

TOPSIDE



UNITED STATES

MARCH '43

COAST GUARD AUXILIARY

FOURTH NAVAL DISTRICT

Vice-Admiral RUSSELL R. WAESCHE

*Commandant
of the United States Coast Guard*

IT kind of appalls me—the enthusiasm which you people have for the work which you are doing and for the work which you want to do in the future. It is a tribute to the Coast Guard that you should feel this way. It puts an additional burden upon the Coast Guard, a pleasing burden, I might say, to see that we use this enthusiasm to the best possible advantage in the conduct of the war. If we don't harness, so to speak, the enthusiasm of you men; if we don't use you men and your boats to the very best advantage, then we are falling down on the job. So it is a dual responsibility. It is not a question of us sitting back and giving you people orders, telling you what to do, but it is giving you the necessary encouragement and showing you that we do appreciate your help in our war effort," said Vice Admiral Waesche in commenting on the size and enthusiasm of the audience in Philadelphia, on 8th December, 1942, when between 700 and 800 members of the Coast Guard Auxiliary of the Fourth Naval District gathered to hear the Commandant of the Coast Guard tell of the greater participation in the war effort which will be expected of them during 1943.

"... As time rolls on, the Coast Guard with its limited number of personnel will not be able to use regularly enlisted men between the ages of 18 and 38 to carry on port security duty, beach patrol, and all the other duties which the Coast Guard normally performs along the Coast. Those men will all gradually go to combatant ships and to transports for duties off shore in foreign lands both in the Atlantic and in the Pacific. So I should say that the next step of this Auxiliary here in the Fourth Naval District, as well as elsewhere, is to train yourselves and be prepared to take over additional duties of the Coast Guard which are now and have



VICE ADMIRAL WAESCHE finds greater need for the Coast Guard Auxiliary

since the beginning of the war been performed by regularly enlisted men of the Coast Guard.

"Now, if you are to do that duty it is essential that you be actually prepared to do it and to do it efficiently. Every officer in the Coast Guard has two men's work to do. We haven't the regular officers to spare to give to you people to help train you and doctrinate you and instruct you. I don't think it is necessary. I think you people have enough talent among yourselves and you have been associated with the Coast Guard long enough now so that merely with the help of the Director on the Staff of each District Coast Guard Officer in each Naval District, that the burden of training and doctrinating should be taken over by you people. And you should prove without any question to the District Coast Guard Officer that you can take over these functions and do them as well or better than the regular Coast Guard is doing it today.

"That means a lot of responsibility will be placed upon you. Unless the District Coast Guard Officer can trust you implicitly that every schedule will be maintained, that patrol boats will be at their designated stations and will

perform their duty as well as the present regular boats of the Coast Guard, he is going to have many sleepless nights.

"We are going to take these regular men away from him on very short notice. We will give them ample warning that it will come in the future. But when the time comes to take them away, we expect him and this Auxiliary to be able to carry on these duties of port security and beach patrol and other coastal duties" . . .

In a tribute to the work done in the past year by the Coast Guard Auxiliary Admiral Waesche stated, "You have taken a lot of punishment in your little craft off the Coast during the past six or eight months in following these convoys and going out and rescuing distressed seamen. Many of you took part back in the early days in the spring when the sinkings along this Coast were rather frequent, in rescuing merchant seamen. And that, of course, is one of the essential duties of the service, so that right along you have added to the glories and luster of the Coast Guard. And as the Coast Guard is a part of the Navy, I feel you have added to the glory of the Navy Department."

THE BRIDGE

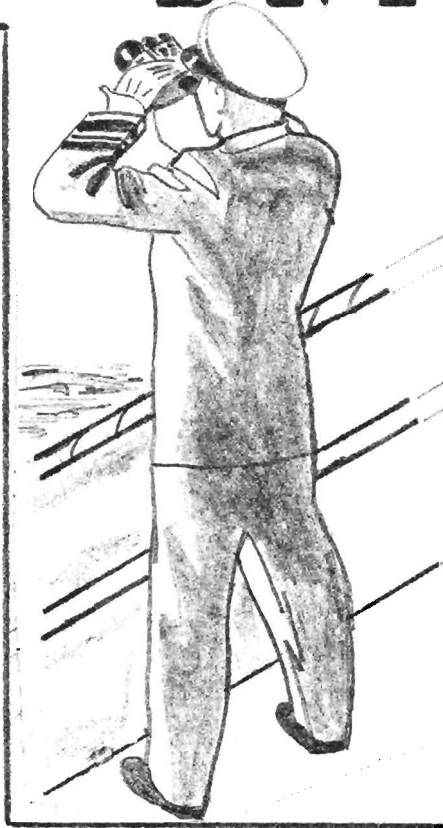
**H. E. ABBOTT, LIEUT. COMM.
U. S. C. G. R. . . . DIRECTOR**

WITH the beginning of the new year and the termination of a most successful season for the Auxiliary, both in the increase of personnel and the tremendous expansion of the Auxiliary participation in both off-shore and river patrol activities which characterizes the growth of the Auxiliary, within the last month of 1942 there naturally comes the question of the best manner in which to direct the interest and energy of Auxiliary members during the present winter season.

In any military or naval organization there must of necessity be a considerable amount of time devoted to basic training, preparation, drills, and refresher courses, so that when the need does occur for the services of the men, they will possess all the knowledge and have the acme of training and proficiency to perform an outstanding and successful piece of work.

Again and again Admiral Waesche has repeatedly emphasized the necessity for members of the Auxiliary to be proficient in four lines of activity. Namely, piloting and navigation; second, communications; third, first aid; and finally possess a sound working knowledge of the ship's power plant so that at sea if repairs are necessary, all adjustments may be quickly made to motors without delay. It has been very properly assumed that members of the Auxiliary are already well trained in the handling of their boats and possess a knowledge of seamanship superior to the average boat owner. There remains, however, the necessity of developing more expertness in the fields of piloting, charting of courses, and the exact determination of a ship's position while underway.

While many flotillas have given serious attention to more intensive training in the first three fields of knowledge, only two flotillas have considered the necessity for more training in motor mechanics. With the increased demands that may be made upon ships, and the increased scarcity of replacement parts, and lack of labor



LIEUT. COMM. ABBOTT looks ahead

**U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT**

flotilla commanders and instructional committees, and should in every respect be of advantage to the Auxiliary. Other staff committees are expected to similarly assist both the Flotillas and the District Office in securing a more thorough understanding in the work that must be accomplished and in preparing to do a more satisfactory job.

Temporary enrollments in the Reserve have recently increased to a great extent, with the men voluntarily enrolling so that they may more effectively perform their duties while afloat; and as the Temporary Reserve becomes enlarged and the men realize the full responsibilities of their rating, a deeper sense of appreciation for the required training will predominate. The importance of properly classifying the responsibilities of each rating and preparing basic instructional outlines to assist the men in not only maintaining the ratings, but in making it possible for them to advance as they demonstrate increased knowledge and proficiency is a function of the Staff Educational Committee.

The work of this staff committee in establishing standards in the two ratings of Boatswain and Motor Machinists Mates has been an outstanding contribution to more intelligent comprehensive training program which may be followed in each Flotilla during the present season and should encourage the men to more thoroughly covering the subjects contemplated.

Paralleling the expansion of the temporary enrollments, has been the survey of increased activities which Flotilla Commanders are making in cooperation with local Operation Officers of the Coast Guard. As this program proceeds to fulfillment in the various areas, many new additional duties may be assumed by members of the Coast Guard Auxiliary. Stand-by duty, beach and bay patrols with additional instructional assignments will be added to the already growing responsibility of the Auxiliarists, again emphasizing the necessity for adequate training and preparation.

THE HAND SALUTE

WE have all heard that the custom of tipping the hat when we meet members of the fair sex originated in the custom of raising the visor of the helmet so that the parties meeting would recognize each other as friends. We do know that in days of old when two men of arms met each raised his right hand, palm forward, to prove that he did not carry a dagger in it and even in our time in many foreign military organizations the salute is given with the palm forward. Civilians meeting on the street in some of the European countries now, as they have done in the past, tip their hats to each other, it being customary for the younger of the two to tip his hat first.

The hand salute in our Navy, like many other customs, came to us from the British service. The officers and men in the British Army today salute with the palm of the hand turned out. Prior to the Nineteenth Century men in our Navy and in the British Navy saluted by tipping their hats. In the early part of the Nineteenth Century touching the hat in lieu of tipping it was permitted. The form of hand salute used at the present time evolved from these practices.

In civilian life few men would neglect to greet their employer or fellow employees on the occasion of the first meeting of the day without some greeting. In the Coast Guard or Navy the Government is our employer and the officers represent the Government. They are entitled to certain courtesies as such. Those entitled to the hand salute are the Commissioned Officers, Warrant officers of the Army, Navy, Coast Guard, Marine Corps, Volunteers and Militia, in the service of the United States and Officers of foreign services.

The hand salute carries with it a dignity, a sense of efficiency, not found in civilian life. The hand salute is a courteous recognition between members of the honorable profession of arms. Prisoners have no right to salute.

On board ship all Senior Officers of the ship should be saluted on the first meeting of the day. All Flag Officers, the Commanding Officer and all Senior Officers visiting from other ships should be saluted at each meeting or when addressed by them. A man does not salute when in formation but comes to attention if addressed by an Officer.



Salutes are not rendered in the Navy when uncovered. A man seated at work, games or mess is not required to rise or salute an officer other than the Captain or a Flag Officer passing unless he is addressed by the Officer or is called to attention.

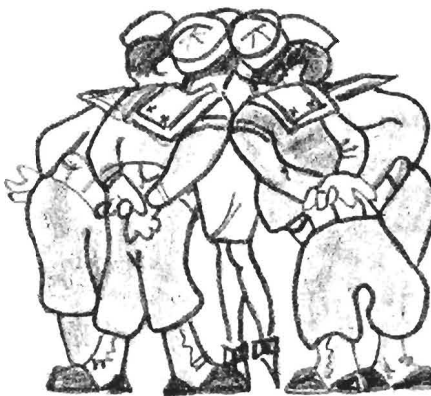
Salutes are not exchanged in cafes, theatres, street cars, trains or similar public places.

The man at the wheel of an automobile does not salute when the automobile is in motion.

The salute should be given when the officer has approached within approximately six paces.

Both officers and men salute the National Ensign from the top of the gangway or when they reach the quarterdeck. The salute is returned by the Officer of the Deck. The Deck Officer is then saluted and in turn returns the salute. When leaving the quarterdeck, the Deck Officer is saluted first and then the National colors is saluted.

Men unaccompanied by an officer, seated in a boat which is moored or is lying at a landing or a gangway, stand and salute all passing officers. If an Officer is in charge of the boat he alone salutes. "The Bluejacket's Manual," Chapter 22, states "from time immemorial the salute has been the form of military courtesy that has been strictly and conscientiously observed by men of every nation who follow the profession of arms."



"So you're from Bayhead, fancy that"

CHIEF DIRECTOR WARNS OF BOAT SALES TO ALIENS

SMALL-BOAT owners have been prohibited from selling their vessels to any alien without first obtaining the approval of the Maritime Commission, ever since the Declaration of a National Emergency on May 27, 1941, brought into force Section 37 of the Shipping Act of 1916. Many United States citizens are still unaware of this statute and, accordingly, the Department of Justice has requested the Coast Guard to publicize it as widely as possible.

The law applies equally to sales to friendly aliens as to enemy aliens. Those who violate it are guilty of a misdemeanor, subject up to \$5,000 fine and five years imprisonment, and forfeiture of the vessel.

In the past, the small-boat owner has sold his vessel without first inquiring whether the buyer is an American, Canadian, British or Mexican subject. Then, when the buyer seeks to file the change of ownership with the Collector of Customs, the Collector refuses to permit the filing, marks the bill of sale "Void" and reports the violation to the Department of Justice, whose Criminal Division determines if the violation is deliberate. Usually, the violation is found to be not willful and the case is then referred to the Claims Division of the Department of Justice for forfeiture of the vessel. The procedure in the past has been that, if the owner and buyer acted in good faith and the buyer had no pro-Axis connections, the vessel was released upon the payment of a forfeit of five per cent of the value of the boat by the buyer. However, it is intended in the future that the law will be enforced more rigidly.

Already over 180 cases of forfeiture of boats sold to aliens without approval of the Maritime Commission have been referred to the Department of Justice. Each of these has resulted in the citizens involved, usually men of harmless intentions, being subject to a long and harrassing process and the payment of a penalty. These instances could all have been avoided if the boat owners would check on the citizenship of the prospective buyer and, should he be of foreign nationality, first obtain the approval of the nearest representative of the Maritime Commission before concluding the sale.



RESERVES



THE Coast Guard Reserve, as established by the Coast Guard and Reserve, is a component part of the United States Coast Guard and consists of two classes of Reservists, as follows: Regular and Temporary. This Act was amended on June 6, 1942, to permit commissions and rating to be given for enrollment for temporary duty, without pay and without regard for age, to members of the Auxiliary; such officers and members of the crew of any motorboat or yacht placed at the disposal of the Coast Guard; and such men, who by reason of their special training and experience are deemed to be qualified for such duty.

An underlying reason for this change was that after we entered the war, and it became desirable to have the Auxiliary patrol on security patrols; it was found that the Auxiliary, being a nonmilitary organization, was without authority to exercise functions that were badly needed. Another reason was that it was highly desirable to tap a large reservoir of qualified yachtsmen, who as businessmen, could not afford to devote their entire time to Coast Guard duty. Many such men could not afford to accept the pay of commissions and ratings open to them or could not afford to leave their businesses. By being able to offer commissions and ratings for part time volunteer specific or limited duty, many men now feel themselves free to accept such enrollment. This type of military service marks a radical departure in the military policy of the United States. Heretofore, Federal military duty could be performed only on a full time basis. So the Coast Guard has exercised foresight in pioneering this historically new departure.

Thus, enrollment as a temporary member of the Coast Guard Reserve is designed for obtaining the services of a man who has not adopted the military profession but who is qualified to help our country in time of war. This part time duty is arranged to be compatible with the enrollee's business, and if the requirements of this business change so that he can no longer render this part time volunteer service, he can either be transferred to inactive duty, or have his resignation accepted.

His enrollment is in effect a contract between him and the Coast Guard, in which is defined the maximum amount of time that he is available for duty, and in which there are also defined the territorial limits within which he agrees to serve. The latter is illustrated if he agrees to serve only within the Fourth Naval District, or if he agrees to serve only within his Auxiliary Division.

All enrollments of Temporary Reserve will be Seaman First Class with periodic opportunity to improve ratings. Men in the seaman branch can be used for special duties for which they are qualified. In this way work now done by specialists can be continued, and we will remain primarily a boating organization.

All Temporary Reservists must take a physical examination. Such examination will not be rigid. It is made for the purpose of determining that the applicant can perform the specific duty for which he is enrolled, with no danger of transmission of disease to others.

Most Flotillas have made great progress in enlisting their members as Temporary Reservists. While members of the Auxiliary will not be required to join and, as a matter of fact, only such members in the Auxiliary who can perform service should make application, enlistment in the Temporary Reserve permits a more active contribution in the war effort. As of February first progress stands as follows:

Flotilla No. 11.....	17%	T.R.
Flotilla No. 13.....	26%	T.R.
Flotilla No. 15.....	18%	T.R.
Flotilla No. 16.....	4%	T.R.
Flotilla No. 17.....	61%	T.R.
Flotilla No. 18.....	35%	T.R.
Flotilla No. 21.....	44%	T.R.
Flotilla No. 22.....	44%	T.R.
Flotilla No. 23.....	47%	T.R.
Flotilla No. 25.....	51%	T.R.
Flotilla No. 26.....	0%	T.R.
Flotilla No. 31.....	8%	T.R.
Flotilla No. 32.....	13%	T.R.
Flotilla No. 33.....	28%	T.R.
Flotilla No. 51.....	33%	T.R.
Flotilla No. 52.....	0%	T.R.

Temporary Reservists will be required to wear a uniform while they are on duty. This uniform may be the Auxiliary uniform with certain changes. They may also be the regular Coast Guard Uniform of the rating held.



SEVENTY men turned out for the Navigator's examination, held in the Custom House in Philadelphia. The results of the training periods which a great many of the Flotillas instituted in anticipation of the examination were apparent in the quality of the papers turned in. Thirty-one candidates were successful in passing, and received as a result the designation of Navigator in the Auxiliary. The names of those men who passed are as follows:

Armstrong, J. W.	Howard, B. S.
Barnett, S. H.	Howe, H., Jr.
Barsky, A.	Huston, H. E.
Bauer, A. S.	Ives, P. L.
Black, C. M., Jr.	McCalmont, A.
Breneman, H. H.	Marcus, J. M.
Brown, John	Marklin, F.
Cole, F. L.	Merritt, E. L.
Conner, G. F.	Oldach, H. A.
Duff, R.	Rambo, H. M., Jr.
Foster, N. P.	Roth, C. T.
Fowler, F. E.	Russel, R. E.
Fuiman, D.	Schantz, D. H.
Gray, L. A.	Thomas, D., Jr.
Heilman, W. H.	Whitelaw, R.
Wilkinson, H. H.	

As a general average the marks were excellent. Signaling was received particularly well, with the great majority showing familiarity with blinker, semaphore, and International code to a high degree.

Sunday, April 16, has been set as the date for the next Navigator Examination. It had been planned to hold the test at an earlier date, but due to the unfortunate fact that the Income Tax returns are too definitely associated with preparing for the examination, it was decided to change and find out what arrangements have been made for group instruction in their Division. A breakdown has been made of all the subjects covered in the last examination, and prior to the examination date a list will appear in Topperside specifying those particular subjects which apparently were the most difficult for the candidates in order that more time may be spent this time on preparation.

RATINGS

By ALLAN M. LA SOR

THE rapid growth and increased duties and responsibilities of the U. S. Coast Guard Auxiliary have increased the necessity for standardized instruction in the several Flotillas. In addition, those members of the Auxiliary, whose duties might place them in positions where they could not function as civilians, have been given the opportunity of enlisting in the U. S. Coast Guard Reserve on a temporary or part-time basis.

While on such service, the Reservists are actually members of the Coast Guard and consequently their ratings must be based on professional knowledge and skill comparable to that required for equal ratings in the regular Service.

Although at first glance, this may seem to put an added burden on the shoulders of the Auxiliary, actually it fits in with the instruction program already inaugurated and operating in most Flotillas. In fact, it makes the educational program easier to operate, for it provides a natural "step-by-step" path of advancement, which affords rewards for work done at each of the "steps".

And, too, the earning of a rating makes that rating of real value, something to wear with pride and something which shows the world that that man is making a real effort to so fit himself that he can be of real value should the country call on him to do a job beyond the capabilities of the average citizen.

There may be some question as to the necessity for this instruction. Some may wonder why experienced boatmen need additional knowledge. Further thought should, however, bring the realization that there can be little or no cooperative teamwork unless all "hands" speak the same language and are familiar with the "tools-of-the-trade".

To this end, a course of instruction and study has been evolved, patterned to a large degree along the lines of those courses already in operation at a number of Flotillas.

It should be stated at this point that at the request of the Staff,

a number of Flotillas have sent in outlines and samples of the work they have been doing. In every case, the work is of such an outstanding nature, that little or nothing could be added to improve the general plan. About all that can be done from here is to try to standardize, coordinate, and offer additional aid from time to time.

In order to carry out the program, uniformly throughout the District, instruction should begin with the new applicant, instructors being selected from those members who have the qualifications to teach the elementary subjects required.

* * *

THE next step would cover those subjects required for a Petty Officer, 3rd Class, reviewing the subjects covered in the entrance examination. When sufficient credits have been earned, in work required by the Flotilla, to make the member eligible to take the examination for the advanced rating, such an examination shall be given.

And so on, until the member is ready to take the examination for Chief Petty Officer. The scope of this examination will probably be that of the Navigator's examination or very similar to it.

Each group, as it advances should be able to furnish instruction, under the direction of the chief instructor, or instruction committee, for each less advanced group, so that each subject in the scope would be continually coming up for discussion.

The effect of this repetition should be to make each advancement easier, and the study and preparation less of a grind.

* * *

THE final result should be a Flotilla made up of men well grounded in those subjects needed to make them good Coast Guardsmen in the fullest sense, a district made up of Flotillas, of equal, and excellent calibre, and an Auxiliary that is a real adjunct to the Services guarding those principles and loved ones we know are worth fighting for.

HEADQUARTERS has indicated that "ranks and ratings given to members of the Auxiliary who enrolled as temporary members of the Reserve will be proportionate to those in the Regular Service and similar qualifications will be required". As a guide to the more intelligent determination of ratings for members of the Auxiliary, the following has been prepared after a comparative study of the present personnel requirements for the two groups of ratings most appropriate for temporary enrollment in the Reserve; including the deck ratings from Seaman to Chief Boatswain's Mate and the engineering ratings from Motor Machinist's Mate, 2nd Class to Chief Motor Machinist's Mate.

Flotilla Commanders should bear in mind these standards when making recommendations, as those receiving ratings will be expected to qualify themselves by examination and because in the performance of active duty they are expected to be as proficient in their ratings as members of the Regular Service.

It is not believed that there will be any general demand for the enrollment of men in other than these two groups of ratings; but, in particular instances, it seems desirable to enroll men in some special rating, contact should be established with the Auxiliary Office to ascertain the Service qualifications for the special rating in question.



PRESENT REQUIREMENTS FOR MEMBERSHIP IN USCGA AND FOR RATING SEAMAN, FIRST CLASS IN USCGR. (T).

SCOPE OF ENTRANCE EXAMINATION

1. *Rules of the Road*
 - Definitions
 - Inland rules governing right of way
 - Whistle signals
 - Fog and Distress signals
 - References
 - Pilot Rules pp. 5 to 9 and 8 to 23
 - Chapman: Chapters 3 and 8
2. *Buoyage Systems*
 - Buoyage System of the U. S.
 - Various types, shapes and uses
 - Coloring and numbering
 - Charts, signs, symbols, and abbreviations
 - Ranges, and other navigation lights
 - References
 - Buoys in Waters of the U. S.
 - Chapman: Chapters 14, 15, 17

(Continued on page 16)



SOUNDINGS

BY THE CREW

LET'S take a look at the record. Let's take a verbal crack or two at the skeptics; whaddaya say we fling a few remarks at the armchair sailors who want to know just what the Coast Guard Auxiliary is doing. One good way of finding out what's doing is to take a look at where it's been and what it did. Stick with me shipmates.

In the first place we studied. Boy how we studied. Full many a moon before Pearl Harbor we were cracking the books and buzzing the blinker. Why? Well the Coast Guard said something about *Semper Paratus*, Schicklegruber was raising hob in Poland, and the Small Vessels Pool in England had just had something to do with a quarter of a million men at Dunkirk. No matter. The fact remains we studied.

As a result of our work a lot of us who used to smell our way through the Inlets in the thickest of fogs (ask the personnel officer!) started looking for buoys and taking danger angles. Some of the boys got so their semaphore work was way above the average speed, others practiced resuscitation 'til their arms wore out. And we got good. We got extra good at a multitude of things that a good boatman has to know and the average yachtsman never does know.

Then the yellow buzzards took their abortive stab at Pearl Harbor!

That sort of changed things. Instead of all our work having been kid stuff, it all of a sudden became vital. Nights spent in the Coast Guard Stations learning routine, the hours and hours of tying knots and watching a light flicker briefly on and off really meant something now. We were in the big time. It was War—and brother we were ready for it!

Lots of things happened last Spring. Shore Flotillas kept being called out on emergency duty, River Auxiliaries went to town on anti-sabotage work. There's lots and lots of stuff went on which can't be told now. But let me tell you when this thing is over some

of the things you hear that the Auxiliaries did are going to thrill you to the marrow. Besides being well trained it turned out our fellows were plentifully stocked with guts. Ask Doc Brewer some time about that night on the Beach at Barnegat. Ask John White what happened at the whistler off Great Bay. Ask Bos'n Feeney about the foggy night off Cape May. They won't tell you anything, but you can ask.

Anyway we did a bang-up job. We proved our worth and chances are we would have gone on doing the same swell stuff if we had been ordinary gents. We weren't.

Maybe you remember those Germans were putting on a pretty good show along the New Jersey Coast around last April. We didn't like that. So one day at a meeting, Don Applegate and Bill Burdge and a bunch of us asked Captain Coffin if we couldn't get out there and maybe do a little something. Now the Captain's a right smart man and he doesn't say what he doesn't mean, so when he said to go ahead he was right behind us, and we didn't waste any time.

It was pretty tough getting the boats in the water by the 14th of April. But that's what Toms River did. To their everlasting glory they started out that cold, blustery day, cruising up and down, down and up, day in, day out, and they haven't stopped yet! Once the ball got rolling it really rolled. Seaside Park, Atlantic City, Ocean City, Stone Harbor, Wildwood, Little Egg Harbor—all of them—out there every day when it was anywhere near fittin'. Those boys really went to work.

There wasn't much publicity. No fanfare. Just getting up at the crack of dawn, scooting out some Inlet, and staying out there all day for better or worse. And sometimes it was very worse. The fact remains they did it. Not only did they do it but when Headquarters asked that two boats be dispatched from each point daily instead of one—they did that too! No complaints! No crying. Just out there plugging for their country. Not getting paid. Not getting ratings or ranks. In countless cases using boats

that had never before dared stick their head out of Barnegat Bay. Those men were gentlemen, seamen, and above all, PATRIOTS!

Funny they called it a Rescue and Observation Patrol. If there ever was an anti-submarine patrol this was it. Their slogan was "Keep 'Em Down", and *they did just that*. It would be wonderful to know how many German submarine Commanders gutturally grunted to hear the purr of a 65 horsepower Kermath in a 1925 hull passing overhead. Mosquitoes they were. Any submarine would be crazy to stick a periscope up with boats so close. His position would be radioed to planes immediately. So they stayed down, and anybody who doesn't give the Coast Guard Auxiliary a major place in the decrease of submarine sinkings along the Coast of New Jersey is crazy.

Loads of things happened during the summer. Some of them were tragic, some funny. Henry Schimpf tells the one about when the submarine surfaced a hundred yards off his bow. He claims he started praying. We doubt it. Anyway it was British.

Maybe you know the Tuckerton wireless station. Valuable set-up down there. Harry Renner and his boys can navigate every square foot in the bays and creeks near that station. Night after night they have cruised those familiar waters. No, there have been no saboteurs lurking around there. Possibly you won't give Great Bay Flotilla credit for seeing that no one got within spitting distance of the station—but don't you think for a minute that Herr Hitler's agents didn't know that place was under constant and competent guard.

I guess it's no secret now that a tanker got it in broad daylight off Brant Beach last July. Pictures of the burning hulk were in all the papers, and the bow of the ship still sticks up on the shoal. Lots of flaming oil was around her after she got hit. Dangerous stuff. You shoulda seen Frank Doan going through it looking for survivors. He looked for all the world like Lucky Teeter.

(Continued on page 8)



TOPSIDE

U. S. COAST GUARD AUXILIARY
FOURTH NAVAL DISTRICT

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TO Commodore Nelms goes the hand crocheted windlass for our new calling piece. After due consideration of all the fine names submitted by members throughout the district, until our staff was red in the pan, Mr. Nelms steps forward and in his usual chesty calm suggests that, "As we are boatmen we should have a ship, and every well founded ship has a deck. —On Deck—*Topside!*" Various colored chunks of flotsom will be awarded to member-contributors, upon request and proper identification, for those swell names that just missed the dock. Many of the names submitted were so good that other districts had already copped them.

So we built us a ship under "Topside". The staff has permitted its imagination plenty of scope to make your bulletin shipshape. We trust you are pleased.

Topside is entirely auxiliary manned and with the blessing of Lt. Commander Abbott, our director, the first issue has been launched. If your copy smells—slightly of champagne, it may be taken for granted that the launching was a success.

The staff urges you to throw us a line. The Editor will be happy to establish a column for airing them. We will hold on to the Bitter End.



SOUNDINGS (Continued from page 7)

A lot of the armchair boys used to give a gander at the uniforms and holler Boy Scout. Call 'em what you will, mister, I call them heroes.

Let's go down the Coast a ways.

Ocean City? No, they didn't do much last summer. Just worked like madmen getting those boats out every day. Just furnished and equipped one of the finest Red Cross stations along the Coast. Just did their part in enough rescue work to earn for themselves the undying gratitude of the Coast Guard and the seaman concerned. You didn't read it in the papers. Routine Auxiliary work. Vandegrift didn't say much. You gotta be close lipped these days.

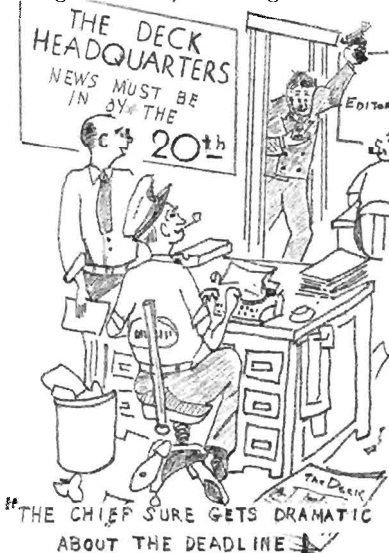
Then there was Strandberg and his Stone Harbor boys. They took an awful beating that season. First they had to get boats. They got them. Then it seemed as if everybody conspired to keep them from getting gasoline. They got it. Then they had to trek most of their crews the ninety miles from Philadelphia. They got there. And in the face of almost insurmountable odds they got the Patrols out there and kept them running. Nice going, fellows. You didn't get paid for it, hardly anybody even thanked you for it, but by God you did it!

John Kay tells a story that strikes home. Seems as if things had been pretty quiet down around Wildwood. Couple of weeks of monotonous Patrol. No action. He was getting sorta fed, and this particular day they were circling a convoy waiting for the last

boat to pass so they could go astern of her and head in for shore. Finally the lumbering freighter went by and they gave her the gun and headed in, clipping the stern of the big vessel fairly close. Well do you know that standing on the stern of that baby were four merchant seamen, and as the little cruiser went by those men came to attention and saluted the Auxiliary boat. Kinda brought tears to your eyes. The fact that those seamen, daily risking their lives, appreciated the work that they knew the Auxiliary was doing for them. For they do know. Time and again some bird will write in to the office and say how swell it made him feel to see the little boats conveying his ship along the Jersey Coast. He knew they were civilians doing their duty, and by George he thought it was a demonstration of teamwork and democracy beyond description. Lots of men have told us the same type story as Kay tells here. The Auxiliary boosted morale plenty.

Looks as if I had completely forgotten the River Flotillas and the boys up at Reading. I haven't. It's simply that in listing all the accomplishments of the Auxiliary the primary importance must be attached to the Offshore Patrols. Quaker City, Essington, Dredge Harbor, Farragut, and Reading have carried on in wonderful style. Great numbers of the men have journeyed to the Shore to work on the Patrols. Not that there weren't enough crews. Just that they wanted to get the experience. Learn the ropes. Semper Paratus. When these men get called they will be ready. And their work has been as interesting as it has been important. Witness the tremendous number of new enrollments in the Division 2 Flotillas. About 100 men a month are signing up so that if called they may be better able to serve their country. Navigation classes are conducted weekly as well as classes for those not so far advanced. What a training factor this represents for the Coast Guard. And it is for the Coast Guard. Take an average Flotilla. Let's see what Dredge Harbor has done as a feeder for the C. G. Reserve. Dredge Harbor has sent 8 men into the armed forces. Did they get drafted! Not by a Jug Full! Six out of that eight came down and enlisted in the Coast Guard Reserve. That's the way it goes in all the Flotillas. They are turning over to the country trained, competent, eager young men, and in ninety per cent of

(Continued on page 9)



SHIPS LOG



ENGINEERING CLASSES

FLOTILLA 51, READING, held official ceremony recently for the newly appointed officers for 1943. Lieutenant F. Louis Seibold, Captain of the First Division obligated the officers, and as the speaker of the evening explained the purposes of the Temporary Reserve. Mr. La Sor covered the subject of training and instruction.

FLOTILLA 18, LITTLE EGG HARBOR. In spite of the walking delegates outside, Flotilla 18 had a jolly stag affair for the installation of new officers at Kugler's Chestnut Street Restaurant on Wednesday, January 27th. The "spirits" of the occasion were excellent, and while crossing the bar may have been somewhat rough, Little Egg is apparently off to a good voyage for 1943 with all hands on deck in good shape.

One of the features of the evening was the presentation to the retiring Commander of a sterling silver cigarette case with storm and weather signals enameled in color on the back. Every boat that did patrol work during the past season received a handsome silver plaque.

FLOTILLA 23, DREDGE HARBOR. The Mirror Room of the Philadelphia at 39th and Chestnut Streets was the scene of a brilliant dinner-dance given by Flotilla 23 on Monday, January 25. The "reception hours", the excellent dinner, the alluring music of the Coast Guard Orchestra kept pace with the many beautiful ladies present. To lend atmosphere 22 men were sworn into the Reserve by the Director, being temporarily enrolled for volunteer duty. Mr. Meeder, as toastmaster, introduced the Director, Commodore and Division Captain, who all made brief responses. Nearly every member of the Flotilla was present. The newly elected Commander, Mr. Lazo, presented to each new Reservist a copy of the Blue-jacket's Manual.

FLOTILLA 33, WILDWOOD. Mr. John Brown is in charge of the classes in Navigation being presented in the Wildwood High School. These classes, open only to seniors over 18, are a part of the Victory school program, and are designed to prepare the pupils for entrance into a seagoing branch of

the service should they so choose upon graduation. A most interesting and complete outline has been prepared for the course, and there is little doubt that those students participating in the classes will benefit greatly from the training.

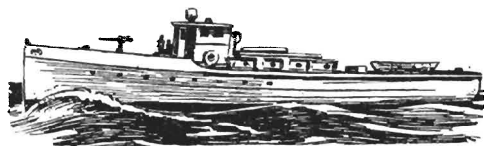
FLOTILLA 22, ESSINGTON. The Engineer's Club proved to be an ideal spot for the mid-winter dinner-dance of Flotilla 22, on January 11th. This interprising bunch had some excellent talent from the U.S.O. to supplement our "Semper Paratus", Coast Guard Orchestra. Twenty-four men were sworn into the Temporary Reserve in an impressive ceremony by the director.

Each lady received a handsome Victory pin, with the CGA insignia on the front. The retiring Commander was given a framed handsome illustrated letter of appreciation signed by the members. A solid gold ring bearing the Coast Guard Auxiliary insignia was presented to each of the three retiring officers. A highly successful affair; Congratulations, Essington!

FLOTILLA 26, TRENTON. Commander Wyckoff reports 19 new applicants for this fast growing Flotilla. Under the guidance of Barney Rochestie, the Instruction Committee has an extremely comprehensive program laid down for the coming year. The Executive Committee of the Flotilla, together with Director H. E. Abbott and Ensign Robinson were the guests of Father M. Konopka, Chaplain of Flotilla 26, at a royal repast in Burlington on December 27th. Plans for the coming year were discussed in detail, particular attention being given to the proposed participation of this group in the Delaware River Patrols.

FLOTILLA 25, FARRAGUT, held a dinner-dance and installation of officers ceremony at the Farragut Yacht Club on Saturday, January 30. An unusual demonstration at this very fine affair was the darkening of the hall and the flashing of a message of welcome to the Director by blinker. The newly elected officers were obligated and Flotilla 25 is to be congratulated on having so many men sworn in as Reservists (T) by the Director, as the feature of the evening.

FOR the last three months Chief Motor Machinist (T) Vincent Cippolone of Flotilla 22, has been instructing a group of some twenty-five Auxiliarists in Automotive Engineering with particular emphasis naturally being placed upon the marine engine phase of the study. The classes are held every Friday evening, and the splendid facilities of the Dobbins Vocational School, 22nd and Lehigh Streets, Philadelphia, have been utilized for the training. The present course will be concluded around the 15th of February, and a new class will be started which will be open to all Auxiliarists. If you are interested in this type of work and wish to gain further knowledge through this type of instruction, communicate with Chief Cippolone through the District Office. It is urged that as many men as possible avail themselves of this opportunity, as qualified machinists are in great demand.



SOUNDINGS (Continued from page 8)

the cases these men are joining the Coast Guard. That's a factor to be considered in anybody's league.

Some time soon I'll get out a detailed report on the River work and their anti-sabotage Patrol that goes on every night from eight to six the next morning. The District Coast Guard Officer is right proud of that work. It deserves a little piece of its own.

There's lots more that adds in. Digest what you've gotten here, add what we can't tell you and you have the story. We've worked. We've taught the men to do a job and they are doing it. We have given our best men to the Coast Guard. We have bolstered morale of seamen up and down the Jersey Coast. We have patrolled beaches, we have manned stations. We have built up an organization that will stand the test in the event of the direst emergency. Action has been our lot, but Semper Paratus has ever been our keynote.

We are ready. There's about a thousand of us now. Ready to take it, or dish it out.

* * * And that's what the Coast Guard Auxiliary IS DOING!

RATINGS (Continued from page 6)

3. Navigation Laws

Classifications of boats
Equipment required by law
Essential equipment not required by law
Documenting and Licensing
Light requirements for all types of vessels
Safety at sea, Ventilation, Fuel Handling
References
Pilot Rules: Pages 1 to 5, 24 to 35, and 38 to 42
Chapman: Chapters 1, 2, and 9
Circular No. 236

4. Regulations of the USCG Auxiliary

Purposes of the Auxiliary
Flotilla, Division, and Dist. Organization
Eligibility for membership
Advancement, Transfer and Disenrollment
Authorized Flags and Insignia
References
Regulations CG Auxiliary
Art. 201
Art. 202 to 218
Art. 301 to 304
Art. 305 to 309
Art. 603 to 606

SCOPE OF PRACTICAL EXAMINATION

1. Handling and Maneuvering

Action of rudder and propeller
Action of single and twin screws
Maneuvering in close quarters
Getting underway, turning and docking
Effect of current and wind
Handling in rough weather
References

Chapman: Chaps. 6 and 7
Knight: Chaps. 13 and 14
Blue Jackets' Manual: Chaps. 36 and 38

2. Mooring and Anchoring

Various types of anchors and their use
Rules for Anchoring
Use of Soundings and Bearings
Picking up Moorings
Mooring at Docks, Floats, etc.
Kinds and Use of Lines
References

Chapman: Chaps. 5 and 7
Knight: Chaps. 9, 10 and 11
B. J. M.: Chaps. 36 and 37

3. Knot Tying

Rope:—Kinds, use and care
Four general classes of knots
Kinds of knots and their use
Whipping and splicing

The applicant shall select and demonstrate his ability to make any six of the following:

- Bowline
- Bowline on a bight
- Square or Reef
- Sheet or Becket Bend
- Carrick Bend
- Fisherman's Bend
- Timber Hitch
- Two Half Hitches
- Clove Hitch
- Eye Splice

References

Chapman: Chap. 10
Knight: Chaps. 3 and 4
B. J. M.: Chaps. 1 and 34

A. COXSWAIN—Additional Qualifications:

1. Have a knowledge of the particular unit on which he is serving especially



as to general location of compartments, names and duties of officers, names and types of boats, location of emergency signal controls, lighting switches, recognition of emergency signals, etc. *References*: Practical; BJM 32

2. Understand the general duties of men assigned to lookout, side-boys, messengers, members of the anchor watch, and understand fog signals. *Reference*: BJM 35

3. Be able to state generally what duties he is expected to perform at fire, collision, abandon ship, general quarters, and man overboard. *Reference*: BJM 26

4. Know types and nomenclature of boats; duties of crew; duties of boat keeper; salutes required by boat keepers. *Reference*: BJM 11-32-33

5. Know how to use charts, and recognize signs, symbols and abbreviations used on charts. *Reference*: Chapman 17-26

6. Know general principles of compass, causes of compass error, variation and deviation. *References*: Chapman 12-13; BJM 13

7. Have a general knowledge of rope, kinds, manufacture and use; care of wire and manila rope; small stuff; splicing. *References*: BJM 12-33-34; Chapman 10

8. Nomenclature of sailing; nomenclature of lifeboats; behavior of boat under various conditions; effects of wind, tide, sea, shallow water; turning in limited space; getting underway; going alongside of wharf or anchored vessel; use of sea painter; use of mooring lines; lying-to in heavy weather; running before the sea; sea anchors. *References*: Chapman 6-7; BJM 32-33-45

9. Understand heaving a line, boat lines and their uses; definitions of sea terms and expressions. *Reference*: BJM 36

10. Have a general knowledge of ground tackle, terms and purposes of various parts; definitions and object of mooring a ship. *References*: BJM 37; Chapman 5

11. Know orders used in steering; relative bearings, log and lead lines. *References*: BJM 38; Chapman 18-19

12. Have sufficient electrical knowledge to afford intelligent use of devices with which in daily contact. *Reference*: BJM 39

13. Know signal flags, Coast Guard, Navy and International: Alphabet, Semaphore and Morse Code. *References*: BJM 44; Pl. III, IV, V, VI, VII; Chapman 25

14. Nomenclature of direction; nomenclature of small boats; tonnage; contents of boat-box. *Reference*: BJM 10-11-32-33

15. Understand the importance of giving proper instruction to non-rated men; duties of petty officers in general; obligation of petty officer so far as related to maintaining good order, discipline, and efficiency; show evidence of ability to direct subordinates. *Reference*: BJM 49-57

16. Have a general knowledge of the equipment used in piloting. *Reference*: Chapman 18-26

17. Know Rules of the Road; definitions, lights and sound signals; International and Inland rules; privileged and burdened vessels; distress signals. *References*: BJM 45; Chapman 8-3

18. Understand the origination and function of the Coast Guard; general organization; source of authority in law enforcement; duties of Coast Guard; Coast Guard Districts and Field Units; classifications of Coast Guard vessels; commissioned and non-commissioned grades and rating; duties of various grades.

19. Be thoroughly familiar with the U. S. Magazine Rifle and Colt Automatic Pistol. Have knowledge of target practice procedure insofar as it applies to these weapons. Have knowledge of cleaning, care, and carrying. Know safety devices.

20. Know individual School of Recruit.

21. Be able to treat minor injuries, burns, and infections in an approved manner.



B. BOATSWAIN'S MATE, SECOND CLASS

—Additional Qualifications:

1. Compass; methods of ascertaining deviation; use of pelorus and azimuth circle; danger, angles, vertical and horizontal; bow and beam methods. All types of bearings; finding compass errors by ranges and distant objects; applying compass errors. *Reference*: Chapman 12-13-19-26

2. Light lists and their corrections. *Reference*: Chapman 16

3. Piloting in Fog by means of soundings. *Reference*: Chapman 19

4. Aids to navigation, lighthouses, lightships, special aids, aids to navigation in a fog, radio aids to navigation. *Reference*: Chapman 14-19-27

5. Nomenclature of wind and weather. *Reference*: Chapman 9.

6. Blocks and tackles; mechanical advantages of purchases. *Reference*: BJM 48

7. Ground tackle; advantages and disadvantages of different types; anchor cables, nomenclature, use, care; anchoring. *References*: Chapman 5; BJM 37-50

8. Maintenance of vessels; composition of paint; causes of corrosion; preparation of surface above and below water line; wood and steel vessels; paints, varnishes, etc., application of; caulking; treatment of certain fittings. *Reference*: BJM 29

(Continued on page 12)



MEEDER

STUPORMAN OF THE CHANNEL



RATINGS (Continued from page 10)

9. Boat handling; rudder, effect under different conditions; screw and wake current; relations between period of vessel and that of sea; handling of lifeboat, launching in surf, use of oil, etc.; riding out a gale at anchor. *References:* Chapman 7; BJM 10-11-32-33-36-38-45
10. Drills and exercises; routine drills; watches; emergency drills; orders, "Piping", "Musters", etc.; Inspection. *Reference:* BJM 26-41-53-54-58
11. Must be able to send and receive a signal by semaphore; blinker; and know the International Code Flags. *References:* BJM 14; Chapman 25-HO87 Pl. III, IV, V, VI, VII
12. Understand the care of rigging and gear; marking of anchor chain. *Reference:* BJM 12-33-34-36-37-50
13. Assistance to vessels; towing; types of towing lines. *References:* BJM 45; Knight's
14. Have experience in actual range firing with weapons of .22 caliber or larger.
15. Know how to drill by platoon.
16. Be able to apply proper resuscitation devices to near drowned or gassed victims. Be able to control bleeding by the pressure point method.



C. BOATSWAIN'S MATE, FIRST CLASS—*Additional Qualifications:*

1. Have practical ability to handle small boats under all conditions and circumstances; understand signals for pilots. *References:* Chapman 6-7-8; BJM 10-11-32-33-48-52
2. Assistance to vessels in distress; wrecks, derelicts or other dangers. *Reference:* Knight's
3. Understand the hoisting and lowering of boats. *References:* BJM 32; Knight's
4. Know detailed duties of petty officers at port and at sea; emergency drills; getting underway and anchoring. *Reference:* BJM 57
5. Be able to do all splicing necessary to keep ship's gear in good condition; be able to reeve off new rigging; be able to instruct others in marlinspike seamanship.
6. Have detailed knowledge of mooring and securing boat alongside of dock; and how to tow another vessel.
7. Understand all methods of signaling and signaling procedures. *References:* Chapman; Spitz; Bowditch
8. Understand the principles of meteorology.
9. Understand the use of Current and Tide Tables; and Course Plotting on Mercator Charts, and Chart Construction. *Reference:* Chapman
10. Understand how to rig a collision mat.

11. Have thorough knowledge of how to use the Thompson or Reising submachine gun. Know safety devices. Know how to clean, care for, and carry these weapons.
12. Know military etiquette and Service customs; saluting; custom aboard ship; bells and colors, honors, rank and precedence.
13. Be able to immobilize fractures by application of appropriate splints or other devices.



D. CHIEF BOATSWAIN'S MATE—*Additional Qualifications:*

1. Be familiar with the duties of boatswain as given in Regulations.
2. Have practical ability to handle all types of boats under all conditions and circumstances and be able to instruct others in this; have practical ability to handle heavy weights, hoist boats in rough weather, and rig for special work. *References:* BJM; Knight's; Chapman's
3. Have a practical knowledge of all marlinspike seamanship and ability to instruct others in this. *References:* BJM; Knight's; Chapman
4. Have detailed knowledge of the organization of the ship on which he is serving regarding duties of heads of departments, battle stations, repair parties, and emergency drills.
5. Understand the responsibilities of chief petty officers, beachmasters, shore patrol; have detailed knowledge of a divisional officer's duty in connection with a deck division, have a knowledge of uniform regulations. *Reference:* BJM
6. Be able to take a gangway watch at anchor and explain in detail duties in connection therewith. *Reference:* BJM
7. Have a good knowledge of the proper way to prepare requisitions, care for supplies and equipage; have a general knowledge of responsibility for stores. *Reference:* BJM
8. Have a general knowledge of all signal systems in use day and night. *References:* BJM; Chapman; HO87
9. Be familiar with navigation, customs, and motor boat laws and duties of the Coast Guard in the enforcement thereof.
10. Understand use of direction finder and radio compass bearings; and submarine signals and sounding devices.
11. Compass correction—large and small ships. *Reference:* Dutton 3
12. Military law and law enforcement required of the Coast Guard. *Reference:* C. G. Pamphlet
13. Be able to field strip and replace broken parts of the U. S. Magazine Rifle—Model 1903—the .38 cal. Special Revolver, the .45 cal. Colt Automatic Pistol, and the Thompson or Reising Submachine Guns.

14. Know etiquette of the deck insofar as is applicable to boarding for inspection and official visits.
15. Be able to supervise the correct methods of transportation of injured persons.

References:

Blue Jacket's Manual
Dutton—Navigation and Nautical Astronomy
Knight's—Modern Seamanship
Chapman—Piloting Seamanship and Small Boat Handling
Pilot Rules
Coast Guard Regulations
Regulations Coast Guard Auxiliary
Watch Officers' Guide



REQUIREMENT FOR RATING MOTOR MACHINIST'S MATES IN USCGR. (I)

Fireman ratings are eliminated, the entrance examination to the Auxiliary rating all as seaman.

Each rating, Machinist's Mate 2c, Machinist's Mate 1c and Chief Machinist's Mate have Seamanship and General Requirements identical to certain requirements for Boatswain's Mates, advancing along with the comparable ratings.

A. MOTOR MACHINIST'S MATE, SECOND CLASS—*ADDITIONAL QUALIFICATIONS*

1. A natural preference for service involving operation of power plant machinery.
2. Sufficient experience in connection with machinery to know that he qualifies under 1.
3. A general idea of the layout of the engineer department and a knowledge of the commoner engineering terms.
4. A good physique and physically capable to perform the duties of a Motor Machinist's Mate.
5. Know the names and purposes of all apparatus, especially valves and piping, installed in the vessel on which he is serving, or last served.
6. Understand thoroughly the operation of all fuel burning apparatus of the vessel on which he is serving, or last served.
7. Know how to perform properly any of the manual work required in cleaning fuel burning apparatus of the vessel on which he is serving.
8. Know safety precautions, especially those applicable to vessel on which he is serving or last served, and understand thoroughly the fire extinguishing apparatus installed therein.
9. Understand thoroughly the operation of all apparatus installed in the vessel on which he is serving, or last served.
10. Know the purpose of every machinery unit installed in the vessel on which he is serving.

(Continued on page 15)

BOAT INSURANCE

Atlantic Mutual Insurance Company

By CARLISLE H. BOGER

SOME confusion seems to persist as to the relations existing between the owner, the United States Coast Guard Auxiliary, and the marine insurance underwriters in instances where the owner enrolls his yacht or motor boat in the Coast Guard Auxiliary.

The regulations of the Coast Guard Auxiliary are clear in their definition as to the responsibility of the Auxiliary while the yacht or motor boat is assigned to the Coast Guard. It would appear that while the vessel is under the exclusive control of the Coast Guard, the Auxiliary member owning the vessel may be reimbursed by the Coast Guard for actual expenses incident to the operation of the vessel, such expenses to include fuel, oil, water, supplies, provisions, and any replacement or repair of the equipment, or any repair of the motor boat or yacht where it is determined that the responsibility for loss or damage rests with the Coast Guard. In the event of a total loss of a vessel while under Coast Guard control, the Commandant will initiate action for Congressional relief for the member.

In instances where the Auxiliary member places his yacht or motor boat at the disposal of the Coast Guard on a permanent basis, it has been the practice of the member, generally speaking, to cancel his insurance policy, inasmuch as the vessel is not at his risk, nor under his control at any time subsequent to the acceptance of the vessel by the Coast Guard. Should it be, however, that the Coast Guard enrolls the vessel on a temporary basis involving active service for intermittent periods, the owner has full responsibility during the time that the vessel is not being operated by the Coast Guard. In order to clarify the owner's status under his marine insurance policy, the underwriters have designed a clause acknowledging the divided responsibility for the vessel, and providing that insurance under the policy is not prejudiced as a result of the vessel's being enrolled in the Coast Guard. Insurance under the clause is merely suspended while the vessel is on Coast Guard duty, official or unofficial, and reattaches upon the vessel's being released from such duty. All owners should make certain that their insurance policy is properly endorsed to include this clause.

Most insurance policies covering vessels navigating in northern waters contain a warranty to the effect that the insured vessel will be "laid up and out of commission from November 1st to May 1st." It is to be noted that the inclusion of the Coast Guard clause referred to above does not automatically extend the insurance policy so as to provide for the privilege of navigation during the period of winter lay up stipulated in the policy. Underwriters do not consider that a vessel is in an "out-of-commission" status while at the owner's risk between the periods of Coast Guard usage. Therefore, if the vessel is to be on Coast Guard duty at any time during the winter lay-up season, the owner should have his insurance broker make inquiries of the underwriter to determine whether an extension of the period of navigation under his policy is permissible, in order to maintain insurance while the vessel is not on duty.

Underwriters have given much thought and consideration to the problem of providing insurance on Auxiliary Coast Guard vessels during the period that these vessels are under the control of the Coast Guard. It was concluded, however, that the circumstances and conditions surrounding the operation of these vessels are so complex as to offer risks to the underwriters which could be assumed only at prohibitive premium rates. Obviously, the construction and design of many vessels used in the Auxiliary Coast Guard patrol are such that render their use in stormy winter weather impractical. Also, the scope of the Coast Guard service is so varied as to subject yachts and motor boats to stress and strains not ordinarily contemplated by underwriters in assuming the hazards attending the normal operation of strictly pleasure craft.



"I'm a string-saver, myself"

SAVE ROPE

ROPE is as much a part of a ship as the keel or the engine. The supply of rope is limited because the Japs now control the Philippines and the Dutch East Indies, thus shutting out the import of the best and much of the second-best grades of rope fibers.

At the time these sources of supply were lost, existing stocks of rope making fibers were large and the market condition would not be so critical at present were it not for the fact that the United States has supplied, and continues to supply the United Kingdom, Canada, and other United Nation countries with rope fibers under the Lend-Lease Act.

American agriculture is endeavoring to resuscitate the domestic production of true hemp, at one time the most important of rope fibers. This entails a year of growing for seed and another year of cultivation of the commercial crop which may be none too good until retting and cleaning facilities are standardized.

Meanwhile substitutes are available such as sisal from Africa, a small amount from Haiti, henequin from Mexico and some from Cuba, none of which are equal in quality to Manila Fibers. In all cases sea transport, badly overtaxed is required to bring in the fibers. The combined imports and stocks on hand will not meet government and civilian requirements.

The obvious thing to do is to take better care of existing supplies of rope to make it last longer. The Plymouth Cordage Company, keenly aware of the situation, has pointed out that the equivalent of 15 million pounds of fiber in our country's stock pile can be saved if each piece of rope in service now is made to last 10 per cent longer.

* * *

THE new Women's Reserve of the United States Coast Guard Reserve known as the SPARS, is now seeking recruits. The name SPARS comes from the first letter of the words SEMPER PARATUS — ALWAYS READY.

Applicants must be not less than 20 and under 36 years of age, with high school or equivalent education, not less than 5' in height, and not less than 95 pounds in weight, and if married no children under 18 years of age. Application should be made to the nearest Naval Officer Procurement Office.

COMMANDER G. W. Hitchens' New Directive permits Auxiliary Flotillas a much wider scope of activity in co-operation with the Coast Guard. The directive, addressed to Commanding Officers of key Coast Guard stations along the Atlantic Coast in the Fourth Naval District, outlines the scope of increased participation in operations.

Heretofore most Auxiliary activity was confined to inshore patrols or such local work as individual Flotillas planned and carried out. The new plan is of official designation and it is up to the various Flotilla Commanders to take every advantage of the opportunity for increased work now offered.

Now officially designated are: supplementary patrols of inland waters and bays; checking of shacks, duck blinds and other miscellaneous types of buildings located along the bay-shores and flats; land and/or water patrol of all railroad and road bridges approaching shore islands; periodic checking of properties left vacant by summer residents; checking all automobile passenger traffic entering the seashore resorts; assisting in additional instructional and training activities; and, station stand-by of either men or boats for the performance of such duties as operations officers and commanding officers of stations may find advisable to have performed by members of the Auxiliary.

From the above list of official activities it should be very easy for Flotilla Commanders, in cooperation with station officers, to work out schedules of operation that should give every Auxiliarist ample opportunities for active service and, by the display of a little ingenuity, Flotilla Commanders should be able to add to the scope of such activities.

Many Flotilla members have been complaining that their active duties were limited or restricted, but Commander Hitchens' directive will now remove all cause for such complaints and it is entirely up to the various members to enter wholeheartedly into the extra duties now available and to devote as much time to such work as is possible.

It is hoped that this increase in duty will be the forerunner of greater opportunity for service by the Auxiliary members.

Suggested added duties might include the manning of inlet picket boats, intelligence work, headquarters

duty, coastal patrol and much other work now being done by the regular Coast Guard and Reserve members.

Every duty that can be performed by members of the Auxiliary may enable the release for combat or foreign duty of regular enlisted men and Auxiliarists must be prepared to make some sacrifice in time and effort to attain this objective.

STARS AND STRIPES

THE Stars in the above heading refer to two men well known in this District by all members of the Auxiliary, and the Stripes are what they have-more-of-than-was-before. The former Director of the Auxiliary is no longer addressed as "Mr. Eskridge", but by virtue of those three full stripes which he now wears is to be addressed by his new title of "Commander". The present Director jumps when referred to as "Lieutenant Commander H. E. Abbott", but he thoroughly rates his promotion. Congratulations are in order for both these well liked men who have done so much for the Coast Guard Auxiliary.



ONE of the activities greatly enjoyed by men of the United States Coast Guard Auxiliary flotillas in the Fourth Naval District is actual pistol practice on the range.

At regular flotilla meetings, early instruction in the handling of small arms, particularly the pistol, was conducted by the Gunnery Officer. This instruction was in nomenclature, safety precautions, aiming and firing. Even in this so called "dry shooting" there was a considerable interest and enthusiasm among the flotilla members. To those who had had no experience with firearms (of which there was a majority), this was a splendid opportunity to fulfill a long-standing ambition—to learn to be a good shot. The early stages of instruction went smoothly and much was learned. Later there was an opportunity to put into practice the knowledge gained at flotilla meetings.

After preparatory study, the men were ready to really shoot. A Schedule of Pistol Practice was drawn up by Ensign W. W. Robinson of Headquarters. This schedule began December 16, 1942, and is so arranged that each flotilla shoots an equal number of times. Headquarters obtained the

range at the United States Custom House and the one at the P.S.F.S. Building so that this Schedule could be followed.

The arm used is the United States Army Colt .45 caliber Automatic Pistol, but with a .22 caliber bore to accommodate .22 caliber Long Rifle ammunition which is used in the interest of economy. Immediately upon signing the log for attendance at pistol practice, each man is required to field strip the Army Colt .45 caliber Automatic Pistol naming the parts as the pistol is disassembled. When each man has demonstrated his proficiency in field stripping, safety precautions, and nomenclature, he is then ready for actual firing.

In actual firing, which consists of two practice shots of 5 rounds each and then 10 rounds for score which is recorded at Headquarters, three men run up targets and take their required positions. The men do not fire at will but follow the commands (1) raise pistol, (2) insert magazine, (3) load and lock, (4) unlock, (5) commence firing. When each man has fired the required number of rounds, he is ordered to remove the empty magazine and place the pistol face down and with the barrel pointing towards the target. The targets are then wheeled back so as to determine the shooting results.

At the present moment and for the future, pistol practice has been and will be of necessity limited only to those individuals who have enlisted in the Temporary Reserve. Attendance at pistol practice constitutes active duty for Temporary Reservists and failure on the part of any man to report on schedule will result in his being logged for this failure.

Before all practice is completed, each man will be required to fire several rounds of .45 caliber ammunition in order that he might get the feel of the pistol when regulation ammunition is used.

As is to be expected, there has been a marked improvement in the scores of the men and also a definite improvement in their general handling of the pistol with regard to safety precautions on the range, aiming, trigger squeeze and breath control. This bears out the old adage that practice makes perfect.

At the completion of the pistol instruction, every vessel on patrol will have aboard men skilled in the use of small arms.



RATINGS (Continued from page 12)

11. Be competent to operate engine room machinery, refrigerating apparatus, motorboat engines, and similar equipment normally in use when vessel is not underway (referring to vessel on which he is serving, or last served).
12. Know the theory of heat and combustion to such extent that he may understand the principles of economical operation.
13. Be able to perform an operation required in routine cleaning.
14. Theory, construction, adjustment, and operation of Internal Combustion Engines and their accessories.
15. Engine operating instructions.
16. Construction principles and use of refrigerating installation in own ship.
17. Function and operation of drainage system in own ship.
18. Engine room and motorboat safety precautions and proper action in case of casualty.
19. Safety precautions, stowage, care and handling of fuel and lubricating oil. Know how to lubricate correctly all machinery for which responsible.
20. Safety precautions to be observed in the operation of electrical apparatus with which he commonly works, such as: fuses, circuit, breakers, starting and stopping small motors, overload trips, etc.
21. Have a knowledge of the particular unit on which he is serving especially as to general location of compartments, names and duties of officers, names and types of boats, location of emergency signal controls, lighting switches, recognition of emergency signals, etc.
22. Be able to state generally what duties he is expected to perform at fire, collision, and abandon ship, general quarters and man overboard.
23. Know how to use charts, recognize signs, symbols and abbreviations used on charts.
24. Know general principles of compass, causes of compass error, variation and deviation.
25. Know signal flags, Coast Guard, Navy and International; Alphabet, Semaphore and Morse Code.
26. Understand the importance of giving proper instruction to non-rated men; duties of petty officers so far as related to maintaining good order, discipline, and efficiency; show evidence of ability to direct subordinates.
27. Understand the organization and function of the Coast Guard General Organization, source of authority in law enforcement, duties of Coast Guard, Coast Guard Districts and Field Units. Know classifications of Coast Guard vessels, commissioned and non-commissioned grades and ratings. Know duties of various grades.
28. Be able to correctly administer first aid for minor injuries, burns, and infections.

B. MOTOR MACHINIST'S MATE, FIRST CLASS — ADDITIONAL QUALIFICATIONS

1. Maintain, adjust, operate, line up, and overhaul Internal Combustion Engines.
2. Clean and adjust carburetors, ignition systems, and other engine auxiliaries.
3. Know the adjustment and the clearances of bearings, spark plugs, points, valves, tappets, etc.
4. Repair and test piping systems.
5. Maintain and operate oil purification system.
6. Take charge of engine room watch.
7. Probable effects of using contaminated fuel or lubricating oil.
8. Operation, care, adjustment and routine repair to Internal Combustion engines in own ship.
9. Proper pressures and temperatures in pipe lines and machinery and reasons therefore.
10. Function and operation of own ship's auxiliary machinery.
11. Know significance of gauge and thermometer readings, and action required if readings are abnormal.
12. Know the effect of hull fouling, towing, and increased draft on propulsion system.
13. Know the probable effect of operating Internal Combustion engines outside the designated speed and temperature limits.
14. Know the essential electrical features of starting motors and generators.
15. Give list of tools which should be found on board in tool box. Know required tools and proper use.
16. Blocks and tackles; mechanical advantages of purchases.
17. Ground tackle; advantages and disadvantages of different types; anchor cables; nomenclature, use, care; anchoring.
18. Drills and exercises; routine drills; watches; emergency drills; orders, "Piping", "Musters", etc.; Inspection.
19. Ordnance; U. S. Magazine rifle, Model 1903; function of parts; safety devices; precautions in handling; cleaning, firing under various circumstances, sights; U. S. Colt .45 cal. automatic pistol; nomenclature; safety devices, precautions in carrying, cleaning, and handling; 38 special revolver nomenclature, cleaning, carrying and firing.
20. Must be able to send and receive a signal by semaphore; blinker; and know the International Code flags.
21. Military etiquette and service customs; saluting; custom aboard ship; bells and colors, honors, rank and precedence.
22. Know detailed duties of petty officers at port and at sea; emergency drills; getting underway and anchoring.
23. Have knowledge of target practice procedure insofar as it applies to small arms.
24. Be able to properly apply resuscitation devices to near drowned or gassed victims.
25. Be able to control bleeding by the pressure point method.

C. CHIEF MOTOR MACHINIST'S MATE — ADDITIONAL QUALIFICATIONS:

1. Understand thoroughly the various tests; battery, ignition, condenser, generator, motor, piping, continuity of circuit, losses in circuit.
2. Check and adjust alignment and clearances of engines and auxiliaries.
3. Plan and supervise major repairs in Engineering Department.
4. Operation, adjustment, and overhaul of Internal Combustion engines.
5. Functions and principles of engineering auxiliaries and their care, operation, and adjustment.
6. Factors governing plant efficiency, the causes of poor performance and appropriate remedies.
7. Care, operation, and adjustment of the various types of drive; direct reversing, reduction gear, hydraulic clutch.
8. Fundamentals of battery charging.
9. Duties of engineering officer of the watch.
10. Have a detailed knowledge of the organization of the ship on which he is serving regarding duties of heads of departments, battle stations, repair parties, and emergency drills.
11. Understand the responsibilities of chief petty officers, beachmaster, shore patrol; have a detailed knowledge of a divisional officer's duty in connection with a deck division, have a knowledge of uniform regulations.
12. Be able to take a gangway watch at anchor and explain in detail duties in connection therein.
13. Have a good knowledge of the proper way to prepare requisitions, care for supplies and equipment; have a general knowledge of responsibility for stores.
14. Have a general knowledge of all signal systems in use day and night.
15. Be familiar with navigation, customs, and motorboat laws and duties of the Coast Guard in the enforcement thereof.
16. Military Law and law enforcement required of the Coast Guard.
17. Be able to immobilize fractures by application of traction splint or other approved device.
18. Be able to direct the correct methods of transportation of injured persons.
19. Be able to supervise and instruct in the care and maintenance of all machinery under his jurisdiction.

References:

Knights—Modern Seamanship
 Chapman—Piloting Seamanship and Small Boat Handling
 Dutton—Navigation and Nautical Astronomy
 Watch Officer's Guide
 Blue Jacket's Manual
 Coast Guard Regulations
 Auxiliary Coast Guard Regulations.
 Conrad Miller—Small Boat Engines
 Packer—Electrical Trouble Shooting
 Marine Engines—published by "Motorboating"



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.

