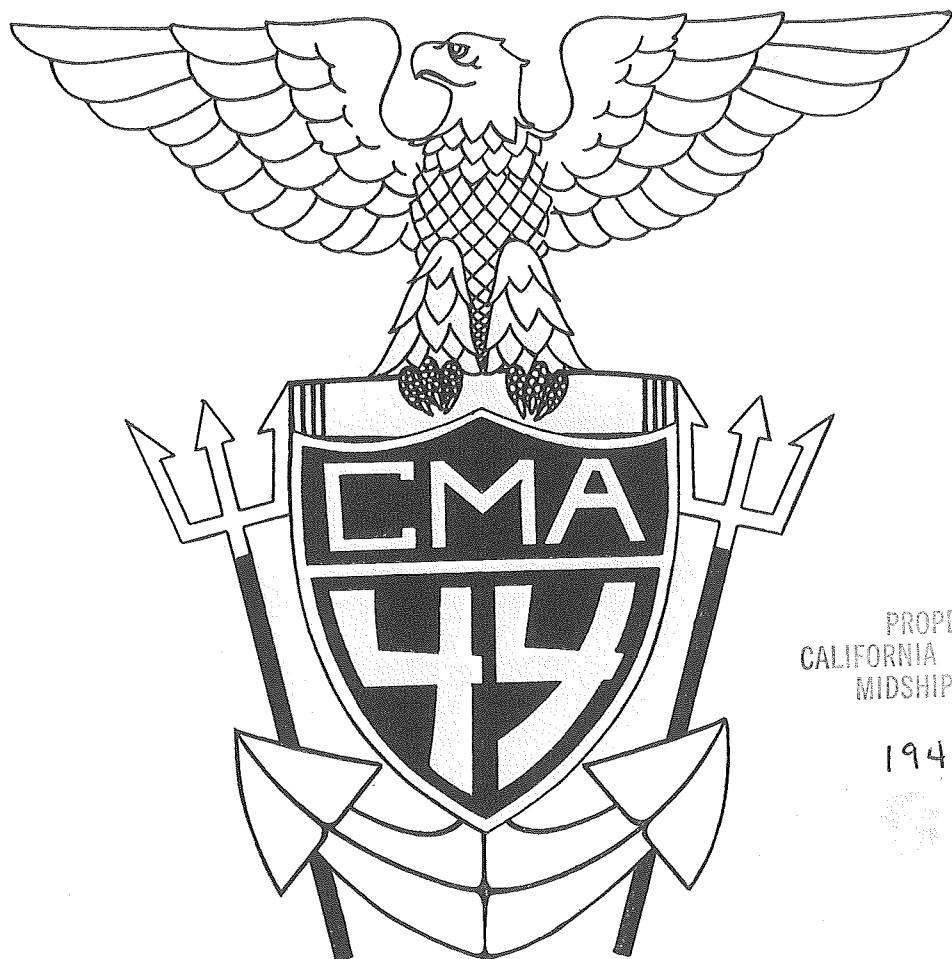


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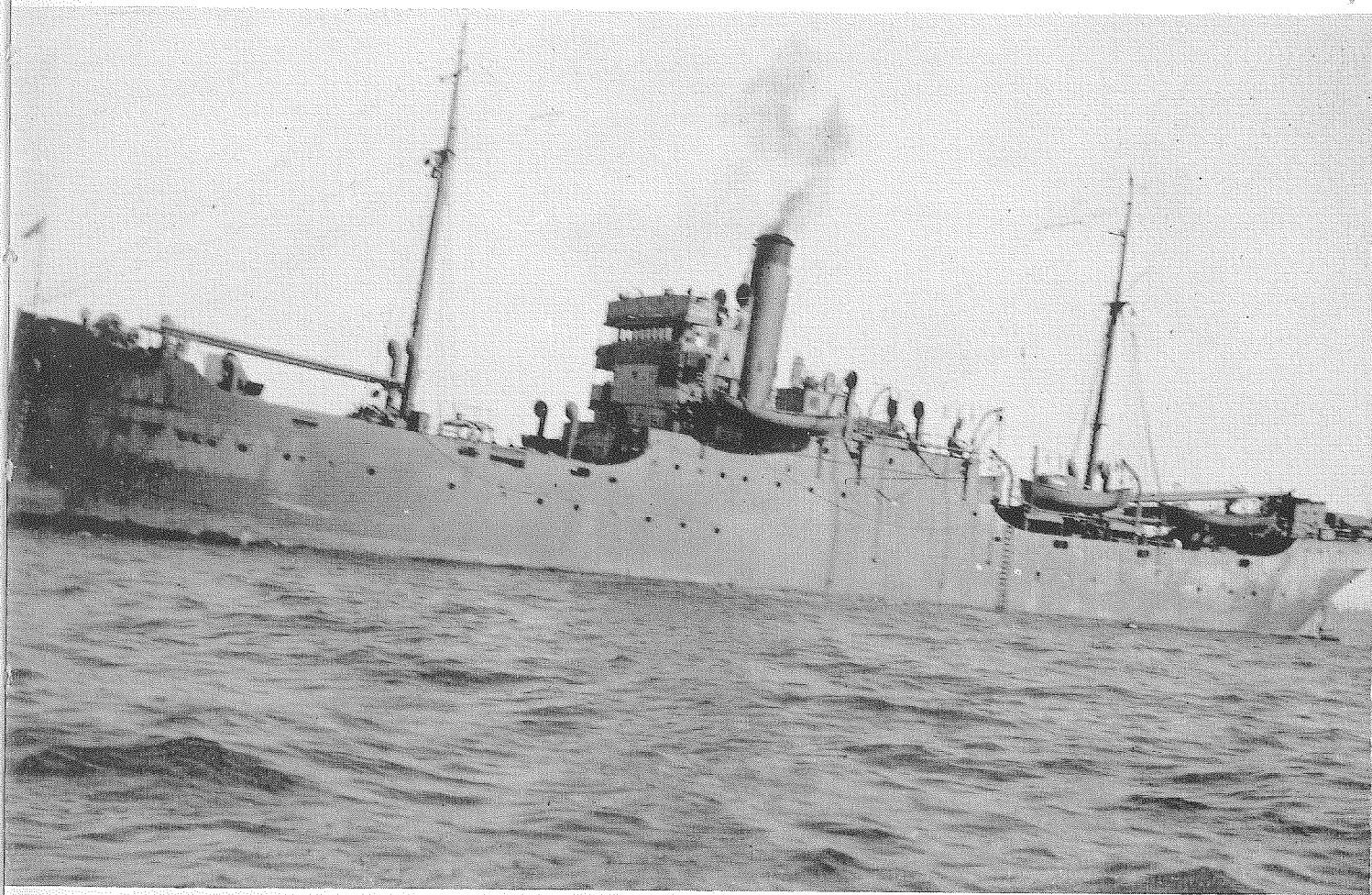
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YEARLY PUBLICATION  
OF  
THE CALIFORNIA MARITIME ACADEMY.

DEDICATED

*to the Training Ship*  
"GOLDEN STATE"



"IRON MOTHER"

*..to the Midshipman Corps*



# A MESSAGE FROM THE GOVERNOR

to

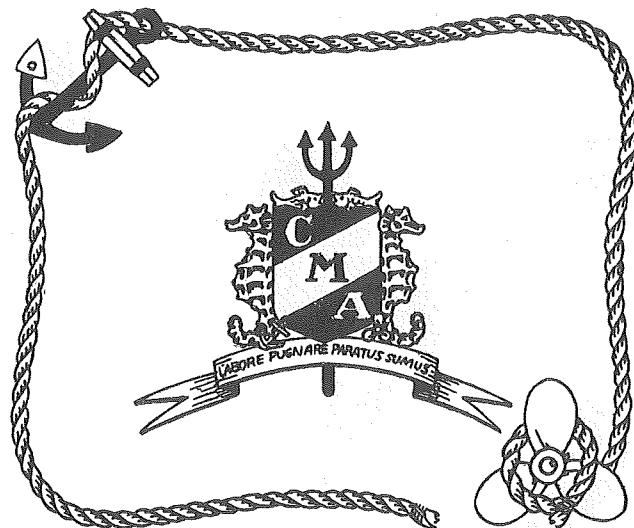
*The Graduating Class  
of 1944*

"I am happy to have this opportunity to extend my best wishes to the young mates and engineers now graduating from the California Maritime Academy and to express my admiration of the manner in which they have applied themselves to the arduous training course of the Academy.

"As these young men go forth to add to the traditions of the Academy and help deliver the greatest blow ever struck for freedom, they carry with them the best wishes of their State and Nation. Having studiously prepared themselves for service, I know the contribution they will soon make to the cause of freedom will be one which brings them lasting satisfaction.

"California's special wish to each of the graduates is a safe voyage and a speedy return."

# Book One



O F F I C E R S





CAPTAIN CLAUDE B. MAYO, USNR (Ret'd)  
Superintendent

# CAPTAIN MAYO'S FAREWELL ADDRESS



The Class of 1944 - December goes out to their service on blue water with the respect and admiration of the shipmates they leave behind in the Academy. All of us, officers, midshipmen and civilian staff wish them Godspeed. We view their sea-futures with quiet assurance for we have every confidence in these young Californians. We know the honor of the Academy is safe in their hands. We shall follow their careers with keen interest. We wish them to know a warm welcome ever awaits them when they return; salty, full of the tall tales which seem to mark the "sailor home from the sea." Your Alma Mater has been an "Iron Mother," she is jealous that her high standards be maintained in the engine rooms and decks of hundreds of ships; she will not be disappointed in 1944, December.

Eternal Father, strong to save  
Whose arm has bound the restless wave  
Who bidst the mighty ocean deep  
Its own appointed limits keep,  
Oh! hear us, when we cry to Thee,  
For those in peril on the sea.



## OFFICER INSTRUCTORS

### OF THE MARITIME ACADEMY

Left to right, standing: Lt. J. F. Summerill, Lt. L. H. Erickson, Ensign C. R. Slagle, Ensign R. L. Peck, Lt. H. L. Bennett, Lt. G. L. Davis, Mr. D. Warwick, Mr. E. A. Siegrest, Mr. J. F. Feeley. Left to right, sitting: Lt. G. E. Brackett, Lt. Cmdr. C. H. Tubbs, Mr. J. M. Cadwell, Dr. R. C. Dwyer, Captain Claude B. Mayo, Lt. Cmdr. P. J. Rasch, Lt. Cmdr. E. C. Miller, Dr. J. D. Moore.



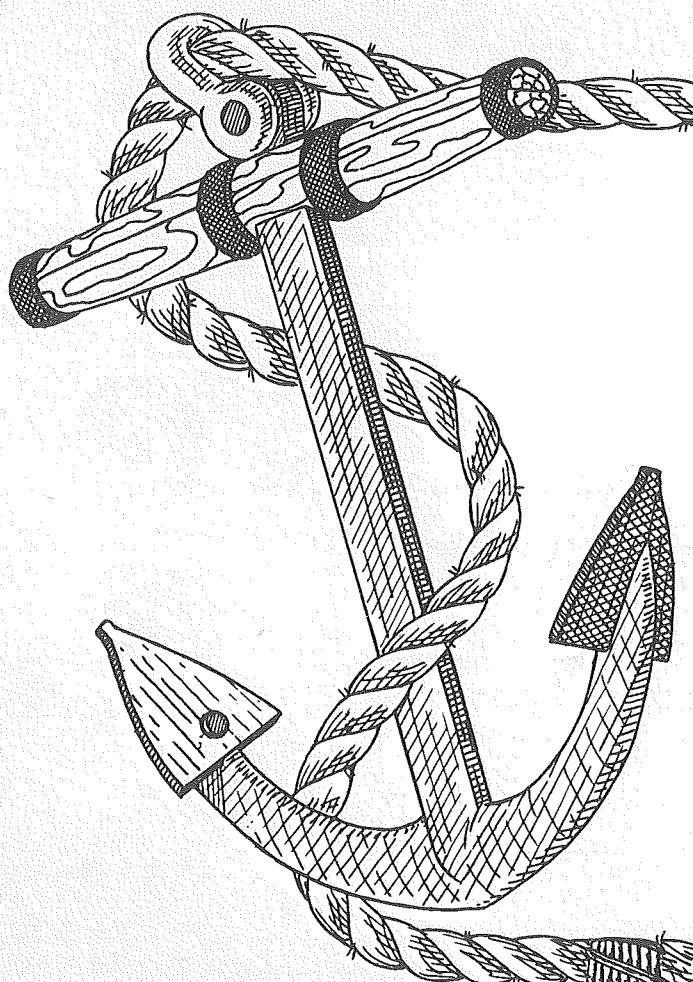
**DR. R. C. DWYER**

Assistant Superintendent



**LT. CMDR. P. J. RASCH**

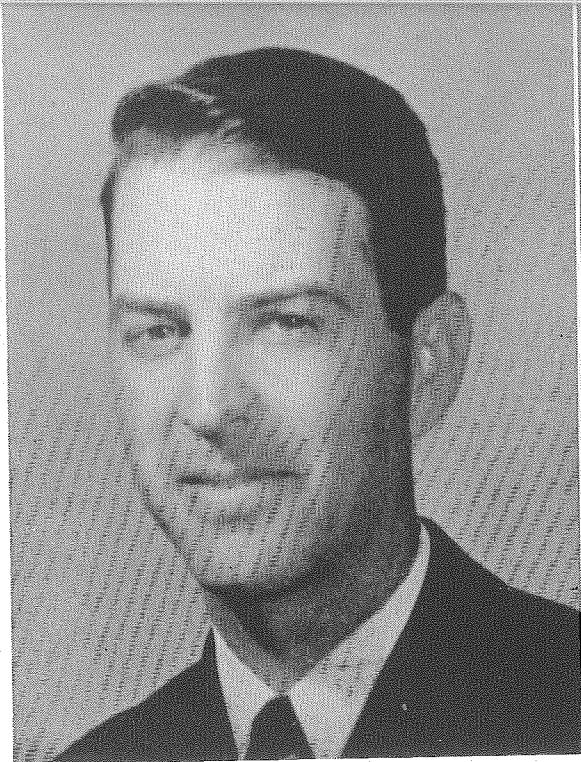
Commandant of Midshipmen



**LT. G. E. BRACKETT**

Chief Engineer





**LT. CMDR. E. C. MILLER**  
First Lieutenant

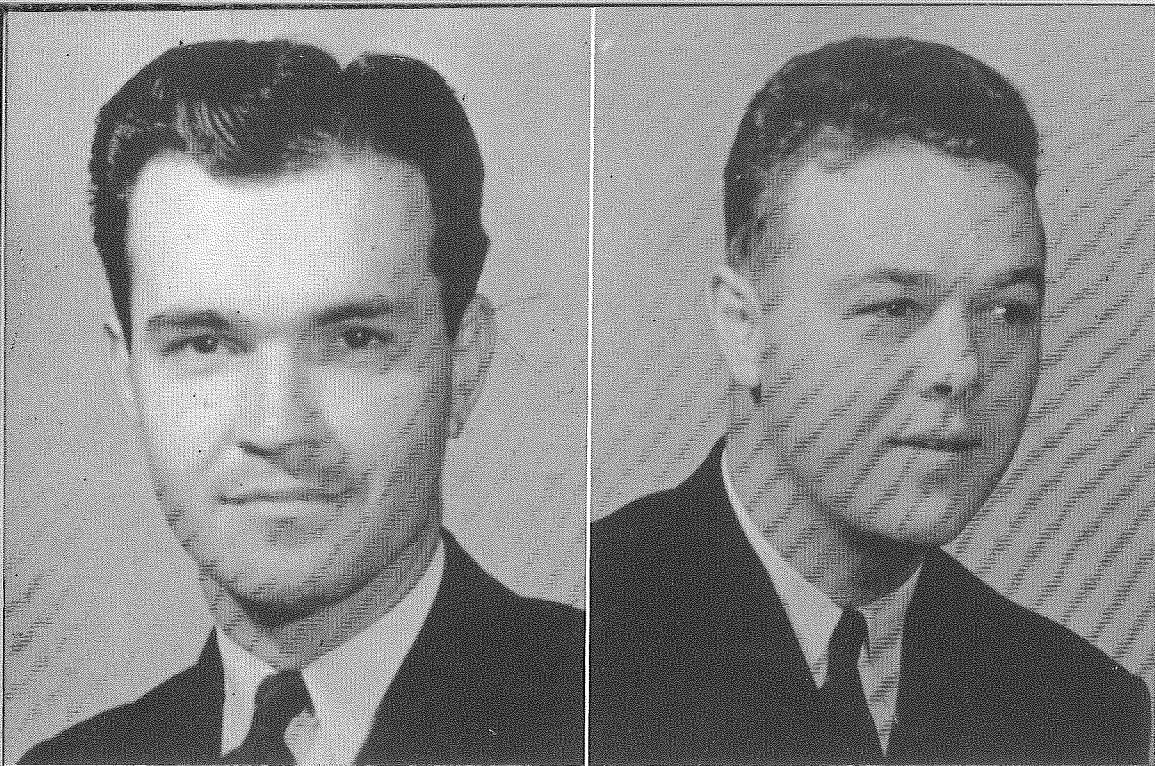


**LT. CMDR. C. H. TUBBS**  
Chief Navigator

**DR. S. P. NORMAN**  
Head Physician

**MR. D. WARWICK**  
Engineering Watch Officer





**LT. J. F. SUMMERILL**

Deck Watch Officer

**LT. G. L. DAVIS**

Communications Officer

**LT. H. L. BENNETT**

Aide to the Captain

**LT. T. DUNLAP**

Engineering Watch Officer



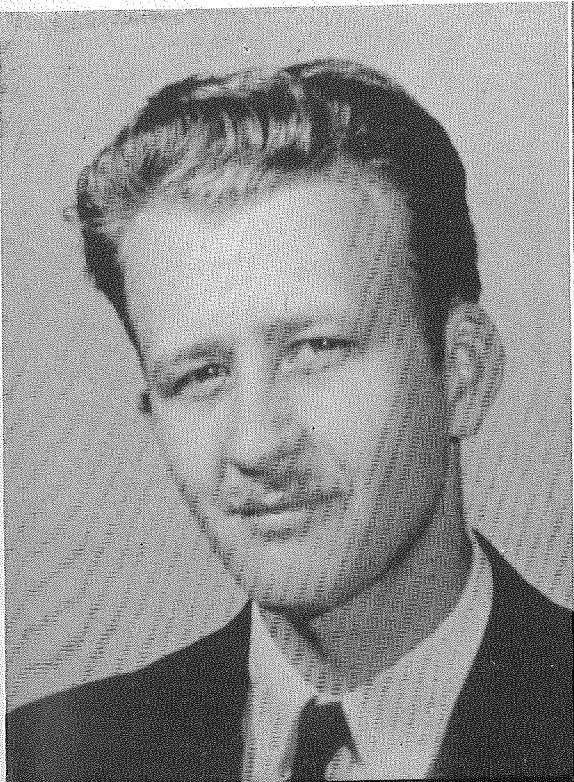


**ENSIGN R. L. PECK**  
Engineering Watch Officer

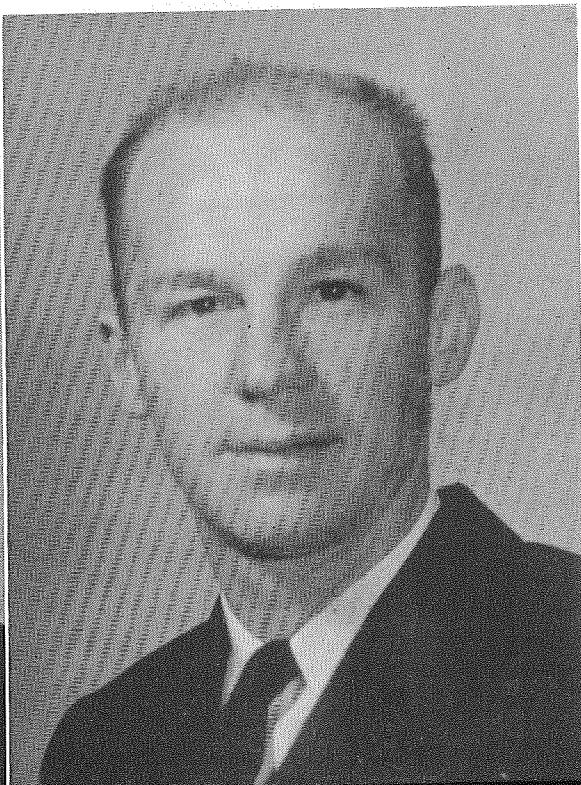


**MR. J. M. CADWELL**  
Supply Officer

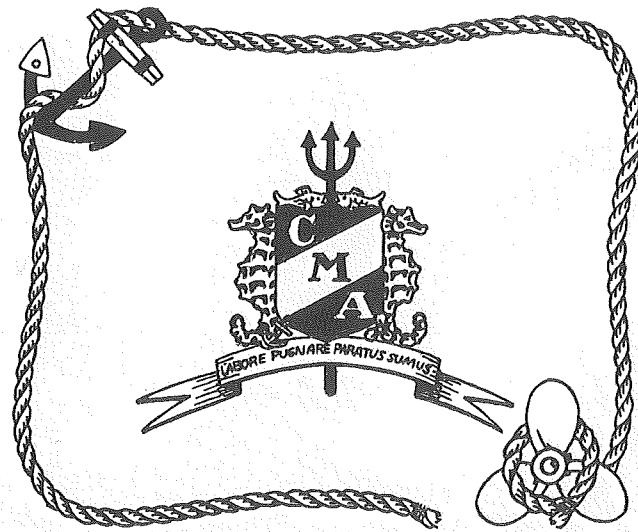
**LT. L. H. ERICKSON**  
Engineering Watch Officer



**ENSIGN C. R. SLAGLE**  
Athletic Instructor

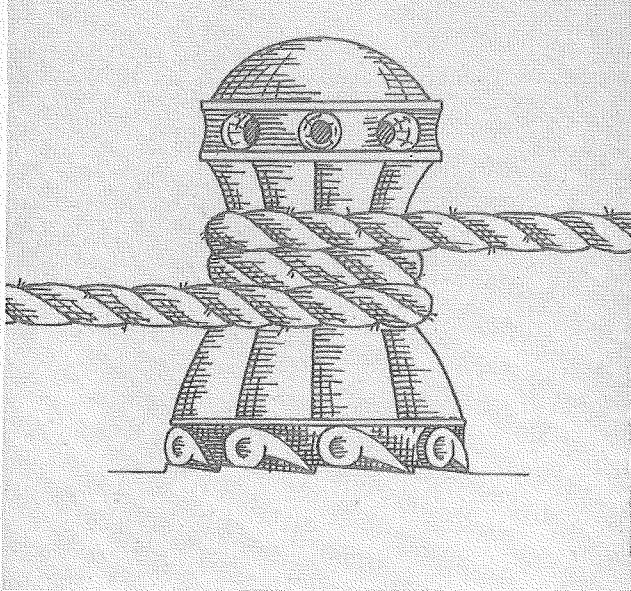


## Book Two



GRADUATES - JUNE '44



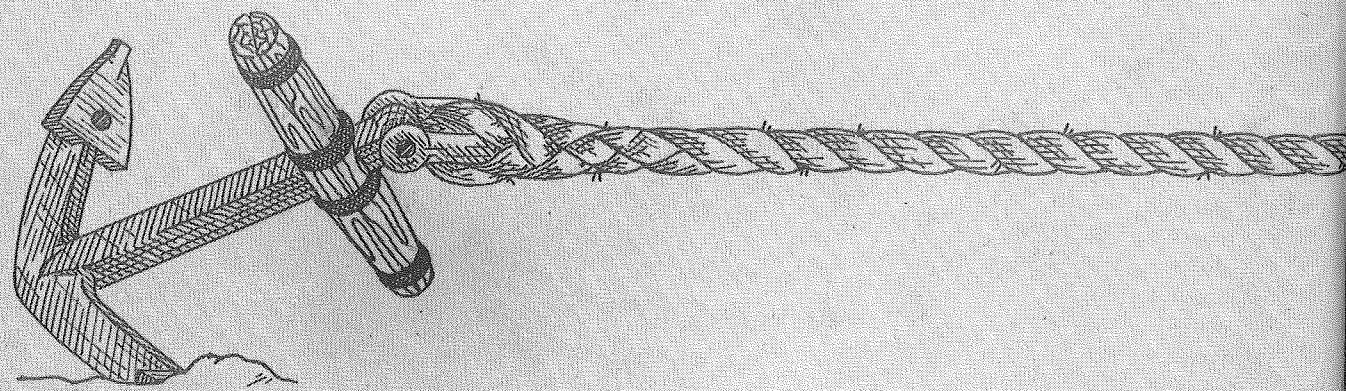


**WALTER E. BERNHARDT**  
**"Pop"**

The Cadet Commander for the Spring Semester was outstanding as a C.C. His characteristic walk, pipe and bridge deck manner identified the venerable Walter wherever he ambled. The guiding light and protector of the Cadet Service Fund bore the antics and abuse of his classmates with the understanding and forebearance of a father. Pop will ship on a sea-going tug and plans to own and operate one after the war.

**THOMAS LEWIS**  
**"Chief"**

Energetic, genial Tom was named division Cadet Chief Engineer in his final division class year at the Academy. Spring '43 tall, dark boy from Van Nuys proved more than proved his worth S.S. His this capacity. Tom is reported nodating to have a wonderful taste when it comes to women, and he alone of the basketball team. Outlook for the future, "darn good."





THOMAS LEWIS  
"Chief"

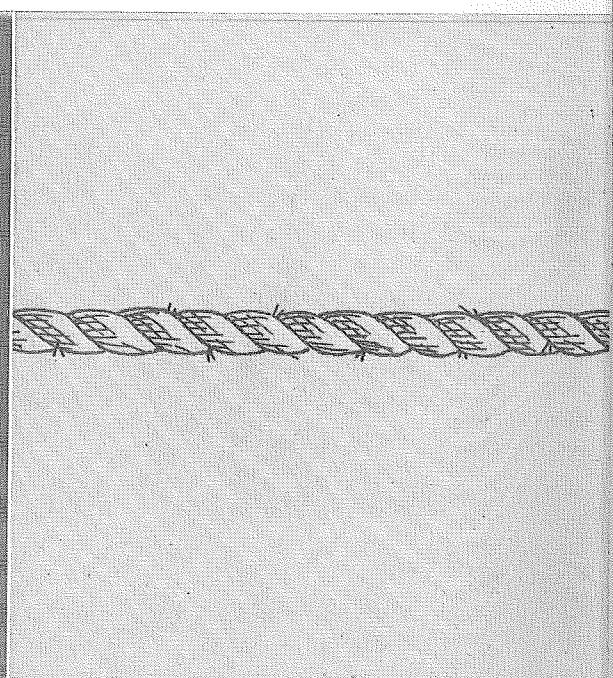
genial Tom was named Division Officer. Merle was a tre-  
ief Engineer in his finendous asset to the crew of  
at the Academy. Thpring '44 as well as one of the  
boy from Van Nuhost practical men on the T.S.  
n proved his worth G.S. His fine disposition, accom-  
munity. Tom is reported nodating manner, and friendly  
onderful taste when smile combined to make Merle  
women, and he alone of the easiest fellows to get  
be a valuable asset along with at the Maritime Uni-  
tball team. Outloclarity. Turtle plans to make the  
ture, "darn good."

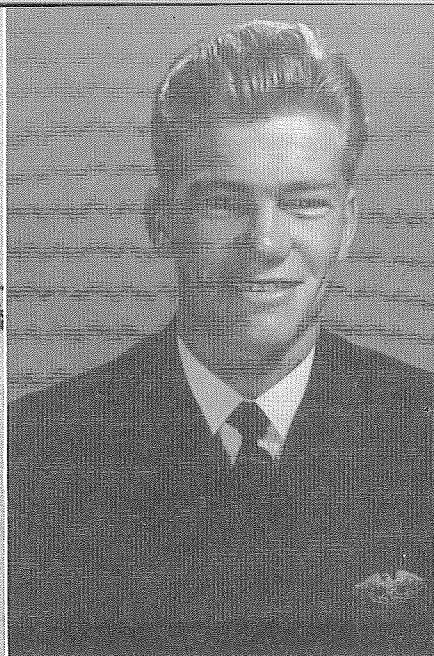
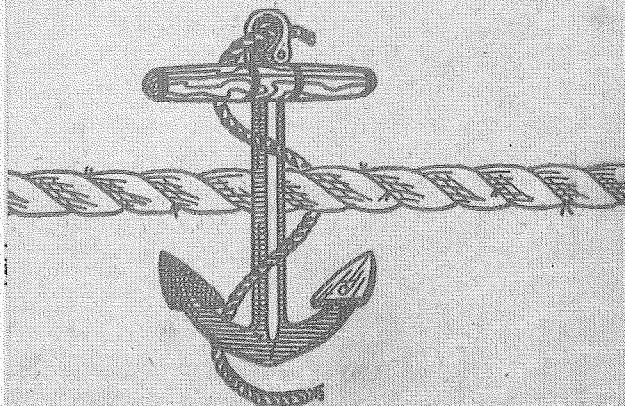
MERLE P. CLENDENNY  
"Turtle"

Division Officer Merle was a tre-  
ief Engineer in his finendous asset to the crew of  
at the Academy. Thpring '44 as well as one of the  
boy from Van Nuhost practical men on the T.S.  
n proved his worth G.S. His fine disposition, accom-  
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women, and he alone of the easiest fellows to get  
be a valuable asset along with at the Maritime Uni-  
tball team. Outloclarity. Turtle plans to make the  
ture, "darn good."

GENE MALCOLM  
"Laughing Boy"

Number one in his studies, good  
looking Gene was chosen as di-  
vision officer in his first class year.  
He can open any plant in ten  
minutes and has the best collec-  
tion of pictures on life at C.M.U.  
obtainable. Erudite Gene plans  
to be the best darn engineer  
available. From his record, he  
should come pretty close.





**ROBERT W. ATTHOWE**  
"Honk"

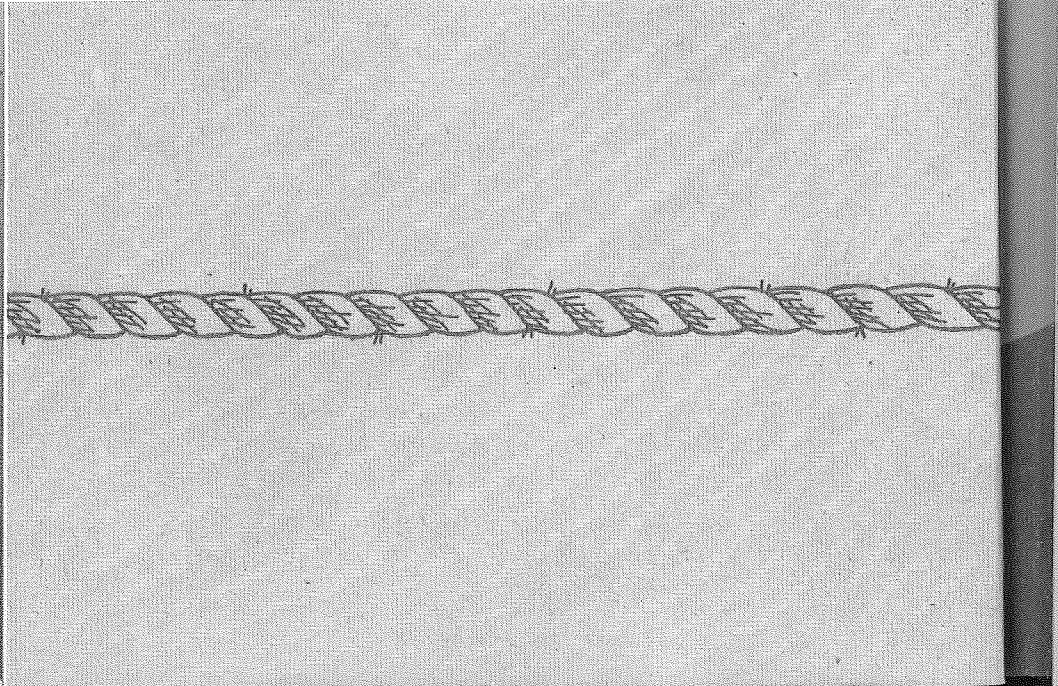
Athletic Bob, San Leandro's own, gained a great deal of recognition while at C.M.A. as a member of the basketball team, vice-president of the Athletic Committee, president of the Proboscis Club, and a boat lover. Bob plans to own and operate a tug boat after shipping out.

**RAY V. ALFSEN**  
"Duck"

Meticulous Ray is generally acknowledged to be the leading scholar of his class. While at the Academy, the tall, blond Huntington Park boy distinguished himself by being appointed First Class Petty Officer, being elected secretary of the Propeller Club, introducing the Alfsen Shuffle to the Academy, gaining favorable comments as Chief Helmsman and being a member of the basketball team. Ray plans to go to sea and later on possibly finish his engineering education at college.

**STELIOS M. ANDREW**  
"Stel!"

Good natured Stel, perhaps the only Greek nationalist at the Academy, will be remembered for his hair style, abdominal build, provocative profile, and as a Second Class Petty Officer. Grace Line's pride and joy plans to stay in the Merchant Marine after completing studies at Stanford at the end of the war.





## ANDREW

I, perhaps the  
nationalist at the  
remembered  
abdominal  
profile, and  
Petty Officer.  
and joy plans  
Merchant Marine  
studies at Stan-  
of the war.

### JOHN W. BAUER "Pee-Pee"

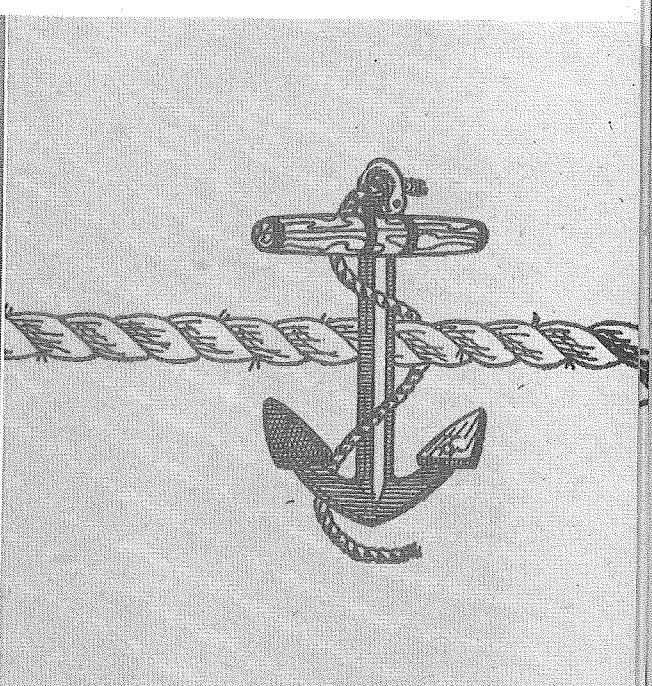
The tall, southern boy was a constant companion of Marsh and Simpson. Bill had quite a way with the women as well as an adept experience at poker. Having an excellent manual ability and radiant personality we know Bill will do the Academy justice in his career in the Navy.

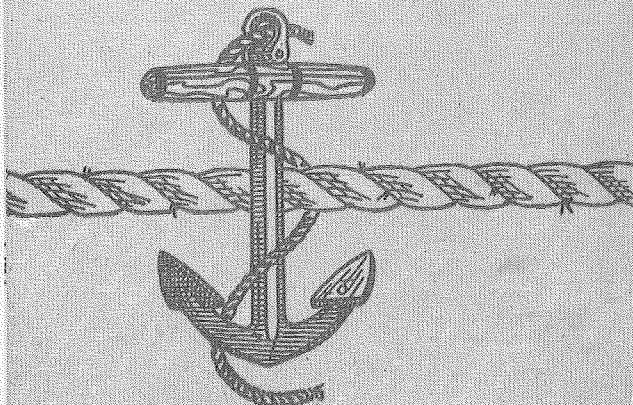
### PHILIP G. BOOMER "Boom-Boom"

Bashful, hard working Phil came from a large Oakland family to the brotherhood of sea going intelligentsia. Phil is truly a swell friend and the quiet, strong type. Phil plans to ship out and make the shipping world his future.

### HAROLD M. BANKE "Hal"

Even tempered Hal is first remembered as one of the finest musicians of that talented group of unpredictables that entered C.M.A. on January 6, 1943. The big amiable Dane was known as a great sleeper, liberty hound, and likeable fellow. Hal contemplates a career at sea—"if he doesn't ram somebody."





### GORDON FAKE

#### "Ape"

"The Ape," as most of his admirers are well aware, is an unusually good looking, intelligent, personable young man. Gordon is also blessed with a very fine build enabling him to excell in athletics, outstanding leadership qualities and an amiable disposition. We expect the Castro Valley version of L'I Abner to make one of the finest mates to graduate from the California Maritime Academy.

### MALCOLM W. BROWN

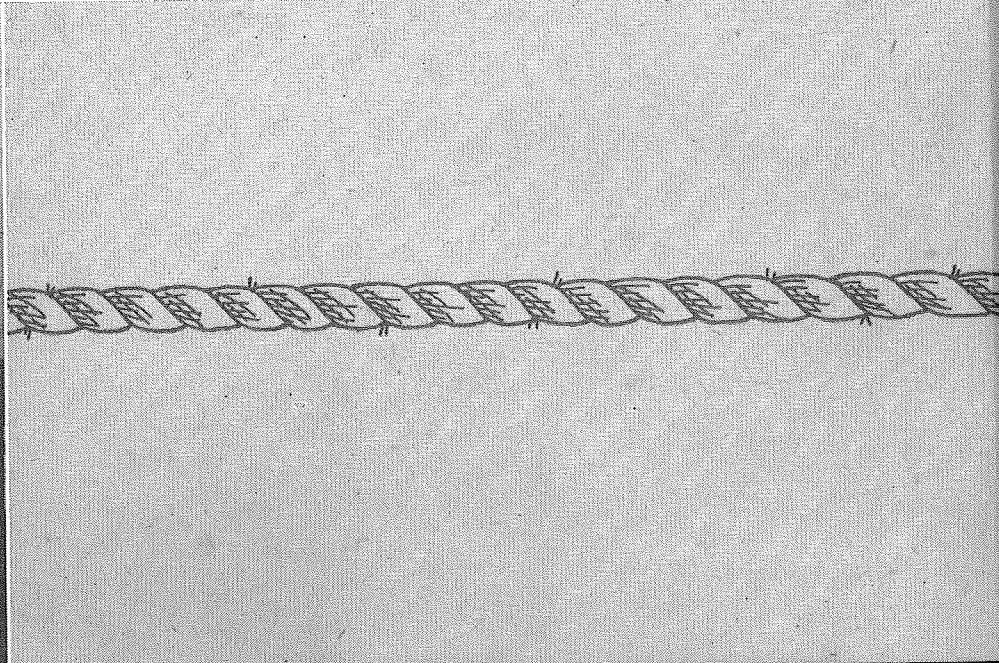
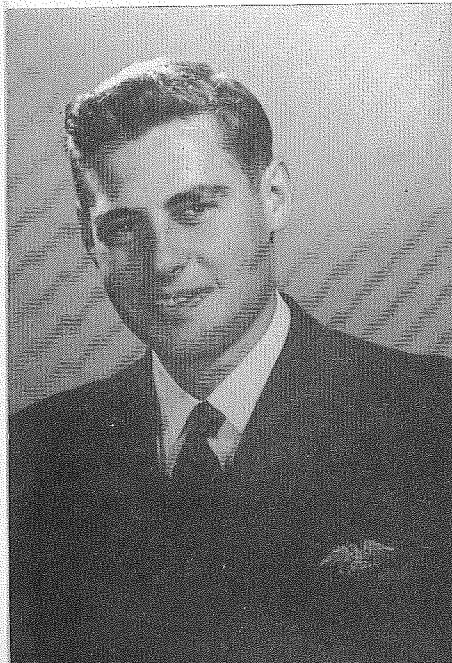
#### "Marley"

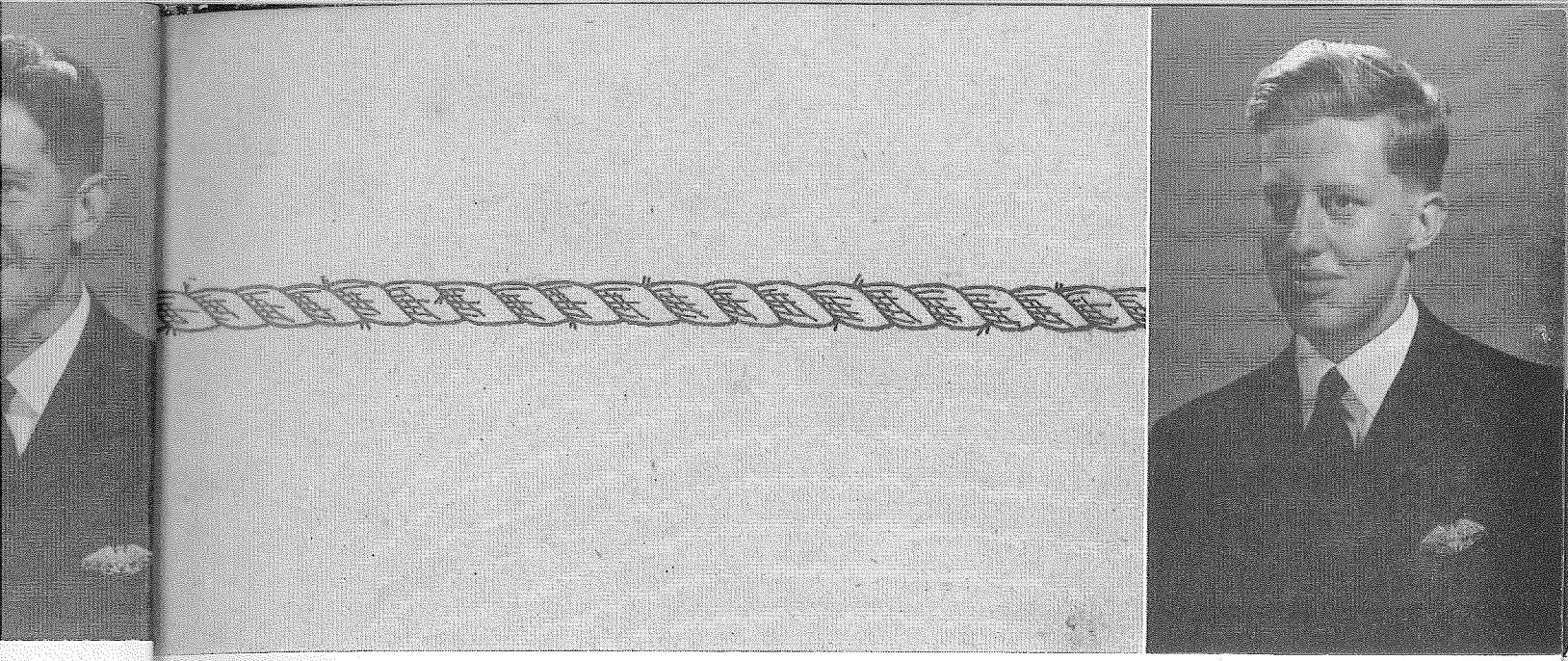
Tall, slow, easy going Mal stood out among his "deck-ape" classmates as a great "fink," (which means a guy who studies at C.M.A.). San Diego's conscientious, obliging Brownie is not only a good looking ex-U.C.L.A. man, but also an enthusiastic sailor. Mal plans to ship with American Hawaiian and later study law.

### LEO H. EVART

#### "Clown"

Famous for his wit, knowledge of navigation, and love of skiing, Leo will forever live in the memories of his classmates and shipmates for being so outstanding. The Clown can easily be distinguished by his patriotic eyes and a way with the women.





ART

knowledge of  
of skiing,  
in the memo-  
es and ship-  
outstanding.  
sily be dis-  
triotic eyes  
e women.

### GORDON A. FISK

"Cork"

Gordon, one of the smarter young men of the June class, can be credited with the construction genius on the basketball court job. Gordie, a sincere and generous lad, was the most capable carpenter on the ship, and he also contributed materially to the success of the Binnacle. He will probably ship with A.T.S. and resume his study of architecture at U.C. after the war.

### RICHARD O. FLEMING

"Big Dick"

Quiet, tall, good looking, liked by all, Dick is a fellow to be proud of knowing. The big Irisher was vice-president of the First Class and a sun-bather of some note. Dick is scheduled to go tanker for Pacific Tankers.

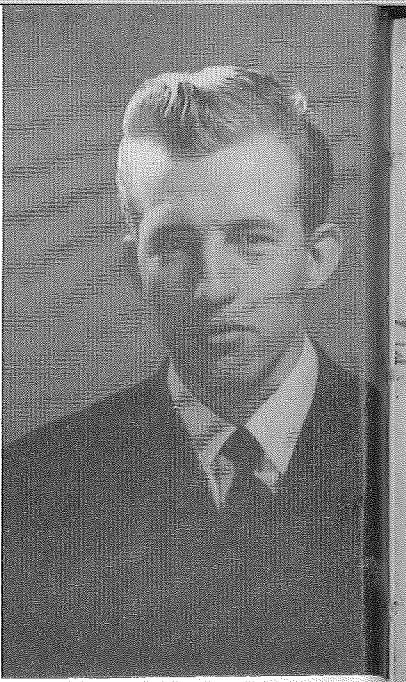
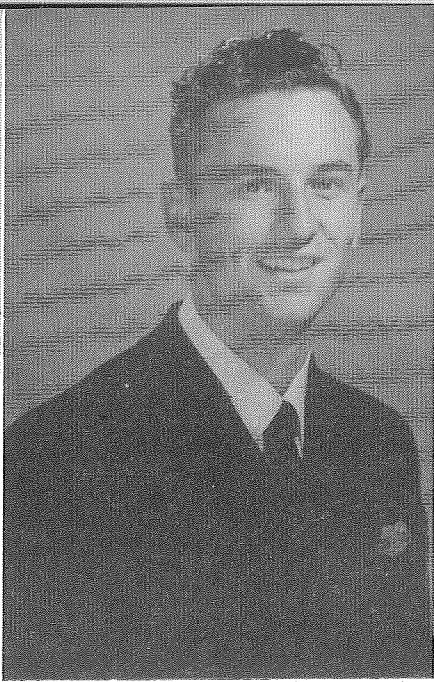
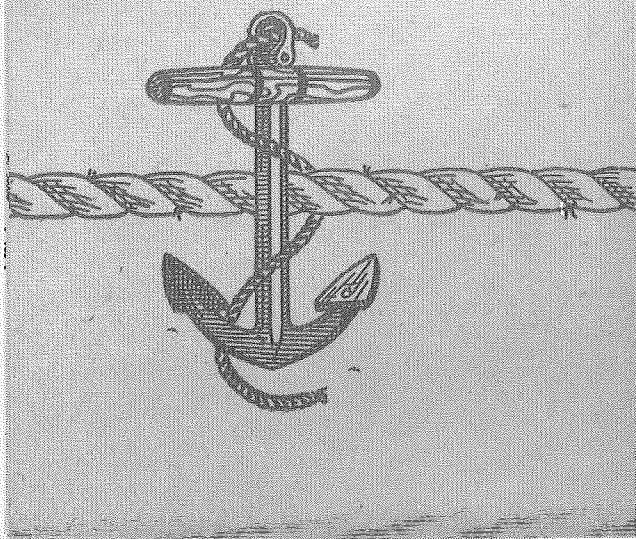
### FREDERICK W. FAY

"Fog"

Pleasant, fun-loving Fred will be remembered as that congenial character who brought in the first boat on C.M.A.'s annual "boat day." Master of his love life, a man among boys, Fred plans to stay in the shipping profession.

21





### EDGAR J. GRUHLER

#### "Little Admiral"

The honorary vice-president of the Nose Club was also a First Class Petty Officer and a member of the basketball team. Notorious for coming from Stanford and Sacramento and having a lovely family, congenial, personable Ed was a very popular man at C.M.A. He will be shipping with Buddy Evert for Isthmian, and later he plans to finish college and continue in the shipping world.

### M. HUBERT FOSKETT

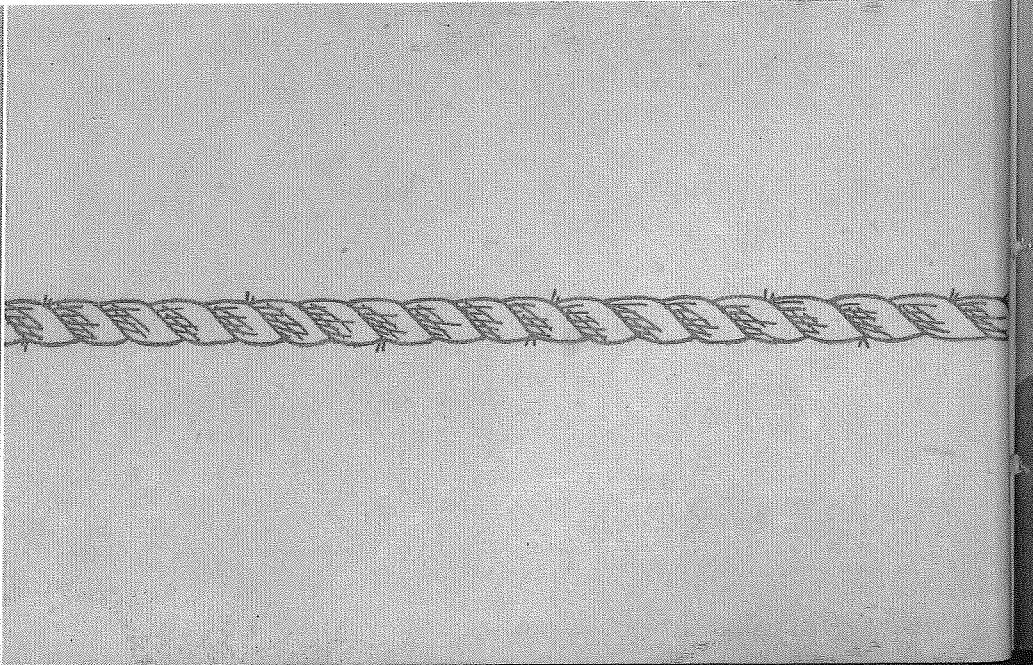
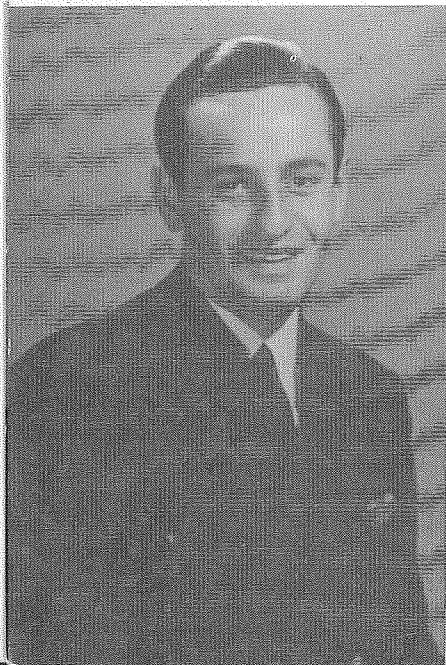
#### "Fearless"

Hugh is probably one of the most intelligent and prominent men to go through the Academy. A few of the honors he picked up while showing card tricks to the boys were being president of the Propeller Club, editor of the June '44 Class section of the Hawseppe, and secretary of the Second Class. A renowned humorist, Hugh was one of the most popular journalists on the Binacle staff. He figures to ship out, get married, go to college, and become a good confidence man.

### WILLIAM R. GIESSNER

#### "Nick"

Tall, blond Bill admires women—he admits it. Nick is reputed to have a wonderful personality, great sense of humor, and a good looking physiognomy (a little thick, but oh well—). Bill drinks everything; being good natured, he takes a beating. He plans to go T-2 for Pacific Tankers.





ARTHUR HARVEY

"A.R."

Arthur is the quiet, casual type who surprises you at times. He has been referred to by his classmates as being a mathematical genius. He also has a reputation of being a great debater—debating being a very common thing in his class. Art prefers beer and Pasadena, and hopes to go to Cal after shipping out.

GERALD HODGKINSON

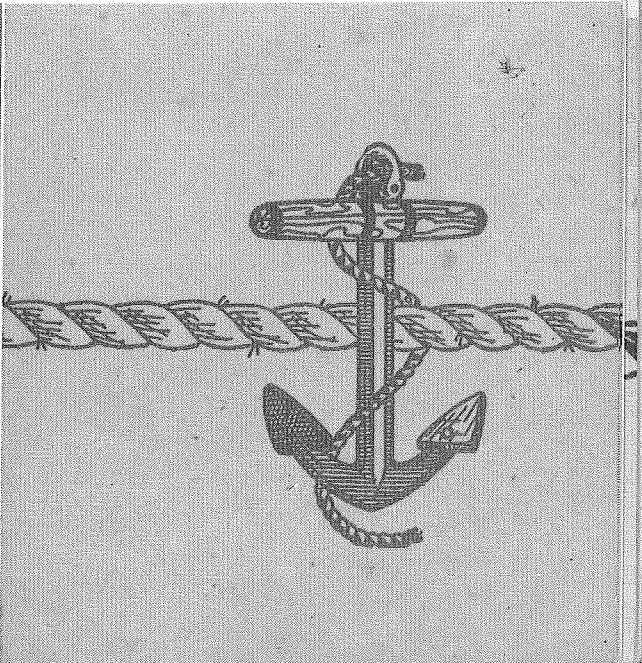
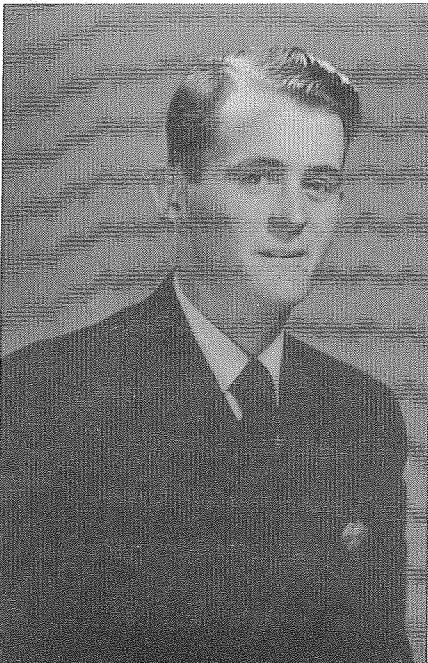
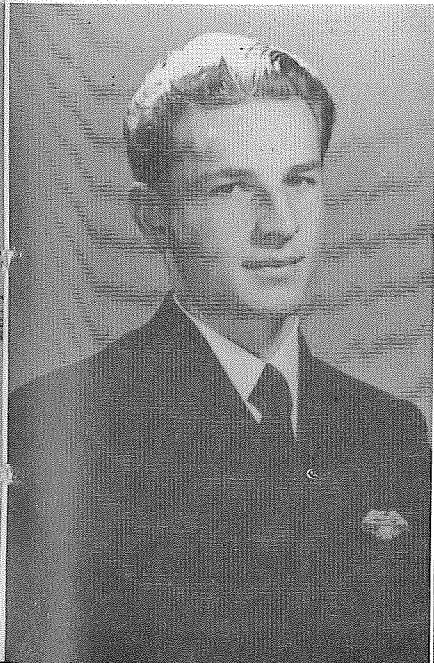
"Little Hodgie"

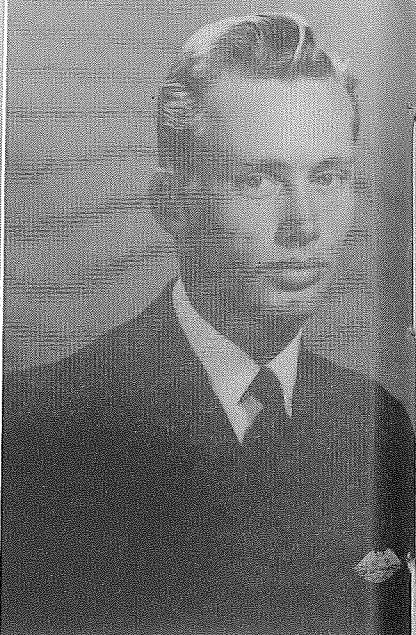
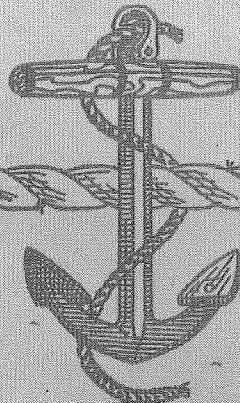
Loquacious Jerry has the distinction of being the smallest man to graduate from C.M.A. Despite his lack of size, Jerry is a very keen, ambitious young man. He has confidence that whatever happens he will make the best of it and be happy. Good luck Jerry, we know that you will do all right.

WILLIAM GRUNDY

"Nash"

Noted for his artful candor, Bill is being recognized as one of the smartest men in his class. Air-minded Nash is a great music lover and an able classroom debater. He established a fine reputation for sleeping and an opprobrium for being referred to as having red hair. After shipping out, Bill intends to continue his engineering education at college.





### JAMES LEY

"Igor"

Possessing an amazing sense of humor, an amazing physique, and an appetite for pills, likeable Jim never ceases to amaze or amuse his friends. Jim lent his strength to that powerful First Class crew, but his favorite pastime is riding around Rosemead in that big red car of his. After shipping out, Jim intends to open a physical culture studio, "selling sunshine and health."

### RICHARD JENNESS

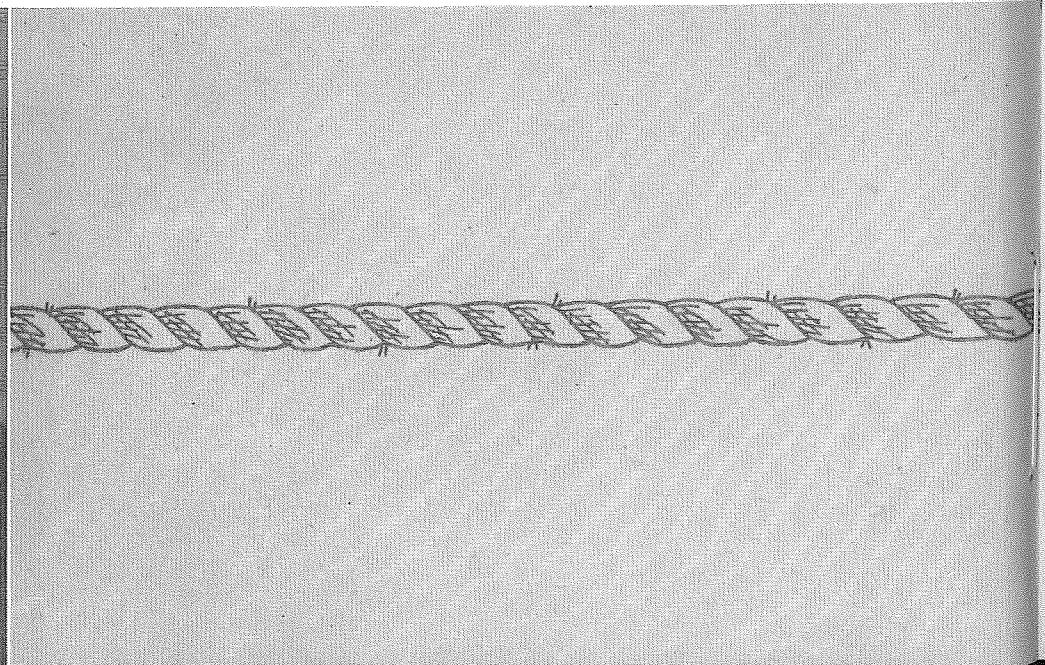
"Dick"

Identified by his high water hairline, disarming smile and amicable personality, Dick proved his worth as a business man in his work for the Cadet Service Fund. Dick was also a very practical deck hand, and could assume responsibility with the greatest of ease. McDonald's favorite side-kick is doing a lot of planning.

### ROBERT KELLY

"Smooth One"

Quiet, gentlemanly Bob is that studious, ambitious farm boy who came to C.M.A. after a spell at Mare Island. Bob is a fine photographer and rated a First Class Petty Officer's position in his class. He is also considered able to be a good deck hand besides being an engineer. Bob intends to ship out with Moore McCormick or Pacific Tankers.

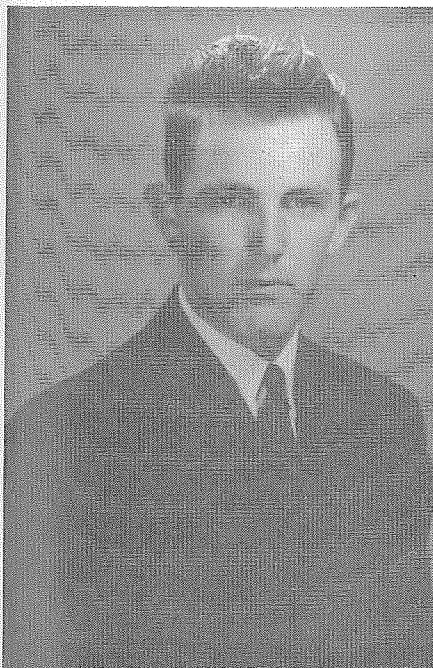


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**HAROLD HUYCKE**  
"Little Oakie"

The incomparable Harry was another outstanding personage at C.M.A., putting out an improved Binnacle as editor and being Midshipman Adjutant. Possessing an enginious mind, a love for sailing ships, and a screwball complex, the original "toolie bird" was considered the cutest man at the Academy. After shipping out, Hal intends to take advantage of his three years of college football eligibility.



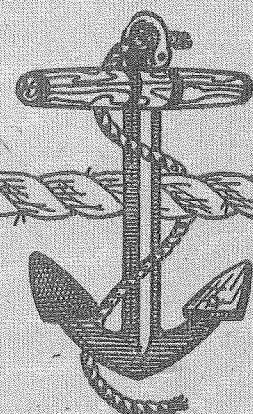
**ROBERT MYERS**  
"Bob"

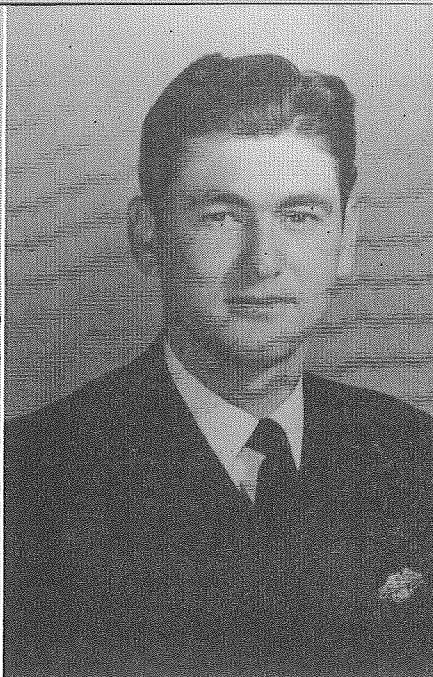
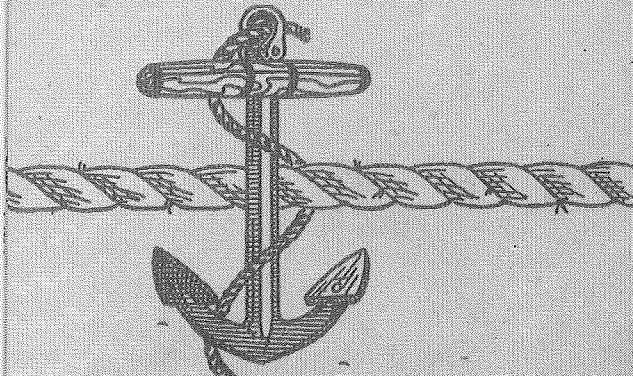
Bob can be remembered for his slanderous cracks in the Binnacle, liberty hound, being on the basketball team, being selected as Second Class Petty Officer, and being president of the Athletic Committee. He plans to follow foreign trade after shipping out, if a juke box doesn't lure him away first.



**PAUL MARINCOVICH**  
"Marink"

Ambitious, efficient, conscientious Paul was prominent in all phases of Academy life during his eighteen months' training. Paul was a Second Class Petty Officer and one of the finest boxers ever seen at the Academy. He plans to ship out and then at a later date go to college and take up Admiralty Law.





#### LOUIS W. PARENTE

"Loopie"

Star of the basketball team, Second Class Petty Officer, and liberty hound, Lou was quite active during his career at the Academy. Possessing a fine taste in music and a pleasing personality, Lou is famous for expressing himself in all sorts of ways. The hirsute eulogist will "let happiness guide his future."

#### JAMES MUHLSTEIN

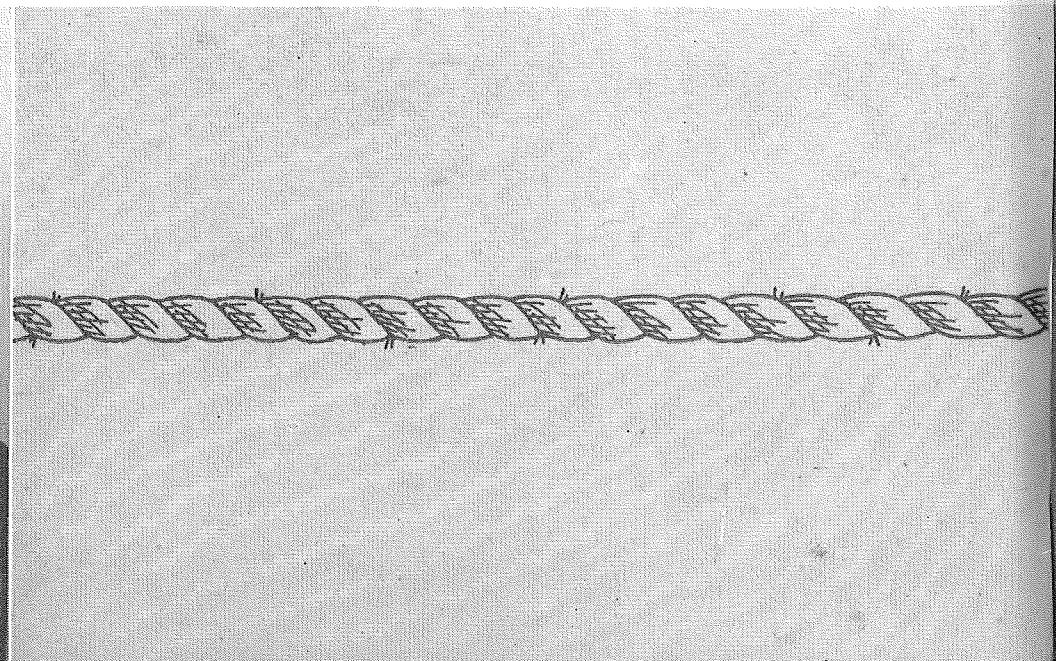
"Jim"

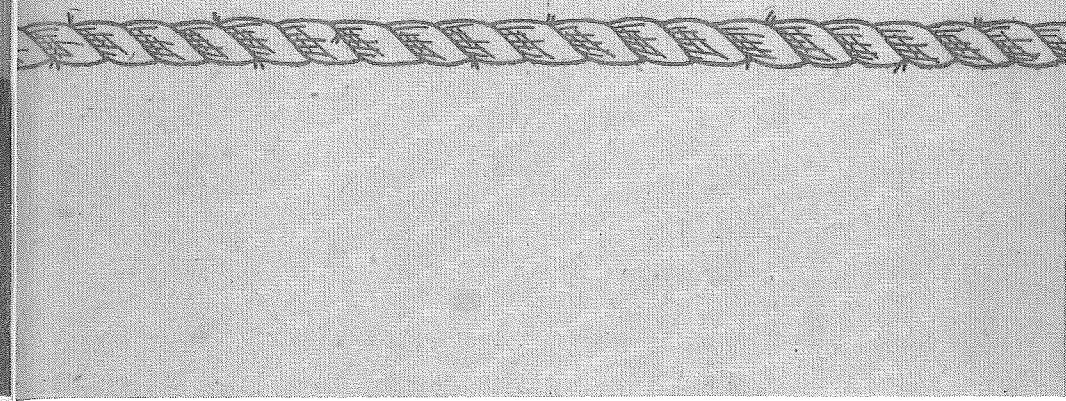
Intelligent, talented Jim will be remembered as the first musician of the class, and also as a good buddy, even when on liberty while he was collecting more of his women admirers. Jim would like to return to a university after going to sea and maybe take up a business profession. If he handles himself in the future like he has at the Academy he will do all right.

#### WILLIAM OPFERMAN

"Willie"

The Jeckyl and Hyde of the First Class, serious-inane, shy-forward, Bill Opferman is a living tradition of contradiction. Within it all, however, he is one of the best loved characters of a class of many characters. Bill has the power to demand respect and will get it.





#### ARCHIE R. SOUTHWICK

"Ray"

Ray was very prominent as a Midshipman, garnering offices as treasurer of the Propeller Club, chairman of the Cadet Service Committee, and Second Class Petty Officer. Regular fellow, "Ray" was also a Stockton "regular," and the leading exponent of the "righteous" in music. The good-looking Long Beach boy plans to get married and follow an engineering career.

#### DALE B. COLLINS

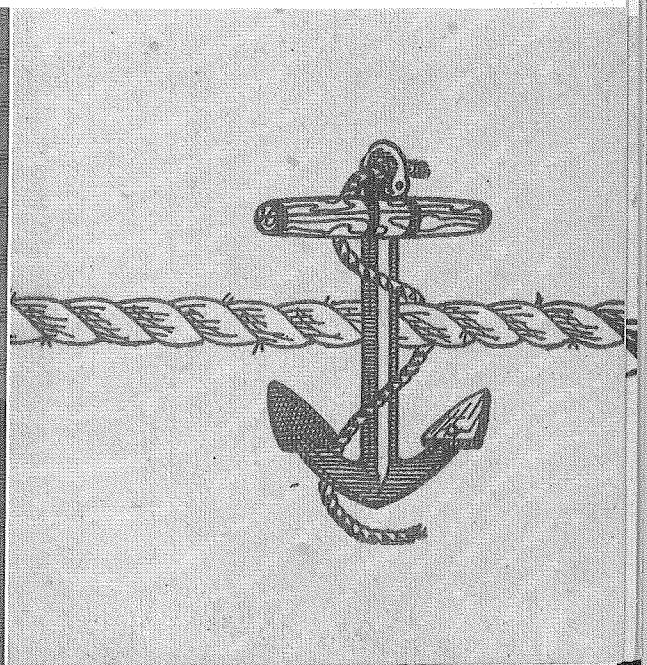
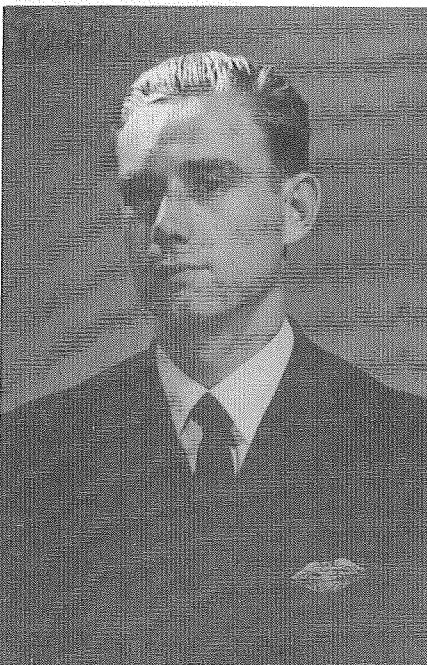
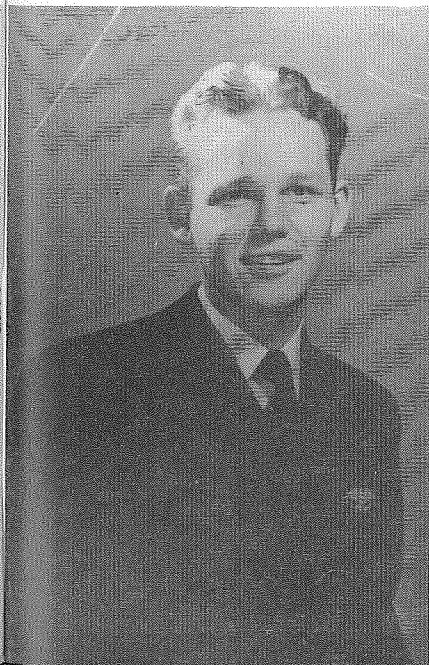
"Dale"

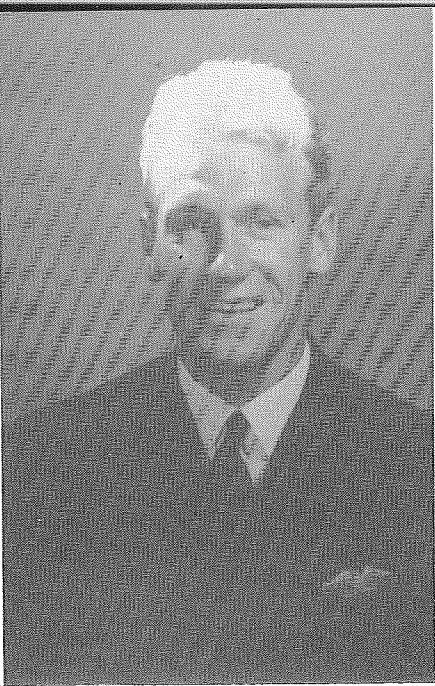
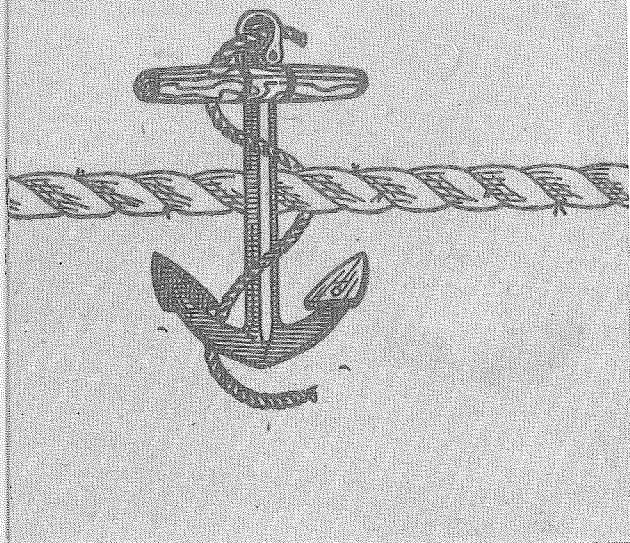
Deck man turned tinker, Dale is famous for taking the after berth deck blower apart and having eyelashes that even Rita Hayworth would envy. He is a great sailor and makes drinks and girls his hobby. Dale plans to pick up a little education at college and at the same time make the sea his future.

#### ROGER PUTNAM

"Duke"

Affable, natural Roger will probably be remembered to some extent by his homespun humor and funny faces, recorded for posterity by photographs of the Duke in action. Roger was famous for getting haircuts every four day leave but usually never sooner. All of Tulare should be proud of this deck hand, as he is made of the right stuff.





**GEORGE N. ZELUFF**  
"Zooloo"

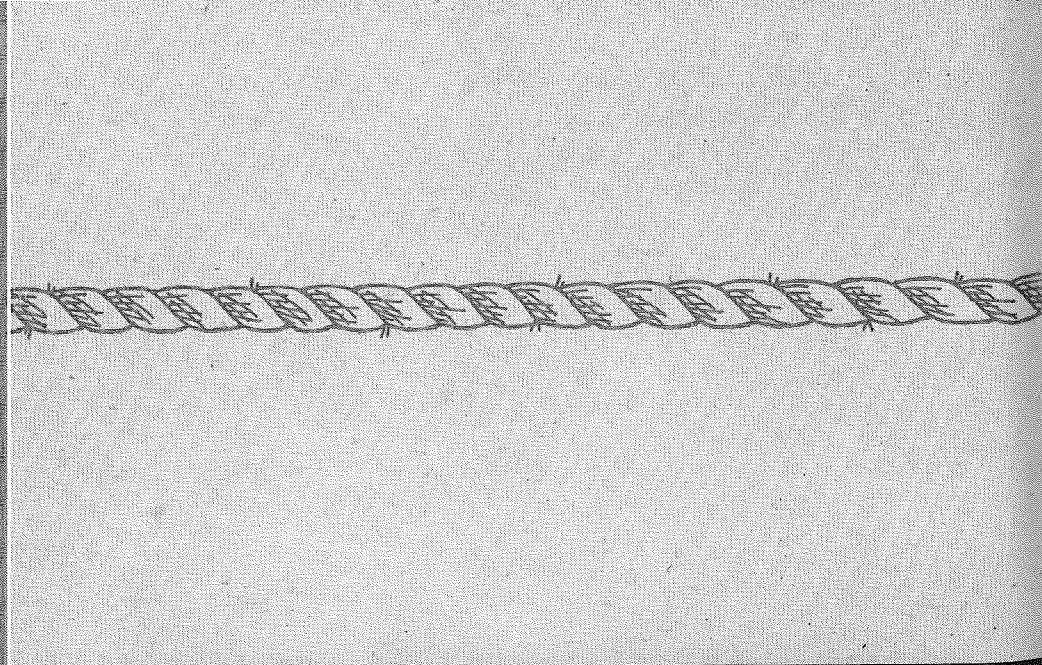
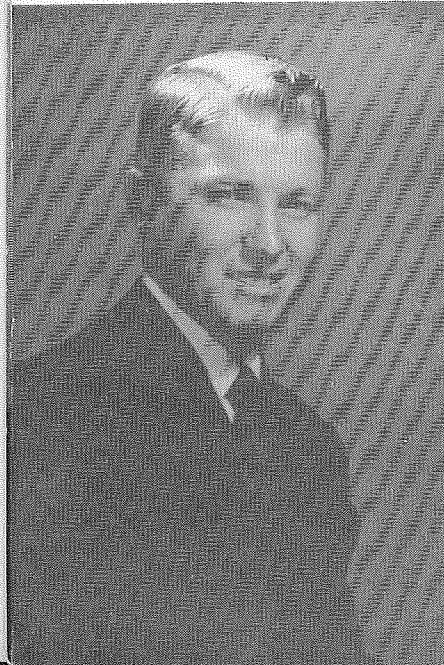
Point Loma's distinguished fisherman distinguished himself at C.M.A. with his thoughtfulness, ability to smoke anything that Anderson did, and advice to Cowan. The good-looking Second Class Petty Officer was also the fine coxswain who brought the First Class crew to victory in the Stockton races. George expects to continue on in the Merchant Marine with the added possibility of continuing his commercial tuna fishing business.

**DONALD F. TEDSEN**  
"Alfred"

Don's accomplishments are too varied and numerous to be covered here; suffice to say that without a doubt he is one of the finest men ever to attend the Academy. As a Division Officer, president of the Second Class, high-point man of the basketball team, and terrific humorist, Don will always be remembered by his classmates and shipmates at the Academy. "Ski-snoot" intends to follow the sea and the shipping profession.

**ALLEN S. WILCOX**  
"Alcox"

Covina's pride and joy and only service man (?) loves oranges and arguments. Personable, likeable Al is reported to wear his nose in a snood, but we fear that is only a nasty rumor. Despite his many years' experience at the Terminal Hotel, Al still intends to ship out!



## Class History of June 1944

On January 6, 1944, we became the third wartime class to enter the California Maritime Academy. We are the largest class that has entered the Academy to date, being 57 strong. We suffered the same hardships that all "Swab" classes endure, and 52 of us made our way through the "youth rallies," Swab rules, etc. Of course the educational program took its toll in the five we lost that first term.

Our first few weeks were spent much the same as that of any third class. We learned the advisability of carrying safety matches lest we be caught without them and find ourselves washing the deck or on tank tops. Reciting Swab rules became second nature to us as did respecting the unwritten rules and traditions.

Along with everything else, our vocabulary changed as we found we slept in sacks, went below, climbed ladders, and swabbed the decks. We didn't enjoy our rides on the porcelain ponies as much as we thought we would.

Our searches for the post list and water hammer were unsuccessful. With all this hanging over our heads we did our best, but there were many times we almost weakened to the point of breaking.

Classes began and we settled down to put what had been a year's course into six months. As time went on we began to see what made a ship run and how to get her where she was supposed to go (on paper at least). After classes and before, for that matter, we had "practical work" which consisted of the worst jobs our "overlords" could think up.

All this time we had been living at the Ferry Building. Our greatest desire of each day was to get off to go swimming at the Y.M.C.A. It wasn't the swimming that appealed to us as much as the prospect of getting away for a few minutes. I guess none of us can ever forget the recreation room below the Ferry Building and the many enjoyable evenings we spent there with the upperclassmen as "hosts." The lectures they delivered over the P.A. kept us entertained to the point where we wondered if it was all worth while.

We found ourselves with uniforms and the title of Midshipman instead of candidates. The pay check looked good, very good, and we were proud of ourselves. The school began getting publicity and that called for cleaner decks and even neater appearances if that were possible. It seems that they needed Merchant Marine officers fast and this urged us on to greater efforts so that we could compete with our fellow officers who perhaps had had more experience and even more schooling during more leisurely and peaceful times.

By now we knew there was no hope of leaving the Bay, so we settled down to making the most of what we had. None of us found out what it was like to be seasick, but then again none of us wanted to know. We could always see land in at least three directions, that is, when you could see past our forecastle at all because of the "pea soup." Life went on as though we were out to sea and the deckhands plotted courses and fixed their positions while the engineers leapt to respond to the engine room telegraph. More than once the safeties blew that term (and our following for that matter) because of a sudden "stop" bell.

But surprises there will always be at C.M.A., and what started out to be a two-months' cruise period became a two-week affair. Naturally, one glorious week was spent at Stockton and even as Swabs we enjoyed ourselves. The people of that fair city invited us to return, but many believe that it was only a gesture of courtesy.

With the graduation of the first class we found ourselves much happier and with a new Swab class to amuse ourselves with. All the pledges not to indulge in the art of making life miserable for these new would-be seamen were forgotten in the joy of the moment. We found, though, that with the new class many of our old traditions left. Mess began to be served in cafeteria style and the new Swabs were even given a uniform allowance. Had the need for officers become so acute? Well, there wasn't time to think of it because soon there was more studying and then more, so the present first class could be graduated as soon as possible.

At C.M.A. there is always something new, but the greatest surprise of all and disap-

pointment, too, was the relieving of the third classmen of mess duties. We now had hired messmen. Our place at the Ferry Building was taken over by the Navy as they expanded in every direction.

Like homeless orphans we finally found our new home was to be at Morrow Cove and were relieved to find we would finally have some place to call a permanent home.

Cruise again came, but this time not without a mascot because just before leaving the Ferry Building we adopted (or should we say were adopted by) a dog which we decided to call Margaret for the lack of anything better. Soon the Swabs had the responsibility of not only Margaret, but also six pups, of which two were kept. These were "Itchy" and "Scratchy." This cruise was no different than the one in our Swab year except the two months cruise actually lasted for two whole months. Every day we saw the new base at Morrow Cove come into sight and disappear again. The worst part of it was that we wouldn't get our mail.

The North Bay to South Bay run and then to San Francisco for a few days now and then became monotonous, but we had prepared ourselves for that and made the most of each moment of pleasure and vacation. Again, our cruise was highlighted by our trip to Stockton during the Easter vacation, and as always an enjoyable time was had by all except the citizens of that fair city.

After the end of the cruise again began a period of earnest studying, at the end of which we again had finals and saw the first class sweat many an hour over their books in preparation for their Third's examination.

After graduation of the first class we had Christmas liberty. Those were eight glorious days in which to dine, wine, and make merry as we saw fit. Back to our families and our girls (those few we had left) for a little over a week was something to be properly enjoyed. It took weeks to get our stomachs used to the ship's food again (or any food for that matter).

After returning, we began to appreciate fully our position as first classmen. We were finally the "kings," the "overlords," and our wishes were now law. Fewer of us took advantage of this fact than we thought we would, though, because we had just seen the previous first class struggle through their Third's examinations and we began to realize what we would be in for. Some of us studied harder and others just let it go to the last minute as all classes do.

Again there were rumors that we might possibly get out of the Bay. We hoped and passed the rumors on and hoped some more, but, of course, to no avail. Again we made the trips from North Bay to South Bay and to within sight of Morrow Cove. This time when things went wrong, though, we found it was our responsibility and it was us who got the blame. The whole class now found itself a little more serious and a little more eager to learn the things we had missed. Again the high point of our cruise was the trip to Stockton. We fully expected to find the river mined and the local citizenry up in arms with the streets barricaded at the news of our arrival, but again these hospitable people opened up their city to us (and locked their daughters up). With the end of the cruise this year we knew it was almost the end of our stay at C.M.A.

Everyone now studied as much as he could. Wherever you found a first classman, you found books and a look of dismay as he pondered over problems and wondered if he ever had opened this book before, let alone seen the problem.

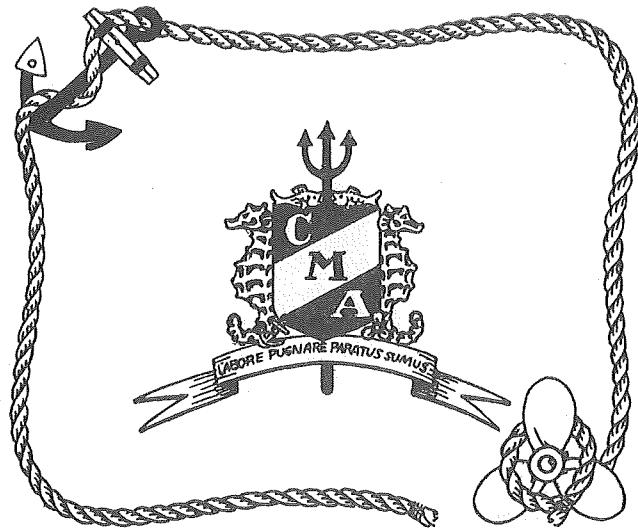
Finally, the dreaded day of examinations came and after a long week we emerged a much happier but wearier group. We entered the examination period and all succeeded in passing, but now we found ourselves a little shakier as we held our Third Mate's and Third Assistant Engineer's licenses and prepared ourselves for our first jobs. We had the assurance of our licenses though and prepared ourselves to go out and do as good a job as we could for our country, which now needed our help.

We hope that we may make the Academy proud of our class and do our training and instructors justice. There is a great deal to be done yet and we realize a great responsibility rests on our shoulders. We know that our success or failure will reflect on those who graduated before us as well as on those who will follow us and become our shipmates again. This fact alone makes us determined to be as great credit to the Academy as our predecessors have been.

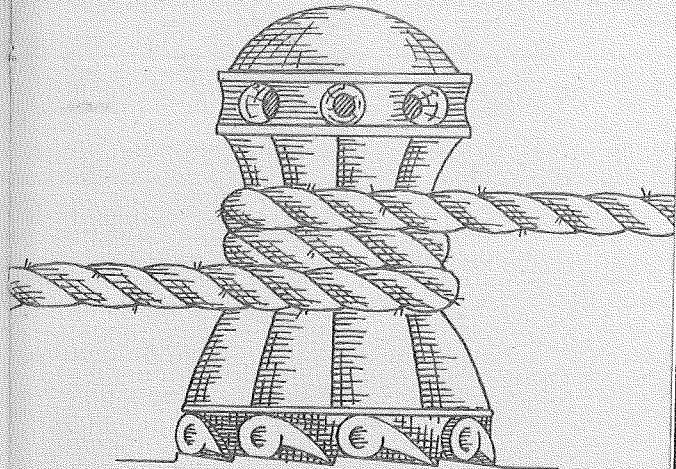
In leaving, we hope we may soon again be shipmates with those we leave behind.

Book Two

CONTINUED



GRADUATES - DEC. '44

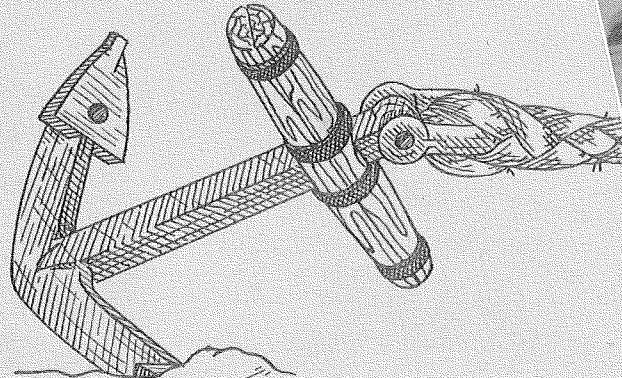


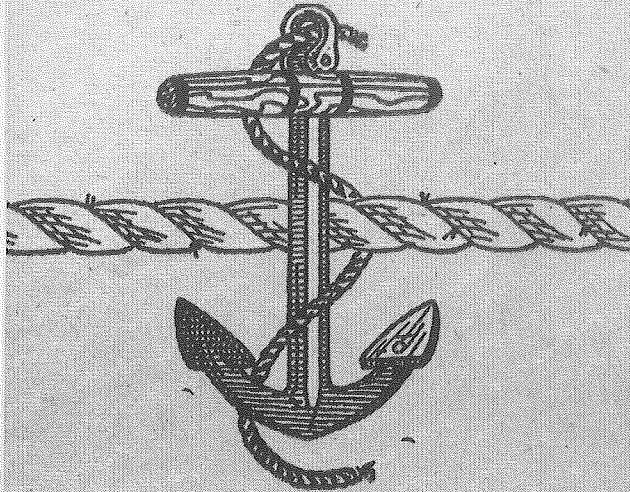
JAMES E. SIELER  
"Big Jim"

Ladies and gentlemen, we should like to present to you our Midshipman Captain, Mr. James E. Sieler, better known to us as "Jim." Because of his exceptional practical ability as well as being capable of really doing things with those books, he was rightly chosen as Midshipman Captain. Jim came to us from that prosperous town of Richmond. It won't surprise us at all to see Jimmy in a couple of years packing in his wallet his master's ticket.

WILLIAM MacFARLAND  
"Mac"

C.M.A. really had a red letter day when William MacFarland, better known to all as Mac, decided to enter. Because of his manual and theoretical ability, it is easy to see why "Mac" was chosen to be Midshipman Chief Engineer. Many officers, as well as midshipmen, have come to the conclusion that "Mac" is perhaps the most able engineer ever to enter this Academy. You can be sure that there will be quite a squabble among the various shipping companies to see who gets our "Mac."



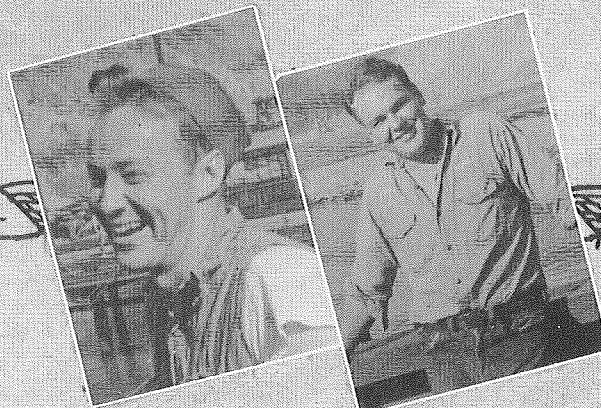


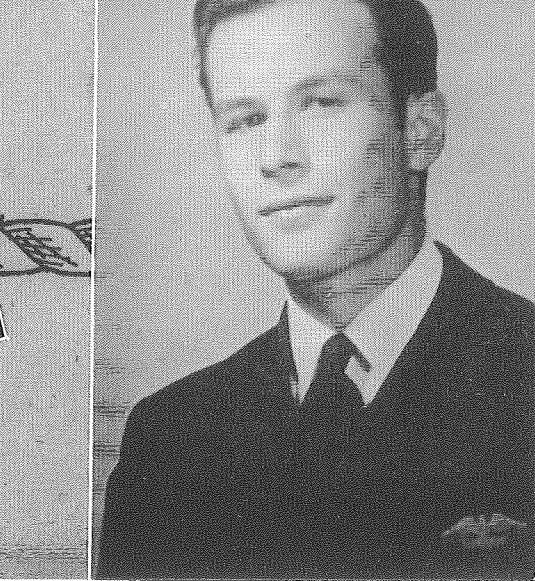
**JACKSON MERLE SMITH**  
**"Smitty"**

Sacramento claims the honor of being the birthplace of "Smitty" just twenty-four years ago. Because of Jackson's Irish sense of humor and sense of responsibility it is easy to see why he has become one of the most popular fellows in the Midshipman Corps. It won't be a wild guess when we say that "Smitty" will become one of the finest engineers ever graduated from this Academy.

**WARREN SWANSON**  
**"Swede"**

Some people go for Bob Hope, others for Cantor or Benny, but as for us, we will take Swanson. The blond-haired giant from San Francisco will never be forgotten by his classmates for the way he kept up our morale during those trying days as underclassmen. Swede came to us from the University of California where he intends to return some day and finish Admiralty Law. From his superior record at C.M.A. we are confident that he will succeed at this because it is what he wants most.





### LUKE ALUEVICH

"Dingle"

San Pedro has contributed many fine men to this maritime institution, but none more colorful than this good-looking Slavonian. Backbone of C.M.A.'s short lived, but powerful basketball team, Luke brought with him the will to win with fair play. This alone has served to bring him admiration and commendation from his shipmates. He is also a past master of the art of dancing, jitterbugging holding top honors.

### DAVID BARTLETT

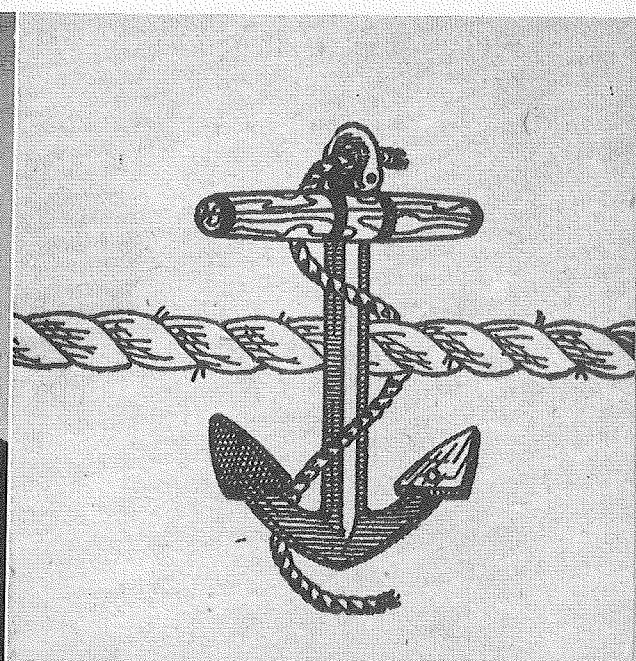
"Dave"

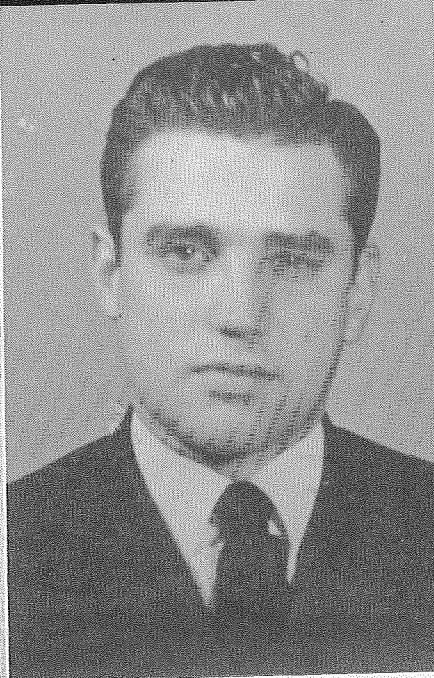
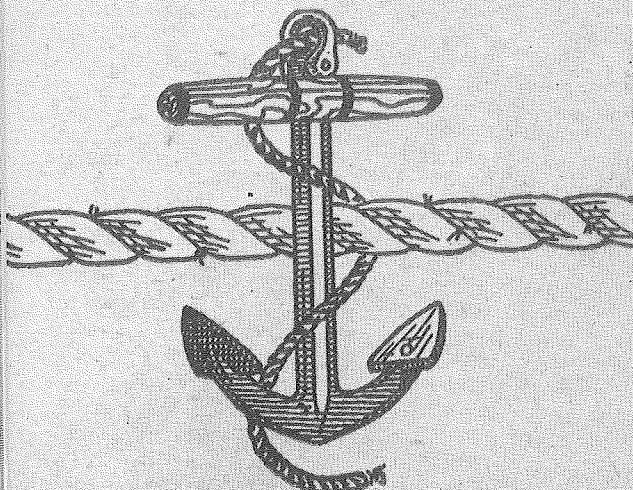
Dave beats his brains against the almost insurmountable problems an engine room can throw at him, yet he still finds time from his machinery to write miles of lines to Mary, light of his life, and tinker with various gismos in his hobby of photography. Dave is from Marin County, where, despite scenic beauty, he believes Mary eclipses it all. We predict that when Dave becomes a Chief Engineer he will have a completely outfitted darkroom in the shaft alley.

### JOHN G. CARPENTER

"Stork"

Carp is one of the most versatile men in his class. Always high scholastically, he was a fine carpenter, artist, writer, and master of any salty job. The Stork served as Midshipman Chief Petty Officer and acted as Adjutant, and was Editor of the Binnacle and Art Editor of the Hawsepipe. The cartoons of "Slopshute" and feminine associates in the Binnacle serve as a testimonial of his artistic ability. We don't have to wish Carp luck in his sea career because we know that with his ability he can't have anything but smooth sailing.





#### HARRY CUMMINGS

"Speed"

"Speed," this name hardly fits Harry as he is far from that—but steady—he is as steady as the Rock of Gibraltar. Harry can always be depended on to take a job of responsibility, do it, and do it well. He comes from a seafaring family and will follow admirably in their footsteps.

#### DAVID CURRY

"Dave"

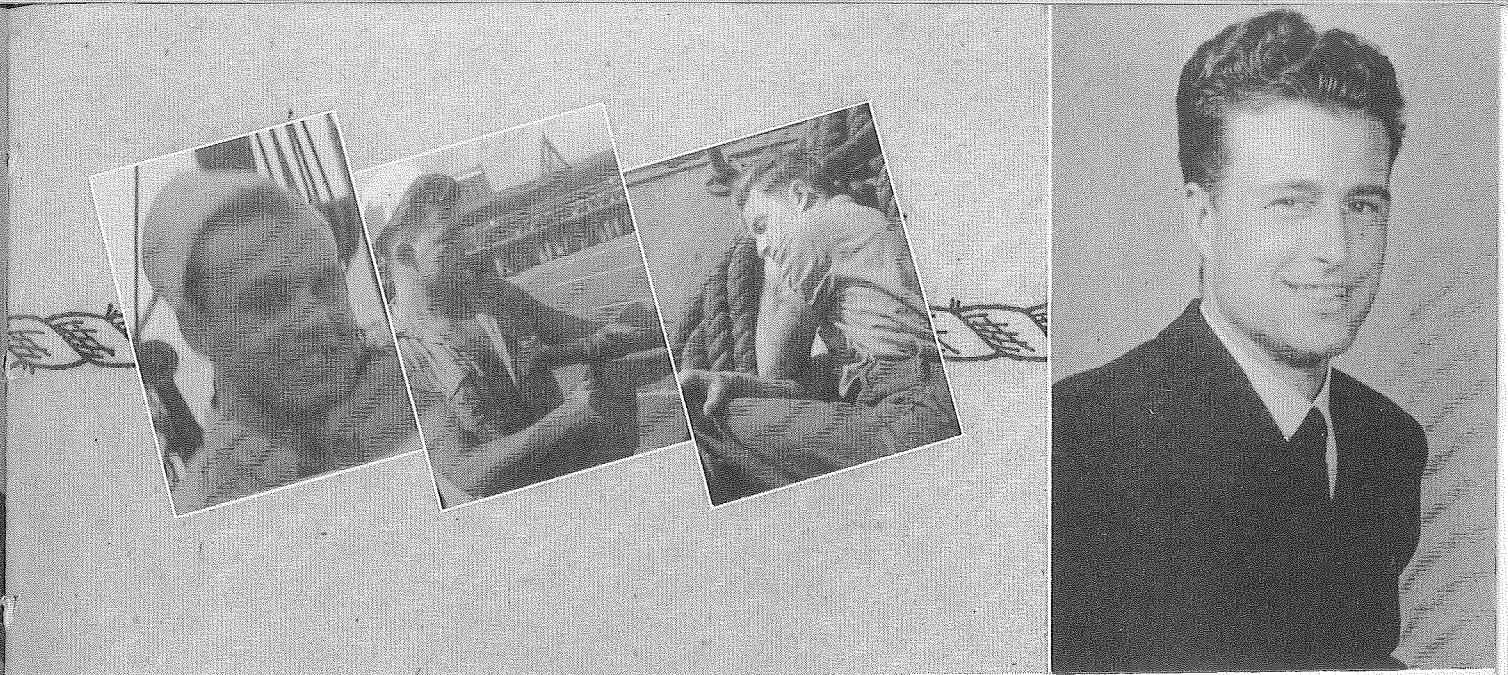
It is very hard to describe Dave, he being of the strong, silent type. But there is one outstanding thing about his character that cannot be overlooked: his ability to overcome any obstacle that comes in his path. As an engineer, Dave will be an asset to any ship he desires to make his address.

#### WALLACE DUNNING

"Igor"

The "Bakersfield Bombshell" will always be remembered by the manner in which he greeted the First Classmen the first day he reported aboard the T.S.G.S., "Just call me Mouldy." Since his arrival at the Academy, his care-free manner has considerably changed to a note of seriousness. He is a very able engineer and will make good anywhere.





### GENE GREIG

"Gene"

From Vallejo, one Wednesday morning way back in July 1943, there came to us Gene Greig. Gene, a very serious fellow, became the envy of his class for his capability to concentrate upon his subjects, while the rest of us wasted many precious minutes. We'll always remember Gene as a swell fellow who put up with friendly hazing from his own classmates. We are sure that Gene will be very successful in his career as a deck officer in the United States Merchant Marine.

### ROBERT GRIFFITH

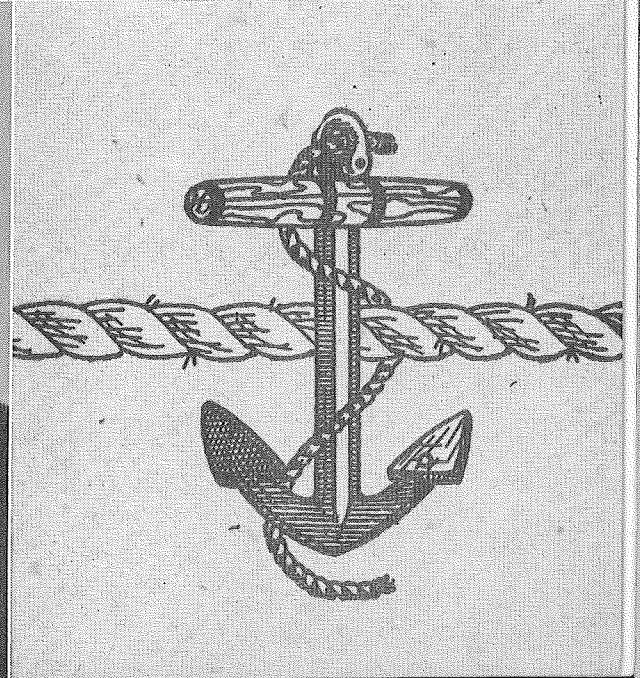
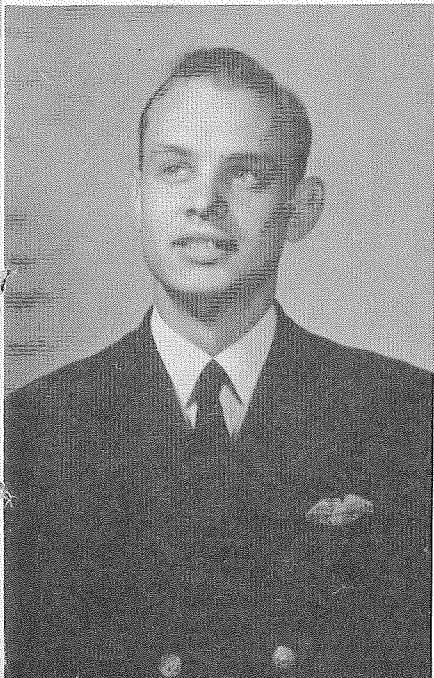
"Bird Dog"

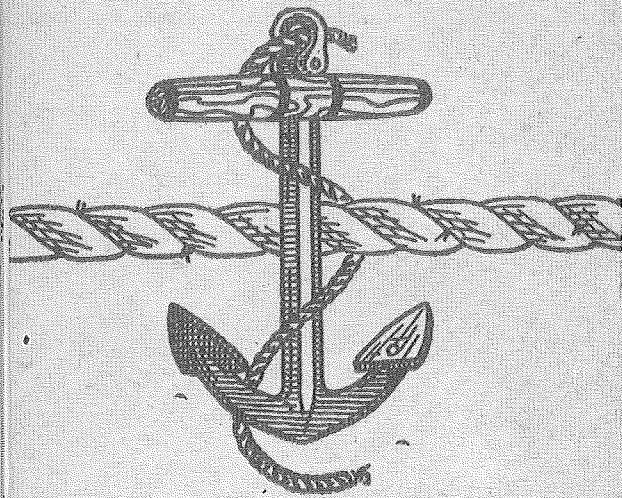
If you can picture a St. Bernard with a love of sunny beaches, that is Griff. With his doleful St. Bernard look and his terrific tan, women fall like ten pins at the sight of him. He is a deck ape from Beverly Hills and has a great flair for mispronouncing words as well as a terrific love of digging into the white sands of Southern California beaches. Perhaps we will see Griff at sea some day happily gliding along on a surf board behind his ship.

### JAMES HODGES

"Jim"

In a parking lot filled with automobiles of various descents to the junk yard, Jim has one that is outstanding. It is a new little convertible and actually shines; unusual for most of the Middie's cars. Jim, who is a tinker from Covina, biggest little city in Southern California, has a quiet, modest personality and is the greatest motor boat engineer ever to hit this place.





#### OSCAR JAHNSEN

"Jim"

The Merchant Marine is undoubtedly the place for Jim. His urge to travel has taken him all over the country on only weekend and four-day leaves. The curly-headed fellow from Oakland is a deck ape of much ability and will command respect wherever he goes.

#### BILL JOHNSON

"Dizzy"

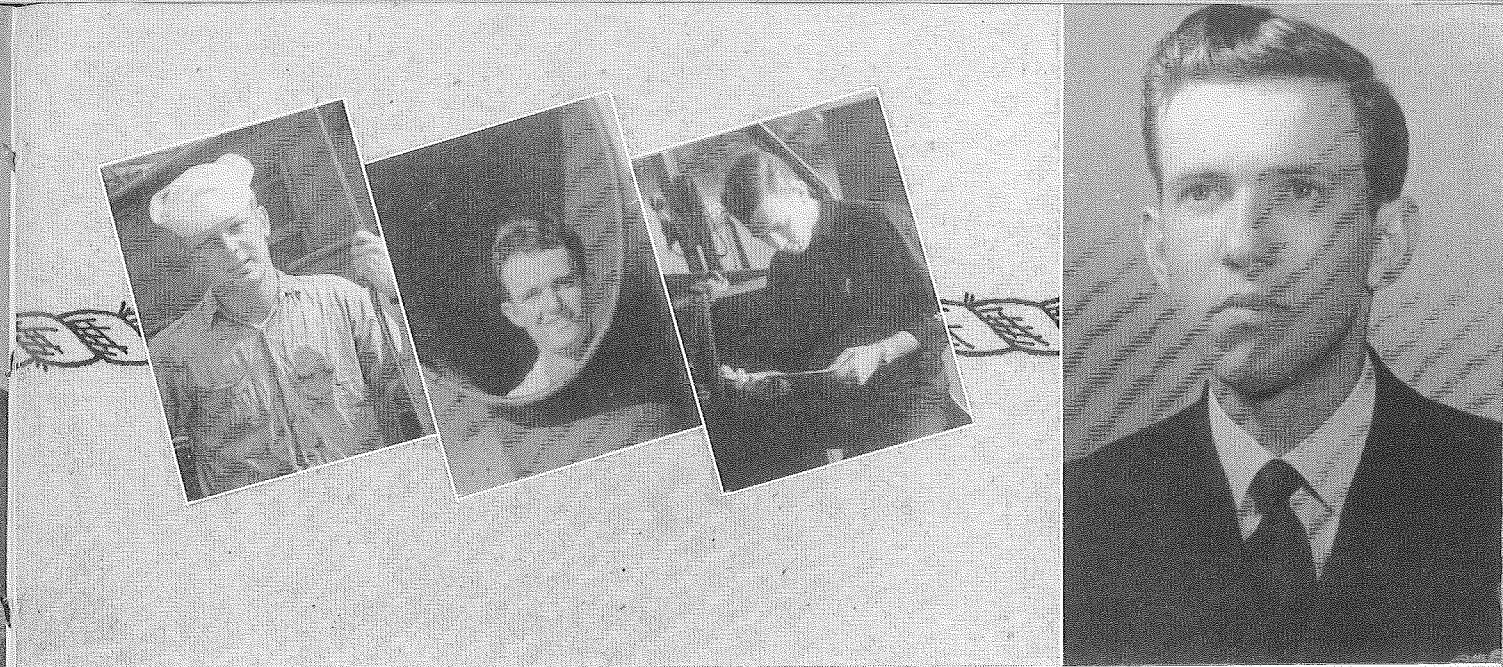
Bill Johnson, known as "Dizzy" to his shipmates, and that includes about everyone, is a handsome, fair-haired lad from San Pedro (another suburb of Los Angeles). "Dizzy" got his nickname after a Henry Aldrich picture shown in the mess hall on Friday night. It seems Bill has a remarkable resemblance to one of Henry's friends who wiggled his ears throughout the picture.

#### MILTON KLIEN

"Irish"

As a Second Classman, Milt was voted the greatest "Nemesis" to the "Swab" class. This is a great honor and everybody tries to gain that title. Consequently as a First Classman he turned right around and did it again much to the chagrin of the C.M.A. minnows. Milt demands respect and at the rate he is going he should always get it.





### CHRISTIAN KROG

#### "Lover"

The lad of the curly red hair, the sharp witticisms and the fine skill in matters concerning *amor*—that is Christian Krog. A Second Class Petty Officer, Chris is one of the best all around men in the deck class in both theoretical and practical knowledge. The turn-to problem that he can't solve has yet to be put up to him. We know that Chris, with his knowledge, leadership ability, and skill at keeping people in good humor will make good on any ship.

### ROBERT LARSON

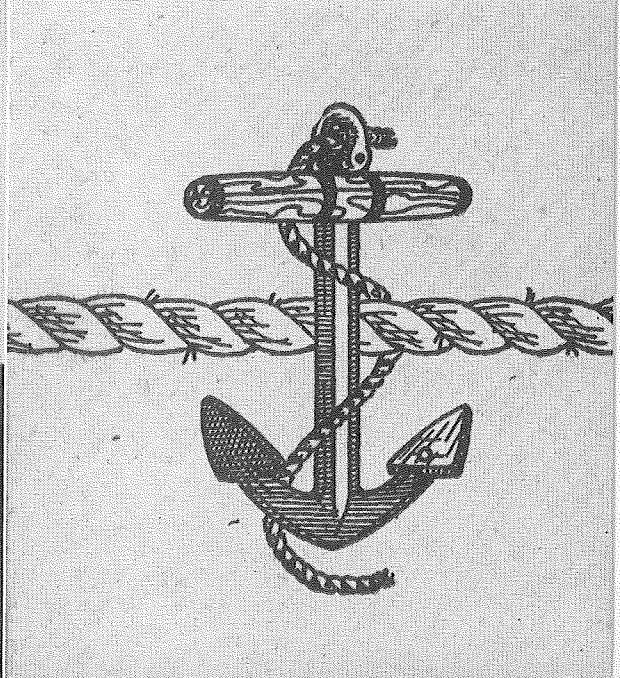
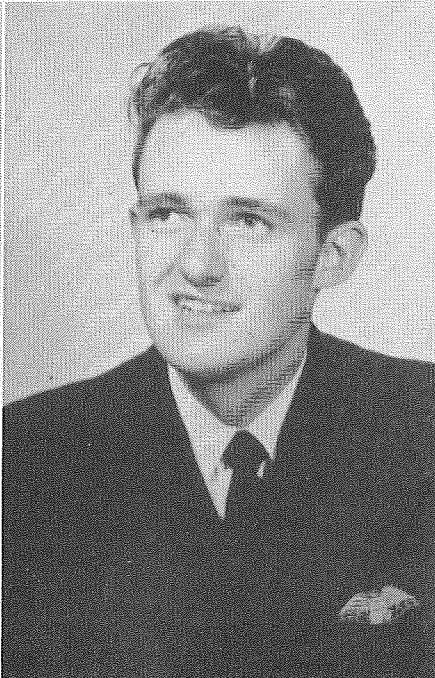
#### "Doc"

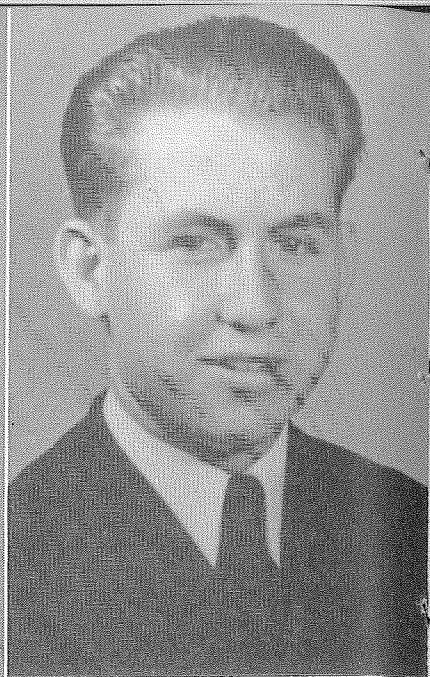
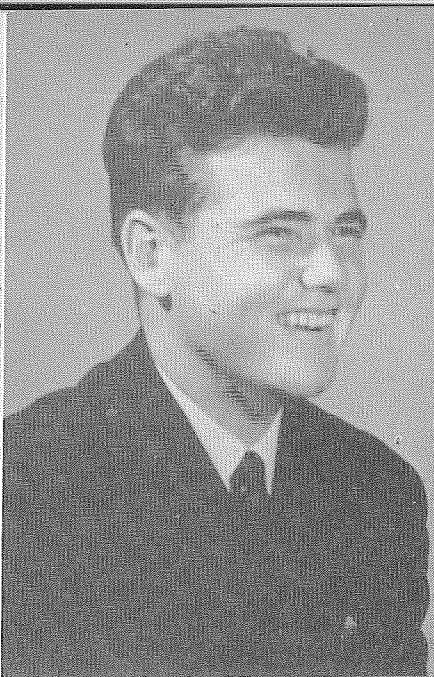
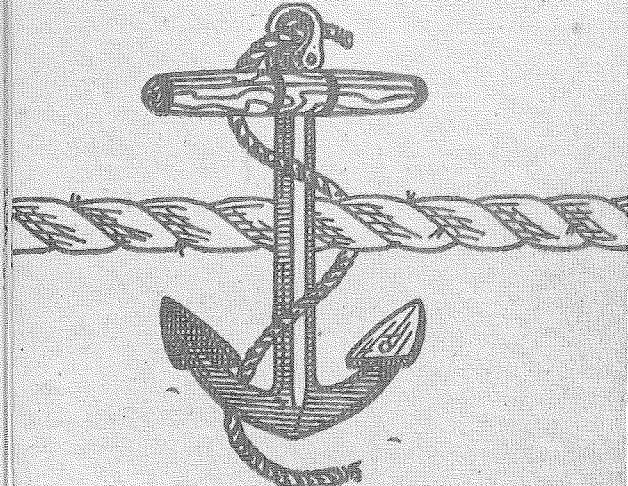
How often have we heard these familiar words? "Make way for my big, broad shoulders," or the story of "Daniel in the Lion's Den." His manner and radiant personality have made "Doc" one of the most popular members of our class and will continue to put him on top in his chosen field. His desire to become a skipper overshadows everything else and at the rate he is going he will soon make it.

### PAUL LAWRENCE

#### "Corky"

Vallejo's gift to the California Maritime Academy was lovable, likeable Paul "Corky" Lawrence, virtuoso of the trumpet. Many a time "Corky" sent our morale soaring with his melodic tones on his favorite instrument. Besides being a talented musician, Paul is also an exceptionally fine engineer. If the Merchant Marine receives many such men as Paul Lawrence, its future is indeed very bright.





**JOHN MARINKOVICH**  
"Mummy"

How he ever gained the title of "Mummy" is an unsolved mystery as he is one of the most radiant personalities in the Academy. The Pedro fisherman is the most practical man in his class and knows his engineering from every angle. Marink will always be remembered by his shipmates for his use of common sense and his belief in everything that is right and good.

**FLOYD MCKUNE**  
"Culley"

Reveille. "Swab! Trice me up and bring me breakfast at seven!" These orders were given by the sleep-drenched Floyd McKune of the strong, silent school. Mac was an engineer of fine practical ability. The engine room and his sack are not his only noteworthy domains. After liberty he and Rados kept the boys well educated and entertained with lectures derived from experience. We'll miss Floyd, but we know he will have smooth sailing all through his sea career.

**ROBERT MEADOWS**  
"Bob"

One of the more tinkering of tinkers is this blond-haired fellow from the town of Lemon Grove. Bob has a very reserved type of personality but makes it all up with the excellent way in which he handles himself in the machine shop and engine room. He will go far at sea in more ways than one. Lemon Grove should be proud.





**KENNETH ORCUTT**  
"RGU"

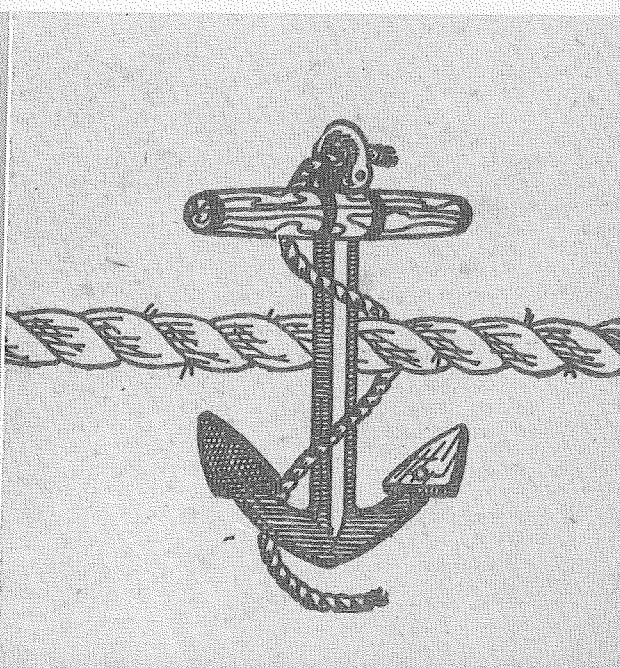
Being the foremost navigator of his class, Ken has also gained the reputation of being the most argumentative personality ever to grace the berth deck or classroom of the training ship "Golden State." Ken will debate any point that presents itself and will prove himself right every time. Me thinks that the blond-haired lad from Whittier missed his port of calling. He could sure wow 'em in a courtroom, but Ken knows what he wants and that is a long life at sea.

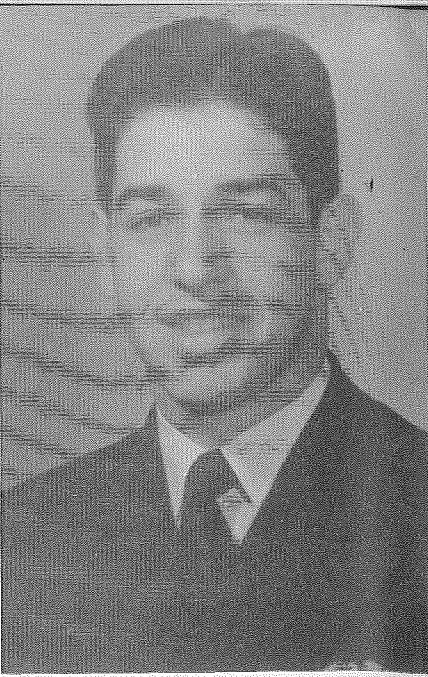
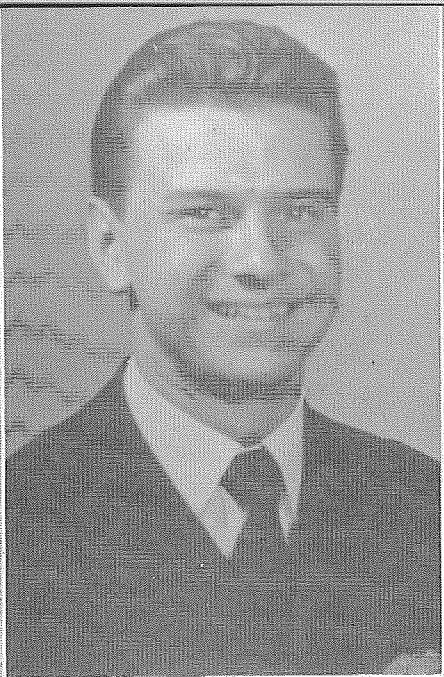
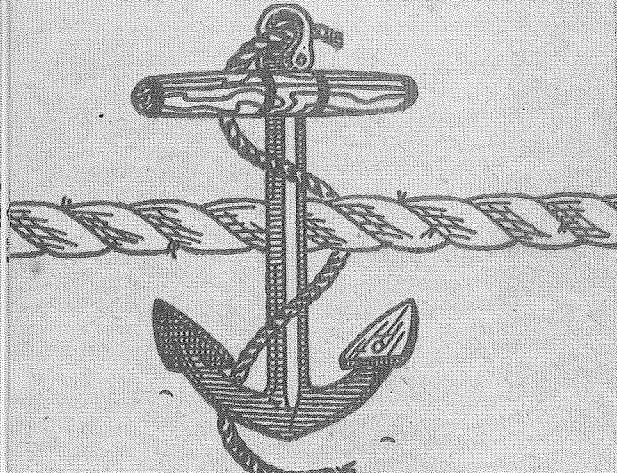
**BERTHARAM PRINGLE**  
"Bert"

Steady as the Rock of Gibraltar, and changeable as the weather; these are the only phrases that completely describe the character of this blond-haired (did we say hair?) boy from Oakland. His two main interests at the moment seem to be going to sea and keeping his girl friend. We have never seen a fellow in and out of love with the same girl as often as this "Casanova of the Straits."

**RICHARD E. MOORE**  
"Dick"

It was not too uncommon to hear during a heated basketball game, "Who is that tall, handsome fellow on the court?" To which we would always reply, "Why, that's Dick Moore." Dick, a very talented athlete, hails from "down Peninsula way," Millbrae to be exact. Thanks to the untiring efforts of "Curley," the publication of this year's "Hawsepope" was possible. If Dick keeps on going the way he is now, we are sure that he will be a real success in his chosen field, a deck officer in the United States Merchant Marine.





### JACK RADOS

"Radar"

One of the more notorious of San Pedro's Feather Merchants is Jack Rados. Jack is one of the tinkeriest of all tinkers and many a third classman has taken some sound practical advice from him in the machine shop. A firm believer in the doctrines of Omar Khayyam, Jack was often found in the Commandant's sanctum. His working knowledge of pulchritude is enough to make any midshipman envious. We are all sure that Jack's presence will be welcome in any engine room.

### RICHARD ROBISON

"Rich"

"Rich" has the type of personality that has won him the everlasting friendship of every member of our class. Because of his good nature and natural engineering ability he was chosen as a First Class Petty Officer in his first class year. Rich will always be remembered for his year around tan. Let's hope that he will sail the waters of the South Pacific and retain it all. It's terrific.

### FRED SCHWIMMER

"Ferdy"

An engaging smile and a huge pile of mail in the "S" box every day are two of Fred's principal features. His mail is practically the envy of everyone in the Academy. Ferdy puts in most of his extra time from his duties as deck ape to work on his job as Associate Editor of the Academy's newspaper. It is a beautiful creation now because of his efforts and ability to get things done.





**LEE SPIELLER**  
"Blackie"

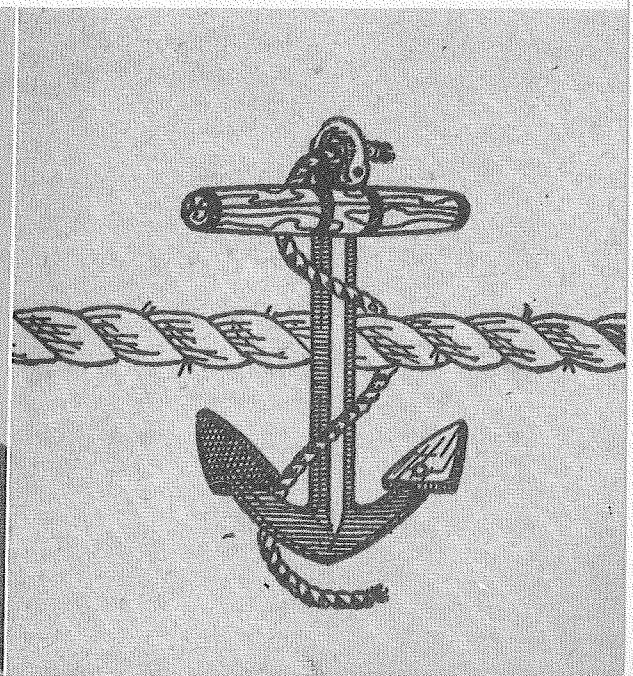
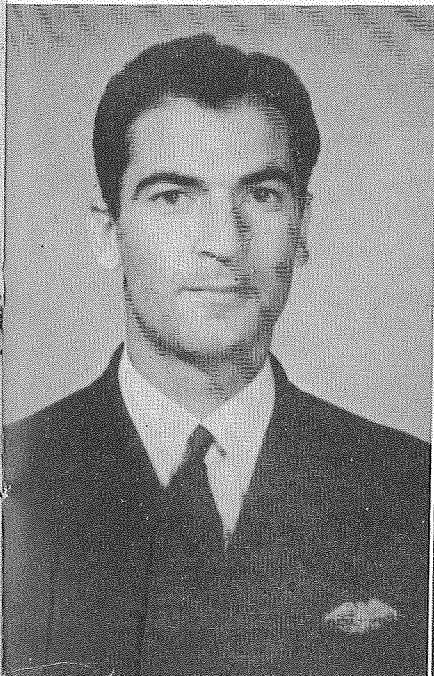
This handsome, dark-complected deckhand from San Francisco is one of the most respected and well-liked men at the Academy. A sound, clear way of thinking and acting and his profile are only a few of his assets. Lee won the respect and admiration of every underclassman by his stern fair way of dealing with them. The curly-haired one was elected President of the First Class. This honor is ample proof of his fine character.

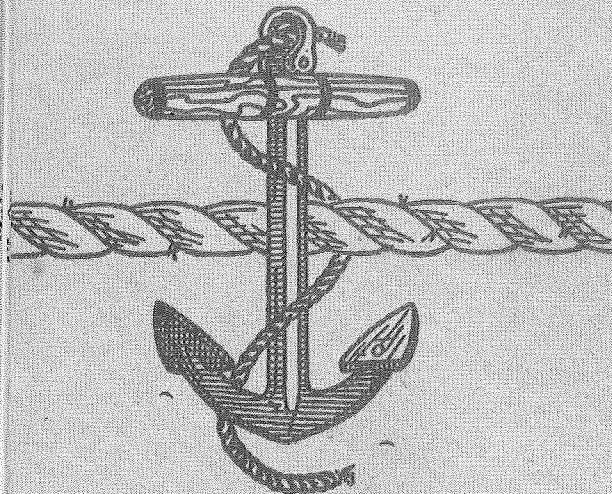
**EDMUND STEPHENSON**  
"Steve"

Good natured Steve will always be remembered for his ability to play a "hot" trumpet. Blessed also with the gift of natural manual ability and common sense in working around an engine room or machine shop, he cannot help but be a credit to the Academy wherever he may go.

**JOHN SWEENEY**  
"Bilgey"

Taps. All is quiet in the barracks. Wait! What is this talking coming through the ventilators? Is it Mr. Rasch? Could it be the Duty Officer? No, it is John Sweeny, the light of the socialites at the College of Nautical Knowledge, giving his evening series of imitations and other funnies. We will always remember the lad with the bustling manner, the spontaneous cracks, and the wild tales of Marin County debs. We know that whatever ship he sails on will be a happy one.





### JACK RADOS

"Radar"

One of the more notorious of San Pedro's Feather Merchants is Jack Rados. Jack is one of the tinkeriest of all tinkers and many a third classman has taken some sound practical advice from him in the machine shop. A firm believer in the doctrines of Omar Khayyam, Jack was often found in the Commandant's sanctum. His working knowledge of pulchritude is enough to make any midshipman envious. We are all sure that Jack's presence will be welcome in any engine room.

### RICHARD ROBISON

"Rich"

"Rich" has the type of personality that has won him the everlasting friendship of every member of our class. Because of his good nature and natural engineering ability he was chosen as a First Class Petty Officer in his first class year. Rich will always be remembered for his year around tan. Let's hope that he will sail the waters of the South Pacific and retain it all. It's terrific.

### FRED SCHWIMMER

"Ferdy"

An engaging smile and a huge pile of mail in the "S" box every day are two of Fred's principal features. His mail is practically the envy of everyone in the Academy. Ferd puts in most of his extra time from his duties as deck ape to work on his job as Associate Editor of the Academy's newspaper. It is a beautiful creation now because of his efforts and ability to get things done.





**LEE SPIELLER**  
"Blackie"

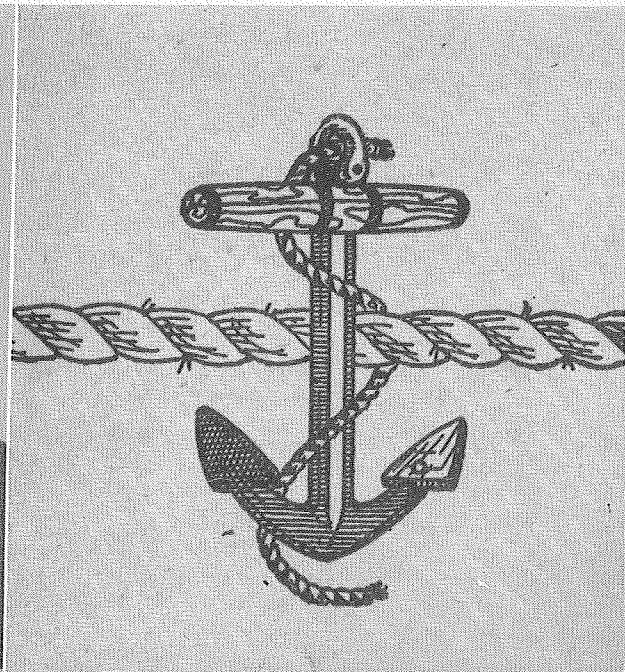
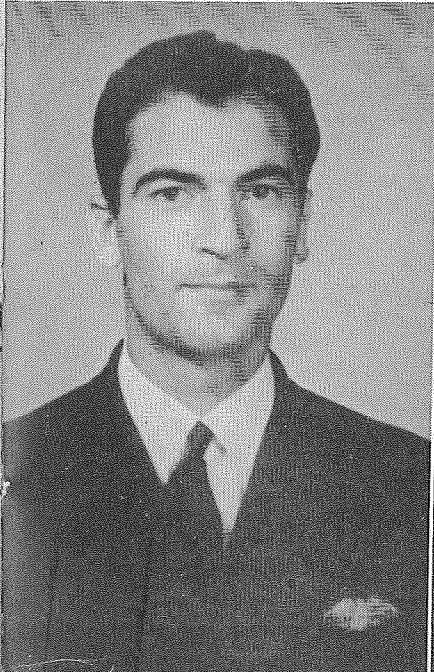
This handsome, dark-completed deckhand from San Francisco is one of the most respected and well-liked men at the Academy. A sound, clear way of thinking and acting and his profile are only a few of his assets. Lee won the respect and admiration of every underclassman by his stern fair way of dealing with them. The curly-haired one was elected President of the First Class. This honor is ample proof of his fine character.

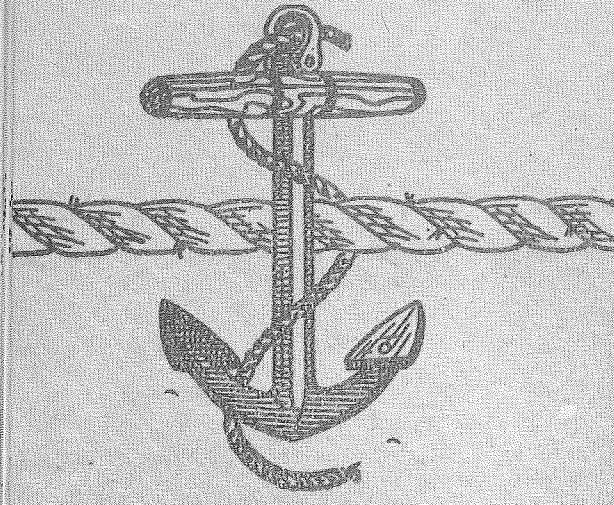
**EDMUND STEPHENSON**  
"Steve"

Good natured Steve will always be remembered for his ability to play a "hot" trumpet. Blessed also with the gift of natural manual ability and common sense in working around an engine room or machine shop, he cannot help but be a credit to the Academy wherever he may go.

**JOHN SWEENEY**  
"Bilgey"

Taps. All is quiet in the barracks. Wait! What is this talking coming through the ventilators? Is it Mr. Rasch? Could it be the Duty Officer? No, it is John Sweeny, the light of the socialites at the College of Nautical Knowledge, giving his evening series of imitations and other funnies. We will always remember the lad with the bustling manner, the spontaneous cracks, and the wild tales of Marin County debs. We know that whatever ship he sails on will be a happy one.





#### FRED VOROUS

"Moose"

If Fred gives you a friendly slap on the back, you usually end up on the deck wondering what fell on you. Unfortunately, Fred doesn't know his own strength. He is a big farmer from the Sacramento Valley, where he was an all-star in high school sports, and where game hunting was one of his greatest interests. Despite Fred's environment among the hay fields in his younger days he is fast becoming quite salty and is due to be a fine engineer.

#### JOSEPH WOLFSKILL

"China Joe"

Never before in the history of the Academy has our canteen been run on such a profitable basis as it has under the able jurisdiction of good-natured Joe. The whole Midshipman Corps owes him a vote of thanks for the amiable way that he transacted all of his business on top of his studies.

#### WILLIAM ZAHL

"Uncle Bill"

"The book's wrong. I know what I'm talking about. Naw, that isn't what he said at all!" C.M.A. is going to miss these comments from the excitable one with the Brooklyn accent. In the berth deck, mess deck, engine room, or wherever one might be, the presence of Uncle Bill Zahl was never unnoticed. Bill is a spotter extraordinary of airplanes and ships. He has proven himself very capable in both the engine room and classroom and we are sure of his success.



## Class History of December '44

"Officer, can you tell me where I can find Slip Two?" "Shurr and she'll be over there by that big gray boat." Thus another youth found his way to the California Maritime Academy. The class of December '44 wasn't any different from previous classes. It was composed of fellows from the cities, farms, factories and colleges of California.

As we stood on the forward well deck of the "big gray boat" surrounded by our suitcases, we received from Mr. Severin, our executive officer, what seemed like a countless number of forms to fill out and sign. The most important event of the morning was an introduction to our shipmate. As it was so ably put by one of the upperclassmen, who had gained a reputation far and wide for his aversion of "Swabs," "Remember, next to your classmates your only friend is your shipmate." As time passed by, we found this to be no exaggeration.

Our first night aboard the Training Ship "Golden State" was our impression of "hell on earth." "Got a real funny joke, Swab?" We told one, another and still another until at last we wished that the earth would open up and swallow us so that we could get away from it all. That evening none of us will ever forget, for the upperclassmen gave us what may be described as a "youth rally" to which all of us were cordially invited. Muster was taken. There we found out things about ourselves that even we didn't know. There was many a time we wondered whether the upperclassmen had ever heard of the "Emancipation Proclamation." If someone were to ask us to summarize our "Swab" term we might reply with "Sweat—Work—Anguish—Back breakers."

One of the pleasant memories of our third class year were those tranquil and peaceful evenings we spent on the after well deck leaning on the rail and viewing the magnificent Bay Bridge with all her colorful sodium lights. Truly many of us suffered from nostalgic reverie, and it was not uncommon for one of our classmates to break the deadened silence of our "rendezvous" with a long, deep sigh. We received much mental comfort from telling one another our little troubles, but at that time they seemed anything but little. Those nights "back aft" were to us what morphine is to the sufferer. Days soon turned into weeks and before we knew it we were ready to cruise. Scuttlebutt, the underground of the berth deck, had it that we were to be guests of the citizens of Acopulco, Mexico, or maybe even Valparaiso. But alas, course was set for North Bay, thence to South Bay. Although our cruising radius was small, we received much practical experience cruising over San Francisco Bay.

The next big event in our midshipman life was the day we arrived at our new base, what was then known as Morrow Cove. We'll always remember our own "Waikiki." Many pleasant evenings were spent lying on the beach and listening to the "surf" roar. We shall never forget the winter of 1943. It seemed that it rained for days on end without the slightest letup, causing the only road leading to and from the base to become a slippery quagmire. It has been estimated that if all the planks we laid up were put end to end—there would be a helluva lot of 'em.

Our class will always remember their first trip to Stockton; there, as Third Classmen, we upset the very powerful Second Class in a crew race. But unfortunately Lady Luck turned her back upon us on the day of C.M.A.'s "little Poughkeepsie." The Third Class crew lost by what has been said to have been not more than a quarter of a boat's length.

The day that we had waited so patiently for finally arrived, for we had the privilege of greeting the new Swab Class. We could hardly keep our mouths from watering (figure of speech) as they ambled so assuredly by the barracks towards the Administration building.

Not long afterward the Midshipman Corps was saddened to hear that our very competent executive officer, Mr. Severin, was being transferred to another locale.

# Class History of December '44

During the next few months C.M.A. took on the appearance of a real base, as many thousands of dollars were spent on such items as filling in the cove and our sacred "Waikiki." A beautiful lawn was laid outside each of the three barracks which gave C.M.A. its own "campus."

The Academy was very fortunate to receive as a prize of war the model of the Japanese passenger liner "Buenos Aires Maru" from the Legion of Honor in San Francisco. One Saturday night, about eleven-thirty, the restricted hands aboard ship were roused out by that hair-raising call—"Fire at the base." Hastily we threw over our bodies whatever was near at hand, and made for the base in triple time. It was a sight we shall never forget for the whole base seemed ablaze. Actually, the fire was centered in the classrooms. Through the efficiency of the Vallejo Fire Department and the resourcefulness of the Midshipmen, the conflagration was checked. It was very discouraging indeed to walk through the still smoky classrooms and hunt for that binder you had kept so diligently for many months, only to find it warped and completely soaked through.

The model of the Japanese luxury liner "Buenos Aires Maru" also suffered damage from the water played on the fire, and to this day of printing it stands as a reminder of that near tragedy at Morrow Cove.

The next big event in our life at C.M.A. was the day that the T.S.G.S. set sail for the General Engineering Drydock on the Oakland Estuary. Here, our Iron Mother had her face lifted and her fingernails painted. Our anger was aroused when we overheard a workman say, "I've seen cracker boxes with a lower block coefficient." Within twenty-four hours, the bridge telegraph read ahead full and we were on our way to our old tramping grounds, Slip Two, to undergo a complete overhaul. Here, the "Southern Cross" of Morrow Cove lost her main battery, two 50's and her secondary battery, and two 30-caliber machine guns were mounted on the fo'csle head. We are told that it has been estimated by reliable authorities that all the concrete taken off our ship would easily encircle the great wall of China.

Before long we were ready to trod the golden streets of Paradise, yes, we at last became first classmen. We had hardly been in our Elysium for more than a week when it was announced that our very capable Warrant Officers were to be transferred to various locales. We are very indebted to them for many helpful and practical pointers which we shall be able to put to use in our careers at sea.

We shall never forget that fateful evening in July when the town of Port Chicago, just eight miles from our base, was rocked by a terrific explosion. The air smelled of cordite for miles around. We immediately formed a first aid party and notified the Vallejo police of our intention to help, but were told that plenty of first aiders were on the scene of the disaster.

After spending about two months on the base, we were once again ready to commence our cruise period. The first two weeks of cruising went along smoothly until one afternoon when the training ship was "plowing" her way back to the base, when out of Mare Island Channel there appeared an LCT. To make a long story short, this landing craft gave us no idea of the course she was taking and actually turned towards us so that we were in a head-and-head situation. By clever seamanship on the part of our Captain a serious accident was avoided.

Our first class year drew to a close with our trip to Stockton, our class dance, and naturally graduation.

In closing we, the Class of December 1944, wish to thank the officers of this institution for their untiring effort in molding us into mates and engineers. You can be sure that in future days to come, we shall always keep a soft spot in our hearts for our old Alma Mater—the California Maritime Academy.

Classmates, or even better shipmates, it was really swell knowing each and every one of you; let not our friendship end here, but rather continue on as we progress up the ladder of success in the maritime world. And until we meet again—Bon Voyage.



## As Graduates

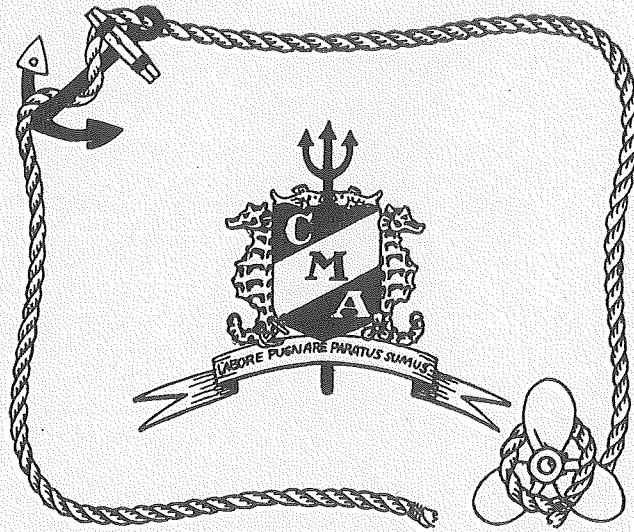
### *We Pledge*

**C**OURAGE—in order that we may keep our chin up and think straight in all situations where the safety of the ship and its men depend on our judgment.

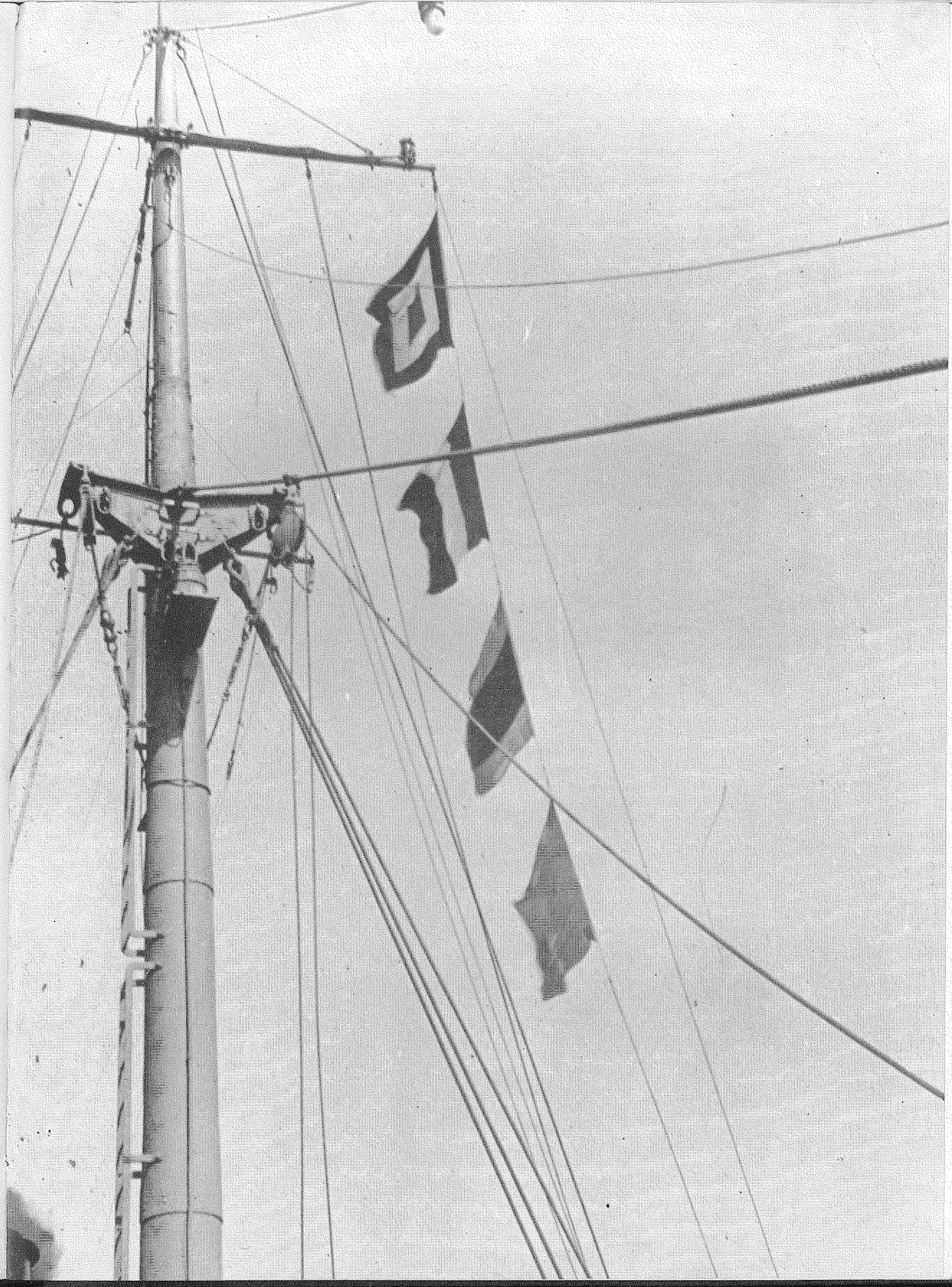
**M**ASTERFULNESS—in order that we may be in a position to overcome all situations in a manner that will bring about the betterment of the United States Merchant Marine.

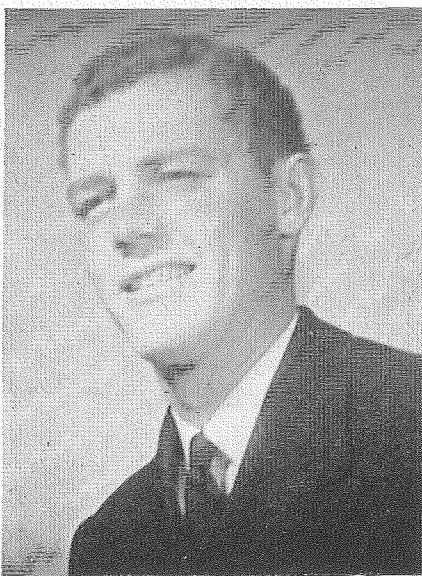
**A**MBITION—in order to improve our ships and country, we must be capable of accepting responsibility and reaching for bigger and better things.

## Book Three



## ACTIVITIES





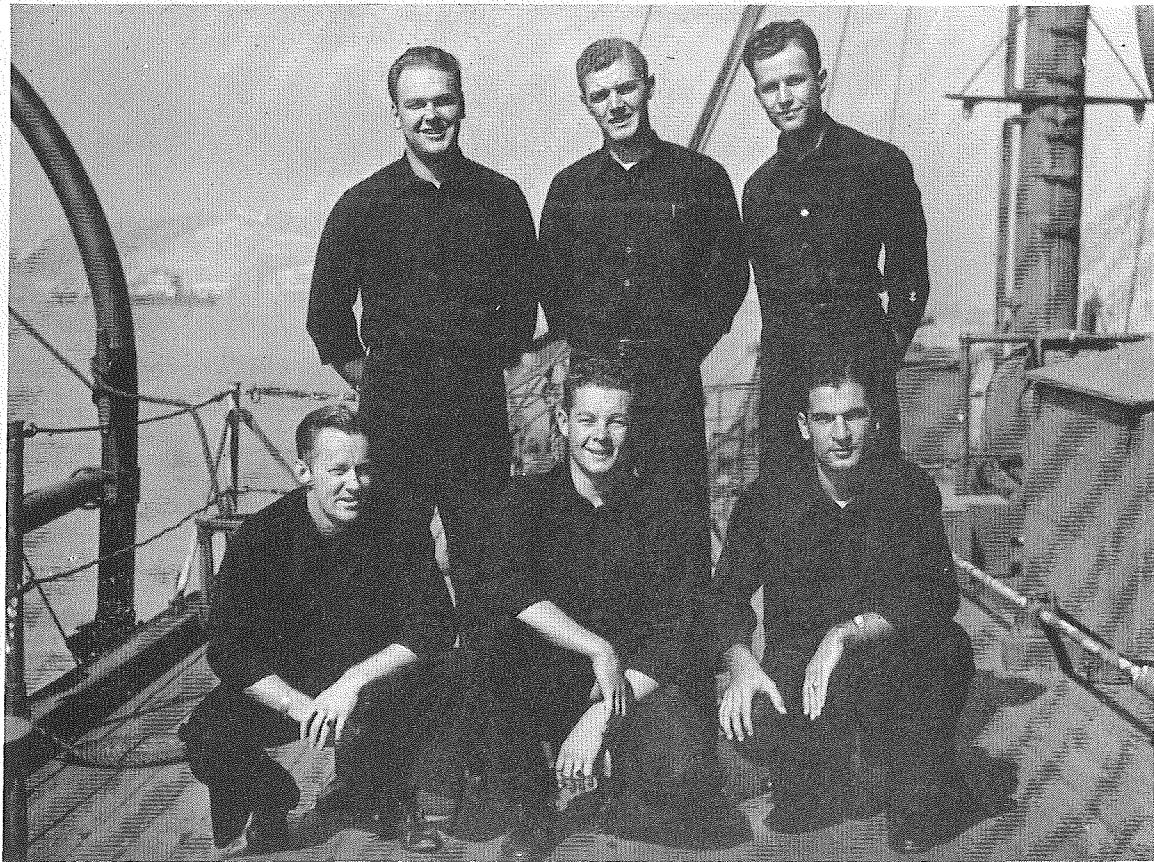
RICHARD MOORE  
Editor



## Hawsepope Staff

Producing a yearbook is work, and into these pages went hours of painstaking labor on the part of our editorial and photographic staff. The Midshipmen who compose the staff deserve much credit for their efforts and enthusiasm. We have striven to make this a comprehensive account of our life at the California Maritime Academy and to preserve memories we do not want to forget.

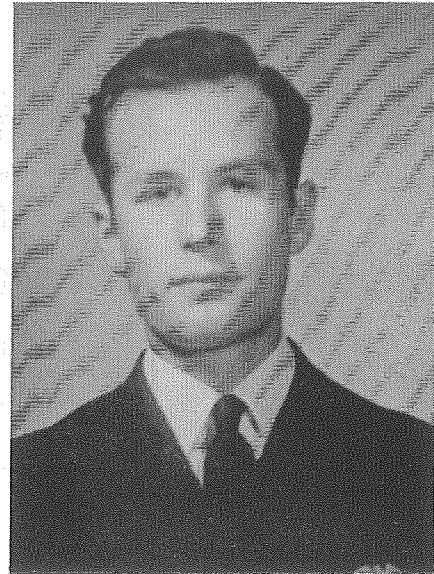
Left to right, standing: Warren Swanson, Feature Editor; Richard Moore, Editor-in-Chief; John Carpenter, Art Editor. Left to right, sitting: Jackson Smith, Advertising Manager; Oscar Jahnsen, Photographer; Lee Spieler, Business Manager.



## The Binnacle Staff

During the past year the Binnacle has changed from a four-page sheet giving current news of the California Maritime Academy to an eight to twelve-page monthly newspaper carrying not only news, but items of interest to the alumni, Midshipmen's families, and to the shipping industry. The subscription list of the Binnacle has almost doubled and is now at the highest point of the paper's history.

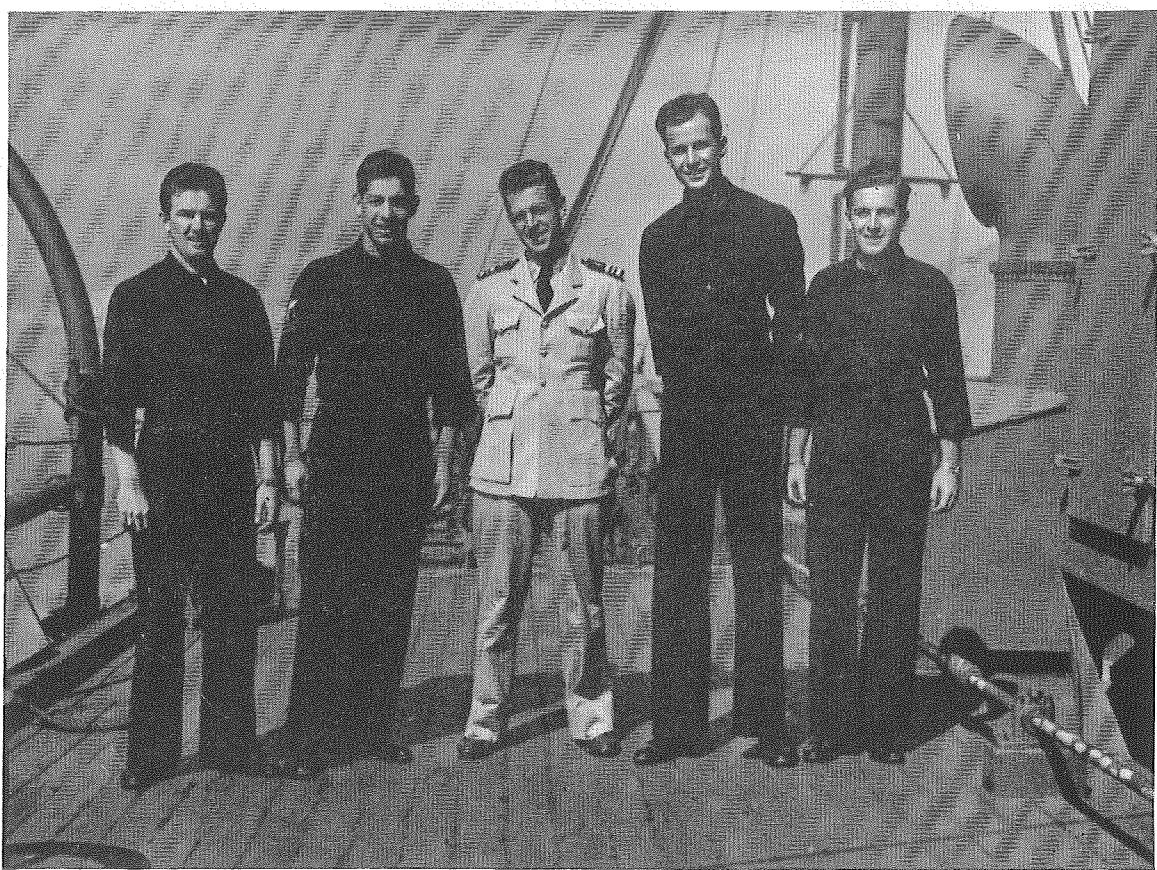
Thanks for the improvements mentioned are to be extended to the men of the Binnacle Staff.



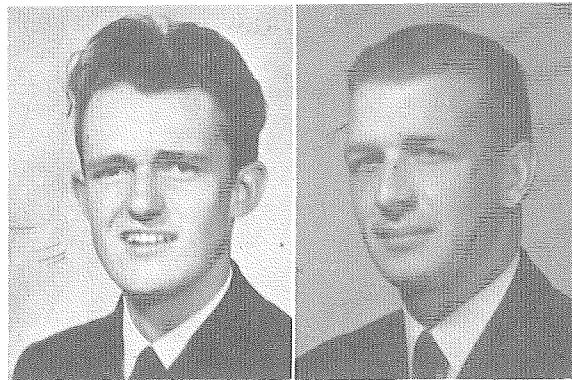
JOHN CARPENTER  
Editor



Left to right: Harry Cummings, Photographer; Fred Schwimmer, Associate Editor; Lt. C. H. Tubbs, Faculty Advisor; John Carpenter, Editor-in-Chief; Milton Klien, Business Manager.



## CADET SERVICE FUND

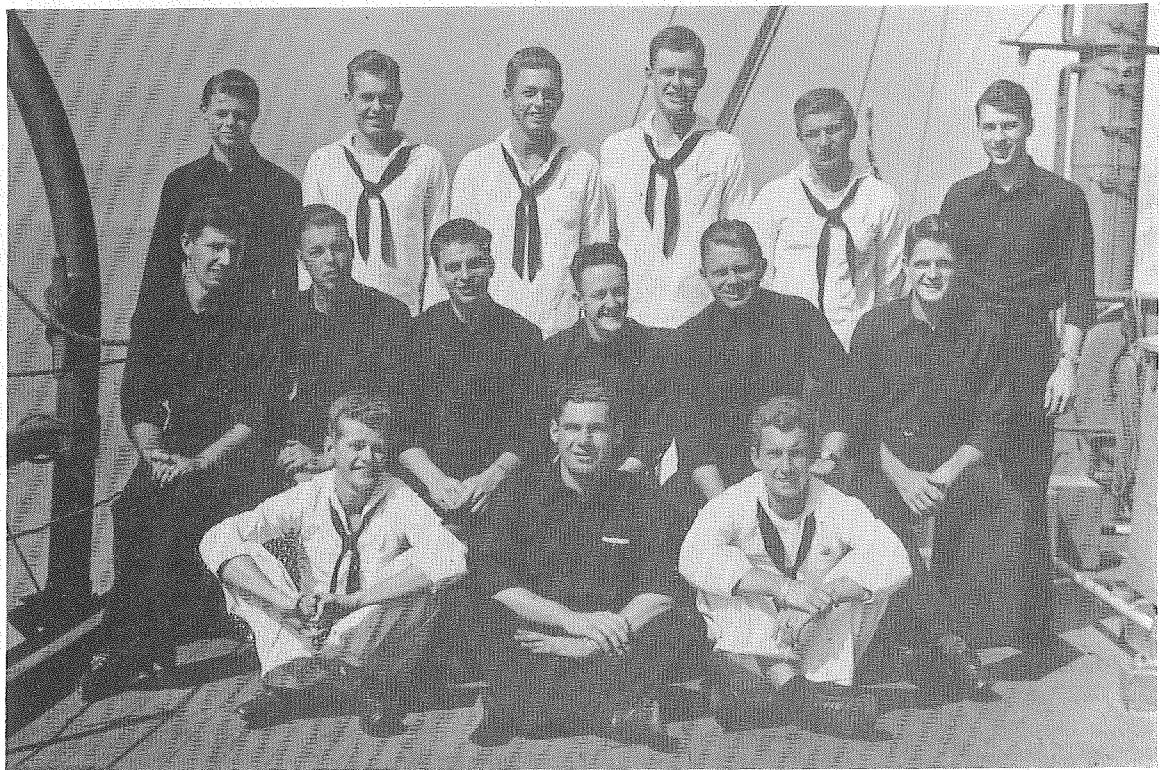


BOB LARSON

JIM SIELER

## CAMERA CLUB

The Camera Club is a very young organization, but has already proved its worth with the work it has done for the "Hawsepipe." Under the able guidance of Midshipman Al Baxter, they should turn out to be an asset to the entire Academy.



Left to right, front row: Bradley, Baxter (President), Graves. Left to right, middle row: Starr, Gullikson, Stradely, Smith, Wolfskill, Casey. Left to right, back row: Schlamen, Pennock, Swenson, Merkovich, Valentine, Bartlett.

## Athletic Committee

With the coming of our new base, facilities for future forms of athletics were made available. Four men from each class were elected to cope with the problems of getting these activities under control.

These Midshipmen, forming the athletic committee, have done a wonderful job towards realizing their eventual goal and deserve much credit.



ROBERT MYERS  
President



Left to right, front row: Shrader, Valentine, McCleod. Left to right, middle row: Annin, Tripp, Rosa.  
Left to right, back row: Moore, Swanson, Marinovich, Smith.

# BASKETBALL TEAM

Working under the most adverse conditions possible, the Midshipman Corps produced a basketball team that the whole Academy was soon to be proud of. We had our share of heartbreaking losses, but more often we were to taste the fruits of victory, which eventually brought about a spirit badly needed here, the spirit of competition.



TEDSON  
GOETZ

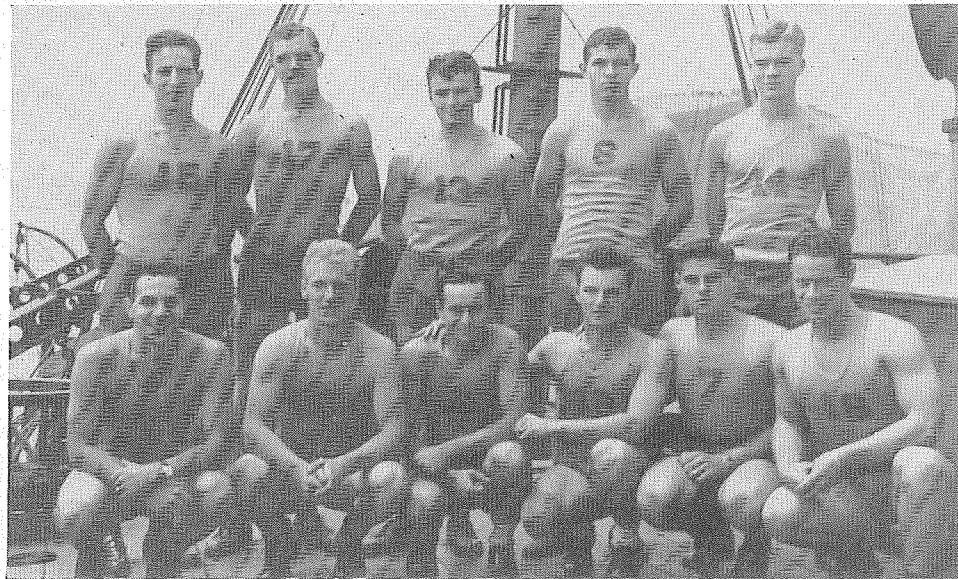
MYERS  
ALFSEN

MOORE  
ATTHOWE

VOROUS  
HUYCKE

LEWIS  
GRUHELER

FAKE  
MARINKOVICH



Left to right, sitting: Parente, Tedsen, Gruhler, Huycke, Fake, Myers. Left to right, standing: Atthowe, Moore, Goetz, Vorous, Alfsen.

## FIRST CLASS CREW

Each cruise period brings about a trip to Stockton, and with that the inter-class crew classic. Looking back on the history of the first class crew, we see hard-fought wins and heartbreaking losses. In their Swab year, they defeated the highly-touted second class, and then lost to the first class by a quarter of a boat length. As second classmen they drubbed the Swabs by fifteen boat lengths and lost to the first class by a foot. These races will live in the memory of the graduates as an outstanding part of life at C.M.A.



Left to right, standing: Krog, Vorous, Sieler, Spieler, Swanson, Rados. Left to right, sitting: Marinkovich, MacFarland, Pringle, Robison.



# MASCOT



## "Scratch"

As much a part of the present first class as the Midshipmen themselves, is this colorful mascot of ours. "Scratch" was born aboard the T. S. Golden State a month after the graduating class of December '44 reported for training.

He is without doubt one of the saltiest dogs in the canine world. "Scratch" is sixteen months old, twelve months of which have been spent skidding on the decks of the training ship and learning how to stand an efficient quartermaster watch.

Look at that profile! Personality written all over it. No wonder "Scratch" is known as the "Canine Casanova" of Carquinez Straits.

Although he is as fortunate a dog as you will find anywhere, we know that there is one thing that would make him happier—the return of Patty McCarthy, our beloved bos'n who nursed "Scratch" through his youth.



# ALUMNI ASSOCIATION

President, E. C. Miller      Vice-President, H. L. Mollenkopf

Secretary, J. F. Summerill      Treasurer, C. H. Tubbs      Publicity, L. H. Erickson

## PREAMBLE

"We, the graduates of the California Maritime Academy, in order to form a more lasting bond of fellowship, render professional service, promote the interest of the California Maritime Academy, increase our technical skills and foster the supremacy of the American Merchant Marine, do hereby unite in the formation of an Alumni Association, and do hereby establish the Constitution of said Association."

(From the Constitution and By-Laws of the California Maritime Academy Alumni Association.)

With the graduation of another class of Midshipmen, the roll call of the California Maritime Academy Alumni Association increases proportionally, and to this group the "old grads" bid welcome. Our seagoing fraternity becomes larger month by month as graduates old and new wish to become a part of the good fellowship and "old school tie" that the school-ship fostered.

Two years ago the Alumni Association was re-newed, re-vamped, and re-vitalized. Since then it has established a Southern California Chapter, alternated bi-monthly business meetings with bi-monthly social gatherings, set up logs in San Francisco and at the Academy for members to sign, make notes, and learn of their Academy shipmates. The Association's contributions to the Academy's monthly BINNACLE has proven of great interest to the Alumni members, who receive this paper with their membership in the Association.

Our treasury reports a swelling balance with which the Association plans to open an office or clubroom in San Francisco in the not too distant future.

It is your Alumni and it is for you and to your interests that we welcome you.

## IN MEMORIAM

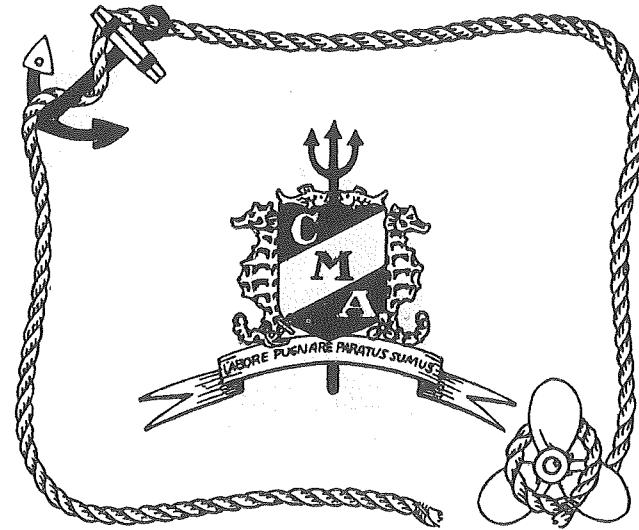
The 1943 Hawsepipe was dedicated to our shipmates lost in action. Since its publication, we regret to announce that two more names have been added to the Alumni Memorial Plaque.

The first is Henry D. McNabb '39, who was killed on September 9, 1943, during the landings at Salerno. The Silver Star for conspicuous gallantry was awarded posthumously to Duke's parents in Stockton.

The second is Erwin N. Cooper '38, who was navigator of a bomber in the European theatre. He was announced to be "missing in action" when his plane was lost on a mission the night of December 31, 1943.

We honor these gallant alumni who have given their lives for freedom!

## Book Four



MILITARY DRILL



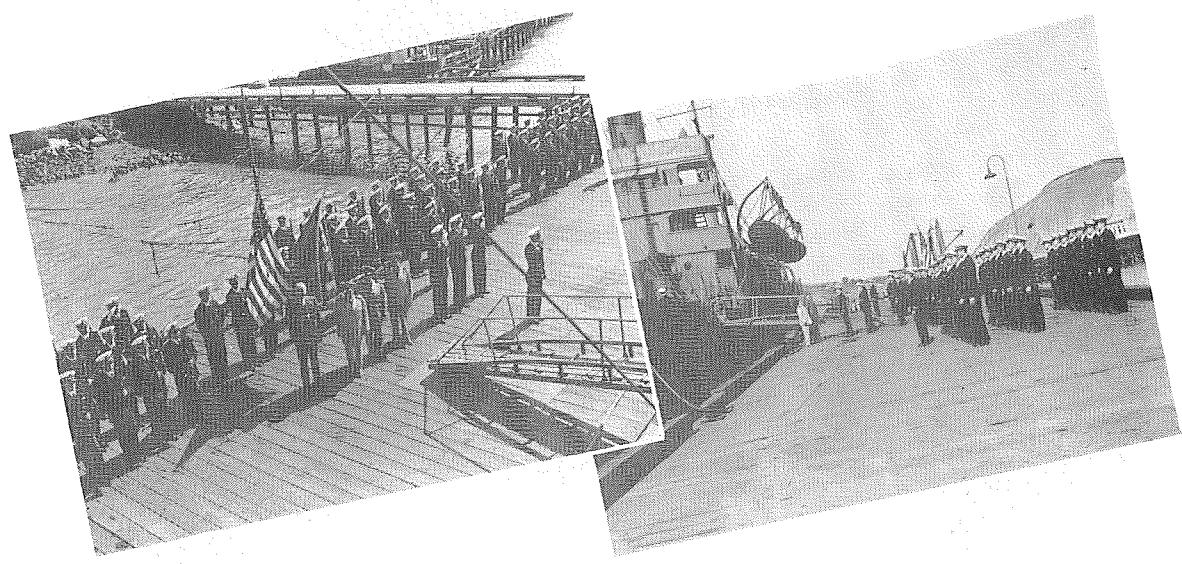
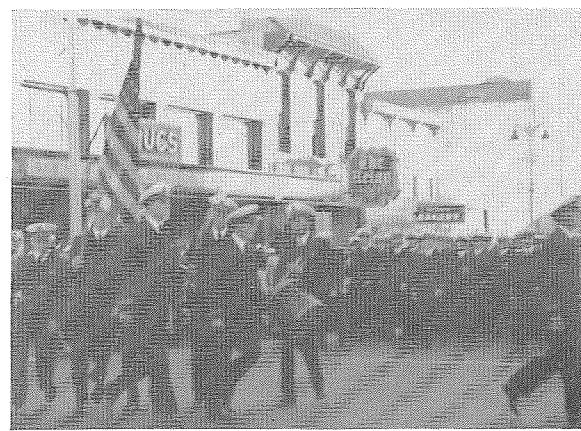


## Military Drill

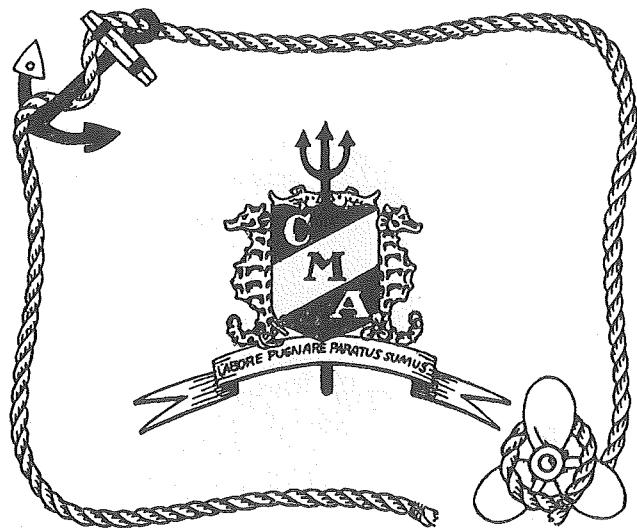
In years gone by, military drill has played a very minor roll in the training of our Midshipmen preparatory to their going out to sea as officers. It has been only recently that this form of training has been injected as a major part of our routine.

The past six months have brought about the development of a drum and bugle corps and color guard that do much towards creating a more colorful and snappy drill team. The Academy made its first appearance as a marching team in the city of Vallejo, participating in a mass parade to promote the sale of war bonds. They were a credit to themselves and to the Academy. With many more of these occasions presenting themselves in the future, it is evident that the California Maritime Academy will prove to be an integral part of each one.

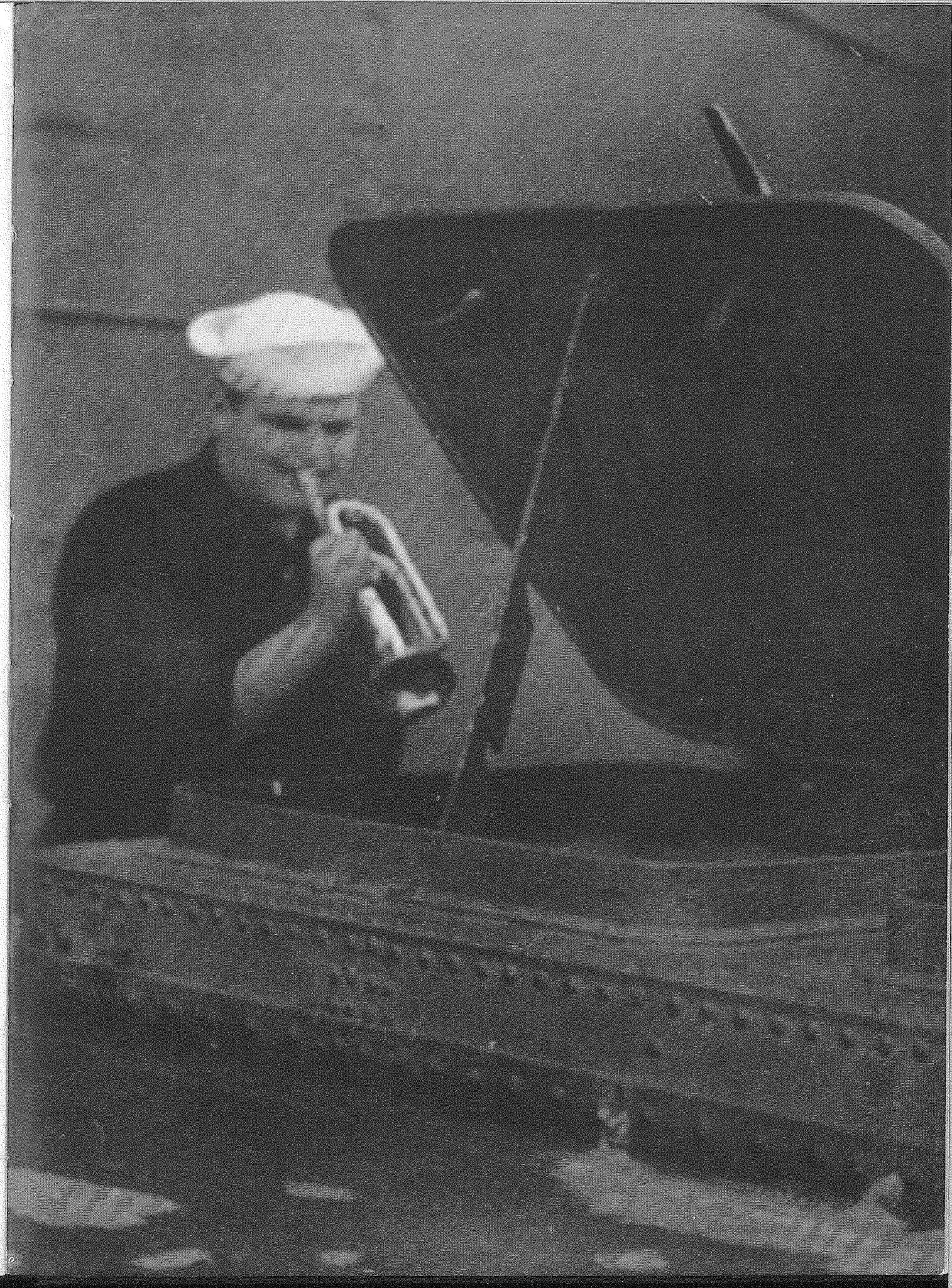




## Book Five



LIFE AT CMA



# LIFE AT THE ACADEMY

ROUTINE: "Life aboard ship differs from the more irregular and confused life ashore. For the benefit of all, each man of this ship has his own outlined duties. The cheerful and efficient manner with which these are carried out will tend to maintain the congenial living conditions that have been established aboard this ship. If each man does his part well, routine will be more enjoyable for all concerned."

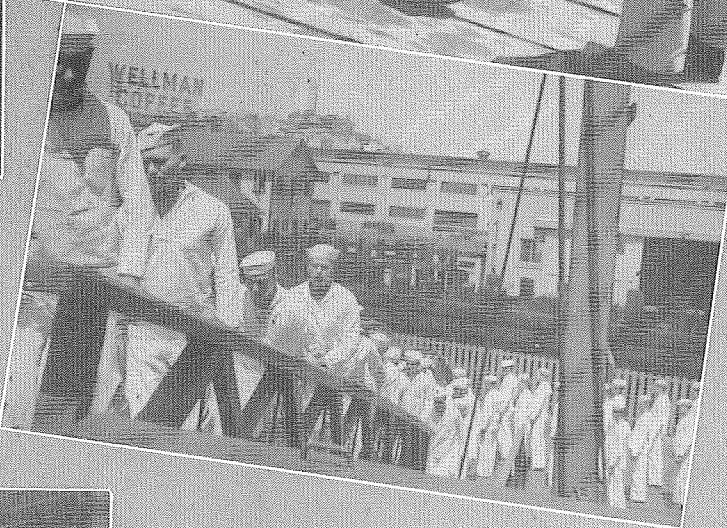
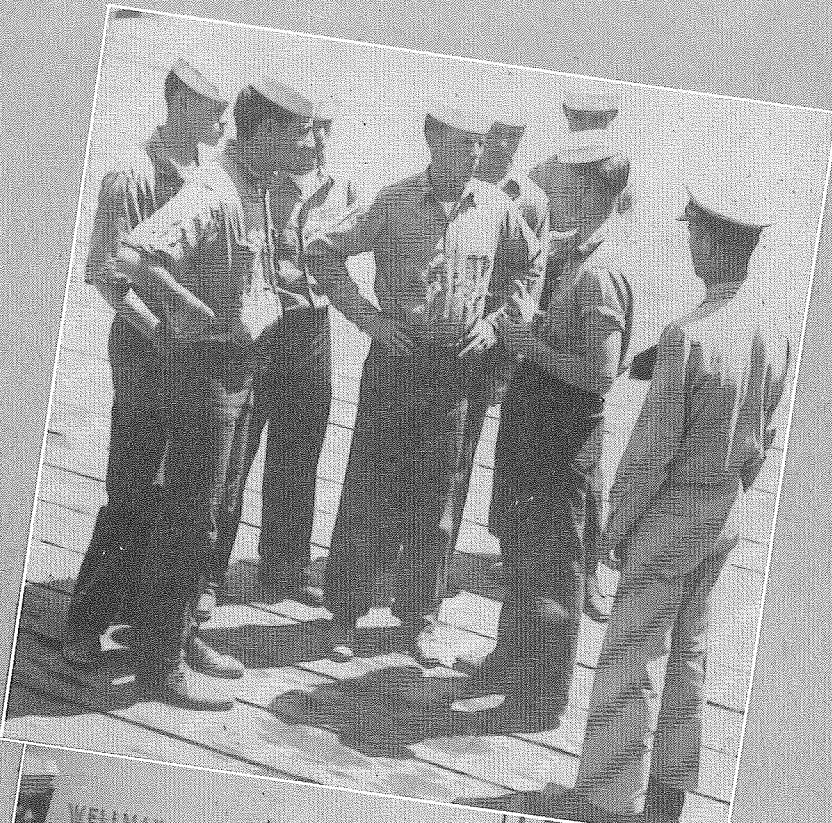
THEORY: Because our course of studies at the Academy has been cut from three years to eighteen months, the Midshipmen have had to work twice as hard to gain in knowledge all of the theory that is prescribed in our course. Our instructors know what we are up against after we graduate, consequently we are prepared before hand in every technical problem that should befall us in our careers at sea.

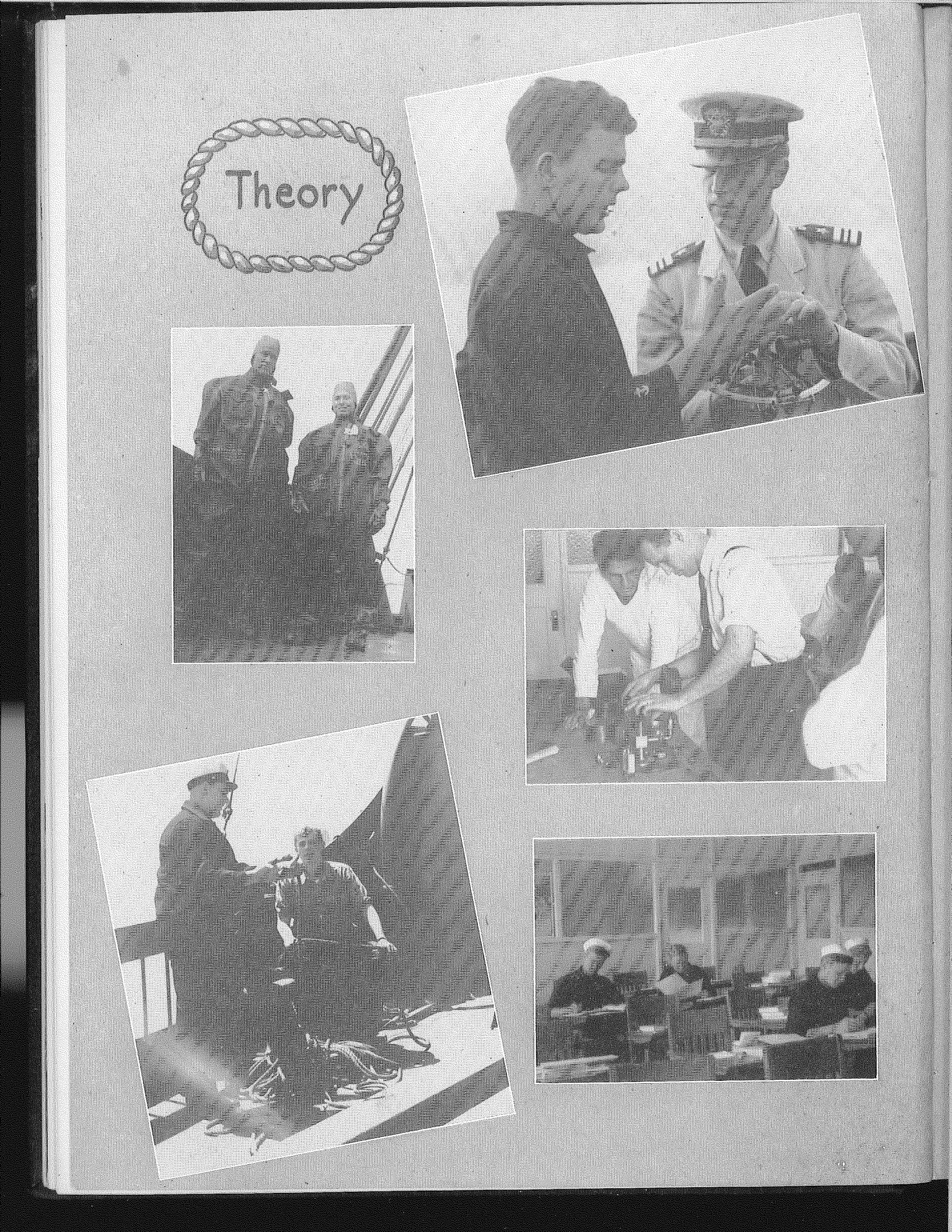
PRACTICAL WORK: Practical work consists mainly of the upkeep of our engine room and deck equipment. We are very fortunate to have this ship upon which we receive our training. Because of its age, equipment needs constant overhauling and replacing. In doing these very things that will confront us when we go to sea on our own, we are becoming much better prepared.

CRUISE: Four months out of every year, the Midshipmen and Officers of the Academy cast loose from our dock and head out to sea. We don't travel very far now because of the war, but the experience we gain during this period is without a doubt the highlight of our intense training.

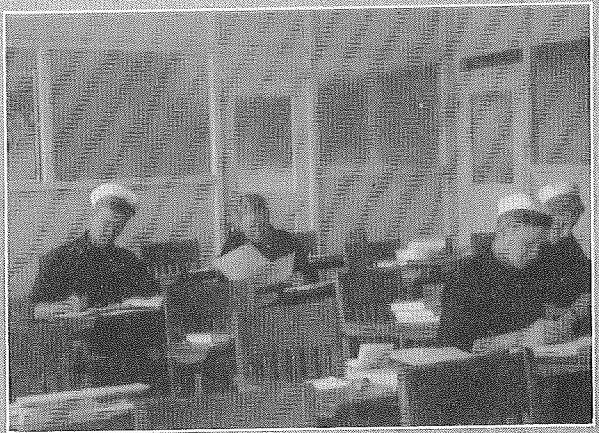
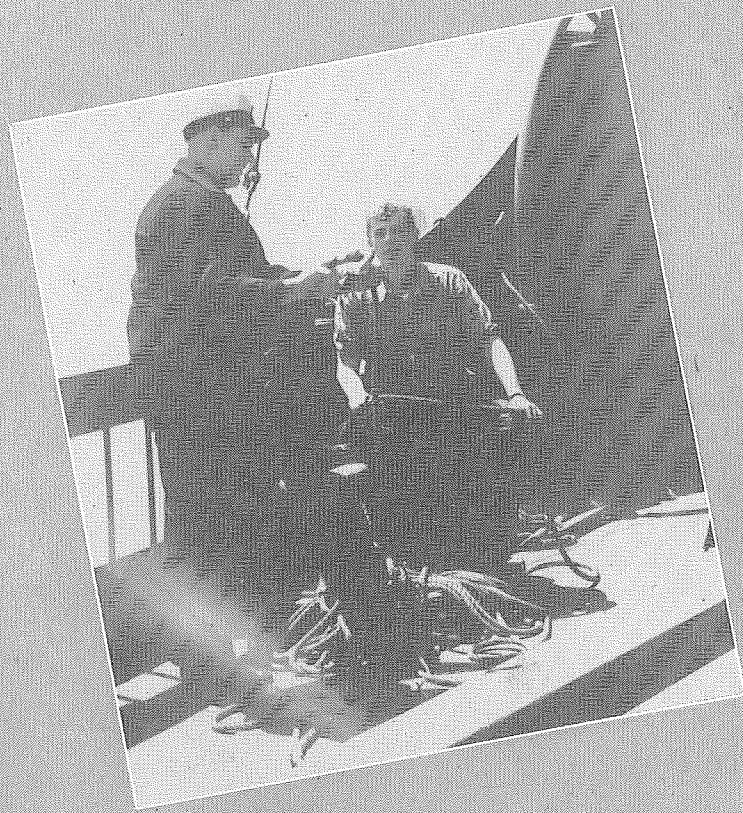
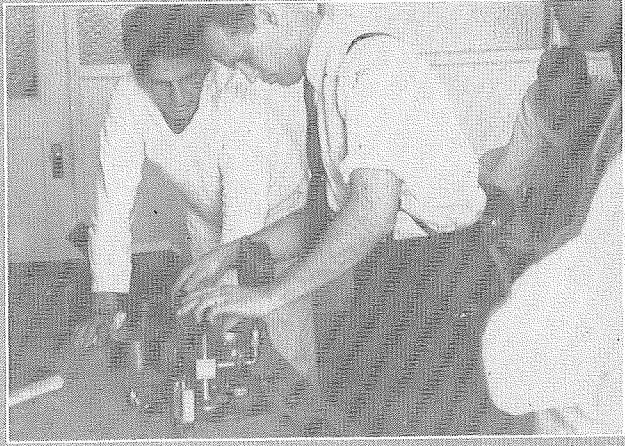
OFF WATCH: Although our leisure hours number very few, those we do have are used to every advantage in relieving our minds from the intense course that we are at the present time undergoing. Such things as basketball, baseball, pool, ping-pong, and fishing serve to meet this requirement. Looking ahead to the future of the Academy, we see plans of an excellent layout for all forms of athletics and recreation.

# Routine

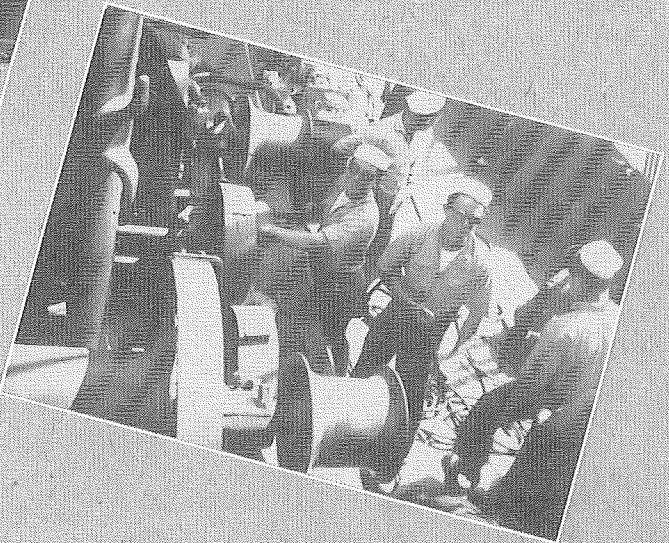
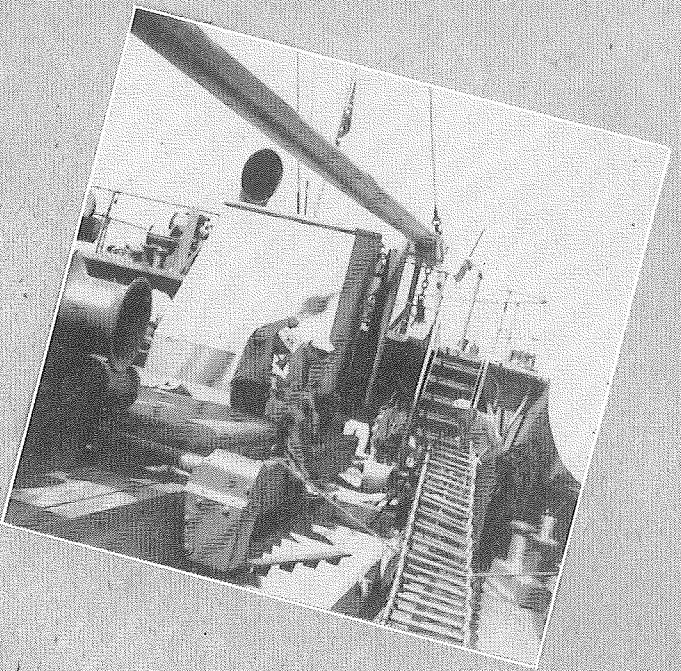
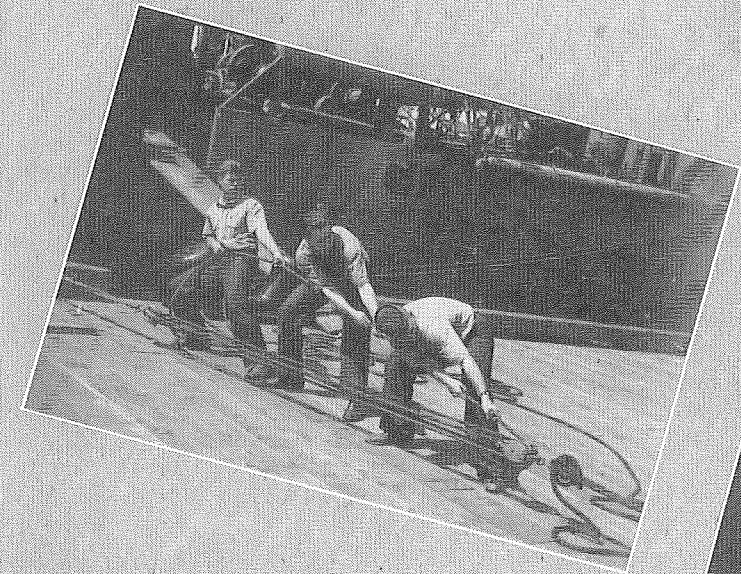




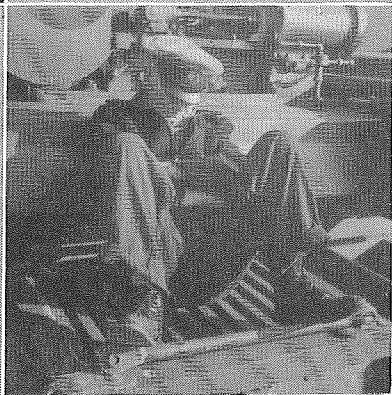
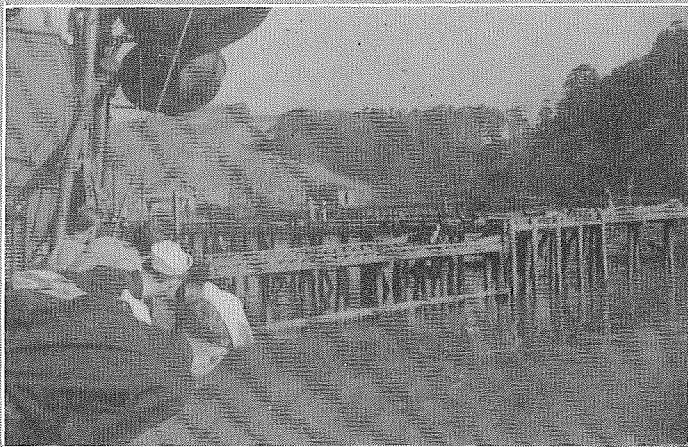
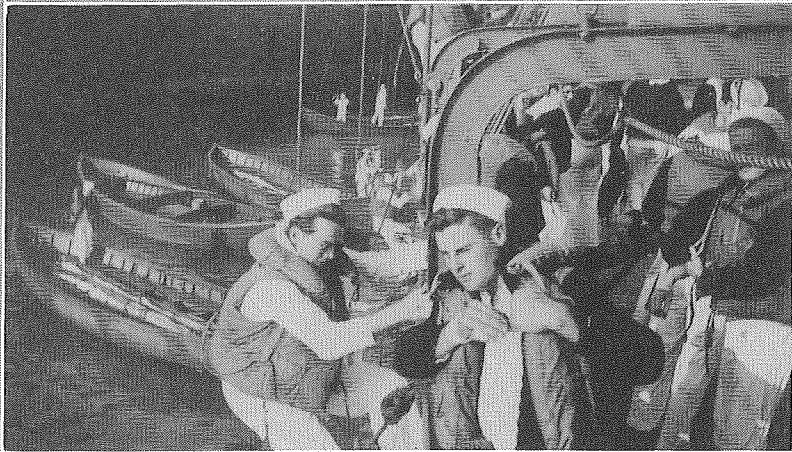
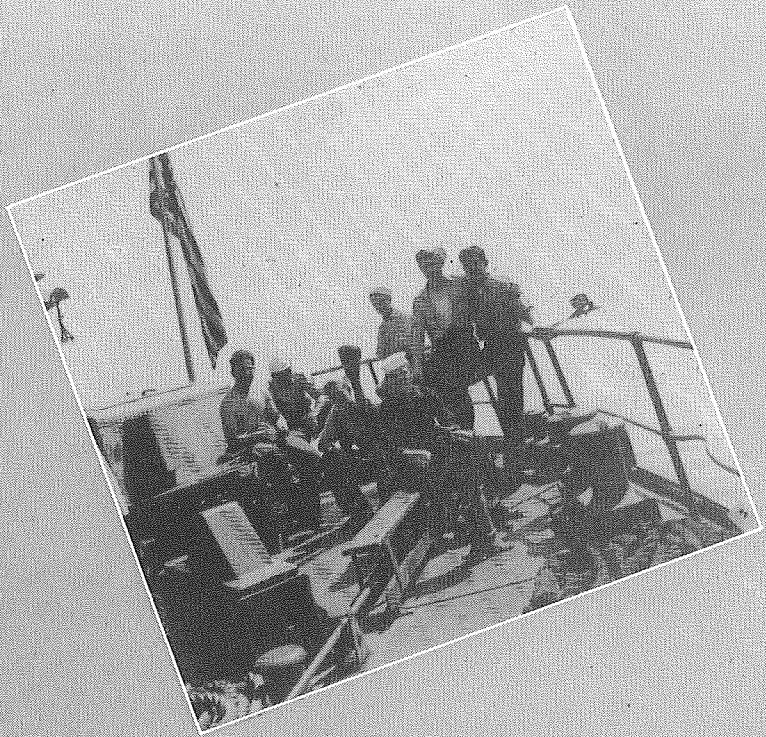
# Theory

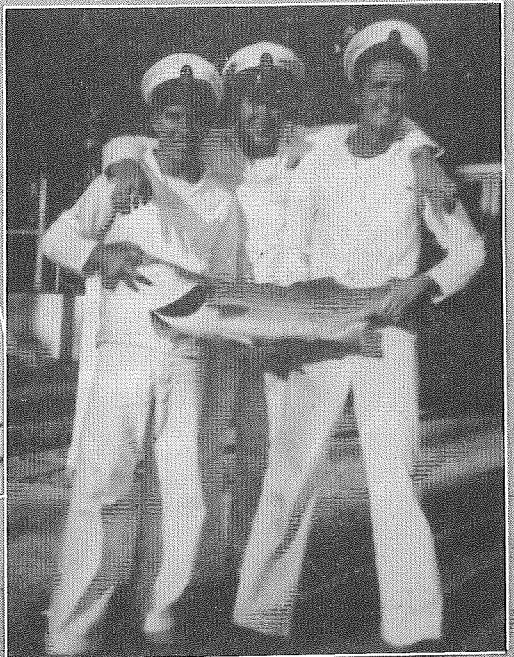
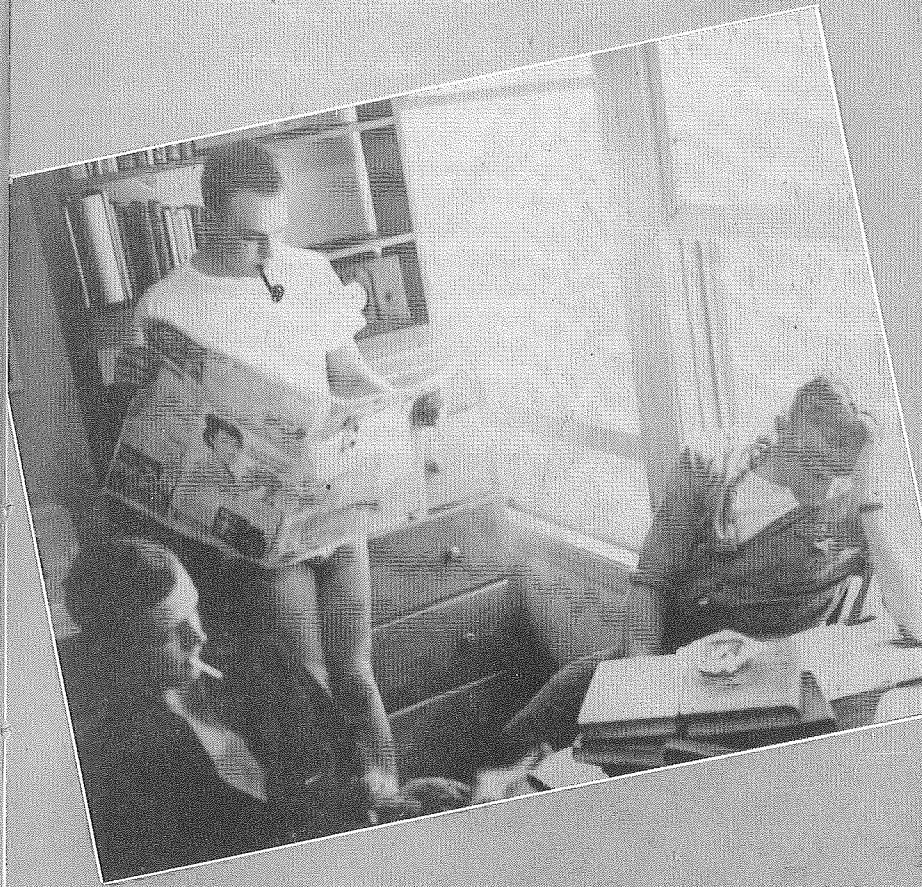
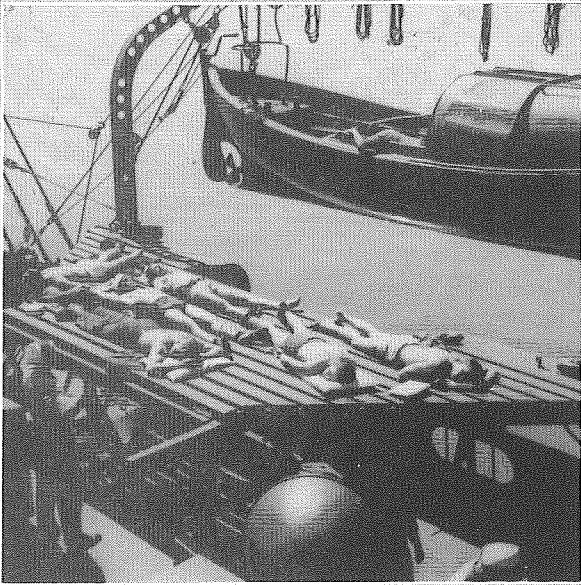


# Practical work

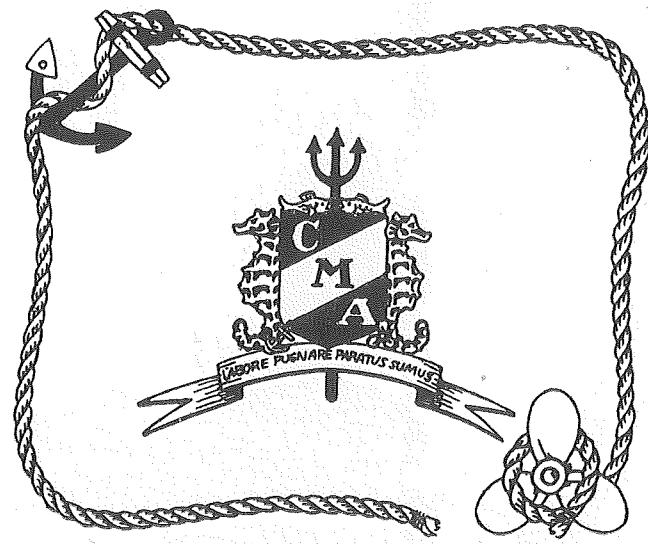


# Cruise





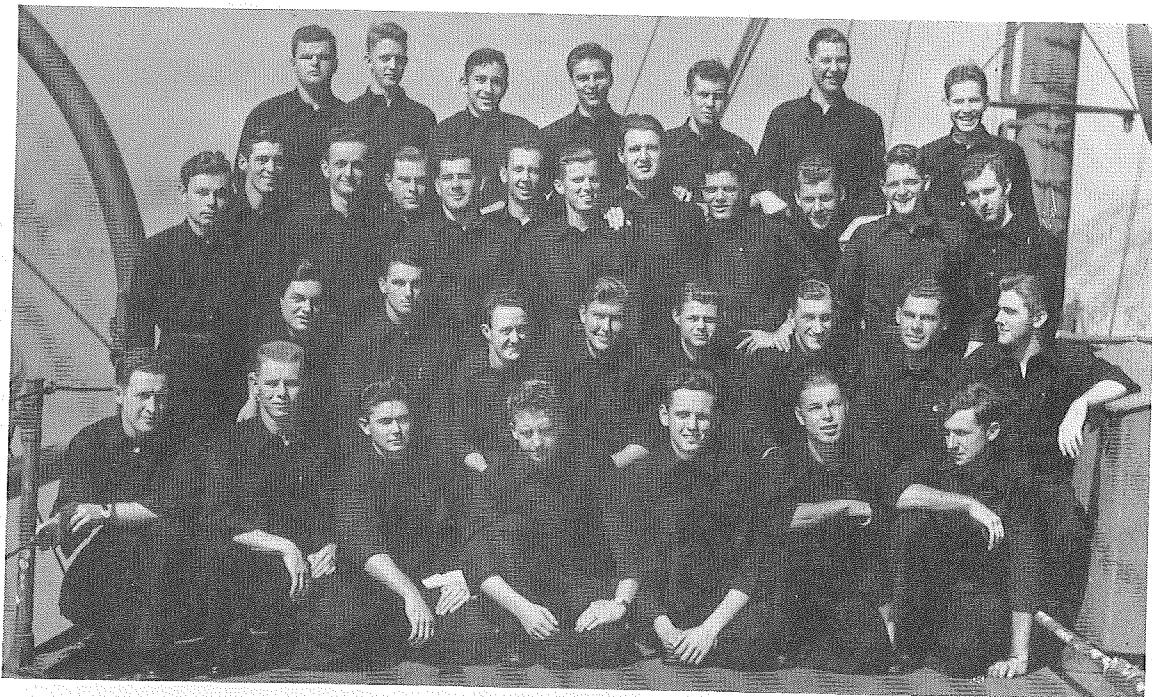
Book Six



UNDERGRADUATES



# CLASS OF AUGUST 1945



**Left to right, first row:** Dunham, Hall, Ransom, Hehir, Pew, Gullikson, Starr. **Second row:** Palmisano, Morgan, Tripp, Smith, DePew, Schlamen, Naylor, Baxter, Lee. **Third Row:** Coleman, Messenger, Rosa, Detwiler, Robb, Van Siklen, Young, Annin, Moeller, Casey, Ratray. **Fourth row:** Griffith, Cook, Barton, Stradley, Koerber, King, Brant.

## Class History

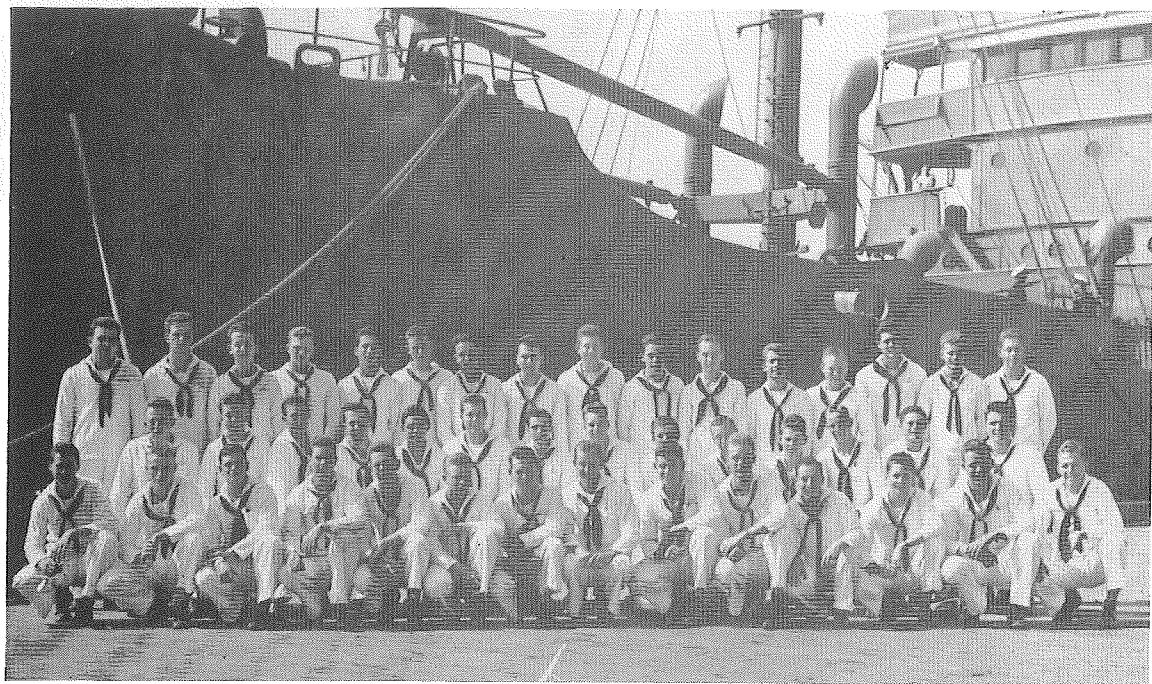
Welcome aboard! sneered the sentry on that fateful January 5, 1944. That was truly the turning point in the lives of 42 energetic, hopeful, sea-minded citizens of our fair state. The "irregular and confused civilian life" was left behind for the "outlined duties" and "congenial living conditions" of C.M.A. We all remember that first "greeting meeting" or "youth rally," and the change it made in our outlook on the life of a Midshipman—the surprise when one of the more "rebellious" members of our group turned out to be a second classman!

Those first few days of bewilderment soon wore off and we settled down to the inevitable. There followed the anxious, heartbreaking nine weeks of waiting for our uniforms—the scuttlebutt that they would be here "tomorrow"—only tomorrow never seemed to come.

How well we remember the constant effort to keep the barracks free from mud—then only to have some "thoughtful" lad dash through the corridors a few minutes before inspection leaving a mud-stained trail in his wake—then the inevitable "SWAB!" get that mud up or you're on! How many times did we pick up the "boardwalk" down to the ship only to re-lay it again a few hours later? What a relief it was to see those gravel trucks roll down the road!

Soon after the Midshipman Corps were disheartened to hear of the retirement of Patty McCarty, our bosun. The old gent really knew his stuff when it came to getting things done aboard the T. S. Golden State.

# CLASS OF FEBRUARY 1946

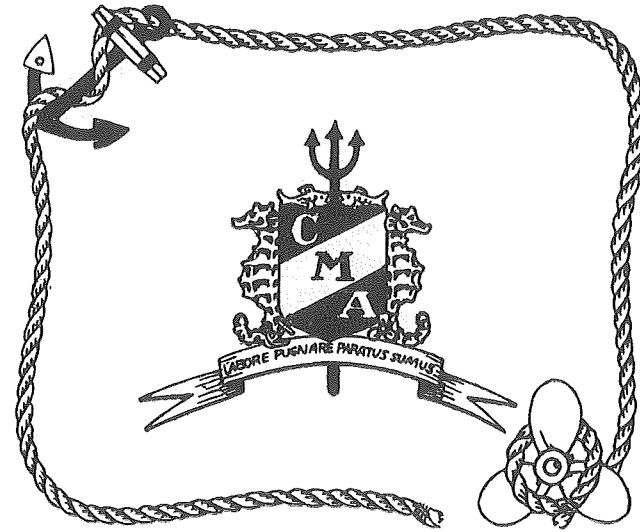


**First row, left to right:** Backer, Wahlgreen, Sooy, Miller, Tobey, Bolding, Chambers, Baitinger, Mirkovich, Lawrence, Brodsky, Karasky, Levitt, Hadfield. **Second row:** Wilson, Nickerson, Corlett, Shrader, Dazey, Pennock, Levin, McLeod, Valentine, Bergum, Everson, Vangriff, Hatcher, Schill. **Third row:** Kollash, Schutt, Ezell, Hoyt, Cohen, Wilson, Love, Dickenson, Marsh, Nay, Harrison, Graves, Fogelman, Cree, Bradley, Swenson.

## Class History

A great event was beheld by the gate sentry on that day of July 10, 1944. For it was "D" day at C.M.A., the day that the newly become second class awaited with undying enthusiasm the day when they can become the teachers, not the pupils, the administrators rather than the receivers of a concentrated highly objective training to transform in a few months a picked few from California school boys yet in their teens to be moulded by painstaking lessons and heartbreaking relentless into wholesome, rugged and efficient officers. Through the gate they passed in flashing civies and long marcelled hair, soon to be discarded for the more efficient cutting of a military organization. One of the new third classmen, or "swabs" as they are commonly referred to, loaded to the gunwales with gear drawn from small stores, had far in excess of his normal capacity. He calmly turned to an upperclassman, lounging in his immediate vicinity, and remarked, "Hey, bud, follow behind me and pick up the stuff I drop, will yah?" Wary be to the stunts of C.M.A. The seeming wrath of God was heaped upon him as the training procedure was unleashed with unprecedeted fury. The first week was spent in orientation, teaching the new "swabs" the "basic rules of efficiency," i.e., discipline, the tradition of the Academy and the necessity of carrying swab rules and matches. In successive weeks the new third class was to follow the routine approximating, as nearly as they were capable, that followed by their predecessors. Scholastic training was emphasized but practical training definitely was not neglected. (Just asked them about "Turn-to.")

## Book Seven



WARRANT OFFICE





## PATTY McCARTHY



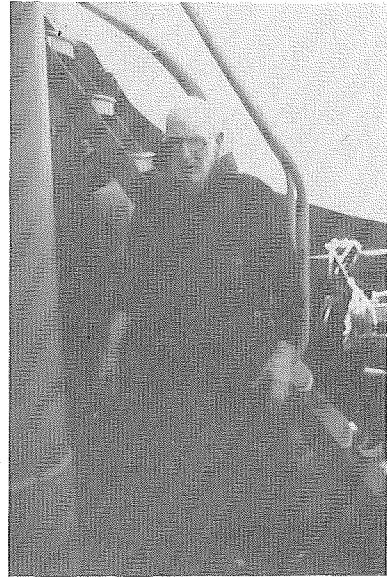
The title of "Old Salt" can be claimed by very few men in these days when sail has turned to steam, but Patrick Joseph McCarthy, the beloved bos'n of the California Maritime Academy, has indisputable claim to just that honor.

With the brine of the seven seas still dripping from his brow, Patty stands as one of the old school of seamen who came up from the foc's'le.

The town of Waterford, Ireland, is his birthplace, and where he first started on his career as a sailor. His travels have taken him all over the world, and there are very few ports of which he cannot tell a tale. Numberless are the shipmates he has known, and the young men such as we, who have learned their first knots from him.

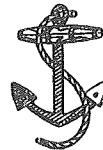
So it is to our extreme sorrow that after the many years he has been with the Academy Patty has had to leave.

We doubt that any man can claim the good health that he has enjoyed through all of his years. But because of this strenuous life, Patty has finally been forced to take a rest. With all of the respect and admiration in the world, the Corps of Midshipmen offer you godspeed to a quick recovery.



### CLARENCE A. MORGAN

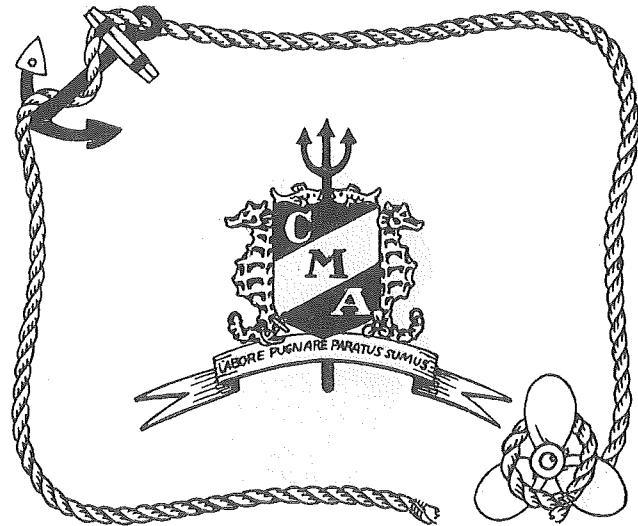
Mr. Morgan came to the Academy five years ago as Chief Steward after twenty years' experience as a chef and cook. He is fond of every Midshipman who has ever pilfered a piece of cake or pie out of the bakery; he works even swabbing the decks with the messmen. Everyone at C.M.A. appreciates Mr. Morgan's hard work, good pastries, and his rushing to "Feed the Boys."



### EUGENE HARNWELL

"Chips" first came to the California Maritime Academy when it was the California Nautical School in 1935, after spending forty-three years as a carpenter and shipbuilder. Many a Midshipman Carpenter's Mate has learned a great deal from "Chips" in his shop in the machine shop. Gruff words from "Chips" have kept many a Midshipman from making the same foolish mistake twice. We all look up to "Chips" as one who "knows his stuff."

Book Eight



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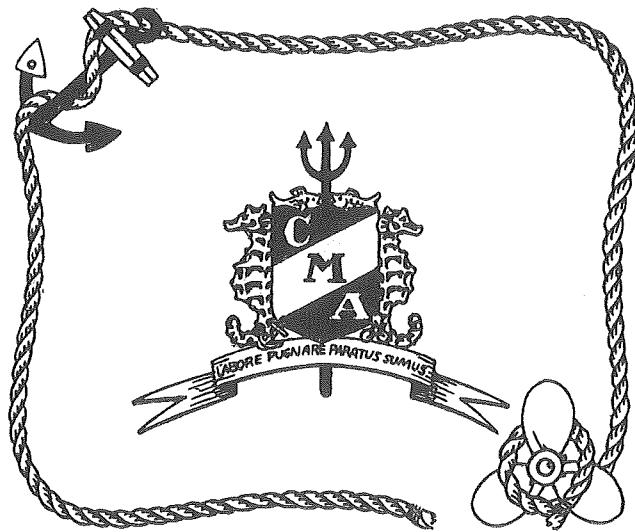
We wish to extend our most profound thanks to those Midshipmen and officers who so generously donated their time towards making this, the 1944 Hawsepip, a retainer of memories no one of us shall ever forget.

And to the firms and individuals whose generosity and good will in subscribing to ads made this book possible, we cannot start to express our appreciation.

To all of these people we can only extend a grateful, "Well done!" and "Thank you."

The Editor.

## Book Nine



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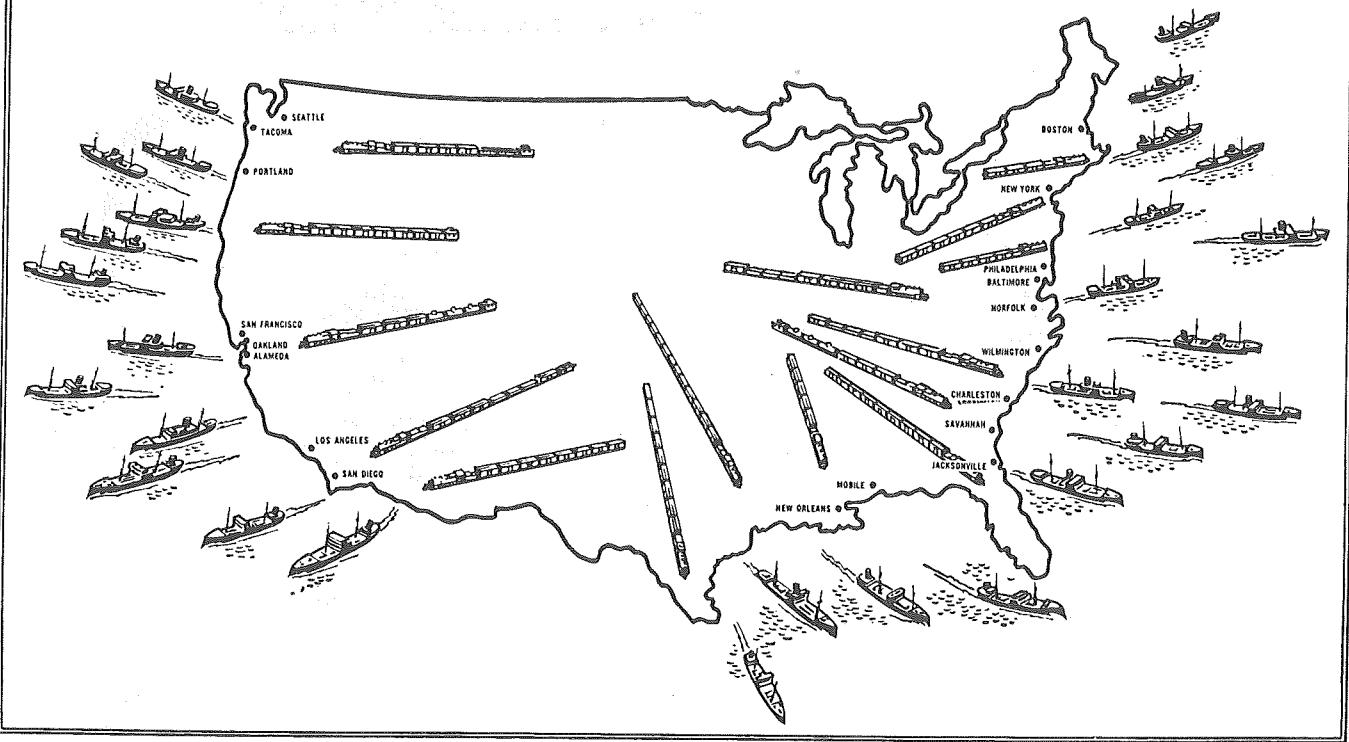


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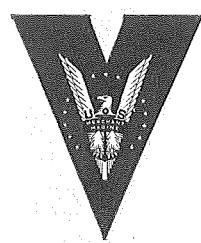
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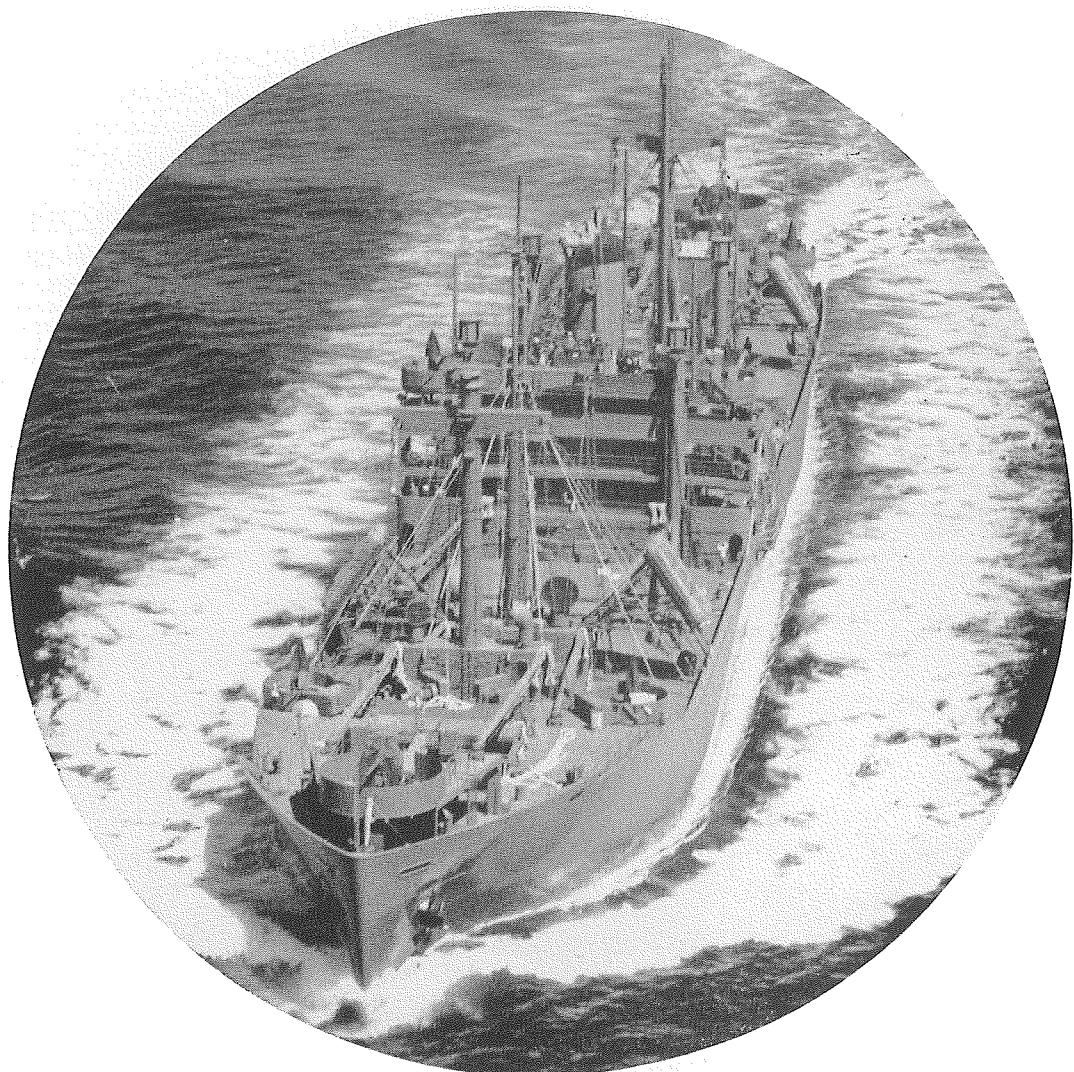
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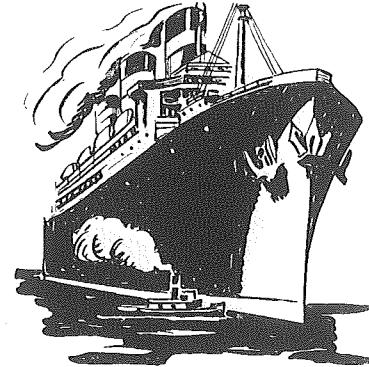
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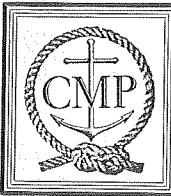
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