

TOPSIDE



FALL ISSUE

VOL. III

SEPT. 1962



Charles Levitan

From the Bridge

Fellow Auxiliaries:

How many times have you turned to the first pages of C.G. 305 and read the objectives of the Auxiliary? Or more realistically put them into your own words as you explained "What is the Auxiliary" to a potential member that you are soliciting.

You've often heard the expression "That man really knows his business." It reflects respect for a man's knowledge or ability gained from long experience or recognized leadership in a trade, profession or sport.

When such a man and hundreds like him in similar activities join together for a common objective, much good comes of their open discussions and continual exchange of ideas.

Through such public spirited associations, groups like ours flourish and gain strength and confidence in our efforts.

In the 22 years the Auxiliary has been established, it has become a most valuable non-military, volunteer advisory group. It can really be said of our members, "Those men really know their business."

Primarily, the purpose of the Auxiliary is to promote safe boating on the waterways of our nation for small craft, and to aid and assist our parent organization, so in the event of an emergency we are prepared.

Your District has attained a membership of 1815, consisting of 53 Flotillas with 1197 facilities available. It is large, but as a representative group in this great and strategic area it is far too small. In the interest of "Safe Boating" your District should be at least double your strength.

Won't you join in the work of increasing the membership of your District? Have each one of you select one of your friends or business associates who would enjoy your activities and invite him to attend your next Flotilla meeting.

IF EACH MEMBER WILL SECURE JUST ONE ADDITIONAL MEMBER,
WE CAN OBTAIN OUR GOAL!

FLY YOUR BLUE ENSIGN PROUDLY! IT IS THE "OSCAR" OF SAFE BOATING.

Best regards,

CHARLES E. LEVITAN
National Vice-Commodore
U.S. Coast Guard Auxiliary



TOPSIDE

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EDITORIAL STAFF

Publications Officer

Charles J. Ribsam, Jr.
9 Lloyd Circle
Wilmington 3, Delaware

Assistant Editors

Walter Smith Jean Hunn

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LCDR. E. D. Cassidy *Director*

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HALF MOON HOLDS OPEN HOUSE

By Bill Wall

Auxiliary public relations in the Wilmington area got a real shot in the arm when Cdr. William Zinck opened the Coast Guard Cutter Half Moon to the general public at the Wilmington Marine Terminal on Saturday 11 August, 1962.

The event had been given wide publicity by both radio and newspaper coverage during the previous week. This coupled with favorable weather resulted in an excellent turnout. Although no formal count was made it is estimated that well over a thousand Wilmington townspeople took advantage of the opportunity to inspect an ocean going Coast Guard Cutter at first hand.

Although it had been announced that the ship would be open from one until seven P.M. the first visitors arrived at dockside by ten in the morning. Since cleaning operations were still in progress, they were invited to make themselves comfortable on the fan tail until the ship was ready for visitors. The show got under way at 11:00 hours and it was a real show!

As visitors came aboard they were greeted by the Officer of the Deck and after signing in were assigned a seaman to escort them about the vessel. One or more seamen were stationed at each major point of interest to explain the area to the visitors. The whole operation was beautifully organized and the crowd was moved along as smoothly as though it was an every day operation for the crew.

C.I.C. appeared to be in full operation with both radio and radar equipment in action. The bridge was manned and the various functions in this area were explained and/or demonstrated in detail. Visitors were shown the operation of the "hedgehog" on the forward deck and then allowed to go through the turret of the five inch gun. "Don't fire the weapon, please!"

The hit of the show, at least for the small fry, were the two twin mount 40mm BOFORS antiaircraft guns on the after deck. The starboard guns were swung and pointed by a gunner working the remote directing gear. The port mount was on manual control with two seamen to lift the prospective young recruits up on the platform where they could sit in the gun pointers seat and swing the guns themselves. Long before the end of the first hours operations all count had been lost of the imaginary kills made by these future Coast Guardsmen. At times a crow bar would have proven useful to vacate the seats for the next crew.

Only one casualty occurred during the day. One young fellow was stung by a bee. He was hustled off to the dispensary where the corpsmen fixed him up in short order. When the Skipper asked how he felt, his reply was very positive—"Fine and I killed the bee!"

One young fellow of about four was having the time of his life until he suddenly realized that his parents, who were showing some wear at this stage, were heading him toward the gangway. When he realized he was about to leave the ship he let out a wail like a fire siren. His father had to pick him up and bodily carry him to the car. The Skipper remarked to his Exec., "Looks as though you had better break out the recruiting forms."

It was a great day and Commander Zinck, we thank you!

TOPSIDE GOES ABROAD

Through the Wilmington Advertising Club and members of A.F.A., "Topside" is participating in the first exhibition of Advertising Art in Taipei, Taiwan.

Koo Chen-Fu, president of the Republic of China, has extended the official invitation. The exhibition is a display of cartoons, magazine, newsreels, etc., and they ask our assistance in making their first exhibit a success.

The Editor

Want to Motor on Delaware?

Take a drive down to the lake. If the water looks good, just drive right in. That's what you can do with an Amphicar. On land, the Amphicar is a trim sub-compact convertible that boasts a cruising speed of 85 mph. On water, it is a comfortable four-seat boat that makes about 15 knots.

The amphibious auto was invented in Germany 15 years ago. More recently, an American firm bought rights to the boat-car and is producing it in West Germany for the American market.

Powered by a four-cylinder, water-cooled Triumph (British) engine, the Amphicar is being advertised as "the car that swims." Turning the auto into a boat is simple. Bolts on the two doors make the vehicle water tight. The engine is rear-mounted and protected from water.

As soon as the car is in the water, a switch lever near the four-gear shift puts the auto into water gear with one forward and one reverse speed. The Amphicar is equipped with all safety devices required by the U.S. Coast Guard.

To get back on land, the rear wheels and twin propellers are used at the same time. Agents say the car can be used in salt water but they don't recommend it.

Manufacturers claim the car will get up to 32 miles per gallon on land and one gallon is good for about 1½ hours in the water.



BUT WHERE DO YOU PUT THE DECAL?

That perplexing problem confronts Art Ashbaugh, Training Officer of Flotilla 61 as he examines the new Amphicar on display recently in Trenton.



The stability of the new Amphicar is attended to as Vice-Commodore Bill Garry is taken for a cruise, without evidence of a starboard list—or was it around?



Worlaway & Creator

by Frederick Worles, Jr.

The dog "Worlaway:" Originated in 1943 aboard the CGC GALATEA in the North Atlantic. I started out by using the dog to decorate envelopes the crewmembers were mailing home.

The cartoon has appeared in "STARS AND STRIPES," the Coast Guard Magazine, many district publications and on many, many television programs.

I started using the dog for an opening to a television show because viewers are used to seeing a movie of someone doing a drawing and the movie is speeded up. So you have to do something that goes together fast. The dog has worked out quite well.

I started using it at the Texas State Fair in Dallas about 1955 because we needed a "gimmick" to attract attention. When I set up an easel and started drawing cartoons of the dog, people crowded around about like they did in the exhibit area we had at Andrews AFB. So I've been doing it since.

Headquarters informed me that I might be going out to the Worlds Fair at Seattle in August to do the same thing at the Coast Guard exhibit there.

Me: I came into the CG in 1942. (Incidentally with Ceaser Romero). I don't know how to spell it, but he went to boot camp with me. I got out at the end of WWII and went to school for three years and then came back in. So now I have 17 years in. I illustrated Institute courses for over five years, then did the art work at the Coast Guard Graphic Unit; now the Display Center. Since leaving those two units, I've been in public information in St. Louis and now here in New Orleans. No matter where I go, I can usually use art work in putting the word "Coast Guard" over to the public . . . sometimes it's a cartoon that is used in a boating magazine to put over a point about motorboat safety, sometimes in a television show to plug recruiting, both for the reserves and regulars and many shows have been put on to promote motorboat safety.

The cartoons I have sent are just for info. These were used by the 2nd district. Newspapers all over the district ran these cartoons in a series as the safety hint of the week, etc. Anyone can use them and many boating magazines and newspapers have.

I have done a lot of work with the Coast Guard Auxiliary in the 2nd district and here in the 8th. As a matter of fact, I help the Auxiliary in the Texas area cut some video tapes that may be shown nation-wide in the future. About 25 percent of my work here in New Orleans is for the Auxiliary. I don't mind a bit. What they want is the things I like to do.

Our thanks to Rosa M. Neff, Flotilla 46 for this interesting article.

FORERUNNERS OF THE CUTTER FLEET

by Rear Admiral Stephen H. Evans, U.S.C.G.



According to tradition, the operational requirement for a floating force to protect the customs revenue in the early days of the Republic owed its original definition to Alexander Hamilton's foresight and intuition. However, documentary evidence recently acquired by the Coast Guard and now preserved in the library at the Academy sheds new light on the matter: we now know that the requirement had been demonstrated in experience prior to Congress' enactment of Hamilton's brain-child, a revenue-cutter fleet, into being, and that the requirement had been met, in some degree at least, by Collectors of Customs acting under an assumed administrative authority prior to approval of the organic act. For perspective, it should be recalled that Hamilton, as first Secretary of the Treasury, had induced the First Congress to levy an import tax designed both to place the new government on a sound financial basis by liquidating the \$70,000,000 war-debt incurred during the Revolution and to protect the country's infant industries. To insure collection of these customs dues, he further persuaded Congress to authorize the establishment of an armed force afloat. The first "revenue cutters" under the organic act approved 4 August 1790 were in operation by 1791; collectively, they constituted the Coast Guard's ancestral agency.

One of the newly discovered documents showing that the need for revenue cutters did not spring full-bloom from Hamilton's prodigious imagination in a letter dated 29 May 1790 from the Secretary to William Webb, Esquire, Collector of Customs at Bath, Maine. The letter, recently purchased from an antiquarian by the Academy for its collection, is in excellent condition, as is the signature "Alex Hamilton." In it, the Secretary not only taitly admits the operational justification for customs-enforcement vessels in some localities but also exercises his own administrative authority by reprimanding the collector for failing to justify the need before buying a vessel for Bath. Said he:

have scarce thought to read them over."

"Sir—Your letter of the 18th May has been duly received, and I learn from it that you have purchased a boat 'for the purpose of better securing the revenue'—I have in some instances on previous application permitted the purchase of open boats for Harbour service, and it is possible that it might not have appeared improper to extend this permission

(Continued on Page 12)

NEWS N' VIEWS



Lt. Cmdr. Cassidy

Election time is drawing near. It hardly seems possible that a year has passed so quickly. Glancing at the calendar I am reassured that of a certainty it has. This annual event is perhaps the most important activity of the year in the Auxiliary. It affects directly every phase of Auxiliary affairs for the year 1963. The people you elect to office now will be the "bell-cows" for the entire

organization and wherever they lead the organization will follow. So this is a time for serious consideration. For those officers bowing out of office or moving up to higher office it is not the time for laying aside responsibility but rather of assuming more. One of the cardinal responsibilities is that of providing for a successor. This must not be avoided. Much care and consideration should be given to the selection of candidates and it falls upon the shoulders of incumbent officers to see that this is done.

The responsibility does not rest solely on the elected officers. While in most instances the nomination of candidates is a committee function the election, or rejection, is the duty of the membership. The voice of the members must be heard if the organization is to develop vitality in its leadership as well as its programs. So you, the member, Mr. Typical Auxiliarist, must take an active and substantial roll in the important flotilla, division, and district affairs that are coming up in the next few months. On these results, depend the success or failure of the Auxiliary program in 1963.

In a last minute check of our CME results, which reflect later totals than appear in Bob Morris' column, I find that as of 31 August the totals exceed any ever reached in this district. We have already surpassed the previous high set last year. My heartiest congratulations to all of you who contributed to this excellent accomplishment. I would however like to reemphasize the message that Bob Morris sent out to the Examiners last month. This is not the time for complacency. We have it within our grasp to reach the goal of 10,000 we set for 1962. Keep up your efforts and let's make this a real banner year. Remember the decal you issue in September or October, represents the sale of a program that will mean a purchase in 1963 too. With the large number of qualified Examiners available it doesn't take much effort to realize tremendous results. If every Examiner did just one more examination it means our total is raised by more than 550. If those Examiners who have not yet reported any CME, did the minimum of five required, we would go past the 10,000 mark like the recent Venus probe vehicle Mariner II. So "Let's Not Let Up—But Get Up" and finish 1962 with a bang.

NATIONAL OPERATIONS

ROGER SNOWMAN, NSO—OPERATIONS

The establishment of a National Operations Officer to coordinate the activities of the aviation, patrol and communications committee will allow the specialists in each group to be of better service to each other and go a long way in advancing our over-all operations program.

(Continued on Page 19)



Comm. Nunemaker

STARS & TRIPE

How many lives have you saved recently? I'll bet you have no idea! Unfortunately, there is no way to record "probables."

The most valuable function of the Coast Guard Auxiliary is the prevention of an emergency situation before it has a chance to happen. Many of the students you have taught in your Public Instruction courses are alive today because you taught them the proper way to ventilate the bilge after refueling; or because you demonstrated proper mooring techniques—or how to run a breaking inlet.

How many people are cruising in safety because you gave them a thorough Courtesy Motor Boat Examination? I recall the many inadequate life jackets and malfunctioning fire extinguishers, the leaky gas tanks and inoperative lights that have been uncovered by an alert examiner. I remember the vaporizing liquid fire extinguisher that had been filled with gasoline—discovered by an I/E who believed that his job was important enough to go beyond the assumption that everything was as it seemed to be.

These things are the very purpose of our organization. They are seldom spectacular, but they are always important. They never receive the recognition they deserve, but are more valuable to the people involved than a daring rescue after the fact of a boating tragedy. Although you may never gain national recognition on the basis of the "probable" lives you have saved, understand that your efforts are fully appreciated by the Coast Guard.

It was my pleasure, at the recent District Rendezvous, to spend some time with the new Commanding Officer of the Base in Gloucester. Commander Danny Garrett is Auxiliary oriented, and is anxious to see our operations program welded into a dependable force for search and rescue. He is aware of our potential value, and has assured me that he will use his influence and experience to give us assistance and direction.

Commander Garrett is a former pilot who understands the problems inherent to aircraft and surface vessel coordination. We look forward to a mutually beneficial association.

The Search and Rescue drill on the Delaware Bay on the 18th of August was carried on under ideal weather conditions. The two Auxiliary aircraft participating fulfilled their function by spotting the target boat in short order. Visual signals to surface craft were readily interpreted, and a rescue team was quickly led to the simulated disabled craft.

As we anticipated, the lack of direct radio communications with the ground hampered our efforts somewhat. However, this is one problem we know will be solved by next season by the new mobile stations we are in the process of having licensed by the FCC.

Another problem is the lack of aircraft immediately available for these drills. We now have four in our District (quadruple the number we had two years ago), but we need many more to cover the area of our responsibility. You can help by enlisting the aid of any aircraft owners you know. If we can get ten, we can start an air Flotilla to make the training and practice missions more interesting and effective. Your help will be appreciated.



Bill Wall

DIVISION I

Activity in Division I has been at a high level since the last report in the June issue of TOPSIDES. The Division was most fortunate in being able to send two boys to New London for "ACTIVITY WEEK." We are looking forward to a report from these two lads at our September Division meeting.

The C.M.E. program is in high gear with most I-E's working hard. It does seem however, that some of these fellows are more adept at examining than they are at filling out CG-3594 forms. Things are not quite as dark as they look in Philadelphia. All eight flotillas seem to be in good shape with respect to facility inspections. The heat was on this year.

Participation in National Safe Boating Week by the Division was particularly strong this year. Thanks to guidance by our good Vice Commodore we were able to secure excellent radio coverage by three Wilmington Stations and one at Dover. Three one minute tapes and three half minute tapes were furnished to each of three Wilmington stations—AND THEY RAN THEM—several times each day for the entire week. The Dover station was equally cooperative. We estimate over 300 spots were given us during the week. Two display windows were exhibited in Wilmington—one is still in—and one down state. Newspaper coverage was also good. All in all this was the best year ever for Division I.

For good reason we have requested disenrollment of nine members, but the good news is that we are getting new members, and qualifying them, on at least a five to one ratio. Division I is growing at a very satisfying rate.

The Summer Rendezvous was truly a gala affair and was well enjoyed by all hands. A hearty "Well done" to Rear Commodore John McIntosh and crew. John, we will come to your parties any time!

Yes, the Half Moon was here! More about that elsewhere.

A practical outboard training session in small boat piloting and safe operation was held by Flotilla 14 on 4-5 August for the members of the newly chartered Duffy's Creek Yacht Club of Fredericktown, Maryland. The affair was held at the Bush River Yacht Club, Abingdon, Maryland, and was a complete success.



Chris Brenneman

DIVISION II

Summer activities of this Division continue at a steady pace. Two flotillas, 24 and 27 have been active on the Delaware and Schuylkill rivers respectively, with Safety Patrols, Assists, and Regatta Patrols. Locations of Facilities of our other Flotillas are widely scattered and as groups the main activities have been their Summer Rendezvous, with reported good turn outs. Our C.M.E. program is largely individual effort on the part of the Examiners, with Flotilla Commanders guidance and the results are about comparable

with last year. Not quite as spectacular as we had hoped, judging from reports to date. An all out effort is being made by Commanders to see that all Examiners requalify for next year by making their minimum inspections. Should this program succeed we will have a very successful year on our C.M.E. program.

There is real enthusiasm being shown at all levels for our programs, all leading up to a Fall Division Rendezvous to be held at Lumberton Fire Hall Nov. 3, 1962. This is to be a real get acquainted, story telling, experience exchanging, picture showing of summer activities for members and their wives. We also hope this occasion will be a cause for celebration for a better job the past summer.

All Flotillas are now preparing for the Fall start of P.I.C. courses. Many have improved on last years training aids and some have developed new ones. We will improve on our last Fall's results. A Fall AUXTOP training class at the Division level with attendance from all Flotillas is also being planned. In this way we hope to get at Flotilla level Instructors to carry on the training in these groups.



Edward Tice, Sr.

DIVISION III

Ed Tice, Division Captain of Division III, has been forced to the sidelines by an illness and is sitting out the rest of this year under Doctor's orders. Division Vice Captain Charles Bailey is serving as Acting Captain during Ed's convalescence. We all wish Ed a rapid recovery and a speedy return to the "SMOKY IV."



Charles Smith, Sr.

DIVISION IV

This division was well represented at the District Conference held at the Northeast River Yacht Club. FC Catherine Silvey accepted the first place award won by Flotilla 46 at the National Conference in Seattle. The training aid exhibited was a metal board with various magnetized pieces used to demonstrate boat construction, boat types, seamanship, aids to navigation, compass variation and deviation, rules of the road and related subjects.

Several flotillas have P.I.C. dates firmed up, and are planning the fall schedule. Publicity plays a large part in the success of these courses. Thought should be given to the use of colorful training aids in conjunction with the posters to make a more eye-arresting display.

All flotillas are still actively engaged in the C.M.E. program, and one flotilla has exceeded the number of C.M.E.'s reported last year.

Individual flotillas reported very successful summer rendezvous.

Now it's time to buckle down to a fall and winter season of the best run P.I.C.'s ever presented!



Bob Miller

DIVISION V

Division V entertained members of the press, radio and television outlets in their area a days boating excursion on the Chesapeake on 8 September. The weather cooperated wonderfully and six facilities and their charges departed Kent Island for the pleasant outing. At the conclusion of the boat trip, the cruise returned for a dinner at the Kent Island Yacht Club. The day was planned to give the flotilla people an opportunity to acquaint the news media serving their community with the Auxiliary and its program. The response was excellent and a fine representation was on hand. All hands enjoyed the occasion and the consensus of opinion was that it will result in much better and greater recognition of the Auxiliary through these outlets.

On 15 September a joint rendezvous with the Power Squadron was held at the Baltimore Yacht Club. A good time was enjoyed by all. As many of our members belong jointly, to both organizations it was felt high time we all got together to know one another better.

The Division is also currently searching for the winner of the Annual Boat and Yacht Club Safety Award. This is awarded in recognition of the clubs contribution to the principals of water safety and boat operations. Each flotilla can sponsor as many clubs as they desire and a Safety Award Committee, appointed by the Division Board, will inspect the nominated clubs and determine the score attained in accordance with a scoring system approved by the Board. Three types of awards are made depending upon the scores obtained: (1) A Certificate of Award to clubs attaining the prescribed minimum (2) A Silver Award to clubs scoring a certain number of points above the minimum, and (3) A Gold Award for those scoring a prescribed number of points above that required for the silver award.



Ernest Friday

DIVISION VII

One of the highlights of this summer has been new membership enrollments. Flotillas 75, 74, and 72 scheduled additional interesting activities, and the repeated publicity given to these events was a contributing factor in attracting and encouraging enrollments. Good publicity by Flotilla 76 also accounts for the record attendance of 124 people who saw the public safe boating films at Barnegat, N.J. on 28 July. The interest shown by the audience was encouraging.

A safety patrol made up of boats from Flotillas 73 and 76 participated in the scheduled Labor Day boat races at Tuckerton, N.J. on Sunday, 2 September. In addition, an Auxiliary Information Booth will be set up near the grandstand and will be manned by members of Flotilla 73.

An unusual and very instructive demonstration of mouth-to-mouth resuscitation and chest massage was given by Flotilla 74 on 21 July, at their Beach Haven West headquarters. A life size mannequin was used for the demon-

stration, and afterwards a good percentage of the audience showed a keen interest in practicing the technique, and in the question and answer session which followed.

Both members and guests also enjoyed the witty impromptu comments provoked by their own efforts in practicing with the mannequin.



Jack Dempster

DIVISION VIII

After winding up quite a successful Safe Boating Week, the attention of the Division's Flotillas was turned toward the rendezvous that had been slated for June, but unfortunately had to be postponed. Final arrangements have been settled and the date is set for Saturday, 15 September. The Margate and Ocean City Flotillas will meet with Wildwood and Cape May units at the Wildwood Yacht Basin where docking privileges have been arranged for overnight. Dinner will be at the Jones Boys nearby and the use of the swimming pool has been made available to us. Everything considered, we feel this should be a worthwhile venture.

Later in the season, 20 October to be exact, the Division has chartered a bus for a trip to the 3rd Division Headquarters in New York. The arrangements for this tour are being handled by Lt. Lekrone of Cape May Moorings, and will include a tour of the Coast Guard Air Station of Floyd Bennett Field.

All Flotillas are operating safety patrols, with regatta patrols under orders at Wildwood and Cape May, Ocean City with its "Night in Venice" was a complete success and the Ocean Boat Race and Childrens Fishing Rodeo will also be patroled.

On 22 September Wildwood will hold its Annual "Boatman's Banquet" which promises to be a gala affair.



Larry Huth

DIVISION X

Division X Launched.

Division X slid down the ways at the Traylor Hotel in Allentown on Wednesday 26 September, as charters were presented to the Commanders of Reading, Allentown, Easton, Bethlehem and Pottstown Flotillas. Larry Huth, former Commander of Allentown, was installed as Division Captain and Hen Bicher, Commodore at Reading for several years, was installed as Vice-Captain. Walter Eagleman of Reading is the new Training Officer for the Division.

The new alignment of the flotillas with their elected officers are: Flotilla 10-1, Reading; Flotilla 10-2, Allentown; Flotilla 10-3, Easton; Flotilla 10-4, Bethlehem; Flotilla 10-5, Pottstown.

The meetings of the new Division will rotate among the flotillas with the first scheduled at Reading on 18 October.

REEDY ISLAND

... HAVEN OR HAZARD FOR TRANSIENT BOATERS

As was predicted in the last issue of Topside, a number of pleasure boats have come to grief this summer in the Delaware River's 12-mile expanse above and below the Chesapeake and Delaware Canal. Though fewer than in previous years, most of the serious incidents were on submerged sections of Pea Patch Island dike, which was discussed in a preceeding article.

One reason for the preponderance of mishaps in the Pea Patch area is the large volume of upriver boats bound to or from the Chesapeake, as compared with the number going to or from the Delaware Bay.

The latter, enroute to or from their summer moorings at seashore points, also traverse an area below the C & D Canal which requires caution, particularly in the late fall when heavy fogs or stormy weather set in.

Transients do well to course the ranges, which are among the most powerfully-lighted in the nation, rather

than skirt the shores. Since there are ample depths both sides of the range-lines, they can avoid large ship traffic by staying just to the right or left of the main channels.

Liston Range, whose 18 nautical mile straight line is the longest of any in the Delaware, guides boats from the Bay into the river where it is intersected by Baker Range on a turn to starboard. This is an important turn, for continuance on the Liston axis would carry one on to Reedy Island Dike, the lower end of which is submerged at high tide.

After a short run on Baker Range, whose front light is located upstream on Reedy Island proper, the course is intersected by Reedy Island Range in another starboard turn. Note on your 294 chart that the range lights for this are down stream, on the Delaware shore (astern of you if you are bound upstream).

Just below the mouth of the C & D Canal, Reedy Range is intersected by

New Castle Range (lights upstream) which requires a portside change of course.

Examine your 294 chart carefully and you will see that, in addition to the dike extending downstream from Reedy Island, there is an extensive area of very shallow water above the island. Even local boaters are wary of coursing in shore here at night, and do so only at high tide periods.

Shallow flats along the Jersey shore from the mouth of Alloway Creek to Salem River are spots to avoid.

Even though there is a range-lighted channel into Salem River, caution is needed to avoid the flats to the eastward of it and hard-sand and rock shoals paralleling it along the westbound side.

Below the entrance to this channel lies the wreck of the tanker "Phoenix" which in June, 1953, exploded after collision with another ship and the remnants of its hull grounded off Elsinboro Point. The water east and north-

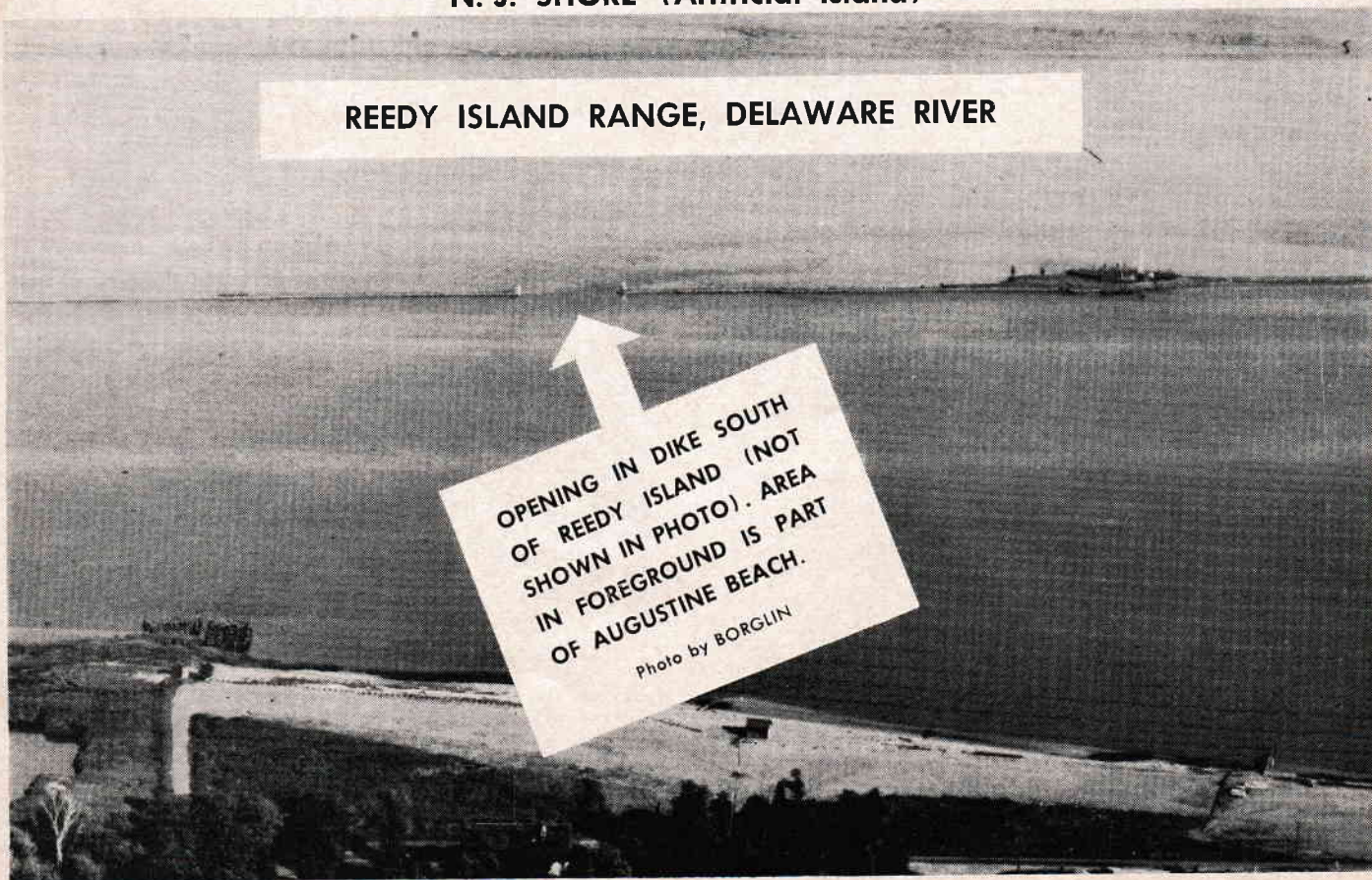
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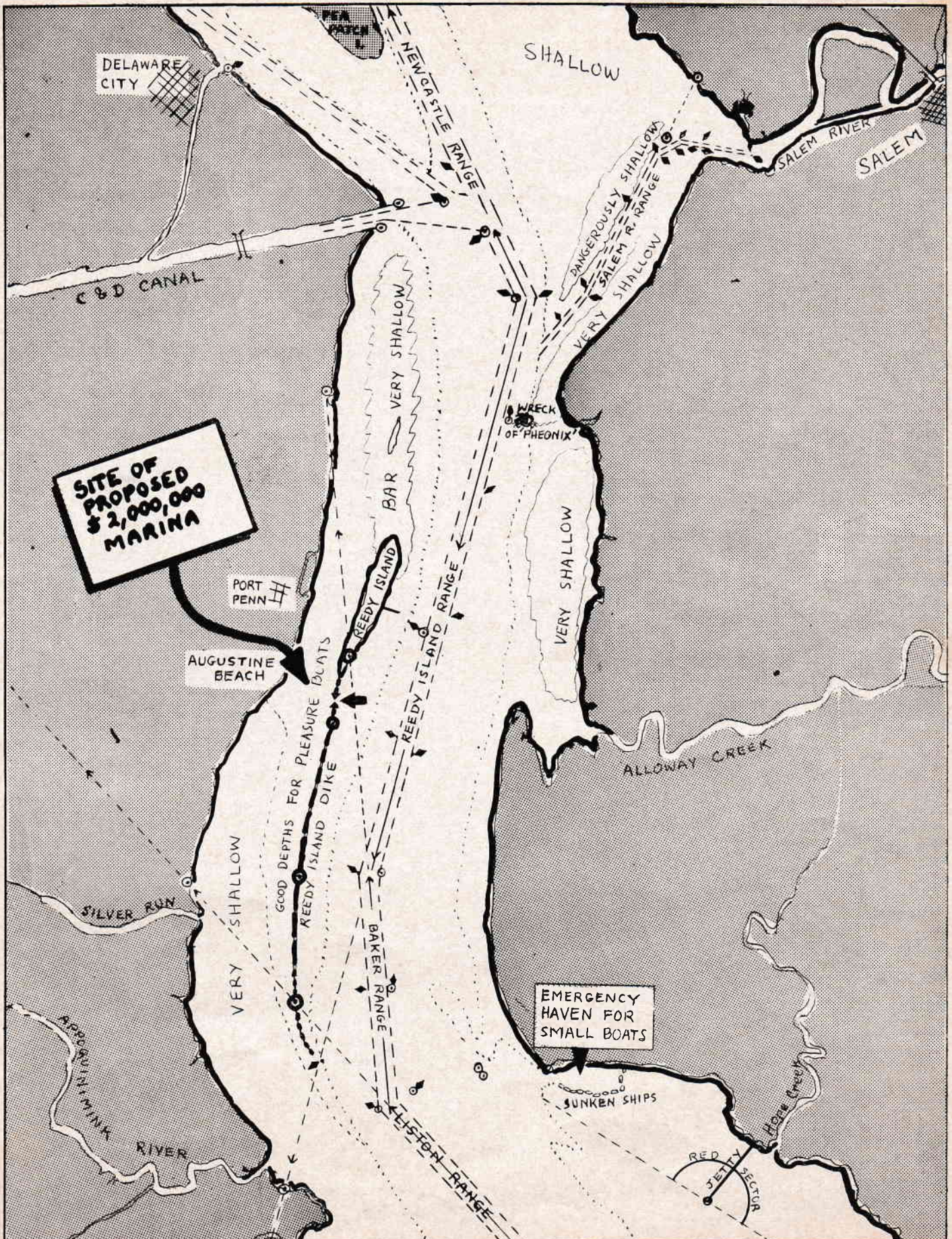
N. J. SHORE (Artificial Island)

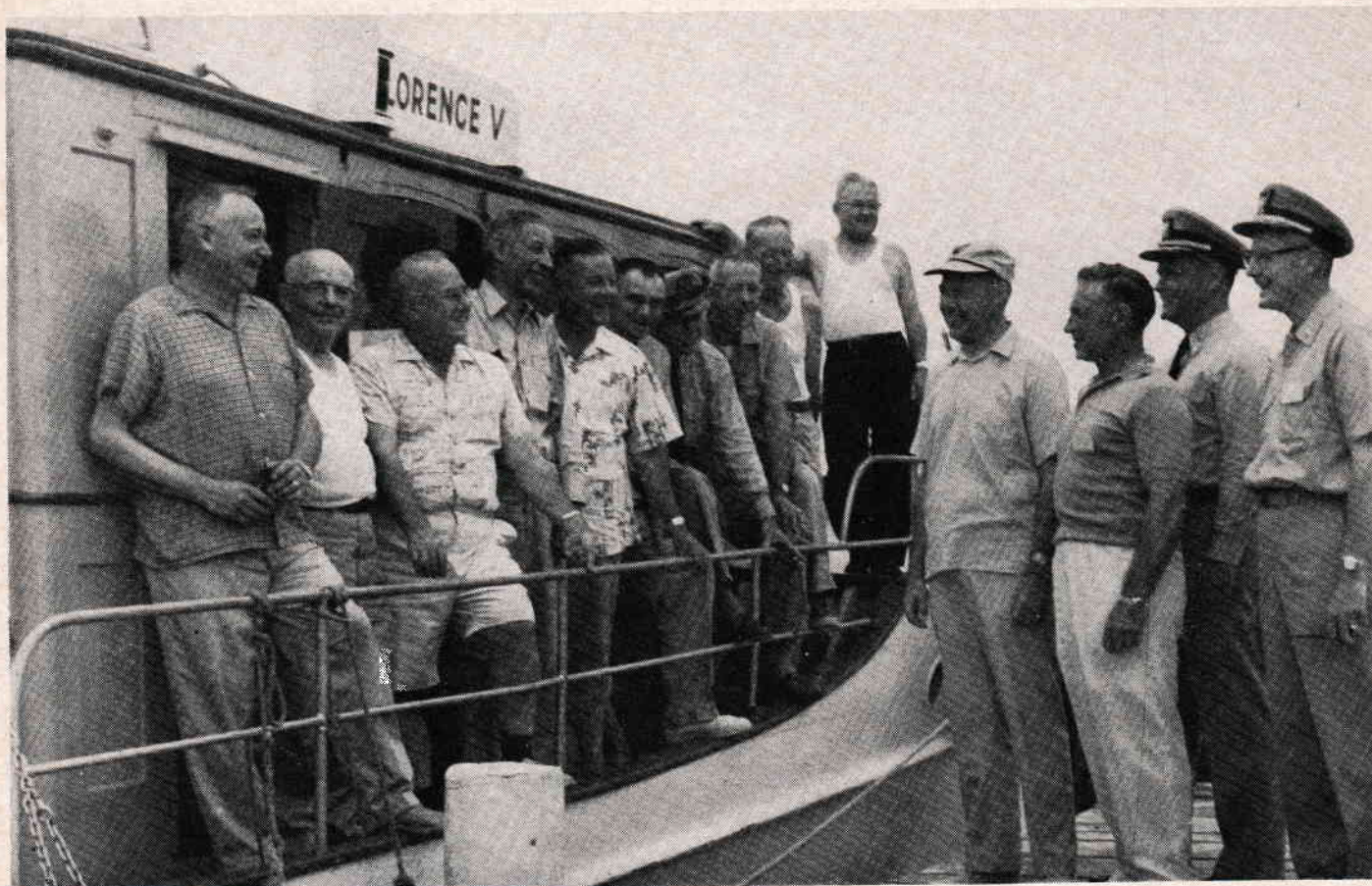
REEDY ISLAND RANGE, DELAWARE RIVER

OPENING IN DIKE SOUTH
OF REEDY ISLAND (NOT
SHOWN IN PHOTO). AREA
IN FOREGROUND IS PART
OF AUGUSTINE BEACH.

Photo by BORGLIN







FLORENCE & FRIENDS



E. CASSIDY & C. LEVITAN



DINNER ANYONE?

Rendezvous Ramblings - 1962



L-R. WALL, GARRY, CASSIDY, ROSS, NUNEMAKER, HAGER



WHEN I DRINK WE ALL DRINK
..... 3 Straws please.



THE "BRASS" TALKS IT OVER



THE "GALS" ALSO HAD AN ENJOYABLE TIME



THE HARRIED COMMODORE

FORERUNNERS OF THE CUTTER FLEET

(Continued from Page 4)

to the District of Bath— But as no application has been received from you, I find myself under the necessity of suspending any allowance of the Charge until I receive from you an explanation of the service for which the Boat is required and a particular account of the cost with regular Vouchers for the several items."

Further proof, if needed, is contained in ancient records uncarthed in the Philadelphia Custom House by Collector of Customs Fred C. Peters and described by Customs Inspector Thomas Hornsby in a mimeographed monograph dated 25 October 1960. The most significant of the documents comprise an exchange of correspondence between Colonel Sharp Delaney, Collector at Philadelphia, and Secretary Hamilton. The original of Hamilton's letter to Delaney, together with copies of the letter's to Hamilton, were made available to the Coast Guard on permanent loan from the Bureau of Customs; they have been added to the Academy's collection.

Mr. Hornsby's monograph, quoting freely from the documents, follows:

"On 2 October 1789, the Secretary of the Treasury, Alexander Hamilton wrote the several Collectors of Customs, in their districts:

"It was in contemplation of Congress to employ boats for the security of the Revenue against contraband. I shall be glad to have your ideas of the expediency of employing them in your quarter, and (if any appear to you necessary) of the number and kind you deem requisite their armament and probable expense. Should any have been in use under the State Regulations, I desire they may be continued and that I may be advised with accuracy of the nature of their establishment."

"Colonel Sharp Delaney, the first Collector at Philadelphia, under the newly organized Treasury Department, was then ill, and unable to perform the duties of his office. It was not until 31 October that he had recovered sufficiently to make a reply, but his answer is most enlightening on the subject:

"Sir—I should have laid my ideas respecting Boats before you—long since—had I not thought Mr. Meredith had done it, as he is well acquainted with the necessity of having such. I am confident in our Bay and River they are essentially necessary—and would in a great degree prevent smuggling. The great length of our River, the many creeks and inlets, and the great number of small craft are inducements to evil disposed people to attempt evading the laws—nay, from information, I am well convinced such doings have taken place already, especially in Coffee, which is an article easily run—I know of no other way to prevent and discourage such doings, unless by boats properly stationed—and strictly obliging all masters to produce manifests to the boarding officer according to Law—and even placing an inspector on board, as far down the River as possible. In consequence, I procured a barge with sails, etc., and kept her constantly plying between this port and New Castle with directions to board every vessel and receive their manifests, and place an officer on board. I have kept it going night and day, and directed the officer to board the River Craft and inform them of his duty. The number of boats necessary in our Bay and River I think should be not less than three at least on first setting out. A decked boat to ply the Capes and in our Bay—a row boat to be stationed at Reedy Island to ply from New Castle to Salem & Cohansey—and the shores on each side of the Delaware. Another row boat to ply between Philadelphia and New Castle—to take such inspectors as may be off duty and put them on board such vessels as they may meet coming up. Please excuse the incoherence of my

(Continued on Page 16)

Activity Week Off to Flying Start

The 14 candidates selected from this District to participate in Activity Week enjoyed the hospitality and accommodations of the Coast Guard Academy, each and every one. Reports trickling back to this desk indicate a good time was had by all.

Flotillas are reminded of the opportunity to further capitalize on the experience of these young men for their own meetings, publicity and cadet procurement activities that will be starting soon.

Auxiliarist Bob Sigmund accompanied the group to New London. They departed Philadelphia Tuesday afternoon 24 July and arrived in New London that night. The group stayed overnight at the Mohican Hotel in downtown New London and reported to the Academy Wednesday morning.

Pictured below are two sons of Auxiliarists who represented their Dads division. On the left is Robert Brightbill receiving his letter of authorization from Director of Auxiliary, Ed Cassidy while Captain Bob Miller of Division V looks on. Robert's father is Earl Brightbill of Flotilla 53, Harrisburg.

Pictured at the right is proud parent Bud Marter, Commander of Flotilla 65, Burlington, N. J., looking on as his son Wayne received his letter from the Director.



New "Blue Book" Now Here

The long awaited revised edition of the Auxiliary Manual, CG 305, dated 1962, will be in the Directors Office by the time this issue of Topside is in your hands. Distribution will be made to every member in the Auxiliary. This edition will replace the 1958 one which can be disposed of.

The new edition does not reflect any major change in content, although several portions have been expanded and updated to conform with current policy and regulations. The biggest change will be found in the layout. While the cover is still blue, a darker tone than the previous one, the interior will be hard to recognize. The new edition was arranged with the member in mind and the information is presented in an order that will make for easier and more informative reading on his or her part.

The first three chapters are devoted to basic terms and definitions, conditions of membership, needs for facility inspection, membership training, and general Auxiliary programs and activities. Later chapters deal with reports, administration, flotilla organization, etc.

The new edition is a significant improvement over the old. It should result in a better informed membership with regards to some of the "fine points" of the Auxiliary program. A great deal of effort went into its makeup and it deserves the attention of all Auxiliarists.

National Safe Boating Week

The Auxiliary was represented in the Broomall area Fourth of July parade when a husband and wife team joined forces and entered a float featuring an Auxiliary theme. Jane Haske, of Flotilla 46 and Al Haske of Flotilla 73, with the cooperation of a local marine dealer and the assistance of Miss Rose Membrino of Flotilla 46, loaded an 18 foot out-board boat with both legal and auxiliary required equipment.

A banner on the side urged people to obey regulations for boating safety. Miss Sandy Foster was chosen Miss Safe Boating and added much to the float. The Haske children, Rennie, Debbie, David and Rickie rode on the float making the project a family affair. Several hundred pieces of literature were passed out along the line of march by the uniformed couple.

The husband and wife team are serving as Flotilla Training Officer in their own Flotilla simultaneously, sharing the satisfaction and the problems of public and flotilla instruction.

At their summer place in Tuckerton the Haskes can be found working together examining boats and participating in regatta patrols as a team.



CRUISING ON THE HALF MOON

The Skipper of the Half Moon was more than generous when he invited a number of Auxiliarists from Division I to join him on the run from Wilmington to the Coast Guard Shipyard at Curtis Bay, Maryland, on Sunday 12 August. Seven eager members immediately accepted.

Departure was scheduled for 0900. By 0830 all members were on board. In spite of a rip-roaring rendezvous by the members of Flotilla 18 and guests at VCPT Charles Talley's the previous night, no one was going to miss this appointment for less than a broken leg.

The crew consisted of Roy Hager, Skip Hager, Charles Talley, Vic Baumiester, Charlie Mecker, Gus Carucci and Bill Wall. Quite a bunch I would say. Just what I would say, I'll let you guess.

The Half Moon left the dock smartly at 0900, right on schedule. The weather was good and the seas calm. A well nigh perfect day for the trip. As we pulled out into the river it looked like Times Square. The Wyoming Class Battleship New Jersey and her many escort vessels was passing on her way up river to join the Wyoming and the "Big Mo" at the Philadelphia Naval Shipyard. It was quite an impressive sight!

The trip through the canal was routine but pleasant. Needless to say the Auxiliarists were all over the ship. As the Half Moon progressed down the Elk River and into the upper bay she had a continuous escort of small craft many of whom were flying the Blue Ensign. Doc Orr came down from Georgetown to greet us as we passed. Fleet Captain Harold Haney brought the North East Yacht Club cruise fleet and paid his respects by radio in passing. Paul and Dolly Hessler with Fred and Becky Schierbaum on board the Privateer also came alongside to shout a "hello." We had plenty of company going down.

As we entered Baltimore Harbor Curtis Bay Coast Guard advised by radio that the Curtis Creek Bridge was out of commission because of an automobile jammed in the mechanism. Perhaps some of you saw the picture of the automobile wedged in the span with a free drop of fifty feet beneath it. This ran in all the papers on Monday 13 August. This event provided an unique and unexpected experience for the Auxiliarists on board the Half Moon.

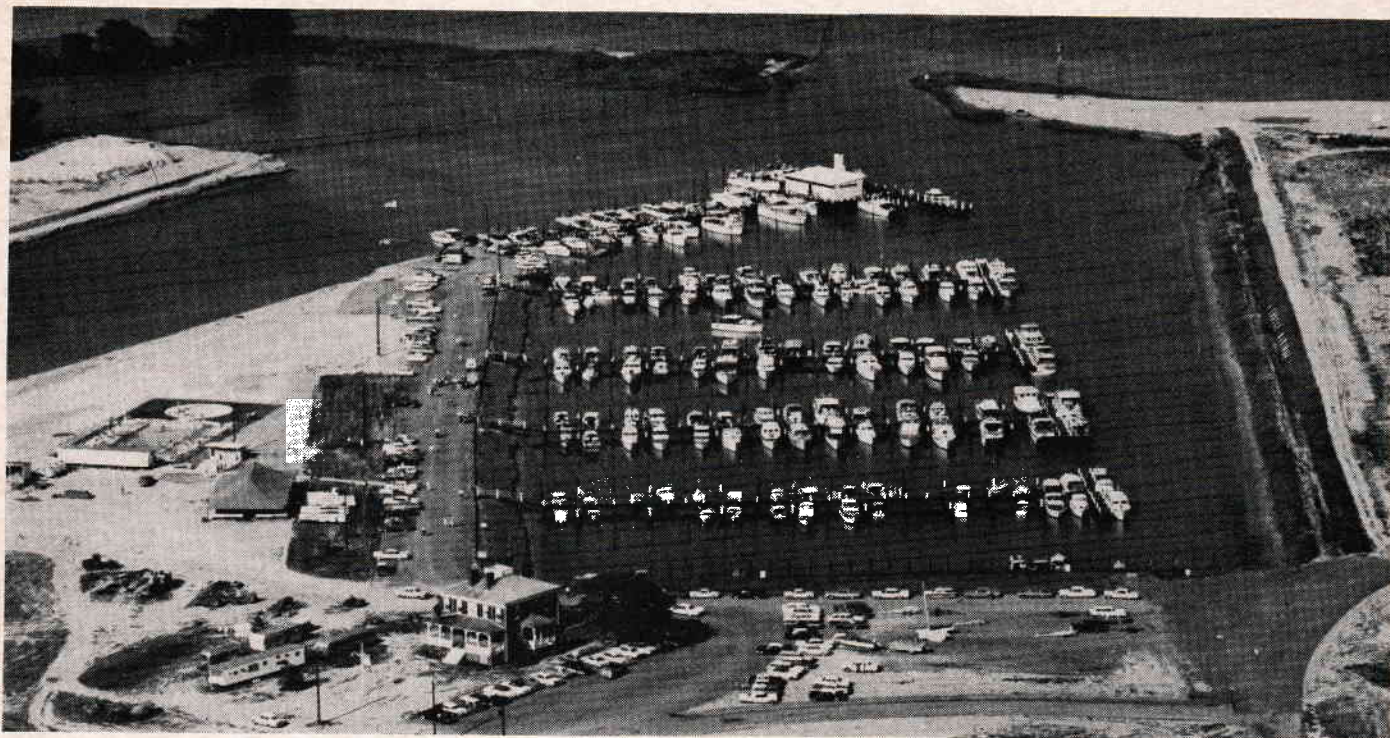
When the Half Moon dropped her hook in Baltimore Harbor there was no way of telling how long she would be delayed in reaching Curtis Bay. Cdr. Zinck decided to launch a lifeboat and send a crew to evaluate the bridge situation. Train schedules being what they are it seemed advisable for the Auxiliary crew to go ashore by the first available means.

Believe me it is quite an experience to be lowered from the top deck of a three hundred foot cutter into a choppy sea. Especially when the Chief in charge keeps on cautioning all hands to keep a firm grip on the man lines in case the boat gets away from the crew and falls! It is a long way down and personally the writer was fully convinced he was in for a ducking. However, the launching was a success and we headed for the shore and what appeared to be a tug tied up to a pier. We assumed that a phone would be available at such an installation so we could call a cab.

As we approached we realized the vessel in question was not a tug but a City of Baltimore Fire Boat. As we came near, suddenly the crew of the fire boat appeared on deck in a considerable state of excitement. They motioned us alongside and we boarded over her rail. We then found out the reason for their agitation. They had all been in the cabin doing what firemen do when they have nothing to do. Suddenly one of them sighted a lifeboat approaching with four seamen and eight officers aboard. They immediately jumped to the conclusion that a major vessel had sunk in the harbor and we were the first survivors!

To make a long story short, they called cabs for us, we made a train with five minutes to spare and so returned to Wilmington. It was a wonderful day! Again Cdr. Zinck we say, "THANK YOU!"





ROY TUTTLE, CAPT. #11, ACCEPTS DOCKMASTER POSITION AT CASTLE MARINA

Roy Tuttle Commander, Flotilla No. 11 assumed the roll of Dockmaster at Castle Marina, Chester, Maryland. The new Marina on the Eastern Shore is the new home of another Auxiliary friend, the Florence V. With accommodations for 350 boats Castle Marina should be a happy hunting ground for CME during 1963.



New Boat Safety Film Available

"Courtesy Afloat" Now in Field

This film is designed for use by all boatmen, but particularly for those who operate the less-than-26 ft. boats so often moved via trailer to the points of use. Safety, as well as courtesy afloat, is one of the major themes of the film. Operation of boats on rivers and lakes, rather than coastal areas, is stressed. Proper refueling, use of signalling devices in emergencies, courteous and safe operation in swimming and fishing areas, proper and improper handling of boats in relation to others, awareness of weather factors, caution near the dangers of dams and spillways are shown in the film. Throughout it runs the theme of courtesy afloat. This film is cleared for non-theatrical and television use.

Copies of this film are available at the Director's Office, through regular sources of procurement.

No. 18 Entertains Cdr. Zink

On August 11th Wilmington Flotilla #18 rendezvoused for its second social "blast" for the summer season. The affair, a *steak* cook-out (with refreshments) was held at the home of Charles L. Talley, VCP, Div. 1. Among the guests present were: Cdr. William Zink, Skipper of the U.S.C.G. Cutter "Half-Moon," his Executive Officer, Lcdr. Michael Leming and his Operations Officer, Lcdr. Dale Henderson; Cdr. Daniel Garrett, Commanding Officer, U.S.C.G. Base, Gloucester City, N.J.; Lcdr. Edward D. Cassidy, DIRAUX, 3rd C.G.D. (S.A.) and Mrs. Cassidy; Royden S. Hager, P.C.C.O., 3rd C.G.D. (S.A.) and Mrs. Hager; William Wall, D.C.P., Div. 1; Carleton Jewell, P.D.C.P., Div. 1 and Royden "Skip" Hager, D.S.O. and Mrs. Hager and A. R. "Gus" Carucci, Special Services Officer, Div. 1 and Mrs. Carucci.

To say that the party was a success would be an understatement.

AIRCRAFT OPERATIONS

by Horace Oliver

How many members of the Auxiliary have looked at the record to see where Third District (SA) stands in relation to the rest of the Districts?

When it was decided to form an aviation section, we had three aircraft. Since that date Division I has signed up one pilot and airplane and is in the process of his qualification.

Division II has a "hot" prospect who is ready to sign up with one of their flotillas. In the other Divisions we are dragging our heels or landing gears as the case may be. If each division would sign up just one pilot and airplane the Third District (Southern Area) could and would have one of the best air sections in the Coast Guard Auxiliary. There are several leads that are being investigated with an eye to establish an all aircraft flotilla. The present plans will have the flotilla organized within Division II and will include aircraft members from a District wide area. This is still in planning stage, but we feel that a program of this nature will attract and stimulate interest in the aviation aspects of the Auxiliary.

In one recent exercise held in the Chesapeake Bay two aircraft took part. This was the first chance the air section had to work with the other groups. Many things were learned and not all good, but now is the time to learn!

In case of emergency when aircraft are needed the following names and addresses, in order listed, are to be called and they will notify the pilots, give them the information concerning the search and rescue, or any other information required.

1. Horace E. Oliver
MI-6-9647
2. Horace B. Oliver
MA-4-6708
3. Jack Ryan, Jr.
AD-3-1851
(Call for emergency only)

Motorboat Courtesy Examination

by Bob Morris, DSO

At the halfway mark in the CME season it is interesting to take a few minutes and look at our present accomplishment in view of past performances and project the activity into the future and see where we are heading.

The table included here is a listing of 1961 performance as reported by the Directors Office. Listed by monthly totals are passing examinations, not passing examinations and the totals of both these categories.

Date	Passing	Not Passing	Total
31 Dec. 61	5216	1751	6967
30 Nov. 61	4967	1655	6922
31 Oct. 61	4700	1496	6196
30 Sept. 61	4277	1445	5822
31 Aug. 61	3498	1076	4574
31 July 61	2448	814	3262

The total recorded as of 15 August 1962 in these categories are 4,843 passing, 1603 not passing for a total of 6,446 so that this time this year all activity is equal to where we were in mid-November 1961, or we are three months ahead of last years pace. Putting it into percentage we are 164 percent ahead of 1961 and this same percentage is reflected in both passing and not passing categories.

Extrapolating our data to years end we find that if present activity continues apace, we will total 10,145 vessels contacted in this program, thus exceeding our 1962 goal of 10,000 by a comfortable margin.

New Jersey Boat Numbering Act of 1962

by Bob Morris, D.S.O.

The Commandant of the Coast Guard Announced that the New Jersey boating law would be effective as of 16 July 1962. This Act is controlled and enforced by the State of New Jersey Department of Conservation and Economic Development.

The Application for Registration is more inclusive than the original Coast Guard form, but follows closely its context. The temporary certificate however is valid for only 21 days as against the 60 days of the CG 3876 A. The entire application is mailed to Trenton (address given below) and the temporary certificate will be validated and returned to the applicant.

The fee when due will still be for three years but will cost \$6.00. The \$1.50 operators license on nontidal waters is still operative.

The exceptions follow CG 267 but for clarity include:

1. A valid Marine Document issued by the Bureau of Customs of the U. S. Government.
2. From a country other than the U. S. temporarily using New Jersey waters.
3. Public vessels of the U. S., a State or agency or subdivision thereof.
4. A Ship's lifeboat.
5. Any power vessel powered by a motor developing ten H.P. or less.
6. A duly licensed boat operating legally under a Federally approved numbering system of another State shall not have been within New Jersey for a period in excess of 180 consecutive days.
7. A powered racing boat when in competition with a permit duly issued by the Department.

All other water craft except a Seaplane, used or capable of being used as a means of transportation on water, if either temporarily or permanently equipped with propulsion machinery must be numbered this does exclude Sail or Row Boats.

This Act includes boats on all waters within the jurisdiction of New Jersey both tidal and nontidal including the Ocean adjacent to New Jersey out to three miles.

Regarding existing numbers: Certificates of number issued by the U.S. Coast Guard after 1 April 1960 shall be valid until the expiration date shown thereon.

On expiration the owner must fill out the New Jersey Application. (Make checks payable to N.J. Bureau of Navigation). SEND TO: State of New Jersey, Dept. of Conservation and Economic Development, P.O. Box 250, Trenton, N.J.

The same number will be assigned and a waterproof pocket-sized certificate of number is issued stating the name and address of the owner, a description of the power vessel and its use and includes the number.

Reporting of accidents has not changed from the Coast Guard requirements nor has the sale, transfer, loss, etc. of the craft.

Special numbers are issued to boat dealers and manufacturers at \$5.00 per number per year.

Violators of this Act are subject to a first offense fine of \$100.00, with second or subsequent violation, a \$200.00 fine (both may carry prison sentences in addition to the fines).

This implies continued activity on the part of all examiners. Actually less than 50 percent of our qualified examiners have been active. The remainder have contributed nothing thus far. We hope that this is due to a failure to report rather than a failure to perform.



VICE VERSA

By Bill Garry

Let's complete the year with a surge of auxiliary activity! We're all aware of the fact that our very excuse for existence is the promotion of safety on the water and the education of boating enthusiasts . . . present or future. Right now, we're phasing out on the CME program. Sure, there are hundreds of vessels that have not yet been awarded CME decals. However, it is not too late to examine these boats and accumulate points for our efforts. While they are in the water, they're fair game . . . and . . . if we get them in the habit, they'll be easy pickings next year.

Right now, however, the big push should be on the organization of public instruction courses. We've emphasized in previous columns that the one sure way to keep an auxiliaryist is to keep him active. Not everyone has the desire to qualify as an inspector-examiner . . . but . . . many of these same people would be more than happy to participate in a public instruction course . . . if not as instructors, as assistants . . . in passing out literature, operating projectors, taking roll calls, etc.

The education of just one boating enthusiast might well result in the saving of your life. Consequently, the education of a great number of such enthusiasts might result in the saving of many lives. Let's examine all of the possibilities in our own communities and adjacent communities . . . and . . . if we can furnish the manpower, let's organize a course wherever it is possible to do so.

Early indications are that there will be a demand for such courses this year. As one of our commercial activities, we write a boating column. Just last Sunday we mentioned an auxiliary course that would be part of a particular adult school program. However, we failed to mention the address of the school and, as a result, the Coast Guard recruiting officer, because the course was identified as Coast Guard Auxiliary course, tells me he was kept busy all week with requests for the address of the school involved. This is a good sign.

It might be a good idea to insert here, the first paragraph of a story in the Spring issue of *Topside*. "The Commodore Wm. Ross MacDonald Trophy for excellence in Public Instruction was captured by Flotilla 25, Haddonfield, N.J. The winners conducted six Basic Seamanship courses and awarded 205 certificates for successful completion of the courses. In addition they held four one lesson courses."

Get out your July communication which lists the points earned for various activities. It's amazing how many points Flotilla 25 earned in the PIC category alone. If your flotilla has made a poor showing to date in points accumulated for CME activity, it can regain its position of prestige by concentrating on a successful PIC program.

Never for one moment lose sight of the fact that PIC points can also be earned for conducting one lesson and three lesson courses as well as eight lesson courses. Almost every high school has a boating club as one of its activities. Here is a logical opportunity to suggest a 1 or 3 lesson course as a club project. Many civic clubs would welcome a one lesson course as an evening's program. The same is true of many service clubs. Plant safety engineers might also cooperate in setting up an in-plant course.

In closing I'd like to repeat the most fundamental fact that exists for the retention of our members . . . keep them busy!

FORERUNNERS OF THE CUTTER FLEET

(Continued from Page 12)

letters—as I am yet so unwell as to write them in my bed—I "Colonel Delaney, with his military background, was impatient of the time and delay that would permit him to have a proper armed vessel under his direction and command on patrol in the Delaware. In February 1790 he again wrote Secretary Hamilton on the subject:

"In respect to the boat, no time can be lost if you approve the measure, as well as to securing a fit one as to materials; and instead of our inspectors awaiting the arrival of vessels in port—they could be put immediately on board on coming into the Capes. I need not dwell to you sir, on how many advantages that will attend—and therefore shall only request you giving such consideration to this business as you deem proper. If you had leisure to consider the business of Boats, it would give me a great deal of satisfaction to know your opinion—one reason that now induces me to trouble you, is that a vessel I seized will soon be brought to trial, and I believe will be condemned and I am informed by intelligent people she would answer well, and would cost little, not half what one would otherwise be procured for."

"Secretary Hamilton, did not purchase Colonel Delaney's boat but instead a bill was presented to Congress on 23 April 1790, Section Five of which provided for the establishment of the United States Revenue Marine Service with an initial fleet of ten small cutters. The bill attracted considerable attention and resulted in lengthy debate, which finally resulted in the bill passing both houses. The establishment of pay and rations, the contracting for the building of the cutters, the enlistment of crews, took most of the ensuing year. It was not until 21 March 1791 that Commissions were granted to the Masters and Mates of the newly built vessels. This is indicated by Secretary Hamilton's letter to Colonel Delaney which is dated 19 May 1790, shortly after the passage of the bill by Congress:

"Sir—The establishment of Custom House boats as you are informed under the confederation of Congress, was passed this time. But the circumstances which led to the temporary arrangement in your district appears still to be of so useful weight, as to induce to a continuance of the measure, until the proposed establishments shall be completed."

"It appears from the above correspondence, that Colonel Sharp Delaney's "barge with sail, etc.," which was in use on the Delaware in August or September of 1789, was the first such vessel used in the United States Revenue Marine Service. Today this organization is known as United States Coast Guard, adopting its origin and flag from the early revenue vessels, and being in fact, a direct descendant in line of Collector Delaney's revenue enforcement boat, and that the date of the founding of this service is not 1790 as long supposed, but rather 1789, when this small, but duty authorized boat was first put to use."

Hornsby's monograph and conclusions are the basis for an article, "Data May Upset Coast Guard History," which appeared in *The Philadelphia Inquirer* for 30 October 1960 and also for Paul Jones' "Candid Shots" column, under sub-title, "Bor non Our River," in the *Philadelphia Evening Bulletin* for 3 November 1960.

Mr. Hornsby's conclusion that Philadelphia's 1789—model custom's "barge with sail" was the first vessel in the United States Revenue Marine Service overlooks the fact that there was no "United States Revenue Marine Service," by name until well after enactment of the 1790 statute. Hamilton himself, in his letter of 19 May 1790 (*supra*), called the first cutters "Custom House boats"; elsewhere, he is known to have referred to them collectively as "the system of cutters."

Any Flammable Tools on Your Boat?

Here are two articles from the USCG Merchant Marine "Proceedings" that should be of interest to small boat owners. This concerns the type of tools you have aboard your boat. From the foregoing, boat owners should check the type of tools they have on their boat to make sure they don't have similar experiences.

Not long ago, an electrical equipment manufacturing plant in the east put in a stock of plastic-headed mallets. Within a short time, three of them caught fire, flashing up with sudden intensity. Two of the mallet users were lucky, but a third suffered a badly burned hand.

A match was then experimentally touched to one of the mallets, and it immediately burst into flames and burned like a torch! The plant wasted no time in replacing the mallets with a type of nonflammable nylon plastic. Next, they consulted the local fire commissioner who found that a nitrocellulose base in the plastic made it highly inflammable. He also found that toxic fumes were produced when this material burned.

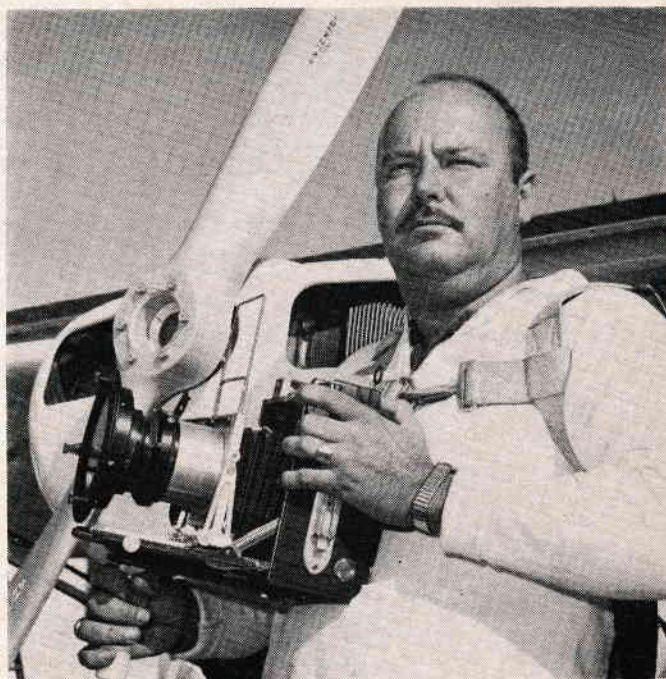
Plastic mallets are commonly used for electrical work, as they do not conduct electricity, and they are also popular because of their nonsparking quality. Other tools might contain this same dangerous material, as well as home utensils. If any plastic mallets or plastic-handled screwdrivers or other tools are used on your boat, find out if they're flammable!

—*Courtesy A.S.S.E. Newsletter*

Here's another case: An employee of Knolls Atomic Power Laboratory noticed white smoke coming from a plastic handle of a screwdriver. He immediately picked it up and put the handle under running water but it continued to burn. There were no open flames or electrical devices near the tool; it had ignited spontaneously.

Investigation concluded that certain plastic handles contain varying amounts of cellulose nitrate. It was found that certain brands of screwdrivers come in two different shades of amber color, the darker of which would support combustion.

—*Courtesy U.S. Navy Safety Review*



OUR AERIAL PHOTOGRAPHER—

An enthusiastic member of Flotilla No. 11, Joe Borghin, contributed a number of the photos seen in this issue of *Topside*, including the aerial view on page 8 and rendezvous pictures. Joe, whose firm, Professional Photography, Inc., is located in Wilmington, is an expert at aerial photography and has been engaged by a number of marinas and yacht clubs for his specialty this summer.



LOG RACE FEATURES NO. 14 FROLIC

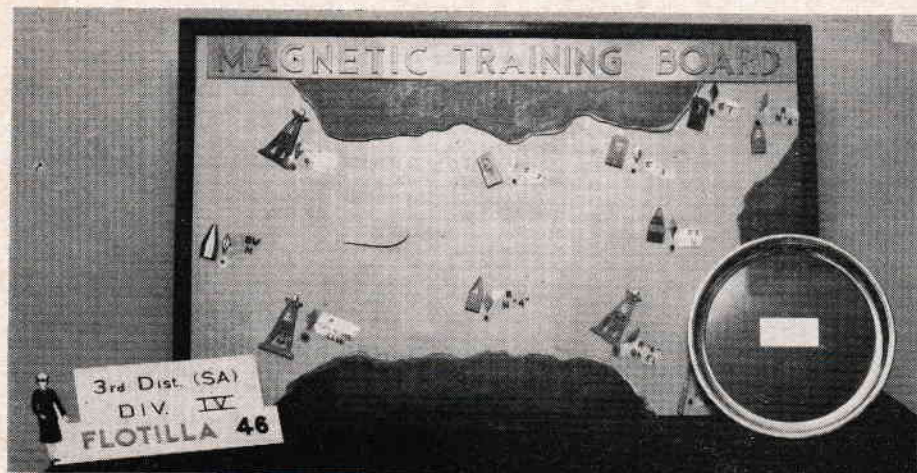
Flotilla 14 successfully combined business with pleasure when its members directed a practical on-board training session in small boat piloting and safe boat operation for the members of the newly-chartered Duffy's Creek Yacht Club, located on the Sassafas River at Fredericktown, Maryland.

The program included a predicted log contest, search and rescue exercises, and a man overboard drill. Trophies were awarded to the winners of these events. Parker Meegan, Chadds Ford, Pa., on his yacht "Hetz III" won first place in the predicted log with a 15 second error. E. B. Fleming, Abington, Pa., on "Betty Gene" placed second with a 32 second error; and Harold Best and Ed Bradshaw, Pennsauken, N.J. on "Marla" were in the third place position. The team of Parker Meegan placed first in the search and rescue mission; Frank March making the actual find and pickup. Winner of the man-overboard drill was Lee Wensel, Philadelphia, Pa., who completed the rescue maneuver in 26 seconds flat, and received an overall rating of excellent handling.

FC Richard B. Nelson complimented the rendezvous committee on the thorough preparation which contributed much to the success of the weekend. Captains Robert Price and Jerry Bow, PFC Joe Patnovic, and John Guy served in this capacity.

Swimming at the Bush River Yacht Club Pool, followed by a delicious chicken dinner and dancing were enjoyed by the cruise members and their families.

The success of this venture proves that education and relaxation can be combined, and it is hoped that other flotillas will look for ways and means to inject practical boating demonstrations into more of their summer programs.



(FIRST PLACE WINNER)—The Magnetic Training Board of Flotilla 46 is shown with the tray awarded by the Past Commodores association. Pictured here is material for one of the five lessons for which the board is used. Notice in the aids to navigation material, that after the physical shape and significance of the buoy itself is explained, the buoy symbol can be removed and the chart symbol revealed. Thus the physical appearance of the harbor and the picture presented on a navigation chart can be easily compared. The members of Flotilla 46 have offered the patterns for the material used in these aids to any interested flotilla. FC Catherine Silvey accepted the trophy from National Vice-Commodore Charles Levitan at the Summer Rendezvous at Northeast River Yacht Club. Particular congratulations should be extended to Orenda Sultzbach who was largely responsible for this excellent training aid.

CARUCCI CONVOYS HALF MOON HOME

By Bill Wall

On Friday 10 August 1962, excitement was at a high pitch among Auxiliaries in the Wilmington area in anticipation of the arrival of the three hundred and eleven foot ocean station cutter Half Moon. Arrangements had been made to berth her at the Wilmington Marine Terminal and good publicity had been obtained by both newspaper and radio coverage. Division Captain Wall, Operations Officer Schierbaum and Special Services Officer Carucci were on alert to put to sea in the good ship Scotch and Soda to escort her in in true Bristol fashion.

At 1700 hours the word was flashed from Gloucester Base, "the Half Moon estimates arrival off Wilmington at 1830 hours" and the mad rush was on! At 1800 hours with the roar of a PT boat the Scotch and Soda pulled away from her dock in Brandywine Creek and headed for the open Delaware. The fearless skipper of the Scotch and Soda only uses two throttle positions—full idle and flank speed. Needless to say this run was made at flank speed! At 1820 the jetty lights fell astern and the Scotch and Soda was feeling the full effect of a smart chop on the open river. There was considerable discussion between the skipper and his crew regarding the status of a large Corps of Engineers dredge just off the south jetty. The skipper was confident she was at anchor while the crew loudly contended she was under way and should be given a wide berth. The skipper professed to be able to see her anchor chain. The crew countered with "You are probably looking at your own bow staff and why is she carrying a bow wave?" "That's the tide," says the skipper. "But the tide is going the other way," shouted the crew. Finally convinced, the skipper sheered off and catastrophe was averted.

Of course it was raining but the rain had little significance when compared to the white water coming over the bow. At this stage, in spite of foul weather gear, there was not a dry thread aboard.

At exactly 1829 the outline of the Half Moon became visible through the mist. She was directly under the Delaware Memorial Bridge!

After circling the Half Moon twice, to establish her identity as the escort vessel, the Scotch and Soda took the lead to guide the visiting ship to her haven of refuge in the Marine Terminal basin. It is a moot question whether "General Quarters" was sounded on the Half Moon as a drill or because of the proximity of the escort vessel.

With the crew of the Scotch and Soda serving as a dock crew, the Half Moon was made secure in her berth by 1900 hours.

FLOTILLA 61

At a recent Flotilla 61 meeting, Lt. R. E. Nichols of the Marine Inspection Office, Custom House, Philadelphia, discussed aircraft ditching procedures and rescue operations at the Flotilla 61 meeting. His talk was well illustrated by a film taken during an actual ditching at sea. Lt. Nichols explained that ditching operations and procedures are constantly being studied and drills conducted by Coast Guard ships on station at sea. This training and alertness paid off since every man, woman, and child on the disabled plane was rescued despite the fact the plane broke up and sank within minutes of the crash landing.

Lt. Nichols also showed flotilla members a newly released film featuring Coast Guard operations in the state of Alaska. The film includes a history of the state and the various problems connected with maintaining aids to navigation and conducting SAR operations under adverse weather conditions.



Eric Kunnas Commander of Flotilla 61 is pictured celebrating three big events with a king size fire cracker. 1. His gleaming new twin screw cruiser; 2. National Safe Boating Week, and 3. 4 July 1962.

New Chart Available

The U.S. Coast and Geodetic Survey has made available a new chart on the waters of the Chesapeake Bay, Southern Part, Maryland and Virginia. It is the 11th edition of Chart No. 78. Mariners were cautioned against the use of obsolete charts.



BRINGING UP THE REAR

By John McIntosh

Over 300 Auxiliarists and their guests jammed the North East River Yacht Club at Hances Point, Md. during our annual Summer Rendezvous held on August 3, 4 and 5. This was an outstanding affair. Even though the Yacht Club was crowded the club staff under the direction of George Lee did a fine job.

Guests of the District at the affair included Auxiliary National Vice Commodore and Mrs. Charles Levitan; the Commander Third Coast Guard District, Rear Admiral R. M. Ross and Mrs. Ross; the Captain of the Port, Philadelphia, Capt. F. M. McCabe; Commanding Officer Base Gloucester, CDR Dan Garrett and Mrs. Garrett; CDR Gordon Bates, Director of Auxiliary, Third CG District (NA); our own good Director LCDR & Mrs. Ed Cassidy and ENS L. D. Bond Asst. to the Chief Director.

I should like to express my thanks and appreciation to the committee for the affair.

Recently I was reading an editorial in a business publication when I realized there was a connection between what the writer was saying and our activity. The general topic of the editorial isn't important, but in one paragraph the writer said in effect, our habits both work and social are based on customs that have been handed down to us.

This is food for thought. I wonder if our programs are handled by habit. As an instructor did you ever think about the make up of your class? Are they as experienced in boating as the first group you taught.

REEDY ISLAND

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east of the hulk is very shallow and should be given ample berth in entering Salem River Range.

A good channel, used by large tankers bound for the Tidewater Oil Refinery above Delaware City will give access from the junction of New Castle Range and C & D Canal to Delaware City, where emergency berthage can be found. However, here too, the entrance requires caution.

Another harbor of refuge that can be used by pleasure craft lies at the south end of Artificial Island, east of Liston Range and about 1½ miles above Hope Creek Jetty. It is formed by a line of sunken wooden ships, with an opening of about 150 feet on the west side.

One of the finest small boat havens affording shore-side protection against N, NW and SW winds and dike and island barriers against other quarters is at Augustine Beach, inside of Reedy Island. The entrance (see arrow on accompanying illustration) is a 150 foot wide opening in the dike about 300 yards south of the end of the island and about 300 yards north of a brilliant 48 ft. fixed light on the dike. White day-beacons mark the entrance.

Dam water depths range from 7 feet through the entrance to 22 feet inside and carry to 7 feet close to the shoreline,

where the old Augustine Beach Hotel does a thriving summertime business.

This resort which years ago attracted throngs of Philadelphia excursions on the river steamers Queen Anne and Thomas Clyde, is now owned by the State of Delaware which is developing it as a public recreation facility. A good small-boat ramp was constructed there this summer.

Private interests have offered to construct a \$2 million marine and motel center there if leasing negotiations can be made with the state. The latter would require a special act of the legislature, since present regulations restrict leases to a yearly renewal period and such an expenditure would need at least a ten-year lease guarantee to be economically feasible.

However, prospects for state approval looks favorable and, if it should come to pass, the marina would be a great boom to boaters, since there is no other modern marina on the island waterways between Cape May and the Chesapeake.

NATIONAL OPERATIONS

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Our primary objective will be to review the activities in each district and to come up with a common denominator to suggest standards of procedures.

The 3rd District (SA) having already worked up a roster of their radio-equipped ship stations and fixed stations, distributing an Auxiliary Communications Plan and made the first real progress in obtaining a ground-to-air working frequency, has a fine start in contributing minimum standards to our over-all program.

With the tremendous growth in pleasure boating, it appears that the regular service will always have more to do than their current equipment was designed to do, so during the peak of the boating season, many Coast Guard Group Commanders will look forward to having Coast Guard Auxiliary back them up.

In many areas, Auxiliarists are already assisting Coast Guard on weekends by patrolling sailboats and outboard races, making sunset patrols in their boats or planes as well as making many assists during their normal operating hours.

Before any Flotilla volunteers the services of their facilities, their Operations Officer should be sure that the members and their equipment are capable of successfully performing the possible mission. Nothing is more embarrassing than to have to search for and rescue one of your own members.

Plans should be made early this fall to set up a reliable operations plan including a call-out system with a listing of all facilities and listing personnel indicating their specialties and limitations.

As much as the word *training* may be frowned on by our senior members, a continuous program of educating our new members and reviewing for the older members is vital in maintaining a workable and reliable operating group.

The separating of the various subjects under Operational Membership into separate sections allowing individual recognition as completed should spur new interest to obtain full qualifications as Operational Member.

Your National Committee Chairmen look forward to assisting you in your district problems and will welcome suggestions that will help us in planning programs for other districts less experienced in these programs.

Don't Look Now But . . .



You're On Candid Camera