

TOPSIDE

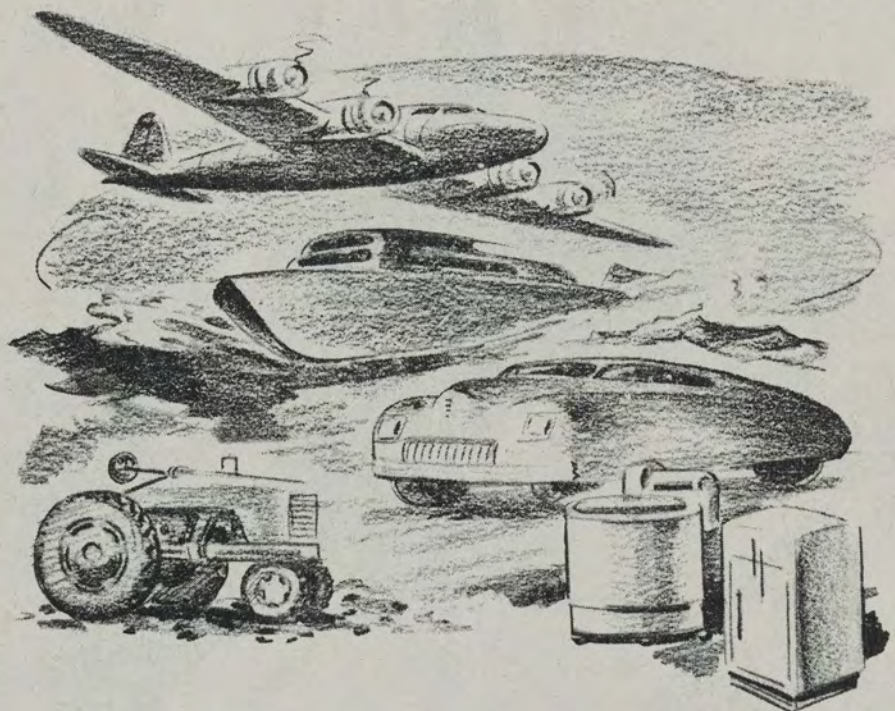
OCTOBER
1945



FOURTH NAVAL DISTRICT

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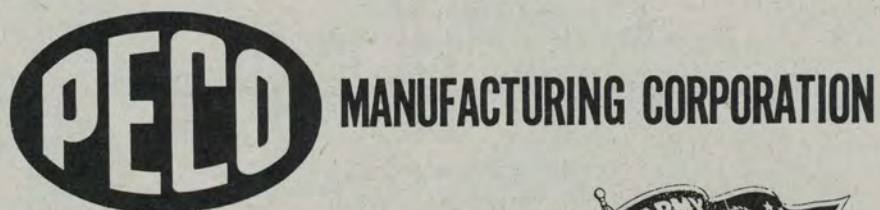
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TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

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District Coast Guard Officer

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Director

HENRY L. SCHIMPF, JR.

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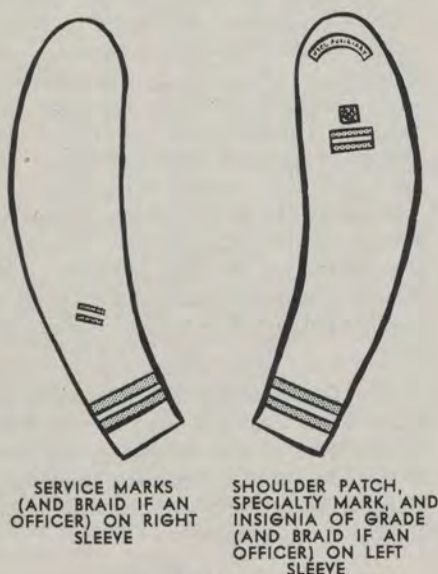
JOHN T. DWYER

ED L. JOHNSTONE

JOHN J. SADER

VOL. 3 OCTOBER, 1945 No. 10

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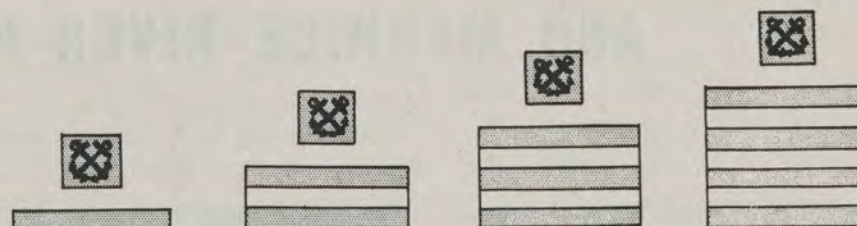
SERVICE MARKS
(AND BRAID IF AN
OFFICER) ON RIGHT
SLEEVE

SHOULDER PATCH,
SPECIALTY MARK, AND
INSIGNIA OF GRADE
(AND BRAID IF AN
OFFICER) ON LEFT
SLEEVE



SHOULDER PATCH

HERE ARE THE NEW UNIFORM REGULATIONS



BOATMAN, GRADE 1

BOATMAN, GRADE 2

BOATMAN, GRADE 3

BOATMAN, GRADE 4

THE SAME PATTERN SHALL BE FOLLOWED, WITH THE SUBSTITUTION OF THE APPROPRIATE SPECIALTY MARK, FOR ALL GRADES ESTABLISHED IN THE MARINE AND AVIATION DEPARTMENTS.

The uniform as prescribed by the Secretary of the Navy, and in accordance with Section 7-5-4, USCG Auxiliary Instructions, will be as follows:

1. **SERVICE DRESS, BLUE A:** Blue shore establishment uniform, blue cap, white shirt, white collar, black tie, black socks, black shoes, black belt, and grey gloves (optional).
2. **SERVICE DRESS, BLUE B:** Same as Dress Blue A, but with white cap cover.
3. **WORKING UNIFORM A:** Khaki shore establishment uniform, khaki cap cover, khaki shirt, black tie, black shoes with black socks or brown shoes with khaki socks, khaki belt, with khaki garrison cap optional.
4. **WORKING UNIFORM B:** Same as working uniform A, but without the khaki coat.

Buttons on all Auxiliary uniforms where buttons are required shall be regular Coast Guard buttons as set forth in Coast Guard Specifications "Buttons, for Officers Uniforms."

Devices—Cap Device, Coast Guard Auxiliary, shall consist of the emblem of the Auxiliary.

Collar Device and Lapel Device for civilian clothing—Collar Device shall consist of the emblem of the Auxiliary and shall be worn as a Lapel Device for civilian clothing and as a Collar Device to be worn on the khaki shirt of the uniform. In case of officers, this device shall be worn on the left collar while the Insignia of his Title shall be worn on the right collar.

Lapel Device for uniform coat and device for garrison cap—the Lapel Device for uniform coat and garrison cap shall consist of the emblem of the Auxiliary and shall be worn on the outer lapel of the Shore Establishment uniform coat. When worn on the garrison cap, it shall be worn on the left side, front.

Insignia of Grade, Title, Specialty and Department—

The Insignia of Title (not applicable to Communications Department)—for both the blue service coat and working uniform khaki coat, the Insignia indicating Title shall be mohair braid one-quarter inch or one-half inch in width or combination thereof appropriate to the Title assigned. For the blue coat the braid shall be black and for the khaki coat it shall be khaki.

For District Commanding Officer and District Executive Officer, three one-half inch stripes.

(Continued on Page 14)

AN APOLOGY TO THE BOYS UP IN TRENTON . . .

The last issue of Topside unwittingly omitted mention of Flotilla 26 in the schedule of Flotillas and dates for Security Shield Awards. While it does not correct the matter . . . the way it happened was, your Editor somehow kept looking at October 26 and for some reason at the time it registered as Flotilla 26. I'm truly sorry, fellows. Flotilla 26 is scheduled for Camden on 20 October along with Flotillas 21, 22, 23, 24, 25, 27.

JERRY MARCUS.

SECURITY SHIELD OF HONOR AWARDS TO OCEAN CITY, STONE HARBOR, WILDWOOD, CAPE MAY AND MAURICE RIVER FLOTILLAS

As Reported by E. L. JOHNSTONE

★ On 15 September 1944, hundreds of members of the U. S. Coast Guard Reserve (T) assembled at Ocean City, New Jersey. Their presence was to give aid to a community which lay stricken in the wake of a furious hurricane which had clawed and twisted its way up the Atlantic seaboard from the Florida Straits to the Gulf of St. Lawrence.

On 15 September 1945, hundreds of blue-clad members of the USCGR (T) again trod the streets and boardwalk of Ocean City, but on this occasion to receive all honor from the Coast Guard.

Lieutenant (T) H. R. Vandegrift, commander of host Flotilla 31, Ocean City, opened the proceedings and called upon Rev. Norman Sargent to deliver the invocation. Following this, Lieut. John W. Brown, Director of the USCG Auxiliary, 4th NavDist, was introduced as the presiding officer. Mr. Brown briefly touched on the background of the Auxiliary and the Temporary Reserve. He then called upon Hon. Clyde W. Struble, Mayor of Ocean City, who acknowledged the honor paid to Ocean City in being selected as the host city for this affair.

The next speaker was Commander (T) F. B. Hineline, Commodore, USCG Auxiliary, 4th NavDist.

The chairman then introduced Captain C. H. Jones, USCG, Chief of the Auxiliary Division. Captain Jones began by thanking wives for "letting their husbands work for the Coast Guard." Likening the Temporary Reserve to the sinking fund of a business organization, he made it clear that this group had ably backed up our first line of reserve strength in protecting ports and harbors. "We know what you men did," declared the speaker, "but it will never be known what you prevented."

At this juncture Lieut. Brown called attention of the audience to the written sentiments of state, county and municipal officials and Coast Guard officers which were reproduced in the commemorative program. He then asked the following officials on the platform to rise and be introduced to the assemblage:



Admiral McElligott awarding Coast Guard Shield of Honor to Stone Harbor Flotilla No. 32, received by Commander Strandberg.

Mayor Joseph Levenson, of Woodbine; Mayor C. H. Reeves, of Millville; Mayor Struble, Mayor Chapman, of Somers Point; State Senator from Cape May County and Mayor of North Wildwood, George A. Redding; Mayor William A. Haffert, of Sea Isle City, and Ocean City Commissioners Edward B. Bowker and Henry Roesser, Jr. Commander (T) J. Bennett Nolan, Deputy Director, Volunteer Port Security Training Institute, was asked to rise. He also called upon Commander (T) Wheaton J. Lane, Deputy Director of the Volunteer Port Security Force; Lieut. (j.g.) W. A. Sturm, USCG (Ret.); Lieut. (T) H. L. Schimpf, Jr., and Lieut. C. E. Hargis,

Commanding Officer of the Wildwood group.

As Director of the Auxiliary, Mr. Brown went on to commend those who had arranged the ceremony for the presentation. He called upon Lieut. (T) H. Earl Huston, Captain of the 3rd Division to take his bow and on Ensign (T) Richard H. Gifford, Chairman; G. F. Folcher, Jr., CBM (T); Bosun (T) W. C. Koenek, Bosun (T) D. D. Johnstone, and F. Mulford Stevens, Y 3/c (T), members of the committee on arrangements. He introduced E. L. Johnstone, CBM (T) and Joseph Dunlap, CBM (T), Editor and Publisher, respectively of the souvenir program; Scott Calkins, S 1/c (T), Parade Marshall; C. S. Clark, S 1/c (T), Treasurer, and Winfield Haimert, S 1/c (T), who had charge of general entertainment. The final man to be introduced at this point was Lieut. (T) R. W. Nelms, whom Mr. Brown characterized as the "Daddy of the Auxiliary for this District." Mr. Nelms, who is chairman of the Auxiliary Foundation, acted as host to visiting officials.

The next speaker called upon was Lieut. Comdr. (T) A. K. Brouwer, Vice-Commodore of the Auxiliary, 4th NavDist. Dr. Brower expressed his pleasure at being aboard and averred that he was there as an Auxiliarist.

Lieut. Comdr. H. E. Abbott, former Director of the Auxiliary, then spoke at some length on the growth of the Auxiliary and its changing character.



Members of Maurice River Flotilla No. 34 approaching the reviewing stand.

He stated that the policy of Admiral Waesche in turning to small boat men for coastal defense activities had been substantiated by their performances.

The Assistant DCGO, Captain R. J. Mauerman, was the next speaker. He expressed the sentiment that praise of the work of Temporary Reservists could not be too extravagant and that he heartily endorsed the many fine things that had already been said.

Commodore M. R. Daniels, the DCGO, made the most brief verbal contribution when he earnestly declared that he could do little more than repeat the traditional high commendation "well done."

In introducing the main speaker, and the man who presented the Security Shield Awards, Lieut. Brown became somewhat more expansive. He referred to the fact that the men in this Division had demanded "a real, live Admiral" for this affair and would have nothing less to see, shake hands with, and hear from.

Mr. Brown then presented Rear Admiral Raymond T. McElligott. The tall, lean Admiral stepped to the speakers' lectern as the audience spontaneously rose and burst into applause and posed the question, "Was the work of Temporary Reservists necessary or appreciated?" He answered by giving the assurance that the total Coast Guard program would not have been possible if the men had not been available and if they had not been able to do the job. He, too, paid homage to the sufferance of wives. He urged Auxiliarists to continue their own training and the training and indoctrination of others as the "ounce of prevention" in our marine and maritime life. Concluding with the opinion that the Security Shield of Honor was the most adequate means to express appreciation, Admiral McElligott read in its entirety the citation which appeared in the framed documents. He then presented the awards to:

Flotilla Com. Lear, Cape May, No. 35

Flotilla Com. Strandberg, Stone Harbor No. 32

Flotilla Com. Renner, Maurice River No. 34

Flotilla Com. Higgins, Wildwood No. 33

Flotilla Com. Vandegrift, Ocean City No. 31

This terminated the presentation ceremonies and immediately following, the Reservists and their guests adjourned in groups for dinner. The Coast Guard band played in the Music Pier for a matter of two hours, after which the groups reassembled for the reception and dance.



★ There is a beginning and a 30 mark to all things . . . even that of the office of "Commodore." As the Auxiliary reverts to its peace-time status, the office and title of "Commodore" will be packed away along with ratings and other war-time effects.

In leaving this office . . . I want to sincerely thank you men for the splendid co-operation, inspiring backing and unselfish devotion which you have accorded to me.

The near future will produce a new set of officers in Auxiliary activities, and I earnestly urge that you continue to support them with the same enthusiasm shown in the past.

Thanks "a million", men, for a job WELL DONE.

Frank B. Hinline, commodore,
USCGA, 4ND.

UNITED STATES COAST GUARD

WASHINGTON 25, D. C.

17 September, 1945

Commander (T) Frank B. Hinline, USCGR
USCG Auxiliary
District Coast Guard Office

My dear Commander Hinline:

Reviewing the past three years of the Coast Guard at war, one of the most heart-warming accomplishments has been the organization and efficient functioning of Temporary Reserve Units at our major ports throughout the country. The splendid record of the Coast Guard in the efficient discharge of its responsibility for the safety of ports and vessels while in port could not have been written without the able assistance of the Temporary Reserve. Trained in port security requirements and the handling of smaller vessels, these professional men, industrialists, and workers have given a minimum of twelve hours weekly to what has often been a dull and uninteresting job, their only compensation being the satisfaction of doing a war job that had to be done and releasing Coast Guardsmen for active duty at sea.

In fair weather and foul these volunteers have carried on, upholding in a most admirable way the Coast Guard's finest traditions. To you as leader and organizer of one of these groups the Coast Guard is deeply indebted, and I direct you as my representative to convey my appreciation to each and every member of your command.

It is my hope that I shall soon have an opportunity to personally thank you for your help and, as time goes on, the Coast Guard may enjoy your continued admiration, respect, and assistance.

Sincerely yours,
R. R. WAESCHE
Admiral, USCG
Commandant.

FLOTILLA 52 RECEIVES SECURITY SHIELD



Officers seated in front row are, left to right: Lt. (jg) (T) R. A. Taylor, commander; Ens. (T) G. C. Wilson, vice commander; Lt. Comdr. (T) O. L. Williams, division captain; Lt. (jg) Mina F. Brown, assistant to director; Comdr. (T) F. B. Hine, commodore; Lt. J. W. Brown, director; Lt. (T) F. T. Cox, district War Bond chairman. The above picture was taken before the presentation of the War Bond pennant.

★ Commodore M. R. Daniels, USCG, ranking Coast Guard officer of the Fourth Naval District, presented the Coast Guard Security Shield of Honor to Flotilla 52 at a dinner-dance commemorating the third anniversary of the Flotilla. The shield was accepted by Lt. (j.g.) R. A. Taylor, commander.

A feature following the dinner was the presentation of the "Commanding Officer Citation" by Lt. Comdr. (T) O. L. Williams to Victor I. Rhoads, BM2/c for his service beyond the line of duty in effecting the rescue of two stranded youths from an island in the Delaware River during a storm on April 14.

Lt. Comdr. E. J. Wick, who was 52's skipper at Pier 181, Port Richmond, said, "No other Flotilla did its job so well as 52 and nobody in the world could ever criticize its job."

Lt. Comdr. (T) H. L. Schimpf, the toastmaster, presented the 1800 hour award to two members, Lt. Comdr. (T) O. L. Williams and Ensign (T) Jack P. Schleenbaker. The 1200 hour awards were presented to three members, Lt. (j.g.) R. A. Taylor, L. W. Wagner, CBM, and John L. Shank, Cox. There were 22 members who were to receive the 600 hour award.

Lt. J. W. Brown expressed the pleasure he enjoyed in being in Lancaster again, and informed us that Vincent F. Kingston, Cox. (T), who was injured while serving on the Florence "V", was admitted to Wills Eye Hospital in Philadelphia for treatment.

Certificates of Appreciation were awarded to the employers of fifty members in recognition of the co-operation shown by the above mentioned in re-

leasing employees for duty assignments during the past three years. The aforesaid awards were presented by Lt. J. W. Brown.

An evening of fun followed with dancing till the wee hours.

Flotilla 52 was awarded the Navy War Bond Pennant and the Treasury Department Certificate for selling 838 per cent of its quota in the Seventh War Loan drive.

The awarding of the Treasury Department Certificate by Lt. (j.g.) Mina F. Brown was the first presentation of the evening.

• Vincent F. Kingston, Cox. (T), Chairman of the War Bond drive committee, was unable to accept the award due to a serious eye injury sustained while on duty aboard the Florence "V", 11 Au-

AWARD AND NAVY WAR BOND PENNANT

gust. Lt. (j.g.) (T) R. A. Taylor, commander, accepted the award in behalf of "Vince," to whom Miss Brown extended her best wishes for a speedy

recovery and congratulations for the well done job in the Seventh War Loan drive.

Lt. (T) F. Travis Cox, War Bond Chairman of the Fourth NavDist, turned the presentation honor to Comdr. (T) F. B. Hine, who in turn presented the Navy Pennant to Lt. (j.g.) (T) R. A. Taylor, who accepted it in behalf of the men and War Bond Committee of Flotilla 52.

Lt. J. W. Brown talked on post-war plans to the effect that the Auxiliary is now an up and coming organization. The ending of the war has given us a push

forward with our present status of unassigned giving us more time for the furthering of our own Flotillas. The training on the Florence "V", he mentioned, is also one more step the Auxiliary has taken toward the project of training in boat handling.

Our district commodore, Comdr. (T) F. B. Hine stressed the need for a better communications set-up.

The meeting was adjourned and a general bull session prevailed among members of the Flotilla and officers from Philadelphia.

—Wm. L. Bomberger, Publicity Officer

Above, back row (l. to r.): Lt. (T) O. L. Williams, Lancaster; Lt. (T) F. Travis Cox, representing the Navy Department, and chairman of War Bond sales for the Fourth Naval District, and Lt. J. W. Brown. Front row (l. to r.): Warrant Boatswain (T) Gardner Wilson, Lancaster; CBM (T) William E. Kinn, Lancaster; Ensign (T) Ralph Taylor, commander of Flotilla 52; Lt. (jg) Mina F. Brown, USCGR (W), and Comdr. (T) Frank Hine, District Commodore, USCGR, Philadelphia.

A good time was had by all.



"COMING EVENTS CAST THEIR SHADOWS BEFORE"

An Auxiliary General Circular No. 15-45 will be issued within the next few days. Its subject is, "Training Program for Members", and attached to it will be an outline of the instruction and sample examinations. Also, it will lay the ground work for a national training conference to be held on 6, 7, and 8 December, 1945 at Headquarters, Washington, D. C.

A letter has been forwarded by the Coast Guard to the Surplus Property Administrator, asking for a decision as to whether or not the Auxiliary is entitled to preferential treatment under Section 13 of the Surplus Property Act of 1944.

Commandant's Circular No. 27-45, embodying the policy of the Coast Guard toward the Auxiliary, has been received, and copies will be made available to all members of the Auxiliary as soon as possible.

WOTTA RIDE

Many interesting stories have been written about cruises—short and long—from the maiden voyage of the "Queen Mary" to the ill-fated cruise of the "Gloria Scott." But never before was a more varied and amusing log kept as the fateful trip from Wareham, Massachusetts to Ocean City, New Jersey, aboard the good little ship "SOPHIA."

A 36-ft. Richardson cruiser, which had been purchased from the Coast Guard by a certain Mr. Charles Chigounis, hereinafter referred to as Charlie, had to be brought down to New Jersey. And so, we find, on the evening of July 20th, at exactly 9:00 P. M., three weary travelers boarding a train for New York. They were a salty lot. The Chief Helmsman John Bauer, hereinafter referred to as John, the Engineer Albert Horn, hereinafter referred to as Al, and John Hammerle the Navigator, hereinafter referred to as Doc, formed this interesting and anxious trio. All members of the U. S. Coast Guard Auxiliary, Flotilla No. 25.



EXCERPTS FROM THE ACTUAL LOG

By LOG KEEPER AL

Departed Doc's home for Broad Street Station loaded down with luggage and wondering if we had forgotten anything. 8:14—Doc has already made the remark, "When are we going to eat?"

We boarded the train and secured good seats, in spite of previous warnings that no seats would be available. After seating ourselves comfortably, a lone Marine Lieutenant seated herself opposite our seats and she was not bad at all. She also looked sort of lonesome. We were debating whether to make conversation with her all the way into Trenton, where, lo and behold, the train became overrun with GI's and they promptly took over our Marine Lieutenant which wrote finis to that episode.

We arrived in New York City and took a taxi to Grand Central Station, whereupon I was stuck with Doc's suitcase, which must have weighed 100 lbs. He kept telling me to handle it with care as it was loaded with dynamite of the Canadian Club type.

We were again lucky in securing good seats on the train bound for Boston.

0045 Saturday morning — departed from New York City. Arrived at Providence, Rhode Island, after an uneventful night, feeling tired, sleepy and well mused up. We proceeded to the bus terminal to secure tickets to Wareham where we were to meet Charlie. After buying three tickets, we found the bus would not leave until two hours hence. I made the suggestion that we take a taxi.

We approached a taxi driver and he wanted \$20 to do the job. After some haggling, I persuaded him to do it for \$15, which brought the cost of the 44-mile trip up to \$18.75 instead of \$3.75. After a most enjoyable drive through typical New England country, we arrived at Wareham and looked up the shipyard where Charlie's 36-ft.

Richardson lay, expecting to find the owner aboard. I (being the youngest of the trio) was elected to scale a 10-ft. barbed wire fence. I went to the cruiser, which I found under a pile of debris, and found no one aboard. Another trip back over the 10-ft. fence where Doc and John were waiting with the luggage.

Now for the dragging of traveling bags, including that famous 100-lb. suitcase loaded with dynamite, back to the town of Wareham. Fortunately, the town had but two hotels and after a few phone calls we located Charlie and Junior, who had been taken along by Charlie as dishwasher and mascot, and made arrangements to meet them.

Now the fun starts, we thought. But reports showed a port motor overheating. After more careful inspection we found the distributors on both engines in a terribly rusty condition. After cleaning points and adjusting same, checking for spark, turning down necessary grease cups, checking oil, (which were about the only things for which we had time) the skipper said, "let's get going" because he was anxious to reach New London the same day. Charlie reported that the starboard tank had taken 55 gals., but the port tank would not take more than 2 gals. — even after trying to shove it down with a stick. We tried again and managed to get three more gals. in the tank but that was all. Just what ailed that stubborn, potbellied iron monster we were to find out a little later.

Our departure time for the cruise was 10:20 as we started south through the Wareham River into Buzzards Bay. A

nicely buoyed channel, which led us through beautiful scenery on both shores to Dry Ledge, from where we laid our first course—182°. Abeam Bird Island Tower we changed our course to 219°. After running approximately two hours on this course, we took advantage of the New Bedford Range and a high stack to construct a deviation table, without which we would have never dared to enter into the open waters after leaving Buzzards Bay.

Three hours running exhausted the port gas tank so the other was opened up just as the owner got sick from gas odors or sea breezes, or shall we say from waves (just plain seasick). At any rate, we considered the gas consumption too high to complete the next 50-mile run, so we took shelter on Cuttyhunk Island, mainly to replenish the gas supply. This island is so quaint that one might think it foreign. The community pier consisted of one gas pump with one attendant. After inquiring among the natives around the dock we were informed that we had to make a half mile trek up a small mountain to where the owner of the gasoline concession operated a grocery store. Arriving at the store, the old boy said he could not get down to the gas pump until 3 o'clock. We felt as though we could not wait that long so we began to coax him to leave his grocery store. Finally we were convinced that he would not budge. Then he suggested that if we

WOTTA RIDE

RUB A DUB DUB, THREE MEN IN A TUB.

could find one Bud Simpkins he would give us the gas. We asked how we would know who Bud Simpkins was and he told us Bud was driving a Ford truck, of which there was only one on the island. John and I left the store in search of Bud Simpkins and the Ford truck. We had not gone but a half block when along came the Ford on the one and only road on the island. We hailed the supposedly Bud Simpkins and to our delight it was he.

He informed us that he could give us the gas after he delivered the mail. On the way around, another native hailed him and asked him to deliver some vacationists' baggage to the wharf. Thinking I was through with heavy luggage, we helped load some more, after which we proceeded to the dock. It was decided by the skipper to fill the port tank first. This time we were cocksure this darned tank was empty, but bless my soul, the same trouble again—put in a gallon and she spits out a quart. Doc's comment in this particular situation was "Dammit, there must be something wrong." After crawling around on the monkey-rail looking for the vent pipe, Doc located it and found that it had been crushed flat and pressed into the wood, thus making an airtight seal. With the aid of a screw-driver, Doc pried it open. This created a whistle-like sound caused by the escaping air—55 gals. of gas was an easy matter for that tank after clearing its intestinal discrepancy.

As we left this picturesque place, remarks were made that it was regretful we could not stay here to spend some vacation—more pleasant scenery could hardly be found. The water alone with its inviting crystal-clearness was worth the unexpected stop we had to make. Departure from Cuttyhunk Island—3:25.

Doc set a course for Pt. Judith—boat was running fairly smooth, making good 9.4 kts. all the way through the run—we were hitting the navigation aids right on the nose. A good part of the way we were out of sight of land entirely. Arrived at Pt. Judith at 1815 and found

a very snug shelter in the Harbor of Refuge just west of Pt. Judith.

After dinner, we prepared for a well-deserved rest. This is where Junior came in—to clean up the dishes. The skipper set the time for arising at 5 A. M. It was about 15 minutes before 5 when the silence was suddenly broken by a terrific crash on the deck between the lower berths. Sitting up half awake I looked down on the deck to see the Doc sitting in a crouched position holding his forehead. It came to me then that he had forgotten that he was in the upper berth and went to step down, but that first step was a son-of-a-gun—a drop of some 5 feet or more. There is one for the book—a new alarm clock.

Without preparing any breakfast, we started up the engines, weighed anchor, and left by the west entrance of the Harbor of Refuge into the sea. A course was laid to the Short Long Flashing White Bell Buoy south of Winnapaug Pond. Upon studying the current tables, it was found that a flood current of approximately 5 kts. would carry us north of Fishers Island and partly through The Race into Long Island Sound. This part of the cruise, although uneventful, was perhaps the fastest, with the exception of Hell Gate, but to be sure, the most beautiful.

Just one little reminder when you study your chart. If you see that little cross, like a plus sign, which we know means "rock awash," be careful because that rock may be as large as half a city block.



Motors purring along nicely, the engineer gets a big rest, with the exception of the time when he is called to do his trick at the wheel. Incidentally, The Race was entered at 0755 Sunday.

Having covered a good number of miles, we did some practice navigation problems around Cornfield Light Ship, which is located between the Connecticut River, on the mainland, and Rocky Pt., Long Island.

Just after passing said Light Ship, one tank ran dry and a course was laid to Clinton Harbor, where we were treated courteously and given an extra five gallons of gas by the owner of the rather elaborate dock, Mr. Petry.

We took departure from Clinton Harbor as quickly as possible. Upon reaching the open Sound a new course was laid approximately 1.5 miles north of Falkner Island. Again the run was fairly smooth. At 1355 a definite fix was taken by cross bearings and later checked by sextant angles.

Shortly after passing Stratford Pt. the real fun began. The port motor decided to heat up, so for a while we limped along on the starboard motor only. After an hour or so port Bessie was made to run again. It heated up a little but we slowed down our speed and at 1715 turned into Mamaroneck Harbor for two reasons. 1—gas. 2—see what could be done to prevent port motor from heating.

We found this Harbor a neatly kept shelter, with beautiful boats of all types and sizes. To our great delight we also found a beautifully painted sign saying "Closed at noon on Sundays." Now what? Our stock of food stuffs had been depleted to a miserable state and Charlie (who incidentally was the best cook that one could have aboard) went out to the streets and searched for food. All stores closed, he found a few small restaurants who at first refused to sell anything. But here is what Charlie said "You Greek?" "Yes." "I'm Greek too, you got to give

(Continued on Page 10)

WOTTA RIDE

(Continued from Page 9)

it to me." And believe it or not, Charlie came back loaded down with anything we had asked for. Good old, Charlie.

Trying to leave the dock, the starboard motor revved up like mad, but the propeller did not turn. Port motor was OK, but no steerage. What in the Hell has come over this damn thing now? I had already partly opened the gear box cover when I discovered that the shaft had parted from the coupling. It evidently had only been held in place by a round pin—no key, no set-screw could be found. Charlie's can opener was the only object which partly resembled a pin of the proper size—this was filed in two and driven through the hole to hold the two units together.

0500 Monday. While heading up the Bay, Charlie had the coffee pot perking and things looked rosy.

Shortly after passing Execution Rocks, the improvised can opener pin gave way to the heavy load it carried, allowing the propeller to back into the rudder, rendering the rudder immovable. Just about the same time the port motor gave out. There we were, right in the middle of the main channel—one motor disconnected from the shaft—the other motor conked out. Suspecting ignition trouble, I made some quick tests and discovered a burned out condenser. No spare parts on hand, the condenser from the starboard motor was borrowed and put on the port motor, thus enabling us to make a City Island dock. With the help of a small Stillson wrench I pulled the shaft free of the rudder.

Now, if you can picture this—one motor, Doc at the wheel, cursing, me down in the bilge holding the propeller shaft, John at the bow getting the lines ready, Charlie scared stiff and Junior in the way as always—you have a clear picture of us at 0630 Monday, trying to maneuver around a dock with a twin screw minus one. But we made it OK—thanks to the help of the entire crew and the good helmsmanship of the Doc.

Having reached the streets of City Island in search of stores that may possibly carry the spare parts and tools we needed, Charlie urged us to buy two or three of everything we might need, including 24-inch Stillson wrenches. Poor Charlie—I think he was a bit worried.

We departed from City Island at 1045, took on gas in Flushing Bay opposite La Guardia Airfield, departed in a hurry, went around Rikers Island and right down through Hell Gate. It was

my trick at the wheel and I shall never forget the thrill of steering the boat through the worst tide rips and strongest currents which we had beneath the keel under the Hell Gate Bridge.

All the way down through New York the current was carrying us with terrific force—according to the current tables, 5 kts. or a little better. Black Wells Island was passed in no time. In fast succession, Queensboro Bridge, Brooklyn Bridge, Williamsburg Bridge, were left behind and for the first time in my life I found myself face to face with the Statue of Liberty. Taking the outer course around Governors Island, we were now entering the upper New York Bay with its terrific harbor traffic—boats of all sizes coursing in and out in a rather misty atmosphere makes one wonder why there are not any more accidents. *And, brother, let me tell you this—before you go to New York on your boat, know your Rules of the Road and your whistle signals and stick to them.*

Already we are going through The Narrows with another strong current



abaft, bound straight for the Ambrose Channel, still trying to make Ocean City the same day. But here we had to abandon our plans because of the immense roughness and threatening fog. It was dusty—very dusty—Charlie was so scared he forgot to get seasick and I believe he is cured of seasickness from now on. We were forced to take shelter on the West side of Sandy Hook. We made another try two hours later but, no, for the safety of all, the skipper decided we had better lay overnight and try again early in the morning.

After a hearty meal we decided to pull in a little further to have a little more protection. I was elected to weigh anchor, but, oh boy, what the heck has gotten into that anchor. Nothing could budge it—neither man nor beast. Finally Doc decided he would get it up, but he soon learned that I wasn't joking. Then, together we pulled and yanked, and inch by inch good old anchor came

close to the boat. After an hour of strenuous work we could see the shackle and discovered that it had been fouled in an old wire cable to which must have been attached a battleship or similar facsimile. It was decided that someone had to go overboard and place a line around the cable so that the anchor could be lowered from the cable, and since Doc had not taken a bath that day, he volunteered to go overboard and do the job, which was quickly and effectively executed in a seamanlike manner.

We said goodbye to Sandy Hook at 0445 Tuesday morning, circled the Hook—it was still fairly rough, but we just simply had to take it. However, instead of coming down outside all the way, we decided to come in at Manasquan Inlet. We came down along the shore at an approximate distance of from 4 to 5 miles offshore. Approximately opposite Asbury Park, at 0725, a most impressive picture came into view, namely, 4 PT boats heading north, wide open. We shall never forget it. They must be a most powerful weapon. I can't see how anything can hit them as they jump around like a bunch of mosquitoes.

Manasquan Inlet was reached after a good shaking up, but without any trouble. The inland waterway was followed to Beach Haven. Beach Haven was the last stop for gas and a most excellent lunch, consisting of clams, clam chowder and soft shelled crabs and a good four glasses of beer. We left Beach Haven in good spirits, but 15 minutes later those spirits dropped because the port motor died out. An examination revealed failure of functioning of the fuel pump. No repair parts being available in these God-forsaken New Jersey swamps, we just had to hop the rest of our way on one engine, which stood up fairly well under the terrific load forced upon it.

This last leg of our cruise was slow and a bit monotonous. The only excitement was the passing of an improvised hut, or tentlike structure, which was being bombed by practicing air pilots just about 20 yards from the boat as we passed the spot. Ocean City was reached at 1930 that evening and we quickly packed our bundles—this time the famous suitcase was lighter by a few bottles. Charlie stayed on the boat overnight. My wife had come down with the car to meet us and brought us safely home.

It is all over now, but shipmates, if you ever have a chance to participate in a cruise like this, don't ever turn it down. That's all.

AL,

Engineer and Log Keeper.

The **LOG** of AUXILIARY FLOTILLA ACTIVITIES

FLOTILLA 13, SEASIDE HEIGHTS, N.J.

Coast Guard Security Shields of Honor were presented to Flotilla 16, Toms River; Flotilla 15, Point Pleasant, and Flotilla 13, Seaside Park, before nearly 200 uniformed members of the three Temporary Reserve units, their families and friends in the Toms River school auditorium Wednesday night.

Rear Admiral Lyndon Spencer, of the Coast Guard staff, Washington, made the presentation to the skippers of the three Flotillas, who received them on behalf of the men.

A colorful parade preceded the ceremonies in the school with the American Legion Junior Band, a Legion and Coast Guard Color Guard, members of the three Flotillas, nattily attired in dress blue uniforms; the AWVS, the Red Cross Motor Corps, Boy Scouts, Cub Scouts and the Toms River Fire Department taking part in a march from the Toms River Yacht Club to the school via Water Street, Main Street and Legion Court.

A review of the parade was conducted from the lawn of the Legion home by Admiral Spencer and his aides, high ranking Fourth District Coast Guard officers and officers of the three Flotillas.

Many members of the three Flotillas were awarded certificates at Wednesday night's ceremonies for serving 600 or 1200 hours of voluntary duty. A group of employers, some of whom were present, were awarded Coast Guard Certificates of Appreciation for permitting employees time off from their work without loss of pay to perform necessary Coast Guard duties.

R. Earl Leonard, Seaside Park councilman and division captain of the Coast Guard Temporary Reserve set-up, acted as master of ceremonies and called upon more than a dozen Coast Guard officers for remarks, awarding of certificates and other rites conducted at the ceremonies in the school.

Melvin J. Worth, of Toms River and William F. Brown, of Seaside Park, were awarded citations by the Fourth District Auxiliary commodore for their alertness in saving the lives of airmen in two plane crashes, one in the ocean, one in the bay, which occurred during their tower watches. The two men observed the accidents, reported them at once and inaugurated rescue work in

the shortest possible time, the citations asserted.

William Burdge, commanding officer of the Seaside Park Flotilla, was honored for having served 2400 hours of voluntary duty with the Reserve; Dr. Allen K. Brouwer, vice-commodore of the Fourth District Auxiliary, was cited for 1800 hours, and Joseph Finley, operations officer of Flotilla 16, was also cited for 1800 hours of service.

—Leslie Broomfield, Publicity Officer

FLOTILLA 21, QUAKER CITY

As might have been expected, the interest in nominating and choosing the Flotillaman to represent Quaker City in accepting the Coast Guard Shield of Honor on 20 October, was responsible for one of the largest and liveliest turn-outs we have had for many months. Of course, a good deal of ribbing went on concerning the new gold braid that would never be worn, but the meeting soon settled down to its main activity for the evening. The general consensus of opinion pointed up the fact that any number of men had performed above and beyond their 12-hour pledge during the course of the war. Many had performed outstanding services. Many others had logged hours of service, showing an average weekly duty of three and four times the promised 12. In spite of all this, one man combined a record of both duty hours and outstanding service to a degree that soon identified him as the unanimous choice of Flotilla 21. That man is James W. Steele, formerly Chief Yeoman.

Jim Steele's record of service has already been the subject of comment in *Topside*, but as a reminder, we'll mention that his "know how" and unstinting efforts in the matter of establishing and directing a system for logging Class (T) duty hours, has been of direct benefit to every Class (T) Revervist in the 4th NavDist. Beyond this, his system and thinking reduced the man hours required for the logging job to such an extent that it came to Washington's attention and was adopted as a standard throughout all Naval districts for Class (T) Coast Guard logging.

In the final vote on the subject, Jim Steele was the unanimous choice of Flotilla 21. He accepted with the modest disglamour that you'd expect of this

kind of guy. Flotilla 21 looks forward to 20 October, and is extremely proud to have a man of this caliber accept the Coast Guard Shield of Honor in its behalf. We'll be looking for you there.

—F. T. Kessler, Publicity Manager

FLOTILLA 24, DELAWARE RIVER

With the decreased activity in the Auxiliary there just isn't much to talk about. But now that the boating season is nearing its finish, we will be going in for more of that paper work, to keep us busy over the winter months. Quite a number of the men of 24 are looking forward to that Navigator's Exam, scheduled for December. Those of you who have been sporting the "RED & WHITE" Bar, know that there is plenty of studying to do.

OLE MacDONALD HAD A BOAT



IT'S NOT ALL FUN WITH A BOAT

Someone told Ross MacDonald that the peacetime uniform is just what you wear on your boat. So here is Mac doing some boating "in full uniform." Mac is Vice Commander of Flotilla 24.

Our MoMM group is following thru on practical work and the next big job will be re-building the motor in for the club's tender. They had a chance to show their stuff when the tender was under water for two days, following the Nor'easter 17 September, and had her running in short order. We had the full force of the gale at DRYC that night considerable damage resulted.

A new class is about to start in "Small Boat Construction" and one of the first
(Continued on Page 12)

(Continued from Page 11)

jobs will be replacing the transom in the Lightning that we have been using for training. She got kinda chewed up when a float broke loose and tore the good old 303 from her mooring. Three more men have started—or are about ready to start—building their own Lightnings. Looks like we will have a little sailing competition next year, with five new ones in the making.

Quite a number of our fellows who have never seen the Florence V, are looking forward to the training cruise 21 October and most every one "and the Misses" will be at the big affair in Camden 20 October. The Coast Guard League is starting to take a hold out our way and to date some 17 men are signed up.

—Edward P. Willard, Publicity Officer

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FLOTILLA 26, TRENTON

Well, we're all civilians again! The recent promotions in rank for all members of the Class (T) and then our final discharge from the Coast Guard Reserve leaves us with a variety of emotions. We are appreciative of the decision of headquarters to express their gratitude in this manner.

Naturally, many members feel that they should resign from the Auxiliary now that their war job has been done . . . well done. Others believe that the Auxiliary has a future for them and will work harder than before. A period of readjustment is upon us and the success or failure of the transition depends upon each and everyone of us. The Auxiliary must become a strong and vital factor in boating legislation and a useful and important adjunct of the Coast Guard in times of national emergency such as hurricanes or floods.

Nominations for the new officers are being carefully considered. The future of all Flotillas is dependent upon the choice of men who can bring about a spirit of enthusiasm and co-operation—those Flotillas failing in this respect will certainly lose their membership.

Our new Ensigns (T) deserve a snappy salute in this column—James Aker, Francis Berger, William Feaster, Halbert Phillips, Edward Pickering and Barnett Rochestie. We regret that we couldn't use that "Mr." sooner.

Some of our boys took part in the annual free-for-all sailboat race between Trenton and Bordentown. B. S. Van Meter stole third place from Fran Berger by blowing on his sail. We missed Barney Rochestie this year, and his usual bantering with rivals over the course.

A post-war enterprise here in Trenton is a monthly news letter to the members keeping them posted on the activities of the Flotilla.

Even though TOPSIDE seems to ignore us, Trenton is going to be on deck for the Silver Shield presentation at Camden on 20 October with 100% attendance. The fellows and their families are looking forward to the affair . . . and have expressed their intention of being present.

—Robert J. Bailey, Publicity Officer

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FLOTILLA 31, OCEAN CITY

The place is lousy with 'em. That action of the DCGO in promoting everybody may well be the most subtle means of stimulating memberships in the Auxiliary that has yet been schemed up. After all, how are you going to have an army without any buck privates? The Auxiliary needs men—SEAMEN, or whatever they may be designated in the future. The Commanders can push the Lieutenant-Commanders around, the Lieut. Commanders shove the Lieutenants, the Lieutenants can boss the j.g.'s, the j.g.'s may lord it over the Ensigns. The Ensigns can look down their noses at the Chiefs, the Chiefs bawl out BM1c's, BM1c's shellack 2c's, 2c's take it out on the Coxswains and there the machine runs down! Pity the poor Coxswain, he can't even boss his wife. Yessir, the place is lousy with stripes and brass, all hung in mothballs and awaiting an authorized gathering. Now we have to sign up a lot of new men so that the Coxswains will have someone to out-rate.

The Big Brass in Washington, as well as in the District office, commended this Flotilla and many members thereof for the pace-setting job in arranging the Security Shield Awards. So let's commend the Brass for the courteous gesture and the human motivation behind such excellent public relations.

Just what are you guys going to do now? Some day we'll learn of the "fu-

ture of the Auxiliary" and, according to the signs and the patents, there has been a bit of planning done. And the \$64 question: Is we or ain't we Vets?

—E. L. Johnstone, Publicity Officer

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FLOTILLA 22, ESSINGTON

Plans—big, broad and bulky, are going forward at 22. The big shots are working on arrangements for the election as per the directive from headquarters. And the little shots are working on so many plans—from so many angles—that TOPSIDE could consist of just an outline of same. We'll tell you about them as each nears maturity.

The last meeting was our first held at the USCG Training base at 1011 Chestnut Street. At this meeting Certificates of Service were presented to men having 600 and 1200 hours of service. Top honors went to former Chief—now Ensign (T) Joseph B. Hansell, of the "late" Wednesday night—Thursday day crew. He has amassed 3000 hours. We are glad to see Ensign (T) Joe get credit for a long and honorable service record.

The blanket increase in rank and rating was announced and officers and men were sworn in. Our commander suggested that everyone of us be present at the Silver Shield ceremonies on 20 October, at Camden. From what I've heard—no one really needs a great deal of urging to attend. They'll be there, sir!

Our local, infamous "Delaware-Dunking Club" has welcomed a new and shiny member into its fold. CMoMM Jacobs—now Ensign (T)—is the honored personage and I understand he plans to start a new chapter. He is the first, I believe, to travel—in a tight arc—from the Florence V to the Delaware. Established on new speed record, too!

Dave Rishel, our Flotilla Secretary, just celebrated another birthday. Dave confesses it's "somewhere between 45 and 75." Flotilla 22 wishes him that many more.

THE TWENTY-TWO BULLETIN, edited by Marty Sandberg, is really developing into a whale of a publication. Captain C. H. Jones, Chief of the Auxiliary Division, USCG, has threatened to disenroll Marty if he is not put on the re-

ceiving list for copies. As a matter of fact, he wants every copy that has so far appeared! (One of each, I believe.) Aside to Marty: Seems late for that threat, don't you think?

We have at hand another report of the Thursday day crew. Those boys are maintaining their activities nearly every Thursday. They were again at Ensign (T) Rieger's place at Hacks Point. The good sloop Margaret R once again came in for the chore of carrying more than a full crew (no pun intended) down the Bohemia. It was theoretically a fishing trip, but the fish either *weren't* told or *were* told and refused to co-operate. At any rate—only three showed up. Prize for the first fish went to W. L. Bunnagar. Prize for the largest (nearly 4¾" stem to stern) went to Jack Neill. Nobody won the prize for "most." On that trip the skipper was not satisfied to fall in himself . . . he carried with him "Li'l" Stephens.

Thus, we draw to a close the report of another month's activities. Before our "30" however, we would like to compliment the "management and men" of the Fifth Division Flotillas upon their purchase of their waterfront home. 'Twill be a happy hunting ground indeed for their membership.

—W. L. Bunnagar, Publicity Officer

FLOTILLA 27, SALEM

With a mixed feeling of pride and some regret, members of "27" opened a recent mailing from the District Coast Guard office and found a certificate of disenrollment as a temporary member of the United States Coast Guard Reserve. This highly prized bit of bond will be tucked away with our "sea going" blues and other cherished keepsakes. Perhaps, years from now, it will be sorted out and its yellowed edges will assume a fluorescent glow of memories—"way back when we tried to do our bit."

By the time this copy has been moulded into alloy and is bedded on the press, our Stalwart Sons of Salem will have attended the ceremonies for awarding the Coast Guard Security Shield of Honor at Camden. They will have worn, perhaps, for the last time, the Coast Guard uniform. Another proud occasion to link to the chain of reminiscence.

Our job for the Coast Guard Reserve is finished for the present. Our task for a bigger and better Coast Guard Auxiliary has just begun. How shall we make headway? Time will tell. There are many shoals and cross currents before we glide over the surface of a smooth blue sea. "27" is ready to take its trick at the wheel.

The Flotilla members are hoping for a well-plotted course. They are proud of their service records and desire to continue in lending a hand for the future of the Auxiliary.

Vice-Commander G. J. "Tom" Sawyer is working hard on the proposition of obtaining a Flotilla Anchorage near the ocean where the members can enjoy boating, bathing, fishing and hunting.

At a special session, 26 September all (TR) members on the honor muster roll were advanced one grade. Chest buttons were popping into distant corners. Auctions and snaps of badges, insignie, devices, etc., were prevalent.

The meeting night has been changed from Tuesday to Friday. Bi-monthly musters are conducted at the Atlantic City Electric Co. Building, Salem. The echoes in the Salem Armory have faded into the beyond.

26 October was Nominations Night, the results of which will be published in next issue.

Ready in War! Ready in Peace! Always Ready! That's Salem. Let's shove off for a new cruise.

—Horace H. Madden, Publicity Officer

FLOTILLA 51, READING

Temporary Reserve members of our Flotilla are strutting around with a big chest expansion these days. And rightly so. They were presented with the coveted USCG Security Shield of Honor at colorful ceremonies at the Berkshire Hotel in Reading on Friday night, 12 October, which, incidentally, happened to be Columbus Day, named after a man who would have fit pretty well into our organization.

Philip Ziegler, our commander, wearing the gold braid of a lieutenant (j.g.) to which he was recently promoted, accepted the award on behalf of the Flotilla from Commodore M. R. Daniels, DCGO 4th Naval District. Introductions were handled by Comdr. (T) Hen-

ry L. Schimpf, Jr., staff director from Philadelphia. The work performed by the Reading Auxiliaries during the war emergency was praised in talks delivered by Comdr. (T) Hineline, Lieut. Comdr. Abbott, Lieut. Comdr. E. J. Wick, Comdr. (T) J. Bennett Nolan, of Reading, and Lieut. Brown. Just before the presentation and reading of the citation by Commodore Daniels, the entire Temporary Reserve membership of the Flotilla was called by Lieutenant Ziegler to assemble in front of the speakers' table in three ranks. Except for some members in the armed forces, a 100 per cent attendance marked the affair, which was in the form of a dinner dance. A handsome brochure to which Reading business men contributed was distributed. It told of the local organization's history in word and story.

The last business meeting of the Flotilla featured the swearing in of Ziegler as a lieutenant (j.g.) by Lieut. O. L. Williams, division captain, who came over from Lancaster to do our commander the honors. After Ziegler announced that the Flotilla's executive committee had approved the Coast Guard League, "Woody" Williams further explained the purposes of the organization, but members postponed action on the proposal to form a local chapter until the idea is given additional consideration.

Van R. Coats, who was accompanied to the meeting by several of his colleagues from Wilmington, Del., then showed some slides of pictures he took at the Chesapeake Bay site near North East, Md., which is being purchased as a base by Harrisburg, Reading, Lancaster and Wilmington. Several Reading members plan to buy shares in the base.

—Matthew P. Romanski,
Publicity Officer

NOTICE TO PUBLICITY OFFICERS

The deadline for next issue is November 12th. Let's have some new pictures. Mail them to: Jerry Marcus, Acting Editor of TOPSIDE, 642 N. Broad Street, Philadelphia 30, Pa.



(Continued from Page 3)

For District Training Officer and Division Commanding Officer, two half inch and one ¼ inch stripe.

For Division Executive Officer, Division Training Officer, and other Division Staff Officers—also Flotilla Commanding Officer, Executive Officer, and Training Officer if Unit has over 100 members, two one-half inch stripes.

One one-half inch and one ¼ inch stripe for Flotilla Commanding Officer, Executive Officer, and Training Officer for Unit which has more than 50 but less than 100 members—also other Staff Officers of Units having more than 100 members.

One one-half inch stripe for Flotilla Commanding Officers, Executive Officers, and Training Officers if the Unit has less than 50 members—also other Staff Officers of Units having between 50 and 100 members.

The Insignia of Title is in addition to the Insignia of Grade. The former may be worn only during tenure of office, while any Insignia of Grade awarded shall be on the uniform at all times.

On the collar of the khaki shirt shall be worn the following:

On the left collar—the Auxiliary Collar Device.

On the right collar—the bar or other device indicating office held, and shall be the same as designated in the regular Service for officers having the corresponding stripes.

Insignia of Grade (not applicable to Communications Department)—the Insignia of Grade to be worn on all outer garments, excepting overcoat-raincoat, shall consist of embroidered stripes 1½" long and 3/16" in width. One stripe shall be worn to indicate Grade 1, two stripes for Grade 2, three for Grade 3, and four for Grade 4. On the blue uniform it shall be embroidered in royal blue on material the same color as the uniform, and on khaki uniform it shall be embroidered in light olive drab on khaki material.

The Insignia of Grade shall be worn on the left sleeve between the elbow and the shoulder and wholly above the elbow with the Specialty Mark centered directly above it.

On the collar of the khaki shirt for members other than officers, the Auxiliary Collar Device shall be worn on both sides.

Auxiliary Insignia (Communications Department only)—on both the blue service coat and the working uniform khaki coat, no device except the departmental insignia. The wearing of the Coast Guard shield is not permitted.

On the left collar of the khaki shirt, the Auxiliary Collar Device. On the right collar, a gold-plated departmental "sparks" emblem shall be worn.

Auxiliary Shoulder Patch—for the blue service coat, the overcoat-raincoat, and any other blue outer garment the words "USCG AUXILIARY" worked in royal blue from material of the same shade as the coat shall be worn on the left shoulder. The letters shall be ¼" in height and shall be curved to fit the shoulder seam of the coat. For the working uniform khaki coat, the khaki shirt, and



FOR KHAKI SHIRT, INSIGNIA OF TITLE ON RIGHT COLLAR, AUXILIARY COLLAR DEVICE ON LEFT COLLAR (IF NOT AN OFFICER AUXILIARY COLLAR DEVICE ON BOTH SIDES). SHOULDER PATCH, SPECIALTY MARK, AND INSIGNIA OF GRADE ON LEFT SLEEVE.

any other khaki outer garment, the words "USCG AUXILIARY" shall be embroidered in light olive drab on khaki material.

Letters shall be ¼" in height and curved to fit the shoulder seam of the khaki coat and shirt.

Specialty Mark (not applicable to Communications Department)—the specialty mark shall be worked in the same color thread and on the same color background as the Insignia of Grade with which it is worn.

Service Marks—the service marks shall consist of embroidery 3/16" in width and 2" in length, shall be worn on the right arm centered between the elbow and the lower end of the sleeve. Stripes to be at an angle of 45 degrees in relation to the sleeve, the lower end pointing toward the body. Marks to be worn on the blue uniform shall be of royal blue worked on material the same shade as the uniform. Those to be worn on the khaki uniform coat shall be of light olive drab on khaki material.

One service mark shall be worn for each three years of active membership in the Coast Guard Auxiliary.

Departmental Insignia (Communications Department only)—Other than the Collar Device, the insignia authorized for wear by members of the Communications Department shall be made of gold embroidery. Collar insignia shall be of gold-plated metal. The design

shall consist of four zig-zag rays of lightning. It shall be worn between the elbow and the shoulder of the left sleeve. A black embroidered insignia shall be worn with the working uniform khaki coat. On the blue service dress coat, the insignia shall be gold embroidery.

The Clothing Officer of the 4th Naval District has been instructed by the District Coast Guard Officer to stock all items of Auxiliary uniforms and devices, to be purchased for cash by members of the Auxiliary when properly identified by Auxiliary membership card.

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AUXILIARY GENERAL CIRCULAR NO. 14-45

Subj: Auxiliary devices; procurement of by members.

The Coast Guard Supply Depot, New York, N. Y., has in stock the following devices for the Auxiliary uniform and for civilian clothing:

Standard Stock No.	Description	Unit Price
71-D-205-30	Cap Device, metal, Auxiliary	\$.45
71-D-318-30	Uniform Coat Lapel Device, Auxiliary ..	.30
71-D-318-40	Civilian Lapel Device, pin-on	.25
71-D-318-20	Civilian Lapel Device, screw-on	.40

Stocks of all of the above are ample with the exception of the last item. When the stock of this screw-on device has been exhausted, the pin-on device will serve the dual purpose of a lapel device for wear on civilian clothing and a collar device to be worn on the khaki shirt with the Auxiliary uniform.

To avoid any possible confusion, orders for the devices shall clearly state (1) the Standard Stock Number, (2) the Description, and (3) the Unit Price with the extension if more than one of an item is desired. The following are actual-size drawings of the devices giving pertinent information:



CAP DEVICE
No. 71-D-205-30



UNIFORM COAT
LAPEL DEVICE
No. 71-D-318-30



CIVILIAN COAT
LAPEL DEVICE
FOR COLLAR OF SHIRT
No. 71-D-318-40 (Pin-on)
No. 71-D-318-20 (Screw-on)



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

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