

Topside

#2 MAY • 1943



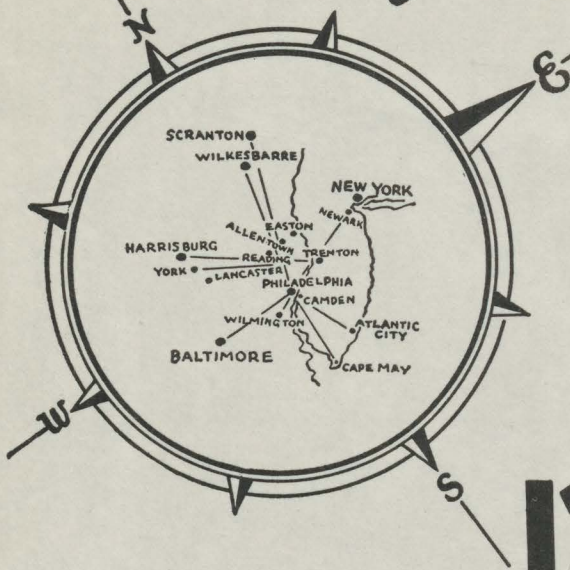
UNITED STATES COAST GUARD

Auxiliary

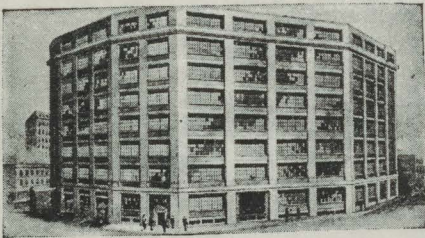
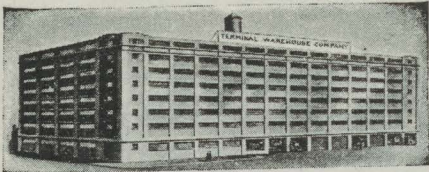


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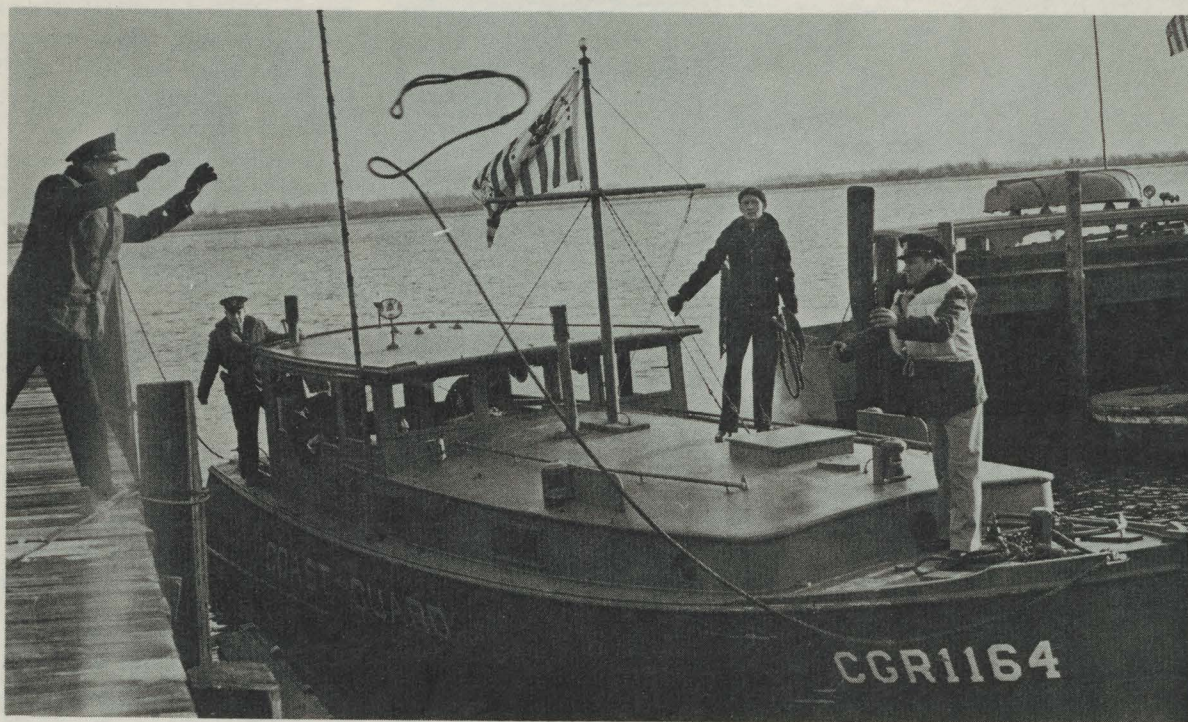
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All's Quiet Along the Delaware



The Sabotage Patrol casts off to begin Its Nightly Vigilance

By ROBERT ROTH

Feature Writer

PHILADELPHIA RECORD

DUSK was falling, and a baby blizzard was howling out of the northeast as a sleek, streamlined cutter of the U.S.C.G. Auxiliary, pointed her bow down the Delaware River and disappeared in the blinding snow.

The cutter, wearing her dark gray war paint, was one of 18 flotillas in the Fourth Naval District starting out on her nightly sabotage patrol of the river and bay.

She carried a crew of six. All week long they work, like everybody else, at earning a living. But once a week they touch adventure. Once a week they forget their responsibilities as family man, as doctors, clergymen, engineers, welders, clothing salesman and clerks, and become sea detectives.

They cruise the harbor, the inlets, the bays, the rivers, guarding against sabotage. They look for trouble—and often they find it, sometimes in the form of a floating body, sometimes a ship in distress, sometimes an unauthorized water prowler.

THEY are the Coast Guard Auxiliary sabotage patrol, composed of more than 1000 men in this district. They differ one from another as much as any

1000 men picked at random, but they have two things in common: they are at present either draft-deferred as individual citizens or ineligible for regular military duty, and they love the water.

The boats they sail—more than 700 of them—are mostly converted pleasure craft. Their gleaming white hulls of yester-year are giving way to dull gray war paint. Many of them have been taken over by the Government. Often these volunteers find themselves aboard the launches they owned before the war. Each man, prepared for his task by weeks of training in navigation, seamanship, gunnery, boat handling and first aid, serves without pay, wears the uniform of the U. S. Coast Guard, which he bought himself.

TAKE a typical six-man crew on a typical winter night, aboard their 38-foot cabin cruiser which has been equipped with special sheathing against the hazards of river ice and jetsom.

They go aboard at their base at 8 p.m. The standby watch leaves as they arrive. They have just finished checking the fuel supply and have seen that everything

is shipshape. The crew takes over under the commanding officer and they cast off. The first watch is set and we find that it is composed of a heating contractor, a clothing salesman and a research engineer.

Tonight, however, we find that the heating contractor is also a Motor Machinist, first class; the clothing salesman a Motor Machinist, second class, and the research engineer the commanding officer. He is keeping the log and scanning the water for anything that doesn't belong there. The balance of the crew stay below, practicing Morse signals or busy in the galley.

The lookout seems interested in something ahead as he peers through the glass. "Suspicious object, two points off port bow", he reports to the skipper. The ship's searchlight is turned to the spot. There is something there, and it looks like a small overturned boat. Slowly the object is approached. It is a large log—a hazard to navigation, and is towed to shore and disposed of.

Down past the big shipyards and other defense plants. The plants work-

**But Coast Guard Auxiliary
Keeps Ceaseless Vigil**





Communication with Headquarters via Ship-to-Shore Radio

ing the 4 o'clock to midnight shift are ablaze with light. The busy hum of industry comes out over the water. It is a hymn of hate against the Axis.

"Someone is blinking a flashlight on that pier ahead", the helmsman reports. The motors are stepped up and the ship slips in close. A watchman on the pier is blinking out an SOS. A workman has gone berserk and had knifed several other workers and had taken refuge on the end of the pier and defied anyone to come get him. The ship's searchlight picks him up. The bow of the boat is only 20 feet from him. He is covered with a tommy gun. "Throw that knife away and keep your hands up", commands the skipper. The man does so and the plant police rush in and overpower him.

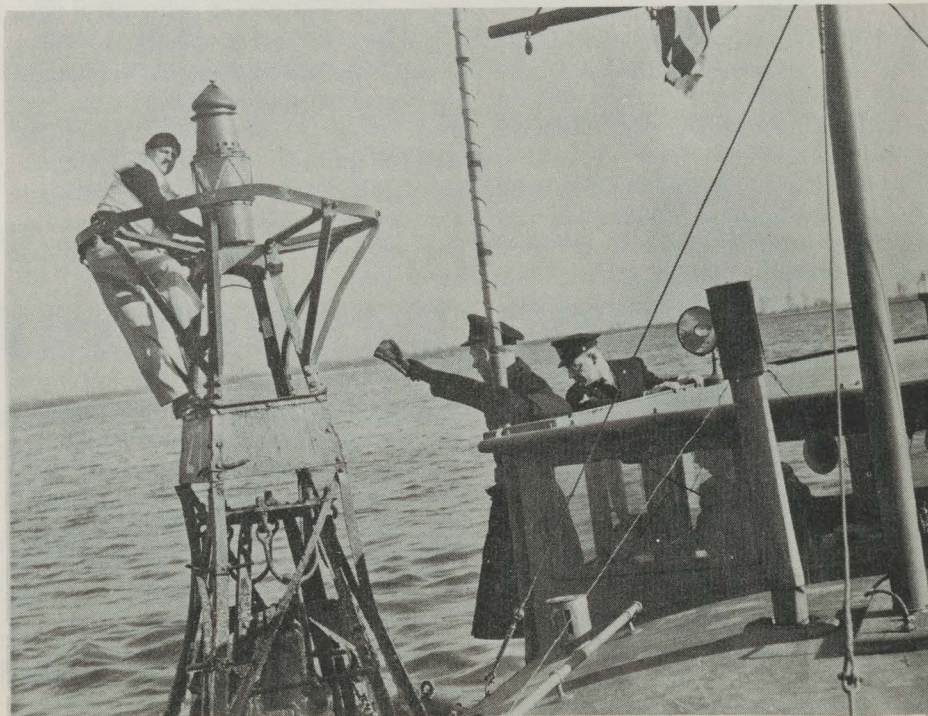
The cutter resumes its patrol. A big tanker passes, its signal light blinks. Up and down the area continues the patrol. At midnight the watch changes and chow is stowed. The second watch includes a doctor who is Boatswain's Mate first class, a defense plant welder is a Coxswain and the owner of a chain of gasoline filling stations who is a Seaman first class. The helmsman points upstream.

Those offwatch climb into comfortable bunks. Here comes another big ship. Then another and another. The propellers of the big freighters turn over, slowly. The early morning fog now cuts visibility almost to zero, but the patrol



goes on. Speed is reduced to two knots or less and the watch relies on compass and knowledge of the channel to take the boat by all obstacles.

Shortly before 6 a.m. the helmsman threads the boat through the maze of other craft to the wharf. The log is put into order. The guns are covered and put away in lockers. There are dishes to be washed and decks to be swabbed before the crew can use its rationed gas to drive home in the daylight. The cutter pulls in and wharfs.



Emergency Repairs are made to a Navigation Buoy

THE Fourth Naval District which includes Eastern Pennsylvania, Southern New Jersey, and Delaware, has in eight months of offshore patrol covered 73,980 miles, equal to three times around the world. In three months the Delaware river patrol has covered 11,422 miles.

With the Waterfront Security Patrol taking over protection of the land side, the Port of Philadelphia is the first in the country to be fully protected by volunteers.

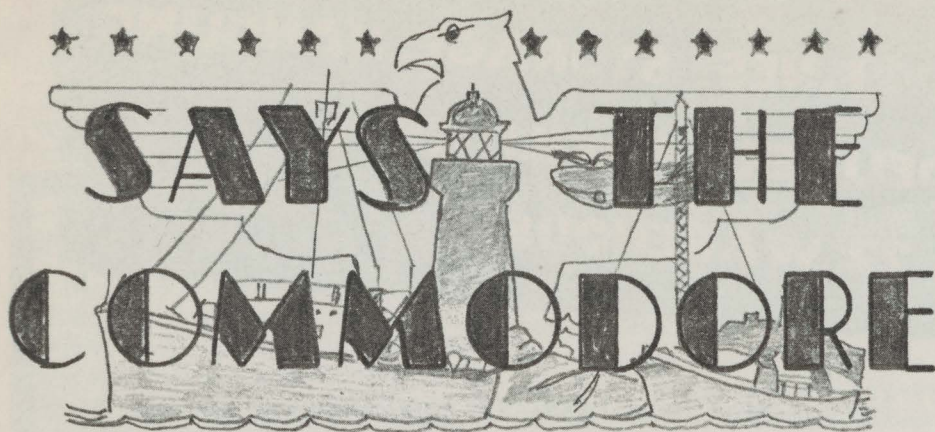
OUR COVER

BIG CHIEFS CONFER

Rear Admiral Robert Donohue, center, Chief Personnel Officer of the U. S. Coast Guard, confers with Captain Chester H. Jones, left, Chief Director of the Coast Guard Auxiliary and Lieut. Commander James H. Kimberly, of Neenah, Wisconsin, right, Assistant Chief Director of the Auxiliary, to make plans for the use of members of the Auxiliary flotillas as a volunteer force, serving without pay, to supplant regular Coast Guardsmen who are being called to sea duty in all parts of the world. The Auxiliary members will serve through the medium of temporary membership in the Coast Guard Reserve.

* * *

Art work contributions are from the staff of the U. S. Coast Guard Public Relations Officer, Fourth Naval District.



THERE are many ambitious boat owners who are busy absorbing all the knowledge they can in regard to navigation, who aspire to study Celestial Navigation. This is, of course, a very laudable ambition, and indicates the right impulse to obtain and use all the knowledge available for the master of a boat. I use the term "boat" not "ship" as I am confining my remarks to small boat owners, who do not contemplate trans-atlantic or extended sea trips. To the beginner "Celestial Navigation" sounds big, the final culmination of the study of boat handling. In a limited way, however, "Celestial Navigation" has nothing to do with conducting a ship or boat, it only tells you where you were at a given time, it gives you a spot on the chart, and nothing more. To learn it properly is quite a laborious and involved study, with plenty of sweat and tears. It is possible, with modern pre-worked tables, to fill in formulas with sextant figures and get a line of position; this kind of training can be obtained in a few weeks' effort.

To my mind a much more interesting field for the small boat owner is very much neglected and given very little consideration. It is the accurate plotting of dead reckoning courses; of being able to say, with confidence, that on a pre-plotted course you will arrive at a pre-determined buoy at a specified time, and if this course is interrupted by an incident, to say accurately where you are.

To do this does not require hours of tiring study in advance, but chiefly interesting work right on your boat. The first requisite is accurate knowledge of your compass, either by having it compensated or by making a deviation

table. Compass compensators, or compass adjusters as they are called, demand fat fees for their work. You can work out your own deviation table, there are a number of ways of doing this; some prefer one, some prefer another. I prefer the distant object method. In another discussion I will go into this, or you can get the information out of Chapman's "Piloting and Small Boat Handling".

The second requisite is to know your speed in nautical miles. You can get this by running known distances on the chart in still water at different tachometer readings. In addition to the above two matters of knowledge, a pair of dividers, a course protractor, current tables, and your chart are all that are necessary. A good hard lead pencil, which will make fine clear lines, is a help.

Proper procedure—Suppose you intend to run from Buoy A to Buoy B on the chart. Place the center hole of your protractor accurately over the dot under Buoy A, which is its position, line up your protractor carefully so that the compass rose of the protractor indicates true North, then swing the arm so that you have a line from A to B. DRAW this line faintly and note the course in degrees. On top of the line somewhere write this course down with a C in front of it, like this: C-143. To this figure apply the variation and deviation and a little further on write this compass course down: PSC-149 (per standard compass). Next determine the speed you will make. Write this down underneath the course line thus S-8 indicating a speed of 8 knots. Take your dividers and measure the distance from A to B and calculate the time it will take you.

If you have no current, all you now have to do is write down the time you leave A and you have the whole story right on the chart.

Steering—To hold a course in a small boat isn't a lazy man's job. He should know the feel of the boat. If there is any sea he must be careful to divide any swing of the boat equally on each side of the course. This is not easy, especially in a following or quartering sea where a boat yaws badly, but the skill of the helmsman in holding his course properly is a big factor in good piloting. Do not expect a stranger to your boat to take the wheel and immediately hold a good course under trying conditions no matter how experienced in general he is. You will also find that seas and wind broad on the bow or on the beam will cause a certain amount of slippage or leeway from your course. By trial and error, and experience, you will learn how many degrees to correct your course for varying wind and sea conditions. A 5 degree correction for a 15 to 20 mile wind broad on the bow has been my experience.

Another factor often enters—current. The method of making current corrections is shown in books on piloting. A simple method of plotting, right on the chart, is to plot the current as a line in the exact opposite direction, starting from B. The length of the line should be the strength of the current in miles multiplied by the distance from A to B in hours. Draw a line from A to the end of this line, this is the course to steer to make the course A to B good. The length of this line represents the work actually done by the boat, so it becomes the measure of the time it takes to arrive at B. There is a slight mathematical discrepancy in this method which does not affect the actual result to any extent.

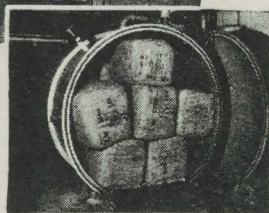
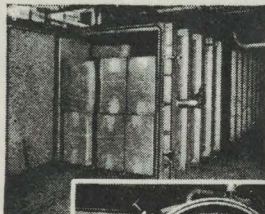
In cruising or patrolling, run all courses as outlined above. Check each one for time of arrival and where the arrival point bears when first sighted. It becomes very interesting. The current is not always what the book says it is, you may have to use your judgment in making allowances, no two seas or winds are the same. But there is lots of instructive and interesting knowledge to be gained by making these predictions and seeing how they work out. As you get the hang of this method of piloting, it requires very little of your time, while fog only gives you an opportunity to show how good you are.

RICHARD W. NELMS.



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ASSISTANT TO DIRECTOR

J. Wilmot Brown, a member of Wildwood Flotilla, 33, Coast Guard Auxiliary, has recently received a commission as Lieutenant (j.g.) in the United States Coast Guard Reserve and has been appointed an assistant in the office of the Director of the Auxiliary in the Fourth Naval District.

Mr. Brown is well known along the Jersey coast, having been a native of Wildwood Crest for many years; and his experience as a practical boatman in the off-shore waters of this District is expected to be of great help to the District Office. He served as a Private of Infantry in the last World War and brings along with his other capabilities the important background of previous military service.

A majority of Mr. Brown's work afloat has been in connection with sailing vessels, a great deal of it as a crew member and as alternate Master on former Judge Palmer M. Way's famous 72-foot ketch, the "Wayfarer". Among his many affiliations Mr. Brown is a member of the Atlantic City Tuna Club.

The instruction classes, which Mr. Brown has been conducting in Wildwood have received favorable commendation from many sources, and it is expected that his efforts in this type of work will be most beneficial to the flotillas in the District. Mr. Brown will attend the meetings of each individual flotilla and determine in what manner he may be of greatest assistance to the Auxiliary, to further the interests of the Coast Guard.

RESERVEVES

SOME of the more interesting *scuttlebutt* floating our way concerns the imminent Uniform allowance for Reservists (T). Each temporary member of the Coast Guard enrolled without pay or allowance, for part time or intermittent active duty for periods of *not less than twelve hours per week*, will be entitled to uniforms at Government expense.

Active duty may include Patrol afloat, Instructor's time in class, Emergency duty, pistol and rifle range attendance, certain engineering and other class work, survey and inspection work.

Petty officers, first class, or below, will have a uniform allowance *in kind*, not to exceed \$133.81. Chief Petty Officers will be allowed \$300.00 of issue clothing. All Officers serving for a period of 12 hours per week will be entitled to a *cash* clothing allowance of \$250.00. The issue, *in kind*, would be made from stock at Third and Spruce Coast Guard Depot, on certain prescribed dates.

Issue clothing consists of:

2 complete blue uniforms	1 raincoat
2 complete khaki uniforms	2 pair shoes
1 hat with device (1 blue, 1 khaki belt 1 khaki, 2 white covers)	1 black belt
2 black 4 in hand neckties	1 pair woolen gloves
4 pair black socks	4 light pair drawers
3 white shirts	4 light undershirts
1 pea coat	4 pair woolen socks

DISTRICT FLOTILLA OFFICERS' meetings will be held the fourth Wednesday of every other month, starting with the May meeting. This meeting will include the Commanders, and Vice and Junior Commanders of all Flotillas in the Fourth Naval District. Meetings will be held in the N. W. Ayer Building, 2nd Deck, 210 W. Washington Square at 1900. The scheduled regular meetings are:

26 May, 1943
28 July, 1943
22 September, 1943
25 November, 1943
27 January, 1944

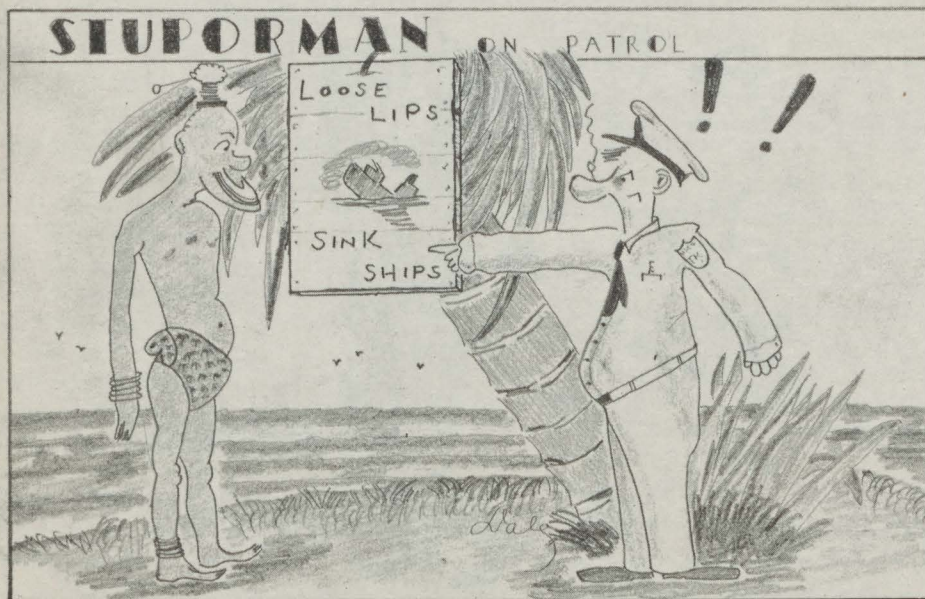
DISTRICT BOARD meetings are to be held the 2nd and 4th Wednesday of every month at 1500, in the Auxiliary office, on the 4th deck of the Ayer Building. These meetings include the attendance of the Director, Assistant Director, Commodore, Vice Commodore, and the Captains of Divisions 1, 2, and 3.

RATING EXAMINATION for promotions for those temporarily enrolled in the Coast Guard Reserve have been scheduled as follows:

2nd Division—9 May, 1943
1st and 3rd Divisions—6 June, 1943
All Divisions—11 July, 1943

The above schedule has been set up to accommodate all the men who contemplate taking the examination. Members of 1st and 3rd Divisions may also take the examination with the 2nd Division on 9 May. The examination for 1st and 3rd Division on 6 June, however, is not open to men of the 2nd Division.

AN indication of the high regard in which the Auxiliary is held by the Regular Coast Guard was found in a statement by Rear Admiral Russell R. Woesche, Commandant, U. S. Coast Guard. Speaking at a dinner for Third Naval District auxiliarists, in the Hotel Astor, New York, Admiral Woesche said it is planned that New York Harbor will shortly be patrolled by auxiliarists. Explaining that the regular Coast Guard is needed overseas, Admiral Woesche stated that "The only way that we can carry on our duties is to have the Auxiliary replace enlisted men for shore duty". "At the start of the war," said Admiral Woesche, "We would have fallen down without you. Now we again turn to the Auxiliary in our hour of need."



"Temporary Reservist's Enrollment is in Effect a Contract . . . in which He agrees to Serve within the Fourth Naval District or within His Auxiliary District Only."
(From *March Topsiside*)



TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

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Commodore

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

Lt. (J.G.) VICTOR LAZO, U.S.C.G.R. (T)
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Vol. I MAY, 1913 No. 2

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, Fourth Naval District, a civilian organization, and is issued bi-monthly in the interests of its members. Topside is not the official publication of the U. S. Coast Guard.

EDITORIAL LEAKS



The extensive thought and preparation which your staff devoted to this publication is certainly reflected in the high character of Topside, which should rightfully take its place among the really distinguished magazines issued by the Coast Guard Auxiliary.

Lt. COMMANDER H. E. ABBOTT

In every way Topside comes up to our hopes and dreams of what the district should have.

COMMANDER ALBERT O. BARRETT
Flotilla 22

The members of the Flotillas have certainly been in need of information such as is contained in Topside. It will set many of us on the right track of thought and we wish the new staff the very best of luck.

COMMANDER THEO. C. AUMAN, JR.
Flotilla 51



If some of Topside's stuff (Soundings, fr' instance) written on an observer's slant were given space in daily papers, the auxiliary will develop a not-to-be ignored voice.

COMMANDER E. A. KNORR
Flotilla 23

In Topside, the policies and purpose of the Coast Guard Auxiliary are covered in great style and the determination to carry them out lives in each page.

DALE (*Creator of Stuporman*)

I feel that Topside will be a great contribution to the future strength and growth of the U.S.C.G.A. in the Fourth Naval District.

COMMANDER ERIC W. STRANDBERG
Flotilla 32

Topside is indicative of the type of organization of which we are members.

COMMANDER F. G. ESKUCHEN
Flotilla 11

My congratulations on Volume 1, No. 1, of Topside. I think it is splendidly, interestingly, and informatively written throughout.

JAMES S. GUERNSEY, *Headmaster*
Tower Hill School, Wilmington

Our newly organized Flotilla is rarin' to go and proud to be a part of the organization giving birth to such a swell magazine as Topside.

COMMANDER W. L. HOLMES
Flotilla 24

Congratulations upon the publication of one of the finest journals of its kind that we have ever seen. Topside is everything and more than anyone expected.

EARL K. ANGSTADT, Reading, Pa.

I have just this moment finished reading, absorbing and enjoying the contents of the first issue of Topside and I hasten to send my blessings for a grand job.

COMMANDER MORTON GIBBONS-NEFF
Flotilla 18

Topside is a morale builder and I think it will do a lot to draw the boys closer together.

Lt. A. K. BRONWER
Flotilla 16

The magazine is a masterpiece in every way and our Flotilla is backing your staff one hundred percent.

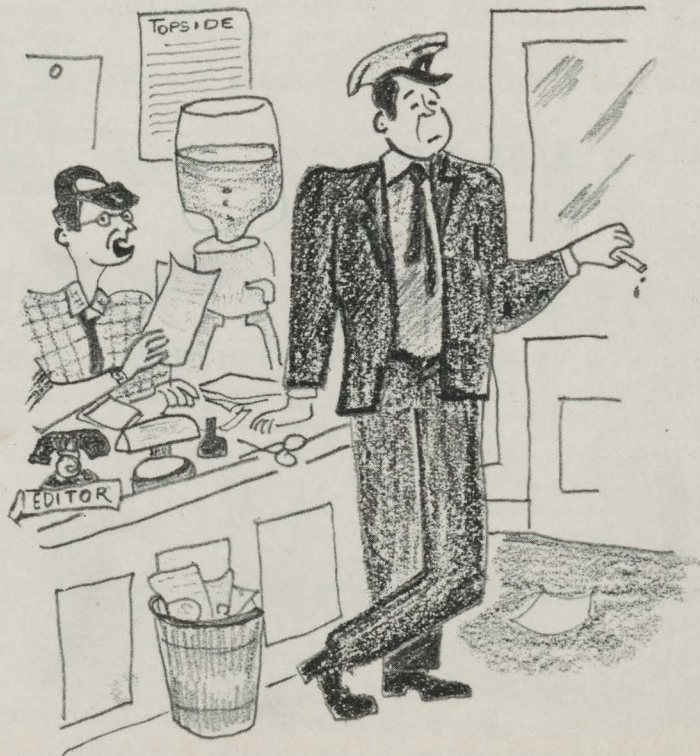
COMMANDER WILLIAM H. BURGE
Flotilla 13

Topside, needless to say, was read from cover to cover and I congratulate your staff on this fine accomplishment.

COMMANDER CHARLES H. WYCKOFF
Flotilla 26

There is no question that this magazine will be much appreciated and very helpful to all members, particularly those that are somewhat removed from the center of activity.

COMMANDER O. L. WILLIAMS
Flotilla 52



"I'll bet you stole this from OVER THE BOW"

SHIPS LOG



FLOTILLA 24, DELAWARE RIVER, was organized right on the heels of Admiral Waesche's announcement that in the near future all patrolling of inland waters would be taken over by the Coast Guard Auxiliary. The formal organization took place March 1st at the Engineers Club, and Lieutenant Lazo administered the oath individually to the members. Lieutenant-Commander Abbott administered the oath to the officers of the Flotilla. Other guests from the Coast Guard present to do honor to the occasion were Ensign Robinson and Commodore Nelms.

This enthusiastic group of yachtsmen has been meeting faithfully for some months, adding to their knowledge of seamanship and many other related subjects. They have wrestled with first aid, international morse, and semaphore signalling. They have constantly kept before them as their goal the four purposes of the Auxiliary.

Among the auxiliarists sworn in were "Charter" members R. C. Coulson, W. L. Holmes, A. Hopkin, Jr., S. S. A. Keast, A. B. Lakey, A. A. Micocci, J. C. Worthrop, R. D. Porter, X. R. Smith, G. F. Wilber and H. Walker. W. L. Holmes was elected commander; J. C. Worthrop, vice-commander; A. A. Micocci, junior-commander; and A. Lakey, secretary. In addition to the gentlemen mentioned above, all of whom are boat-owning members, perhaps another score are ready to affiliate themselves with the newly formed flotilla.

In civil life these men represent a varied and important group of interests. There are among them radio and naval engineers, business executives, doctors, and educators. Many of them have done extensive off-shore cruising covering very thoroughly the area from Quebec and "Down East" to Norfolk. The fleet contains both sail and power boats running in size up to fifty feet. There are speed boats, twin-engined cruisers, ketches, schooners, sloops, and cutters. The new flotilla is launched with the best wishes of the other sister flotillas of the Fourth Naval District and it is anxious to take its place with the others in the work assigned to it by the directors of the Coast Guard.

FLOTILLA 52, LANCASTER, has five members who have recently completed the Elementary Piloting Course conducted by the Susquehannock Power Squadron, and two more are taking the second course started about six weeks ago. Four members of the Flotilla are serving as instructors, in cooperation with the local Power Squadron, in a course which is being conducted for Junior and Senior High School students in three high schools throughout the County for those interested in entering the Coast Guard, Navy, or U. S. Engineers Amphibian Command. Approximately 90 students are enrolled in these classes.

FLOTILLA 21, QUAKER CITY saved more than 25 cabin cruisers, most of which are enrolled in Coast Guard Auxiliary duty, from the fire that destroyed their Headquarters April 13. Twenty rowboats and 22 boat lockers were consumed when the two-alarm blaze swept the boathouse and pier of the Quaker City Yacht Club, Princeton Ave. and Delaware River. A high wind from the river showered sparks over a quarter-mile area.

The fire apparently was caused by explosion of an overheated stove. A number of trophies and a model of the British liner Queen Mary, owned by William Fawkes, were destroyed.

Quaker City only recently commemorated their third anniversary with an impressive ceremony. Three year service stars were awarded by Lt. Commander Abbott to Commander Horace M. Eltonhead, Vice Commander Kurtz S. Hingly, Wilbur F. Beecroft, Ralph S. Kelley, Clifford C. Harris, Paul Jacobs and Julius D. Hyman.

Twenty-two men from the U.S.S. Boise, the ship that added new glory to Old Glory, were guests of the flotilla on the Anniversary Night which was held in the Crystal Ballroom of the Hotel Broadwood in Philadelphia.

FLOTILLA 11, ATLANTIC CITY says, "Something new has been added!" That popular slogan aptly applies as the addition happens to be the new officers installed a short time ago.

Attendance and enthusiasm have increased week by week until the flotilla as a whole now resembles a beehive of activity. Responsible for this healthy upsurge is 11's energetic new Commander Frank Eskuchen, ably assisted by Vice Commander Bill Errig (who as a busy vital war plant chief executive has little time of his own these days, but devotes all of it to the Flotilla) and Ev Hooper, the flotilla's harried Junior Commander.

The flotilla is proud of its record of last year's ocean patrols and the 25,000 miles it covered. Its patrol logs will provide some interesting material for TOPSIDE'S readers when this fracas is over. Until then, "Mum's the word"!

With ocean work limited, the flotilla is turning its energies to a complete survey of its immediate area. Survey patrols started March 1st and very shortly the entire flotilla expects to participate in full time patrols.

Temporary reserve enlistments are progressing very favorably and by Spring our enrollment should be a high percentage of our original Auxiliary membership.

FLOTILLA 22, ESSINGTON, is putting considerable emphasis on training. Most classes are conducted by Flotilla members who have specialized in their particular subjects. A survey at a recent meeting showed 6 classes in session at one time—with a total of 151 students! Celestial Navigation was being taught by Dr. W. P. Cunningham with 15 in the class. The Navigator's Class of 19 members was under the direction of Allan La Sor, assisted by M. M. Bigger, Lloyd P. Carman, Guy W. Knight, Norman Foster, Albert O. Barrett, J. W. Armstrong and Sellers Barnett, while instruction in signalling was being given by Frederick Marklin to 10 advanced, and 36 elementary students. Twenty-one future Motor Macs listened to Vincent Cipollone and Richard E. Rusel explain the intricacies of the internal combustion engine and forty hopeful applicants for membership were hearing about lights, and rules of the road from James S. Guernsey. Ten sets of thumbs were getting in



each other's way—learning to field-strip pistols and rifles—under the eye of R. A. C. Gilfillan, ably assisted by W. H. Leavitt and George C. Reed.

In addition to these regular classes there have been several special lectures attended by the Flotilla as a whole. James W. Williams, a flotilla member who in civilian life is Director of Physical Education of the Tower Hill School, has given four lectures and demonstrations in First Aid. Regular classes in this subject are being organized for those who wish to specialize.

Dr. C. E. Lawson, a flotilla member will train pharmacists mates—and has obtained the facilities of the Delaware County Hospital for practical experience in this field and Mr. Harry Hamby, fire control expert of the Sun Shipbuilding and Drydock Corp. lectured on methods of fire control on large and small vessels.

The Flotilla purchased a library of 26 volumes, which has been placed at the Middle River Coast Guard Base. Here, the Coast Guard personnel as well as Flotilla members may use it. The subjects covered are Navigation, Piloting, Seamanship, Marine Motors, Signaling, First Aid, Small Arms and Law Enforcement.

FLOTILLA 17, GREAT BAY, boasts eighty to ninety-five percent attendance at their sessions with instruction classes held at each meeting covering Seamanship, Piloting, Knot Tying, Semaphore and Blinker Signalling, Gunnery, First Aid, Law Enforcement and Military Drill.

With the Commanding Officer of the 113th Infantry, U.S.A. at Port Republic, N. J., plans were recently inaugurated for coordinated action in the event of an emergency.

Sites were surveyed and selected for an outdoor rifle range. This site has been inspected by the U. S. Army and plans are going forward for the construction of a range which will be used by the Army, the Coast Guard and Flotilla 17. It will be under the supervision of the Flotilla.

Commander Renner's men have been on 24-hour standby watch since 27 January. Their activities have included shore and auto patrols and plane flights.



NAVIGATOR'S EXAMINATION will be held on *Sunday, 2 May, 1943*, in the Auditorium of the Penn Athletic Club, 18th and Locust streets, Philadelphia, starting promptly at 1000. Entrance to the auditorium is on Locust street.

Written questions will be given in the following subjects:

Compass	Maintenance Vessels
Charts	Assistance Vessels
Piloting	Boat Handling
Rules of the Road	Coast Guard
Aids to Navigation	Organization
Nautical Terms	Drills
Marlinspike	Ordnance
Blocks & Tackles	First Aid
Ground Tackle	Signaling
	Service Customs

In addition the applicant will be required to demonstrate his ability to tie four of the following, these four to be chosen by the examiner:

Square Knot	Clove Hitch
Sheet or Becket Bend	Fisherman's Bend
Figure Eight	Double Carrick Bend
Bowline on a Bight	Timber Hitch
Blackwall Hitch	Spanish Bowline
	Eye Slice

A practical examination will be given in reception of messages sent by blinker, semaphore, and International Code Flags. There will be a chart problem in which the applicant will be required to demonstrate his ability in piloting.

This examination will be accepted in lieu of a rating examination for all deck rates up to and including that of Chief Boatswain's Mate in the U.S.C.G.R. (T). Applications for the examination must be in not later than April 29th.

FLOTILLA 26, TRENTON, will long remember Thursday evening 11 March, for on that night twenty of its members were inducted into the Reserve (T) in colorful ceremonies at Roe's Restaurant at an excellent steak dinner meeting.

The swearing-in was conducted by Lieutenant Commander H. E. Abbott, Director of the Coast Guard Auxiliary, who explained in detail the task that lies ahead for the temporary reserves as



FLOTILLA 51, was visited recently by leaders in the Fourth Naval District at a meeting in the University Club. Shown in front of the group is the apparatus used by Commodore Richard Nelms (sitting, left) to give the group an illustrated lecture on "Aids to Navigation." Lieut. (j.g.) Victor Lazo (sitting, right), Captain of the Second Division in the Fourth Naval District, revealed plans whereby the auxiliaries will replace 500 regular Coast Guardsmen in the Philadelphia area who will be released for shore and sea duty. Standing are officers of the local flotilla (left to right): Theodore C. Auman, Jr., Commander; Earle K. Angstadt, Chief Boatswain's Mate, who is the flotilla instructor; J. Norman Klein, Junior Commander, and Hendrik Wentink, Vice Commander. Members of the Lancaster Flotilla attended the meeting in a body. Another speaker was Milt Meeder, of Philadelphia, Editor of the new Coast Guard Auxiliary publication, "Topside".



81% of Trenton Flotilla Sworn into Reserve (T) at Dinner Meeting

FLOTILLA PROGRESS IN RESERVE (T) ENLISTMENT

Flotilla 11 Atlantic City.....	33%	Flotilla 21 Quaker City.....	62%	Flotilla 27 Salem.....	73%
Flotilla 13 Seaside Park.....	50%	Flotilla 22 Essington.....	73%	Flotilla 31 Ocean City.....	47%
Flotilla 15 Point Pleasant.....	20%	Flotilla 23 Dredge Harbor.....	59%	Flotilla 32 Stone Harbor.....	18%
Flotilla 16 Toms River.....	32%	Flotilla 24 Delaware River.....	0%	Flotilla 33 Wildwood.....	25%
Flotilla 17 Great Bay.....	59%	Flotilla 25 Farragut.....	51%	Flotilla 51 Reading.....	45%
Flotilla 18 Little Egg.....	52%	Flotilla 26 Trenton.....	81%	Flotilla 52 Lancaster.....	73%

they act in their "stand by" capacity to the regular coast guard.

Chief Boatswain's Mate Charles Wyckoff, is in command of the Trenton men.

Those sworn in as seamen first class by Commander Abbott included: The Rev. M. A. Konopka, pastor of All Saints R. C. Church, Chaplain of Trenton Flotilla; Jules Shein, of Trenton, secretary-treasurer of the flotilla, and William Feaster, of Bordentown, the flotilla's vice commander.

Others included: Aaron and Samuel Himmelstein, Norman Bozarth, Barnet and David Rochestie, John Zygmunt, Julius Marinko, Raymond Taylor, Thomas Long, Benjamin Gerofsky, Anthony Greski, Halbert E. Phillips, Charles Banks, Russell Moore, William Burgess, Joseph Reim and Franklin E. Stone.

Among the guests of the flotilla were Commodore Richard W. Nelms, Fourth Naval District Coast Guard Auxiliary; Lieutenant Victor Lazo, Captain, Second Division; Ensign Horace Eltonhead, vice captain of Division 2, and Milt Meeder, editor of "Topside".

Chief Boatswain's Mate R. Earle Leonard, junior commander of Flotilla 13, Seaside Park, was toastmaster. Among those at the speakers' table was Frank Bates, junior commander of Flotilla 26. Arrangements for the dinner were in charge of a committee headed by Aaron Himmelstein.

FLOTILLA 27, SALEM, represents the largest original group to have ever taken the auxiliary entrance examination in the Fourth Naval District. Election of officers was held at which time Frank Hine of Pitman was elected Commander, Evan D. Pearson, Vice-Commander, Willis Peterson, Junior Commander. All members intend to join the temporary reserve, making the first one hundred percent Flotilla.

FLOTILLA 51, READING, held a luncheon meeting recently at the Schuylkill Navy Club in the Abraham Lincoln Hotel at which time Earl K. Angstadt C.B.M. outlined the history of the Coast Guard and the functions of the local auxiliary to those present.

Angstadt told how the Coast Guard

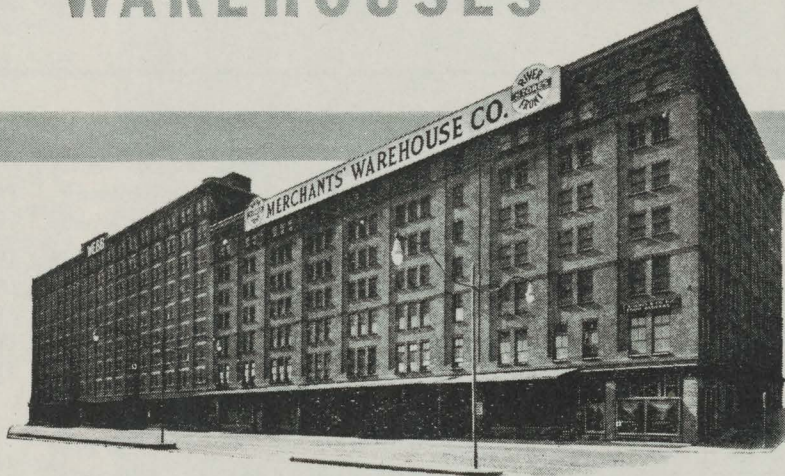
had its beginning on August 4, 1790, when President Washington appointed Hopley Yeaton, of New Hampshire, as yeoman of the nation's first cutter. He reviewed how six such cutters comprised America's only navy for eight years, and how the Coast Guard officially came into separate existence in 1915.

PIER 181, PORT RICHMOND continues to be an interesting spot. In his usual spirit of cooperation, the Commander of the Port Richmond Base, Lt. E. J. Wick, extended to the members of the Second Division Flotillas the courtesy of gunnery instruction on Sunday morning, 11 April 1943. After a most interesting session, the men participating in the Gunnery Class were taken aboard six Picket Boats for further instruction while under way.

As the Commander of one participating Flotilla said later, "This was the most interesting session my Flotilla has ever had and it resulted in pepping up not only my group but the others as well." Thanks Lt. Wick!



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West Coast Representative, R. M. Castigan, 4434 White-Henry-Stuart Bldg., Seattle



DUGAN'S NIGHTMARE



Slowly he undid the thirteenth button,
(See Lovette, Lecky, Bowditch and Dutton),
And conning no mermaid broad on his
beam,
Reposed, relaxed, and settled to dream.

Alas and alack for the poor yeoman's bed,
No visions of sugarplums danced in his head,

BUT—

From: Abbott
To: Babbitt
Subject: Nightmare
Reference: Hot Air

Inclosure (a)—Inclosure (b)—
Lookout on a lonely sea.

1. Two L.S.T.'s with six Coast Guard Cutters,
Two thousand Sturms and three little
Rutters.
Overfalls Lightship all red and vanilla,
A pharmacist's mate in each Flotilla.
2. Join the Coast Guard and see the world,
If you're an officer don't get berled,
Give your hearts, your livers, your souls,
For non-existent shore Patrols.
3. On Donner and Blitzen, on Thompson and
Burdge,
Vent your spleen on a maritime urge,
Greetings, Holmes; Blessings Knorr,
Semaphore's a frightful bore.
4. Mark this well, yea mark it often:
Don't say "No" to Captain Coffin.
Neither should one embellish with "hells",
Conversation with L. E. Wells.
5. Matters pedantic
Go on at Atlantic.
Quantities of learned steam
Emanate from Brigantine.
6. Oh, Lazo, and Houston, and Brouwer, and
Nelms,
Toot your whistles and port your helms.
Bring out your copies of Regulations,
And jackass the gents out of bad situations.
7. Letters signed by I. E. E.,
Concern the Port Security,
And richly they deserve to be
Subject to careful scrutiny.
8. Go to it Gibbons-Neff, it to go Neff-Gibbons,
If you take an exam you might get some
ribbons,
On Auman and Williams up in the cane
brake,
Don't foul your hawse in Allentown's sheer
strake.
9. Wyckoff if sore your throat, me lad?
Buy yourself a boat, me lad.
Give your life some joy and laughter
And incidentally live Hammerle ever after.
10. "Yes, sir, yes, sir," Robbie says
In his usual profound daze.
While Brown endeavors to find out
What the devil it's all about.
11. Many's the maid regrets the gift
She gie so gae to Vandegrift,
But those who toy with Harry Renner
Blow their tops in a routine menner.
12. On Barrett and Hinline, on Strandberg
and Kay,
Fight for the Coast Guard, fight for your pay,
Scour the river, watch close the Bay,
For Goebbels, Tojo, and Mussolinay.
13. Eskuchen and Eltonhead handle with ease
Flotillas in all their vagaries,
Seeking the morphine of tempoed diversions,
And quelling toute suite alarums and ex-
cursions.
14. Lives not the man who can afford
To grouse about the removable board
Tho there seems no rhyme or reason
Arguments anent to treason.
15. Says one braid
To another—
I am afraid
That henceforth, brother,
Two things taboo
To me and you
Consist of Spars
and public Bars.
16. With the zeal of Czar Dmitri
Plugs patriotic Pater Petry.
17. Doctors quizzical
Gave me a physical
18. Glanced askance at me curve,
Pronounced me lowsy
Dopey and drowsy
And A-1-A for Reserve.
19. Drive the boys until they're limp
Is the cry of Henry Schimpf
As he prods with barbed gaff
The harried members of his staff.
20. Topside's the mag that Meeder built
And blessings on thee Mister Milt.
Now lest his blushing rose should wilt
Please readers send him news to fillt.
20. Note: adenoids, ague, or even asthma,
Won't affect your gift of plasma.

APPENDIX

Uniforms, gasoline, travel and rations
Are putting the pressure on all of your passions;
Please till the U-boats rise again,
Keep your hats on gentlemen.

* * *

Awake, awake, tormented yeoman,
Comes the dawn, fades the gloamin.
Comes the deadline, stops the bard.
Semper Paratus! Hail Coast Guard!



"Where Ya Think You're Going, Bub?"



AUXILIARY CO-OPERATES WITH OFFICE OF CIVILIAN DEFENSE

"Mr. James M. Landis, Director
Office of Civilian Defense
Washington, D. C.

In reply to your letter of 13 February, 1943, I would like to say that I concur very heartily in regard to the proposed Operations Letter which you enclosed.

The Coast Guard Auxiliary has already, in many Districts, been cooperating very closely with the Office of Civilian Defense in the matter of practice for emergent evacuations across rivers and harbors, and I think it splendid that such an Operations Letter is proposed by your Office.

I can assure you that the Office of Civilian Defense will receive full cooperation from the members of the Coast Guard Auxiliary.

/s/ R. R. WAESCHE

*Vice Admiral, U. S. Coast Guard
Commandant."*

* * *

Director Landis' Letter to all Offices of Civilian Defense

1. The attention of Civilian Defense authorities at all levels should be called to the existence and availability for cooperation of the Coast Guard Auxiliary,

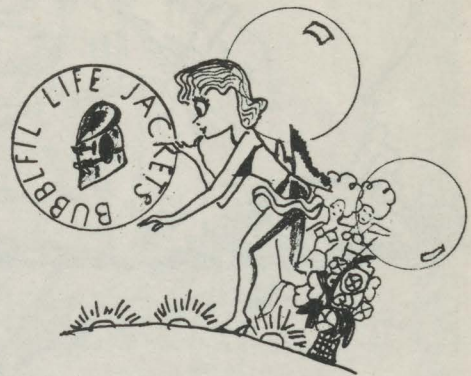
formed under the authority of the United States Coast Guard.

2. This organization, including 24,000 members, and 15,000 boats on the coastal and inland waters of the United States, consists of volunteers who have offered their services and their boats for the use of the Coast Guard Authorities.

3. In all cases of civilian protection planning, where the services of skilled personnel and small craft are needed, it is entirely appropriate to request the assistance of the Coast Guard Auxiliary. Application for assistance should be made at the nearest headquarters of the United States Coast Guard.

4. It is also appropriate for the officials in charge of Civilian Defense at all levels to give such assistance as may be requested by the authorities of the Coast Guard Auxiliary.

5. It should be noted in both connections that the Coast Guard Auxiliary was organized in 1939, and keeps, under all circumstances, its own identity as an organization. Therefore, no steps should be taken which would tend to submerge the identity of the Coast Guard Auxiliary, or impair its freedom to carry out missions assigned to it by or through the Regular Coast Guard or the United States Navy.



BUBBLFIL, the new product being considered for life jackets of the type worn by the U. S. Navy personnel, has also been tried in the air compartments of lifeboats and liferafts, where kapok is not available. It is also proposed for bridge pontoons, formerly filled with sponge rubber. If these air compartments are punctured by bullets or falling debris, the "Bubblfil" will keep the craft afloat. It has proven entirely satisfactory as a replacement for kapok in aviation tow targets, where buoyant material is used to keep the targets afloat when they are shot down.

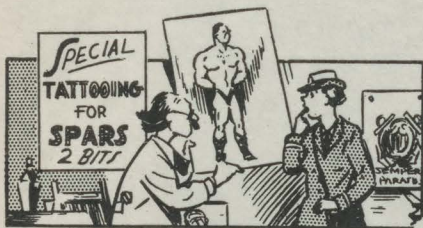
Bubblfil is of the rayon-cellophane family, which is neither rayon yarn nor cellophane, has been developed by E. I. du Pont de Nemours & Co., and shows signs of finding important war uses, because of its resiliency and buoyancy, and also a peacetime future.

du Pont in attempting to find words to describe Bubblfil says that it is "trapped air in a continuous stream of cellophane bubbles."

Each of the bubbles is so securely sealed and the viscose film is so tough that it is virtually impossible to break them by pressing. Each of the bubbles might be likened to a small balloon, the air being at 15 pounds pressure.

When first handling "Bubblfil", one is amazed by its lightness when compared with the same bulk of a rayon yarn or rayon filament. An indication of its lightness is given by the fact that its buoyancy is given as .06, with reference to water as 1.00, which, it will be recognized, shows that the material has a low weight for its bulk. Tightly packed "Bubblfil" weighs about 1.5 pounds per cubic foot, and will support 20 to 30 times its weight of lead shot.

STEPHEN S. MARKS, *Daily News Record*



ONE of the usual jobs of the Coast Guard is answering S.O.S.'s, but just this once, we are sending out an S.O.S. ourselves. You, as a member of the Coast Guard, are well aware of the global activities of our Service. These activities are in addition to the well organized chores that you and I daily see the Coast Guard carrying out along our shores and in our ports. To do these jobs, and do them well, in keeping with the finest traditions of the Coast Guard, we today have a problem of recruiting. Frankly, the Coast Guard needs several thousand young women between the ages of 20 and 35 to take up many of the shore assignments and relieve able bodied men for combat ships. We believe you can help us. The SPARS, which is the Women's Reserve of the Coast Guard, is busy recruiting and we felt that you could heartily recommend the Service to your daughters, your girl friends, and the young women in your community. The Auxiliary has always responded to every Coast Guard need and now we hope that you will cooperate by aiding our SPAR recruiting campaign.

Ensign Lucretia McKean will be glad to interview your prospects. Recommend to them that they join the SPARS and become a part of the COAST GUARD tradition of which you and I are so proud. SPAR Recruiting Officer in this area—Office of Naval Officer Procurement, 17th Floor, Widener Building—/s/ E. A. COFFIN, *Captain, U. S. Coast Guard*



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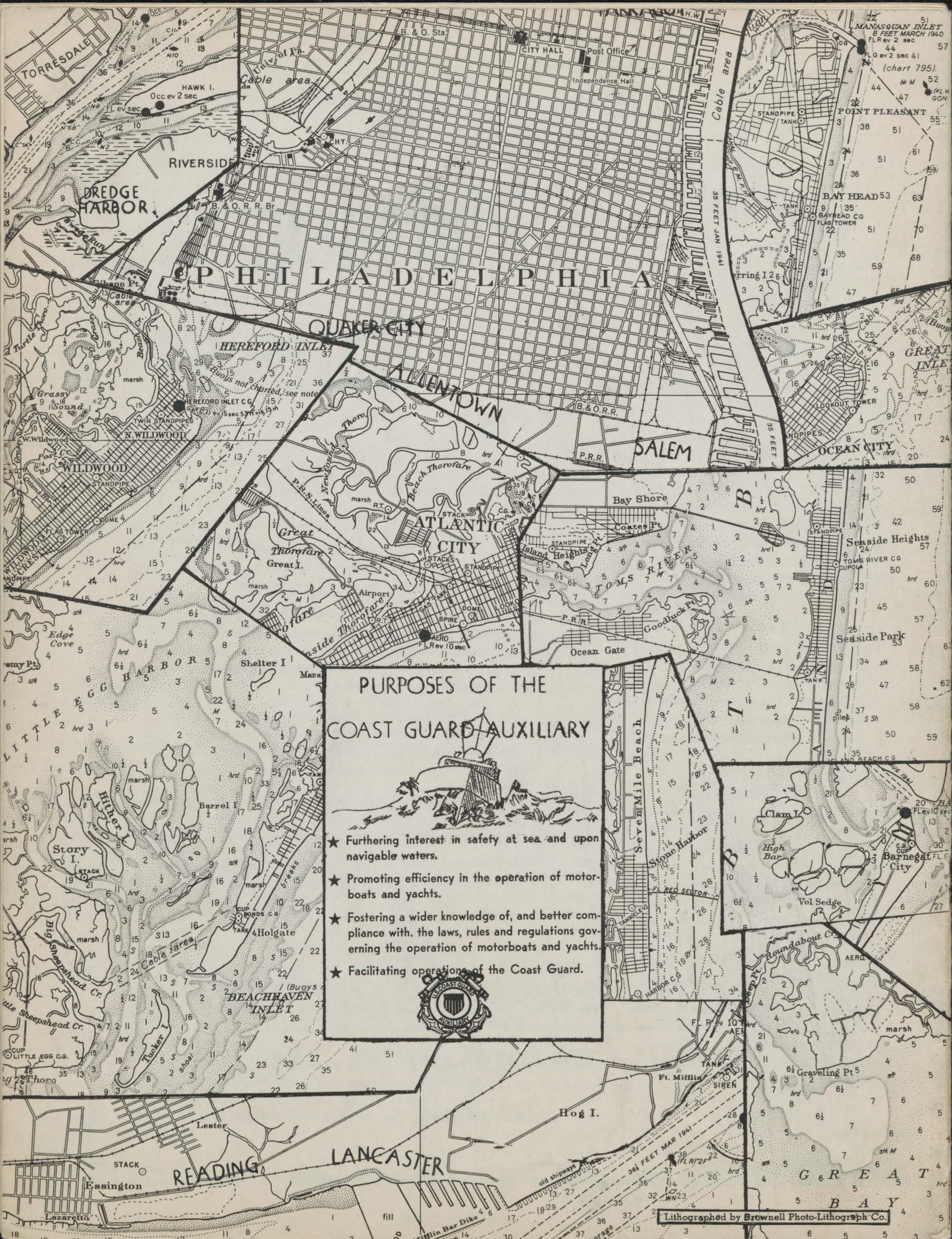
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- ★ Promoting efficiency in the operation of motorboats and yachts.
- ★ Fostering a wider knowledge of, and better compliance with, the laws, rules and regulations governing the operation of motorboats and yachts.
- ★ Facilitating operations of the Coast Guard.

