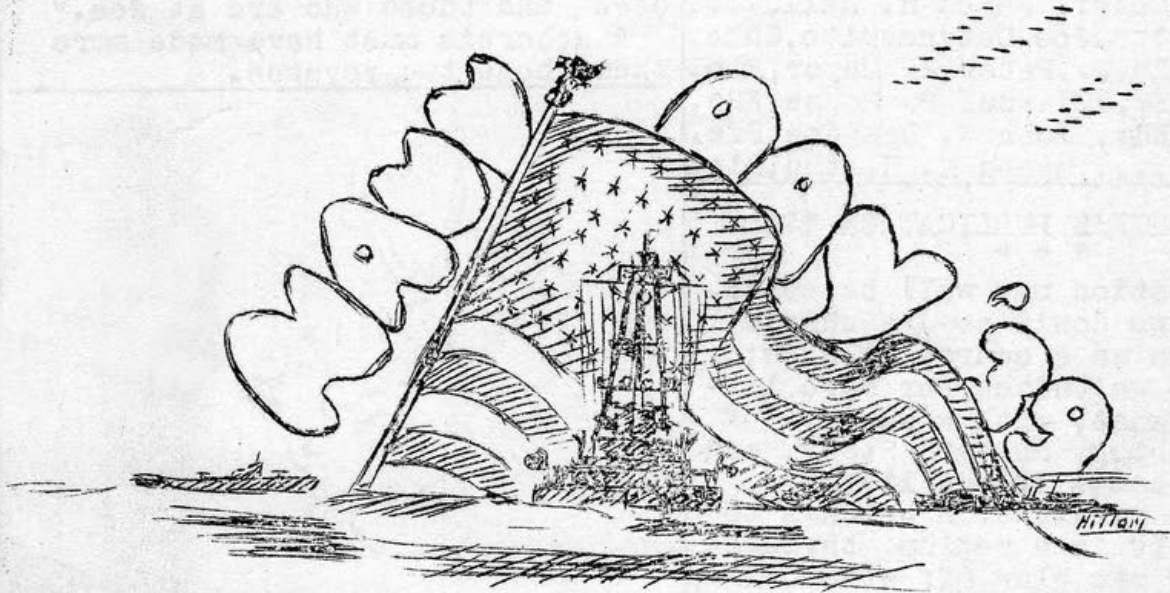


# Patrol Log

VOL. 1.

West Coast Central America, October 27, 1939

No. 1.



## C-A-P-T-A-I-N-'-S G-R-E-E-T-I-N-G-S \* \* \*

It is a real pleasure for me to extend my greetings, as well as my good wishes to our Patrol Log and its Editorial Staff. While the idea of the Log was born in the minds of a few, it requires the support of "all hands" in order to maintain life and grow to be man size.

This publication is a vital part of the ERIE - in fact it is a member of the crew. I assure you that I will help, lookout for, and support the Log in the very same manner I do any other man on this ship.

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## N-A-V-Y D-A-Y \* \* \*

The U.S. Navy first came into its own as a modern, first rate sea power under Theodore Roosevelt. When he was Assistant Secretary of the Navy, his services contributed vitally to the Navy's brilliant successes in the Spanish-American War. As President, he built up the Navy to an effective strength, and sent "The Great White Fleet" around the world, convincing the great powers that from then on the American Navy was not to be lightly disregarded.

Now we honor his memory by celebrating his birthday as "Navy Day". Let us hope that his great fighting spirit will be always with us, and that something of his keen foresight and faith in the Navy will be always with those in authority who administrate and control the affairs of the United States Navy.

U.S.S. ERIE PATROL LOG

Published bi-monthly by the Ship's Company of the U.S.S. ERIE.

Commander Allan W. Ashbrook, U.S. Navy, Commanding.  
Lt-Commander Joseph S. Lillard, U.S. Navy, Executive Officer.

STATE

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WHY A SHIP'S PUBLICATION ??

\* \* \*

That question may well be asked. Certainly we don't need a ship's publication as a source of news; neither do we thirst for more literature - what, with a supply of Cosmo, Redbook, Western Story, and dog-eared books in the library.

A ship's publication belongs to the crew. It is a medium through which they can blow off steam. It is a manifestation of ship's spirit. It is something that originates within the ship, that shows that all the books, the magazines, and papers printed outside don't quite fill the bill; that we want something else of our own that covers our own interests, lives, and activities.

This little paper starts with a small staff. But in time we want the whole crew to be the staff, to take enough interest to contribute and keep the ball rolling. It will have to be a good paper to stand up, and you, the crew, will have to make it good.

Another issue goes to press in about ten days---how about some contributions ?? articles, stories, jokes, cartoons-----all are welcome.--WMB.

MAIL THE PATROL LOG HOME TO THE FOLKS - THEY PROBABLY WILL GET LOTS OF PLEASURE FROM READING IT.

Once upon a time there was a philosopher by the name of Anacharsis. He lived 600 years before the birth of Christ, in Southern Russia, but he traveled (by sea) to Athens, and then he went back home again (by sea) to teach his own wild Scythians the supreme advantage of civilization as enjoyed by the Greeks. One of his bright sayings was as follows:

"There are three sorts of people; those who are alive, those who are dead, and those who are at sea."

Anacharsis must have made more than these two voyages.



EXPRESSIONS BY NAMES IN ERIE CREW

\* \* \*

WALKER home, why pay carfare?  
Cardell's girls HOLLOWELL.  
Shift the RUTTER..  
Erie cruises are too LONG.  
MUSTO the division.  
Stay away from the BARR.  
IRELAND was cheaper we could buy some.  
The California's girls are MOODY.  
Yes sir, we like dock-duty BEST.  
Just a wandering SHEPPARD.  
MORSE covered the log.  
PASTOR without a church.  
The party didn't LACAMAN.  
She's so cute, and so LITTLE.  
The fair sex are never satisfied, they always want MOORE.  
Hospital Apprentices are so GALLANT.  
MANNING the rail is an old Naval custom.--JHH.



## SHORT TIMERS

\* \* \*

November, December, and January will bring about farewells with a lot of dyed-in-the-wool Erie-ites who, with bag and baggage, will seek fame and fortune in other sectors of Uncle Sam's Navy, and in civilian life.

There is little doubt but what they will miss the good ole Canal Zone, and Panama, too, with all its quaint old buildings of charming structural designs, its busy streets with unbroken streams of automobiles and chivas, the continuous tooting of horns and clattering of bells, the strains of soft, sweet melodies from the soft-lighted palaces where a gentleman (and aren't we all?) may repose in comfort while he enjoys glass after glass of snowy-topped liquid, a liquid with rather a stimulating reaction. In between glasses, for the tiny sum of a mere dime, he may glide gracefully around the sleek floor with a charming and gorgeous young lady adorned by a magnificent evening gown.

She will leave little undone for his entertainment, even joining him at his table and partaking of drink with the gentleman to prove her sociability.

Of course she drinks only the best - from a cute little glass holding just about a thimble full of colored water, sometimes Coca Cola, for the modest price of seventy-five cents - of which she will collect twenty cents as her part of the take, after the final melody about "three o'clock in the morning".

A world within a world--Panama's own little world, without a challenge.

It seems almost unbelievable - that among our midst we have those who could forsake such a setting, those who could leave such an unusual atmosphere for a new world and unknown destiny.

Some even plan to desert, (with the sheep-skin under their arms) Uncle Sam's Navy, the greatest Navy in the United States.

(Continued on page 6)

## CAPTAIN'S RECEPTION

\* \* \*

The "Skipper" entertained formally on Wednesday of this week.

The reception was held in honor of "Justice", the scene being on the port side aft.

Credit for the detailed arrangements, which were carried out in grand style, must go to our Chief Master-at-Arms and the Ship's Writer. No effort was spared to make this reception come up to the standards of those previously given by the Captain.

Prominent among those attending were: Paul E. Gossler, quartermaster third class; Grant T. Humphrey, seaman first class; Joseph L. Welch, Jr, seaman second class; Robert C. Jackson, fireman first class; Albert T. Jones, seaman second class; Mike Yukas, fireman second class; Howard Gurskey, private first class.

The Captain wore service dress white, while the guests were attired in rather down east looks.

Prior to their departure the guests assured their hosts they hoped that they would never be invited to attend another reception. It is interesting to note that these receptions are getting much less frequent and that their attendance is much smaller than formerly.



Salty: "What balls over de pawn shop mean?"

Saltier: "E to I you don't get it back, boy."

MAIL THE "PANLOG" HOME

THE ERIE PATROL LOG

\* \* \*

This is the first issue of the Erie's first ship's paper, The Patrol Log, which will be published twice monthly, and what more appropriate occasion than Navy Day on which to dedicate our new paper.

Such an occasion affords an opportunity for a brief comparison of the two occasions, that is, Navy Day, and the presentation of the first issue of the "PatLog".

Navy Day has been observed every year on October 27th since 1922, and its observance has become an old tradition of the Navy.

It is the Navy's Day on which the public is invited and urged to visit our Naval Stations, our floating fortresses of might and destruction, to "show-off" before the eyes of the American citizens who make these things possible; and to give them an inside view of what is behind their first line of defense, to show them what has been done with a part of their taxes, paid with hard-earned dollars, to show them that they have received value in return, a mighty and effective Navy, second to none.

Unlike Navy Day, the "PatLog" is just being born today and hasn't the years of success to bolster it that supports Navy Day. Traditions of long standing have not been attained which can proudly be aired to withstand the curious scrutiny of disparaging eyes. Our inner view is potential.

Only a small down payment of our taxes has been made, therefore, a mighty and interesting ship's paper backed by a firm foundation, and advanced assuredness of two effective editions monthly cannot be taken for granted.

First, we must pay our taxes in the form of cooperation and effort, combined with a little patience. The ship's company of the Erie is the Patrol Log's public, and if its public falls down on the job the Log will be a useless undertaking.

What would life, property, liberty, and rights be worth if we did not possess an Army and Navy cap-

CORRESPONDENCE SCHOOL

\* \* \*

Attention of all hands is invited to the fact that the Marine Corps Institute offers free to all Navy and Marine Corps enlisted men a wide choice of International Correspondence School courses. A com- list of these courses is too long to be given here, but they are all grouped under the following major headings:

ACCOUNTANCY	AGRICULTURAL
AVIATION	AUTOMOBILE
ARCHITECTURAL	CHEMISTRY
CIVIL SERVICE	COMMERCIAL
CIVIL AND STRUCTURAL ENGINEERING	
DRAFTING	ENGLISH
INTERNAL COMBUSTION ENGINES	
LANGUAGES	ELECTRICAL
RADIO	REFRIGERATION
PLUMBING	SALESMANSHIP
MECHANICAL ENGINEERING	
NAVIGATION	TELEPHONY
SHOP PRACTICE	

and a number of selected subjects, mathematics, etc.

Are you interested in bettering your education? Are you pointing for some special job on the U.S.S. OUTSIDE? It may be that one of the I.C.S. courses is just the thing you've been looking for.

Brandon, in the Marine Office, will give you the dope.

"Frenchy" St. Laurent, (CMM) who has been confined to bed in the sick bay for several weeks, is well on the road to recovery now. Keep up the good work Frenchy, we're anxious to see you up'n 'bout again.

able of withstanding any battle?

What will our ship's paper be worth later on if it is not based with a good solid foundation which will stand up under certain difficulties that are bound to be encountered occasionally?

Prompt payment of your taxes will give definite assurance of a paper of which you may well be proud, which will stand the gaff, and which will take its place among other ship's papers as one of the best published in our United States Navy.

ALL HANDS FOR THE PATROL LOG,  
THE PATROL LOG FOR ALL HANDS.-JHH.



# SPERON SPORTS *By Joe Catanzarito*

## POLICY

For Speron Sports in this, the first issue of the ERIE PATROL LOG we have no box scores of any of the recent games in which athletic teams participated. The ship's company can rest assured, however, in the future any and all athletic events will be accounted for in detail, giving credit where credit is due and without show of prejudice or partiality.

A brief resume of recent goings-on in the sporting line show some very encouraging results.

## BASKET BALL

The basket ball team, organized late, entered the Canal Zone League and finished the season with a record of three wins and three losses.

Showing to good advantage against such teams as the U.S.S. CHARLESTON and J. FRED TALBOTT, the boys went down to defeat against the exceptionally strong U.S.S. TATTNALL outfit, the Canal Zone's outstanding quintet this year. Two Panamanian teams from Colon accounted for two other defeats.

The team was coached by "Freddie" Bitting, of the Black Gang. In a recent interview Coach Bitting stated that he's building for the future, and by the time another season rolls around the ERIE hoopsters will command plenty of respect on the Isthmus. Hays, of the "Devil-Dog" detachment, was the leading point getter. He was assisted by Simpson, Abbott, Schloegel, Danes, McDaniels, Schade, and Greenough.

## THE QUARTERDECK ARENA

Two ship's officers, Lieutenants Palmer and Brown, are in training to become weight-lifting champs. Of late, they've been seen on the quarterdeck in the afternoons going diligently about their business; light exercise, skipping rope, and ending up with a round of heavy medicine ball tossing.

## BASEBALL

Although the regular season is two months away, the Erie gang has already begun to work out.

During our not so recent three weeks of "dock-duty" in Balboa, two practice games were played with last year's Amateur Champions of Panama City. The Erie took the initial tussle 5 to 3, staging a garrison finish by putting over three runs in the ninth inning for the ball game.

In the second game with the score 7 to 4 against the Erie tossers in the fourth inning, the game was called on account of rain. This may have been an unfortunate break for the Erie, coming with two men on base and only one out.

The lineup in the two games was: Mayer, c; Catanzarito, lb; Eller, 2b; Pirozzi, ss; Loucks, 3b; Nemeec, lf; McNeil, cf; McLane, rf. Johnny Nietrzeba and Dusty Callan bore the brunt of the mound duty.

## Prospects Good

The outfield is in need of one or two more hard-hitting chasers, but is not suffering. The infield and pitching staff have proven capable, but the stick work has been rather spotty, and inconsistent, however, nothing that a little more batting practice can't cure.

Manager Jimmy Hall states that he has uncovered several likely looking prospects in the new draft who may plug the weak spots, and he is eagerly and confidently awaiting the opening of the season.

Present indications are that we will soon have a club on the field that the entire ship's company may well be proud of, and prospects as a whole point to a successful season.

## TENNIS

A ship's tennis team is planned if practice facilities can be arranged. Sellars, Maltz, Pastor and Catanzarito look good, but expect strong competition for team places.

## THE MEANING OF "TONNAGE AS APPLIED TO SHIPS

\* \* \*

You may read that a certain naval vessel has a tonnage of 30,000, and that a certain merchant vessel also has a tonnage of 30,000. Does it follow that they are the same size, or the same weight? It does not. What, then, is the distinction between these two tonnages?

The expression "tonnage" as used in shipping has a number of meanings, of which these are the most common:

**GROSS TONNAGE** is a measure of the internal capacity of a ship, 100 cubic feet being one ton, excepting certain spaces such as water tanks, galleys, etc.

**REGISTER TONNAGE** is either the gross or net tonnage, whichever the ship is registered by.

**NET TONNAGE** is gross tonnage with further deductions for machinery space, etc.

**DEADWEIGHT TONNAGE** is the actual weight the vessel can carry, measured in tons of 2,240 pounds.

**CARGO DEADWEIGHT TONNAGE** is the deadweight tonnage minus the weight of water, stores, etc., aboard. That is, it is a measure of the revenue load capacity.

**DISPLACEMENT TONNAGE** is the actual weight of the vessel in tons.

Naval vessels are always rated by their displacement tonnage, and merchant vessels by their net or gross tonnage, hence, the difference between the two vessels of the example given above.

## A DECK FORCE OPTICAL ILLUSION

\* \* \*

Last Saturday morning the deck force was very much surprised to find new faces heaving around the topside. Their first guess was that a new draft of men had sneaked aboard during the night to relieve them of their daily labors.

However, further investigation revealed that they were only Erie Engineers scraping spots of oil (score) off the deck. Next time they'll make sure the oil line is thoroughly drained...or do they like fresh air duty for a change?

## SHORT TIMERS.....

\* \* \*

Chief Radioman Hoffman seems to be having difficulty in making up his mind - maybe Hi-Jack could aid him. Quartermaster MacDougall, yes sirrr, "swears by his eyes" that he will desert the ranks of the Secret Service. Manning doesn't know where he will cast off for, but "Bitsy" Little, Junior, prefers the shivers and shakes in the glittering white snow of New England (for a couple of months anyway).

Alex Macknicki wants to return to the old home town and give the fair sex a break - that "old Navy technique". Whitey Schurb declares he will leave the Erie-ites to starve - no consideration for our tummies at all - Cruelty, it might be called. Goley goes to Raleigh, N.C., where he will use his "line" as a crusader to convert young prospects into old seafaring men.

Short timers, expiration of enlistment dates, or other reason for leaving, and approximate date (subject to change with changing transportation facilities) of departure:

GOLEY, E.T. (CFC) Recruiting Duty, Raleigh, N.C., CHAUMONT for Norfolk, 12 November.

HOFFMAN, E.A. (CRM) 9 Dec. 1939, USAT REPUBLIC for San Francisco, 14 November.

MACDOUGALL, W.G. (QMLc) 19 Dec. 1939, USAT LEONARD WOOD for New York, 8 December.

MACKNICKI, A.J. (Flc) 8 Jan. 1940, USAT LEONARD WOOD for New York, 8 December.

SCHURB, R.M. (SC1c) 22 Jan. 1940, USAT REPUBLIC for New York, 3 January.

MANNING, W.H. (MM2c) 25 Jan. 1940, USAT REPUBLIC for New York, 3 January.

LITTLE, R.R. Jr. (Slc) 30 Jan. 1940, USAT REPUBLIC for New York, 3 January.

So long fellows, wherever you go, whatever your undertaking, we wish you the best.-JHH.

Know your Naval history? What is only ship in the American Navy named after an enlisted man, and why?