

TOPSIDE • SEPTEMBER • 1943



UNITED STATES
COAST GUARD

Auxiliary

FOURTH NAVAL DISTRICT

Have You an Idea?



NEW PRODUCT IDEAS

Ideas for new patentable items (preferably of metal) will be considered and purchased outright or on a royalty basis if accepted. Write briefly the nature and intent of your idea and, if interesting, we will send complete instructions on how to submit full details for fair consideration.

DEVELOPMENT AND MANUFACTURING IN THE
AIRCRAFT, AUTOMOTIVE, MARINE AND INDUSTRIAL FIELDS

WILLIAM F. ERRIG
President

ONE of Philadelphia's
up-an'-at-'em organizations,
experienced in the designing,
engineering and manufacturing
of metal precision parts,
assemblies, and machines, and
now engaged entirely in war
production, is looking ahead
to post-war expansion in
new lines in addition to its
regular products.
Have you an idea?



MANUFACTURING CORPORATION

Subsidiary of Bendix Aviation Corporation
HOPE STREET AND INDIANA AVENUE, PHILADELPHIA 33, PA.

TOPSIDE

U. S. COAST GUARD AUXILIARY FOURTH NAVAL DISTRICT

LIEUT. COMM. H. E. ABBOTT, U.S.C.G.R.
Director

LIEUT. (j.g.) J. W. BROWN, U.S.C.G.R.
Assistant Director

LIEUT. COMM. VICTOR LAZO, U.S.C.G.R. (T)
Commodore

LIEUT. H. L. SCHIMPF, JR.
U.S.C.G.R. (T)
Executive Officer

EDITORIAL STAFF

ROBERT W. GRAHAM
Editor

H. H. BRENNEMAN W. R. PETERSON
HENRY D. MACONACHY
Associate Editors

RUSSELL K. CARTER
Advertising Manager

FRANK R. EWING
Art Director

EUGENE M. KORDWITZ, SK3c, U.S.C.G.R.
Art Staff

VOL. 1 SEPTEMBER, 1943 No. 4

TOPSIDE is the official publication of the U. S. Coast Guard Auxiliary, Fourth Naval District. It is issued bi-monthly to approximately 2,000 members. Contents are not copyrighted, but the courtesy of a credit line is requested. Address all communications and exchanges to The Editor, 12 South 12th Street, Philadelphia 7, Pa.

SPAR NEWS

★ The evening of September second was Coast Guard Night at Shibe Park, where, prior to the Phillies game with the Boston Braves, thirty Spars now on duty in Philadelphia paraded smartly with the Coast Guard band and a Spar color-guard, and thirteen recruits were sworn in on the home-plate by the Recruiting Officer. There was a rather noticeable contrast between the neatly-poised and trained Spars, stepping along across the green in their blue uniforms, and the eager but non-military girls taking the oath of allegiance. It was more than the difference between a trim suit and a bright-figured dress, a difference brought about by a month or more of military indoctrination. The Spars, not so long ago, were civilians earnestly filling out their application blanks, and the recruits, in a month or so, will be passing in review before admirals and captains on the green at Palm Beach. Both groups of girls have a sense of purpose about their part in the war, but the Spars have learned how most effectively to direct it, and the energy and enthusiasm of the new girls have yet to be canalized. But

the audience showed that night that Philadelphia is proud of them all. There will be more Coast Guardsmen in the Mediterranean, more in the south Pacific, because of them. Here's to them!



NEW COMMODORE

★ In recognition of his untiring efforts on behalf of the Fourth Naval District, Lieutenant Commander Victor Lazo has been appointed Commodore of the Fourth Naval District, replacing Richard W. Nelms, who has been asked to assume the office of Chairman of the Board of the Coast Guard Auxiliary—Fourth Naval District—Foundation, and to devote his time and talents to supervision of the construction and maintenance of the new Base.

SOUNDINGS OFF NEW BASE

★ On 29 August, at the request of Lieut. Nelms, a chain of soundings was taken off the proposed site of the new Coast Guard Auxiliary Base, using the vessel "Jobert", of Flotilla 25. The detail consisted of John Hammerle, owner and Captain; George Bryan and Elmer Pearl, crew members; Frank Hineline, Captain of the 2nd Division, guest; and G. Frederick Petry, Ensign, in charge of detail.

The soundings, made at high water slack (1345) showed sufficient water for all purposes, ranging from eleven feet to twenty-one feet.

In fair weather,
every man is a pilot.

HEADQUARTERS ADOPTS BOAT INSPECTION FORM DEVELOPED BY "4TH"

★ Another feather has been added to the cap of the Fourth Naval District. Headquarters, in Washington, has adopted as standard the Vessel Inspection Form N.C.G. #2736 (Revised April 1943). This form was developed by members of the Fourth Naval District and greatly simplifies the task of boat inspection. All boat owners are reminded that Vessel Inspections must be made every calendar year and reports completed not later than 1 July. Copies of the new, Vessel Inspection Reference Guide are available upon request of the District Office.

This issue of TOPSIDE is offset on Hamilton Weycroft, donated by W. C. Hamilton & Sons as a contribution to the work of the Coast Guard Auxiliary.

BACK THE ATTACK

Buy War Bonds

We refuse to divulge the name of the man who, when introduced to Ensign Bertram Wolfe, Esq., our legal eagle, said, "Oh, a wolf in ship's clothing, eh?" (Actually, we swiped the gag from MOORING LINE).

STUPORMAN on Patrol—By "Kordy"



"The enemy will think this a code message."

How to See in the Dark

By H. H. BRENNEMAN, U.S.C.G.R.(T)
Flotilla 22

At 01:10 a torpedo was streaking through the dark water of the Pacific toward one of our aircraft carriers. It left a faintly visible trail of bubbles, but the lookout who should have seen it was half blind at the time. The first announcement of its arrival was a shattering explosion.

Don't blame the lookout. He had left his brightly lighted quarters only ten minutes before, at 01:00, when the watch changed, and his eyes did not have sufficient time to adapt themselves for "Night Vision."

This incident happened early in the war—things are different, now. Lookouts must spend a long period in darkness before going on watch, to condition their eyes for seeing in darkness.

Everyone knows that it is possible to see better at night after the eyes are "used to the dark", but few of us have had occasion to develop true Night Vision. It is almost like a sixth sense. In the dark, you can see 5000 times as well as you might suspect, if you learn to use *all* the seeing equipment Nature has given you.

How your eyes work

The human eye is like a fine camera. It has a diaphragm, lens, and film. Light from an object you wish to see is adjusted as to intensity by the pupil, which corresponds to the camera's diaphragm. Then it passes through the eye's lens where it is refracted and focused onto the retina which can be compared with the film in the camera.



PUPIL IS SMALL IN BRIGHT LIGHT

$\frac{1}{10}$ SECOND
TO CONTRACT

10 SECONDS
TO EXPAND



PUPIL IS LARGE IN DIM LIGHT



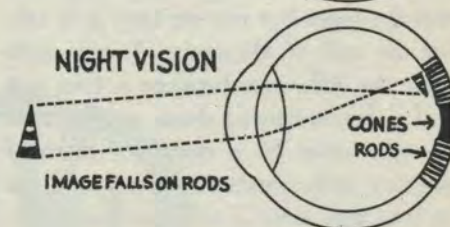
The image so formed on the retina causes an actual chemical change, just as happens when light strikes an unexposed film. This chemical change stimulates the optic nerve, which carries the impression to your brain. You see!

In bright light, the pupil contracts to a mere pinpoint—in dim light it expands. The contraction takes only $\frac{1}{10}$ of a second, but it requires 10 seconds, or 100 times longer, to expand. That is one reason why night driving can be hazardous. Glaring headlights make your pupils contract instantly. After they have passed, you are practically blind for 10 seconds. The pupils just don't admit enough light for you to see the dark road.

Remember, then, that for seeing in the dark, the pupils of the eyes must be expanded to admit as much light as possible. Incidentally two factors, other than the amount of light present, affect the pupil. Fear causes expansion — anger, contraction.

You have two kinds of Vision

After passing through the pupil, light is focused by the lens onto the retina. In the center of the retina is a tiny spot, composed of 7,000,000 cells called "cones." Here is where 90% of your daytime seeing is centered. You see shape, detail and colors on this spot.



Around the cones are 130,000,000 other cells, called "rods", which are the seat of Night Vision.

Except for occasional use of these rod cells in side vision, they are neglected—yet they are 5,000 times as sensitive to light as are the much-used cones. This sensitivity, which makes the rods so valuable for Night Vision, makes them almost inoperative in broad daylight.

In full moonlight you see with both cones and rods. At light intensities less than full moonlight, the rods take over, and the cones stop working. At this point you are using true Night Vision.

What happens when your eyes change over from Day Vision to Night Vision

Three things happen to your eyes when you go from light to darkness.

1. The pupil expands to admit more light. This adjustment requires 10 seconds.
2. Day vision cones need 5 minutes to adapt themselves (to a limited extent) to darkness.
3. Night vision rods adapt themselves to the dark. This requires from 30 to 45 minutes.

All this preparation is necessary to condition your eyes for Night Vision, yet a single flash of bright light during the period of preparation will make it necessary to start all over again. A match flame (used in lighting a cigarette) can spoil everything! Even a glance at an instrument dial lighted only by radium paint can cut down your Night Vision by 50%.

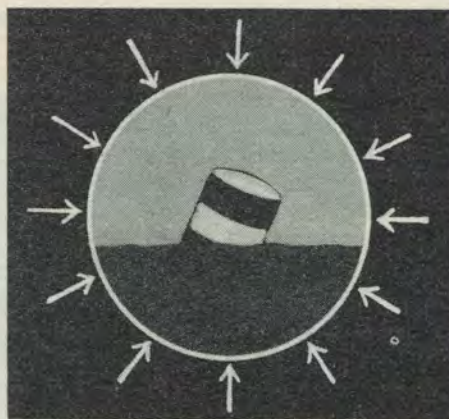
The defenders of a bombed German city took advantage of this fact during a raid, when, instead of trying to preserve a blackout, they turned every available light into the sky in order to spoil the bombardiers' aim. It worked. Gunners have learned not to watch the flash of their guns during a night action to preserve their eyes' dark adaptation.

How to use Night Vision

Preparing the eyes for Night Vision is only the first step. Next you must learn how to use it.

First of all, never look directly at the thing you want to see. Look around it. If you concentrate on the object, it will seem to disappear, for then its image will be focused on the cones, which practically quit working at night. Looking obliquely, "out of the tail of the eye" will put the image on the rods, which are sensitive enough to pick it up in the dark. At the same time, do not look steadily at any one side of the object. A series of darting glances all around is the best method. Keep the eyes moving.

It requires real will power, as well as practice, not to look directly at something you want very much to see. It is necessary to break this habitual, daytime procedure which simply won't work at night. Remember, Night Vision is practically a new sense, and we must learn how to use it by practice.



AT NIGHT, THE BUOY CAN BE SEEN BEST IF THE EYES SCAN THE CIRCLE

Acquiring Night Vision may seem to be a lot of trouble, but after you have learned to use it, you really have something. Think of it—night eyes are 5,000 times as sensitive as day eyes. After complete night adaptation, and under ordinary conditions, your night eyes can see the flame of an ordinary paper match 12 miles away. Under perfect conditions—cancelling out smoke, fog, haze, and the earth's curvature—this match flame could be seen by night-adapted eyes 200 miles away!

The "rods" you use for Night Vision are even more sensitive to a moving light or object. You can prove this with a simple experiment. Looking straight ahead, raise both your hands to the sides of your head, about a foot away from the outer corners of your eyes. Even with your eyes focused straight ahead you can see your hands out of the "tail of your eye." Their image falls on the rods. Now move your hands toward the back of your head until you just lose sight of them. Then, wiggle your fingers. They will seem to pop into view again.

Rods are sensitive to motion, even in daylight—particularly in darkness.

Night Vision is color blind

Any color you see at night is perceived by your day vision, because true Night Vision is completely color blind. Both red and blue lights will appear as white if they are so faint that they can be seen only by Night Vision. However, these two colors differ tremendously in their effect on night eyes. Red light affects the rods less than any other—blue light affects them 1000 times as much as red. Let's put it this way: If you have enough exposed blue light aboard your vessel to read a chart, that



A DIRECT LOOK CLOUDS THE IMAGE BECAUSE IT IS THEN ON THE "CONES"

light will appear to be 1000 times as bright to the night-adapted eyes of an enemy observer as would be sufficient red light for you to read the same chart. Is it any wonder that the blue lights used during blackouts early in the War are being supplanted with red?

Red light at night

Since night eyes are less sensitive to red light, red is less likely to disturb your night-adaptation. For example, the pilot who must refer to charts or instruments can preserve his Night Vision if only red light is used in the chart room. Or, the next watch can dress for duty in a red lighted room without ruining their night-adaptation. Instrument dials illuminated with red light, or covered with red glass will not affect Night Vision. Besides, there is less "after image" when red illumination is used. Tight-fitting red goggles are perhaps the most practical device for preserving Night Vision.

Not just any red light will do. Too much orange in the red is not good, and even if the color is correct, the red light should not be too bright. The wave band just above 600 millimicrons is about right. Any light which will fog an unexposed photographic negative is too bright for preserving Night Vision.

In recognition of the value of red light in retaining Night Vision, the new Navy Charts, prepared by the Hydrographic Office, are designed especially for reading under red light. On the old charts the red markings washed out completely under red illumination, and other color distortions took place. The new charts can be read under daylight, too.

Here are some of the new chart colors:

Features	Under Daylight	Under Red Light
Land	Gray	Light Gray
Lights	Purple	Purple
Deep Water	White	White
Shallow Water	Light Blue	Medium Gray
Shoals	Dark Blue	Dark Gray

A simple and effective way to retain Night Vision is to wear a black patch over one eye when it is necessary to come into a lighted place. This keeps one eye always adapted to darkness. A caution, though. One-eyed vision lacks perspective, making it impossible to judge distances accurately.

You are blind while your eyes are actually moving. (If you don't believe it, just look into a mirror and try to catch your eyeballs in motion!) For this reason, do not "sweep" the horizon with your eyes. Scan a small section at a time. Let the eyes "stab" at one point, then another. Night eyes are more sensitive just after moving.

Another vision handicap we all have is a blind spot on the retina of each eye where the optic nerve enters the brain. It is in the rod, or Night Vision cells. Possibly a faint, fixed light could appear to occult as it passes over the blind spot.

Recognition of objects, even in daylight, is largely a mental process based on a few outstanding clues. Your eyes sketch the broad outlines and your mind fills out the details. This is even truer where Night Vision is concerned. Darkness changes the appearance of the most common objects—perspective is lost, and everything becomes a profile or silhouette. You must learn to identify by outlines rather than by details.

In evaluating a silhouette at night, be cautious with your conclusions for a bright object appears larger than it really is, and tends to obscure a dim object near it.

If you follow every rule for good night-seeing, you still won't be able to see much if there is even a thin film of fog, dirt or salt spray on the glass of the bridge. Tiny scratches on the glass which catch every stray ray of light and bounce it back into your eyes are detrimental to your vision. These often-overlooked factors can cut down your Night Vision by 50% or more!

Your physical condition is reflected in your eyes

Lack of vitamin A in the diet can lessen the effectiveness of Night Vision. This vitamin seems to be necessary in the chemical change which occurs on the retina when light strikes it. How-

ever, if your diet already contains sufficient vitamin A, don't assume you can dose up with vitamin pills and see better in the dark.

Your vision at night—or, for that matter at any time, depends to a large extent on your general physical condition. Fatigue, a slight illness, or a "wee bit of a hangover" can cut down your Night Vision $\frac{1}{2}$ to $\frac{3}{4}$ —that is—may double or triple the amount of light you need to see an object. A tired sentry or lookout is only a little better than a blind one.

Conclusions

1. Never attempt a night watch unless your eyes are night-adapted.
2. Once attained, do not let any light, even the flare of a match lighting a cigarette, spoil your adaptation.
3. If you must have any light—use only Red Light.
4. Practice use of the rods by looking obliquely at objects in the dark. It requires a great deal of will-power to avoid concentrating on the object—so you will have to train yourself in this.
5. Your life may sometime be dependent on being able to see better in the dark than the enemy can.

THE BLIND SPOT



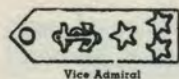
With the left eye closed, concentrate the right eye on the "X." Move this page slowly toward your face (from about a foot off). At a certain point the dot will disappear. Remember to concentrate on the "X" during the whole procedure.



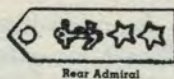
IDENTIFICATION OF RANK

COAST GUARD

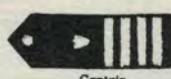
SHOULDER AND SLEEVE INSIGNIA OF COMMISSIONED OFFICERS



Vice Admiral



Rear Admiral



Captain



Commander



Lieut. Commander



Lieutenant



Lieutenant (J.G.)



Ensign



The insignia of rank and rating of Coast Guard personnel are nearly identical with those in the Navy—the principal difference being that a shield is used as the distinguishing mark of the Coast Guard and appears on the shoulder straps and sleeves at the points where the Navy shows a five pointed star. Enlisted men wear this shield upon their sleeves in addition to their rank devices.



★ "... and now the Coast Guard Auxiliary has a Fifth Purpose."

Probably no greater compliment has been paid the Coast Guard Auxiliary than that which was paid it by the United States Army, late in August.

In need of several thousand men with small boat and yachting experience for duty in many theatres of military operations, the Army turned first to the Auxiliary with its appeal, knowing that only the Auxiliary could supply, in large numbers, the experienced men needed.

Auxiliarists have responded to the call all over the Nation—hundreds upon hundreds. The opportunity of serving their country has more than made up for the months of hard study and waiting which at times have seemed quite tedious.

Our one great purpose since Pearl Harbor has been to facilitate the operation of the Coast Guard. Now to this we are asked to facilitate the operation of the U. S. Army! The Auxiliary will not fail now just as it never has failed before. In fulfilling its "Fifth Purpose" the Auxiliary will distinguish itself again.

Since the Day of Treachery on December 7, 1941, the Coast Guard Auxiliary, through its many acts of heroism and assistance has been writing history. The story cannot as yet be told, for obvious reasons. But when victorious peace comes to us and to our Allies, one of the brightest spots in the story of the war will belong to the Auxiliary for the great part it played in the defense and protection of our country.

LIEUT. COMMANDER VICTOR LAZO, U.S.C.G.R.,
Commodore, Fourth Naval District.

S.R.O. SIGN AT INSTRUCTION MEETING

★ At 1915 there were a handful of men in the room. At 1945, when the meeting was called to order, there was Standing Room Only and nearly 322 men were packed into the lecture-room at the Benjamin Franklin School, 15th and Green Streets, Philadelphia, on 24 August 1943.

The occasion was the first mass instruction meeting for prospective Auxiliarists and Reservists who had responded to the newspaper publicity, calling for more volunteers for Coast Guard work in the Fourth Naval District.

The meeting was addressed by Lieutenant Commander Victor Lazo, Commodore of the Fourth Naval District, who explained to the men in no uncertain terms exactly what would be expected of them and what they could expect in return. Commodore Lazo then introduced Lieutenant Commander H. E. Abbott, Director of the Coast Guard in

the Fourth Naval District, who gave a short but inspiring fight-talk to the prospective members.

Lieutenant (j.g.) J. W. Brown, the Assistant Director, was then introduced, and following his remarks the meeting was turned over to the movie technicians who put on a show that included a stirring film documenting the events that lead up to World War II, and an action film of the Coast Guard at work.

To clinch the men's determination to go through with their idea of joining the Auxiliary or the Reserve, Lieutenant Henry L. Schimpf, Jr., Executive Officer, addressed the meeting. In the opinion of most of those present, his remarks "clinched the sale."

In closing, Vic Boden, of Flotilla 18, outlined the instruction course for the five lectures that are designed to fit the men to take their entrance examination. The first of these lectures was held on 31 August, at which 176 men, approximately 55% of those attending the preliminary meeting the week before, ap-

peared for the course. Ensign Morton Gibbons-Neff, Commander of Flotilla 18, lectured on Coast Guard history and regulations.

All in all, the idea of the mass instruction class was a great success, not only from the viewpoint of the number of men enrolled, but also from the viewpoint of the calibre of those men. It is evident that there is some excellent material among them and it is hoped that a majority will complete the course, pass the examination and be processed promptly.

Because of the success of this first venture, a second class was started on 16 September, meeting at the same school on Thursday nights, at the same hour.

• • •

COAST GUARD WELFARE

★ In response to the call recently for contributions for the Coast Guard Welfare Fund, the members of the Auxiliary in the Fourth Naval District came through handsomely, exceeding their quota. The total collected was \$1,055. Those who contributed may rest assured that their donations could not possibly have been put to better use. Many thanks!

• • •

AMENDMENT TO CGA REGULATIONS

Article 201 — Organization — is amended to read as follows:

"The Auxiliary, a voluntary organization of citizens, who are owners of motorboats or yachts, shall be organized for the purpose of: (a) Furthering interest in safety of life at sea and upon navigable waters, (b) Promoting efficiency in the operation of motorboats and yachts, (c) Fostering a wider knowledge of, and better compliance with, the laws, rules and regulations governing the operation of motorboats and yachts, and (d) Facilitating operations of the Coast Guard.

"Members shall be grouped into Flotillas each of which shall be designated by appropriate geographical names. Divisions shall be sub-divisions of Districts of the Auxiliary, which Districts shall coincide with and bear the same name as those of the Coast Guard with the exception that the Commandant may group Flotillas or Divisions under commands separate from Coast Guard District organizations when such a separation shall be deemed advisable to facilitate operations of the Coast Guard."

In a letter received from Captain C. H. Jones, USCG, Chief, Auxiliary Division, dated 8 September, 1943, the foregoing amendment is commented upon, as follows:

"Amendment No. 5 to the Auxiliary Regulations eliminates from the Regulations a description of the bounds of the Coast Guard Districts and provides that Auxiliary Districts shall coincide with and bear the same name as those of the Coast Guard. It further provides that at the discretion of the Commandant, Auxiliary commands separate from Coast Guard Districts may be established."

THE LOG



FLOTILLA 16, BARNEGAT CITY

—Flotilla 16 has seen and had one of its busiest months since its organization. In addition to its dock and boarding watch at Barnegat City, it has taken on a twenty-four hour watch at the Tom's River Coast Guard Tower, located in Seaside Park, thus relieving several of the Tower men for duty elsewhere. The men appreciate the activities of Ensign Robinson in organizing this watch and his instructions; also the easy effort with which it was done. The officers and men also appreciate the courtesy extended to them by the officers and men of the Tom's River Station, and congratulate the mess officer for the fine meals that the men on watch receive.

Through the efforts of Flotilla 16, a two-masted schooner, "The Lady Slipper" has been secured for the use and training of the newly-organized Sea Scouts in Tom's River. The Scouts and the Flotilla are greatly indebted to Mr. Shoemaker, the owner, for his contribution to a cause which we feel is a very good one, as the training the scouts receive will be beneficial to their future.

Several applications have been made for membership in the Flotilla. The Junior Commander, with his staff, has been busy instructing other applicants and several men have passed their entrance examinations.

The Flotilla and officers and men of the Reserve congratulate Commander Brouwer on his promotion to Lieutenant, Senior Grade, in the Temporary Reserve. We all feel that Commander Brouwer has and is putting forth a great amount of effort and time in the activities of the Auxiliary and the Reserve, as well as being very active at Headquarters.

Our Flotilla, before the next issue of TOPSIDE, will probably be in its new headquarters at the Tom's River Yacht Club. The officers and members wish to thank Commodore Crabbe for his kindness in giving us the use of his boat-house and grounds for meetings and activities of the Auxiliary and Reserve.

—Leslie W. Reynolds, Publicity Officer.



FLOTILLA 11, ATLANTIC CITY

— That rumbling noise coming from the direction of the sea isn't just the sound of the surf . . . it's also the sound of that beehive of activity, Flotilla 11.

Every man in the Flotilla, whether on Reserve or Auxiliary status, is working hard at some one of many duties. The Reserve has been growing by leaps and bounds until now we are pushing close to the eighty per cent mark.

A drive is now on for each member to bring in a new recruit. Every means of securing such men is being utilized. The results are encouraging and each week sees more, new, eager men taking their oaths of allegiance.

By this time, our commercial fish dock patrols are running smoothly and efficiently under the able management of Joe Werner, and the new Watch Tower duty is well under way, being capably guided by Morrie Cole.

On 25 August, the Flotilla celebrated its third anniversary with a dinner at the Atlantic City Tuna Club. The dinner served as a welcome to new recruits and was attended by our old friends Lieut. Comdr. Abbott, Lieut. Comdr. Lazo, Lieut. (j.g.) Brown, Lieut. Schimpf, Lieut. Brouwer, Lieut. Wyatt, Ensign Robinson, and our new division captain, Earl Leonard. Commander Frank Eskuchen officiated at the dinner and received the compliments of all Coast Guard officers present for the fine job both he and the men of the Flotilla are doing. All the men present were greatly pleased to know how much appreciated their work was by the regular Coast Guard. Aside from the regular, weekly tour of duty, each man in the Flotilla is busily preparing for the forthcoming rating exams and regular weekly instruction classes are being run by Navigator Gil Mansfield. All in all, the Flotilla is making steady, solid progress.

—J. Dooley, Publicity Officer.

FLOTILLA 22, ESSINGTON—On 30 August, Flotilla 22 gave a dinner for the 17 Flotilla members who were ready to leave for the southwest Pacific with the Army Transportation Corps.

This affair, held at the Engineers Club, was attended by 150 members, wives, and friends. The Coast Guard orchestra from Pier 181 furnished music for dancing.

The greater number of A.T.C. men were scheduled to leave on 1 September followed by others on 11 September and 3 October.

Although this list undoubtedly will grow, here are those from our Flotilla who have joined the Army Transportation Corps to date:

Paul Bates, Charles Baxter, David Campbell, Vincent Cipollone, James Collins, Joseph Hansel, Roger Houghton, Yern Jorgenson, Charles Lanyon, Homer Lyman, C. E. Matthews, Gerard Nelson, T. A. Patton, R. O. Robertson, Nick Sciarra, Elmer Thieman, Harold Waxman.

In addition, Paul Creamer and Thomas Creamer have joined the Merchant Marine.

The group who passed the entrance examination for Flotilla 22 on 9 August probably set some sort of district record for size. It numbered 48. Subsequently, 34 of these were voted into the Flotilla at one time—another record!

—H. H. Breneman, Publicity Officer.

FLOTILLA 17, LEEDS POINT — Flotilla 17 has been very fortunate in having CG #38025 Vessel assigned to them for the continuance of their part in the patrol of Little Egg Inlet. The membership of our Flotilla has increased in a decided manner during the last two months.

Special activities this month include assistance to the regular Coast Guard Service and the Navy, in the nature of placing inland waterway markers on the various channels through Great Bay and tributaries and examinations of vessels for War-Time Licensing.

One outstanding feature of special activities in our Flotilla was the establishing of a nautical mile course on the Mullica River at the request of the Navy

and Chas. P. Leek and Sons of Lower Bank, N. J., who have just completed construction of two, 72-foot patrol boats. Our members, who were familiar with local waters at this location, acted in the capacity of pilots for the trial trip of the first of these boats, the Q1338, under the direction of Commander Ward of the Navy, Chief Inspector. The boats are for delivery to New Zealand.

—Frederick Harfer, Publicity Officer.



FLOTILLA 25, FARRAGUT—Our new and competent Commander, Dr. C. Frazer Hadley, Jr., has put forth a great effort to comply with an expansion program by the use of willing and capable

advanced instructors who teach recruits all requirements from entrance into Flotilla 25 to Navigation. Advancement of this work necessitates the increase of membership to replace regular Coast Guardsmen who have been shipped out on active duty.

Ex-Commander, Dr. John Hammerle, has been placed on the Committee of Instruction and Examination.

Farragut Flotilla 25 has been a virtual bee-hive of instruction on Monday nights. More pressure is necessary to overcome the loss of Reservists now that our Junior Commander, R. Carl Duff, Master of Vessel, is going on Pacific duty, and Harry Rambo qualified as an Ensign in the regular service and will go to Florida for further training. Also, Robert Whitelaw, Quarter-master, Second Class, has been accepted in the Seabees. This leaves a gap that is difficult, but not impossible to fill. Thus, the tempo is stepped up to a twenty-four hour patrol. A contemplated schedule for this twenty-four hour duty has been turned in to the Coast Guard office.

At present, Farragut Flotilla 25 is conducting classes for Motor Machinist's Mate, Coxswain, and Boatswain's Mates, Second and First Class, and we are showing the best percentage of number of men passing of all Flotillas under the new examination regime.

Flotilla 25 received a letter of commendation from Lt. Commander H. E. Abbott, congratulating us upon our 100% subscription to the Coast Guard Relief.

On 28 July at 1600 at Haddonfield, the ten best shots represented Farragut Flotilla 25 at Rifle Practice under the guidance of Chief Rawls, U. S. Coast Guard, Norman H. Derr, Chief Gunnery Officer of the Division, and John A. Bauer, Gunnery Officer of Flotilla 25.

—John A. Bauer, Publicity Officer.

FLOTILLA 24, DELAWARE RIVER—Flotilla 24 was officially organized about six months ago with ten boats, ten regular members, and one associate member. As of this date, we have sixteen boats, twenty regular members, seventeen associate members, and twenty-six applications for associate memberships. Of our 37 members, 33 are in the Reserve. During April, our men participated with Flotilla 23 to gain practical experience. On 30 May, we were asked to take over a patrol boat. We were well prepared for this assignment and have continued on river patrol since that date.

Members of Flotillas 51 and 52 have been participating in these night patrols, but we now have sufficient men of our own to man a patrol boat with aid from other Flotillas.

As more of our men are trained, we expect them to be assigned to other duties, relieving regular Coast Guardsmen. With the guidance of our able Commander, who has been working extremely hard, we expect to make Flotilla 24 one of the outstanding organizations in the Fourth Naval District.

—W. R. Peterson, Publicity Officer.

• • •

FLOTILLA 31, OCEAN CITY—At a time when a good many people are merely "getting the works", Ensign Harry R. Vandegrift, Commander of Flotilla 31 was the recipient of a wrist watch—works and all—on 5 September. Following the regular weekly meeting at the Ocean City Yacht Club, a serio-comic get-together was held by members

of this Flotilla. After some flamboyant oratory relating to the past activities of the unit and the tribulations of the Commander, a fitting presentation speech was made by Herbert Benner and an attractive watch, evidence of the esteem in which Mr. Vandegrift is held by his associates, was awarded. A beautiful pin was also given to Mrs. Vandegrift.

This affair afforded an outlet of surplus energy following active participation in the various phases of Coast Guard work which members of the Flotilla have engaged in during the summer months.

The membership of Flotilla 31 is rapidly being supplemented as result of an intensive recruiting campaign in the South Jersey area adjacent to Ocean City. Quite a few candidates are now enrolled in the training classes conducted each Sunday, and when these men are eligible for duty, they will be assigned in accord with directions from Headquarters.

In addition to routine dock patrols at Cape May, Cold Spring Harbor, and Wildwood, Flotilla 31 has sought recruits for the SPARS by means of a booth on the Ocean City boardwalk, and some favorable response has resulted. A majority of the Auxiliary membership has taken the oath of the Reserve (T) and considerable attention has been given to more advanced training of Reservists.

The personnel of Flotilla 31 was fortunate in obtaining uniforms with relatively little difficulty, and hence were able to establish dock patrols promptly when the order was issued.



INSTRUCTORS FROM READING FLOTILLA 51 TEACH APPLICANTS

Prospective members of the U. S. Coast Guard Auxiliary receive preliminary instructions from Theodore L. Cuyler, 3rd (right), Edgar Dan Sibley (seated) and Ray Henrie (hands on flag). The prospects are part of a group of 30 new members obtained as a result of a feature article in the Reading Eagle. EAGLE STAFF PHOTO.

The Ocean City group is looking forward keenly to fall and winter activities and takes a serious view of the importance of the work performed by both Auxiliary and Reserve (T).

During the past two months, many officers of the District have attended regular weekly meetings and spoken before the group.—E. L. Johnstone, Publicity Officer.



FLOTILLA 52, LANCASTER — That the Coast Guard Auxiliary has a wide range of activities is quite apparent to the citizens of Lancaster, situated in the Fourth Naval District,

but some sixty-odd miles from its patrol base at Port Richmond on the Delaware.

Since that memorable meeting at which Flotilla 52 had Flotilla 51, of Reading, as its guests at the Hotel Weber, Lancaster, on 23 July, things have been humming for the Lancaster Flotilla. Classes for new members have been well attended, with the original membership of twenty-two men just about doubled at the present time. Practically 100% of the original membership are Temporary Reservists with many new members being sworn in upon qualifying.

Operations Officer Jack P. Schleenbaker, who recently received a rating of Motor Mechanic 2/C, has been sending men down to Philadelphia regularly to assist Flotilla 24 in its patrol duties. Among the men who have been doing frequent patrol assignments, the following have received ratings as Coxswain: William S. Stephens, Gardiner C. Wilson, William B. Landis, J. Arthur Norris. Several other men took examinations for ratings on 22 August.

Flotilla 52 is now hard at work campaigning for SPARS. A most attractive and business-like recruiting station has been set up at 23 E. Orange Street by a Spar Committee, consisting of Seamen 1/C Ray B. Hall, Paul Smith, Wm. Hubbard, Fred Schmitt and Coxswain J. A. Norris. Commander Williams, Vice-Commander Gardiner Wilson, Junior Commander William Kinn and Public Relations Officer John P. Samuels, together with all the men of the Flotilla, are out to make Lancaster SPAR-conscious. Their efforts seem to be meeting with success for on the first day, 26 August, they signed up Mrs. Ethel Nolan, an attractive war-worker of Lancaster. Ensign Priscilla Metcalf and a group of Spars from the District Office



"You and your ideas! How in H . . . do we get down now?"

are expected in Lancaster during the campaign to help the boys along in their recruiting.

On 7 September, a new series of instruction meetings for prospective Auxiliary members will be inaugurated under joint sponsorship of the Auxiliary and the Susquehannock Branch of the U. S. Power Squadron, of Lancaster. It is felt that by combining their efforts both organizations will receive greater benefits through more thorough and advanced instruction. Vice-Commander Gardiner C. Wilson, Coxswain William Stephens, Junior Commander Wm. Kinn and others will serve as instructors. Full speed ahead!—John P. Samuels, Public Relations Officer.

FLOTILLA 23, DREDGE HARBOR

—The topic of conversation at the time among members of this Flotilla is the scheduled day patrols to start after 15 September 1943. This means that most of the night patrol crews, which by now have organized into smooth working units, will be dis-banded in order to carry out the additional duties. But the experience these men have obtained will be valuable for the success of our new venture.

Thirty-one new members have been added to our roster since the last publication. This has not only swelled our ranks considerably, but confirms the feeling among the membership that the functions of the Auxiliary are looked upon with high regard by the public.

Flotilla 23 has been fortunate in again obtaining the services of Captain Olsen,

who so ably conducted instruction classes in navigation and piloting last winter. Also among our ranks is a first class devotee of the "SWOB." Not only is he most capable in himself, but "SWOB WILSON" is always willing and eager to pass on the benefits of his vast experience to the "Boots." Any other Flotilla wishing to obtain the high-lights of this expert's past performances may do so by contacting his manager at "23."

With such an interesting program in store, Dredge Harbor Flotilla looks forward to increasing its services and membership, and doing the job according to the high standards of the Coast Guard.

—Frank P. Glenn, Secretary.



FLOTILLA 32, STONE HARBOR

—After two weeks of campaigning, and mainly through the efforts of Jerry Alexander, Borough Clerk of Stone Har-

bor, the Flotilla has rounded up a class of twenty year-round residents who have signified their intention to become members of the Reserve to serve in the Watch Towers. Regular instruction classes are being held in the Stone Harbor Town Hall every Friday under the leadership of Edward Pike and Earl Barber. James A. Finan has been advanced to C.P.O. and assigned to the Educational Committee of the Staff. Joseph Davis has tendered his resignation to accept a commission as Master of a Class A boat in foreign service. He

has the best wishes of the Flotilla. Earl Barber's recent illness has been traced to his inability to digest fourteen lobsters, two hundred buttons, two pounds of blue fish roe, six bonitas, and two conches at one sitting. He is further suspected of causing the shortage of sea food in Cape May County and may be responsible for the closing of the fish docks. The name of Roland Otton has been cleared of all connection with the naming of Otten's Harbor. Pete Bauer has again obtained permission from the University Club to hold meetings and classes at the Club this winter. We regret the untimely death of Edward Matlack, a Reservist who served until two days before his passing away. All members of the Flotilla feel the loss deeply.

—Carl T. Roth, Publicity Committee.

FLOTILLA 27, SALEM—During the months of July and August, Flotilla 27 saw many changes in officers and operations.

Heading the list of changes in officers was the promotion of former Commander Hineline to Division Captain. Evan Pearson was then promoted to Commander of the Flotilla, Willis Peterson became Vice-Commander, and Laurence Doyle was appointed Junior Commander.

William Hoagland was made Operations Officer and Warren Jaquett took Hoagland's place as Membership Officer. William Hilliard was appointed Treasurer and Assistant Secretary. Hildreth Allen became Assistant Operations Officer. George J. Sawyer filled the office of Gunnery Officer vacated by Laurence Doyle.

A number of the members were recommended for promotions to Coxswain. They reported to take the examination to justify the ratings, and are now waiting to hear how they made out. Several members are trying for Motor Machinist ratings also.

The Flotilla is now using the Coast Guard Picket boat instead of our pleasure craft as we had been doing. The area is being patrolled twenty-four hours per day every day in the week with this boat.

New members are coming in all the time. Thirty-five members were added to our Flotilla during these two months.

A summary of our operations to date shows the following information: 452 hours of boat use on patrol, 2199 man-hours, 1627 miles cruised, 195 man-hours of study, 30 boats enrolled, 81 members enrolled, 32 rated men in the Temporary Reserve. (These totals are for the month of July).

Guests at our meetings during this

time include Chief Copp of the Delaware City Base, R. A. Lee, Chief Radio Man, Ex-Commodore Nelms, C. B. M. Darrach, Ensign Priscilla Metcalf, Ensign W. W. Robinson, Lieut. (j.g.) Hineline, Ensign Petry, and Ensign Hayes.

—George Boehner, Publicity Officer.



FLOTILLA 26, TRENTON, N. J.

—The last few weeks have been quiet for Flotilla 26, as the patrol in which we participated had been cancelled.

As a result of considerable publicity in the Trenton Times, the Flotilla has received many applications from prospective members.

Military drill and etiquette are being handled by Thomas Long, as well as classes in Blinker and Boat Handling. The latter being capably supervised by C. B. M. Halbert Phillips.

There is also a possibility that we may be afforded the facilities of a gun range in the vicinity of Trenton which will permit our members to participate in Gunnery and Rifle practice.

—Aaron Himmelstein, Publicity Officer.

FLOTILLA 33, WILDWOOD—Our oldest member, J. Albert Harris, former Wildwood, N. J., postmaster is heading up the shore Flotilla's drive for new members and Harris, more than 70 years young, vows he will get the thirty new members he is fighting for. Harris, a C.P.O., takes his regular turn on the dock patrol and also puts in a lot of extra hours.

W. C. Koenke, another member of 33, and an employee of the Marine National Bank, Wildwood, is heading the bond drive of the Flotilla members serving on Otten's Harbor dock. He kicked the lid off his personally conducted campaign by signing up one of the fishing boat skippers for a \$500 War Bond. Koenke expects to hit all the skippers and crew members of the boats docking at Otten's before the Third War Loan drive is over.

Serving on Saturday nights, Koenke has as one of his fellow members on watch, Marshall Bainbridge, Jr., Deputy Administrator for the Treasury Department in charge of War Bond promotions for the Southern half of New Jersey.

Nels Long, another member of the Saturday night watch, is standing by for his call to enter the Army amphibian service. Long will be inducted before 1

October and expects to see service in the far Pacific.

Rudy Weir spends a lot of his spare time making repairs to the engines of boats belonging to other members of the Wildwood outfit.

Flotilla 33 is making plans for another of those outstanding meetings held every so often at Ensign Jack Kay's farm. Arthur Sutton, Flotilla instructor, has been delegated to get the refreshments, particularly the clams—you know the kind.

Harry Colson, pillar of the church, is still blushing when he remembers the woman who fell overboard in Otten's Harbor with nothing on but a very thin dress. Ralph Clayton dove overboard for her and Harry dragged her onto the dock.

FLOTILLA 15, POINT PLEASANT

—The regular business meeting of Point Pleasant Flotilla 15 was held at American Legion Headquarters on Saturday, 3 July. Instructional meetings were held on 10, 17, 24, and 31 July.

On Saturday, 14 July, a recruiting drive for Spars was held under the auspices of Flotilla 15 at the Arnold Theatre, Point Pleasant, N. J. Ensign Priscilla Metcalf, U.S.C.G.R.-W., spoke to the audience between shows.

On Saturday, 7 August, the Flotilla gave a dinner at the Dinner Bell, Brielle, N. J., which was attended by twenty members and prospective members, and three guests. Former Division Captain, Lieut. (j.g.) Brouwer, new Division Captain, C. B. M. Earl Leonard, and Warrant Boatswain Daisey, Commandant of the Manasquan Coast Guard Station, addressed the members.

The Flotilla now has a total membership of twenty three, including eighteen members and five associate members, with three prospective members now taking instructions.

The new members who passed their examinations included the Rev. R. C. Hubbard, William P. Schorn, and Wayne W. Bixby.

Nine members have now signified their willingness to serve on tower watch duty and we expect to have our full complement of fourteen within a month.

Further instructional meetings were held on 14, 21 and 28 August. Mimeographed lesson sheets covering twenty questions on Lights and Equipment, Rules of the Road, Right of Way, Whistle Signals, Safety at Sea, Knots, Buoys and Lights, and Coast Guard Regulations, were used with considerable success.

—Aaron E. Carpenter, Commander.



HORACE PIKE, BM 1/c, and JOSEPH ZIMMERMAN, both of Flotilla 32, checking the day's catch with the skipper of the Hustler at Cold Spring Docks, Two Mile Beach, Wildwood.

FROM THE BRIDGE

By LIEUT. (j.g.) JOHN W. BROWN

COMMERCIAL FISHING DOCK PATROL PERFORMANCE

★ From 18 June to 31 August inclusive, the commercial fishing dock patrol has amassed some rather interesting performance figures. This commercial fishing dock patrol participated in by members of Flotillas 11, 13, 16, 31, 32, 33, covers five commercial fishing docks and patrols twenty-four hours a day with a minimum of two men on duty at all times. The object of this patrol is to give a better, clearer, more concise accounting of the movements of commercial fishing craft operating in the waters of the Fourth Naval District and adjacent naval districts.

The patrol works closely with the Section Coast Guard Officer, Atlantic City Section, and is under his jurisdiction. It also works closely with the Navy Intelligence Division.

The reports and logs turned in by the commercial fishing dock patrol include data from which a semi-monthly report is compiled for the District Coast Guard Officer, the Section Coast Guard Officer, and the Navy. The latest report shows that 20,164 hours have been logged and over 11,000 vessels have been reported. Something over seven million pounds of

fish have been recorded, and numerous incidents, of interest both to the Section Coast Guard Officer and the Navy, have been handled. Besides gathering data as to the movements of commercial fishing vessels and their crews, the commercial fishing dock patrol has done a creditable job in detecting fires on docks. They have discovered and reported numerous unauthorized persons who have attempted to go to sea, and they have conducted themselves and handled their job to the complete satisfaction of the Coast Guard, Navy, the commercial fishermen, and the proprietors of dock property.

Some 231 men comprise the commercial fishing dock patrol. They are all members of the Auxiliary of the Fourth Naval District temporarily enrolled in the U. S. Coast Guard Reserve, fully uniformed, and are serving twelve hours per week without pay. Credit for the excellent performance of this group of men is largely due to the hard work and fine example of the Operations Officers and Chief Petty Officers of the several Flotillas engaged in this work.

Rating Examinations

★ When the papers were marked and the smoke had cleared away, it was found that a total of 301 men had taken the Rating Examination, and that 210 had passed and 91 men had failed. This shows an over-all average of 70 per cent passing. The first Rating Examination was given on 6 June. To this examination came 78 men to substantiate the rating that they had held for some time, and in some cases, to qualify for advancement in rating. On 11 July, 98 men reported for their examinations, and on 22 August, 125 men took the tests.

Examinations were given for ten different ratings. The following tabulation indicates the number of men passing and the number of men failing the examinations for each of the several ratings.

	No. Passing Examination	No. Failing Examination
C.B.M.	40	11
B.M.1c	8	15
B.M.2c	18	15
Coxswain	86	27
C.Mo.M.M.	14	9
Mo.M.M.1c	21	5
Mo.M.M.2c	13	9
G.M.1c	5	0
G.M.2c	3	0
G.M.3c	2	0

The matter of rating has been the subject of a great deal of speculation, and in some instances, of discontent. When it was decided, last May, that it would be necessary for all members of the Auxiliary to substantiate their ratings, a great many men decided that they would not take the examination. However, we now have 210 men who have passed the Rating Examination, together with 76 men who have passed the Navigator's Examination, giving us a total of 286 men who have substantiated by examination the rating which they now hold, or have qualified themselves for advancement in rating. The enrollment in the Temporary Reserve is approximately 1000 men so that we now have about 30 per cent rated men or men who are qualified for ratings.

An examination for Navigators only will be held on 12 December 1943 at 1000 at the Penn Athletic Club. The scope of this examination will be found on page 17 of the General Information booklet, a copy of which was recently mailed to every Auxiliarist. Men who pass this examination are eligible for any deck rating including that of Chief Petty Officer.



INDUCTION OF FLOTILLA 41

★ In the formation of Flotillas in the Fourth Naval District, which has been outstanding in the organization of Auxiliaries, it hardly seems right that the "First City of the First State" should just be reporting the creation of Flotilla 41. We who have sponsored the organizing of this Flotilla have never been satisfied with not having a part in the vital work required of the Coast Guard in this locality.

The thought of a Flotilla for Wilmington was given serious consideration by the District Officers more than a year ago, but for some reason any organization with the boating fraternity of this area could not be affected at that time.

The idea was again revived the first of May, 1943, and a meeting called at the request of the Wilmington Power Squadron. At this meeting, which was held on 14 May, there were approximately one hundred men present who were interested in learning about the United States Coast Guard Auxiliary. Some of these men were probably just curious, but for the most part they were ready and willing to tackle the job of organizing a Flotilla. This group appointed a temporary Chairman and Secretary. Committees were appointed by the Chairman for Recruiting of Members, Education, and Inspection of Vessels and Base. The Recruiting Committee discovered that they had a selling job to perform in order to get necessary boat owners for members. This was probably due to the fact that in the minds of the yachting fraternities "Wilmington is situated at the head of Chesapeake Bay", the boating Paradise of the Middle Atlantic States, where the needed boats were either kept or used in peace time. However, our Recruiting Committee suc-

ceeded in overcoming this obstacle, with the result that twenty-six boat owners applied for membership, in addition to which we had thirty-two applications for associate membership. Our Base Committee also had a man-sized job. As those who are familiar with this part of the waterfront know, there are few harbors for small craft, and there seemed to be only one suitable harbor for the work which we expected to perform. This was the yacht basin located directly on the Delaware at New Castle, six miles below Wilmington on an excellent highway, with good bus service. But here we ran into another obstacle, in that this basin is privately owned by Mr. Philip D. Laird, and beautifully located on his estate. Our problem of a suitable base was quickly overcome, however, because as soon as Mr. Laird learned of what we Auxiliary-minded civilians were endeavoring to do, he turned the basin over to Flotilla 41 to be used for Auxiliary and Reserve work for the duration of the war. This was just the beginning of the Base Committee's task. The basin has not been used for several years due to the fact that most of the boats usually based there had been turned over to the Coast Guard by their owners at the beginning of the war. Therefore, it will be necessary to remove from six to eight feet of fill and replace approximately fifty piles. With the present shortage of man-power and equipment, you can readily see that the Base Committee still has quite a job to perform. Our Educational Committee started to function immediately, and the instructional work progressed rapidly under able leadership. By the middle of July there were thirty-eight men who felt qualified to take the entrance examination. So, on the night of 20 July, the Examining Board came to Wilmington and gave the examination. Their report was most gratifying.

In about a month we had completed the many necessary details, such as reports of Membership, Boat Inspection, and Examining Committees, Declaration and Oath of Office, and Fingerprinting, as well as physical examinations at the Wilmington Barracks of the U.S.C.G., thereby making possible the installation of Wilmington Flotilla 41 on 27 August, 1943, at the Hotel du Pont.

Officiating on this occasion were: Lieutenant Commander Henry E. Abbott, U.S.C.G.R., Director, Coast Guard Auxiliary; Lieutenant (j.g.) John W. Brown, U.S.C.G.R., Assistant Director; Lieutenant Commander Victor Lazo, U.S.C.G.R.(T), Commodore; Lieutenant Henry L. Schimpf, Jr., U.S.C.G.R.(T), Executive Officer; Lieutenant (j.g.) Frank B. Hine, U.S.C.G.R.(T), Captain, Division No. 2; Ensign C.

Frederick Petry, U.S.C.G.R.(T), Chairman, Staff Boat Inspection Committee.

The duties of these gentlemen had been well charted before their arrival in Wilmington, particularly with regard to the procedure to be followed after the dinner tables had been cleared. In true military manner, Flotilla 41 came into being by direction of a letter dated 27 August, 1943, addressed to Commander, Coast Guard Auxiliary Flotilla 41, Wilmington, Delaware, and signed by Captain E. A. Coffin, U. S. Coast Guard, which was followed by the swearing in of those men who were to direct this new Flotilla, namely: Commander, Henry W. Hargadine; Vice-Commander, William D. Bradford; Junior Commander, Van R. Coats.

In addition to the office of Vice-Commander, Mr. Bradford was also sworn in as Chairman of the Boat Inspection Committee of the Flotilla.

The members of Flotilla 41 greatly appreciate the patience and cooperation extended to our group by the District Officers. We who have followed the organization of our Flotilla from 14 May, 1943, to 27 August, 1943, know that the task could not have been accomplished without the aid of their fine spirit and assistance, nor without the undivided interest, support and willingness of all the members of Flotilla 41, who have worked so untiringly.

CREDIT

The scratchboard drawings in this and the preceding issue of TOPSIDE are the work of Charles P. Gray, of West Chester, Pa., and are reproduced by permission of The Philadelphia Saving Fund Society, for whom they were originally prepared.



"For the good of the Service—

Report to the Galley"

Tower Watch

(SEE COVER)



★ Possibly no other duty which Reservists in this District have undertaken if of as permanent a nature as the assignment to the Look-Out Towers along the Coast of New Jersey. Several factors combine to make this task exceedingly interesting. In the first place, the Reservist finds himself constantly in close touch with the regular service at the Stations, and through the present arrangement whereby one Reservist and one Regular Coast Guardsman maintain one Tower, an element of complete co-operation is realized between the two service units.

The observation of airplanes and sea-craft is a task requiring the utmost diligence and complete attention of every Look-Out. Should planes or ships escape the attention of a single tower the neglect would immediately be noted at Control Headquarters, and the fixation of blame become apparent. It is thus essential that the Look-Outs be on their toes at all times. This is one of the reasons why the Auxiliary was selected to take over this job. It is felt that the responsibility will be fully understood by these men of mature years. Also, the fact that they are not subject to transfer once they have learned the system in effect, is of greatest importance.

The exact number of towers which it is proposed to man with Reservists is not known at the present time. However, three Flotillas have already established Look-Out Watches and within ten days two more Flotillas are expected to undertake the duty. It must be clearly understood that the personnel engaged in this assignment is to be recruited almost entirely from residents of the Jersey Coast, inasmuch as the transportation problem is too acute to permit men to travel from distant points to the shore. In this connection, it might be noted that four of the shore Flotillas have already instituted extensive recruiting programs in an effort to fill out their membership with men living in the vicinity of the coast Stations. It is hoped that the fruit of this enterprise will be

HOW TO KEEP A SHIP'S LOG

By FREDERICK REMINGTON, C.B.M.

Operations Officer, Flotilla 18

PART ONE

The average Reservist frequently becomes exasperated at the amount of paper work that has to be done on every tour of duty. This attitude is brought about largely because of his lack of knowledge of what has to be done—and why.

Anyone who has read Neville Shute's book, "Landfall", knows what a thrilling tale this author has spun, based entirely upon the accurate keeping of logs by Skippers of various vessels, all of which were operating in the same area at the same time. The plot deals with a bomber pilot who sinks a submarine which appears to be one of his own country's undersea craft. Careful study of the logs of the various vessels in the area, with their times, positions, weather reports and other factors is finally assembled into a pattern that proves that a German submarine sank the British sub and that the British bomber pilot then sank the German sub.

In keeping a log, remember that of the thousands of logs that are kept daily and filed in the archives, *yours* may prove to be of vital importance for some reason of which you had not the remotest idea at the time you wrote it up.

Timing is Everything

An old, forgotten log that is not sent through to Headquarters on time is of no more use than last week's newspaper. Not only does it fail to deliver its message on time, but it clogs up the necessary, routine work by becoming the missing link required to fill out a story of continuous performance. Almost every Reservist has been guilty at one time or another of some carelessness in regard to logs. Perhaps the proper copy was not mailed on time; the carbon may have been unintelligible; the whole log may have been a maze of terms culled from a

a substantial increase in shore enrollments within the very near future.

The applicant for Tower Watch duty is expected to take several courses following the original assignment. The primary phase will be series of intensive instruction lectures on aircraft identification which will be designed to familiarize the recruit with those aircraft of American origin which he will usually see, and those of the enemy which he might eventually encounter. No man should undertake this assignment without realizing the fact that he will be expected to devote considerable time to a study of the problems involved.

lifetime vocabulary of legal phrases, doctor's prescriptions, or banker's jargon. Such logs, filled out in landlubber's terms, are often meaningless to the man who has to interpret them.

When writing up a log, fill in the proper day, month, and year carefully. Start each entry with the correct time, using the 24 hour system that identifies 1 P. M. with 1300, etc. Record your Time Underway and Time Moored and Anchored in hours and minutes. Time Underway is, of course, the actual time your boat is cruising from the moment you leave the slip until you drop the anchor and, again, from the time you leave your mooring or anchorage until you are back in the slip.

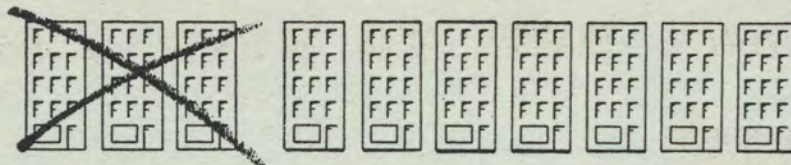
Stand-By Time should be entered as the number of minutes from your arrival at the boat until you are underway, and from your return to the slip until you leave the boat. This is time you will spend in checking stores, cleaning up the boat, and preparing to get under way or, on return, to leave the vessel.

Accuracy Is Important

The accuracy of your time entries is particularly important. Consider the fact that a plane traveling 300 miles an hour is five miles away in one minute! Logging it one minute in error might very well put it out of sight in certain weather. If the plane should then meet with an accident, your incorrect log would be of little value in helping to locate the disabled plane. Make a practice of checking the ship's clock or your watch at least once a day with the Arlington Time Signal. This comes over your radio at 0600, 1200, and 2300. The signal is a series of dashes sent out every minute for five minutes before the hour, ending with a final dash on the hour.

Because of the complete blackout of patrol vessels on shore duty, it is sometimes difficult to determine exactly what time it is. Yet the correct time must be determined at least every hour in order to know when to turn on the radio for the stand-by period. This may be neatly solved by keeping the ship's clock five minutes ahead, and turning on the radio when the clock bells are struck. But if this system is used, all hands must remember to make log entries at the correct time—five minutes slower than the ship's clock shows.

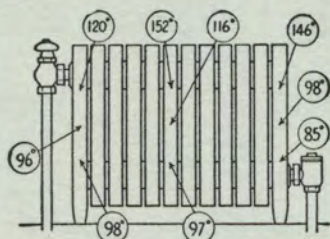
(This article will be concluded in the November issue, giving detailed instructions about recording weather, wind, visibility, cloud formations, sea condition, etc.—Ed.)



Yes . . . 7 out of 10 buildings can get more heat with less fuel

With fuel rationing, it is more important than ever that building owners thoroughly investigate their heating systems to make sure they are not wasting valuable fuel.

Webster Engineers have found through thousands of surveys that seven out of ten large buildings in America (many of them less than ten years old) can get more heat per unit of fuel consumed.



Actual proof of low radiator temperatures! Here are actual temperatures at nine points and showing average radiator temperature of 112° F. . . . due to scientifically controlled turbulence.

Before the development of the Webster Moderator System, steam was either "off" or "on" except for the control provided

by the radiator supply valve. There was no better way to control *quantity* of steam delivery to radiators.

The Webster Moderator System prevents the discomfort of "scorching hot" radiators by making possible low radiator temperatures. . . Eliminates annoying and fuel-consuming surges of heat—or "cold spots"—by supplying heat *continuously* to all radiators through orifices and central controls. There is no waste of valuable fuel through overheating.

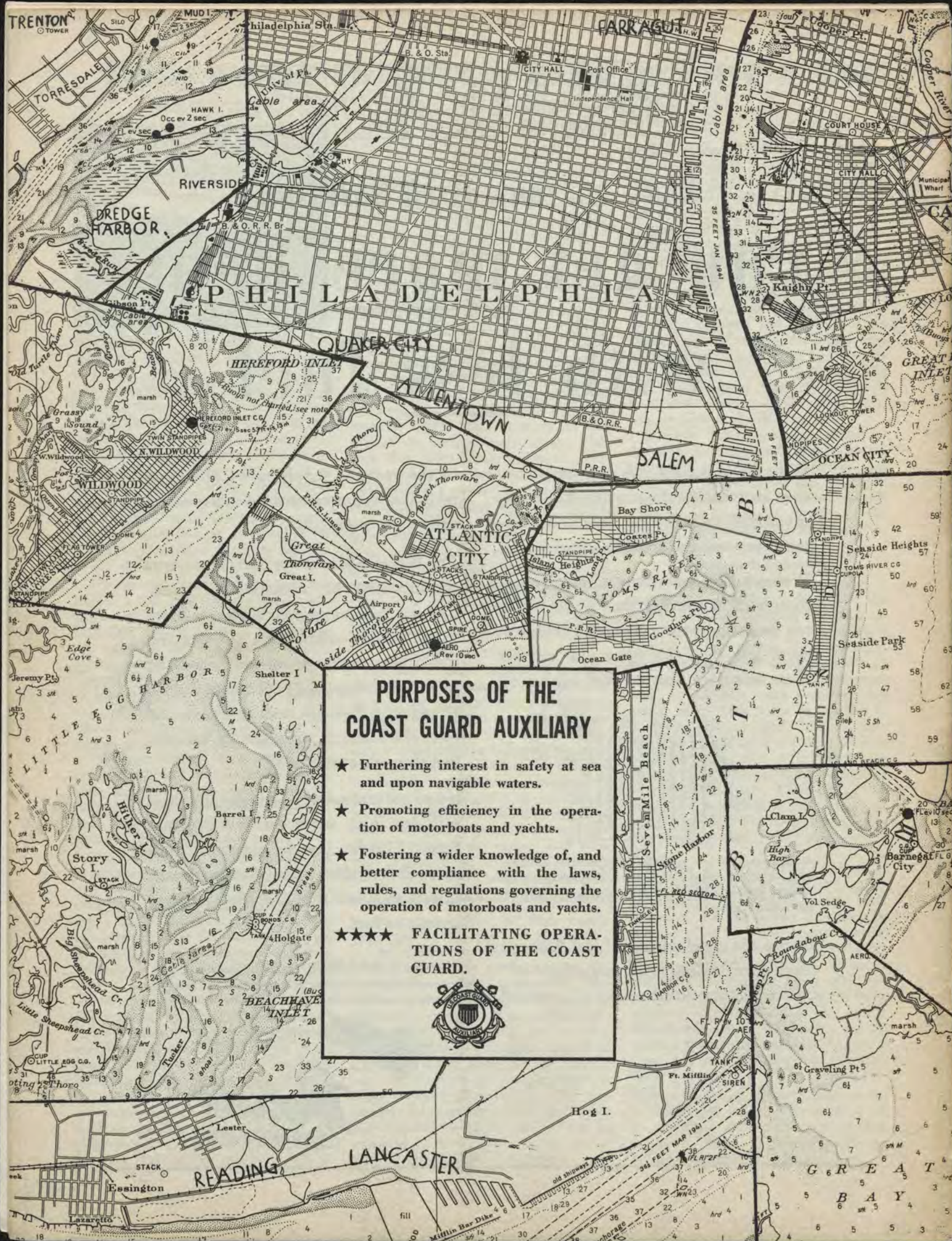
If you are interested in getting more heat with less fuel, write for "Performance Facts" This free booklet gives case studies of 268 modern steam heating installations and how they are effecting great savings in fuel.

WARREN WEBSTER & CO., Camden, N. J.
Pioneers of Vacuum System of Steam Heating :: Est. 1888
Representatives in principal U. S. Cities :: Darling Bros., Ltd., Montreal



Making Boosters for
U. S. Army Ordnance

Webster
Steam Heating



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.

