

TOPSIDE

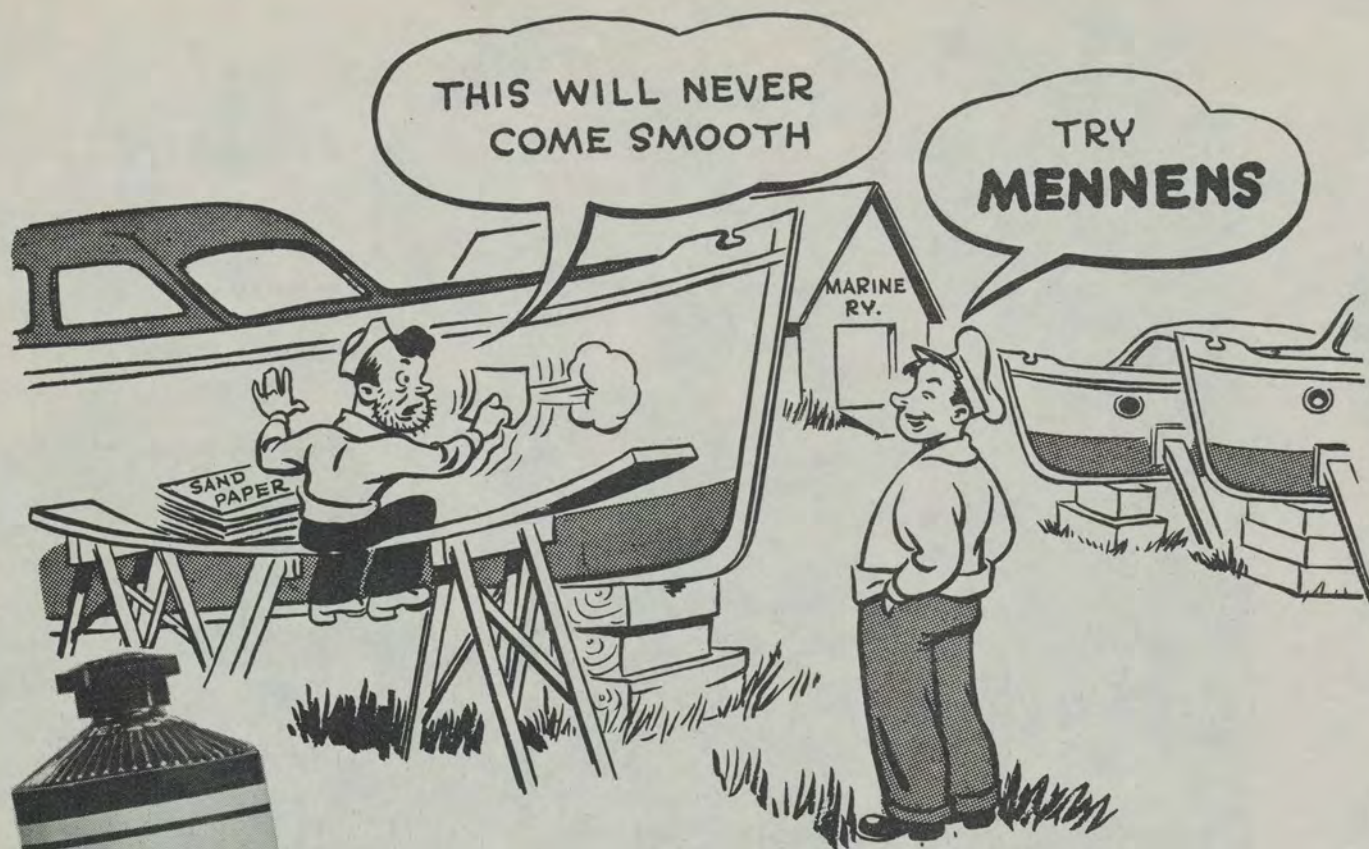
FEBRUARY
1946



REAR ADMIRAL
JOSEPH F. FARLEY
USCG



FOURTH NAVAL DISTRICT



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TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

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District Coast Guard Officer

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

Director

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Commanding Officer, USCGA, 4th N.D.

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Vol. 4 FEBRUARY, 1946 No. 2

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, Fourth Naval District. It is issued monthly to approximately 3,800 members. Contents not copyrighted, but the courtesy of a credit line is requested when material is reprinted. Address all communications regarding TOPSIDE to Jerry Marcus, 642 N. Broad Street, Philadelphia 30, Pa.

RECRUITING DRIVE FOR "REGULARS"

The Coast Guard is making an intensive effort to recruit suitable young men, in order to adequately man our ships and stations. In view of the splendid achievement of the Auxiliary, 4ND in the SPAR recruiting campaign during the war, it is felt that the Auxiliary organization throughout the District can be of great assistance in the current recruiting drive for regular Coast Guardsmen.

The need of the Coast Guard at the present time for young men between the ages of 17 and 25 is very pressing. They should be at least grammar school graduates and in good physical condition. The Coast Guard is also much interested in honorably discharged veterans of the armed forces, especially ex-Coast Guardsmen. The age limit for this group is 30 years, plus the number of months they have served in the armed forces in the present war.

Any men contacted by members of the Auxiliary may obtain further information by communicating with the Recruiting Office, 210 W. Washington Square, Philadelphia 6, Pa. Inclosed with this letter is INFORMATION ON RECRUITING, 10 copies, together with the itinerary of the Coast Guard Mobile Recruiting Units.

Our New Commandant

REAR ADMIRAL JOSEPH F. FARLEY, USCG

Rear Admiral Joseph Francis Farley, United States Coast Guard, was born in Oxford, Ohio, on June 22, 1889, the son of Joseph Francis and Sarah Foote Farley. He attended Trumansburg High School, Trumansburg, N. Y., and was graduated from Ithaca High School, Ithaca, N. Y., in 1908. Appointed a cadet in the U. S. Coast Guard on May 10, 1909, he received a commission as an ensign on June 10, 1912.

His first assignment was on the cutter MOHAWK, from which he was detached in June, 1913, to serve on the SEMINOLE, on neutrality patrol in the Caribbean. From July to October, 1916, he was on the cutter ONANDAGA, and then was assigned to the YAMACRAW until March, 1919. When the United States entered the World War, the YAMACRAW was attached to the Patrol Force of the U. S. Fleet. Later, it moved to Gibraltar and served on escort and convoy duty in the Mediterranean and between Gibraltar and the ports of Great Britain.

After leaving the YAMACRAW, he was assigned as accounting officer to the New York Division until January, 1920, when he was attached to the cutter SCALLY. From September, 1920, to December, 1921, he served on the SENECA. His next assignment was on the GRESHAM, from which he was detached in June, 1922, for duty on the MORRILL. In January, 1923, he joined the MOJAVE, at Honolulu, T.H., and served aboard this ship until February of 1925, when he was assigned to Coast Guard Headquarters, Washington, D. C., as Ordnance Officer.

Assigned the command of the destroyer McCALL in March, 1928, he was reassigned during the same month to become commanding officer of the destroyer WILKES. During his command of the WILKES, this ship attained the highest score in Destroyer Force target practice during the gunnery year 1928-29. In September, 1930, he was assigned the duties of Ordnance Officer for the Destroyer Force, and later also took over the additional duties of Athletic Officer and Service Store Officer for the Force. From January, 1933, to July, 1934, he was commanding officer of the PONTCHARTRAIN and then was placed in command of the MODOC.

Returning to Coast Guard Headquarters in March, 1937, he served as Chief Communications Officer until June,



1942. During this time, he was technical assistant to the United States delegation to the International Telscommunications Conference, held at Cairo, Egypt, in February and March of 1938, and served as the only United States representative at the European Broadcasting Conference, held at Montreux, Switzerland, during March of 1939. He also served as a delegate at the International Subcommittee of the Third World Conference of Radio-telegraph Experts for Aeronautics, at Cracow, Poland, in May, 1939. While at Headquarters, he was a member of the Coordinating Committee of the Defense Communications Board and also served as an alternate member of the Board.

In June, 1942, he became District Coast Guard Officer of the Eighth Naval District, New Orleans, La. Returning to Coast Guard Headquarters in December, 1943, he served as Assistant Chief Operations Officer until December of 1944, when he was reassigned to duty as Chief Personnel Officer.

After receiving a commission as an ensign on June 10, 1912, he was promoted in rank as follows: lieutenant (jg), May 31, 1917; lieutenant, January 12, 1923; lieutenant commander, July 1, 1926; commander, June 27, 1931; captain, December 1, 1941; commodore, June 1, 1943, and rear admiral, November 1, 1943. For service during the World War, he received the Victory Medal with Escort Clasp and the New York State Medal.

Rear Admiral Farley married Ruth Preston Bridgers in July, 1915. They have two daughters: Emily Farley Wigglesworth (Mrs. Albert F. Wigglesworth), who is married to a lieutenant in the Coast Guard Reserve, and Lt. (jg) Elizabeth Farley, of the Women's

(Continued on Page 4)

Reserve, U. S. Coast Guard Reserve. Rear Admiral and Mrs. Farley reside at R.F.D. 2, Seminary Road, Seminary Hill, Alexandria, Va.

Rear Admiral Farley is a member of the U. S. Naval Institute, Newcomen Society, American Legion, Cape Fear Club of Wilmington, N. C., Belle Haven Country Club of Alexandria, Va., and holds life membership in the National Rifleman's Association.

THE COMPASS OFFERED AS PRIZE STILL UNCLAIMED

In last month's issue of TOPSIDE, we offered one of the new Sherrill compasses for the most interesting story with an illustration, to be used in this issue. The box score of results is as follows:

Phone calls to Ye Editor to find out what sort of stories were wanted	8
Phone calls to ask whether the compass was any good	3
Phone call to find out if material was acceptable after deadline	1
Actual material received	0

So, like the ground hog who sees his shadow and retires again . . . the offer is withdrawn.

WE WANT YOUR IDEA!

YOU HAVE AN IDEA for a new post-war product. You need someone to develop, engineer, manufacture and market your brain-child. Peco can do it. Acceptable ideas for new patentable items (preferably metal) will be purchased outright or on a royalty basis. Here's what to do: Write us a brief description of your idea. If we like it we'll tell you how to submit full details for fair consideration. Do it today!



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OFFICER PERSONNEL OF THE AUXILIARY AS OF 1 JANUARY 1946

As of 1 January, 1946, the organization of the Auxiliary has been completed, with elections for commanding officer, executive officer and training officer, and the appointment of Auxiliary staff members for the district, divisions and flotillas. The officer personnel heading up the Auxiliary in this District consists of the following:

DISTRICT AUXILIARY OFFICERS

Commanding Officer—H. Earl Huston
Executive Officer—W. Lyle Holmes, Jr.
Training Officer—Allan M. LaSor

DIVISION OFFICERS

Northern New Jersey Division

The resignation of Earle R. Leonard, Commanding Officer of this Division, necessitates a reorganization in this Division.

Delaware River Division

Commanding Officer—C. Frazer Hadley, Jr.
Executive Officer—Walter T. Whitehead
Training Officer—Charles Sprowles

Southern New Jersey Division

Commanding Officer—Harry R. Vandegrift
Executive Officer—Lee Renner
Training Officer—W. E. Sturm

Delaware Division and Eastern Pennsylvania Division—Combined

Commanding Officer—O. L. Williams

Executive Officers

(Eastern Penna.)—Sterling G. McNees
(Delaware Div.)—James F. McCloskey
Training Officer—Theodore L. Cuyler

FLOTILLA COMMANDING OFFICERS

Flotilla

11	Atlantic City, N. J.	William F. Errig
13	Seaside Park, N. J.	W. F. Burdge
15	Point Pleasant, N. J.	Richard Hubbard
16	Toms River, N. J.	Howard Keough, Jr.
18	Little Egg Harbor, N. J.	Melville B. Horter
19	Mullica River, N. J.	John R. Creely
21	Quaker City	John J. Bielman
22	Essington, Pa.	H. H. Breneman
23	Dredge Harbor	Edward A. Knorr
24	Delaware River Yacht Club	F. H. Riepen
25	Farragut	Clair Y. Bowden
26	Trenton, N. J.	W. N. Feaster
27	Salem, N. J.	G. J. Sawyer
31	Ocean City, N. J.	Richard Gifford
32	Stone Harbor, N. J.	John Merkel
33	Wildwood, N. J.	Russel Higgins
34	Maurice River, N. J.	Alan Thomas
35	Cape May, N. J.	Donald W. Lear
41	Wilmington, Del.	Joseph A. Ewing
51	Reading, Pa.	Philip Ziegler
52	Lancaster, Pa.	Ralph A. Taylor
53	Harrisburg, Pa.	John W. Appleby

The USCG Auxiliary office personnel, as of 1 January, 1946, consisted of the following:

Lieut. John W. Brown, USCGR, Director
Lieut. (jg) Mina F. Brown, USCGR(W), Asst. to Director
Helen Stewart Head, Y2c, USCGR(W)
Dorothy R. Supak, Y3c, USCGR(W)
Ruth Frantz Convery, Y3c, USCGR(W)
Edythe N. Cox, Y3c, USCGR(W)
Bette A. Huber, S1c(Y), USCGR(W)
Jean Taylor, S2c, USCGR(W)

MOTOR BOAT SHOW FEB. 25—MARCH 2

The approach of spring and the outdoor season turns the thoughts of every Auxiliarist to planning for the months to come in the great outdoors. So the news that the Philadelphia Motor Boat and Sportsmen's Show, to be held in the Commercial Museum during the latter part of this month (February) makes the blood tingle.

This is the first Philadelphia Motor Boat and Sportsmen's Show that has been held since many of the boys went off to war. Now that they are back and have taken off the G.I. uniform, the demand has become insistent that there be a Sportsmen's Show. They want to know what is doing in the world of outdoor sports since they went away. The forthcoming show will inform them and bring them up to date.

This is the first show since 1942 and sportsmen who have been held in leash to a great extent will now give full vent to their sports' inclinations.

There will be plenty of new features in the show and some new sports represented.

The Philadelphia Motor Boat and Sportsmen's Show is a Philadelphia institution, and has, from its start years ago, been conducted by Philadelphians. Eight shows were held before the war and this show will be the ninth. It will be held from February 25th to March 2nd.

The expansive floor space will be filled with displays of practically every outdoor sport. Each sport will have some famous exponent to interest the public and to exemplify that sport. There will be displays of all the sport paraphernalia and any number of famous sportsmen present to tell of the lure of the outdoors. Fishing, motor boating, camping, hunting, and the entire gamut of sports will be shown.

The Commercial Museum, Philadelphia's great exhibition hall, is ideal for this sporting display. It will be arranged and decorated in the spirit of the true sportsman and lover of the outdoors. It might be said that no particular sport will be unduly accentuated. Of course, through their bulk, motor boats will attract the eye of the visitor, even though he has little inclination to brave deep water as a navigator.

There will be a very great number of new boating men this year, because of the fact that Uncle Sam trained a lot of new sailors to carry on in his far-flung battle line. The Philadelphia Motor Boat and Sportsmen's Show will display some of the developments in maritime sport that were made during the war.



Two adepts "burling" on the log at the last show.

An airplane exhibit will be part of the show, because the aircraft has become a distinct part of sports. In former years, planes didn't play such a prominent part in sports, but from now on, the plane is coming into its own as a sporting feature. Sportsmen are going to use the plane to get to the places where they can practice their sport. That is only one instance of the practical utility of the plane in sports.

As has always been the feature of the Philadelphia Motor Boat and Sportsmen's Show, there will not only be exhibits of the implements of sports, but there will be a very elaborate program of entertainment, which will, as has been the case in previous years, have its share of thrills and spills. There won't be a dull moment in the entire show. The center of the hall will have its lake for the display of motor sports, ample in size and equipped for showing canoeing, boating, casting, and all forms of water sports.

There will be full opportunity for every spectator to see what's going on, from a good point of vantage, without being in danger of falling into the lake.

The Philadelphia Motor Boat and Sportsmen's Show is a Philadelphia institution, but it attracts the sporting fraternity from far and near. We believe that it will be the major show in the East this year.

The interest already aroused makes it certain that the resumption of the show will see attendance that will eclipse all previous years.

A LETTER OF COMMENDATION TO LT. J. R. CREELY, USCGR(T)

UNITED STATES COAST GUARD
WASHINGTON 25, D. C.

To: Lieutenant J. R. Creely, USCGR(T)
Subj.: Letter of Commendation.

1. On 25 July, 1944, at Beach Haven, New Jersey, while standing in the lobby of a hotel, you heard the noise of a plane coming down and the explosion when the plane landed near the Municipal Dock at Beach Haven. You rushed out and attempted to pull the pilot from the flaming wreckage. This was done without the thought of safety on your part, for the plane's ammunition was exploding and narrowly missed hitting several people nearby. Although your efforts to rescue this pilot were unsuccessful, you displayed great courage and disregard for your own personal safety.

2. On another occasion, on 21 August, 1944, while you were at the Blood Point Thorofare dock on the Mullica River, when two training planes collided in mid-air, you again displayed courage and initiative in rescuing a pilot, Ensign Maynard Kraus, who had bailed out of his wrecked plane.

3. It gives me great pleasure to commend you for your prompt and meritorious actions which is in keeping with the highest traditions of the United States Coast Guard.

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

L. T. CHALKER,
Acting.

FROM BLUEPRINT TO FINISH LINE

By ALAN S. THOMAS



Here is an Auxiliary project which will, even if you have had no experience at all, enable you to build a small sailboat from the blueprints, take it and sail it, eventually race it or take the family out for a sail. Sounds good, doesn't it? What's more, the low cost of it all will surprise you, too.

The idea started to brew some weeks ago in the Maurice River Flotilla No. 34, where, as in most Flotillas, the cry throughout the reconversion period has been *action*. As the post-war plans are made, it becomes evident that the Auxiliary must broaden its scope, must furnish, in addition to classroom work, a chance for members to do things both in flotilla groups and in groups of flotillas. One activity meeting all the requirements, in fact, a natural for the Auxiliary, is the building, sailing and racing of small sailboats.

The Coast Guard had its very beginning in small boats, largely under sail. Even today, if you were fortunate enough to attend the Academy, you would find that it maintains a fleet of small sailboats for the training and recreation of its cadets. The Naval Academy also has sailboats, both small and large. Some nations train their navies and merchant sailors almost entirely on square-riggers. Now, of course, *all members* of the Auxiliary do not wish to sail out on a square-rigger, but sailing your own boat, even a sixteen-footer, does something to you (something besides getting you wet). It sorta puts you in tune, takes you back to your seafaring ancestors . . . but you must experience that yourself. However, it is

a well-known fact that wind-sailors have a shade more hair on their chests than power-boat men.

The facts are: A few members of Flotilla No. 34 went to the designer of the well-known Duster or Riverton pram-class boat with the idea of designing a similar boat long enough to serve as a *basis of owner-membership*, sloop-rigged, easy and cheap to build by a novice.

Owen Merrill, of Riverton, N. J.—that's the designer—agreed with a gleam in his eye to take on the job. Anyone who knows the record of the Duster and who knows the class boat sailed by E. K. Merrill, Owen's Dad, will understand why the gleam.

The Auxiliary boat will be "smart," she'll be fast but sea-kindly. The boat will be sixteen feet over all, built of three-eighth-inch plywood and will be of a type called "garvey" around these parts and known as "pram" in other areas. Don't let that mislead you, *remember the Duster*. That type is not extremely beautiful, that's true, but it is a lot of boat for its length. And even you can build a pram.

Perhaps you have sailed a palatial yacht, but there still is a whale of a wallop for you if you can trim your C. O. in one of these.

The pioneers have shouldered the cost of the design and it will become Auxiliary property as soon as enough plans have been sold to cover the cost. The price of plans is five bucks per set, no royalties, no extras.

The class is still unnamed, perhaps you have a suggestion. It is our boat

and should be given a name which will immediately suggest the Coast Guard and its Auxiliary. Start thinking and let us know what gives.

Flotilla No. 34 is now starting classes in taking off and laying down and boat building in general. When the boats are underway, classes in sailing will be started with some study of racing tactics and racing rules. A building has been obtained where several boats can be built progressively. While waiting for plans, the strongback will be built, ready for moulds. While one boat is on the moulds, another builder can be making his rudder, mast, etc. By the time the sailing season rolls around, several boats should be ready for launching.

If you already know how to build a boat, you may build on your own, of course, but it would be better if you offered your services as instructor to your training officer and instruct as you build. You may have a professional build yours if you choose. The rules are still very elastic, *just build exactly to the plans*.

This whole plan has the enthusiastic approval of the District Director of the Auxiliary and the District Commanding Officer, so it is sure to go places. Perhaps, we'll soon meet in Chicago for the International Auxiliary Class Races, who knows?

The designers estimated that the material will come to about \$150.00 or less. If you get somewhat short near the finish, there may be some used sails of another class suitable, that may be purchased reasonably. These can be used in a pinch.

Send along your five bucks and get in the swim. (That swim business doesn't sound so good, does it? Especially when trying to sell sailing.) Send to Alan S. Thomas, C. O. Maurice River Flotilla No. 34, USCGA, Millville, New Jersey.

SPECIAL NOTICE

Fourth Naval District Circular No. 2-46 has reached all Flotilla Commanders. Included with this circular is a copy of the Model By-Laws for Flotillas. These By-Laws have been revised to conform to the September 30, 1944 Amendment to the Coast Guard Auxiliary and Reserve Act of 1941. All Flotillas are urged to adopt the By-Laws immediately.

IMPORTANT ANNOUNCEMENT

Information has reached the Editor that our very dear friend, Captain Chester H. Jones, USCG, is retiring from the position of Chief, Auxiliary Division, and the Commandant has appointed in his place, Captain Chester A. A. Anderson.

This information reached TOPSIDE just before press time. We will give you complete details in the Motor Boat Show issue.



CHRIS CRAFT

WE ARE NOW READY

After 3 years of about 100% Government work we have just been "Discharged." Our Improved Facilities and War Experience Are Ready for You.

NOT JUST A SELLING OFFICE

Our boats are sold, unloaded, launched, serviced and delivered by us. A complete service by trained personnel.

WE HAVE INTERESTING INFORMATION ON THE NEW CHRIS-CRAFT

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Br-r-r... IT'S COLD UP AT BAY HEAD THESE DAYS



Slade Dale's Emma C. Berry

The Emma C. Berry, grand ole gal that she is . . . certainly was a welcome sight to your editor, one freezing cold day a few weeks ago.

Not because we were lost or becalmed, not because we were aground or without alcohol for the galley or for the galley slave, but because at this particular time she seemed to say, "Com'on, stop in and warm up."

As lots of you fellows know, the Emma C. Berry is a sort of "landmark" (if you can call a blue-water schooner a landmark) around the upper Barnegat, she's the pride and joy of Slade Dale, who has one of the finest boat yards in that vicinity.

This particular day we were certainly glad to see her, and to slide into the friendly warmth of Slade's office to soak

up a bit of heat and lap up a bowl of soup before continuing back to Philly.

Everything in sight was either covered with ice and snow or shivering like a leaf, depending on whether you beheld a boat or a boatman. It looked like a swell set-up for an ice-boat jamboree, if you like such things.

The waters all along, up and down Barnegat Bay looked cold and foreboding, and while the writer has cruised these waters many times, it is the first time I have had an opportunity to see it "froze-in" . . . and frankly I'll take the good old sweaty summer any day.

If you get down around Bay Head, look in on Slade Dale and get him to show you around the Emma C. Berry, she's worth seeing.



A View From The Bridge Above Laurel

PHILADELPHIA MOTORBOAT AND SPORTSMAN SHOW

The announcement of the Motor Boat Show, Page 5, will be of interest to all Auxiliarists. Of special interest will be the announcement that the Auxiliary will be represented at the Motor Boat Show in attractively decorated quarters in conjunction with the regular Coast Guard. 10,000 copies of a special issue of TOPSIDE will be distributed at the show from the Auxiliary Booth.

Flotilla Commanders are urged to communicate with Executive Officer, W. Lyle Holmes, Jr., and give him the names of any men who would like to volunteer to man the booth during the show.

GREASE PAINT ... BAH!



The legitimate stage and most other show people have for years stood behind their claim that once "you get the sniff of grease paint up your nostrils, you're in for life." This is probably true . . . but as gripping as the hold of grease paint may be on show folks, it certainly has to take a back seat when compared to the smell of Copper Bottom Paint on boating men.

It's a source of constant amazement to the average landlubber, when one of his boat-minded buddies comes in on a Monday morning and says, "Was down to the boatyard yesterday." Yesterday, being a cold, sunless, windy, miserable sort of day.

What is it that possesses these fellows . . . what fun can they find? . . . why would any sensible man want to get up early on a frigid Sunday morning, leave a bunch of chores undone at home, just for the questionable pleasure of poking around all afternoon. It's too cold to paint . . . no use scraping now, might as well let it go 'til March . . . might be a good idea to turn the engine over a few times . . . putter, putter, putter . . . guess I'll go over and see how Charlie is making out.

Over at Charlie's boat, the same act is in progress, except that Charlie has found one of the old pilot rules books under the bunk in the fo'castle and is stamping his feet to keep warm, while he thumbs through it. An hour or more of "remember the time . . ." and "next summer I'm going to . . ." and it's time to start for home.

"Yes, dear," the modern Columbus lies, "I did a lot of work on the boat today."

And so it goes, next week the same act all over again, THAT'S what COPPER BOTTOM PAINT will do to a man.

Grease paint . . . BAH!

A 7-Point Pro

The Auxiliary, as most of you know it, no longer exists . . . what you have been seeing around here since V-J Day IS NOT THE AUXILIARY AS IT USED TO BE . . . nor is it the Auxiliary that is coming.

Let's stop kidding ourselves. Since peace came, we have been stumbling about, trying to re-capture a wartime mood — which never can be re-captured unless war comes again. The time will come soon, when reminiscing about our Temporary Reserve experiences will lose its fascination — and boredom will set in. Let's be realistic and see what we have left, and what we need — to build up a new peacetime Auxiliary.

First of all, we can salvage the most important single factor to come out of our war service — friendships. These are of the deepest and most lasting kind — because they were made under adversity — on lonely watches — during rugged patrols — in cold and rain — in discomfort, fatigue and, occasionally, danger. Friendships like these will last — unless we kill them with neglect. They can survive and grow, in the Auxiliary.

Few organizations start out with as many common interests as we do. Let's keep the interests we have, and add enough others so that *everyone* now in the Auxiliary, will have at least one real reason to want to continue in the Auxiliary. If this end can be achieved, we won't need to worry about new recruits. We won't be able to keep applicants away!

As long as we fulfill the basic requirements for which the Auxiliary was organized, the Coast Guard allows us to solve our own internal problems. The Commandant's Circular No. 27-45 states: "The administration of the internal affairs of the several components of the Auxiliary will be left largely to the Auxiliary members themselves."

This is as it should be — for although every Flotilla has the same basic problem (holding the interest of members), each Flotilla must approach the problem in the light of its own needs.

As a start, the following 7-point plan was proposed to fit the specific needs of Flotilla 22.

1. Coast Guard Duty

"Semper Paratus" covers this point. We must prepare ourselves, and be ready

to perform the duties for which the Auxiliary was organized. The duties are known to every member of the Auxiliary, and therefore, do not need to be repeated here. (Refer to Commandant's Circular 27-45, in the November-December issue of TOPSIDE.)

2. Boats

Boats, and interest in boating, remain our common denominator. Perhaps some of us do not know whether we enjoy boating. After all, none of our river patrols could be classed as pleasure trips. (No pleasure could smell that bad.)

If you do not know about the fun of boating, the Flotilla's plans will include your introduction to that subject.

Every Flotilla member should be put afloat. He should have a definitely assigned place on a boat. Then we will be

Program for a Flotilla

By H. H. BRENNEMAN, *Commanding Officer, Flotilla 22*

able to plan cruises or boat maneuvers as a complete Flotilla.

There are few exceptions to the rule that the deepest satisfaction in owning a boat is in sharing it occasionally with a group of good friends. In fact, on larger boats, a crew is a necessity. It is proposed that the Flotilla boat owners organize crews for their boats from among their friends in the non-boat owning group. With a little patience, tolerance and a dash of unselfishness in working out boat crews, the whole Flotilla can set sail — on a planned maneuver — with no one left ashore.

This refers only to special Flotilla boat maneuvers. It is not intended to imply that any boat-owner is requested to use a Flotilla crew at any other time. However, many will, because their Auxiliary shipmates are also their best friends.

If there aren't enough boats to take care of everyone, we must make the effort necessary to recruit new boat-owning members.

In addition to Flotilla boat maneuvers, we want to suggest and encourage informal week-end or holiday cruises of small groups under the Auxiliary ensign.

The Florence V will have a definite place in the plan to put every Flotilla member afloat.

3. Study

The backbone of the study program will be the Navigator's course, which touches on nearly every phase of boat knowledge. If sufficient interest is shown, special courses, such as motor mechanics, communications, etc., will be organized. Subjects studied, and frequency of classes, will be worked out by the Training Officer to follow the desires of the Flotilla.

4. Social

We plan to hold some sort of Flotilla social event at least four times a year. It can take the form of a stag dinner, a dance with all the trimmings, or a cruise. At least one cruise or boat rendezvous will be planned for each boating season.

In addition to formally planned social events, it is suggested that small groups within the Flotilla, such as the daily crews, get together informally. For example, those who find it convenient, might plan to have dinner together on meeting nights, then come to the meeting as a group.

5. Sports

The Flotilla could be represented by a bowling team — or in other sports, such as pulling-boat races, sailing, outboard races, etc. Competition could be either within the Flotilla, or with other Flotillas. We can even organize sailing or rowboat racing among the "small fry" — the sons and daughters of Flotilla members.

6. Special Projects

Some members are building, or planning to build boats. These men can organize within the structure of the Flotilla, to swap plans, advice and enthusiasm. If your hobby is building model ships, you can probably find others in the Flotilla with the same hobby. (It requires only two people with similar interests to form a club!)

The radio enthusiasts may want to form a group to acquire or develop special equipment. Those who like sailing could organize still another group. Some may want to carry on with the pistol and rifle practice they started while in the Temporary Reserve.

This sort of interest-pooling will help and encourage everyone involved — and any such projects can be developed within the present structure of the Flotilla. The possibilities are almost endless.

We plan to appoint someone to run a "swap chest" in the Flotilla. This member will be the collector of information about who wants to swap what. He will also have information on where boat equipment can be bought — and for how much. He will keep the Flotilla informed on such matters as surplus Government boating equipment, etc.

7. Flotilla Meetings

The monthly Flotilla meeting will be taken up largely with putting into operation the foregoing six proposals. If any time is left over, we will plan special entertainment features, such as movies, speakers, quizzes on boat subjects (with prizes). In short, we hope to make the Flotilla meetings so interesting that no one will want to stay away!

General

This is only an outline of our proposed activities. The point of the whole thing is this: We believe that there should be something in the Flotilla to interest *every* present member whether or not he owns a boat. If anyone feels he is missed in the planning, he should be willing to stand up and ask for what he wants — he will be heard. The only limitation on the number and variety of our activities will be imposed by lack of support on the part of the individual members of the Flotilla.

This Coast Guard Auxiliary can be a lot of fun — and the expenditure of time and effort to make it so will be quite small. Are you with us?

The **LOG** of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 11, ATLANTIC CITY

Flotilla 11, after going through the reconversion period, is now well into their post-war plans.

Commander Bill Errig, re-elected unanimously by the flotilla, is leading an enthusiastic group with the aid of Ev Hooper as Executive Officer and Warren Davis as Training Officer.

Warren Davis is making plans for training courses that will coordinate the needs of flotilla members during the long peace-time years ahead and the enthusiasm being put forth indicates that boating will be a major recreation.

A few weeks ago, the flotilla was accorded the opportunity of listening to a first-hand account of the famous bloody Bataan Death March, related by George Bland, the son of John Bland, one of our flotilla members. The almost unbelievable stories of Jap atrocities kept the audience on the edge of their seats throughout the talk.

Our Communications Committee, headed by our Chaplain, Rev. Wagg, has been very active and to be commended for their attendance at every monthly meeting. Wagg, whose many-fold hobbies include magic, as well as tremendous radio interest, has recently been appointed the Division's Communications Officer. He is being capably assisted by Ev Hooper.

All in all, Flotilla 11 is planning concretely for the future and anxiously awaiting the time when we will resume actively our peace-time roles.

—James Dooley, Publicity Officer

FLOTILLA 13, SEASIDE PARK

Like most other flotillas, 13 has been going through a period of drastic readjustment, but has finally emerged with a definite and constructive program for the future. Directing the flotilla's activities will be the following officers, elected by unanimous vote, for 1946: Commanding Officer, William H. Burdge, of Seaside Park; Executive Officer, Lloyd A. Case, of Morrisville, Pa.; Training Officer, Charles Sutorius, of Trenton; Secretary, John P. Arthur, of Hamilton Square; Treasurer, Victor H. Panek, of Princeton.

We believe our re-elected skipper is the only man who has both organized and uninterruptedly commanded a flotilla in the Fourth Naval District. And, since ours is the third oldest flotilla in the District (organized nearly a year before Pearl Harbor), this is no mean distinction.

The Commanding Officer has appointed the following Staff Officers: Boat Inspectors, Dr. Theodore A. Richter and Frank Wagner, of Milltown; Communications Officer, Louis F. Neese, of Trenton; Gunnery Officer, Theodore Gabriel, of Beachwood; Recruiting Officer, Maurice W. Brink, of Trenton; Publicity Officer, Victor H. Panek, of Princeton.

Since most of our members live 40 or more miles from Seaside Park, it was decided to hold our winter meetings at places other than the shore. The first such meeting was held at the Nottingham Fire House, Hamilton Square, under the auspices of our large group from that place. A bountiful, home-style turkey dinner was the feature of this gath-

ering, at which the new officers were sworn in.

The second dinner meeting was held on Wednesday, 9 January, in the Club Condado, just outside of Trenton, with arrangements in the hands of our Trenton members. Despite discouraging weather and the unfamiliar location, there was a large and enthusiastic attendance. The next dinner meeting is now being planned by our Milltown group for 6 February, at that place.

Although it has functioned, in peace and in war, for more than five years, Flotilla 13 has never owned a home of its own, but has relied on the hospitality of the Borough of Seaside Park. With our return from Reserve (T) to civilian status, and with a changed outlook for the future, a group of members, under the leadership of Herbert Barlow, decided that steps should be taken to provide not only a permanent meeting place, but a rallying point for all members and prospective members interested in boating. Meeting at frequent intervals during the fall and winter, these members have, through the alertness of Frank Wagner, the shrewd bargaining of Lloyd Case, and the financial assistance of Joseph Gallant, obtained an option on one of the few large plots of waterfront property still available in Seaside Park.

Further action is being taken to organize a corporation which can legally hold and improve this property for the benefit of the flotilla. It is expected that final details will be worked out at the Milltown dinner meeting.

—Victor H. Panek, Publicity Officer

FLOTILLA 18, BEACH HAVEN

The elections of new officers of the flotilla were held at the University Club in Philadelphia on 6 December, 1945, with the following very acceptable results: Melville B. Horter, Commander; Joseph W. Haines, Executive Officer; John H. Humpton, Training Officer, and Alan Passmore, Secretary and Treasurer.

Changing gear from a high to a lower tempo during these trying days of reconstruction, rehabilitation, etc., is a difficult assignment for anyone, but with these men in command, Headquarters and the personnel of 18 should have no worries—congratulations to all of you.



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It is with regret that we announce the death of Cxn. Oscar Schnell on Sunday, 30 December, at his home in Beach Haven Crest. Oscar was a tireless worker and did a grand job in Watch Tower duty, both at Bonds and Long Beach Station. The flotilla extends to his family its deepest sympathy.

Your scribe saw the New Year in at Beach Haven and, frankly speaking, it was a bit desolate, but with plenty of atmosphere. People were scarce, but gulls a-plenty. Ice banked up high on the meadows and a twenty-mile blow from the northwest—but, at that, it was much more acceptable than city life, with dens of iniquity, blue smoke, big heads and empty pocketbooks. Give us the open spaces any day.

Report has it that Ed Fuller has had a bad attack of flu, but is now on the up and up. Keep a-goin', Ed, for spring and fishin' will soon be in the offing.

It is said that when our erstwhile Secretary, Jim Matthews, was kissed goodbye as a Reservist, he had a taxi waiting in front of his office in which he dumped about seven cases of C.G. documents, envelopes, letterheads and what not. He then headed for the ex-Commander's office and left about 20% of the cargo there, then quickly repaired to Chauncey Smith's domicile and inundated him with the remaining 80%. The recipients are thinking of entering a charge of forcible entry, but have deferred action, awaiting the action of the new Secretary, Alan Passmore. If he doesn't call soon, he will be stuck with a big fat demurrage charge.

Recently, someone lifted the C.G. Headquarters' sign that had for months been prominently displayed at the south entrance of the Little Egg Harbor Yacht Club. It was not a Halloween prank, as the pilferage only occurred recently. If he is caught, he will be sent to Nuremberg.

Speaking of the Yacht Club, it is understood the flotilla will continue to use the third floor as its headquarters. Our thanks to the officers and directors of said Club.

Where has Fred Remington been keeping himself? Since demobilization, he apparently is getting acquainted with the Peerless Tube Company up Bloomfield way. Look us up, Fred, the next time you are in this latitude.

One of the air-sea rescue boats is hibernating in the C.G. basin. Sid Blake pats it every time he goes by, and so he should, for if a father ever knew his own baby this is a case in point.

If members of the flotilla don't send in some news items before next issue,

old Spar-bait Russ Carter will get this job back pronto.

—Morton Gibbons-Neff,
Publicity Officer

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FLOTILLA 21, QUAKER CITY

Pardon me, may we come in? I know we haven't been around for a couple of months, but November to February is Frank's busy season. I have, therefore, been asked to pinch-hit for him. However, never having written anything but my name, I feel sure that he'll put his face in the corner after this is put in print.

On Monday, 7 January, 1946, we held election of officers. Competition was very keen, but when the smoke cleared, the tally sheets showed the following men elected: J. Bielman, Commander; D. Fuiman, Executive Officer; G. Wolf, Training Officer; G. Obermiller, Secretary; Wm. McClay, Treasurer.

In electing John, Commander, we have placed a tremendous responsibility upon his shoulders. He is willing to do more than his share, but the success of the flotilla depends on the wholehearted support he receives from all members; however, judging from the splendid spirit of cooperation that was manifested by all present, we, in twenty-one, are looking forward to a banner year.

The outgoing officers did a marvelous job. We sincerely appreciate all they have done for the flotilla. Thanks, boys, for a job well done.

From recent talks I've had with some of the newly elected officers, extensive plans are being formulated to make flotilla activities more interesting—if they are successful in doing this—gentlemen, watch us go! Incidentally, any and all suggestions you boys may have, please send them to Geo. Wolf, 60 W. Sharpnack Street, Philadelphia. Don't be bashful. We need your help.

Those of you who haven't been around to our monthly meetings should drop in and see what happens when a group of ex-Coast Guards get a four-hour pass from the wife. December's and January's meetings each were attended by better than fifty members—keep up the good work, boys; we can't miss with that type of interest.

Plans are being screened for our post-war reconversion. Many points of vital interest are being discussed at each meeting and those of you who are still interested, should make it a point to be present at our next meeting, the first Monday in February.

—Gene McGonigle, Personnel Officer

FLOTILLA 22, ESSINGTON

Before taking up my duties as Publicity Officer for our flotilla, I wish to commend my predecessor, W. L. Bun-nagar, for his fine work during the past year. Bunny is a swell fellow, and a hard worker, and in many instances, had to dig deep for news when his reporters missed the dead-line. Lots of luck to you, Bunny, and here's hoping I can capably fill your shoes.

It is with a deep sense of pride that we, of Flotilla 22, go forward with a program that strikes such a responsive chord in all our members. As outlined in our Commanding Officer's Seven-Point Program, our war-time activities are only memories now, and it is up to us, not only to salvage what knowledge we have acquired, but to build constructively toward a useful purpose.

It would be of little value to elaborate on Mr. Breneman's program, since his article in this issue covers the ground so thoroughly. But the reaction of our men was a little short of remarkable when the program was announced. We must admit that interest in Auxiliary activities had waned. We all felt that we had contributed something useful during the war, and we wanted to continue being useful, but we were impatient, because we had to mark time.

NOW, the boys ARE keyed up! We had a great turn-out for the meeting, 28 January. Our Commanding Officer made it very clear that he was inaugurating a plan whereby the Auxiliary existed FOR THE BENEFIT OF THE MEN now, and NOT vice versa! We were given to understand that primarily, we were "boatmen," and were expected to further our knowledge of "the River." We were, however, to have a wide latitude in our choice of activity. Moreover, "the positive was ac-cen-tuated" when stress was laid on closer social activities. We are looking forward to a successful year, and when we take into account the following election results and appointments, we cannot see how we can miss: Commanding Officer, H. H. Breneman; Executive Officer, Harry P. Hyatt; Training Officer, John E. Johansen; Secretary, David H. Rishel; Recording Secretary, Horace D. Standbridge; Treasurer, Fred W. Marklin; Publicity, A. Kenneth Murray; 22 Bulletin, Martin J. Sandberg.

Committees: Membership, A. C. Howard; Instruction, John E. Johansen; Entertainment, William T. Cooper; Patrol and Boat Maneuvers, Wm. H. Leavitt; Entrance Examination, David Hickman; Boat Inspection, G. P. Nelson; Communications, H. D. Williamson; Clothing and Supplies, James B. Schoch; Sports, Louis B. Rose; Swap Chest, Joseph Penza. (Continued on Page 12)

Crew Chiefs: Fred W. Marklin, Curtis B. Bevan, Henry C. Bertram, Joseph B. Hansell, Claude S. Brubaker, Henry D. Maconachy, Frank E. Bullington.

We feel that no finer leaders could be chosen and under their guidance, Flotilla 22 IS GOING PLACES!

—A. Kenneth Murray, Publicity Officer

FLOTILLA 23, DREDGE HARBOR

We're starting off our New Year with a fine bunch of officers who promise us a successful cruise for 1946. The newly elected officers are: Commanding Officer, Dr. E. A. Knorr, who has served so ably in that capacity during the war years; Executive Officer, "Dick" Stuber; Training Officer, Frank Glenn.

In addition, the Commander has appointed the following trusty crew to assist in steering our course: Secretary, "Jim" (Goff-the-Cork) Mears; Treasurer, Ray (Gimme-a-Buck) DuGan; Operations Officer, George W. (Half-and-Half) Brownell; Personnel Officer, George "Lanky" Savage.

The flotilla threw another stag party at the Haddon Heights American Legion Hall on Tuesday, 22 January. We had a big turnout, as all our fellows knew that a good time was in store for them.

Hope has not been abandoned for procuring the equipment necessary to make the Harvey Cedars' Coast Guard Station our seashore base. If details can be worked out, we know that many "salty" week-ends will be forthcoming for flotilla members.

Speaking of the seashore, it's feared that some flotilla wives may soon stage a mass walk-out if certain husbands don't stop raving about the super lobster and steak dinners that Dr. Knorr turns out on week-ends at his Cape May home.

—P. W. Carleton, Jr., Publicity Officer

FLOTILLA 24, DELAWARE RIVER

The news is rather slow at 24 these days, perhaps we'll all be glad to see summer come again with its advantages to all boat-minded men.

At any rate, we're not backsliding, and, although the meetings could be better attended, we do have a fairly good turn-out. Our training program is now in full swing and our calendar for the immediate future shall be: Business Meeting on the first Monday of each month, and classes on the second and third Mondays. The Navigators' Class was started on 14 January with 24 men enrolled. All types of instruction are available and those men who have

not enrolled, and wish to do so, should get in touch with the instructor of his group who will advise the time and place of meeting. Classes have been set up as follows: Navigation, John C. Larkin; Motor Mach., Paul P. Bedesem; Boat Handling, Frank H. Riepen; Boat Construction, Edward P. Willard; Pistol and Rifle, Wallace D. McCrane; Communications, Otto K. Bauhof; Celestial Navigation, W. K. Kinkead.

The Lightning Boys are still going strong and the five boats under construction will be skippered by C. L. Wenkenbach, William A. Tait, Howard McCready, Caleb Brinton, and Ed. Willard. Each one is going to be "Fleet Champion," according to armchair figures, but with a couple of fellows in the fleet like the Riepen boys (who really know how to sail), there should be some interesting competition on the river this summer.

—Edward P. Willard, Publicity Officer

FLOTILLA 25, FARRAGUT

The recent election at Farragut Flotilla found the following men duly elected to pilot Farragut's destiny through the trying times ahead: Clair Y. Bowden, Commander; Edward A. L. Cox, Executive Officer; Fred L. Branin, Training Officer. Staff Officers appointed by the new Commander: S. G. Holmes, Secretary; S. P. Hunt, Treasurer; F. P. Jackson, Operations; J. McHenry, Publicity; T. W. Stewart, Communications; R. W. Bierman, Gunnery; C. W. Deuter, Recreation.

Our past Commander, Dr. C. Frazer Hadley; Operation Officer, Charles H. Sprowles, and Radio Training Officer, Charles A. Carter, are now Captain, Training Officer, and Communications Officer, respectively, of the Second Division of the Fourth NavDist. William L. Yingst has been reappointed Assistant Communications Officer of the Fourth NavDist.

Flotilla meetings will continue to be held every week, the first Monday of each month for business, the remaining Monday nights for instruction in boating, navigation, gunnery, communication, etc.

Everyone in the flotilla, who is interested in Auxiliary work, will find his job cut out for him in keeping up the traditions of the Coast Guard, preparing himself for any emergency that may arise.

The new Treasurer would appreciate it if all members will pay their first quarterly dues for January, February and March, as soon as possible.

Work is progressing very well on the "War History of Farragut's Activities." John T. Dwyer, the author, has completed the manuscript and it is now in the publisher's hands. It is hoped to have the book delivered to us in three months. All members who have signified their desire for owning this book are urged to get in touch with Francis W. Sharpless and pay any arrears due on the book.

Have you your new Auxiliary membership card? If you don't, the reason is probably due to not bringing in that handsome photograph, 1½" by 1½", of yourself. Our good friend, Jack O'Brien, is taking care of the finger-printing. This done, photographed and finger-printed, in due time your card will be ready for you at one of the meetings.

At the January meeting of Farragut Foundation new officers for the year were elected: Charles H. Sprowles, President; Clair Y. Bowden, Vice-President; Linwood G. Moses, Secretary; Edward A. L. Cox, Treasurer. Franklin P. Jackson and William L. Yingst were re-elected by the members of the flotilla to represent them at the foundation meetings.

These meetings are held the second Wednesday evening, every two months, for the purpose of outlining the work for the flotilla. Any member of the flotilla is welcome to attend and forward any ideas or suggestions that will help in advancing the flotilla.

Radio training in the flotilla will be handled under the guidance of Tom Stewart, W3GPU who was recently sworn into the Auxiliary as the first radio amateur.

The communication group, within the Marine division, have wished all along to acquire a place of their own, in order to set up a primary radio station, of a size suitable to handle traffic anywhere within the Fourth NavDist. Contacts were made and, through the Camden County Park Commissioners, a building was turned over to the group for their use in Communication training. It is located on the Cooper Parkway, between Grove St. and King's Highway, North of Haddonfield.

A pot-bellied stove was given to the communication group and a loan of fifty folding chairs, by the Fourth NavDist Foundation. A wicker porch set, a few floor lamps and table lamps have been donated to make this building warm and comfortable.

Attend the next meeting of your flotilla and bring a friend along.

—James McHenry, Publicity Officer

FLOTILLA 26, TRENTON

With this issue of TOPSIDE we are happy to present our new officers elected with the overwhelming support of the entire Flotilla: William Feaster, former Vice-Commander, now Commanding Officer; Thomas Long, former drill master and gunnery instructor, Executive Officer; and Emil Pelcz, former instructor of boats, Training Officer. We are looking forward to a very interesting and active future under the guidance of these capable men.

Extensive alterations have been made by the Trenton Yacht Club, with a new coat of paint really dressing up the old building. Arrangements have been made for meetings of Flotilla 26 the third Thursday of each month at 2000 on the first deck of the Club and we most cordially welcome any Auxiliaries who may happen to be in Trenton to drop in on our meetings. Plans are being formulated by the new officers to keep alive and expand Auxiliary activities in the Trenton area.

At the last meeting Charlie Wyckoff was presented with a camera as a token of appreciation for his wartime leadership of the Flotilla—a job well done despite its many problems and complexities.

—R. J. Bailey, Publicity Officer

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FLOTILLA 27, SALEM

Now that Reserve (T) duties are over and a new year beginning Flotilla 27 is making plans for a big year of Auxiliary activities. The attendance at the last few meetings has been rather poor but it is hoped that now the holidays are over more of the members will be able to get out to meetings instead of taking the wife Christmas shopping. Regardless of numbers those members and officers who have been attending still have plenty of enthusiasm and the will to make Flotilla 27 as good a peace time organization as it was during the war.

Due to my recent appointment and subsequent illness in the family the New Publicity Officer wishes to take this opportunity to apologize to the Editor and Headquarters for having missed the last issue and promises to do better in the future.

At the December 28th meeting Training Officer Boehner introduced to the flotilla, Captain Englebrecht, who has the distinction of being the youngest skipper in the U.S.M.S. Captain Englebrecht is the skipper of a Gulf Tanker and told of many interesting

experiences traveling in convoys and in handling cargoes of Aviation Gasoline. He admitted that with a cargo of Aviation Gas the crew members as well as the officers walked the decks with a light step. At the Captain's own request we had a good bull session which was enjoyed by everyone present. Captain Englebrecht left with a warm welcome to be present at future meetings whenever he may be in Port.

The new meeting place at Pitman is very convenient what with being closer for a good many members it also has a kitchen where Bud Newkirk can keep his hand in on his coffee making.

Now that active duty is over Ted Harvey has had to go back to paying his own telephone bill; but, he claims that it is much better that way. At least, we imagine his wife is mighty glad for she deserves a lot of credit for putting up with a telephone ringing at all hours of the day or night.

Past Commander L. G. Doyle is now in charge of membership and promises a very active campaign for new members.

Training Officer Geo. Boehner has many plans brewing and promises plenty of interesting activities for the coming year.

Jack Miller, our new Treasurer, not only goes out after dues but hands out receipts as well. His first night on the job he made such a good haul that several members claimed he must have had previous experience in the Income Tax Bureau.

Here is hoping to see more of our old shipmates at meetings in the future.

—A. G. Herzog, Publicity Officer

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FLOTILLA 31, OCEAN CITY

Ode to the Auks

or

Let Him Have It, Boys, He's
Got an Ugly Gleam in His Eye.

Sing heigh, sing ho for the new C.O.,
For the Gifford of fable and story,
For the guy who worked while most of
us shirked

In the interest of 31's glory.

Leave us not disclaim his claim to fame
As boss of our gruesome crew,
His schedule of duties were lusus and
beauties

When there were said duties to do.

And hoist a beaker to old Tom Heist,
An Exec. of no mean potential.
He'll wear a stripe and smoke that pipe
With dignity suave and essential.

Avast Jim English with book and with
pen,
With report and with roster don't tarry!
Headquarters demands that the record
be kept
By only the best Secretary.

And like a king in his counting house
Will Treasurer Clark scan the pelf,
While dunning the brethren for annual
dues
Is Cliff in good standing himself?

Come Morford, bellow and beat your
gums,
Spare hide nor hair of your classes
The Training Officer's mildest word
Rings out like sounding brasses.

Reorganized, revived, remodeled and
redone,
Re-staffed, remade and re-distilled is
Flotilla 31.

So what'll it be for Spring, my lads
When we're ready to put to sea?
Gripping and grouching and sep'rate ways
Or a close-knit Auxiliaree?

There's always some who are sour and
glum
Who "view with alarm" and despair,
Who will stand aside while they miss
the tide—
Brother, will you be there?

Will you be there when muster is called,
And we're ready to get under weigh
As a seagoin' crew with new things to do
In that post-war CGA?

Break out the paint brush and caulking
maul
And start to refurnish your gear,
There's tuna and bluefish and albacore,
And plenty of fuel this year.

There's weather and lee and beckoning
sea,
There's comber and spindrift and
spume,
There's blinker and gong and the an-
cient song
Of the ocean and endless room.

For men who've watched the little bow
wave
And have shaken the canvas free,
Are descendants of Neville and Morgan
and Drake
And the restless brood of the sea.

Flotilla 31, my lads, let no one say us
nay,
Is set to lay the courses down for the
USCGA.

—E. L. Johnstone, Publicity Officer

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FLOTILLA 32, AVALON

Sixty-five members, wives and guests
turned out to attend the Installation of
(Continued on Page 14)

the New Officers' Meeting of Flotilla 32.

The party was held at the Black Eagle Tavern, Avalon.

Captain of the Division Vandegrift looked after administration of the oaths of offices to: John G. Merkel, Commander; Jerry Alexander, Vice-Commander; M. H. Bingham, Operations Officer. Ed Larkin remains as Secretary.

After a large dinner, the highlights of the evening were talks by Mr. Brown and Mr. Huston. Our newest member, Bill Sturm (Flotilla 31, please note), told us a few things as to the possibilities of our future. We certainly are fortunate to have Bill with us.

Paul Austin has returned from two years' duty with the Navy in the South Seas.

Flotilla 32 will meet the first Thursday of the month at the Base, 1011 Chestnut Street, beginning February, and the fourth Friday at Avalon.

—S. L. Wingate, Publicity Officer

FLOTILLA 34, MILLVILLE

This is a critical time for the Auxiliary. The war is over, no duties to perform, no classes to attend. The pace we set during the war has slowed down. We are a bit inclined to take it easy, and maybe joke about some of the duties we performed. Why, even the Operations Officer gets a smile from us. A lot of changes are being brought about, and here in 34, they happen so fast, it's hard to keep up with what's going on.

New classes have already gotten under way. A banquet is being planned and something new in the way of instruction will be started soon if the interest shown so far is any indication.

It will be a boat-building class for members who want to build or learn to build a boat.

The idea so far being to build a boat that will be 16 feet or over and a cross between a Duster and a Modified Class E sloop. It all started when someone said that Union Lake would be a swell place to have a race. Designers are being consulted and I hope to have more news for you next issue.

—C. Gull, Acting Publicity Officer

FLOTILLA 35, CAPE MAY

A sumptuous testimonial dinner was given our Commander, Donald W. Lear, at our 6 December meeting, at which the wives, sweethearts and friends

of the members were invited. As an entertainment feature, Capt. George W. Forrester, of the Cape May USO, gave an elegant run of moving pictures for a couple of hours. The affair was extremely well attended.

Flotilla 35 has become communications conscious. With the help of our most welcome new member, J. B. Hayes Bougher, we are about to have our own transmitting and receiving station. F. Mulford Stevens has made available for our flotilla the use of a building and tract of land on the outskirts of Cape May, where our station is being assembled. Our present plans call for all hands to be able to operate this station if need be. The building is equipped with double-decker bunks, electric refrigerator, gas stove and lavatory with shower, thereby making it suitable, regardless of the length of any emergency. Enthusiasm runs high. We would like to locate a gas-driven generator, 115 AC Regulated, about 1,000 watts, in the event the regular power fails. If any of you "Auks" knows of one, we shall be glad to hear from you.

—F. Mulford Stevens, Secretary

FLOTILLA 51, READING

Reading Flotilla's Philip Ziegler was sworn in for another year as Commander of Flotilla 51 at a dinner meeting in the Wyomissing Club.

The ceremony was held as the organization embarked upon a peace-time pro-

gram in which yachting, navigation instruction and seamanship will again occupy the full attention of the members. The Temporary Reserve in which the local men served weekly stretches of duty patrolling the Delaware, guarding docks and doing radio work was demobilized with the end of the war.

Besides Phil Ziegler, the following other officers were installed: Dave Hill, Executive Officer; Hank Wentink, Training Officer; Robert Eiseman, Treasurer, and Charles Seitzinger, Secretary. They were sworn in by Theodore Cuyler, 3rd, who was recently elevated to the post of Division Training Officer.

The following were named to serve on the Executive Committee with the new officers: Carl E. Keefer, Richard Kemp, Samuel Rothermel, and Gene Dellinger.

A committee headed by Dave Hill was authorized to seek permanent headquarters for the flotilla. Assisting him are Dave Witman, Samuel Rothermel and Ralph Kauffman.

This committee was appointed to revise the by-laws in accordance with the peace-time pursuits of the organization: Wentink, chairman; Rothermel and Theodore Auman.

A telegram from Admiral R. R. Waesche upon his retirement as head of the Coast Guard was read. New officers of the flotilla had previously been elected at a dutch-lunch meeting, held early in December at the Green Valley Country Club, when the 67 members of the Temporary Reserve were presented with World War II victory ribbons by Phil Ziegler.

George E. Jones, Edgar D. Sibley and Matthew P. Romanski have been representing the flotilla as board of directors at meetings of the new Coast Guard Auxiliary Training Base acquired along the Chesapeake by the Wilmington, Reading, Lancaster, and Harrisburg units.

—Matthew P. Romanski,
Publicity Officer

FLOTILLA 52, LANCASTER

This flotilla, nestled down in the garden spot of America, has officially opened the 1946 season with the newly elected officers being sworn into office. R. A. Taylor, Commanding Officer, was sworn in by Division Captain, O. L. Williams; Wm. E. Kinn, Jr., Executive Officer, and M. H. Bauman, Training Officer, were both sworn in by R. A. Taylor, C. O. Staff Officers appointed



were C. W. Herr, Secretary; R. W. Stover, Treasurer; D. E. Flory, Boat Inspector; Wm. L. Bomberger, Public Relations Officer; J. R. Forrest, Communications Officer; J. A. Norris, Gunner Officer; J. F. Smith, Recruiting Officer.

The returning servicemen to our flotilla also have spurred us on to higher goals for the forthcoming season. At our first meeting of the year, we have had returned to us, by the Grace of God and their strong will to return, the following buddies: C. F. Haecker, H. H. Hildum, J. Q. Murphy, J. S. Kaylor, L. M. Weaver, F. M. Schmitt, R. L. Reitz, S. J. Magee, and H. C. Zong.

In the way of communications, this flotilla is not going to stay in the background, as you can readily see from the way our boys are taking an interest in this type of work, which all leads to the announcing of our old communications officer's new appointment. L. E. Maynard has been given the appointment of Communications Officer for the 4th and 5th Divisions of the 4th NavDist. The vacancy left by Maynard was filled by J. R. Forrest.

A trip was recently made by the members and their wives to the Coast Guard Training Station at Curtis Bay, Md., where we were shown how the construction of boats is carried on, how war dogs are detrained and were the guests of the C. O. at chow-time. A complete tour of the base was quite educational and everyone enjoyed it thoroughly. If you ever have the chance to go through this base do not pass it up.

For the past year, we have had a member of our flotilla whom I think has gone without mention in TOPSIDE. This little fellow seems to be everywhere. He gets into the home and private life of every individual in the flotilla. There have been times when he has gone on duty without an I.D. Card. There has been no record of his being issued a uniform. He gets into everyone's hair (except mine) and yet he has been taken into the hearts of his buddies like a true friend. This little fellow, I'm sorry to say, has never risen above the rate or lack of rate as a boot. Let me introduce to every member in the 4th NavDist, Porthole Inchwell, who has been the star reporter in our flotilla publication, *The Log*. You should read his column. He gets his "dirt" from the heels of every single member.

In this issue, I should like to pay tribute to one of our members of days gone by, who has passed on to the life eternal—H. W. Hotchkiss. In so doing, I should also like to reprint from our

NEXT ISSUE WILL BE "BOAT SHOW" ISSUE

**Get your material in early so
we can plan our space.**

DEADLINE: FEB. 11th

own publication, *The Log*, with the permission of the past editor, R. W. Stover, a poem which Howard Hotchkiss wrote when still with the flotilla:

HAIL THE COAST GUARD

The sea may be rough and the going real hard,
But that is one part of the good old Coast Guard.

In fair weather or foul, they always stand by;

No questioning orders, no asking of why.

Sometimes life is easy, sometimes it is fun,

But there's sometimes the life of a mother's son.

They are called on to save, and as in the past,

They never have failed her, all aids standing fast—

And they never will lose sight of the fact

That they have to go out, but don't have to come back.

So, no matter the weather, be it foul or quite fair,

They're still standing by, and will always be there.

They ask no favors, nor recommendation,

But there's plenty who know from all over the nation;

And their wives and mothers who'll come forward and say

They thank God and the Coast Guard that their boy's here today.

—Wm. L. Bomberger, Publicity Officer

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FLOTILLA 53, HARRISBURG

With the war clouds now in the background, the last war loan more than doubled in this area, the readjustment from active duty in the Coast Guard Reserve (T) to the old-time civilian order and routine and the good old

ship, CGA-53, tied up to the Harrisburg docks, the officers and men have set to work on a program of peace-time service to their Alma Mater—the 4th Naval District.

The first meeting of the New Year was unique in that the flotilla turned out to a fine dinner on 7 January, 1946, at 1800 in the assembly room of the Central Young Men's Christian Association. The genuine spirit of comradeship which prevailed gave a new impetus to the plans for the work-study-play set-up for the year which has been planned by the officers.

Commander McNees referred to the good old days when we went down to the sea in ships and then reported on the progress of the "Chesapeake Bay Training Base" project, which will provide both an opportunity and a privilege to keep in touch with those good old days, never to be forgotten, when we were "sailors." He also outlined the aims and objectives of the new program and listed some of the activities to be included, giving suggestive dates for the various assignments.

The most immediate project which provoked considerable discussion and created the greatest general interest was that of "boat building." This would also include a demonstration, thereby inviting public interest. Tentative plans were set up for providing a workshop and for assembling the necessary tools and materials. James A. Reilly will report on the project at the next regular meeting.

Former Vice-Commander John W. Appleby was sworn in as Commanding Officer of the flotilla, succeeding Commander Sterling G. McNees, who was recently appointed Executive Officer of the Eastern Pennsylvania Division 5, 4th Naval District.

Guy R. Johnson was sworn in as Executive Officer and George F. Miley as Training Officer. Other officers appointed were R. E. Bowman, Treasurer; Robert B. Wendell, Secretary, and Hubert C. Eicher, Publicity Officer. Additional appointments will be announced later.

Commander Appleby in taking over command pledged his best interests to the cause for which the Coast Guard stands and assured the officers and men his complete cooperation in maintaining the standard of service and the enviable record won by the flotilla during the war. There is a job to be done in peacetime and in this we shall keep ourselves prepared and in readiness for any emergency.

—Hubert C. Eicher, Publicity Officer

SEC. 562 P.L.&R.
U. S. POSTAGE
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Philadelphia, Pa.
Permit No. 1357



PURPOSES OF THE COAST GUARD AUXILIARY

- ★ Furthering interest in safety at sea and upon navigable waters.
- ★ Promoting efficiency in the operation of motorboats and yachts.
- ★ Fostering a wider knowledge of, and better compliance with the laws, rules, and regulations governing the operation of motorboats and yachts.
- ★ ★ ★ ★ FACILITATING OPERATIONS OF THE COAST GUARD.