

*Cmde J. P. Eskridge*

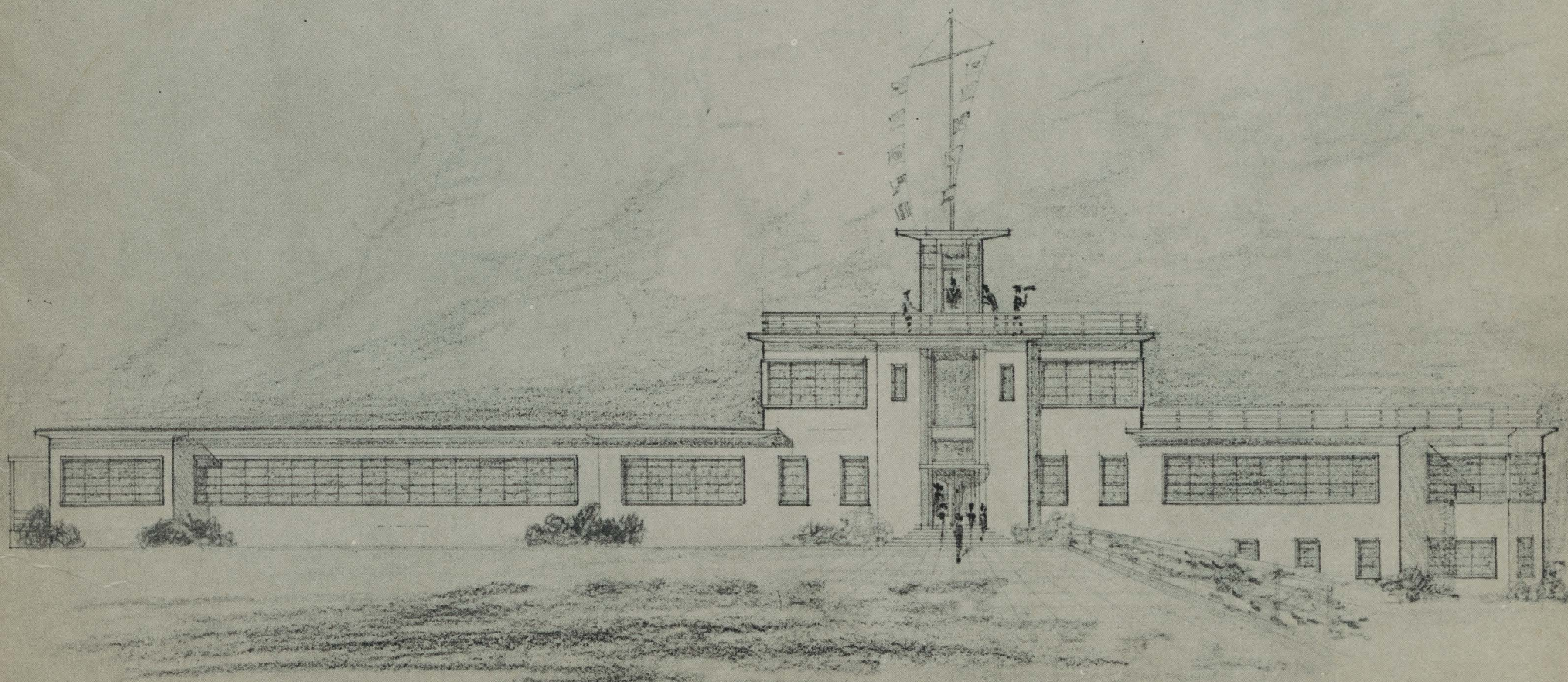
SPECIAL EDITION

# TOPSIDE

UNITED STATES COAST GUARD

*Auxiliary*

F O U R T H N A V A L D I S T R I C T



Joseph Norman Hettel

NEW COAST GUARD AUXILIARY BASE JULY 43  
CAMDEN, N. J.



# WAR-TIME BASE FOR AUXILIARY

By Lieut. Commander Victor Lazo, USCGR(T)



Literally bursting at the seams from an expansion that leaped upward 850% in two years, the Coast Guard Auxiliary of the Fourth Naval District set in motion in July a major war-time project that promises to be heralded as a national pattern for adoption by all Naval Districts.

Within a few days structural forms of the first model Coast Guard Auxiliary Base to be constructed in the United States will become visible on Kaighn's Point, Camden, N. J.

The project, designed principally as a plan for centralizing operations of patrol craft and training of Coast Guard Auxiliarists, was conceived only two months ago and the machinery for its development is now moving toward a swift culmination.

Acting on the suggestion of Captain Chester Jones, USCG, Chief Director, Coast Guard Auxiliary, and his assistant, Lieut. Commander James Kimberly, USCGR, the Fourth Naval District Auxiliary members evolved an original plan.

"This plan," said Captain Jones to Auxiliarists, "should incorporate new and different features and should, if possible, be of National Benefit."

The answer to Captain Jones' appeal for "new and different features" and for a project designed to be of "national benefit" is the first Coast Guard Auxiliary Base in America.

The new station will serve as an Operations Base for River Patrols; it will also be the training center for new Auxiliarists and can well be used for "boot training" in the regular Coast Guard under the direction of the District Training Officer, Fourth Naval District.

The benefits to be derived from the establishment of such a Base are described as of almost unlimited scope.

Located strategically in a vital New Jersey area and facing the Port of Philadelphia, it is far more accessible for both Pennsylvania and Jersey Auxiliarists than the bases now being used by the Second Division. It can be reached by bus, trolley, or automobile on the Jersey side, and the South Street ferry boats from the Quaker State side. These ferries dock at Kaighn's Point, Camden, only a few steps from the base.

Too much credit cannot be accorded to the patriotic and public-spirited citizens who have made the new Base possible. After a methodical survey of the river front, committeemen decided that Kaighn's Point was the most desirable site. When it was learned that the Reading Company owned the property, committee members called on Mr. Edward W. Scheer, President of the Reading Railroad, and presented their problem to him. It was explained that the Coast Guard Auxiliary is a volunteer organization and operates virtually without a "treasury." To illustrate the enthusiasm with which Mr. Scheer and his associates greeted the proposed Auxiliary Base, he and his colleagues agreed immediately to make the property available on a rental basis of one dollar a year!

As plans for the Base began to take shape, it was soon apparent that the structure would have to be larger than was anticipated originally. First, a marine elevator was considered essential. Then, it became apparent that the Base would be incomplete without a well-equipped machine shop since the Auxiliary was not only relieving regular Coast Guard personnel of river patrol duties, but it was also preparing to further assist the Coast Guard by assuming the responsibility for the care and repair of its own vessels. Another major need that asserted itself was the installation of a radio station—one powerful enough to contact all patrols from the new Base.

Present schedules call for completion of the Base in approximately four months. When it becomes an actuality, the Coast Guard Auxiliary will be in far better position to supplement the work of the Coast Guard and to relieve regular Coast Guardsmen for combat duty overseas.

The Architect who designed the station, Mr. Joseph N. Hettel, has incorporated in the building many unique advantages which do not now exist in Coast Guard stations. For instance, to facilitate the use of the Base for instructional purposes, the mess hall can be divided into several rooms by means of sliding doors, thus making it possible to hold separate classes without interference.

A feature of the construction plan is found in its pre-fabricated design which will permit quick dismantling of the building in sections and setting up at another site with a minimum of expense.

Other highlights of the plans include sleeping quarters for 32 men with ample locker space for many additional men; a modern, well-equipped sick bay; an operations office and weather observation station on the second deck; a radio room in which operators will be on duty "round-the-clock."

Included on the second deck will be the "Admiral's Room" dedicated to the Coast Guard Commandant, Vice Admiral Russell R. Waesche, originator of the Coast Guard Auxiliary. The room will be available to distinguished visitors remaining overnight in the District.

*Continued on Page 12*



## New Base Advisory Committee

RECOGNIZING the invaluable benefits to be obtained by the Coast Guard Auxiliary and its war-time operations from the construction of a Model Base at the

Port of Philadelphia, the business and industrial leaders listed below, enthusiastically subscribed to the plan and agreed to serve as members of the Advisory Committee.

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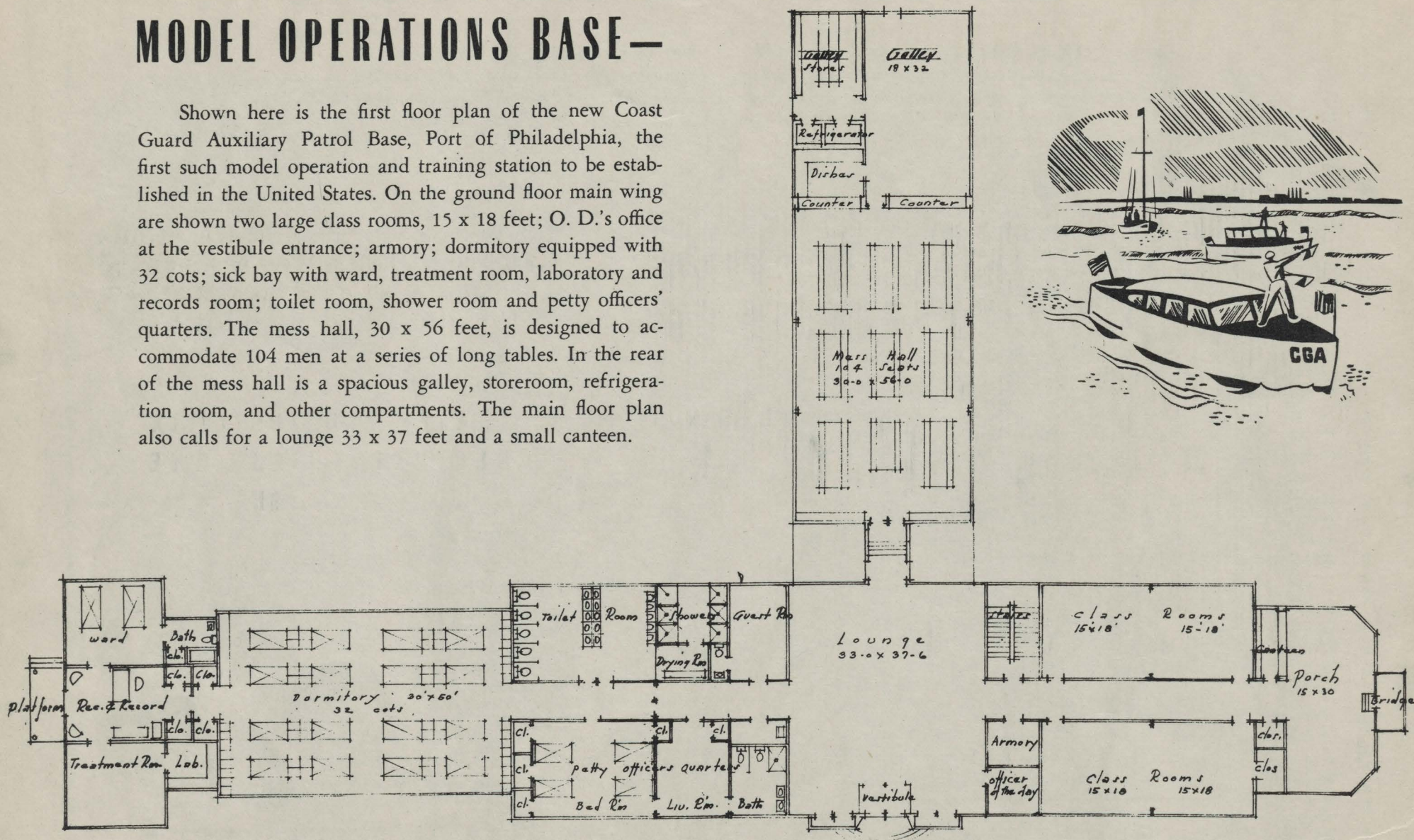
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# MODEL OPERATIONS BASE—

Shown here is the first floor plan of the new Coast Guard Auxiliary Patrol Base, Port of Philadelphia, the first such model operation and training station to be established in the United States. On the ground floor main wing are shown two large class rooms, 15 x 18 feet; O. D.'s office at the vestibule entrance; armory; dormitory equipped with 32 cots; sick bay with ward, treatment room, laboratory and records room; toilet room, shower room and petty officers' quarters. The mess hall, 30 x 56 feet, is designed to accommodate 104 men at a series of long tables. In the rear of the mess hall is a spacious galley, storeroom, refrigeration room, and other compartments. The main floor plan also calls for a lounge 33 x 37 feet and a small canteen.

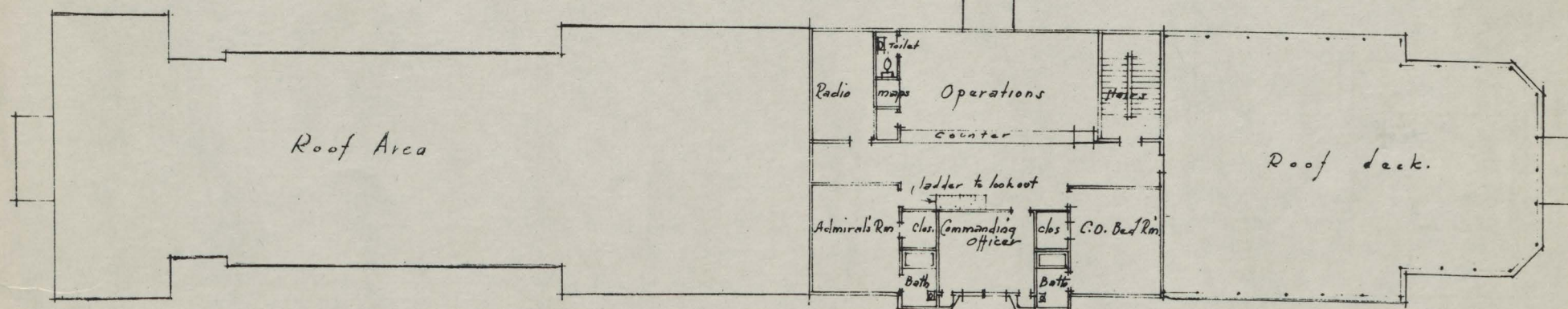
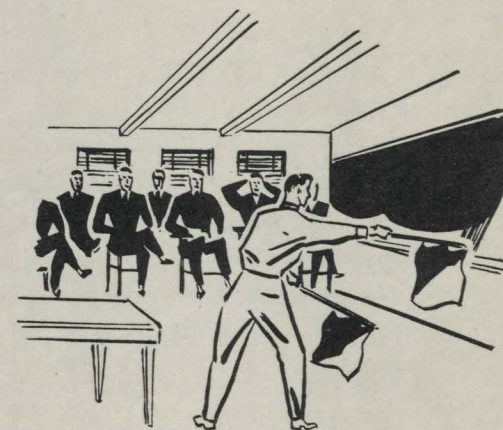
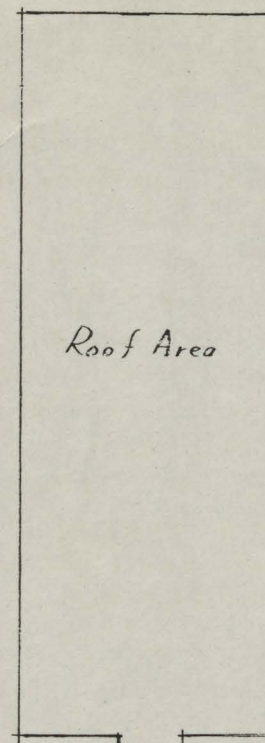


FIRST FLOOR PLAN  
COAST GUARD AUXILIARY BASE  
CAMDEN, N. J.



# SETS NATIONAL PACE

The second deck of the new Coast Guard Auxiliary Base will include an operations office, chart room, the Commanding Officer's room, Admiral's room, and C. O.'s office. A full-length counter will separate the operations office from the center hallway and will face the Commanding Officer's office. A ladder leading to the lookout tower will be on the outside bulkhead of the C. O.'s office. A radio transmitter and receiver will be the focal point for distribution of orders and commands to patrolling units in the Fourth Naval District. The Base will have adequate docking, maintenance, and repair facilities for auxiliary patrol vessels.



SECOND FLOOR PLAN  
COAST GUARD AUXILIARY BASE  
CAMDEN, N. J.



# THE AUXILIARY AND THE WAR

Almost before the scream of Japanese bombs falling on the decks of United States ships at Pearl Harbor had died away, the Coast Guard Auxiliary of the Fourth Naval District, cast off lines on their privately-owned craft and broke out equipment in preparation for the task of aiding the regular Coast Guard in its World War II role.

Prior to the beginning of hostilities in December, 1941, the Auxiliary found itself a small organization of 250 men. Twenty months later, more than 900 boat-owning members and an additional 800 associate members, swelled the Auxiliary's enrollment lists. Men, deeply engrossed in civilian war-time tasks, found the time—the precious few hours left from their work-filled days—to go aboard boats in fair and foul weather, and assist in the protection of their country's harbors and shores.

With sinkings increasing at an alarming rate along the Atlantic Seaboard despite the prodigious efforts of Navy and Coast Guard ships and men, the Auxiliary was urged to supply crews and vessels to aid in stemming the rising tide of sea disasters. That was April, 1942. Private yachtsmen—members of the Fourth Naval District Coast Guard Auxiliary—responded to the call with alacrity. Their boats began patrolling along the New Jersey coast from Manasquan Inlet to Cape May. Nine Flotillas moved out on the Delaware River to supplement, and in some cases replace the regular Coast Guard.

Although the mobilization of Auxiliary craft and crews was conducted under critical circumstances, yet adequate preparation and training was never sacrificed. Proper training of crews and rigid inspection of boats and equipment was insisted upon. With no thought to personal risk nor the safety of their boats, the members of the Auxiliary put out to sea. This observation and rescue patrol by its very presence in the coastal shipping lanes was a factor in overcoming the U-Boat menace. A total of 36 lives were saved by Auxiliarists and many bodies were recovered from the sea.

The anti-submarine patrol along the coast continued unremittingly, through the summer of 1942. Auxiliary craft con-

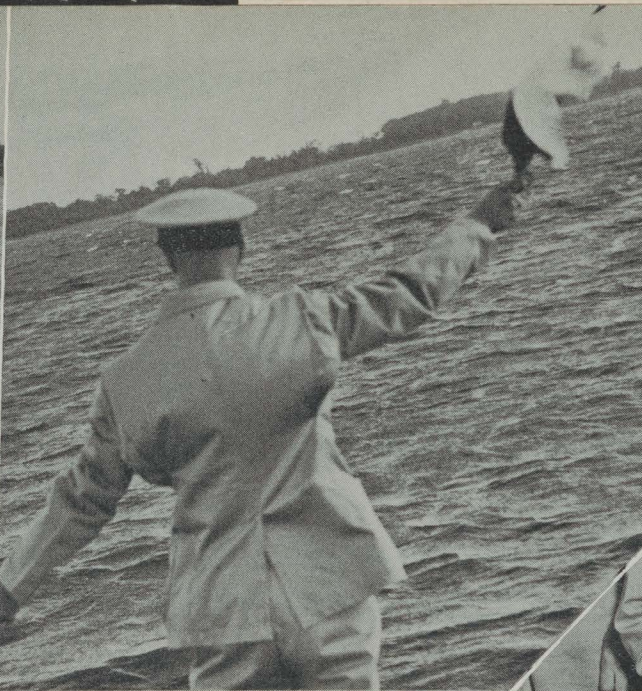
tinued to ply the Delaware River nightly without interruption. It was the writing of a chapter in Auxiliary history that is destined to gleam brightly long into the future.

Auxiliarists' activities did not fall entirely in the category of the spectacular. There were numerous routine chores to be performed. Colorless and oftentimes fatiguing chores. The patrols covered 30,000 miles and men voluntarily performed over 40,000 man hours of duty. Hundreds of men were trained in the fundamentals of seamanship and navigation. Flotillas of the three divisions of the District conducted advanced courses in subjects ranging from communications to celestial navigation. Motor machinist mates' courses and instruction in ordnance continued through the winter months. The Philadelphia Custom House range and the private range of the Philadelphia Saving Society were utilized for small arms instruction.

Other activities included an anti-sabotage survey of Delaware River defense plants from Trenton to Reedy Island; a test mass evacuation of 4,000 civilians from Camden, that attracted national attention. Numerous vessels were towed to safety. Many other exploits have not been publicized because of war-time secrecy, such as intelligence reports by River Flotillas regarding the movements of ships in their patrolling areas and the reports of suspicious activities. Scrap drive collections, Coast Guard Welfare benefits, guarding the channel at shipyard launchings, and policing the races and regattas have been other assignments performed by the Auxiliary.

In the ever-expanding program of the Coast Guard, the Auxiliary has kept step with a forward-moving program of its own. With the decline of enemy submarine activity, immediately offshore, patrolling requirements subsided; but new duties became imperative. A patrol of the commercial fishing docks was started in June of this year. Nearly 200 men of the Auxiliary are performing this duty. The most recent duty to be assigned to the Auxiliary is the manning of the Watch Towers along the coast of the Fourth Naval District. This duty is one of the most important and exacting yet to be assumed, and will release a large number of regular Coast Guard personnel for duty elsewhere.





*Auxiliary Craft  
and Crews in Action!*





# AUXILIARY STAGED FIRST MASS CIVILIAN EVACUATION

It was a moderate October Sunday morning when air alerts shattered the Sabbath calm of Camden, N. J. Grimly pretending that it was a bona fide threatened air attack, Auxiliary Coast Guard boats with motors throbbing, assembled at their appointed posts.

Soon trucks, loaded with civilian men, women, and children, were speeding to the Marine Terminal and other points, to be evacuated by Auxiliarists from the "target areas." At 10:50 A. M.—10 minutes before the evacuees reached the docks—ear-splitting explosions rent the air as aerial and smoke bombs were set off.

Shortly after 11 o'clock, buses and trucks, packed with evacuees arrived at the Marine Terminal. In orderly lines, the civilians were ushered on board the 68 Coast Guard Auxiliary boats, five regular Coast Guard patrol vessels and other craft. Shortly before noon, the first "casualty" from a "bombed area" was taken aboard—a 24-year-old girl "suffering" from a leg fracture—and soon other blitz victims, artfully acting roles of the injured were moved in stretchers or under their own power from shore to ship.

The evacuation rehearsal was carried on at other points along the river, two main centers including Gloucester and Pennsauken. Casualties were rushed to the waterfront in private automobiles, trucks and busses and then rushed by boats to "hospital" areas for treatment.

For three hours boats shuttled back and forth until the all-clear sounded at 3:05 P. M. Civilian Defense officials then surveyed the results.

More than 4,000 persons, including hundreds of "casualties", had been removed to "Hospitals" or other points of

safety. It was the first attempted mass evacuation of a metropolitan city in the United States—and it was a success.

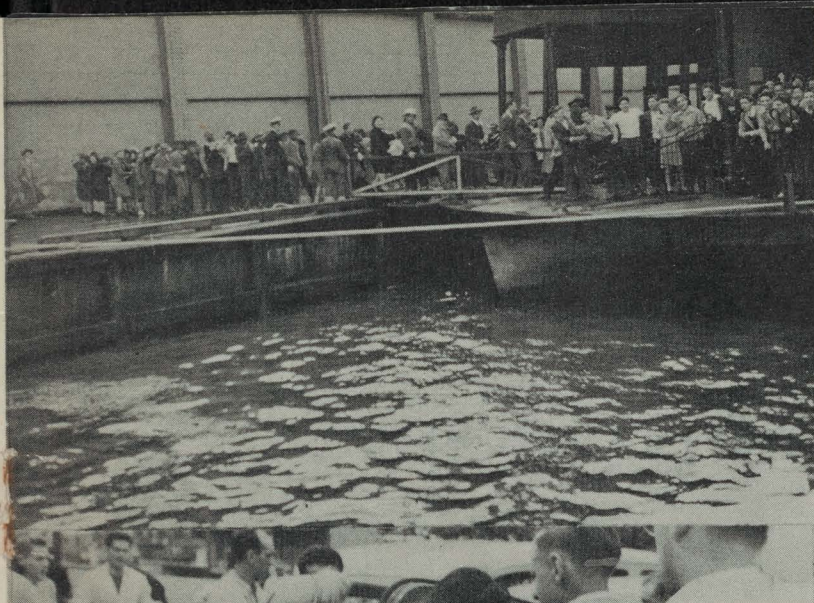
Coast Guard official observers included Captain E. A. Coffin, District Coast Guard Officer; Lieutenant Commander H. E. Abbott, USCGR, Director of the Auxiliary; Lieutenant Commander Victor Lazo, USCGR(T); and Lieutenant Richard W. Nelms, USCGR(T), Commodore of the Coast Guard Auxiliary, Fourth Naval District.

Civilian observers included Mayor George Brunner, Camden; Colonel Charles F. Stanton, New Jersey military district Commander; and Rex McCrosson, State Civilian Defense area Administrator for South Jersey.

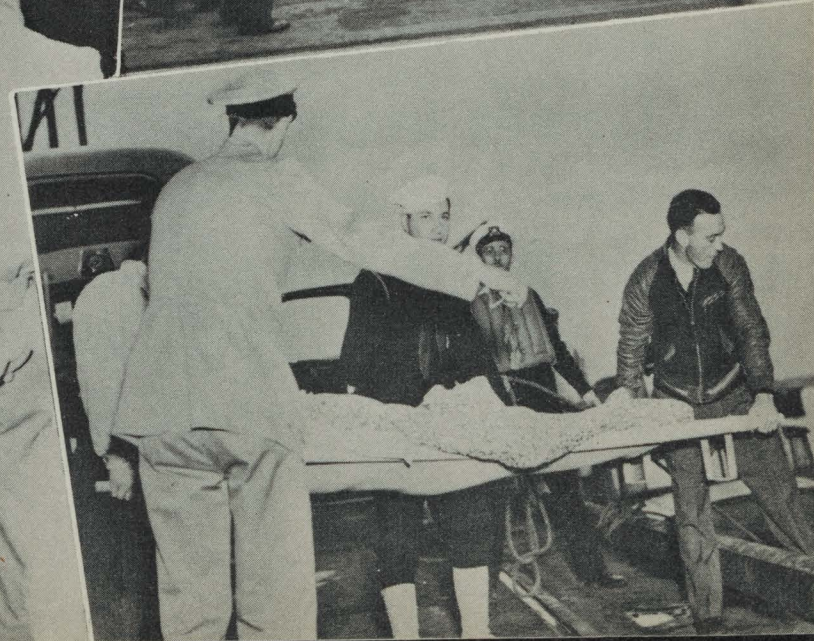
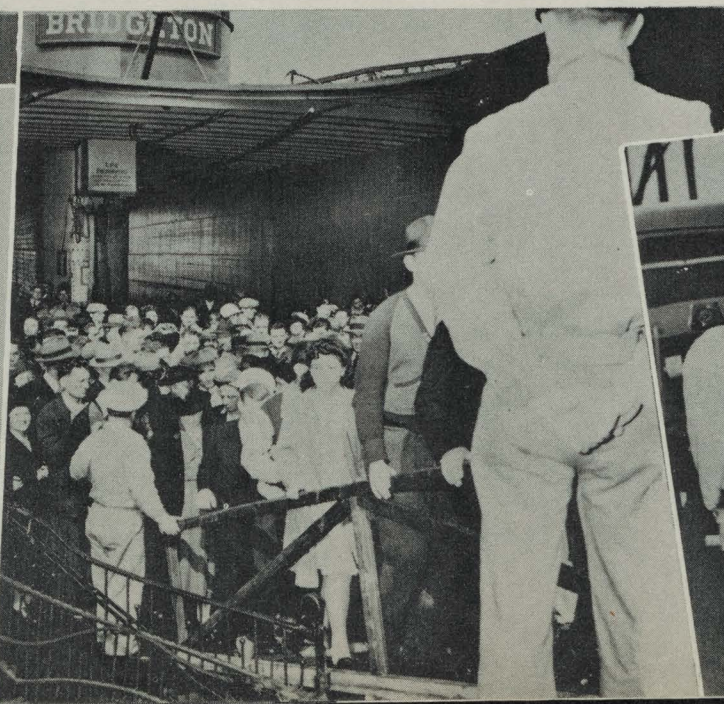
A final summary of the operation which attracted the nation's attention to this vicinity, disclosed that the undertaking had but few flaws and had been accomplished without incident. Viewed as a whole, the maneuver was a tribute to the skill of the Auxiliarists and their trained organization.

*The test evacuation drew the attention of the nation's press, more than 1,300 newspapers carrying accounts of the maneuver. Several newspapers in the Philadelphia area, as well as newspapers in other cities, printed editorial comment. The Auxiliary came in for its share of praise for the manner in which the test was conducted.*





Varied scenes of the evacuation of Camden, N. J., by the Coast Guard Auxiliary are shown in these photos. Note care of wounded civilian personnel, the preparations to transport civilians from danger zones, and the fireboats in action.







*Vice Admiral  
Russell R. Waesche*



*Captain  
Eugene A. Coffin*

## *Their Cooperation Made Auxiliary Base Possible*

Vice Admiral Russell R. Waesche, Commandant, U. S. Coast Guard, who originally conceived the idea of the Auxiliary four years ago, said in an address recently to Auxiliarists: "... you are in a position to fill a very important part in this whole war picture, even more so than you did at the outbreak of the war when we depended on you entirely to give us the boats and manpower which we did not then have. And as this picture progresses, more and more will we have to turn over to you the domestic work, so to speak, which is being performed by the Coast Guard today. ... Train yourselves, accept the responsibility and do the job."

\* \* \*

Captain E. A. Coffin, District Coast Guard Officer, Fourth Naval District: "The Coast Guard of the Fourth Naval District is proud to have as its volunteer shipmates the Auxiliary, its crews and vessels. With the establishment and construction of the new Auxiliary Base at the Port of Philadelphia, we anticipate even keener and more substantial cooperation and comradeship."



## AUXILIARY RECRUITS SPARS

Coast Guard Auxiliary war-time functions have a wide range and periodically the scope of activities expands further.

In July, when the Spar and Wave recruiting programs were separated and the Spars were placed on their own, the Auxiliary undertook the task of assisting in enlisting recruits for the Coast Guard Women's Reserve.

Each Flotilla commander appointed a Spar recruiting representative for his area and plans for a series of information booths in coastal cities and other Fourth Naval District centers were adopted.

Ensign Priscilla Metcalf, District Director of Spar recruiting, with offices at 210 W. Washington Square, Philadelphia, has been delivering a series of talks before Flotilla units. Her office supplies posters, publicity material, application blanks, and such information as may be used by Auxiliary Spar representatives in their respective communities. In addition, each Flotilla unit is being encouraged to initiate promotional ideas suitable for their particular communities to inspire the enlistment of young women in the Spars.

In the photograph below is an illustration of the early results of Auxiliary Spar recruitment efforts. Lieut. Commander H. E. Abbott, USCGR, Director of the Auxiliary, is shown administering the oath to one of the first Spar candidates to be enlisted through the Auxiliary.



## MORE MEN FOR EXPANDING PROGRAM

In its effort to keep pace with the growth of the nation's great military machine, the Coast Guard Auxiliary is in immediate need of an estimated 4,000 men. This means at least four additional new Auxiliarists for every present member.

If each new volunteer and all the veteran auxiliarists contribute a minimum of 12 hours a week, many regular Coast Guardsmen can be released for duty in combat zones. Replacing a Coast Guard regular, so that he will be with his Navy shipmates, and his Army and Marine comrades in the present worldwide invasions, is a vital war-time job that civilians may perform.

"Do you love the water . . . boats . . . adventure? Are you draft-deferred or ineligible for active military duty? Can you spare 12 hours a week for real war-work?"

Those are samples of questions that Auxiliarists might ask of prospective members. The intensive drive for volunteers will be carried on through appeals in newspapers; on the radio; and by individual campaigns to be conducted by the several Flotillas.

The enrollment drive is being mapped to reach all corners of the Fourth Naval District. Employers and employees, lawyers and bankers, truck drivers and professors—all will be solicited with equal zeal. To illustrate the complete democracy of the membership of the Auxiliary, one unit, for instance, boasts of a judge, a mathematics instructor, and a plumber; another claims a priest, a dentist, and a commercial fisherman among its diversified enrollment.

To enliven the interest of a prospect, Auxiliarists should point out that volunteers are given a well-rounded nautical training that may be useful after the war is won. Moreover, this training will be acquired in the attractive surroundings of the new Coast Guard Auxiliary Base—the only modern base of its kind in the Nation today.

What training may a prospective candidate anticipate? Courses will be available in navigation, ordnance, seamanship, communications, motor machinist's mate's duties—virtually everything that is included in the training of a Coast Guardsman.





# TO SUPERVISE OPERATIONS



An issue of TOPSIDE, sponsored by the Coast Guard Auxiliary in this District, would not be complete without due credit being given to the man who was originally responsible for the successful beginning of the organization — Commander I. E. Eskridge, USCG.

Commander Eskridge came to the District as Director of the Auxiliary in May, 1941, and under his guidance and direction the small group of Flotillas initially developed by the Third Naval District

were incorporated into a strong, active adjunct of the regular Coast Guard.

Commander Eskridge has recently been appointed Captain of the Port of Philadelphia, advancing from his previous assignment as Operations Officer, and also continuing as Port Security Officer. Therefore, the operations of the Auxiliary at their new Base will be directly under his supervision. It is expected that his confidence in the Auxiliary will grow, if possible, even stronger with the expansion of activities coincident with the opening of the new Base. It should be the desire and purpose of every Auxiliarist in the District to surpass Commander Eskridge's expectations of the Auxiliary.

## TOPSIDE

U. S. Coast Guard Auxiliary  
Fourth Naval District

Lieut. R. W. Nelms, USCGR(T), *Commodore*

Lieut. Henry L. Schimpf, Jr., USCGR(T), *Executive Officer*

Russell Carter, *Advertising Manager*

### STAFF

Robert Graham, *Managing Editor*  
12 South 12th Street, Philadelphia

July

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1943

# THE ARCHITECT



Forty years of practical dreaming and artistic planning condenses into a few words the career of Joseph Norman Hettel, the Architect, on whose drawing board the plans for the new Coast Guard Auxiliary Base were executed. (See cover.)

After attending Drexel Institute he began the practice of his profession in 1903 and until 1920 had occupied increasingly important posts in leading Architectural offices in Philadelphia. This 17-year period included a six months tour

of travel and study in Europe in 1913.

He began private practice in Camden, N. J., in 1921 and thereafter followed a literal stream of designs for new hospitals, institutions, recreational buildings, schools, industrial buildings and large scale low cost housing projects.

Included in the projects: The Philadelphia College of Osteopathy and the Osteopathic Hospital; Maternity Hospital; Children's Building and Nurses' Home for the West Jersey Hospital, Camden; Camden County Detention Home; Camden County Vocational School; Westfield Acres, Housing Project of 514 dwelling units valued at \$3,200,000 and two completed war housing projects of 500 units each known as Audubon Village and Bellmawr Park.

In 1925 Mr. Hettel shepherded the architects of his community into an organization known as the Camden Society of Architects and then served the Society as president for two terms in 1929-30. He is also a member and director of the New Jersey Chapter, American Institute of Architects and a member of the New Jersey Society of Architects. Proud is he, also, of his pioneering efforts in furthering the movement for slum elimination and low cost housing which was largely responsible for the enactment of the New Jersey Housing Law.

*Continued from Page 2*

For their spirited cooperation in establishing the new Base, credit goes to Captain Eugene A. Coffin, USCG, District Coast Guard Officer, and to Lieut. Commander H. E. Abbott, USCGR, Director, Coast Guard Auxiliary, Fourth Naval District. It will be under their leadership that the new Base will function.





# Modern Minute Man

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