

TOPSIDE

Here is a picture of our new nautical sweetheart . . . the 83468. She's presently tied up at the base in Gloucester, N. J. We are looking for a busy summer with her . . . and all hands are asked to turn out promptly, to qualify as skippers, motor macs, crew, etc., when called.

Photo by Horace G. Kleinfelder, Flotilla 21



FEBRUARY

1947

FOURTH COAST GUARD DISTRICT

TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH COAST GUARD DISTRICT

CAPTAIN FLOYD J. SEXTON, U.S.C.G.
District Coast Guard Officer

COMM. SPENCER F. HEWINS, U.S.C.G.
Director

W. LYLE HOLMES, JR.
Commodore

DR. C. FRAZIER HADLEY
Vice-Commodore

CHARLES SPROWLES
Training Officer

JERRY MARCUS
Editor

Vol. 5 FEBRUARY, 1947 No. 2

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, 4th Coast Guard District. It is issued monthly to approximately 2000 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.

Contributors To This Issue

Spencer Hewins	Paul W. Carleton, Jr.
W. Lyle Holmes, Jr.	Robert J. Bailey
Alexander (Pete) Bauer	James McHenry, Jr.
Jack Hays	Warren E. Fox
Dick Nelms	Jim Dooley
Horace G. Kleinfelder, Jr.	John W. Brown
Matthew P. Romanski	Claude S. Brubaker
Mark Scoble	F. Travis Cox
Marty Sandberg	Al LaSor
James W. Laughlin	Bert K. Wolfe

PURPOSES OF THE COAST GUARD AUXILIARY

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

NEXT DEADLINE FOR TOPSIDE

14 FEBRUARY

Send copy and photos to

JERRY MARCUS

642 N. BROAD ST., PHILA., PA.

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

The Director's Scratch Pad



Commander Hewins

The paper work in this office is now about six months behind schedule and by the time the recruiting drive is ended we will be at least eight months in arrears. All we can do is ask the indulgence of the members until we can put full time on the director's job. Houck, our yeoman, is recruiting out in Altoona, Barney is hard at work on the monumental task of bringing the records of members and units up to date, and the director is recruiting, presiding over a general court, and conducting Boards of Investigation. The Board and the court have dockets as long as your arm and the recruits are being coy.

The armed services in general are all in a devilish mess of being shorthanded — there are no exceptions. Our principal concern is the Coast Guard, of course, and that is making us lose sleep. If the recruiting drive is not successful in producing at least one thousand men per month we will be unable to keep our service functioning. The Auxiliary can and must help. I say must because if the service folds so must the Auxiliary. The appropriations are not the problem. Our problem is to get smart and capable young boys into the service schools and make petty officers of them. Seven out of ten men enlisted in the Coast Guard in the next six months will be petty officers within six months of the day they hold their hand up. We can't bother with any men other than outstanding boys with at least a tenth grade education and the ability as well as the desire to learn.

In the near future the Auxiliary will have a chance to help in the recruiting drive and I know you will respond with all you have. We will need some help in the Auxiliary office and anyone who can type or file can be of assistance. Barney and I are going to cook up a work plan that will keep all volunteers on the job as long as they can stand the gaff.

The training for the courtesy boarding program got underway on Sunday, January 26, with the training officers of the divisions getting the dope from Training Officer Charlie Sprowles.

The 83 footer is coming along in fine fashion and a little more work will give us a vessel of which we may well be proud. Lieutenant Degraw of the Engineering Office is tackling the radar equipment while this issue is going to press. We hope to be able to give all communications personnel a good introduction to radar during our routine patrols and extending cruises. In fact, the possibilities offered by the CG-83468 for training seem to be limitless.

Recently, a few small-sized posters were sent out to each Flotilla commander without instructions. In each envelope was a copy of the requirements for appointments to cadetships in the Coast Guard. It is requested that the posters be placed in the most advantageous spots for publicizing the coming examinations and the information in the folders be made available to any interested young men. Additional copies of the posters and the pamphlets are available in unlimited quantities.

THE BOSN'S LOCKER

IN CHARGE OF
AL LA SOR

Realizing that nothing slips away as rapidly as seldom used knowledge, this department has been inaugurated to refresh your memories.

Before looking for the answers, see what sort of a score you can make.

If you can think of any unusual rules or regulations, or interpretations, send them to me, to be shared by all hands. Write me at 136 Windsor Ave., Lansdowne, Pa.

QUESTIONS

1. Which of the following are required to legally operate a motorboat for pleasure, during daylight?

(a) Compass	(g) Life preservers
(b) Anchor	(h) Flares
(c) Anchor Lines	(i) Lights
(d) Certificate of number award	(j) Flame arrestor
(e) Pump	(k) Bilge ventilators
(f) Fire extinguishers	(l) First Aid Kit
2. What flags must be flown by a boat authorized to make the Government inspection for equipment? *U.S.C.G. - 1500*
3. Does a dinghy pass as life-saving equipment? *No*
4. Will fog horns pass Government requirements for the whistle specified for motorboats? *No*
5. What is the difference between the equipment of a Class A and a Class I motorboat? *Class A*
6. What are the lights for a 20' sailboat and for a 20' motorboat under sail? *1500*
7. What are the lights for a 30' sailboat and for a 30' motorboat under sail? *1500*
8. What is the proper procedure when:
 - (a) A boat is destroyed or abandoned? *report it*
 - (b) In case of serious injury to persons aboard? *call 911*
9. (a) What is the penalty for reckless operation of a motorboat? *2 years - 1000*
 (b) Can it be remitted? *Yes*
10. A vessel is 43' long and the cubic contents of the enclosed parts of the vessel, below deck, cabins, engine-room, etc., totals 1585 cubic feet. The owner desires to charter the vessel to a party for a harbor survey.
 - (a) What is the gross tonnage? *1585*
 - (b) Must a licensed pilot be aboard? *Yes*
 - (c) Must a licensed engineer be aboard? *Yes*
 - (d) Will buoyant cushions be acceptable as life saving equipment? *No*

SEE PAGE 12 FOR CORRECT ANSWERS

CABIN TALK

BY THE
COMMODORE



Last month's issue of TOPSIDE carried on the back of the cover page a request that each of you take an active part in securing new members. The great majority of the boat owners in the 4th Coast Guard District are not members of the Auxiliary and we must undertake an active campaign to bring to their attention what the Auxiliary is, what it does, and what it stands for. The courtesy inspection of motor boats that will be undertaken in a few months will give us contact with most of these men and presents us with a golden opportunity.

Each inspection team should include a man whose profession is selling and whose duty it should be to secure applicants for membership. To convince a man that he should be a member calls for selling him on the advantages of membership. His natural reaction when you approach him on the subject is—"Why should I join the Auxiliary? What can I gain by being a member?" These are two pertinent questions that call for definite and convincing answers.

For some time I have been thinking about the best way to set forth the reasons why all boat owners should be Auxiliary members and at the New York Motor Boat Show I found them so well expressed that I am passing them on to you. Our Auxiliary mates in the 3rd District had a booth at the Show and were distributing folders designed to acquaint boat owners with the purposes of the Auxiliary and the advantages of membership. Each reason for joining is stated briefly and in discussing them with a prospect it is up to you to elaborate on them.

Here's what the Auxiliary offers:—

1. It offers the boatman an opportunity to acquire and/or further his education in matters pertaining to seamanship.
2. It offers the boat-owner an opportunity to pursue his hobby with a purpose higher than mere pleasure, to the benefit of the public and to his country.
3. It offers him fraternal companionship with other boating enthusiasts and the opportunity to plan and enjoy pleasure cruises in their company.
4. It offers him opportunity to participate in voyages aboard Coast Guard vessels to waters beyond the horizons of his own pleasure craft and to spend periods of time at lifeboat stations for training purposes.
5. It offers him the opportunity of attending lectures and demonstrations of seamanship, safety-at-sea, equipment and devices, and navigational aids.
6. It offers him the opportunity of taking courses offered by the Coast Guard Institute. These courses, if successfully passed, qualify him for professional ratings of Boatswain, Radioman, Electronic Technician, Motor Machinist, Yeoman, Aviation Machinist, Storekeeper and Pharmacist, through all the grades to Chief Petty Officer. He can also subscribe to Piloting, Navigation and Meteorology courses.
7. The Auxiliary also offers him the opportunity to serve his country, the Coast Guard and the community in times of emergency upon his consent, with compensation for injuries incurred in line of duty.

Membership in the Auxiliary does not oblige anyone to perform military service, or emergency duty, nor does it require the use of a member's boat unless voluntarily offered.

I think you will agree with me the above advantages of membership could not be stated more completely. They provide excellent selling points for convincing a prospect. If you are talking to a radio amateur just substitute radio station owner in the above points and they apply with equal force.

I suggested earlier in this talk that a member of the inspection team secure applicants for membership. Don't leave it to them alone. Do your part by talking Auxiliary to anyone you think should be a member. Take them to a flotilla meeting and get them to sign on.

The Auxiliary is your organization and with your help it will grow in membership. Don't stay in the sack, get out and get a member.

W. LYLE HOLMES, JR.

FIRE

By DICK NELMS

Fire is the all time No. 1 arch enemy of the boating man. Most fires occur while taking on gas or upon starting motors, and are mostly due to just plain laziness and carelessness. It is also possible for fires to start while in operation, due to the loosening of connections, crystalizing of copper tubing, etc. These are caused by the vibration and motion of the vessel, and usually come as an explosion without warning.

Leaking gas fumes, being heavier than air, go down and permeate the bilge. When they amount to 1 1/4% of the volume of air present, they are strong enough to form an explosive mixture, ready to be set off by the tiniest electric spark, which may be static in nature.

There is a device on the market, made in England, called "The Ringrose Detector" which detects the presence of a mixture of gas fumes as low as 1/2%, by closing a circuit to which an alarm

bell or other signal may be attached. It consists of a strong brass casting about three inches in diameter and four inches high. In the sides near the bottom are screens to allow the gas to penetrate a chamber equipped with a chalk-like seal and some little hard granules inside. A capillary tube runs from this chamber to the upper compartment which contains an aneroid expansion disc, attached to a lever which closes a circuit when any hydrocarbon, (gas fumes, ammonia, carbon-tet, etc.), affects the lower portion.

Two wires lead out of the sides, protected by pipe, for attaching to a battery and a bell. The device is rugged, strong, and foolproof, and is placed anywhere in a low spot of the bilge, but above where water usually gets. The literature says something about them being required by law in the underground garages of London.

They are handled by one of the well known nautical supply distributors, and can be obtainable through your local dealer.

They can be tested occasionally by pouring a little carbon-tetrachloride on the top; the circuit is closed in about thirty seconds. There is a certain sense of security in having this arrangement on board. Even this, however, should not be cause for violating the old rule of raising the engine hatch, fanning and sniffing the air, before starting out. The only exception is when there are powerful blowers to clear the bilge before starting motors.

One fire or explosion on a boat is one too many, it's an easy way to learn to play a harp.

The pre-war price of the "Ringrose Detector" was \$60.00 and it is put out by the E. J. Willis Co.

STATEMENT

UNITED STATES COAST GUARD AUXILIARY

4th Coast Guard District
January 1, 1946 to December 31, 1946

Balance, January 1, 1946 \$ 581.18

RECEIPTS

Flotilla dues	\$1,311.00	
Advertising TOPSIDE	1,950.00	15.00
Subscriptions to Auxiliary dinner dances	1,330.50	310
Sale of Auxiliary insignia	96.70	
Miscellaneous	32.35	
Loan from Foundation	700.00	5,420.55
		\$ 6,001.73

DISBURSEMENTS

Printing of TOPSIDE	3,308.00	
Postage for mailing TOPSIDE	280.00	
Stationery & Supplies	2.50	
Auxiliary dinner-dances	1,385.71	
Auxiliary insignia	406.51	
Motorboat show	151.61	
Miscellaneous	36.85	5,571.18
		\$ 430.55

COAST GUARD AUXILIARY, FOUNDATION

4th Naval District
January 1, 1946 to December 31, 1946

Balance, January 1, 1946 \$ 3,578.66

RECEIPTS

"Florence V" (from Flotillas — for use of)	\$1,430.04	1700
Refund on "Florence V" insurance	71.80	
Sale of surplus equipment from training base	147.99	
Balance of Donors' Fund	7,863.83	9,513.66
		\$13,092.32

DISBURSEMENTS

"Florence V" — for operation and equipment	3,140.78	
Equipment for Communications Group	791.93	
Training Base:		
Maintenance	\$ 161.72	
Rent	1,024.00	1,185.72
Loan to Auxiliary	700.00	5,818.43
Balance in bank December 31, 1946		\$ 7,273.89

The **LOG** of FLOTILLA ACTIVITIES

FLOTILLA 11, ATLANTIC CITY

Since last reporting to TOPSIDE, Flotilla 11 has undergone some radical changes.

At the annual election of officers the following men were elected:

Commander—J. Stanley Wagg
Vice-Commander—Lemuel Hires
Training Officer—Walter C. Geary
Secretary—Jack MacBeth
Treasurer—James Dooley

Commander Wagg's first objective was the establishment of a very definite and interesting schedule of meetings which were designed to create enthusiasm among the men and still be instructive. This program has been set up as follows:

January 22—Main Feature: "The Rescue of the El Jon" told by the skipper Ray Kronmiller, in person. Train-

ing Feature (10 minutes) "Distress Signals" by Chief Hudson of the Barnegat Light Ship.

*February 26—Main Feature: Color Movies of the "All Fool's Race to Bermuda" by John J. White. Training Feature: (10 minutes) "Useful Knots" by Graumont & Wenschel, authors of "Encyclopedia of Knots."

March 26—Main Feature: Navigation Lights demonstration by Past Commander J. Raymond Bowen of the Power Squadron. Training Feature: (10 minutes) "Spare Parts and Breakdowns" by Edward Ross.

April 23—An Evening of Entertainment, Magic, Music and Merriment.

May 28—Main Feature: A Speaker from the Coast and Geodetic Survey Training Feature: (10 minutes) "Safety at Sea" by Edward Jardine.

June 25—Main Feature: "Secrets of Fishing" by Maurie and Bill Upperman. Education Feature: (10 minutes) "Keeping a Log" by Commander Harry C. Moore, U.S.N.R.

July 23—Boat Run and Coast Guard Demonstration.

Holding together a flotilla without the interest of war work and boat patrols, etc., is a major task during these days and one that Commander Wagg and his staff looked forward to with no little trepidation. However, little did they know what was in store for them!

Shortly after the election of the new officers the flotilla was shocked with the disastrous fire that swept the Atlantic City Tuna Club and which in a matter of 30 minutes razed that old landmark to the ground.

With the destruction of the club, Flotilla 11 lost its meeting place as well as many of its trophies and awards. It was equally a tough blow to members of both the club and the Flotilla.

Faced with the emergency needs of the Flotilla, Commander Wagg contacted the local Coast Guard Base and received their permission to use one of their vacant rooms.

Lt. Howell of the station proved to be most co-operative in all respects and his efforts are greatly appreciated by the Flotilla.

—Jim Dooley.

FLOTILLA 21, QUAKER CITY

Our 1947 election has been completed, and our new officers are: Commander—A. Lester Sauter, Executive Officer—Robert O. Fairheller, Training Officer—George Wolf.

A rising vote of thanks was given to our 1946 retiring officers: Commander—John Bielman, Executive Officer—David Fuiman, Training Officer—George Wolf.

We members of Flotilla 21 are looking forward to a very interesting year. We are 100% for our steward, Cookie Jacobs, who has been preparing enjoyable lunches after the meetings—A rising vote of thanks to him also.

January 5, 1947, a large group of Officers and Rated Men turned out to qualify as Navigators and Motor Macs from Quaker City Flotilla 21, and other Flotillas in the 4th C.G. District, at the Coast Guard Operating Base, Gloucester, N. J.

Commander Hewins skippered an 83-foot patrol boat which has recently been turned over for Auxiliary Training purposes.

Chief Jacobs was in charge of the engine room and motor mac instruction.

A short run was made down river and return while some instructions were given on handling the ship and engines.

Following this run an interesting address was made by Commander Hewins, outlining the expected training program for the Auxiliary operation of this ship.

—H. G. Kleinfelder, Jr.

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FLOTILLA 22, ESSINGTON

For the benefit of those members who missed the December meeting at Walber's, in Essington, an announcement is made of the following appointments:

Operations Officer, John E. Johansen; Clothing & Supplies Officer, John H. Schwarz; Secretary, David H. Rishel; Recording Secretary, H. D. Standbridge; Treasurer, Fred. W. Marklin; Master-at-Arms, Dale Adams.

Committee Chairmen

Boat Inspection, Dr. George F. Con-

COMPLETE MARINE INSURANCE

• CASUALTY

• FIRE

• BONDING

Marine Boat Inspections and
Quotations Cheerfully Given

JOHN M. HAYS

1528 WALNUT STREET

ner; Membership, C. H. Jacobs; Financial & Legal, James A. Swink; Entertainment, Allen H. Smith; Communications, H. D. Williamson; Gunnery, E. J. Mahlmeister; Swap Chest, Joseph Penza; Public Relations, Martin J. Sandberg; Medical Officer, Dr. C. W. Lawson.

Commander Hyatt outlined his program for the coming year and it was made evident that 1947 will find our Flotilla an active one. Aside from the commendable work being performed by the Communications group, our Training Officer, Claude Brubaker announced the formation of a most full and complete instruction and training program.

Instruction classes formed for seamanship and boat-handling, as well as classes for general review.

Refresher courses covering Navigation, Lights, Buoys, Rules of the Road and Signaling (semaphore, blinker, and Morse) are being organized. Motor Mac groups will find their spot also.

Our boys are quite determined to make the most of their opportunity regarding the 83464. It had been made clear to us that this was the chance we had been seeking to participate in something concrete, a job that is definite, and ON THE RIVER. You can bet your bottom dollar that Flotilla 22 will do its share to qualify for work on the "464."

During the course of the meeting, Commander Hyatt further elaborated on his plan for administration of the Flo-

tilla. Instead of working as individual groups, all committees would coordinate their efforts through regular meetings of Committee Chairmen, (aside from Flotilla meetings) and formulate plans for the progress of the Auxiliary.

Under the able guidance of Claude Brubaker, our first "Forum Quiz" was held at the meeting, January 27, at Walber's. This was a round-table discussion dealing with boating and boating problems. Questions were answered by a chosen staff of specialists in the Flotilla, and this feature proved to be a very interesting innovation.

After the meeting was adjourned, Dick Pancoast, of the Public Relations Committee, set up the movie equipment in the Ball Room, and pictures were shown. Rules of the Road, Aids to Navigation, and that famous Gen. Eisenhower picture, The True Glory, were reviewed.

—Martin J. Sandberg.

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FLOTILLA 23, DREDGE HARBOR

All members appeared in uniform when Flotilla 23 met at its new assembly place at the Gloucester Repair Base for its January meeting. Uniforms must be worn at all future meetings.

Many men were glad to hear that the boat building plans have arrived and are now available to any members interested in constructing their own boats.

This is a most profitable hobby and many of us will be hard at it this spring.

Com. Knorr told us of an interesting happening. Mr. Sims, an amateur radio operator in Haddon Heights, picked up an S.O.S. call from a freighter named the "Liberty," saying it was breaking up on a reef and asking for aid. Sims notified the telephone company who in turn got in touch with Com. Knorr. He gave the message to the C.G. authorities. A thorough search was made of the Atlantic coast and no trace could be found of the "Liberty." Finally, the message was sent out to the C.G. along the Pacific coast. A search there revealed the "Liberty" stranded on Isabelle Reef off the coast of Southern California.

The two sessions of instruction for the 83 footer held at the Gloucester Base were well attended by members of 23. It is understood that all future appearances aboard the boat will come through notification by Com. Hewins' office. If present plans hold good men of the 4th C.G. District should be able to have some real boating experience this summer and also be of aid to the C.G.

—Paul W. Carleton, Jr.

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FLOTILLA 25, FARRAGUT

The 83 foot training boat has arrived at the Gloucester Base through the efforts of Commander Hewins, director of the Auxiliary. This craft is now being scheduled for week-ends to qualify men for skippers and motor machinists. Here is your chance to represent Farragut as well as in the past. And, for you who will be "deck hands" let Sam Hunt or Elmer J. Pearl know what days you can do duty.

Efforts, at this time, are being made to bring our membership file up to date. In regard to your correct address, phone or nearest phone, week-end duty you can serve—river patrol on the Delaware, shore duty at Townsend Inlet, or an inspector of the Courtesy Boarding Program—and in case of an emergency what days can we count on you—week days or week-end?

With more activity ahead in the Auxiliary, this coming year, our regular business meetings will be held every 2nd and 4th Monday evenings at 2030, at the Gloucester Base. The evenings on training will be planned around the Coast Guard Institute correspondence courses, namely: Navigation—Piloting and Celestial; Coast Guard Law Enforcement; Meteorology; Boatswain—Chief, 1c, 2c, and Coxswain; Radio—

(Continued on Page 7)



"Well, at least I know where he is on Sundays"

(Continued from Page 6)

Chief, 1c, 2c, and 3c; Motor Machinist—Chief, 1c, 2c, and 3c; Yeoman—Chief, 1c, 2c and 3c; Storekeeper—Chief, 1c, 2c and 3c; and many more.

James Mears and Richard Davis have been appointed Communications Officer and Boat Inspector, respectively. See these men for interest in Radio or to have your boat inspected.

—James McHenry, Jr.

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FLOTILLA 26, TRENTON

Flotilla 26 begins the new year with great expectations. The new officers have been duly installed and appointments made for '47.

Bill Feaster has been unanimously re-elected as Commander with Emil Pelcz continuing as Training Officer. Bob Bailey nosed out Owen Evans as Vice-Commander succeeding Tom Long in that job.

In making appointments for the new term a very capable slate has been selected . . . consisting of John E. Scott, Secretary; Albert R. Young, Boat Inspector; William J. Garry, Jr., Communications; Edward Pickering, Gunnery; James C. Aker, Treasurer; Owen L. Evans, Membership; and Joseph Fritsch, Duty Recorder.

With a busy 1947 in the offing, Tren-

ton is looking forward to a very active part in District affairs. Many men have indicated their desire to serve on the 83 footer. Word is anxiously awaited from headquarters on a definite training program for the Courtesy Boarding Program and instruction will begin immediately. We also plan to take an active part in beach station work during the summer week-ends.

Revised plan ABLE for 1947 is now in the hands of all members of Flotilla 26 so that each man is thoroughly familiar with our own local mobilization program. It is anticipated that the entire Flotilla could be alerted and ready for action within an hour.

In connection with our regular business meetings a new policy has been adopted wherein two men are responsible for a minimum of one hour's entertainment at the conclusion of the meeting with refreshments to top off the evening . . . and it's really successful.

—Robert J. Bailey.

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FLOTILLA 31, OCEAN CITY

On January 12, this Flotilla sent ten men to the Gloucester Base, there to board one of the 83 footers and qualify to Commander Hewins' satisfaction as skippers and motor macs.

Typical of this outfit, who in the past have always gone off half-cocked, and



come out on top, the boys forgot to bring their lunch, being too engrossed with the rules of the road and distributor jumper coils.

Foxy brought two dozen cinnamon buns but Nyman ate them all, everyone else being too busy getting acquainted with the ship.



REPORT ON THE "FLORENCE V" FOR 1946

By J. W. BROWN, Commanding Officer, Florence V

To the officers and crews of the Florence the entire Auxiliary owes a debt of gratitude for the excellent performance of the vessel during the boating season of 1946.

A large number of men enjoyed some wonderful cruises on board the ship. She was the official vessel of the Auxiliary at the 3rd Naval District rendezvous at Eaton's Neck, L.I. Due to the superior seamanship of the skippers and crews she made several spectacular rescues. It is a tribute to the several commanding officers that in 3000 miles of cruising she was never in serious trouble, and arrived at the Gloucester Coast Guard Repair Base for winter lay-up without a single scratch on her hull or decks.

To the Engineer Officers and Motor Macs, great credit is due for the

excellent manner in which they operated and maintained the engine room.

SUMMARY OF FLORENCE V CRUISES

4/28 to 10/27/46

Taken from Log Book 11/26/46

By CLAUDE S. BRUBAKER

In use cruising: 50 days.

Hours cruised: 382 hrs., 40 min.

Miles cruised: 2966 Nautical miles

Gas consumed: 3999 gals.

Aux. members carried: 346.

No. Flotillas using: 12.

Area movements of vessel: 4.

Auxiliary Rendezvous: 2.

Ports of Call: Essington, Wilming-

ton, Chesapeake City, Georgetown, Hance's Pt., Baltimore, Tolchester, Rock Hall, Annapolis, Galesville, Cambridge, Oxford, St. Michael's, Worton, Betterton, Cape May, Ocean City, Manasquan, Eaton's Neck, L. I., New York City, Bear Mountain Bridge, Atlantic City.

Assists: 4—Cambridge, Md. (plane) Matapeake, Md. (boat) Eaton's Neck (boat), Magotha, Md. (boat).

Guests Aboard: From U.S.C.G.—1 Admiral, 2 Captains, 1 Commander, 3 Lt. Commanders, 1 Lt. (j.g.), 5 Spars; from U.S.C.G.A.—3 Commodores, 1 Vice-Commodore, 2 Dist. Training Officers; from Armed Forces—7 Veterans; from Sea Scouts—10 Scouts; Civilians—Too numerous to record.

The Motor Macs did find a screw driver with which to work. Anyway, by the time they had way on, everybody was hungry and there was no food aboard!

True to his reputation and his luck, MoMM Bill Moncreif came through . . . he spotted a paper carton that looked very much like a case of beans. He called to the skipper to have it picked up. Tom Heist brought her alongside in perfect style and Foxy manned the hook, Bailey did the heaving and everybody joined in a mad scramble as soon as they saw the label "RATION No. 1." Know what it is? Yessir! Breakfast, lunch and supper for ten men with dessert, candy, cigarettes and chewing gum! Not to mention the fruit, lima beans, link pork sausage, Virginia Baked Ham with Raisin Sauce, Kraft cheese with bacon, Nestle's Cocoa Drink, Rice and Pineapple Pudding, even some sugar!

Oh! did anyone qualify? Oh sure . . . most of 'em except "Foxy" . . . he's always too excited.

—Warren E. Fox.

FLOTILLA 34, MAURICE RIVER

I made a solemn promise that Flotilla 34 would be represented in the next issue of TOPSIDE, even if it isn't much and I'm going to keep my word. Also enclosed are a few snapshots of the crashed DC-3 of Nationwide Air Transport (which happened on Jan. 5) which may interest you. At least one of our boys assisted in removing the crew.

As for a little news of our group: we were ejected from our old stamping ground, the Armory, as of 1 January, 1947. The building which the City of Millville graciously permitted us to take over is an old time ice house, of brick construction with 18 inches of cork insulation in the walls. This should suffice to keep the boys hot or cold, as the occasion demands. The new quarters are only 75 feet from the Maurice River and its proximity should enhance our nautical atmosphere.

Commander "Scotty" Calkins appointed a planning committee to immediately plan, supervise and if necessary labor to renovate the building. When this is finished we hope to have open house and invite all of our old friends.

Don Sheard with the help of Dom D'Alessandro is whipping the pistol team into shape and anyone who is interested

in getting their teams' whiskers clipped should challenge Don.

—Mark Scoble.

FLOTILLA 41, WILMINGTON

The regular meeting of Flotilla 41 was held on 9 January, 1947 at Steinle's Bakery with Commander Steinle presiding. While there was no formal program, plans were made for future activities of the Flotilla. The District plans for patrol and boarding parties were discussed and a great deal of interest was expressed by those present. It is hoped that more information regarding these plans will be available by the time of our February meeting.

We are glad to be able to report that Winnie Clark is recovering from a very serious operation. He has already started back to work and we take this opportunity to wish him the best of luck.

The monthly bulletin we have been planning has finally been given a name. A contest was held with a prize of a year's dues offered for the winning name. The name chosen is "Flotilla Flotsam" and the winner was Alexander Ulin to whom we extend our congratulations. Special mention must be made of Joe Cherpak who submitted a list of more than eighty suggested names, several of which were considered by the judges before making the final selection. Joe, we thank you very much for your interest in the bulletin and extend our

regrets that none of the names you sent us won.

—James W. Laughlin.

FLOTILLA 51, READING

The roof may leak, the floors may sag, and other parts of our building may be in a deplorable condition, but members of the Reading Flotilla who officially acquired the old stone house from the City of Reading as a training base optimistically said: "Give us all of next summer to work on it and you won't know the place." A three-year lease on the property at \$1 a year was signed by Major J. Henry Stump, acting for the municipality, and Philip W. Ziegler, retiring commander of the Flotilla, acting for the Auxiliary Training Base, Inc. The stone house is located on the former Shepp farm, north of the city, and lies between the Schuylkill River and a public road. It stands on several acres of ground that will make for an ideal parking plot and recreational grounds. Shown inspecting the place are (left to right): Samuel Rothermel, Phil. Ziegler and Eugene Andes, committee members who negotiated with city officials to obtain the property. The Flotilla is looking forward to the time when the river is cleaned up and plans to use the property as a training base where a boat house and other facilities will be maintained.

—Matthew P. Romanski.



New Home of Flotilla 51

OUR LADY . . .

MUSINGS OF A GRAND OL' GAL . . . By CLAUDE S. BRUBAKER, Flo. 22

It was now the fifteenth of April and I had been laying here at Trumpy's at Gloucester since November 3, 1945, when John Brown, Fred Remington, Jack O'Brien, Carmel Jacobs, Joe Haines, Jim Filer and some others had left me after stripping me of all my gear and mattresses, lines, etc. and storing them at the Naval Militia Armory.

Although my berth at the shipyard where I was built was very comfortable, I was beginning to wonder when the boys would be back after me; when, lo and behold, about noontime someone tugged at my bow line and a couple of men jumped on my deck.

I was overjoyed when I recognized the voices of Carmel Jacobs, Lockhart Boos and Lew Batezel since I knew when these boys came aboard they meant business. I did not recognize the man who pulled my bow line, but was much pleased when I saw what he was preparing to do. He had two beautiful signs with my name Florence V painted on them and soon attached them to my deck house.

Jacobs, Boos and Batezel worked all afternoon getting my batteries, fuel lines and motors in running condition and I commenced to wonder what their hurry was since I never saw such haste before. About 1600 they started my engines and then Jack O'Brien appeared on the scene and soon was in the wheelhouse. They moved me over on the railway and before I realized, they lifted me out at highwater.

Early the next morning I could hear the voice of Weir Levering talking to the foreman of the yard and soon after they started cleaning my bottom and continued the balance of the day. The second day on the railway they started hammering and making a lot of noise underneath. In the morning and later, I could feel the light brushing feeling and someone remarked between cuss words—"Gee, that is a beautiful bottom, especially with that new kind of copper paint."

A few days later, Jack O'Brien came aboard with a couple of men whom I did not know and after warming my engines up, cast off and we started up river. Golly, I felt good being out on the river again even though I did not know where they were taking me. We soon ran out of the odor of the Publicker Co. and passed between a couple of ferry boats as they were leaving

from each side of the river. Then we went under the bridge. I looked up stream at Cramp's Shipyard and the Granary and thought I could see Pier 181 where Ed Merritt, Wes Heilman, Leland Brown, Pete Bauer, Lee Smith, Norm Foster and their men took me over from the regulars who thought I had outlived my usefulness at sea, and cleaned and painted me up so spic and span that I looked like a maiden again.

My thoughts were soon changed when they gave me a hard right rudder and we entered the Cooper River. After rounding the bend they blew my whistle three times and I soon found out they wanted a railroad bridge to open, which took a long while. This was my first trip up this river and I was wondering where we were heading. After passing through the railroad bridge they blew the whistle again and after going through the second lift they blew the whistle again. I had never experienced so much whistle blowing before. I looked up at the highway and cars, busses and trucks were lined up for a half-mile waiting for me to go through. This must have been a busy time, I thought. A short time later they turned me around hard right against the current and took me into the dock on the port side.

The first one I saw was John Brown and he was talking to a man who I learned later was the new Commodore, Earl Huston. After they had made me fast and had the bumpers out, a gang of men came out of the Naval Militia Armory with all my gear and equipment and started putting it aboard. From what I gathered, I learned that they were going to clean me up for some kind of a display which was going to be held in Camden. Gee, they did make me look fine and I recovered some of my old pride that I had at 181.

After the display was over, one afternoon Jack O'Brien and his boys took me out for a trial run on the river and had as their guest the new director, Spencer F. Hewins, Commander, U.S. C.G., along with six Spars from the office.

A few days later, Commander Hewins, Commodore Huston, Jack O'Brien, Brubaker, Jacobs and Munshower took me out on a test run down river. We made about 15 different runs in an area below the Navy Yard which puzzled me, but I overheard a conversation that the Commander was figuring my deviation.

This group berthed me at Camden just about dark.

After laying at the Armory dock for about five days, early on the morning of April 28th, at about 0500, automobiles started lining up in the parking area. Soon they were putting supplies, alcohol, etc. on board and at 0610 we cast off with the following men aboard—J. Brown, Weir Levering, J. O'Brien, O. W. Lloyd, Joe Riebel, Jr., G. Sawyer, J. Riebel, Geo. Von Uffel, S. P. Hunt, Cy Bowden, W. Murren, H. Davidson, L. Boos, W. Davis, R. David, D. Martin and C. Deuter.

At 0715 we docked at Gloucester and took on some gear that the Director had for us, including the much needed sleeping bags and blankets, after which we started down river. My engines were purring beautifully and not carrying much load since the current was running down. At 1020 we docked at Edgemoor for some new line and supplies which were previously arranged for.

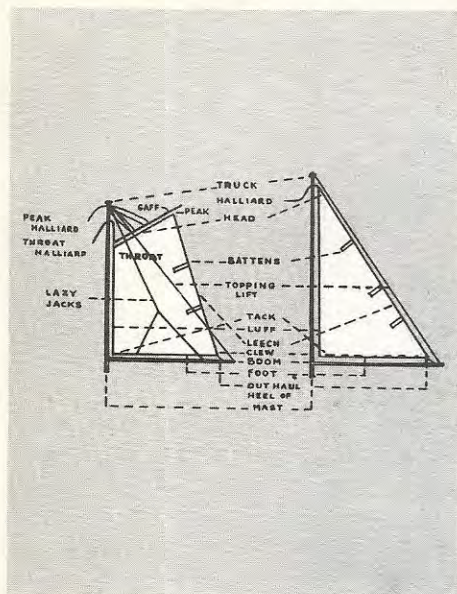
About 1045 we cast off down river and at 1215 entered the D. & C. Canal. A Patrol Tug beckoned for us to come alongside and so we obeyed him. This was new to me so I became interested. The Officer of the Tug asked for my identification, etc., which was given him by CO John Brown and for the first time I found out that my stern was lettered Florence V, U. S. Coast Guard Auxiliary, Phila., Pa. I was as proud as a peacock that my name, which originated from a wonderful woman (even if I was the fifth one by that name), was once more visible on my stern.

The day was beautiful and so was the canal; a slight west wind was blowing and there were ripples on the water, while the temperature was high in the forties and the sky was blue with scattered cumulus clouds. We docked at Shaeffer's at Chesapeake City long enough for my guests to get some cigarettes and incidentals since we were making good time. Lucky Boos had adjusted my throttles coming through the canal and my engines were running true to form. We left Shaeffer's at 1330 and reached the Patrol Boat before leaving Back Creek at 1400. We all felt good when we had some ripples and eddies in the Elk River and finally a little sea at Turkey Point.

To be continued in March Issue of
TOPSIDE.

ON SAILS AND SUCH

The following are the main parts of mainsails on fore and aft rigs:



Gaff Rig

Marconi Rig

There are only a few "ropes" on a full rigged ship (a vessel with three masts and square sails) so we have even fewer on our boats, some being the bucket rope, luff and foot ropes on the sails, and the tiller rope. Lines which raise sails are called "halliards" and those which adjust their trim are called "sheets," as mainsheet, jib-sheet, etc.

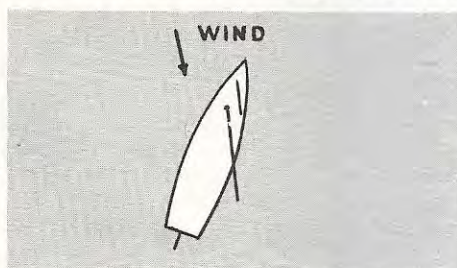
"Standing rigging" consists of shrouds which are athwartship of the mast and stays which run fore and aft, as the jib stay, etc. All these are generally wire. All others are "running rigging,"—halliards, sheets, etc.

Getting Under Way

Let us assume that the sails are bent on the spars and we are otherwise ready to go in a small sloop. Set up the mainsail outhaul handtight, lower the centerboard and head the boat into the wind. Set up the topping lift, or lazy jacks if gaff rigged, so that the boom is supported in a horizontal position. In raising a gaff sail, keep the gaff horizontal until the throat halliard is up, made fast, then raise the peak and make its halliard fast. In a marconi sail, raise the sail until wrinkles appear at the upper luff; never set it up bar taut. It is best to take several turns on the cleat for the halliards before using a half hitch so that they will not jam. Slack off the topping lift or the mainsail will not draw. Then you are free to set the jib. To set the jib first may result in its

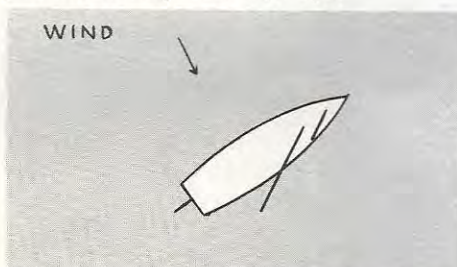
drawing, with the result that the bow will fall off, and you may have difficulty raising the main.

Determine which tack you desire, starboard or port, the first being when the wind comes over the starboard bow, and the port when it comes over the port bow. You will be able to go to windward at about 45° from ahead, and you must adjust each sheet about as in the following sketch, with both sails on one side, tiller amidship. There should be a slight tendency for the boat to come up into the wind, or be said to have a slight "weather helm." If too much, it may be corrected by shifting weight or the crew aft. Best efficiency is obtained by having the sails flat, without a belly. Get a good draft of air between the jib and mainsail and do not allow the jib to backwind the main. The leaches of



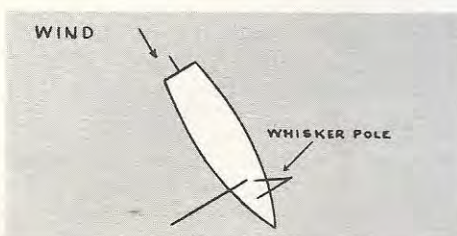
Port Tack

both sails should tremble slightly. When sailing in this manner the sheets are "close hauled" and the boat "on the wind," and, with the sails drawing well, you are sailing "full and bye."



To go across the wind, at right angles to it, bring the helm up (to port) and slack off the sheets so that the booms are about 45° to the bow.

Continuing to starboard we finally run



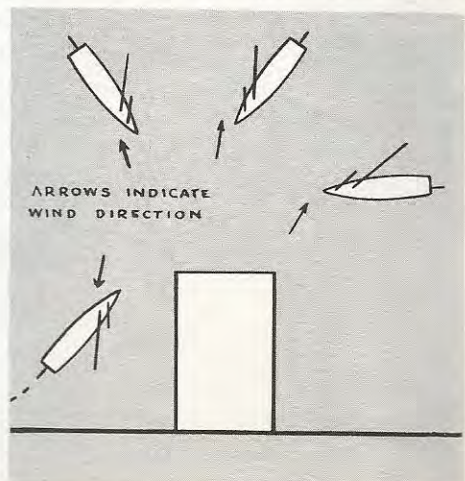
Before the wind



dead before it, with the booms broad off at right angles to the boat, the jib being brought over to the other side.

At this point you will require a "whisker pole" set into the clew of the jib and against the mast to keep the jib drawing. The center board is not needed and can be raised to increase the speed. If the boat cannot be held on a steady course without having the sail tend to jibe, or come about on the other side, sail downwind with the wind over one quarter, jibe over, and sail with it over the other quarter so as to maintain a direct course. This is "tacking down wind." Even so, with close watching it may tend to jibe, in which case a "vang" or "lazy guy" can be lashed to the forward edge of the main boom and forward to the lee rail to check the tendency to jibe.

In jibing, the wind gets back of the sail and will throw it violently to the other side with resultant damage to rigging or mast, or it may capsize the boat. The boat will come up sharply into the



by A. S. "PETE" BAUER

Skipper of the Southern Cross.

wind as it jibes, and this must be met with the rudder.

Controlled Jibe

To bring the sail from one side to the other, and bring the boat on another course before the wind, can be accomplished in moderate winds by bringing the mainsheet in as far as possible with the wind on one quarter, then putting the helm down so that the stern and the sail go through the wind at one time. The boom will not swing far, and the sheet should then be paid out slowly. There is no need to tend jib until the mainsail is over. In a gaff rigged main, the peak can be lowered before jibing to ease the violence of the swing, and raised afterward.

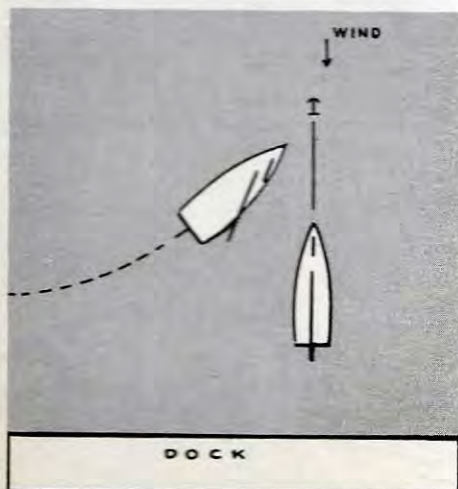
To drop sail, bring the boat into the wind, set up the topping lift, and cast off the halliards.

Reefing

One may be able to slack sheets in a single gust, but if the wind is too strong for full sail, lower the sail to be reefed, bring the set of reef-points desired next to the boom, belay the forward cringle to the boom, then the aft cringle, making a new foot along the reef points, pulling the sail hand-taut. Then furl the lower part neatly, bringing the reef points under the foot of the sail, not under the boom, and tie reef-knots at each point.

Heaving-to

If the sea is too high for sailing, double or triple reef the main, lower the jib, and haul the mainsheet almost



all the way in. Lash the tiller so that the boat just maintains a little head-way to windward—so that the sea is taken about two points from ahead. A well balanced rig should maintain a fairly steady course when thus hove-to.

Approaching a Dock

Care and experience are necessary, and it is recommended that the beginner try approaching a buoy before approaching a dock.

It is fairly simple if the wind is off the dock, so one should approach in a manner so as to keep the dock to windward.

Approach slowly, bringing in, or easing the mainsheet as required for head-way, but be careful never to lose way, for if you do, you lose control and you may fall off on the other tack. You should know how far your boat will carry way after dropping sail, and you should drop all sail when you have come into this range, and drift in to the dock this distance.

If the wind is blowing on to a dock which has no approach other than from windward, come in as close as possible, drop sail, and then the anchor, and let the boat blow in, snubbing it on the bitts as necessary. This will let you lie safely at the dock and also enable you to get away and under sail later, by hauling in on the anchor rode.

Do not belay your sheets if you have a capsizable boat. If you do, they may jam, and a sudden gust may catch you unawares, and capsize your craft.

Always dry your sails and manila before stowing it, to prevent mildew and rot. If your sails are wet when you come in, furl them loosely so that air can get in under the covers and raise them part way as soon as pos-

sible to dry them. Leave wet lines on deck rather than stow them below. Do not coil the lines flat on deck, nor tightly. It looks well, but will rot the line and keep the deck wet.

Do not use sails loose-footed (no intermediate lines around boom between tack and clew) unless they are cut for such service. Take your sails off the spars and stow them in bags, if possible. Do not walk on your sails. Treat them as gently as possible, and they will keep their shape better. If you leave the sails on the spars, slack off the outhauls before leaving the boat. Dampness or rain at night will shrink the foot rope and make it too long for the spar as well as pull it out of shape.

Set up your halliards after sailing awhile, as you will find that they and the luff rope will stretch. This is more necessary in windward work so as to maintain a flat sail. Halliards should be slacked off a little if it starts to rain.

REMINDER

Spring is on its way . . . and fast. Better check up on the underpinning of the shoring under your boat.

Perhaps the rains and weather have washed away firm ground . . . maybe the cover has blown loose. A quick checkup will pay.



"You an' your shallow draft boats . . . phooie"

Mr. W. E. Walter
659 Grandview Blvd.
West Lawn, Penna.

ANSWERS TO QUESTIONS ON PAGE 3

1. d, f, g and j (and k on boats constructed after July 25, 1940). 2. Coast Guard. 3. No. 4. No. 5. Class I, in addition, includes a whistle. 6. Under 26' a motorboat under sail, displays only a white light aft, or white flash-up. A sailboat operates under the Pilot Rules and carries red and green side lights only. 7. Over 26' a motorboat under sail, displays the lights of a sailboat, i.e., red and green side lights only. 8. (a) Notify the CG and surrender Number certificate within 10 days. (b) Notify the CG as soon as possible. 9. (a) \$2,000.00 and/or 1 year imprisonment. (b) No. 10. (a) 15.85 gross tons. (b) Being over 15 gross tons a complement of licensed pilots and engineers must be in charge. (c) See above. (d) No.

TOPSIDE NEEDS ADS

Many of you fellows have contacts that could be sold on the placing of an ad in "TOPSIDE." New rates start with the next issue: Full page, \$30.00; one-half page, \$20.00; one-third page, \$15.00; one-sixth page, \$10.00. Write to the Director for contract forms and send the ad to the Editor. More ads mean a bigger and better "TOPSIDE."

EDITOR'S PLEA PLEASE SEND IN PHOTOS AND NEWS ABOUT YOUR FLOTILLA

Last month Your Editor, squired by his two sons, Dick and Steve, spent three very enjoyable days up in Noo Yawk, along with about a million other boating enthusiasts who went to the Boat Show. To say that it was swell is putting it mildly . . . it was terrific!!! The best part of what I saw was what I didn't see. That's sort of Chinese talk, but for the last few years lots of fellows have been predicting cigar-shaped cruisers with outboard size engines that would turn in 25 to 125 knots, Sailing Dinks that would weigh 10 lbs. and carry 5 people, anchors that would weigh and stow themselves, and lots of other nonsense. So when I say that the best thing I saw was JUST LOTS OF BOATS that looked like BOATS, lots

of ENGINES that looked like ENGINES, I guess you know what I mean.

One thing that may be of interest to many of our members is this bit of information. If you have been looking high and low for a small 6-volt or 12-volt or 32-volt motor (around 1/4 hp.) to run some gadget or other, you can get it from a firm called

Geils & Foerst Marine Electric Co.
209 Carroll St., City Island, N.Y.

Your Editor has been looking for a 1/4 hp, 12 v. motor to operate an electric refrigerator for many moons, getting nothing but answers like . . . "You're crazy" . . . "They don't make such motors" . . . "Nope, never saw one" . . . till I ran into these people. They had them in stock and thought nothing of it at all.

Our counterpart — The Third C. G. District Auxiliary — had a fine booth at the show, and from all appearances were making hay while the sun was shining. They were signing up new boat owners and planting the seeds of

ARE AUXILIARY EXPENSES DEDUCTIBLE?

By BERTRAM K. WOLFE, District Legal Officer

A number of our members have inquired whether or not certain expenses connected with their Auxiliary membership are deductible as contributions on their Federal Income Tax return.

I am of the opinion that any out-of-pocket costs or expenses for uniforms, maintenance, sustenance, traveling, books, dues or other items incurred by members of the USCG Auxiliary while carrying on the work of the Auxiliary is a deductible item, subject only to the 15% maximum limitation. Such deductions are allowed as a contribution to the Federal Government under Section 23 (c), inasmuch as the USCG Auxiliary is the civilian branch of the USCG authorized by an Act of Congress to facilitate the work of the Coast Guard. More generally the contribution might be considered one to an educational institution, also allowed as a deduction by said section.

I would not deduct, however, any part of the costs of insurance on a vehicle, repairs or any depreciation unless such vehicle was used entirely for Coast Guard purposes or unless the proportionate time used could be readily ascertained.

"desire-to-join" in the minds of every one who looked like he was even thinking of buying a boat. Must say that they are a real live bunch up in the 3 CG Dist.

One thing more . . . If your flotilla is not represented in the Log in this issue, won't you please do something about it? Here's a recommendation . . . go to your next flotilla meeting and raise hell with your so-called publicity officer . . . jump up and down on his newly shined shoes till he promises to send in a log every month. Then to make sure that he does, take YOUR OWN CAMERA and get some current pictures for TOPSIDE. Anything that is of interest to the other hundreds of men in the District. Write a caption for them, giving the names of the people in the picture . . . when you give these to your publicity officer to send in to TOPSIDE, you are entitled to one more jump on his shiny shoes.

Meet your deadline — we'll meet ours.