing boat experiences back in the old days.

Fellow members, you must attend some of these meetings or your standing as an Auxiliarist will be so low that you will not be able to understand some of the incidents we refer to this winter.

Also you boat inspectors must inspect a certain number of boats and Cape May sure is the place.

## FLOTILLA 26, TRENTON

The summer season is well along its way and Trenton has been quite busy. What with all their facility inspections in and now working toward a banner year for Courtesy Inspections.

Bob Bailey and your correspondent accepted the invitation of Flotilla 22 to attend the dedication of their first boat the "George M. Conner." We wish to thank "22" for the invitation and hope they have many enjoyable cruises with their boat. The services of the dedication were very impressive and brought back some fond memories of our contact with Dr. Conner.

At this time "26" is in preparations for their first trip on the Florence. The fellows are looking forward to an enjoyable week-end.

The officers of the Flotilla are making arrangements for the migration of our members to Cape May for the Rendezvous August 6-7. This being one of the highlights of activities for the year, we hope to have a fair representation of Trenton members.

The other day your correspondent came across a bit of verse in the publication "Over the Bow," that I think is worth printing again.

*Which Are You?*

Are you an active member, the kind that would be missed?

Or are you just contented that your name is on the list?

Do you attend the meetings and mingle with the flock?

Or do you just stay at home and criticize and knock?

Do you take an active part to help the work along?

Or are you satisfied to be the kind that "just belongs"?

Do you ever go to visit a member who is sick?

Or leave the work to just a few and talk about the "clique"?

There is quite a program scheduled that I'm sure you've heard about.

And the U.S.C.G.A. will appreciate it if "you" too will help us out.

So come to all the meetings and help with hand and heart.

Don't be just a member, but take an active part.

Think this over, fellows, you know right from wrong—

Be an active member and just "Don't Belong."

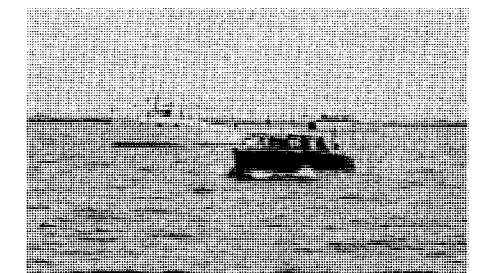
Barney Mathais whom a lot of you will remember as skipper of the 83 footer that we had in the southern area, (way back), wishes to be remembered to all his friends in the district. Barney is stationed at Manasquan Inlet.

Al Young.

## FLOTILLA 31, OCEAN CITY

First, have a wonderful time at the Cape May Rendezvous, then at your leisure, read what you have missed by not attending the regular meetings.

(Continued on Page 12)



THE MASSIE, THE FLORA V and  
THE JOKIAL IV

## LOG — Continued

On Saturday, June 18, the brand new Flora V and the brand new Smuggler Two left Ocean City, N. J., via the Inland Waterway on a two-day trip. (One of several planned this year.) They stayed overnight at Stone Harbor, N. J., secured to the Yacht Club's Dock. After a luscious dinner at the Yacht Club, the crew of the Flora V namely Bill McCahan, Ray Heron and Bill Nelson (Warren Fox joined the crew at Stone Harbor) and the crew of the Smuggler Two, Commander Jack Bromley; Vice Commander Ambrozy, Peddle and Duberson, boarded their boats and cleaned up for the reception and formal opening of the Stone Harbor Yacht Club that evening. The hospitality of the Yacht Club members especially Mr. and Mrs. Hovey; Mrs. Busby and Mr. Earl Huston is greatly appreciated by the boys of Flotilla 31. The return trip via the Inland Waterway to Ocean City, N. J., was uneventful.

July 4, in conjunction with the Ocean City Yacht Club, the Flotilla participated in a marine parade, which took place in the bay. Fourteen boats of the Flotilla were in the line of parade which lasted two hours. I suggest that the non-boat owners in the Flotilla come out to these events and fill the almost empty boats which are always available.

"There's lots of fun with Thirty-one."  
Lee C. Ambrozy.

## FLOTILLA 35, CAPE MAY

Busy days are passing at Flotilla 35, as the entire membership is head over heels in final preparations for what promises to be the biggest and best rendezvous in the history of the Third District Coast Guard Auxiliary, to be held at Cape May 4, 5, 6 and 7 August, 1949.

At a meeting of district officers and committee chairmen held 26 June, Don Lear, captain of the Third Division, was host at the Cape May County Tuna Club.

The meeting was preceded by a dinner at the club, and plans, suggestions and tentative programs were made until the wee hours of the morning. Present at the session were Captain Austermann, commanding officer of the Coast Guard Receiving Center at Cape May; Claude Brubaker, vice commodore of the Third District; Donald Lear, division captain, Third Division; Elmer Pearl, division captain, Second Division; Jack Bromley, commander Flotilla 31; Arthur Herzog, commander Flotilla 27; Andy Knopp, commander Flotilla 35; Lee Ambrozy, vice commander Flotilla 31; E. G. Desses, Chares Young, Russell Newkirk, Frank Simonsen, and Clif Reeves, all of Flotilla 35, chairman of various committees.

Andy Knopp acted as master of cere-

monies and gave a tentative agenda for the rendezvous. After much discussion, additions and a few deletions by the assembled group, the program was whipped into a smooth functioning affair which will be of interest to all, men and women alike, who come to the rendezvous.

Several novel and interesting events will be inaugurated in the rendezvous this year, but we hope they are presented more in detail elsewhere in TOPSIDE, so we will not insert them here.

Thursday, 7 July, Flotilla 35 held a "man overboard" drill. Several boats of the Flotilla went to the harbor for the practice drill, and several "victims" were rescued with no more damage than wet bathing trunks. All in all, the affair proved quite successful, it was lots of fun, and we think the experience gained was interesting to all those taking part. Although we hope never to have to use this experience, in an actual rescue case, it is still a handy thing to know. Russ Newkirk, training officer, did a good job on this detail and we hope to have more similar affairs in the not-too-distant future.

Flotilla 35 is now getting up in the world. At the present time we are having a television set installed in the headquarters on Yacht Avenue, and if the gadget can be made to work satisfactorily, we are going to buy it. One

more excuse for the old salts to get away from Mom for a few nights a month.

By the time this log is printed in TOPSIDE, we hope to be able to invite all of you down to our meetings, with the television as an added attraction.

Sorry, another detail of the rendezvous just came in to be settled, so we'll have to sign off now and really get to work.

Hope to see all you guys and gals at Cape May during the rendezvous . . . we honestly think we have a program that is tops, and we want to share it with you. **GET IN YOUR REGISTRATIONS EARLY!** Clif Reeves.

## BOAT INSPECTIONS

The July 1 deadline for inspections of marine facilities has expired, and over 40% of C.G.A. member boats remain uninspected. This shocking situation is an indictment of the apparent apathy which prevails throughout the organization today. This office has neither the authority nor data to here go into an analysis of the causes of lagging interest. It certainly seems, however, that if it is worth anything at all to call yourself a member of the United States Coast Guard Auxiliary, it is worth following the regulations.

After all, if you yourself lower the standards of Auxiliary membership by non-compliance with the very rules designed to establish a high standard, you are contributing to driving the standards downward and thus further depreciating the value of your own membership.

If your boat has not been inspected for 1949, do not expect to fly your C.G.A. ensign (illegal as it would be) without incurring the resentment of those of your Auxiliary pals who have played according to the rules and taken the initiative to have their boats inspected and declared fit. It isn't fair!

It is known that there are some cases where owners' requests for facility inspections have not been honored. The reasons are immaterial—the results are what count. It is hereby requested that any Auxiliary member who has not been able to arrange an inspection by his Flotilla Facility Inspector, or his qualified representative, immediately notify the undersigned District Vessel Inspection Officer.

George D. Savage,  
District Vessel Inspection Officer  
135 Haddon Ave., Collingswood 7, N. J.  
Collingswood 5-1746M

# OUR LADY

PART No. 14

By CLAUDE S. BRUBAKER  
Flotilla 22

Nightfall had just arrived on Friday, June 13th, and I thought for a while that we would not cruise this weekend when Earle pulled alongside with the tender and our former director John Brown and Bill Munshower boarded me.

After they had opened up for the airing out and the engines were tested, we departed the anchorage and pulled over to Wilsons outer dock where we were greeted by the group from Harrisburg Flotilla No. 53.

The log was signed by R. L. Bowser, Carl E. Benkel, Herbert N. Bowser, W. L. Scott, J. K. Bowman, S. B. Pottergar, Guy R. Johnson, Homer H. Staehler, Joseph D. Gurker and Guy R. Johnson, Jr., and after the luggage and grub was put aboard we settled down for the night.

The men hit the deck at 0700 in the morning and while my tanks were being filled with water, chow was put down. At 0745 we departed once more and headed down the beautiful Sassafras River. The weather outlook was not very bright according to the Skipper.

We passed Betterton abeam at 0950 and were off Wortons Creek at 1045. At 1130 we were abeam of Tolchester and the sea was kicking up a bit due to a high wind against the current.

By 1245 we were off Love Pt. and chow was confined to a lunch because of the condition of the sea. At 1315 we were off Sandy Pt. Light on the eastern side of the bay since the storm was due to arrive from the southwest.

The rain started as we entered Eastern Bay off Bloody Pt. light at 1445. At 1505 we really knew what a heavy squall was as that was the height of it and our visibility was zero as we headed for Tilghman's Pt. by compass. We managed to pick up Buoy No. 4 at 1645 which gave us a new outlook on going on in to St. Michaels. We tied up at Longfellows dock at 1755 on the southside and a grand dinner was enjoyed by all after a hectic ride.

It was such a good night for hitting the sack that the boys did not rise so early in the morning. Chow was put down at 0800 and after a few supplies were purchased at the store on the dock and water added to my tanks, we departed St. Michaels at 0850 heading leisurely out the Miles River to Eastern Bay. At

0950 we were off Tilghman's Point and at 1050 abeam Bloody Pt. light where our course was changed to a northerly one. We passed Matapeake Ferry slip at 1140 and were abeam Sandy Pt. light at 1205.

After a rendezvous through the fishing fleet at Rock Hall, we headed up the bay and logged abeam of Tolchester at 1335. We had a flood tide, the sea was calm and the day was clear so we were making excellent time on our return trip. We arrived off Howell's Point at 1500 and docked at Wilson's at 1620. When the gas was figured out and put on board and the Harrisburg group all logged out, my crew put me out on the mooring alongside my neighbor the Sakonnett. What had proved to be a bad start for a cruise had turned out to be a delightful one after the squall had abated.

On Tuesday morning around 0800 much to my surprise I was boarded by Skipper Les Mayne and Motor-Mac Blackburn and after the usual duties were performed and my engines tested, we departed for the dock. After we arrived at the dock, we put on 200 gallons of gas and filled my water tanks so I knew we must be going out.

About 0900 a bus arrived and lo and behold my guests were arriving and who do you think they were. A ship of mariners sponsored by Harrisburg Flotilla No. 53. The log was signed by the following names: Mrs. Frank Stump, Jr., Skipper, E. Miller, R. C. Goff, J. Jeffers, N. Brandell, P. Hensel, D. Faey, B. Yorston, A. Gertzen, J. Compton, S. Schubauer, L. Wolfe, J. Wilson, B. Loban, E. Conestruis, A. Reed, B. Snyder, C. Thomas, A. Foose, K. Attick and Guy Johnson from the flotilla.

We departed Wilson's dock at 0925 after all the gear had been put aboard heading out through the anchorage down the river. We passed Knight Island at 1000, nun N2 at 1100, can W3 at 1200 and docked at Tolchester on the south side at 1300.

After a half-hour swim by the mariners, we departed Tolchester at 1330 heading down the eastern shore passing N4 above Swan Point at 1400. Our course was then set across the bay and Sandy Point Light was logged abeam at 1500. After circling the U.S.S. Albany, a cruiser which was anchored off

(Continued on Page 14)

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**OUR LADY — Continued**

Annapolis, we proceeded down the bay and Thomas Point Light was logged at 1600. We then proceeded to Saunders Point in the Rhodes River where another swim was enjoyed by the mariners. These girls were just like fish in this respect and diving from my wheelhouse was a very enjoyable pastime. We departed the Rhodes River at 1730 and proceeded down the West River and tied up at Dave Foster's dock at Galesville for the night.

The next morning after colors at 0800, a shore leave was granted for two hours and then we departed at 1000 back to the Rhodes River where we arrived for another swim at 1040. The tender was put overboard and some went to the beach while others tried their hand at fishing. A light rain started about 1130 so all hands came aboard and we departed the Rhodes at 1145 into the West River thence to Thomas Pt. light which we reached at 1240. We then made for the two cruisers laying at anchor off Annapolis which were taking on Plebes from the Academy. The girls took some pictures of the U.S.S. Oregon City and Albany as we circled them and, of course, we received a lot of attention from the Plebes with all our pretty girls on board in bathing suits.

We then proceeded up the bay passing Sandy Point at 1350 and anchored

in Sillery Bay in back of Gibson's Island at 1500 for another swim. After the swim was over, we headed out the Magothy River passing Baltimore Light at 1540 and changed our course down the bay. We put in to the Annapolis Y. C. dock at 1710 for the night. After chow was put down, the girls were ordered to gather their gear for departure at 0800. By that time the bus arrived with another load of mariners and my new crew of Brubaker and Darlington arrived relieving Maynes and Blackburn with Guy Johnson of Harrisburg remaining.

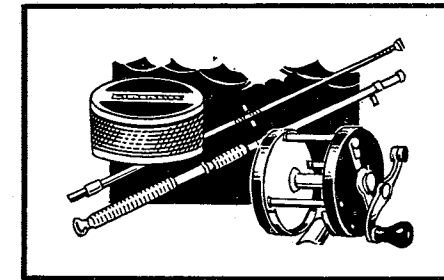
All the guests were put ashore except Mrs. Stump, Jr., and her assistant, Miss Miller and my new log listed the following mariners: June Barrett, Pat Machlan, Joanne Truit, Barbara Todd, Virginia Alfred, D. Farrand, Mary Moffitt, Marion White, Helen Farrell, Suzanne Eldridge, Isabel Shields, P. Koomes, M. L. Hoffkommer, Bernedette Spangler, Suzanne Straits and Canby Brubaker, the Skipper's daughter. At 1000 we settled down for a good night's rest.

Colors were made at 0800 in the morning and after chow was over the mariners washed me down and filled my water tanks after which we departed Annapolis at 0940. We arrived at the anchorage in the Rhodes River at 1130 for a swim and beach party. At 1300

we departed the Rhodes and set our course for Eastern Bay passing Bloody Point Light at 1400 upon entering. We passed nun buoy N4 at 1500 and arrived at Longfellow's dock at St. Michaels at 1600 where we tied up for the night. After the swimming and boating parties were had, chow was put down at 1800. The evening was mainly consumed by a trip uptown to the movies.

The sun came up beautiful in the morning and after chow the mariners washed me down again and we were spic and span when we departed Longfellow's dock at 0930 and headed out to Eastern Bay. We were abeam N4 at 1030, Bloody Point at 1130, Annapolis at 1230 when chow was put down underway, Swan Point at 1430 and Tolchester at 1540 where we gave the girls another swim while the Motor-Mac cleaned out some grass we had picked up in our starboard suction line. Worton's Creek was logged abeam at 1630, Howell's Point at 1730 and we docked at Wilson's at 1930.

After the guests were all put ashore to return to their homes on the bus which was waiting for them and my crew put me back on the mooring, I began to think about the unusual cruise we had. What an orderly group of young ladies they were and what a wonderful time was had by all.



"Lord give me grace to catch,  
A fish so large that I  
In telling of it afterward  
May never need to lie."  
—The Angler's Prayer.

**AHOY!**  
**All You Nimrods and Descendants  
Of Isaac Walton . . .**

This is your chance!

Remember all those fish stories that no one will believe? Come to the rendezvous at Cape May and prove to all those doubting Thomases that you know more than the fish.

Match your wits and skill against the wily denizens of the deep. Bring in the largest catch and win a prize, as well as winning the lasting fame of being called championship material. (Don't get scared, we are not selling breakfast foods.)

This year the rendezvous committee is sponsoring a fishing contest, open to all registered Auxiliaries.

The rules are simple:

All you have to do to win the prize and the undying admiration and jealousy of the other entrants, is for your boat to come in with the greatest number of edible fish per person aboard.

Simple, isn't it?

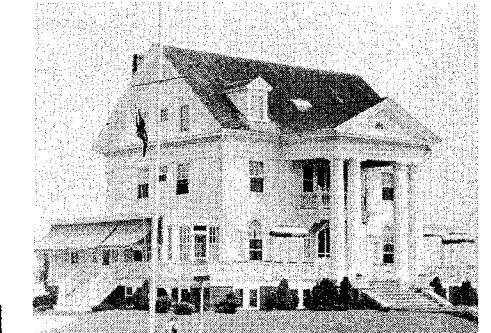
Well, then, come on! Show your stuff and bring home the bacon! Oil your reels, polish your poles, test your lines, and clear the decks for action. Good luck, and may the best man win!

To our old fashioned Cape May way of life, skates, sharks, blow-fish and sea robins are not classified as edible fish, and are not eligible for prizes. You can have them, we don't want them, and as a matter of local pride we refuse to count them as part of your contest entries.

A competent and trustworthy board of judges who cannot be bribed by a box of cigars (unless they are darned good ones) will be in charge of the contest, and their decisions are final.

A bounded area will be set off for the fishing contest, and all fish must be caught within these bounds to be eligible for prizes. And a tip to you guys who think you are fishermen . . . we'll bet a Scotch and soda that the winning boat will be the one which has the most female anglers aboard!

**RENDEZVOUS**  
*News*



**GENERAL HEADQUARTERS  
FOR THE RENDEZVOUS**

Pictured above is the Cape May County Tuna Club, directly on the ocean front in Cape May.

The Tuna Club officers (incidentally, our own Third Division Captain Donald Lear is commodore of the club this year) have been most gracious in extending the full facilities of the club as a general headquarters for the rendezvous this year.

Immediately upon your arrival in Cape May, it is requested that you go to the Tuna Club and register for yourself and your party.

At the time of registration in the clubhouse, you will be given a complete agenda of the rendezvous program, a book of Cape May showing interesting, scenic and historical points in and around the resort, and a booklet with names and addresses of reputable hotels and rooming houses.

The Tuna Club is the focal point around which the rendezvous will revolve this year. It is a clearing house for everything. It is the central place for registrations, where the committee can find out who is who and where they are from.

**CAPE MAY CG BASE  
OPEN FOR VISITORS**

Every boat stationed in the base on Coast Guard Day will be open for public inspection from keel to crow's nest.

The personnel of the base has planned a program of demonstrations and rescues in the afternoon for the visitors. In case of rain, Auxiliaries are invited to Dewey Hall for a feature motion picture film.

Shortly after 2000, whatever the time of sunset on 4 August, a formal retreat ceremony is planned at the base. This is an impressive ceremony held annually and attended by many civilian visitors. If you have never seen a formal retreat, staged with all its military precision and glamor, this is an opportunity for you to witness something that will make a lasting impression on you.

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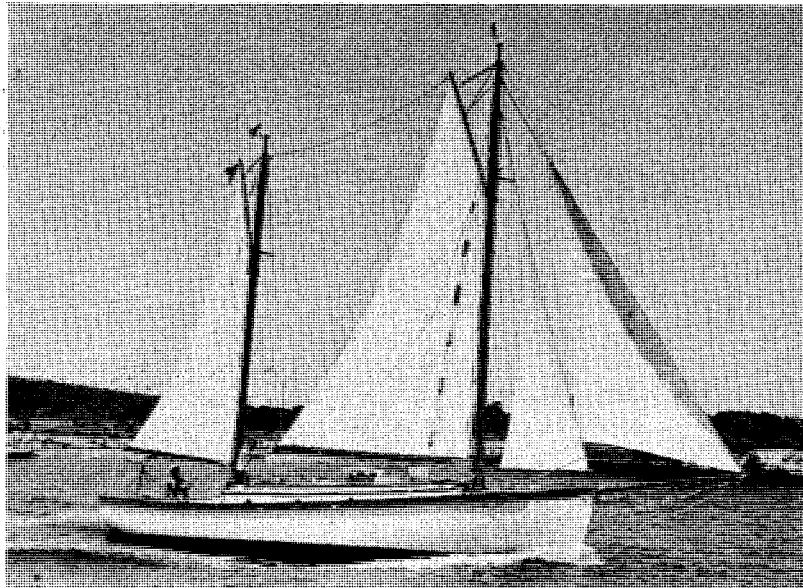
**COAST GUARD DAY  
4 AUGUST**

Founded in 1789, the United States Coast Guard is celebrating its birthday again this year on 4 August.

Due to the fact that the rendezvous for the Auxiliary is scheduled from 4 to 7 August, inclusive, Captain Austermann, has thrown the base open to the public for the anniversary celebration.



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*Welcomes*

**THE COAST GUARD AUXILIARY  
AND THEIR FRIENDS  
TO THE ANNUAL RENDEZVOUS**

**AUGUST 4-5-6-7, 1949**

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This is a paid Advertisement by the City of Cape May.

