



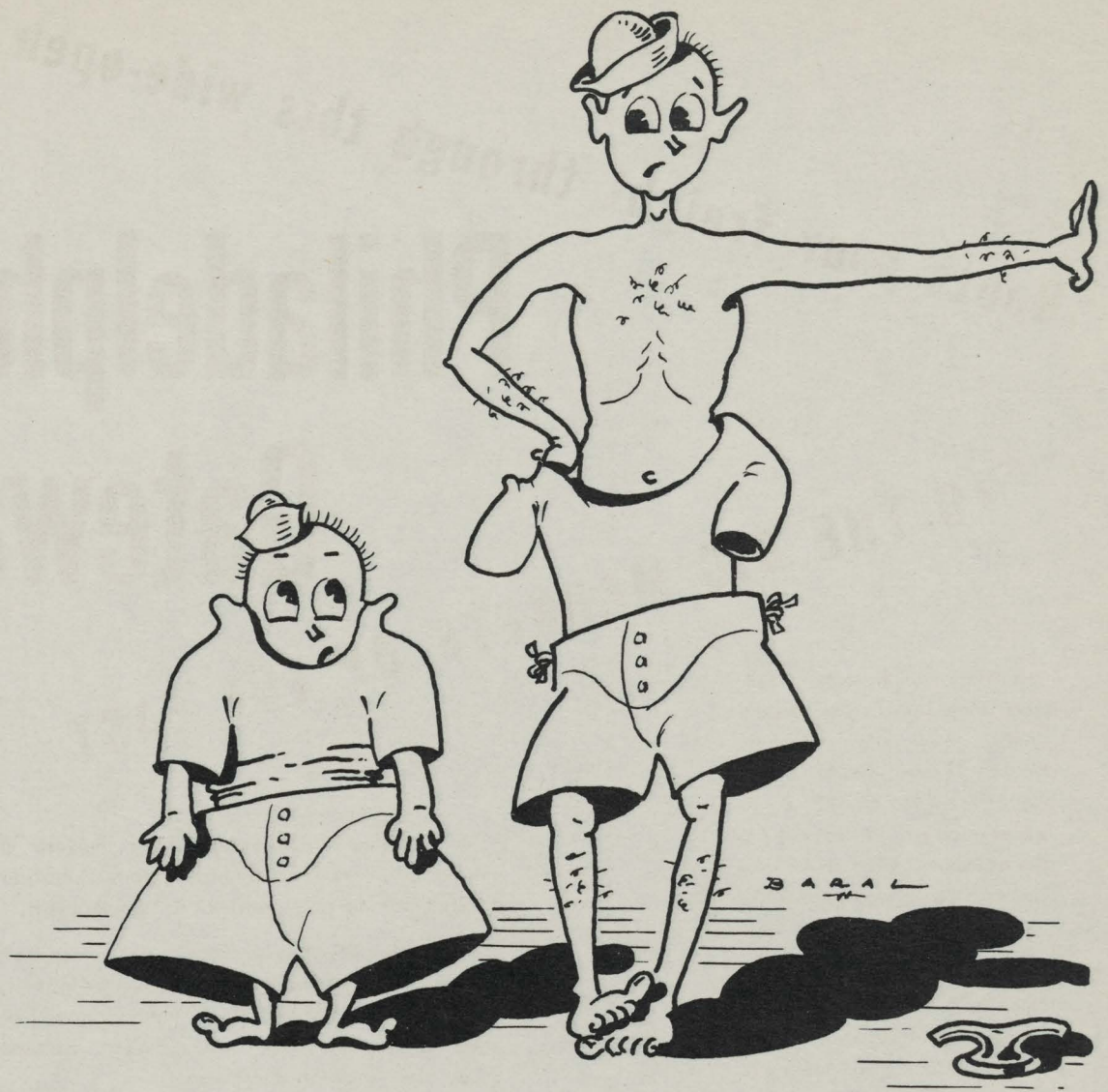
#3



FOURTH NAVAL DISTRICT

UNITED STATES COAST GUARD

Auxiliary



If you get it at the small
ship stores and it fits, it
might be Gibbs.



Suppliers to the Armed Services

GIBBS
UNDERWEAR
COMPANY

A STREET AND INDIANA AVE.
PHILADELPHIA

Route your freight through this wide-open

Philadelphia Gateway

TO THE BIG MARKETS OF THE EAST

In addition to the other facilities provided, is the largest lumber shed on the Atlantic Coast. This mammoth building, 1,000 ft. by 92 ft., is especially well equipped for the handling of kiln dried lumber and has a storage capacity of 5,000,000 board feet.

Every modern handling device is maintained. Having our own distribution yards, with direct rail connections to all trunk line roads, lumber can be routed to all inland points with minimum handling.

Address:

E. W. STRINGFIELD
General Traffic
Manager



Here is provided every modern convenience for the safe, economical, speedy handling of all kinds of cargoes, especially government.

There are five big steel and concrete piers with berthing space for fifteen ocean-going freighters, with eleven railroad sidings and 600-car capacity storage yard connecting with Pennsylvania, Baltimore & Ohio, and Reading Railroads.

Two triple-decked piers, each 1,500 feet long, provide 1,200,000 square feet of covered storage space. Of the eleven railroad tracks extending the entire length, two are under cover.

Two open piers with two apron and two full length depressed tracks permit direct transfer of bulky freight from ship to car or car to ship.

An immense area of 25 acres for open storage forms an integral part of the piers.

THE *Tidewater Terminal*


operated by

PHILADELPHIA PIERS, INC.

330 CHESTNUT ST., PHILADELPHIA, PA.



TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

LT. R. W. NELMS, U.S.C.G.R. (T)
Commodore

LT. (J.G.) HENRY L. SCHIMPF, U.S.C.G.R. (T)
Chief of Staff

EDITORIAL STAFF

ROBERT W. GRAHAM, U.S.C.G.R. (T)
Editor

FRANK R. EWING, U.S.C.G.R. (T)
EUGENE M. KORDWITZ, SK3C, U.S.C.G. (R)
Art Staff

RUSSELL K. CARTER, U.S.C.G.R. (T)
Advertising Manager

VOL. 1 JULY, 1943 No. 3

Topside is the official publication of the U. S. Coast Guard Auxiliary, Fourth Naval District—a civilian organization. It is issued bi-monthly in the interest of its members. *Topside* is not the official publication of the U. S. Coast Guard. Contents are not copyrighted, but the courtesy of a credit line is requested when material is reprinted.

THE EDITOR SPEAKS FRANKLY

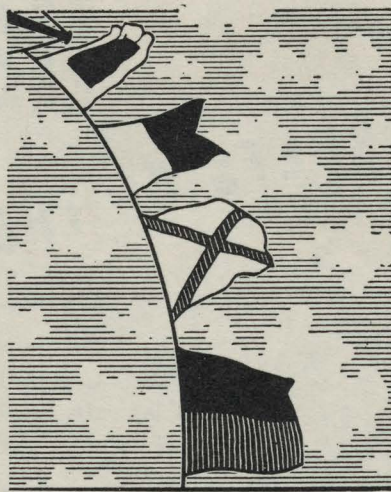
★ With this issue of *Topside*, a new Editor-in-Chief takes over the wheel. If you find this issue to be below par, we ask your consideration of the fact, that, with no previous contact with this publication or its staff, we were obliged to produce the issue in the shortest possible time.

That experience has already taught us some lessons and formulated some policies. With a publication such as *Topside*, which is published once every two months, the principal problem is to keep news fresh and alive. It is our intention, therefore, to send out to Publicity Officers of each Flotilla, a call for news of the previous two months *once and only once*—a week or two before publication date. We suggest, therefore, that Publicity Officers keep a notebook record of the important happenings in their Flotillas—a record from which a live and interesting news release can be written *when called for*. This issue, for example, contains all the Flotilla publicity that was received in response to our memorandum of 19 June, addressed to all Commanders.

It is our further policy to discontinue the publication in *Topside* of material that is merely reprinted from Chapman or Knight or

BJM—such, for example, as articles on boat-handling, the care of rope, lights and buoys and other such factual information. Instead, we want news stories, inspirational articles, and helpful information not readily available elsewhere.

Suggestions for improving *Topside* will be most welcome. Any Flotilla member will be doing the Auxiliary a service if he will write to the Editor and offer constructive criticism for the betterment of *Topside*.



RATING EXAMINATIONS

★ One of the most unpopular announcements to come out of the Director's Office to members of the United States Coast Guard Auxiliary, Fourth Naval District, was contained in Officers' Circular No. 29, 20 April, 1943. This particular Officers' Circular announced the Rating Examination, and set up a schedule, whereby the men of the three divisions would be required to substantiate their rating by examination. The howl that went up throughout the District and the abuse piled upon the grizzled head of Al LaSor reflected the feelings toward Rating Examination of the majority of the men.

However, when 6 June rolled around, 94 men presented themselves to the Penn Athletic Club, 18th & Locust Sts. at 1000 to take the examinations.

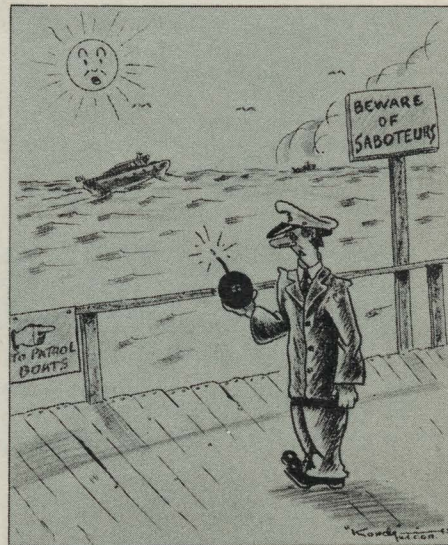
The number examined for the respective ratings was as follows: Coxswain—38; BM 2c—17; BM 1c—7; CBM—20; MoMM 2c—14; MoMM 1c—16; CMoMM—9; CM 1c—1; Radio Technician 1c—1; Gunners Mate 1c—1.

The result of the first Rating Examination showed that the men are not only interested in advancing their ratings, but are willing to do a considerable amount of studying in order to advance.

By and large, the members of the Coast Guard Auxiliary in the Fourth Naval District are rating minded. They are interested now and have always been interested in improving themselves along the lines prescribed for advancement. The Die Hards are rapidly changing their opinion of Rating Examinations. In the case of Chief Petty Officers and BM 1c, the Rating Examination is not all the story. The man's advancement to Chief or 1c will depend not alone on the result of the Rating Examination but in addition his Flotilla Commander's recommendation, his record of activity within the Flotilla and a personal interview before the Auxiliary Rating Board. It is conceivable that a man might not make a high mark in the Rating Examination and yet be recommended for Chief due to the excellent work he has performed for the Auxiliary. The examinations are not easy and it is not proposed to make them easy. When a man wears the insignia of his rating on active duty as a member temporarily enrolled in the Coast Guard Reserve he is accepting the status of a regular Coast Guardsman and as such is expected to be capable of performing the duties expected of a regular Coast Guardsman of corresponding rate.

• • •

STUPORMAN on Patrol—By "Kordy"



"Now who would be celebrating the 4th of July this time of the year?"



Significance of the



BLUEJACKET'S UNIFORM

★ Let us start with the term "Blue-jacket", which is almost synonymous for a sailor in the Navy in contradistinction to a sailor in the Merchant Service. It is said by those who have searched the archives that "a short blue jacket open in front" was the first uniform that ever received official sanction for sailors in His Majesty's Royal Navy. The collar on a sailor's jumper although now a distinctive part of the uniform first served a very practical or utilitarian purpose. Back in the early days of sail or the pre-Revolution period all sailors wore their hair long and where the officer or gentleman probably had his wig secured with a fancy ribbon like we notice in pictures of Washington, John Paul Jones, and other heroes of those days, the ordinary sailor before the mast tied his natural hair in the back with a piece of eelskin which was easy to pick up in any port and also very durable. They probably used a good deal of grease or animal fats for hair dressings, and, as washing or shampooing the hair in those "iron men and wooden ship" days was unheard of and certainly not practiced, quite naturally "Jack Tar" had to tie a kerchief around his neck to protect his best shore-going clothes from the oily mess that his hair made on a hot summer day. When the sailors' blue jacket became an officially recognized part of the uniform, the collar was made a distinctive part of it.

After the Battle of Trafalgar in 1805, when the great British Admiral Nelson was mortally wounded, the Royal Navy went into deep mourning for their immortal hero and thus the black silk neckerchief which was used as a badge of mourning by the British sailors at that time was adopted as an official part of the British uniform. As in so many other instances of law and regulations, customs, and usages governing our country and Navy we subsequently made the black silk neckerchief a part of our uniform.

Nevertheless, several noted authorities point out that black neckerchiefs were worn many years prior to Lord Nelson's death even in the British



Navy. They claim "contrary to tradition" that it is merely an evolution of the common "sweat rag" or kerchief once worn around the forehead as well as the neck. This seems quite plausible when you often see these kerchiefs being so worn in illustrations of sea stories of the olden days, especially those about piracy, ancient sea battles, etc. The color "black" was used primarily because it hid the dirt. Also in the "pigtail" days it protected the sailors' jumper or jacket.

The three white stripes or braids on the collar of a sailor's dress jumper are popularly supposed to have originated in the British Navy and were used as symbols to commemorate England's three great Naval Battles, namely:

- The Battle of Copenhagen.
- The Battle of the Nile.
- The Battle of Trafalgar.

However, there is nothing in the United States Navy Uniform Regulations, stating the reason that we adopted similar collar markings, unless aside from purely ornamental reasons the number three was chosen probably because of its mystical significance or symbolism, to wit: The Holy Three or Trinity, The Three Wise Men, Three Days from Crucifixion to Resurrection, The Three Graces, The Three Fates, and in the sailor's vernacular, "Three sheets in the wind", "Three half-hitches or more than the King's yacht requires".

Watch marks is the term commonly used in reference to the red tape encircling the left shoulder seam of a Navy fireman's uniform or the white braid or tape on the right shoulder seam of the seaman takes its name "watch mark" from the old custom of the days of sail when a narrow red strip was worn on the upper part of the right or left sleeve to denote whether the wearer belonged to the starboard or port watch. This custom was discontinued in the British Navy about 1870.

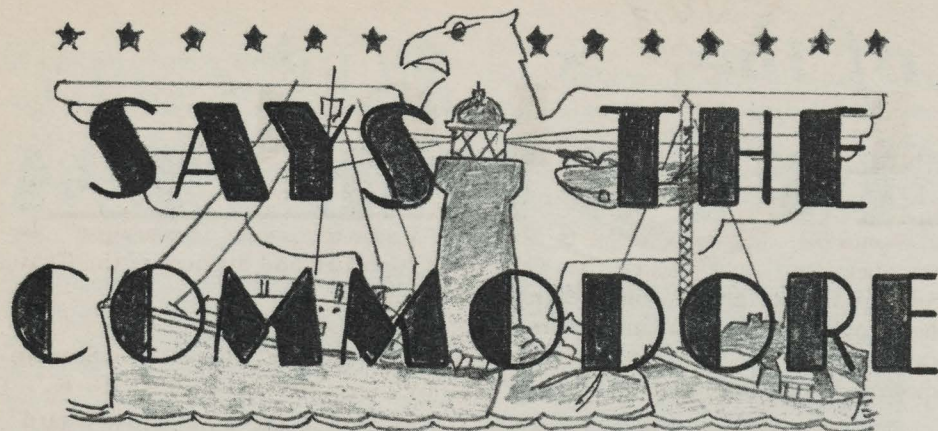
Branch marks is the term now officially used in the Navy Uniform Regulations to designate the $\frac{3}{8}$ inch wide red tape or braid worn on the left shoulder seam and extending entirely around the sleeve of enlisted men other than petty officers of the artificer branch, engineer force; and the white braid of equal width around the right shoulder seam of the seaman branch. Firemen wear the red stripe on both blues and whites; while seamen wear the white on blues, and blue on whites.

In short, the method originally used to divide starboard and port watches has, since the advent of steam, developed into a means of distinguishing the "black gang" from the "deck force".

"Bell-bottoms," another garment that seems of peculiar design to so many landmen is the wide, bell-bottomed trousers so distinctive of the sailor. Several very utilitarian reasons can be given for this mode of constructing his nether garment. Scrubbing decks is a goodly part of a sailor's routine at sea and in port; ergo a pair of pants that can easily be rolled above the knees. A pulling boat has to be landed in shallow water. JACK TAR doesn't want to get his breeches wet in pulling it up on the beach, bell-bottoms are again easy to roll up and thus kept dry. In the days of sail when proving his ability to go aloft, or man the yards, in handling sails, shoes would have been an impediment and so would trouser legs in the region of

(Continued on page 6)





★ At our dinner in December, I questioned Admiral Waeshhe in regard to infantry drill for our organization, and he was most emphatically in favor of it. He pointed out the fact that coordination is greatly enhanced by this means, and that labor troops, nurses, and the various women's military auxiliaries all receive this kind of training. The fundamental reason our fighting men are the best in the world, is that American military discipline is based upon cheerful cooperation.

With the advent of service uniforms and shore duty, the time is now ripe for us to get busy on this drill. As we do this, I hope our pride will enable us to turn out a smart-looking assembly.

To many of us, infantry drill is an old story; possibly with a few changes in the commands. To have an outfit which looks good in spite of our stooped shoulders and pot bellies, there are two essentials to which every man, including officers, must conform. First, to stand at attention without movement, and secondly to habitually keep their eyes front. At attention all muscles should be relaxed, with chin in and up. A little practice alone will help you get the hang of it. Keep your hands down, if your nose itches. Let it itch. Don't let your body sway. Keep your eyes FRONT! Don't cast side glances to see who just came in, or try to watch the man sitting over there in the corner.

If you will enter wholeheartedly into the above simple rules, your drill officers can mould an organization which will more than hold its own with any volunteer outfit in the country.

RICHARD W. NELMS, *Commodore*

SIGNIFICANCE OF THE BLUE JACKET'S UNIFORM

(Continued from page 5)

the ankles; hence "roll 'em up" again and the sailor with fish hooks for fingers also had the ability to use his bare feet in clinging to the ratlines with the sureness of a cat unhampered by flapping pant legs.

The flap on the front of the sailors' trousers is known as a "broadfall" in the Navy Uniform Regulations, and is fastened with 13 buttons that are commonly supposed to be symbolical of the 13 original states. Only a search of the records of the Board that first adopted this uniform might prove this fact or fallacy.

However, the British Navy also used the "broadfall" or flap but with far fewer buttons and the perceptible fact that all these flaps are secured in front, leads one to believe that it was so designed that in case a sailor fell overboard, it would be

readily accessible to either or both hands for ripping open, and thus; with no restricting waist band, loose fitting legs, and wide bell-bottoms, it would be a very easy garment to divest oneself of; especially under conditions where a moment's loss of time or the least impediment to the free use of the limbs placed the victim on the brink of eternity.

There is not the least doubt that the present type of sailors' trousers are nearly fool proof, when it comes to shedding them when overboard, with the exception that there are more buttons on the "broadfall" than are required for practical use, but one good tug and they would come adrift in a jiffy, as they are easy to reach as now placed.

Incidentally the term (JACK TAR) is derived from the habit of sailors once weatherproofing their trousers by the use of tar.

RATING EXAMINATIONS

★ Headquarters is doing everything possible to give every man a chance to justify his rating or to qualify for a higher rating. The examination held on 12 July will be followed by another examination on 22 August. These exams are open to all men in all Divisions.

However, if a man flunks the third examination so badly as to indicate very little effort in the way of preparation, his application for re-examination will be turned down.

Men who have not justified their rating by passing a rating examination will have their rating terminated.

Applications for the rating examination on 22 August, approved by Flotilla Commanders, must be in the hands of the Division Captain by 13 August. Examinations are conducted at the Penn Athletic Club from 1000 to 1630, with an hour's recess for lunch.

* * *

WATCH YOUR GAS

★ The OPA has bent over backwards so far to accommodate Reservists who have needed supplementary gas rations for transportation to and from patrol work. In the main, we have respected this cooperation by using our extra coupons only when necessary. There have been a few violations and these have been summarily dealt with.

Your attention is called to the fact, however, that the supply of gasoline on the Eastern Seaboard is definitely limited and that the situation is not likely to improve in the near future. Reservists MUST, therefore, exercise unusual caution in the use of their cars. Crews must be pooled for every trip. Operations Officers or Personnel Officers of Flotillas must begin at once to build up membership in their Flotilla from recruits who live in the vicinity of the Flotilla's patrol base. Commanders are asked to scrutinize, with great care, every application submitted for approval for gas rations. Recruits who live in Philadelphia should be encouraged to join Flotillas assigned to river patrols and not those doing shore duty.

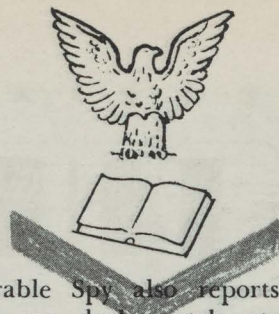
* * *

MEMBERSHIP

★ There are now 1413 men enrolled in the Auxiliary. Of this number, 775 are members of the Temporary Reserve.



T H E L O G



FLOTILLA 15, POINT PLEASANT—The regular monthly meeting of Flotilla 15 was held at American Legion Headquarters, Point Pleasant, N. J., Friday, 4 June, 1943, at 2100.

Due to the fact that he has gone in for farming in a big way, Commander E. F. Thompson tendered his resignation, which was reluctantly accepted. Aaron E. Carpenter was elected Commander, Henry Moore was elected Vice Commander, and Edwin F. Dodge, Junior Commander.

It was decided to hold regular meetings of the Flotilla on the first Saturday of each month and to hold instructional meetings each month at 1700 on the remaining Saturday afternoons until after Labor Day.

The Flotilla now has a total membership of seventeen, with two associates, or nineteen in all. It has sixteen boats, of which five or six are in the water. Two boats have been inspected this year.

At the first instructional meeting held on Saturday, 19 June, Frederick S. Dunham, of East Orange, N. J., passed his entrance examination, as did associate member C. B. M. Clinton Thorne.

Lieutenant (j.g.) Brouwer, Division Captain, attended the meeting and installed the three new officers.

A campaign to get more associate members was instituted. Eight members signified their willingness to go into the Coast Guard Temporary Reserve, including our four C. B. M.'s, three of whom have already signed up this year.

—Aaron E. Carpenter, Commander

FLOTILLA 32, STONE HARBOR—Honorable "Spy" reports easiest way to discourage fishing among Auxiliary members is to assign them to a 12 hour **FISH DOCK WATCH.**



So far this has been effective with the 80% of the Flotilla members enrolled in the Temporary Reserve.

Honorable Spy also reports that members on dock watch at Cold Springs Harbor are not only learning how to fish, but when and where to catch them, and are also being acquainted with their *proper price.*

This information will be reported to their wives and not to headquarters.

Honorable Spy also report that **SUNDAY MORNING CREW** request the installation of a screen door in the office, as one of the members is tired of playing chambermaid to the local Dock Cat.

Honorable Spy also report excellent cooperation of Fishermen and Russell Hammer of Wildwood Fisheries appreciates assistance of C. G. R. members for ably assisting as office managers.

Honorable Spy make final report that nine Auxiliary vessels are in water, ready for action. **AXIS POWERS BEWARE.**

—Carl T. Roth, Publicity Officer

FLOTILLA 22, ESSINGTON—Essington is now maintaining four patrols on the Delaware River, out of the Middle River Coast Guard Base. Two boats are on the river at all times, so that in any one day, four complete crews are on duty. In addition, plans are being made to take over other duties, such as dock watch and sentry duty at the Base.

Since the first of this year, Flotilla 22 has more than doubled in size. Consistently, for the past two months, an average of 30 men have been attending applicants' classes, preparing for membership.

All new members are required to attend the lectures on Law Enforcement which are being conducted by Mr. Guy de Furia, Assistant District Attorney of Delaware County.

In addition to regular instruction classes, a series of special lectures has been given on the following subjects:

"Small Arms"—Lecture and demonstration by James Chapman, Jr., of Flotilla 22.

"Duties of a Sentry" by Guy Knight, a Flotilla member.

"Radio-telephone Technique" by Chiefs Lee and Spencer of the Coast Guard.

"My experiences aboard the U. S. C. G. Cutter Campbell" by Seaman William Marvel, U. S. C. G. R.

"History of the U. S. Coast Guard" by Chief Bos'n Sturm, U. S. C. G.

"The Engineers Amphibian Command" by Capt. Packard, U. S. A.

"Controlling Ship Fires" by Mr. Hamby, Fire Marshal of Sun Shipbuilding and Drydock Corp.

The Auxiliary's Motormark course averaged 35 students during the Spring period ending 1 June. A new course started early in June, and all Auxiliarists are urged to attend the classes and learn something about marine engines. This knowledge may save your life someday. The course consists of 10 Friday night classes held at the Dobbins Vocational School, 22nd Street and Lehigh Avenue, from 1930 to 2330. It is under the able direction of Vincent Cippolone, C. M. M. of Flotilla 22.

—H. H. Breneman, Publicity Officer

FLOTILLA 18, LITTLE EGG HARBOR—On 14 June, Flotilla 18 which operates a patrol at Beach Haven, N. J., began a second patrol on the Delaware River.

Flotilla 18 took on this assignment temporarily to assist Flotilla 27 of Salem, N. J.—the flotilla that patrols the area. No. 27 is short handed, for their patrol must operate 24 hours per day and, until such time as they recruit additional men, No. 18 is helping out. No. 27 operates from 7 P. M. to 7 A. M. Monday to Friday and on Saturdays and Sundays from 7 A. M. to 7 P. M. Flotilla 18 takes over Monday to Friday 7 A. M. to 7 P. M. It is expected that No. 27 will have sufficient crews to relieve No. 18 within the next two months.

The regular picket work being done by No. 18 continues at Beach Haven. Ensign Morton Gibbons-Neff, No. 18's Commander, has appointed Frederick Remington as Op-



erations Officer at Beach Haven and Bob Graham as Patrol Officer. At Delaware City, Delaware, the base for river operations, Flotilla 18's Wesley Heilman, who is Vice Commander, is in charge of Operations and Stokes Carrigan is Patrol Officer.

—Russell K. Carter, Publicity Officer



FLOTILLA 26, TRENTON, engaged in an intensive membership drive, has launched an anti-sabotage patrol of the Delaware River, with a base at Bristol, Pa.

Recently our Commander Charles Wyckoff, has been commissioned an Ensign of the U. S. Coast Guard Reserve.

Millions of dollars worth of war materials are manufactured along that stretch of the Delaware assigned to Trenton Flotilla 26, which is under command of Ensign Charles Wyckoff, of Trenton.

The Patrols began on Monday evening, June 21, with a different crew assigned each succeeding night. A large group was on hand to give the first patrol crew a send off.

Planned classes of instruction have been initiated for those desiring to take examinations for higher ranks. The response to the instructions, which are under the leadership of Halbert Phillips, seaman first class, has been gratifying and a crop of rated men is in the offing.

The following men have been advanced to Coxswain: Thomas Long, Jules Shein, Jay M. Roberts, B. Rochestie, Julius Marinko, Russell Moore, William Feaster, Vice-Commander to Petty Officer 2nd class and Frank M. Bates, Jr., Commander to Petty Officer 1st Class.

The Trenton Yacht Club Building, recently turned over to the Flotilla, is being completely renovated by the Flotilla members and will soon be ship-shape.

Trenton Flotilla is composed of many energetic, willing men, ready to give of their time and property to protect the war industries along the reaches of the Delaware. Every member owning a boat has agreed to place his craft at the disposal of the Coast Guard.

—Aaron Himmelstein, Publicity Officer



FLOTILLA 52, LANCASTER — Although well inland from the scene of its patrol duties, Flotilla 52 is increasing its activities every week and is turning out a surprisingly large and earnest

group of boat-owners and men interested in boating, who are anxious to serve as members of the U. S. Coast Guard Auxiliary.

Several members of the Flotilla have already been sworn in as members of the U. S. C. G. R. (Temporary). The following are now serving as temporary reservists: Oliver L. Williams, Ensign U. S. C. G. R. (T), Commander of Flotilla 52; Gardner Wilson, Vice-Commander and Junior Commander William E. Kinn; J. A. Norris, Treasurer and Jack P. Schleenbaker, Operations Officer together with Seamen First-Class William Landis, William Stevens, Fred Schmitt, John P. Samuels and Myron Voorhees, Paul Smith, William Hubbard and Sterling McNeese. The two latter men journey from Harrisburg weekly to serve with the Flotilla.

We have completed a four-week course of instruction for new members of the Flotilla with about a dozen

men enrolled. These men and another large group who have signed up for the next course commencing 29 June, will soon be taking their places with the Flotilla on patrol and in its many other duties and activities. The large increase in membership is the result of some good work by Commander Williams and his committee with the co-operation of local business firms in making known the need of qualified men in the Auxiliary.

Commander Williams recently appointed John P. Samuels, of Lancaster, a former New England yachtsman, now engaged in war production work here, as publicity officer, for the Flotilla.

—John P. Samuels, Publicity Officer

FLOTILLA 11, ATLANTIC CITY — The last few weeks have undoubtedly been the busiest in the history of Flotilla 11. Reserve recruitings have increased tremendously with the help of an intensive drive put on by all Flotilla members and aided by a Coast Guard Auxiliary radio program broadcast with the cooperation of radio station WFPG, one of the local stations.

All men are taking part in every activity of the Flotilla. The first major activity to get underway was the



PROSPECTIVE SABOTEURS are invited to look at the determined faces of these members of Flotilla 26. We feel sure such an examination will discourage the saboteurs from their evil designs.

TRAINING SHIP PATROL carried on in conjunction with the Coast Guard Barracks at Brigantine, N. J. Each day two boats from our Flotilla engage in a training patrol which gives twelve men from the barracks a practical course in boat handling, seamanship and drills. In this way, every man taking the course at Brigantine receives first hand experience in small boat handling. This patrol is carried on five days each week, and is a regular part of the course given to these recruits.

In addition to the TRAINING SHIP PATROL, the Flotilla is also carrying on, in conjunction with other sea coast Flotillas, a twenty-four hour Inspection Patrol of all local commercial fishing vessels entering and leaving Atlantic City Inlet. The response of the Flotilla to these duties has been excellent and both patrols have been running like clock work and earning the commendation of the local Coast Guard units.

In addition to their regular duties, all reserve men are intensively preparing for forthcoming rating examinations by attending special instruction classes held each Friday night.

—J. Dooley, Publicity Officer

FLOTILLA 23, DREDGE HARBOR—The end of April, 1943 found Flotilla 23 in need of a larger meeting room due to the increase of membership and the prospect of obtaining new ones. By 10 May, 1943, suitable quarters had been obtained in Haddonfield, N. J., and it seemed as though this was the signal for numerous men to apply for membership. Forty-four men actually filled the necessary papers and twenty-five up to this time have already passed their entrance examination. An average of ten guests a meeting has been maintained. Many of these have signified their intention to join the Flotilla.

After a man has been duly approved, he is placed in competent hands for instructions, and by the time for the entrance examination should be able to qualify with a very high mark. Meanwhile, instructions for the full-fledged members have been going on weekly. All important phases are being covered, and every man who applies himself can obtain a wealth of knowledge. This teaching is put to practice, because the men are assigned to patrol duty as soon as they enlist in the Reserve (T)



"LOOK - 4 A. M. GREMLINS"

and are fully competent to assume their duties.

On 14 June, 1943, due to a vacancy in the office of Vice-Commander, the Junior Commander, Mr. Raymond Kronmiller was elected to the vacant office, and Mr. Leroy A. Hock, elected to the office of Junior Commander. With Edward Knorr, Commander, and the new officers, Flotilla 23 looks forward to a highly successful organization, anxious to serve in any movement needed to carry out the orders of the "Coast Guard."

—Frank P. Glenn, Secretary



FLOTILLA 25, FARRAGUT — A year has passed and Commander Hammerle has, with his Instruction Committees, prepared a great many men who have qualified and are now ready

to go on patrol.

It is with sincere and deepest regret and sympathy that we mention the loss of a departed brother, John

Dougherty who, as Chairman of the Entertainment Committee, did a wonderful job.

Lt. Lazo paid No. 25 a visit, giving out the information of the issuance of uniforms.

It was the privilege of No. 25 to have at an evening class, Assistant Director John W. Brown, to swear in twenty-two new Reservists (T). He also gave the men a pep talk which was greatly appreciated and informative.

The annual Dinner Dance was held at the Walt Whitman Hotel with great success. The speakers of the evening were introduced by Commander Hammerle, as Commodore Nelms of the 4th Naval District, Lt. Seibold, and Ensigns Robinson, Petry and La Sor. In recognition and appreciation of seventeen months of faithful service, the entire membership of No. 25 presented Commander Hammerle with a gorgeous Coast Guard signet ring. The presentation was fittingly made by Dr. Hadley.



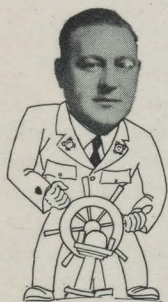
Another one of our faithful members has entered the Naval forces, being stationed at the Naval Training Station at Newport, Rhode Island. Twenty-six days after his induction as a boot, Ralph Oldfield, paid us a surprise visit in a Coxswain's uniform, claiming that the knowledge gained during his active membership in Flotilla 25, was primarily responsible for this advancement in so short a time.

— John A. Bauer, Publicity Officer



FLOTILLA 51, READING — As a result of a full-page publicity story in the *Reading Eagle*, Flotilla 51 enlisted 25 new members. The story, replete with excellent photographs of the Flotilla on patrol and in instruction classes is being made up into posters for display in prominent places throughout the city. This Flotilla has now contributed more than one thousand man-hours of anti-sabotage patrol on the Delaware River.

—Matthew P. Romanski, Publicity Officer



FLOTILLA 13, SEASIDE PARK — On Wednesday evening, May 19, Flotilla 13, Seaside Park, N. J., held its second annual dinner at the Chateau, Asbury Park, N. J. The feature of this year's dinner is the fact that we had our wives and sweethearts as our guests. One of the high points of the dinner was the fact the ladies were able to meet the men they so often heard their husbands discuss and we met the very charming wives and sweethearts that the men so often bragged about.

Our guest of honor for the evening was Lieutenant Commander H. E. Abbott, who gave a very excellent talk on the work being done by the Coast Guard Reserve, the additional duties that were expected of the men and a very splendid presentation as to the necessity of the men preparing themselves for the duties that they would have to perform. He



also stressed the seriousness of the gasoline situation, the conservation of the fuel and the duty of every man to do his best toward furthering the work of the Coast Guard Reserve in assisting in the war effort.

Another guest who added much to the evening was Warrant Officer Andrew Duch, U. S. M. C., a former attache of the Motor Vehicle Department of the State of New Jersey, who volunteered with his son at the outbreak of the War and who was with the Marines when they helped take Guadalcanal. He gave a fine discourse on life and action in the Guadalcanal area, and exhibited many trophies of the "hunt." One of the highlights of his speech was a statement as to the marvelous job done by the Coast Guard in landing supplies and equipment in the danger zone, and he stated that throughout the Navy, Army, and Marines there is nothing but the highest commendation for the boys who manned the landing barges in bringing them supplies.

We were graced with the presence of Commander Richard W. Nelms, who gave a very interesting talk on the work that was being done by the Auxiliary and Ensign Robinson was there with his usual smile and took a bow in a most gracious manner.

The entertainment was provided by the Harmony Trio and Aloha Hawaiian Quartette, and proved the radio was missing a lot by not having them on the air. The Hawaiian Quartette provided the music for dancing after dinner.

Under the direction of Albert Ban-nister, a course in blinker signaling has been given and it has proved very advantageous to those taking that course.

On Wednesday evening, 30 June, a joint meeting was held with Flotilla 16 at Toms River, at the Hiawatha Hotel, Seaside Park, N. J. The purpose of this joint meeting, which is the second Seaside Park Flotilla having been previously entertained at Toms River, is to promote better fellowship, mutual understanding of each other's problems, and as a means of knowing each other by their first names and of developing the idea of working together in any situation that might arise.

The guests of the evening were Lieutenant Commodore H. E. Abbott, Director, J. W. Brown, Assistant Director, and Commodore Richard W. Nelms, who gave a very enlightening

talk and demonstration of the use of the Jenkins Light; and after a discussion by Lt. Brown on our duties on the dock patrol, a social hour was held and a quartet from Toms River Flotilla sang, with both gusto and harmony, the U. S. C. G. A. song composed by David Grimes of Flotilla 16.

—R. Earle Leonard,

Junior Commander, Flotilla 13

FLOTILLA 27, SALEM — Flotilla 27 has been devoting most of its efforts to perfecting and extending its actual patrol work. In addition to running a regular patrol from 1900 to 0700 seven nights a week, there is now a boat on the river every Saturday and Sunday from 0700 to 1900.

Boats and crews are now being lined up for more day patrols. By the end of July the flotilla expects to have twenty-four hour coverage of our area seven days a week.

The compasses of the boats are being compensated one a day as the weather permits, and the necessary installation work for two-way radio communication is being accomplished by the Coast Guard.

Our meetings are now being divided into two parts. The first portion is used for a business meeting, and the second part is turned over to the instruction officer. Since a number of the crews received blinker messages from ships when they were on duty, the instructor gave the membership a session of blinker at the last meeting. The committee is planning a program of instruction for these meetings.

Ensign Hine-line, Commander of Flotilla 27, has appointed a committee to make a survey of possible sites for a permanent base for the Flotilla, to be established as a Coast Guard Auxiliary base.

Since the Coast Guard has issued uniforms, the members are coming to meetings and going to and from duty looking like real sailormen, at least.

—George Boehner, Publicity Officer

FLOTILLAS 16, 21, 24, 31, 33 are not represented in The Log in this issue because no news was received from them in response to the letter the Editor sent to all Flotilla Commanders on 19 June. If the Publicity Officers of these Flotillas will write direct to the Editor at once, recording their names and addresses, the calls for publicity material will, in the future, be sent to them as well as to the Commanders. Thank you.—ED.

RESERVES



INFORMATION ON UNIFORMS

★ Since the issuance of our new G. I. uniforms, questions have been flying thick and fast among the members as to when it is proper or necessary to wear this or that. In general, the answer is quite simple. You wear what you're told to wear, when you're told to wear it!

At the present time, the proper uniform for patrol work is the Shore Establishment khaki. When the season changes, you will be notified to don the blue Shore Establishment uniform—popularly called the "Zoot suit," with the white-covered visor hat. Later in the season, the white cover will be retired in favor of the blue cover.

The jumper and bell-bottom blues will only be worn when specifically indicated by an order from the District Office, on a particular assignment, or for some special duty. The khaki leggings will be worn with this outfit when the type of work calls for them. (This may mean shore patrol in nasty weather, when carrying a gun belt.)

The peacoat and raincoat can, of course, be worn with any uniform at any time, when the weather requires the use of either.

Your attention is called to the fact that the Clothing Locker is not open at all times for the convenience of Reservists. You must get your uniforms on the day set by the District Office. It is an order to duty and you are expected to obey it. If, for any reason, you can not be present at the time specified, notify your Flotilla Commander, stating the reason why you cannot obey the order. If the reason is a good one, the District Office will provide an alternate date.

Men who have already received their uniforms and who wish to exchange certain items because of improper sizes, will likewise be notified of a specific exchange date, to which the same regulations mentioned above will apply. Do not expect to get your uniform the day after you have been processed. You will have to wait your turn.

The Clothing Locker is also open every Monday from 1830 to 2030 for cash sales of uniforms for only those who have signed contracts but have not obligated themselves for twelve hours a week duty for the duration. It is not expected that any man to whom the Government has issued a uniform shall purchase additional articles for cash.

RATING EXAM RESULTS

★ Headquarters is still busily at work grading the examinations that were taken on 6 June. So far, the only results that are ready for release are those for Coxswain. The following men made a satisfactory showing and are eligible for the rank of Coxswain, if and when their services as such are needed:

W. Boileau, Jr., No. 22; J. B. Bradley, No. 22; E. C. Coulson, No. 24; T. L. Cuyler, 3rd, No. 51; R. W. Graham, No. 18; R. F. Henrie, No. 51; I. H. Keehn, No. 51; H. W. Kissinger, No. 51; A. B. Lakey, No. 24; W. B. Landis, No. 52; J. A. Norris, No. 52; J. C. Northrop, No. 24; F. W. Satterthwait, No. 51; W. S. Stephens, No. 52; W. E. Walter, No. 51; Wilson, No. 52.

It can also be announced at this time that of the 20 men who took the examination for BM 1/c, 18 made a creditable showing. And of the 13 who took the Chief's exam, 11 made satisfactory grades. In due course, these men will be called in for personal interviews and for further consideration. Advancement to the rank for which they have qualified will depend upon the result of such interview, the recommendation of the Commander, and the need for the man's services in that capacity.

RIFLE INSTRUCTION

★ Enrolled members of the U. S. C. G. Reserve (T) who are interested in instruction and practice with the U. S. Army Springfield Rifle, began a series of classes on 5 May at the Hutton Hill Rifle and Revolver Range, Hadonfield, N. J.

Each Flotilla is permitted to send

ten members to these classes on specified dates. Each date falls on a Wednesday at 1600. Reservists must wear uniforms, may not bring their own firearms, and will be logged for absence. If you are interested, contact your Flotilla Gunnery Officer for details.

To date, the following Flotillas have participated: 27, 22, 52, 51, 32, 13, 33, 23, 11, 16. The schedule for the other Flotillas is as follows: 14 July No. 31; 21 July No. 18; 28 July No. 25; 4 August No. 17; 11 August No. 15; 18 August No. 26; 25 August No. 21; 1 September No. 24.

* * *

DR. STRUMIA WINS AWARD

Flotilla 18's Surgeon Gets Gold Medal for Blood Plasma Work

★ Dr. Max M. Strumia of Little Egg Harbor Flotilla 18 has been awarded the Ward Burdick Gold Medal by the American Society of Clinical Pathologists for his work in connection with methods of preparing blood plasma for use for wounded members of the armed forces.

Dr. Strumia is a member of the University of Pennsylvania faculty.

The award, made annually to the member of the society who has made the most outstanding scientific contribution during the preceding year, was established in 1928 in honor of the late Dr. Ward Burdick, of Denver, one of the society's founders.

For the past few months, Dr. Strumia devoted time, once a week, to give First Aid instruction to the enlisted men at Bond's station, Beach Haven—Flotilla 18's base. During the winter, one hour per week was set aside for Flotilla 18 when Dr. Strumia lectured on First Aid and gave practical demonstrations.

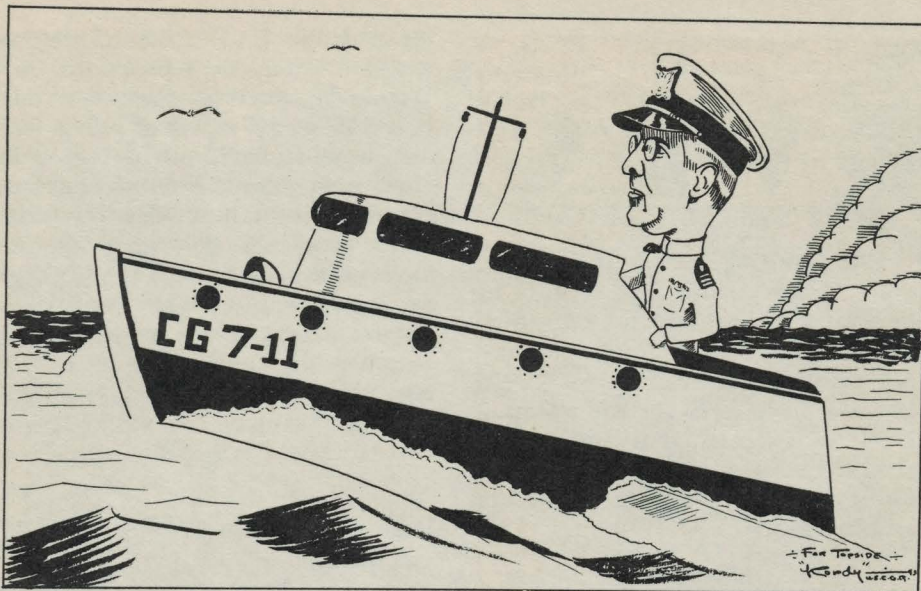
Dr. Strumia joined Flotilla 18 as one of its early members.

* * *

"PRAISE THE LORD . . ."

★ Three Flotillas in the Second Division have their own Chaplains. It is the custom of these Flotillas to follow their Salute to the Flag and Oath of Allegiance, with which their meetings are opened, with an invocation by the Chaplain. This practice adds dignity to the meeting. It is suggested that other Flotillas follow suit and if there is no Chaplain among their membership, that they endeavor to enroll one.





FROM THE BRIDGE

By Lt. Commander H. E. Abbott

COAST GUARD WELFARE

★ For the past two years, Auxiliary members have contributed generously to the support of the Coast Guard Welfare in the Fourth Naval District.

Admiral Waesche has again sounded the call for contributions to the Coast Guard welfare for the present year. No Auxiliary member who realizes the extensive activities in which Coast Guardsmen are participating in all combat areas needs to be told of the increasing demands that are necessarily being placed on the Coast Guard Welfare Fund.

We are obligated by mutual interests to assist our own comrades, not only in the performance of their duties, but in helping to care for the needy families of regular Coast Guardsmen who are standing the severe brunt of the present conflict.

The nominal charge for membership in the Coast Guard Welfare is only one dollar per man per year. It is hoped that the contributions from Auxiliary men this year will far eclipse those of the previous years and that all Flotillas will vie with one another in striving to secure 100% participation in the Welfare Fund by their members.



AUXILIARY IN THE FOURTH NAVAL DISTRICT MOVES FORWARD

★ At no time in the history of the Auxiliary have we been in such a favorable position to "Facilitate the Operations of the Coast Guard."

Patrol activity on the river is rapidly being expanded. Shore Flotillas have already assumed patrol of the commercial fishing docks, and will soon add Tower Watch along the New Jersey coast.

As a result of the fact that more and more regular Coast Guardsmen are being assigned to sea duty, the personnel situation in the Fourth Naval District is daily becoming more acute. Men already enrolled will be required to learn new duties and to spend considerable time studying to prepare themselves for these tasks. This is especially true of Shore Flotillas. In enrolling new men, these Flotillas must lay emphasis on recruiting men from the territory of their patrols because it will not be practical to waste the time and gasoline necessary to transport men any great distance.

The present outlook for the Auxiliary should encourage every member to enroll himself temporarily for Reserve duty. It is clearly indicated that the Auxiliary is occupying an increasingly important place in the activities of the Coast Guard of the Fourth Naval District, making it possible to relieve regular personnel for all-important sea duty.

DOCK PATROL

★ Patrol of the commercial fishing docks of the Fourth Naval District was taken over by the Auxiliary on 18 June, covering Meyer's Dock at Barnegat (Flotillas 13 and 16); Pebler's Dock at Atlantic City (Flotilla 11); Otten's Harbor Dock at Wildwood (Flotillas 31 and 33); Two Mile Dock at Wildwood (Flotilla 32); and Schillenger's Landing Dock at Cape May (Flotilla 31). Twenty-four watches of two men each are maintained at all these docks.

The Navy is satisfied with the results obtained. The Section Coast Guard Officer, Atlantic City Section, has commented favorably on the work being performed by the Auxiliary. We have had splendid cooperation from the Commanders of Coast Guard stations. Flotilla Commanders and Operations Officers have supervised the work thoroughly. The 167 men who are participating are doing a splendid job. The commercial fishermen have cooperated to the fullest extent. Picket boat crews are heartily in accord with the issuance of clearance slips to commercial vessels after such vessels have been inspected at the dock. Dock Patrol is just one more instance of the Coast Guard Auxiliary's preparedness to do a job and to do it right when the Coast Guard calls upon it for assistance.

• • •

TOWER WATCH

★ Strictly in keeping with the fourth purpose of the Coast Guard Auxiliary "Facilitating the operations of the Coast Guard," members of the Coast Guard Auxiliary of the Fourth Naval District, who are temporarily enrolled in the Coast Guard Reserve, are to be utilized to supplement the Regular Coast Guard personnel in Tower Watch duty. This newest assignment to active duty is one of the most important yet to be assumed by the Auxiliary. It entails, first of all, the recruiting of additional men in those Flotillas located on the coast. The requirements call for upwards of 364 men serving a minimum of twelve hours per week throughout the 52 weeks of the year. As more and more Coast Guardsmen are called to duty in other parts of the country and of the world, the Auxiliary is being called upon to assume the duties pres-

ently being performed by these men.

Before a member of the Auxiliary is eligible for Tower Watch duty, he must be temporarily enrolled in the Reserve; he must be instructed in the duties pertaining to the Tower Watch. This training will include:

Accurate observation of aircraft; reporting flash messages; writing flash messages; keeping the observation log; using the pelorus, and observation of objects at sea; observation and reporting of incidents ashore, and the reporting and writing of Army red flash messages.

Before a member of the Auxiliary is qualified to assume duty in the watch tower, he must be instructed in the observation and recording in the Log of such data as:

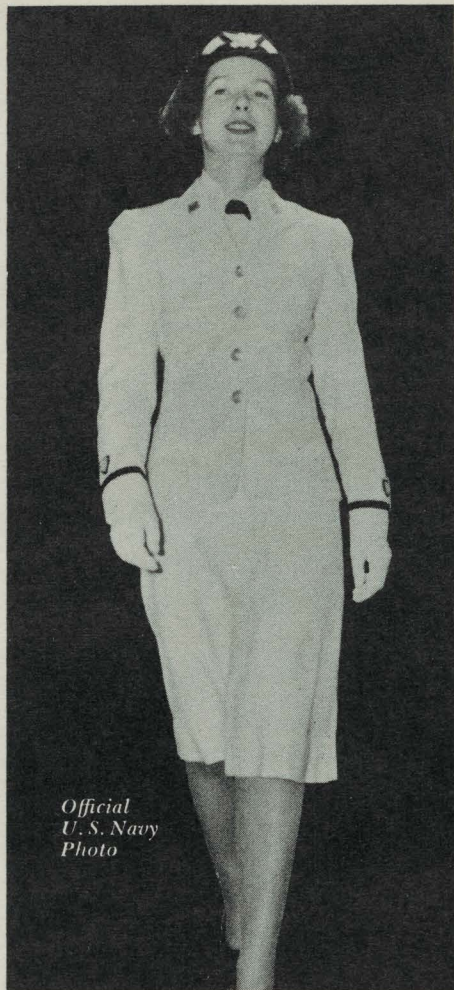
Direction and force of the wind; state of the weather; cloud formations and the amount of coverage; status of the surf; visibility.

An instruction pamphlet is being prepared for use by Flotilla Instruction Officers in order that Flotilla members may be thoroughly instructed in all the phases of Tower Watch duty before they are qualified to assume such duty.

In recruiting new men to fulfill this assignment, great emphasis must be placed on the thoroughness of the investigation of each new applicant so that only those men may be accepted who are qualified in every respect to be trusted with the important work of observing and recording incidents on our coast.

It is proposed that the Tower Watch duty will be divided into four watches of six hours each, and that one Auxiliary member will be on duty in each tower with a Regular Coast Guardsman. It is further proposed that when the Auxiliary members become thoroughly familiar and proficient in the duty that the second Coast Guardsman may be relieved and the towers manned by Auxiliary members exclusively.

Flotilla Commanders will survey their own areas to determine the number of towers they can man and the number of men they will require on the basis of 14 men a week per tower. As soon as a Flotilla can present to the Director of the Auxiliary a sufficient complement of trained men to man a single tower, the duty will be assigned to that Flotilla.



AN APPEAL FROM OUR SPAR PROCUREMENT OFFICER

★ To the S. O. S. sounded by Captain Coffin in May's issue of *Topside*, the Auxiliary is royally responding. The call is for SPARS and more SPARS, and each flotilla now has a recruiting representative to rally the efforts of his fellow-members in answer to this call.

This District must furnish sixty girls a month, two SPARS a day—not merely two applicants a day but two who qualify, pass their tests, and are sworn in.

Each recruiting representative is being sent posters, application forms, and other information and display material. SPAR officers will visit flotilla meetings to tell of the new training program, opportunities in the service, qualifications, etc.

By helping us to meet this vital need the Auxiliary will truly be "facilitating the operations of the Coast Guard."

We cannot meet our quotas without you!

—Priscilla Metcalf,
Ensign U. S. G. G. R.

RESERVISTS ARE NOT DRAFT-PROOF

★ If you have been wondering how your enrollment in the U. S. Coast Guard Temporary Reserve might affect your status in regard to the Selective Service Act, here is the official answer. It does not affect it at all. Men between 18 and 38 are still subject to call, even though they are performing temporary duty with the Coast Guard Reserve. In answering Selective Service questionnaires, a Reservist should NOT make the statement that he is "a member of the armed forces on full time active duty."

* * *

★ Chief Griffin of Bond's Coast Guard station at Beach Haven tells a good one about the giant mosquitoes that inhabit his domain. He claims that one of the mosquitoes landed on the local airport and before the ground crew realized their mistake, they'd put forty gallons of gasoline into it.

* * *

NEW ENROLLMENT POLICY

★ Members whose papers have been processed will be given two opportunities to be sworn into the Reserve. If they do not appear at the meeting immediately following the approval of their papers, nor at the subsequent meeting, their papers must be returned to headquarters where they will be destroyed and re-issued at a later date. If papers are made out for a member during the last week of a month, all papers must be returned the very next day. No enrollments will be made during the last two days of a month.

* * *

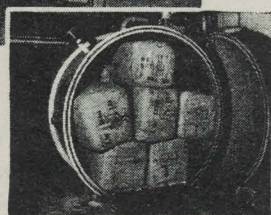
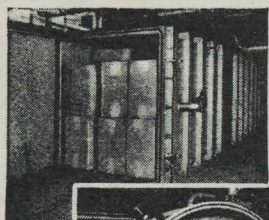
ENTRANCE EXAMINATIONS

★ Entrance examinations are no longer to be conducted by members of the Flotilla. They will be conducted by members of the Staff Instruction Committee, according to the schedule as set forth in Officer's Circular No. 42. Prospective members who are ready to take the examination should inquire of their Flotilla Commander the date that has been set for their Flotilla.



PHILADELPHIA'S FINEST STORAGE, HANDLING AND DELIVERY FACILITIES . . . FROM 22 WAREHOUSES

Here is more than 1,000,000 square feet of storage space, both bonded and free. Here is specialized handling equipment for the most difficult commodities. Here is a large fleet of our own trucks for your store-door delivery. Here is every rail, pier and highway facility you can use. Here are safety, convenience, economy, and low-cost insurance.



Guardite fumigation for tobaccos, cereals, spices, etc.



One to ten ton trucks for store-door service

Here, in a word, is a temporary or permanent storage and distribution system which will answer your complex problems in Philadelphia. Get all the facts at once.

PENNSYLVANIA WAREHOUSING & SAFE DEPOSIT CO. 4th and CHESTNUT STREETS, PHILADELPHIA

WARREN T. JUSTICE, President

GILBERT MATHER, Chairman of the Board

EDWARD W. OESCHER, Vice President and Treasurer

REGINALD P. FORD, Secretary

JAMES M. SHEA, Ass't. Treasurer and Ass't. Secretary

HOWARD B. HIGMAN, Ass't. General Superintendent

WILLIAM E. MacGREGOR, Ass't. General Superintendent

A. W. WILLIS, Ass't. General Superintendent



M E M B E R :

AMERICAN CHAIN OF WAREHOUSES

AMERICAN WAREHOUSEMEN'S ASSOCIATION

PENNSYLVANIA WAREHOUSEMEN'S ASSOCIATION

R E P R E S E N T A T I V E S :

GEO. W. PERKINS, 82 Beaver St., New York, Ha 2-1954

J. W. TERREFORTE, 250 Park Ave., New York, Pl 3-1235

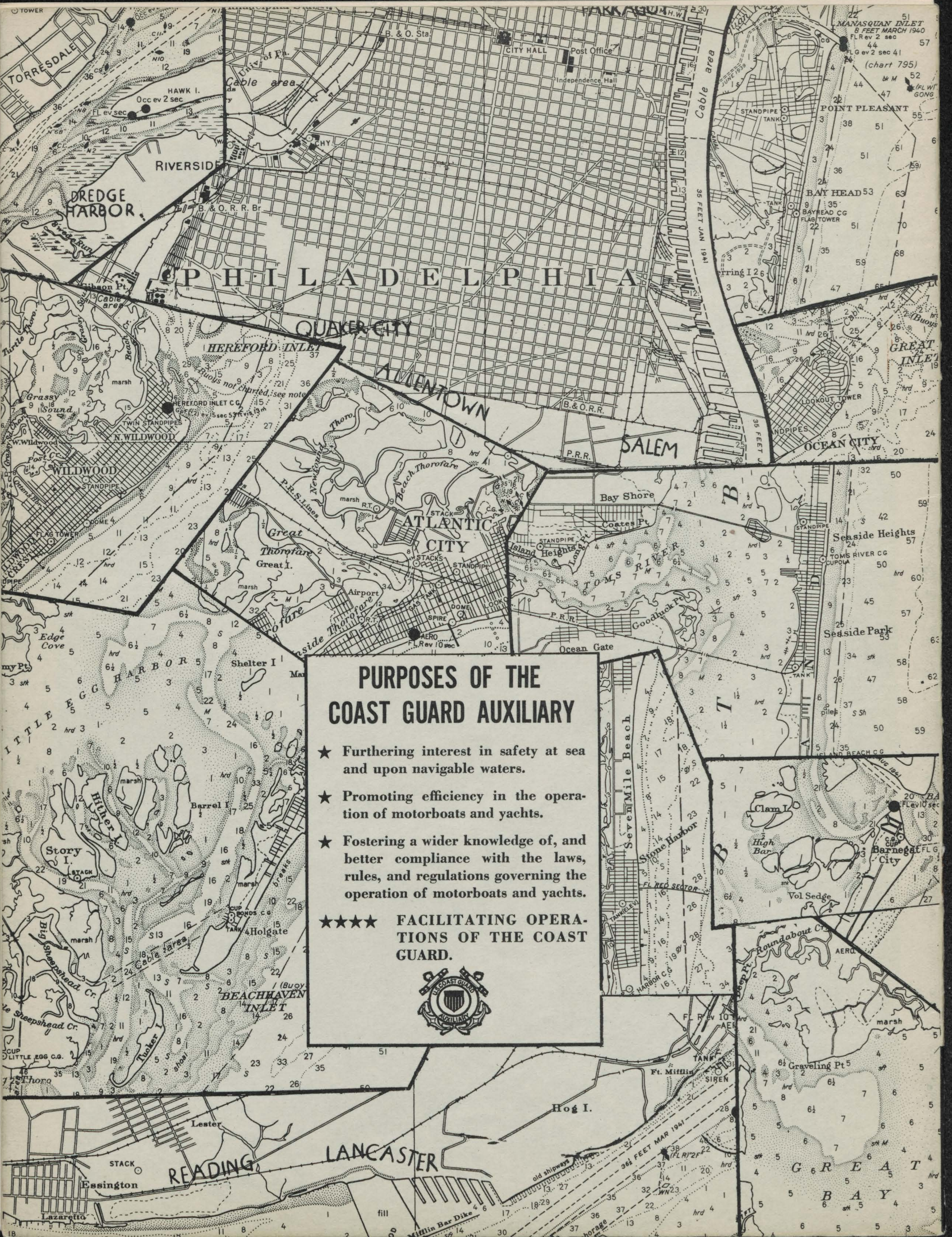
W. J. MARSHALL, 53 W. Jackson Blvd., Chicago, Har 1496



SERVE WITH

WOMEN'S RESERVE - U.S. COAST GUARD

SPARS



PURPOSES OF THE COAST GUARD AUXILIARY

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

★★★★ FACILITATING OPERATIONS OF THE COAST GUARD.

