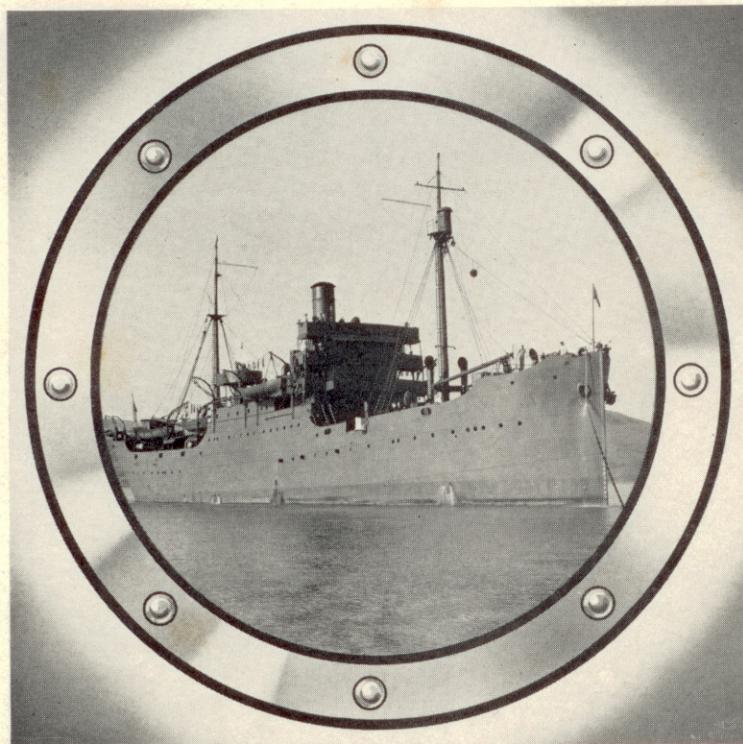


Halldepipe



43

YEARLY PUBLICATION
THE CALIFORNIA MARITIME ACADEMY



FOREWORD

"Labore, Pugnare, Paratus Sumus!"—"To Work, To Fight, We Are Ready." This motto serves well its purpose in expressing the spirit of those students and graduates of the California Maritime Academy fortunate enough to be included in its fourteen-year-old history. Yet never before has its meaning been more acutely sensed or more exactly felt than it is today by the class of 1943.

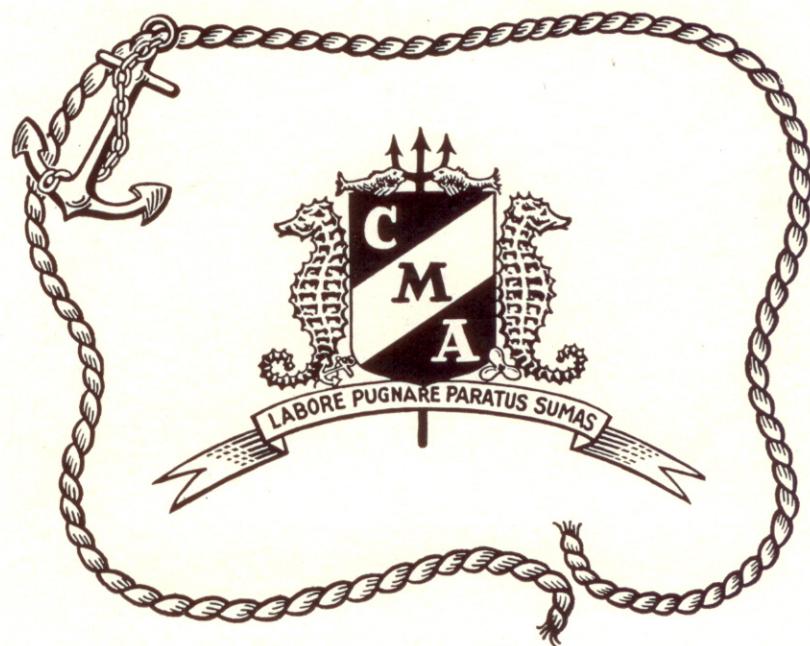
The conditions under which this class graduates are entirely different from those experienced by any other class. Former graduates return, not as in pre-war times, with tales of heavy weather and far off places, but in their place tales of bombings, torpedoings, and days, sometimes weeks, spent in open boats or on rafts. National acclaim has been given several graduates whose exploits have received recognition by the press.

In the past year America has discovered its Merchant Marine. A Merchant Marine that was in existence long before there was an American Army or Navy. Yes, even before this government, itself, came into being, there was the American Merchant Marine. In just the last year or so the average American has awakened from an idle indifference, to a strange curiosity toward this Merchant Marine. Fabulous stories of courage and heroism, of determination and stamina, have set Mr. America to wondering about these merchant seamen.

So now sixty-eight more men join countless others in the fight to "build a bridge of ships." This book is their book. Sixty-eight more men go forth to take their place in tradition. This is the Class of 1943. These are the men "who go down to the sea in ships." To work, to fight, they are ready.



BOOK 1



OFFICERS



CAPTAIN MAYO'S MESSAGE



CAPTAIN CLAUDE B. MAYO
U. S. N. (Ret'd), Superintendent

THE Class of 1943, graduated June and December, has earned the respect and affectionate admiration of their Superintendent and officers. No higher tribute can be paid these splendid young Californians, for such regard comes as the result of intimate association over each of the daily twenty-four hours, under critical and experienced eyes.

When the Academy course was shortened from thirty-six months to sixteen months grave concern was felt by those responsible for the quality of Academy graduates. It was resolved that the high standards of this school must not be lowered, for upon the reputation of these graduates depends the future welfare of all graduates, past and future.

The maintenance of such standards plainly entailed very hard work on the part of the administration, and they have accomplished their task with credit to themselves and to their Alma Mater. But this would have been entirely impossible had their loyal efforts not been met with an equal good will and faithful work on the part of the Midshipmen. These young men have conducted themselves in a manner worthy of the fine traditions of the school. They have willingly sacrificed their boyhood freedom to their country's need, they have become men before their time. Now they go out in their ships as sea leaders of men. We do not doubt their worthiness for such responsibility. As they have met the heavy tasks here; as they have learned team work under the Academy discipline, and self control, so they will meet their new problems at sea, on their high bridges or at the engine's throttles. Their record at the Academy is sure warrant for their success off shore. Their Superintendent bids them "So Long" and "God speed." He has entire faith in these young men. He knows them. They will not fail.

Lieutenant Commander Hugh Severin, D-V (s), U.S.N.R. (active), Executive Officer—Home Town, San Francisco, California. . . . Experience: Graduate from United States Naval Academy in 1923, resigned commission in 1924, returned to Navy in June, 1941. . . . Teaches naval science, naval history and regulations. . . . Has taught ordnance and gunnery, tactics, military and international law. . . . Has been at the Academy since October, 1941.



Lieutenant Edwin C. Miller, D-M, U.S.N.R. (active), First Lieutenant—Home town, Mill Valley, California. . . . Experience: Small boat operator, yachting, C.M.A. (graduate), merchant marine officer Grace Line, eleven years at sea. . . . Licensed master (unlimited). . . . Teaches seamanship, Rules of the Road, ship construction, and stability. . . . Has been at the Academy since August, 1935.



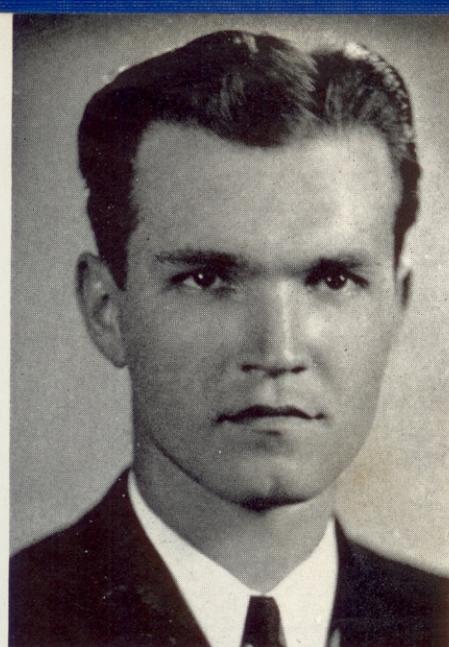
Lieutenant Chester H. Tubbs, D-M, U.S.N.R. (active), Navigator—Home town, Santa Barbara, California. . . . Experience: Small boats and yachts, C.M.A. (graduate), merchant marine officer, fifteen years at sea (1927-1935), part time) . . . Licensed chief mate. . . . Teaches navigation. . . . Has taught, law, cargo, communications. . . . Has been at Academy since May, 1941.



MR. SEVERIN

•
MR. MILLER

•
MR. TUBBS



Lieutenant John F. Summerhill, D-M, U.S.N.R. (active), Deck Watch Officer—Home town, Los Angeles, California. . . . Experience: Merchant seaman, C.M.A. (graduate), merchant marine officer, Bachelor of Science in Navigation and Seamanship, seven years at sea. . . . Licensed chief mate. . . . Teaches admiralty law, general rules and regulations, ship's business, stowage and handling of cargo, communications, meteorology, and currents. . . . Has been an instructor at the Academy since April, 1942.



Dr. Richard C. Dwyer, L.L.D., Dean of Instruction—Home town, Mill Valley, California. . . . Experience: Preparatory Branch of University of West Virginia, member Society of Naval Architects and Marine Engineers, guarantee engineer at Newport News Shipbuilding and Drydock Co., author of "Marine Steam Engineering" (D. Van Nostrand Co.), thirty-six years at sea. . . . Licensed chief engineer (steam and diesel, unlimited). . . . Teaches marine steam engineering, metallurgy and mechanical processes, engineering chemistry and chemistry of petroleum. . . . Has been at the Academy since December, 1930.



Mr. David Warwick, Engineering Watch Officer—Home town, Alameda, California. . . . Experience: Seven years apprenticeship at machinist trade; merchant marine officer, engineer on yachts of Wm. S. Tevis and Wm. R. Hearst, at sea thirty years. . . . Licensed chief engineer (diesel) and second assistant engineer (steam). . . . Machinist instructor at Academy. . . . Has been with the Academy since 1931.



MR. SUMMERILL

•
MR. DWYER

•
MR. WARWICK

Lieutenant (j.g.) William B. Bellamy, E-M, U.S.N.R. (active), First Assistant Engineer—Home town, Carmel, California. . . . Experience: C.M.A. (graduate), at sea six years, Bachelor of Science in Marine and Electrical Engineering. . . . Licensed first assistant engineer (steam, unlimited), chief engineer (750 tons and under). . . . Teaches boilers, diesel, physics and marine steam engineering. . . . Has been an instructor at the Academy since September, 1941.



Lieutenant (j.g.) Lester H. Erickson, E-M, U.S.N.R. (active), Engineering Watch Officer—Home town, Los Angeles, California. . . . Experience: Extensive small boat experience, naval architect, C.M.A. (graduate), merchant marine officer, Bachelor of Science in Marine and Electrical Engineering, five years at sea. . . . Licensed First Assistant engineer (steam, unlimited) . . . Teaches electricity and diesel engineering. . . . Has been an instructor at the Academy since August, 1942.



Ensign Robert L. Peck, E-M, U.S.N.R. (inactive), Engineering Watch Officer—Home town, Fair Oaks, California. . . . Experience C.M.A. (graduate), merchant marine officer, Bachelor of Science in Marine and Electrical Engineering, three years at sea. . . . Licensed Second Assistant Engineer (steam, unlimited). . . . Teaches marine auxiliaries, general rules and regulations. . . . Has been with the Academy since January, 1943.



MR. BELLAMY

MR. ERICKSON

MR. PECK



Mr. Jarrett M. Cadwell, Supply Officer—Home town, San Francisco, California. . . . Experience: One years Texas University, sixteen years U. S. Navy, twenty-seven years at sea, . . . Has been at Academy since May, 1931.



Lieutenant Robert L. Harkness, D-V (s), U.S.N.R. (active), Aide to Captain—Home town, Sacramento, California. . . . Experience: Graduate of Stanford University, A.D. degree, governmental work. . . . Has been with the Academy since November, 1942.



Lieutenant John W. Martin, MC-V (s), U.S.N.R., Ship's Doctor—Home town, Cleveland, Ohio. . . . Experience: Graduated Dartmouth College, 1929, graduated Harvard Medical School, 1933, post-graduate work abroad and in United States, staff of Western Reserve Medical School (teaching), private practice internal medicine and cardiology, B.A., M.D., member American College of Physicians, American Board of Internal Medicine, and American Heart Association. . . . Teaches ship's medicine and first aid. . . . Had been at the Academy since May, 1943.

MR. CALDWELL

MR. HARKNESS

MR. MARTIN



Ensign Charles R. Slagle, D-V (s), U.S.N.R., Welfare Officer—Home town, Dayton, Ohio. . . . Experience: Ohio State University (graduate), three years with General Motors, three years coaching high school football and basketball. . . . In charge of midshipman athletics and recreation. . . . Has been with the Academy since July, 1943.



Chief Machinist Bertrand E. Walker, U.S.N., engineering watch officer—Home town, Meridian, Mississippi. . . . Experience: On active duty with Navy from 1908 to 1928, entered Fleet Reserve till 1938 when retired after thirty years service, recalled to duty 1941, chief engineer for Spencer Kellogg Company, licensed stationary engineer for seventeen years. . . . Has two sons in the service. . . . In charge of refrigeration, heat, and water on base. . . . Has been with the Academy since September, 1943.



Commander Bennett M. Dodson, D-M, U.S.N.R. (active), Executive Officer until transferred in August, 1942—Home town, Glendale, California. . . . Experience: Merchant seaman, seaman U.S.N., midshipman U.S. Naval Academy, merchant marine officer, fourteen years at sea. . . . Licensed master (unlimited). . . . Taught mathematics, spherical trigonometry, navigation. . . . With the Academy from May, 1936, to August, 1942 (with exception of 1940, when he served on active duty on U.S.S. *Vega*).

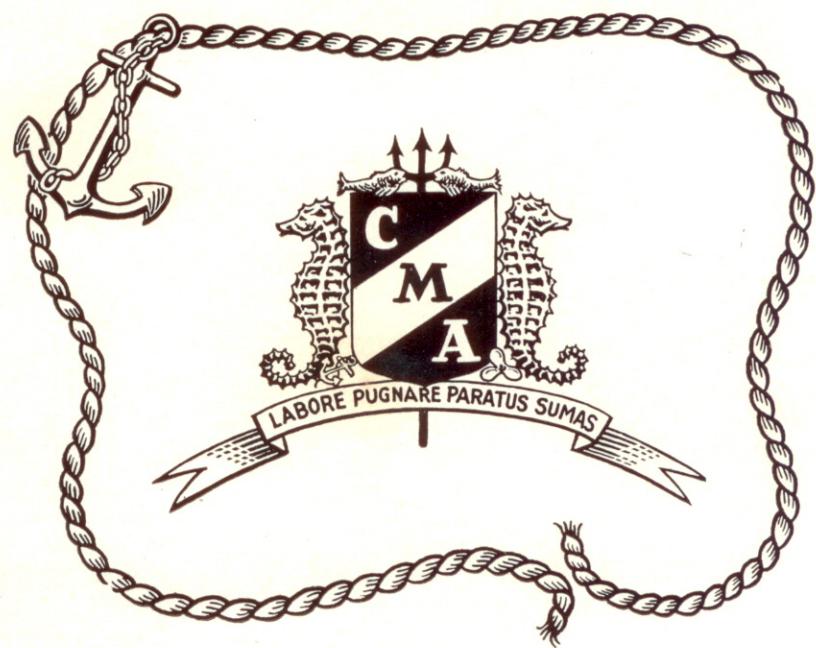


MR. SLAGLE

MR. WALKER

MR. DODSON

BOOK 2
GRADUATES OF 1943



CLASSES



JUNE ★ ★

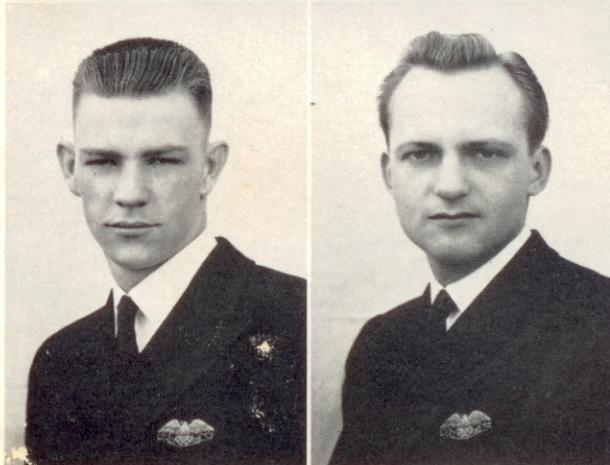
BAIRD, DAVID M. ("Dave")
Palo Alto
Engineer



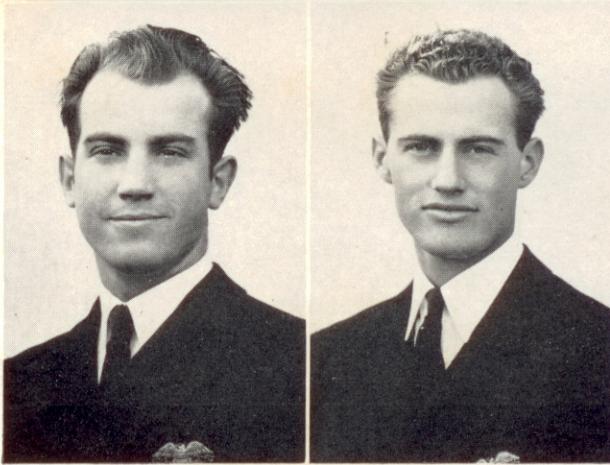
BRICK, EUGENE E. ("Gene")
San Mateo
Deck



BURFORD, BRUCE G. ("Barf")
Porterville
Engineer



BURKDOLL, FRANCIS B. ("Bird-dog")
Orosi
Deck



CARNAHAN, ROBERT B. ("Carnie")
Santa Ana
Engineer

CLARK, RODNEY W. ("Rod")
Sacramento
Engineer

COLFAX, RAYMOND E. ("Gene")
Taft
Deck



★ ★ CLASS



COOK, DE LACY L. ("Gook")
Santa Ana
Engineer



DAILY, FRANCIS W. ("Daisy")
Richmond
Deck

COWAN, GEORGE W. ("Izzy")
San Diego
Deck



DOERR, FRANCIS J. ("Joe")
Alpine
Deck

DEVINE, JOSEPH D. ("Joey")
San Francisco
Deck



LAFITTE, JAMES A. ("Big Jim")
San Francisco
Deck

JOHANNESSEN, EDW. L. H. ("Swede")
Pinole
Deck

ELLIOTT, NORMAN C. ("Norm")
Huntington Beach
Engineer



JUNE ★ ★

MOORE, RALPH W. ("R W")

San Rafael

Deck



MORRISON, ARTHUR G. ("Dirty Art")

Ventura

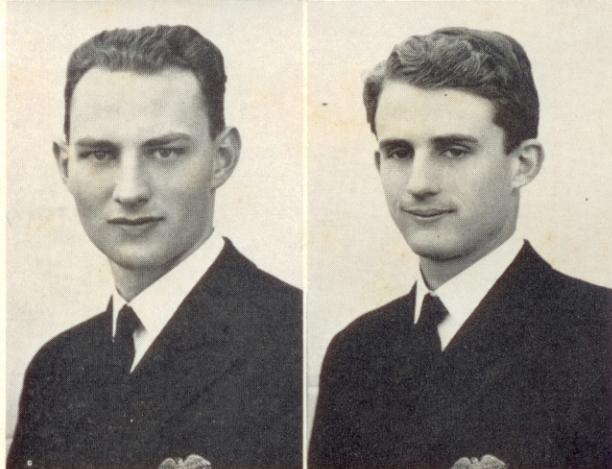
Deck



OBRIKAT, FRANZ III ("Apricot")

Los Angeles

Engineer



PENNEBAKER, HUGH S. ("Penny")

Tulare

Engineer



RAMEZANE, MATTHEW D. ("Razzeri")

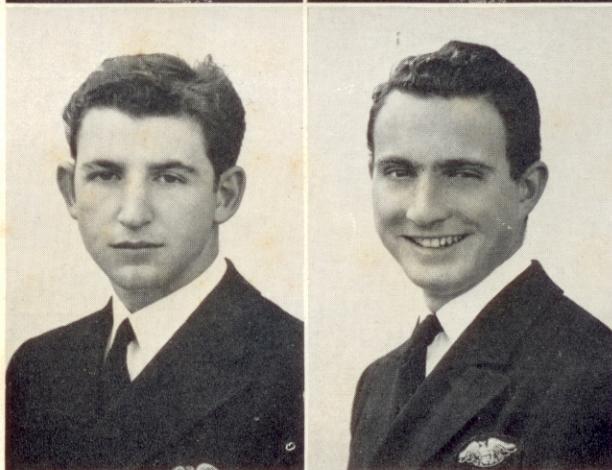
Gilroy

Deck

REED, CALVIN ("Cal")

Covina

Deck



RIGGS, AUSTIN D. ("Ding")

San Francisco

Deck



★ ★ CLASS



RUTH, BERNHARD A. ("Ebenezer")
Cutler
Deck



SCOTT, STANLEY D. ("Scotty")
San Pedro
Deck



SHALLENBERGER, RALPH ("Lenny")
Santa Ana
Deck



THOMAS, CLIFFORD T. ("T T")
Coronado
Deck

TAYLOR, LE ROY G. ("Pop")
Vallejo
Engineer

SHORT, FENTON O. ("Shorty")
Hermosa Beach
Deck

CLASS HISTORY OF JUNE, 1943

On February 23, 1942, the first wartime class in the history of the California Maritime Academy began to trickle in. We came in in bunches and not as a class. We entered in little droves of six or ten until about a month later there was finally formed a new swab class. Six of us were in the first group and for four days we were buffeted about the ship bearing alone the pent up emotions of a blood-thirsty second class. It was with great joy and relief that we welcomed our comrades to our bewilderment and misery.

We learned that stairs, beds, kitchens and basements just did not exist aboard ship. And also that a head was something more than just a place to put your hat.

We learned Swab rules just like every one else and dutifully carried matches for our despotic overlords. And we cited many times how life aboard ship differed from the more confused and irregular life ashore—that wonderful, beautiful confusion and irregularity.

We told jokes at mess and no one laughed. We looked for Mr. Charles Noble all over the ship and tried to answer thousands of silly questions like "What makes a wildcat roar" and "How cold is it." We tried to bear our cross humbly and dutifully but it was so heavy at times.

Everything seemed as confused as we were when we came here. War jitters were still prevalent. There was a sentry on the poop and Mr. Dodson and some of the other officers had pistols in holsters strapped to their sides. Sometimes they wore tin hats. No one seemed to know what to do with us. We wore dungarees for three months. Dungarees for mess; dungarees for class; dungarees for turn-to; dungarees for formation; luckily we bought our own pajamas. At last we got our uniforms. Although military attire seemed strange for awhile, we were glad to be in uniform at last. No more 1-A looks from questioning citizenry.

For two months we sat neglected in our classroom with no books but a Bluejacket's Manual. Sometimes somebody would come in and give us an assignment but for the most part we were neglected. Finally instruction started and everyone was angry because we did not know anything.

In March we went on our first cruise and got our Bay legs. There was considerable disappointment at first for we all thought that we would go to Los Angeles at least, or perhaps even to Alaska. But we were considered to be too valuable a cargo to be risked all at once. We went to South Bay most of the time and made a lot of circles and dropped anchor about 1600. Sometimes we would go to North Bay and anchor there. The scenery was much better and it did break the monotony. Every week we would do about the same thing. The cruise was climaxed by a trip to Stockton and it was a small thrill to all of us to wend our way up the river. The people of Stockton were very kind and hospitable and a very enjoyable week was had by all of us.

The training period was suddenly reduced once more from twenty-two months to sixteen months due to the need for Merchant Marine officers. First classmen worked doubly hard and graduated in July of '42.

We were second classmen at last. We were grateful that the course was not four years' duration. We looked forward for the new swab class. It was difficult to believe that six short months ago we were as hopeless and befogged as these new recruits. All our vows that we were going to be different seemed to fade away and we were no more tender than our predecessors.

However, life was a lot more enjoyable and we came to like the ship a lot better than before. When we first entered all of us wondered from whence our next tuition would come, as we had no hope of being paid. Rumors gilded with dollar signs began to creep through the cadet corps. The rumors grew and grew and finally materialized in the form of a pay check—sixty-five glorious dollars per month, all legal tender.

Shortly afterward we found that as an extra bonus we were given a raise in grade from cadet (MMR) to Midshipmen. Things were really looking up! Midshipman looked a lot better on our mail and we took a new lease on life. Photographers visited the ship and our pictures were in the paper. We were now under the jurisdiction of the War Shipping Administration after having been shunted from the Navy to the Maritime Commission and to the Coast Guard. We felt at last we were being appreciated.

Our cruise while second classmen was a repetition of the previous cruise—South Bay to North Bay from Frisco to Stockton, wherever the four winds blow. It was monotonous but we had our moments of instruction and pleasure. Deck hands were able to plot courses, use the sextant, fix positions and about everything that could have been done during a cruise at sea. Of course the salty atmosphere was missing and none of us know how we are going to feel when actually outside the Gate. The black gang probably got a better workout and more instruction by inshore cruising than they would have ordinarily, for there was plenty of opportunity for cutting the engines; switching the draft or responding to the engine room telegraph, with emphasis on the last mentioned.

The cruise ended in November and the First Class started its struggle toward graduation.

Mr. Dodson was transferred to a new position and we bade him farewell with best wishes and a gift—which raised our total expenditures to \$409.35.

We held our Second Class dance at Hotel Claremont in Berkeley and we enjoyed a memorable evening of dining and dancing. Gloria took our picture and Scott made a grandstand entrance with an orchard of gardenias. Shortly after this our ranks were thinned with a scholastic purge and we bade goodbye to several of our friends and classmates.

Life went on as usual with no erratic changes and we found ourselves getting nearer to graduation. Mr. Tubbs gave us a two weeks' problem in navigation which we completed in four weeks. We all had lots of trouble and all swore never to get a run from Punta del Gada to Bermuda. Finally we finished and it almost finished some of us; however, we hoped that we were somewhat the wiser.

The new class had entered and to make us feel still worse, several reforms and innovations took place. Swabs received dress uniforms before getting undress blues, and quickly too. Mess was served in cafeteria style and another tradition flew out of the bridge-deck porthole. Third classmen were paid a uniform allowance—a thing unheard of in our day. Gone was the previous impression that we were the top men of the Academy.

Subsistence pay, which sounded so enticing when we were Second Classmen, was still a golden vision and Meilink stalled us off with his usual diplomacy.

After much delay we went into drydock at Alameda for three days. We toured the yards, saw keels laid and ships under construction, and witnessed the inclining experiment of the C. T. S. We enjoyed evening liberty in Oakland. The transportation facilities were so crowded that even the men had to stand.

Came time for our first class cruise. Something special was in order for us—as per usual. We became the only First Class in history to have a two-week cruise. What favored sons! Of course we went to Stockton—the Port of Stockton—where we again became recipients of warm hospitality and considerate tolerance. The mild invasion of the town lasted a week and was climaxed by a dinner held aboard ship on Easter Sunday with several members of the State Legislature in attendance.

Our cruise ended abruptly and finally we too were on the last lap of the journey. We took pictures, studied and crammed, worried and sweated over our exams, and after 16 swift months we passed from the realm of "officers in a qualified sense" into the fraternity of officers of the Merchant Marine.

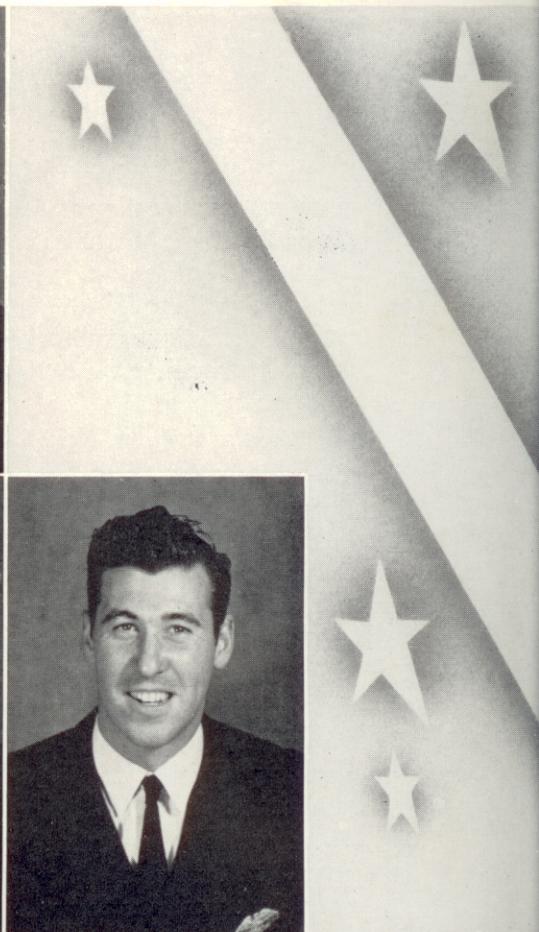
Ours has been a peculiar role. We were the war babies—the guinea pigs of change. A hybrid between the old and the new. Products of a changing C.M.A. in a changing world. The satire which has occasionally appeared in this article, is not the spirit in which this history is written. We fully realize that we were living in a period of transition and the way was naturally difficult at times. We are glad to have shared the Academy's problems and hope that by doing so, we have lessened the burden for others. We are grateful for what we have learned and have come to know a new way of life. We look with eyes cast toward the future to a greater Academy of which we all can be justly proud. At present there lies a great task ahead and we pray that we will be able to acquit ourselves honorably and well. With us is the profound hope that what we do, may be a worthy contribution to the better world that is to come.



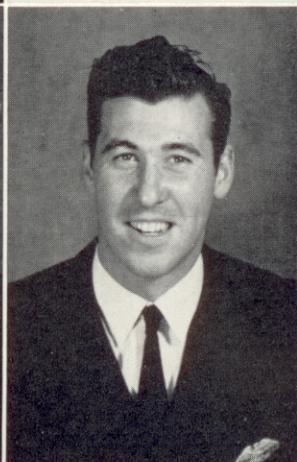
DECEMBER

★ ★

AMOS, JAMES R. ("Jim")
Carpenteria
Engineer



BERNHARDT, RALPH H. ("Happy")
San Francisco
Deck



BURR, DAVID G. ("Burro")
Berkeley
Engineer



COZZI, EUGENE ("Greek")
San Francisco
Deck



DAILEY, DANIEL W. ("Mouse")
Los Angeles
Engineer

ELLIOTT, WILLIAM A. ("Bill")
Richmond
Engineer

FAY, GEORGE W. ("George")
San Francisco
Deck

GREENE, GORDON C. ("Doc")
Burbank
Deck

HARVEY, JOHN W. ("Long John")
Long Beach
Deck

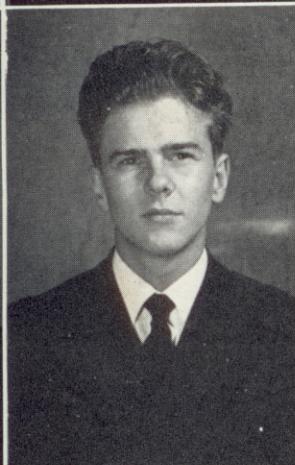
★ ★ CLASS



HEINTZ, ROBERT P. (*"Page"*)
San Marino
Deck



JACKSON, CHARLES U. (*"Cholly"*)
San Diego
Deck



JOY, FREDRICK C. (*"Ferdie"*)
Los Angeles
Deck



KENNY, KEITH B. (*"Pard"*)
Sacramento
Deck



KNUDSEN, ROBERT M. (*"Knute"*)
Talmage
Engineer



LUSH, JOHN S. (*"Lust"*)
Los Angeles
Deck



MANNING, ROBERT A. (*"Avie"*)
Palo Alto
Deck



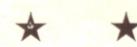
MARCUCCI, DEAN E. P. (*"Mark"*)
San Francisco
Engineer



MARVIN, NEAL K. (*"Kennie"*)
Modesto
Engineer



DECEMBER



McCALLA, HOWARD L. ("Mac")

Kansas City

Engineer



WOODARD, JOSEPH ("Hayseed")

Sacramento

Deck



McPHUN, BEN H. ("Benny")

Belvedere

Deck



MILLER, ORVAL I. ("O I")

Alhambra

Engineer

MINNASIAN, DAVID H. ("Minnie")

Pittsburg

Deck



MOLITOR, PETER H. ("Moldy")

Palo Alto

Deck

PASQUINI, ROMEO B. ("Bruno")

Richmond

Deck

POWELL, LAWRENCE M. ("Laurie")

Los Angeles

Engineer



★ ★ CLASS



WRIGHT, RAY I. ("Polar Bear")

Taft
Deck

Ross, DEAN ("Pard")
Pomona
Deck



ROWE, EDWIN R. ("Baldy")

San Francisco
Deck

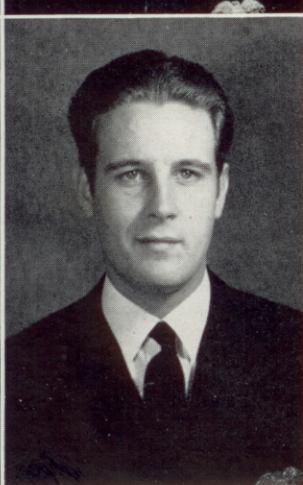
SANDRETTI, ALFRED L. ("Dashing Al")
San Mateo
Deck



SLAVIN, HARRY ("Hal")

Los Angeles
Engineer

SURTEES, LYLL S. ("Socrates")
Martinez
Deck



WATSON, JOSEPH ("Gopher")

Grimes
Deck

WHIPPLE, FRANK L. ("Whomp")
Los Angeles
Engineer

WILLIAMS, HARRY JAMES ("H J")
Los Angeles
Engineer



CLASS HISTORY OF DECEMBER, '43

July 23, 1942, had been circled in red on more than one calendar, for this was the day that the Class of December, 1943, came into being. From offices, from farms, from mines, and from schools they came. From San Diego to Weed they flocked to Slip No. 2, Ferry Building, San Francisco, there to enter upon a new and entirely different life.

With considerable apprehension, and laboring under the burden of their bags and suitcases, these young officer aspirants were admitted by the sentry, gave one long final look at a free world, and walked over the gangway that led to their new world. And what a transition this was—from freeman to slave—from civilian to swab. No sooner had the routine registering and unpacking been disposed of than our young lubbers were given a taste of the discipline of the “iron heel” which was to be their lot for the first six of their seventeen months at C.M.A.

But time heals all wounds, and this proved no exception, although it seemed impossible in those long first days. Coupled with the homesickness that comes with such a move was this seemingly brutal treatment. But discipline must be, and was, learned. Our lubbers grew to know well the decks of the Golden State where they spent so much time in exercise and during those Friday night sessions with wax and rags. Then there was mess duty (Oh dreaded scourge!), good old mess duty where the days were often thirteen hours long without rest. It was always, “Hey mess! Get me this!” “Hey mess! Get me that!” The requested item was more often than not secured, for there were persuasive methods which induced even the most reluctant swab to make haste.

Then came the cruise, and with it came all of the joys and sorrows of South and North Bay. The joys: That salty feeling; boat detail; and no after study sessions with the second class. The sorrows: Crow’s nest watches; docking stations, study in the mess deck, and rowing once a week. These revolved around each other, with many reveilles and taps thrown in, for almost three months. The monotony broken only by a trip to Stockton where the blessings of liberty and the hospitality of Stockton were enjoyed by all, third classmen, the untouchables, included.

It was during this cruise that a grave catastrophe befell the California Maritime Academy. Soogie, mascot of long standing, beloved by midshipmen, officers, and alumni alike, was lost. Soogie, the huskie dog who went to sea—Soogie, the canine that “crossed the line” eight times—Soogie, the only known dog to be actually commissioned by Father Neptune into the “Solemn Mysteries of the Ancient Order of the Deep;” whose certificate as a “shellback” is still one of the treasures on display aboard the training ship *Golden State*.

As was the custom, Stoogie was given the run of the ship and the grounds. He was permitted to come and go at will without any formalities of “checking ashore” or “checking aboard.” However he was always back by mess gear or taps. On this occasion, a Monday morning, the training ship was warming up in anticipation of pulling out for South Bay at high water slack. Nowhere was Soogie to be found. The efforts of a frantic search were redoubled as time of departure drew nigh. But time and tide wait for no man, and this appears to be the case with dogs, too, for the tide came and with it the scheduled departure. The *Golden State* took in her lines that day and pulled out for the first time in six years with no Soogie aboard. From that day until this, nothing has been seen or heard from the erstwhile mascot, although she was sought and advertised for throughout the region.

Another loss suffered by this class in their first term was that of Lt. Commander (now Commander) Bennett M. Dodson, executive officer, whose transfer came before the unfortunate members of this class had a chance to become thoroughly acquainted with him.

These things marked the beginning of a series of changes, experienced by this class, in the “old school” which has led, or eventually will lead, to the new California Maritime Academy.

On the completion of the autumn cruise of '43 an Inspector from the Bureau of Marine Inspection and Navigation awaited the first class with a little quiz called “Examination for License as Third Mate, Ocean-going Vessels, unlimited tonnage.” After finishing this, the Class of De-

ember, '42, their half-inch gold chin straps shining brightly, were ushered out of C.M.A. and into the maritime world.

Then it dawned upon the class of December '43 that their emancipation was at hand. Breathing deeply of their new found freedom, and sliding down the once taboo after-berth-deck ladder, these lads reveled in the dubious honor of being upperclassmen.

The first month of the year 1943, Anno Domini, brought with it a fresh batch of swabs, of assorted sizes and shapes, which was eventually to become the class of June, '44. The persecuted became the persecutors, and delved into the "wising up" process with a malevolent relish.

While the class of December, 1943, were yet new to the idea of being second classmen, the *Golden State* was wrapped up and sent to drydock in the General Engineering yards at Alameda, there to be given a shave and general check-up. After four days of being shipyard workers and four nights on the loose in East Bay, all hands lined the decks of the "State" and held their breath as she rolled down the marine railway into the Oakland Estuary. "En masse" they heaved a sigh of relief on discovering that the "Great Gray Yacht" still floated.

Came then the month of March and the beginning of a two-month cruising period, but as it turned out, there was more period than there was cruising. The two months were squeezed into two weeks. In keeping with cruise policy, one week, in this case Easter week, was spent in Stockton, and the midshipmen once again cast themselves at the feet (more properly the throats) of the local citizenry.

With the spring cruise tucked comfortably away in the past, the class of June, '43 settled down to some real old fashioned "finking" and after passing their exam suffered the fate of all good little midshipmen, namely, graduation.

On the fateful day of June 19, 1943, an event of grave repercussions struck C.M.A., for it was on this day that the class of December, '43 took over the responsibilities and irresponsibilities of being first classmen. Now they settled down to a life of comparative ease, answering only to the khaki clad residents of Golden State Heights.

A new class entered, as classes will sometimes do, during the month of July, '43. Shortly thereafter a serious blow struck the morale of our heroes. No more mess duties for third classmen. They had been relieved by the descendants of Confucius, now hired messmen. Thus began a train of events which left the susceptible minds of our heroes in a whirl. Our once rambling Ferry Building estate was invaded foot by foot by the Navy, and finally was swallowed in one huge and comprehensive gulp. Then one day a dog walked aboard, which was immediately adopted as mascot and named Margaret. Shortly she bore eight puppies (two of which soon died) to one hundred and thirty proud foster fathers. As if this had not been enough to confuse an already confused class, the California Maritime Academy then packed up and moved into her new base at Morrow Cove.

She was not long at this abode when the cruising period was once again on. A fine cruise was enjoyed by all except for one fact. From Tuesday till Friday no mail came or went. This hit hard at the lovelorn "middies" who couldn't study for lack of their usual quota of correspondence.

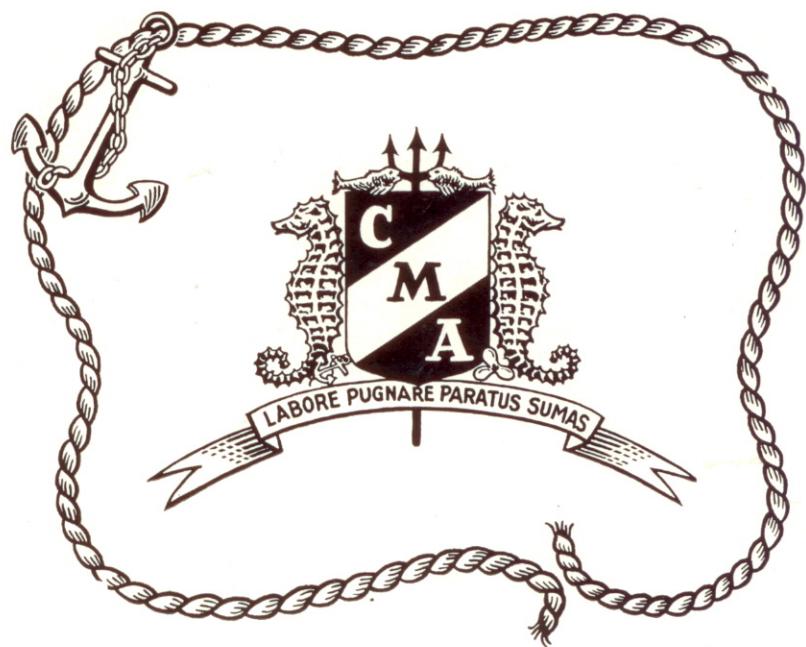
For two months the usual cruise routine prevailed, including the usual numerous trips to South and North Bays, and the usual week in Stockton.

The cruise ended in November and our heroes were shocked into the realization that, after sixteen months, their day of reckoning was at hand. Books suffered horribly from overuse, and the midnight oil burned continuously. Then came the beginning of the end, and our boys were hustled off to the San Francisco Custom House to face their executioners, the examiners. For a week they sweated through the torture of the Third's test.

Came the dawn. Our fledglings emerged no longer fledglings, but real honest-to-goodness Third Mates and Third Assistant Engineers. The embryos had completed the training stage and were born into the United States Merchant Marine.

All was over but the shouting. On December 18, 1943, thirty-eight men received their licenses, diplomas, and naval reserve commissions in a formal presentation at their graduation from the California Maritime Academy. Thirty-eight skilled minds and thirty-eight trained bodies joined their fellow officer-seamen. Thirty-eight more hearts put out to sea—to serve their country.

BOOK 3



ACTIVITIES



Left to Right, Standing: S. D. SCOTT, E. L. JOHANNESSEN, C. T. THOMAS, R. M. SHALLENBERGER, F. O. SHORT, F. OBRIKAT, N. C. ELLIOT, J. E. SEGER.

Sitting: G. W. COWAN, R. E. COLFAX, H. M. PENNEBAKER, D. W. DAILY, R. B. CARNAHAN, D. L. COOK.

CADET OFFICERS AND PETTY OFFICERS

Class of June '43

In order to keep discipline among the midshipmen, and to supervise the management of the cadet corps, as well as to conduct military drill, each term a number of midshipmen are selected as Cadet Officers and Cadet Petty Officers. All First Classmen are eligible for these positions, but the selection is made in consideration of the scholastic standing, manual ability, conduct, and officer-like abilities of the individual.

Highest ranking cadet officer is the Cadet Commander, usually from the deck department, and immediately under him is the Cadet Chief Engineer. Other midshipmen are selected as Cadet division officers, Cadet Adjutant, and numerous First and Second Class Petty Officers.

Ranking midshipmen for the class of June '43 was Cadet Commander George Cowan, who stood at the head of his class in the deck department. The Cadet Chief Engineer's post was occupied by Norman Elliot, top man in engineering. Cadet division officers were Ed Johannesen (deck) and De Lacy Cook (engineering).

These, with the aid of the Petty Officers, maintained order and set the example for the rest of the midshipmen during the January to June term of 1943.

CADET OFFICERS AND PETTY OFFICERS

Class of December '43

Quite unusual was the selection of the officers of the class. An engineer was chosen for the coveted position of Cadet Commander for the first time in many years. The man selected, because of his outstanding scholarship and practical ability, was Richard E. Walter.

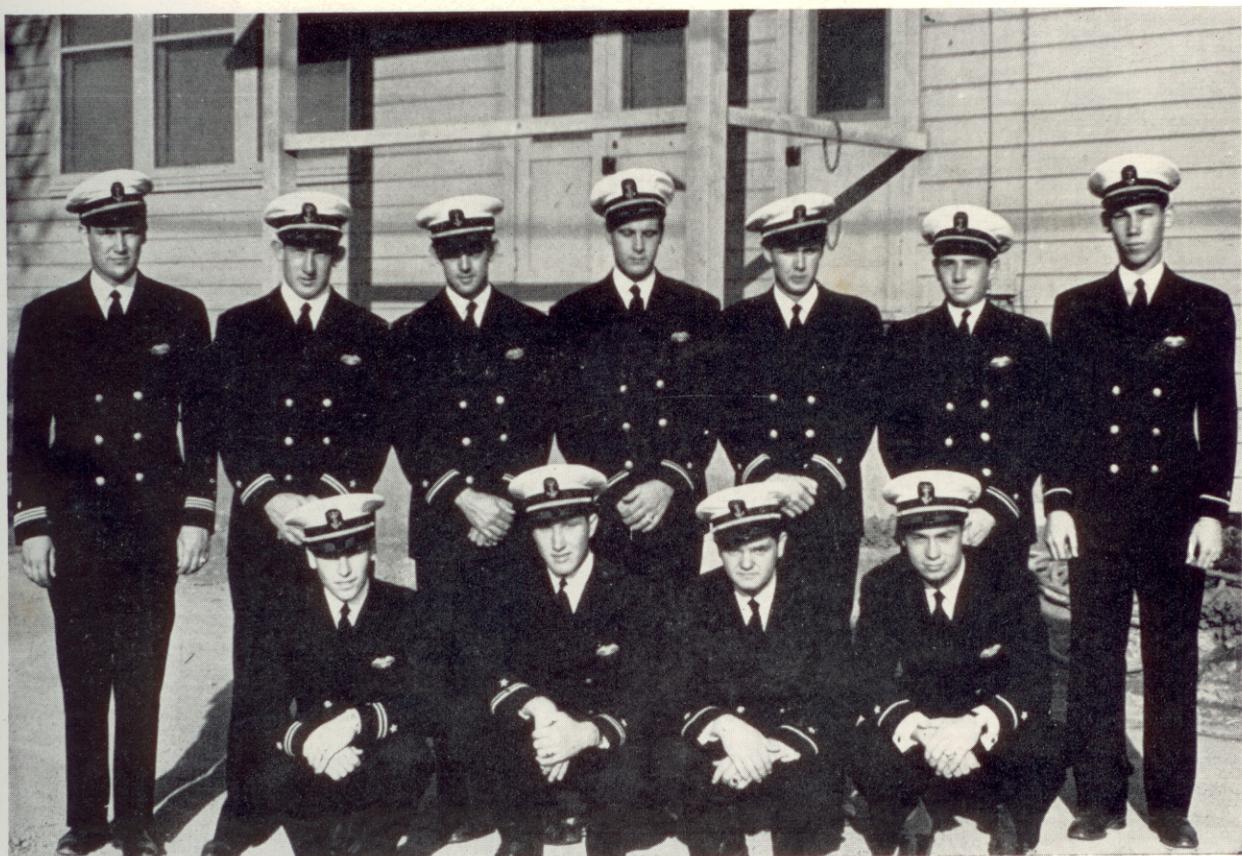
Because of this unusual phenomenon, there was a slightly different group of officers chosen to supplement the Cadet Commander. Two Cadet First Lieutenants were designated. They were: Ralph Bernhardt, Cadet Chief Officer (deck), and Howard McCalla, Cadet Chief Engineer. Division officers were Dean Ross, Fred Joy, Dan Dailey, and Bill Elliot. Charles Jackson was selected as Cadet Adjutant.

These were supported by numerous Cadet First and Second Class Petty Officers.

Such were the men who led the Academy during the June to December term.

Left to right, standing: R. E. WALTER, DEAN ROSS, P. H. MOLITOR, F. L. WHIPPLE, D. W. DAILEY, L. M. POWELL, L. S. SURTEES. Kneeling: W. A. ELLIOT, C. U. JACKSON, O. I. MILLER, K. B. KENNY.

On Watch, Sick List, or Liberty Hound: H. L. McCALLA, R. H. BERNHARDT, F. C. JOY, G. W. FAY, A. L. SANDRETTI, D. H. MINASIAN, J. W. HARVEY, E. R. ROWE, J. R. AMOS.



HAWSEPIPE STAFF

Before the HAWSEPIPE of 1943 came into being it was kicked around and passed back and forth until, indeed, it seemed as though it would never reach the publication stage. Due to the wartime stepped-up schedule, studies were so pressing that each class kept trying to "shove it off" on the other. Although the June Class managed to scrape up the material for themselves, the actual publication and the majority of the work became the lot of the December Class.

Edward Johannessen and Stan Scott of the June Class handled the editing and business managing, respectively, for that class. The December staff reads as follows:

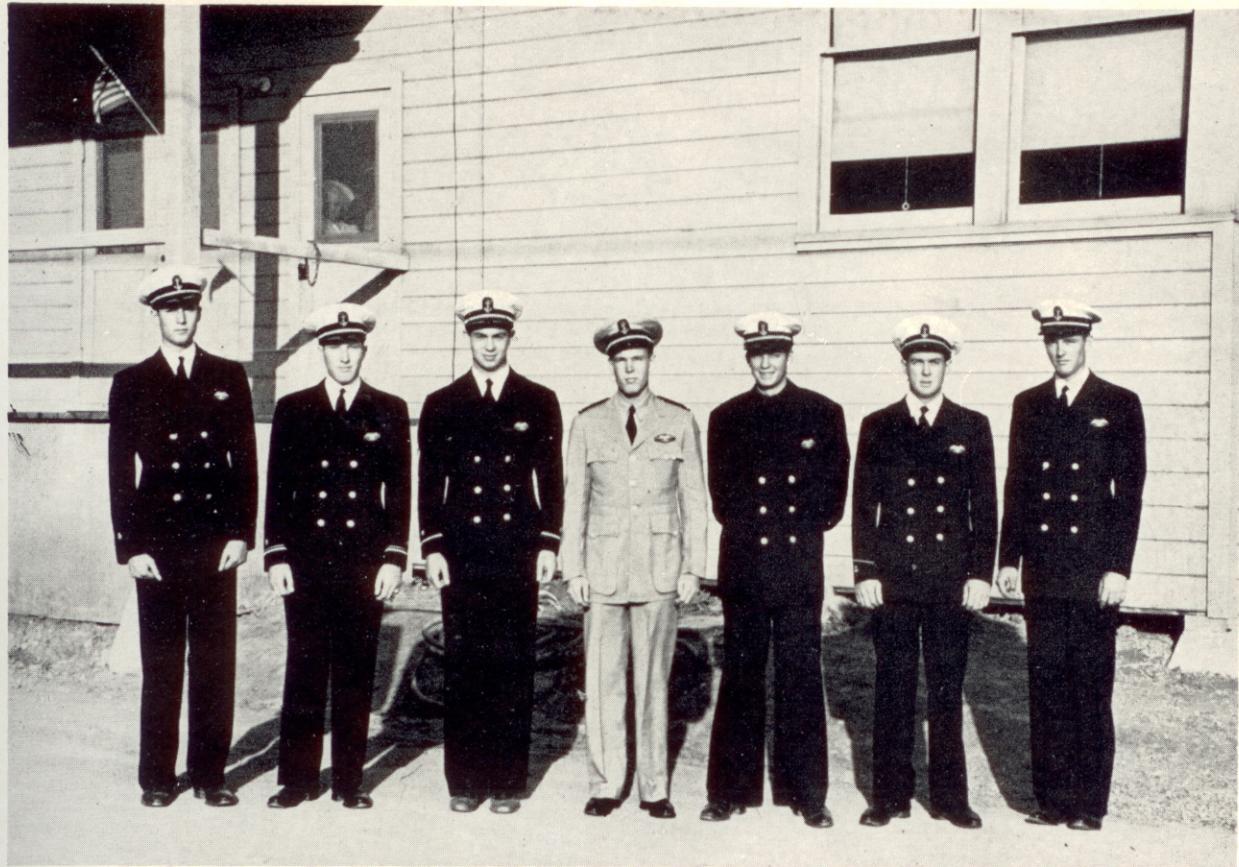
| | |
|------------------------------|----------------------------|
| Editor | KEITH KENNY |
| Business Manager | R. P. HEINTZ |
| Photographers | MR. R. L. PECK, J. S. LUSH |
| Production Manager | L. S. SURTEES |
| Alumni Editor | MR. E. C. MILLER |
| Athletic Editor | DEAN ROSS |

Unfortunately this list bears few names, but mass participation in the production of this publication was prevented by the pressing nature of the ever important scholastic work. However, these few received the moral support of every member of both June and December Classes.

The purpose of the HAWSEPIPE staff is to present a book which is representative of the Class of 1943 and of their life at C.M.A. We believe that we have accomplished this purpose. Over and above this, we have sought throughout to produce a publication that would be a credit to ourselves, to our Alma Mater, and to our sea-going profession. This, we can only hope to have accomplished. Even if in this we have succeeded, we have no time to rest upon our laurels, for a ship awaits each of us with steam up, and soon we shall be out at sea in our own element, doing that for which we have been trained, standing watches as officers in the United States Merchant Marine.

E. L. JOHANNESSEN (*Editor, June Class*), KEITH KENNY (*Editor, December Class*), J. S. LUSH (*Photographer*), R. P. HEINTZ (*Business and Advertising Manager, December Class*), S. D. SCOTT (*Business Manager, June Class*).





Left to Right: J. CARPENTER and C. U. JACKSON (*Art Editors*), K. B. KENNY (*Editor-in-chief*), H. J. WILLIAMS (*Associate Feature Editor*), R. P. HEINTZ (*Business Manager*), G. C. GREENE (*Associate Feature Editor*), and M. W. BROWN (*Assistant Editor*)

BINNACLE WATCH

Besides the *HAWSEPIPE*, the California Maritime Academy puts out another publication called the *Binnacle*. This appears each month, although usually slightly tardy of its scheduled publication date, the first of the month.

The staff of the *Binnacle* changes with each term, the new one being chosen by the old staff for their interest and experience in the work of the *Binnacle*.

The staffs for the two terms of 1943 were:

| JANUARY TO JUNE | |
|------------------------------|-------------------|
| Editor | G. W. COWAN |
| Assistant Editor | E. L. JOHANNESSEN |
| Feature Editor | D. E. CAMPBELL |
| Art Editor | N. C. ELLIOT |
| Production Manager | M. W. BROWN |

| JUNE TO DECEMBER | |
|--------------------------------|-----------------|
| Editor | KEITH KENNY |
| Assistant Editor | H. D. HUYCKE |
| Assistant Editor | M. W. BROWN |
| Business Manager | R. P. HEINTZ |
| Art Editor | C. U. JACKSON |
| Assistant Art Editor | J. G. CARPENTER |
| Feature Editor | G. C. GREENE |
| Feature Editor | H. J. WILLIAMS |

Mr. Tubbs served as faculty advisor and Mr. Erickson as Alumni Editor with both staffs.

The *Binnacle* has given birth to the most legendary character ever to appear at C.M.A., "Shopshute Jerk," our great myth. Slopshute's misadventures are avidly gobbled monthly by his many fans. His exact origin is unknown, but he has seen many classes enter and leave the Academy.



Left to right: R. E. WALKER, R. B. PASQUINI, D. E. MARCUCCI, D. E. KOLDA.

CADET SERVICE COMMITTEE

A fund, called "Cadet Service Fund," is maintained by the midshipmen, for the midshipmen. This fund was established to take care of magazine subscriptions, upkeep of the Cadet Library, laundry, dances, arrangements and expenses for graduation, and other such functions.

To govern this fund a Cadet Service Committee is selected. The Cadet Commander is the head of this committee. Other positions on it are elective.

The Service Committee for the past year was composed of:

JANUARY TO JUNE

C. W. COWAN, *Chairman*

F. W. DAILY, *Secretary*

D. W. DAILEY B. G. BURFORD

G. W. FAY

JUNE TO DECEMBER

R. E. WALTER, *Chairman*

R. B. PASQUINI, *Secretary*

DEAN MARCUCCI D. KOLDA

P. J. MARINCOVICH

ATHLETICS

In the past, when there was a three-year course at the Academy, considerable stress was laid on athletics. During those years C.M.A. boasted of basketball teams, baseball teams, rowing crews, and always plenty of accomplished swimmers. Best known of these were the boat crews. Since its origin the California Maritime Academy has excelled in this sport. Out of an unbelievable record of races with such illustrious crews as the Canadian Navy, the midshipmen of the Naval Academy, the French Navy, the crews from any port in the world where the training ship could promote a race, the California Maritime Academy stands undefeated. Her crews have never lost a race. Such was the caliber of athletics when the course was three years.

However, with the shortening of the course to sixteen months most of the athletics were dropped in order to increase the time available for class work and study. During this period the Academy was somewhat of a transient, being moved constantly from one place to another.

For the time that the *Golden State* was at the Ferry Building, the facilities for athletics were anything but good. A crude basketball court offered opportunities for many spirited intramural basketball games. For a while this was the only form of athletics besides the morning calisthenics. Then with the coming of Dr. Norman, swimming tests and many physical tests were tried. When Dr. Norman was replaced by Dr. Martin this work was continued and with the help of Mr. Slagle, who came to us at this time as our own physical director, swimming classes were organized for those who were non-swimmers or whose swimming showed room for improvement.

The only boat races held during the sojourn of the 1943 class at C.M.A. were: an exhibition race against the Sea Scouts in San Francisco on Harbor Day in 1942, and inter-class exhibition races at Stockton in the fall of 1943.

Since the move to the new base, once again the athletics were neglected, but plenty of room is available, and, under the direction of Mr. Slagle a well rounded program of athletics will soon be under way, both for recreation and for physical training. The completed plans for the permanent Academy call for gymnasium, swimming pool, baseball field, football field and tennis courts.

First class crew in the race which made them school champs: *Left to Right: KENNY, METZ, WALTER, WHIPPLE, ROWE, WILLIAMS, and Coxswain JOY.*



MASCOTS



Since the loss of "Soogie," our former mascot, almost a year ago, the midshipmen have been sadly in need of a mascot. A committee was appointed to find and procure such a mascot. While these negotiations were still in progress, a stray dog, somewhere between cocker spaniel and springer spaniel walked over the gangway and made herself right at home on the forward well deck.

The dog immediately adopted the Cadet Corps, and was adopted by the Cadet Corps. She was named Margaret, and given a position of esteem by having assigned to her a "Captain of the Hounds" and three "Wipers" to see that she was properly fed, washed and otherwise provided for.

It was apparent that Margaret was soon to be a mother, so all care was taken in her regard. Estimates as to the day of arrival of the blessed events brought about a pool in which prospective foster fathers paced up and down the decks in anticipation of the eventful occurrence.

Then on August 19, it happened, and the holder of the lucky time (0800) cleaned up. The order was issued for all hands to avoid the starboard side of the forward well. This space was roped off, and a sign reading "Maternity Ward" was posted there.

Soon a large roomy house with proper ventilation was built to accommodate Margaret and her offspring, to replace the box which had been serving this purpose. All in all, eight pups were born, but two of them died soon after birth, and were given burial at sea.

It was soon apparent that the California Maritime Academy could not handle seven mascots, because of the wear and tear they caused upon the cadets. Margaret and all but two of the pups were given away. These two remain as mascots of the Academy. Although they have been given no official names, they are generally known as "Itchy" and "Scratchy."

ALUMNI ASSOCIATION

"We, the graduates of the California Maritime Academy and California Nautical School, in order to form a lasting bond of fellowship, render professional service, promote the interests of the California Maritime Academy, increase our technical skills, and foster supremacy of the American Merchant Marine, do hereby unite in the formation of an Alumni Association." Thus in the preamble to its constitution is expressed the purpose of our graduate organization, which has taken on new life in the past year and is constantly gaining strength.

In furtherance of this policy our first objective is to welcome every graduate into this fraternity which has been established for the good of all. Particularly among the more recent classes, the response has been very good. Our membership has risen to over two hundred—this from a total of approximately five hundred graduates. The Association has set a mark of one hundred new members during 1944. We maintain, as nearly as practicable, a record of address and employment of these men; which, with the cooperation of those concerned, can be most valuable.

It is the immediate goal of the organization to locate and establish a combination club room and office, in which our business meetings can be held and which would be a rendezvous for those in port. Thus far we have been unsuccessful in finding any space with the requisite features and will appreciate suggestions as to likely prospects.

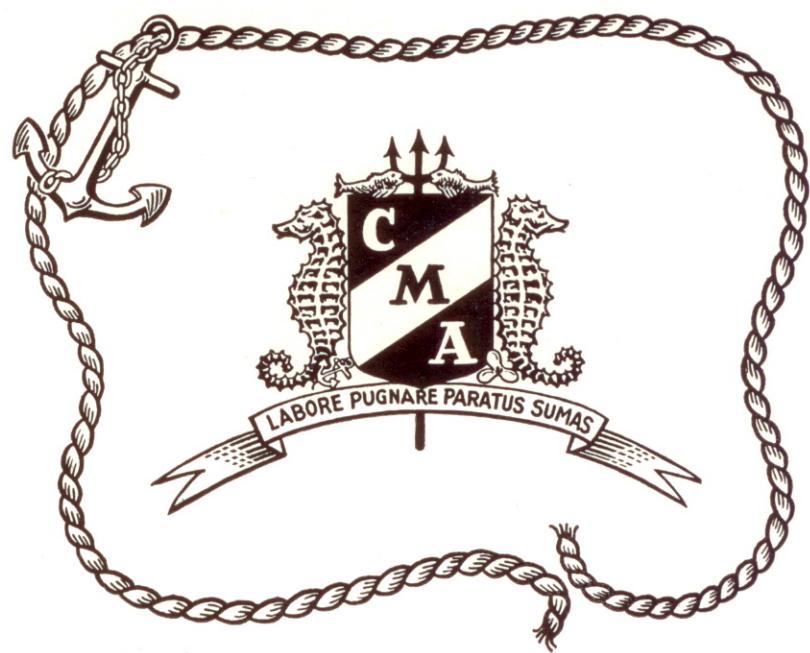
The greatest stimulus to an Association of this nature lies in the success of its local activities. Our calendar calls for a mixed social meeting on alternate months beginning with July; these are nomally in the nature of a dinner or dance and are held on the established "Second Friday." An office will effectively increase the attendance at meetings in that it will serve as headquarters for the posting of information which it is now impracticable to mail to all hands.

We are proud to feel that the brave men to whom this HAWSEPIPE is dedicated are immortal members of the Alumni Association, that we knew them well and called them "shipmate." There are others, too, who are listed as "prisoner of war"; we extend to these men the hope that they may soon join us in regular meeting. Until such time they are Honorary members of the Association.

Until an office is secured our address will be C. M. A. Alumni Association, P. O. Box 766, San Francisco. Please let us hear from you!



BOOK 4



LIFE AT C.M.A.

LIFE AT CMA

"Life aboard ship differs from the more irregular and confused life ashore." (Quotation from the Swab Rules of the California Maritime Academy.)

Life at C.M.A. is a topic which might rightly fill many volumes. It is hard to circumscribe about it any definite lines, as it is at once an everchanging and an ever-the-same subject. This paradox calls for further explanation. Perhaps to take it in steps would be much the simplest means of expostulation.

I. THE MIDSHIPMEN

The midshipmen corps of the California Maritime Academy is divided into three distinct groups. First, there is the First Class. They have been here the longest, which in itself calls for some sort of decoration, and are regarded (especially by themselves) as some kind of gods to whom all others owe a maximum of respect. Next comes the Second Class. These are the middle-men, so to speak. While they are entitled to numerous privileges denied the lower class, and while they do receive a certain amount of respect from the lower class, they are yet forced to render unto the ego of the First Class as much or more of said respect. Then we have the Third Class. The members of this class also answer to the name of "Swab!" (or any incoherent shout which smacks of "swab"), "Younger boy!" or just plain "Hey you!" These are the newcomers and suffer the "slim pickin's" which are always the fate of newcomers. Life is no bed of roses for the third classman, for like all new men to a trade he must serve his apprenticeship.

There we have a picture of the three different groups which go to make up the Midshipman Corps of the California Maritime Academy.

II. THE DAY

The following is a sample day at C.M.A.:

- 0600—Reveille, up all hands except night watches and those who can successfully manage to conceal themselves between two triced-up bunks.
- 0615—A short session of hell which some optimist has had the nerve to misname exercises.
- 0630—Turn to at cleaning stations. Ship is washed down, and if time remains, washed back up again.
- 0700—Knock off from cleaning stations, up late sleepers, and all hands make a dash for the washroom where a limited number of basins serve as the toilet facilities for one hundred and thirty beards.
- 0730—Mess (quite properly named).
- 0800—Bugler blows "To the Colors," flags go up, bells ring, and general "raz-ma-taz."
- 0805—Sick Call. All those ailing and those dodging inspection report to Sick Bay for treatment.
- 0810—Inspection. Assembly on dock, an officer inspects, and half-a-dozen or so names are added to the report sheet for dirty uniform, shoes unshined, unsteady in ranks, late to formation, or non-regulation face.
- 0815—School.





1—Shooting the Breeze

2—Liberty Call

3—Motor Boat Handling

4—Patty's Paint Locker

5—Cargo Winchman

6—Boat Day

7—Knock Off

8—The "Beach"

9—Gun Drill



TEMPORARY BARRACKS AT MORROW COVE

1130—Knock off (just a breather between rounds).

1200—Mess.

1300—Turn to (one word description of what hell would be like if it were on earth).

1615—Knock off (if not already knocked out).

1620—Turn to for those so fortunate enough as to find themselves on the Extra Duty List.

1730—Once again it's time to eat.

1830—Study.

2000—Knock off.

2030—Lights out in berth deck; bunks down.

2150—Tatto. All hands turn in.

2200—Taps. So ends another day.

III. THE PIPE

There is assigned every week a man who bears the dignified title of "Mate-of-the-Berth-Deck." Placed in his custody is the "bosun's pipe." Actually the "bosun's pipe" is nothing more than a tin whistle, but attached to it are many old traditions of the sea. Whenever the Mate has something to say officially, he is required to precede it with a shrill blast on his pipe. This is designed to attract attention and seems to serve its purpose well. To the Mate goes the job of seeing that all hands, at all times, know everything they are supposed to know regarding the daily routine and any special notices. As a consequence, from reveille in the morning, when the Mate supplements the bugle by running around blowing his whistle and screaming "Rouse out!" until he has convinced the most dubious person that morning has definitely arrived, until he pipes "Tatto" and "Taps" at night, the day is just one whistle blast after another. He pipes first calls, mess gears, sick calls, lost and found articles, special notices, uniform of the day, and anything else which might come up. (Come down would be more correct, as such things usually descend upon the berth-deck from the ward room.) So it is easy to perceive that the Pipe is very important to "Life at C.M.A." and quite justly deserves mention here.

IV. THE LIFE

Anyone unable to change clothes rapidly should certainly be recommended to C.M.A., for the first lesson learned here is that of the quick change. It seems as though every time the bugle sounds (slight exaggeration as this occurs some fifty odd times per day), everyone has to hop out of one set of clothes (shirt, trousers, hat, shoes, and socks all included) and into another. These numerous changes are particularly noticeable when the weather is bordering somewhere between hot and cold, and the duty officer cannot quite make up his mind whether to make the cadets freeze to death or die from heat exhaustion. Then the changes run something like this:





1—Winch Driver
 2—We're in for a Blow
 3—Benny
 4—Ready
 5—Sloshute Jerk

6—Relaxin'
 7—Cleaning Stations
 8—How Did He Get In Here?
 9—Sextant Practice
 10—Bellamy's Boiler Boys

Dungarees to sea blues, sea blues to whites with polar jackets, no polar jackets but neckerchiefs, no neckerchiefs, whites to dungarees, dungarees to whites, whites to sea blues, sea blues to port blues, or if going on liberty to dress blues, port blues, to sea blues, sea blues to pajamas, and so it goes, all in one day.

But frequent uniform changes are not the only peculiarities of Life at C.M.A. Many lessons are learned by the new swab. A list of these would prove self-explanatory.

How to salute
How to exercise
How to shine shoes
How to brush clothes
How to roll laundry
How to swab decks
How to chip and scrape
How to paint
How to chip bilges (a separate art in itself)

How to tie knots
How to pound tank tops
How to sogee white work
How to polish bright work
How to row
How to call ladders, bulkheads, overheads, decks and similar items by their proper names.

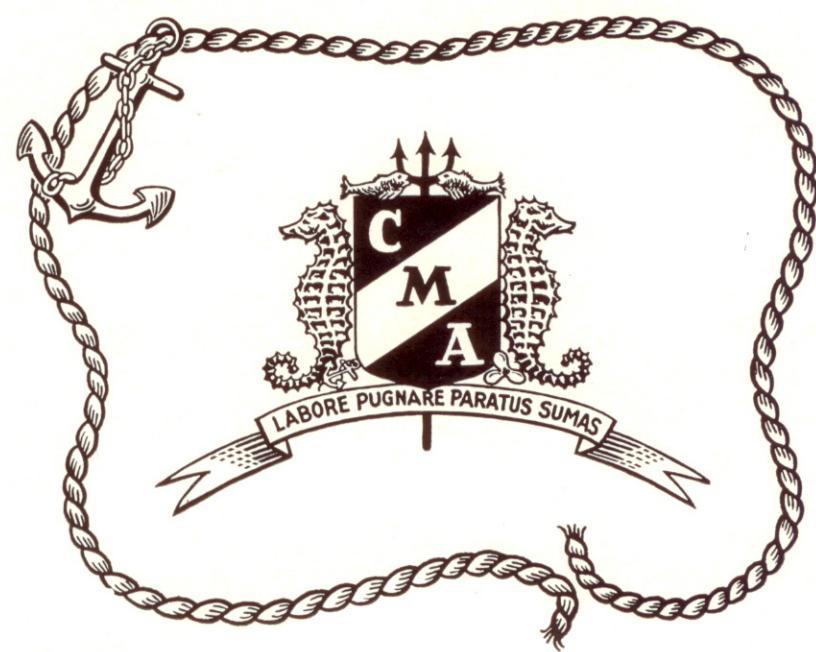
These and many other lessons too numerous to mention are learned by the fledgling in his first two weeks.

On all ships a twenty-four-hour watch must be kept. The training ship *Golden Gate* is no exception. While in port this watch is quite meager, being made up of an officer of the day, gangway quartermaster, messenger, and sentry in the deck department, and an engineer of the day, watch engineer, oiler, and fireman in the engineering department. However, cruise routine calls for quite a detailed watch list. The deck department provides officer of the deck, navigator and assistant, watch officer, watch quartermaster, helmsman, crow's-nest look-out, Captain's orderly, forecastle, poop, and bridge talkers, messenger, and leadsman. Of these none stand more than fours hours, except the officer of the deck and the navigator, who are considered to be on watch at all times. The engineering watch underway is made up of engineer of the day, watch engineer, four oilers, three firemen, water-tender, and one man to answer the engine-room telegraph and keep the log. These watches are alternated so that at some time, during his seventeen months at C.M.A., every midshipman has a chance at all the watches in his department. The instruction and experience acquired while standing these watches is invaluable in training good merchant marine officers.

It can be seen from the examples given that life at the California Maritime Academy is certainly not all a life of pleasure. But it must be admitted that it is unquestionably a healthy and instructive one. And, while, at times the work and studies of this life are hard, it performs a commendable task of moulding this state's, this nation's youth into the hardiest type of manhood —into American merchant marine officers.



BOOK 5



THE NEW ACADEMY

THE NEW CALIFORNIA MARITIME ACADEMY

After years of planning and anticipation, the dream of a permanent shore base for the California Maritime Academy has finally become a reality. This came about largely through the efforts of Captain Mayo, who has constantly striven to establish and maintain a California state merchant marine academy second to none.

Several suggested sites for this new base were contemplated at length before the final selection decided upon Morrow Cove, near Vallejo, California. Ground was broken, and construction of the temporary buildings was begun. Troubles of all sorts then beset the work and retarded the process of turning a former park into the home of the world's only sea-going college. Finally, however, the dock and the temporary buildings were completed, and, on August 24, the training ship *Golden State* moved into her new berth in the shadow of the Carquinez Bridge.

The temporary buildings include: classrooms, offices, three barracks, engineering building, recreation hall, storeroom, and mess hall. These will be superseded by the permanent buildings some time in the not too far distant future. The completed grounds and buildings will compose a campus to be envied by many colleges.

These grounds will include: baseball field, parade grounds, football field, pistol and rifle range, tennis courts, swimming pool, gymnasium, marine railway, boat basin and boat house, administration, barracks, commissary, school and engineering buildings, hired workers' apartments, garage and parking lots, and staff officers' residences. The entire grounds will be covered with green grass with numerous eucalyptus trees and shrubbery.

It is planned that, when the academy is complete, provisions will be made for alumni to return to the California Maritime Academy for post-graduate work. This will enable them to specialize in various marine fields and to brush up before applying for raises in grade.

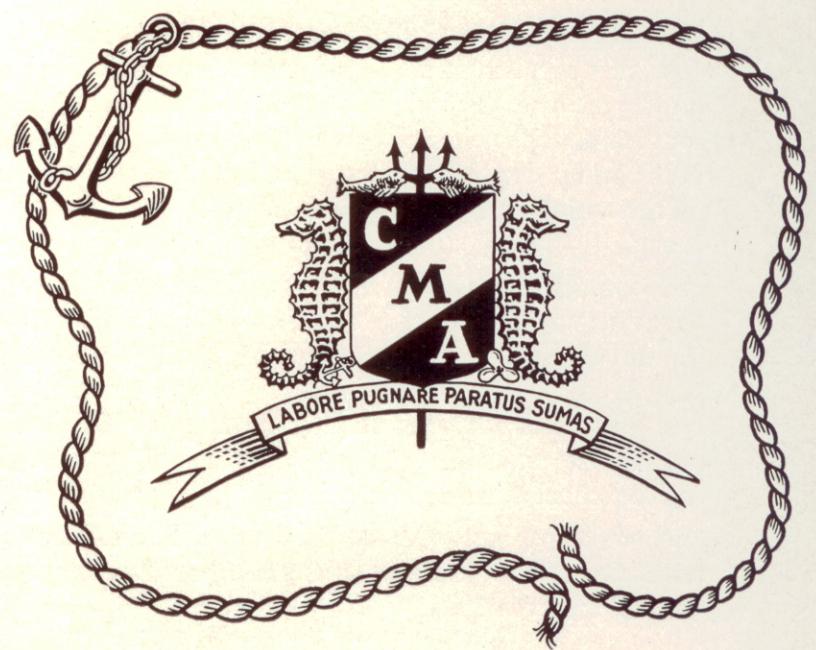
Without a doubt, the new California Maritime Academy, when complete, will be the finest training academy for merchant marine officers to be found throughout the length and breadth of these United States, yes, even throughout the entire world.





TEMPORARY CLASSROOM AND ADMINISTRATION BUILDING

BOOK 6



UNDERGRADUATES



SECOND CLASS

Left to right, standing: L. PARENTE, T. LEWIS, D. KOLDA, J. BAUER, W. GIESSNER, G. HODGKINSON, R. FLEMING, P. BOOMER, W. OFFERMAN, R. ATTHOWE, L. EVART, G. FAKE, D. TEDSEN, R. ALFSEN, R. MYERS, G. FISK, W. GRUNDY, W. BERNHARDY, E. ISETT, M. BROWN, G. MALCOLM, A. HARVEY, A. SOUTHWICK, R. KELLY.

Kneeling: J. MARSH, F. SIMPSON, R. MACFARLAND, F. GOETZ, H. BANKE, B. BLACK.
On Watch, Sicklist, or Liberty Hound: D. ANDERSON, S. ANDREW, M. CLENDENNY, D. COLLINS, F. FAY, R. FLICKWIR, M. FOSKETT, E. GRUHLER, W. HARTHORNE, H. HUYCKE, R. JENNESS, J. LEY, P. MARINCOVICH, L. MARSHALL, J. McDONALD, J. MUHLSTEIN, W. PEASE, R. PUTNAM, W. SALES, M. STEEL, A. WILCOX, and G. ZELUFF.

CLASS OF JUNE, 1944

The Class of June, 1944, 57 strong, entered the Academy January 6, 1943. Now the present second class, they number a mere 52, but at present remain the largest class ever to attend C.M.A. As is usually the case, the deck class outnumbered the engineers 32 to 20 but the engineers make up for their deficiency in numbers by their genuine enthusiasm and spirit. According to the officers of the bridge deck, they expect great things of this class and they seem to have been upholding all the confidence placed in them.

This class of midshipmen marks the turning point in C.M.A. in that it will be the last of the classes until the war is brought to a conclusion that is not strictly a wartime class. By this is meant the average ages of the cadets reached a peak in this class and will be gradually declining until the end of the war. A large percentage of this class had had before they found their niche in C.M.A. some advanced learning at a college or university. Although having been at the new base for several weeks this class will undoubtedly be the first First Class to occupy the new permanent base and will play a large part in conjunction with the bridge deck in further establishing the school as the last word in seagoing education.

A very active class, with an abundance of fine athletes and leaders, they have already embarked on a campaign for more athletics and school functions and are assured by the officers of many coming improvements.



THIRD CLASS

Left to Right, rear row: F. VOROUS, R. LARSON, C. KROG, J. DRISCOLL, E. GARTLAND, J. CARPENTER, A. JOHNSON, W. ZAHL, G. GREIG, J. HODGES, R. MEADOWS, R. ROBISON.

Middle Row: R. MOORE, K. ORCUTT, R. CORNISH, V. DI CORTI, J. SWEENEY, G. ROBISON, J. MARINKOVICH, J. SMITH, B. PRINGLE, R. DUNNING.

Front Row: J. SIELLER, H. CUMMINGS, P. LAWRENCE, D. BARTLETT, O. JAHNSEN, R. IRONSIDE.

On Watch, Sick List, or Liberty Hound: L. ALUEVICH, F. CURRY, R. GRIFFITH, M. KLEIN, W. McFARLAND, F. MCKUNE, J. RADOS, F. SCHWIMMER, L. SPIELLER, B. SWANSON, F. WESTPHAL, J. WOLFSKILL.

THE CLASS OF DECEMBER, 1944

Writing an article is like getting a ticket—it cannot be accomplished without an initial period of great duress. And so it began—last July forty uncertain souls trudged down Market Street and through the Ferry Building to their new careers, trudged aboard and waited for the State to make the first move. Standing here at the safe end of the first term, and reflecting back, it was some move. In a thrice we were lifted from the rabble and welded into an efficient little machine, gold-braid motivated, bugle activated—

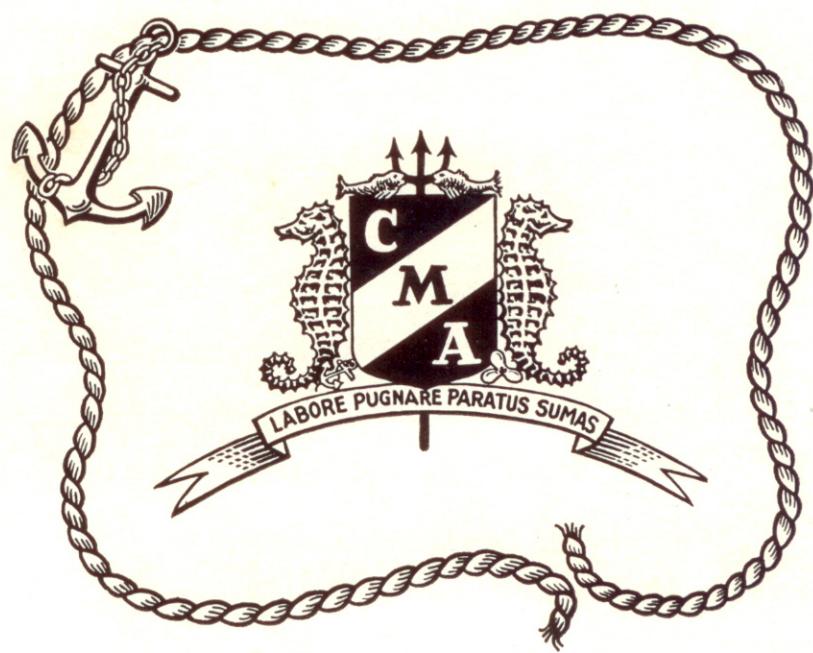
“This, gentlemen, is not a mop. It is a swab. Generally speaking, however, it performs the same functions as a mop!”

“Navigation, gentlemen, is not an exact science. Any answer correct up to 0.0001 will be sufficient”—

Day after day the mills of C.M.A. ground on, both exceedingly fast and exceedingly fine. Squared hats began to look less and less like flower pots. Dungarees became wrinkled, grimy, and comfortable. We were initiated into the intricacies of Dutton and Reisenberg. By and by, as the old oil began to wear off, our efficient little machine evolved into the Third Class, blessed with human fallacies, but also endowed with human ambition; still the lowest rungs on the nautical ladder, but definitely arrived.

Now, at the end of our first term, the shock has worn off. We can remember our liberties and retain some faith in the statement that, “Life aboard ship differs from the more irregular and confused life ashore”—bless it. We may have only dented the surface of seamanship, but we are “big time” to the lubber. We are proud of our class, and confident that it will succeed. The Third Class can extend its sincere congratulations to the First Class, secure in the knowledge that before long we will again be their shipmates.

BOOK 7



WARRANT OFFICERS



PATTY McCARTHY

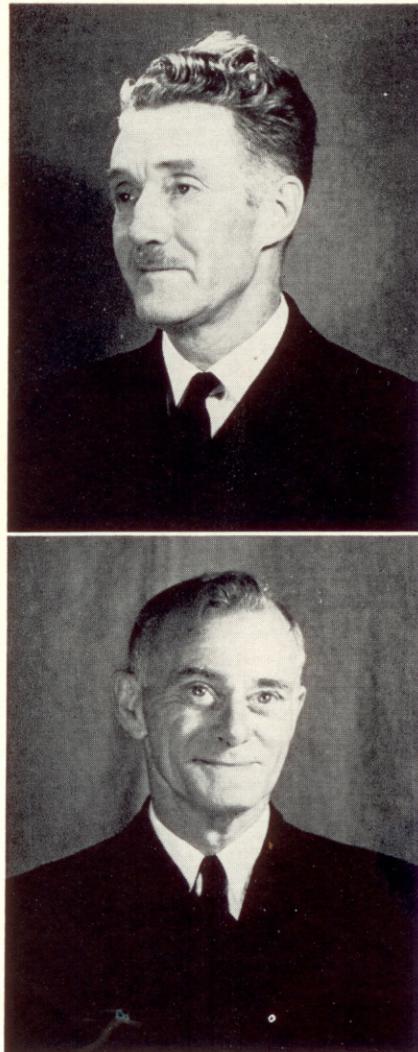


Unfortunately, we have alive in the world today just a handful of those accomplished individuals who merit the ever-respected title of "Old Salt." The California Maritime Academy is indeed privileged in having one who ranks high in the list of these vanishing humans, Patrick Joseph McCarthy. With the brine of the seven seas still dripping from his brow, our ageless "Bosun" stands as an indisputable example of one who has spent his entire life at sea. He belongs to the old school of seamen who learned "the hard way" in the now almost forgotten "Age of Sail."

As Irish as his name, Patty was born in Waterford, in the south of Ireland. At a very tender age he went to sea in one of his father's seven "tops'le" schooners. Discontent with parental supervision, and yearning for better things he soon left this ship to embark on a nautical career which was to lead him eventually to every port in the world, barring few. Innumerable are the ships he has sailed in, both steam and sail. Numberless are the shipmates he has known and the boys who have learned their first knots from him.

(Continued next page)

Clarence A. Morgan, Steward, Warrant Officer, State of California. Home town—Candler, North Carolina. . . . Experience: twenty years as chef and cook. . . . Has been with the Academy since May, 1939; has been steward since 1940.



Eugene "Chips" Harnwell, Ship's Carpenter, Warrant Officer, State of California. Home town—Sausalito, California. . . . Experience: Forty-three years as carpenter and shipbuilder. . . . Has been at the Academy since October, 1935.



Patty first came to the California Maritime Academy when it was the California Nautical School in 1930. He saw this school through her baby years, before she even possessed a ship. After three years he went back to sea, and did not return to C.M.A. until February, 1941.

Patty is admired and respected by everyone who has ever come into contact with him. His numerous eccentricities, which more often than not are founded on good common sense, are counterbalanced by his constant wit. He is never without an audience for his endless stream of yarns and tales, evolved out of sixty years at sea. All who have worked for or with, or who have been taught by him pay tribute to him, for Patty McCarthy is more than an outstanding seaman—he is at once author, wit, dramatist, humorist, and philosopher. Patrick McCarthy is just a grand old Irishman.



Warrant Officer Joseph F. Feeley, V-3, U.S.N.R. . . . Communications Officer. Home town—Danbury, Connecticut. . . . Experience: Amateur and commercial radio operator, naval reserve for thirteen years. . . . Licensed amateur. Class A operator; has held several commercial licenses now expired. . . . Teaches communications, radio direction-finder, fathometer, and radar. . . . Has been at the Academy since June, 1943.



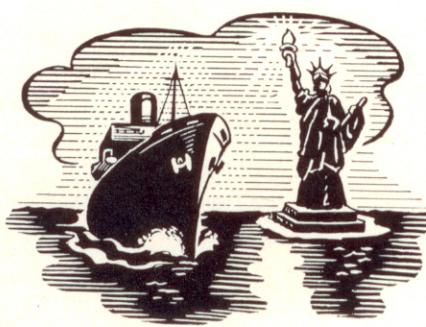
Gunner Edward A. Siegrist, U.S.N., ordinance officer and grounds and maintenance officer. Home town—San Diego, California. . . . Experience: Graduated from navy gun school at Washington, D. C., and from torpedo school at Newport, Rhode Island, served on active duty with navy from 1904 to 1925, transferred to the Fleet Reserve until retired in 1935 after thirty years service, in retirement until 1941 when recalled to active duty, has taught torpedoes at the U. S. Naval Academy. . . . Teaches gunnery. . . . Has been with the Academy since March, 1943.



Carpenter Enos E. Gier, U.S.N., base carpenter and maintenance officer. Home town—Jackson, Michigan. . . . Experience: Nineteen years in U. S. Navy. . . . Has been at the Academy since July, 1943.



Bosun Jackson F. Gordon, U.S.N. Home town—Alameda, California. . . . Experience: Fifteen years in U. S. Navy. . . . Teaches naval science and communications. . . . Has been at the Academy since September, 1943.



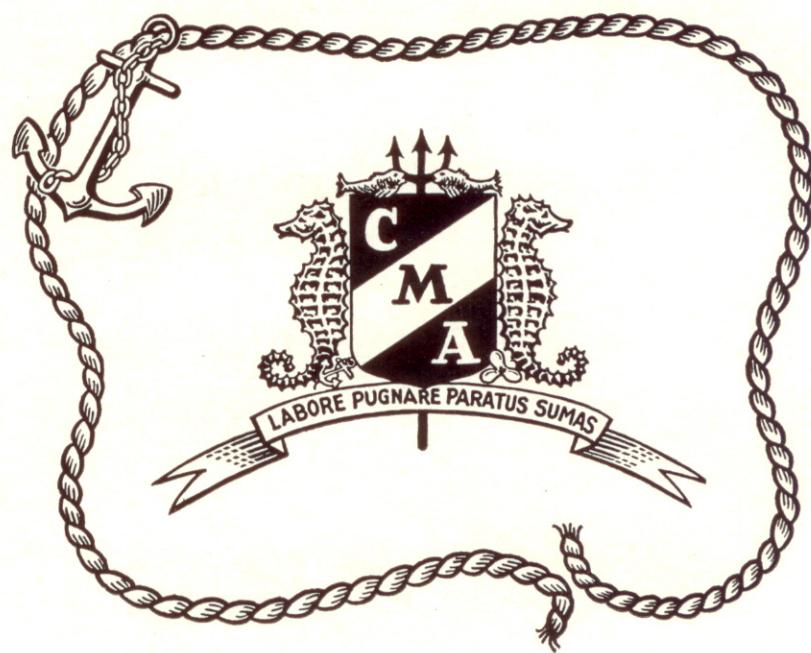
ACKNOWLEDGMENT

Profound thanks to all who contributed materially and morally to the publication of the HAWSEPIPE. Especially appreciated were the efforts of Ed Johannessen and Stan Scott of the June class, Mr. Peck for his excellent photography, and Mr. Miller for his handling of the Alumni Association material and for many constructive criticisms. The class of 1943 owes its deepest felt gratitude to Bob Heintz for his ceaseless efforts to promote the sale of ads and his ability to "keep the ball rolling" when the going was tough. Without him there would have been no HAWSEPIPE.

The entire staff feels that it owes more than thanks to those firms and individuals whose good will in subscribing to ads have made this book possible. Were words available we would certainly enter upon a voluble dissertation on our gratitude, but lacking such, we must say all of this in a single, "Thank you."

THE EDITOR.

BOOK 8

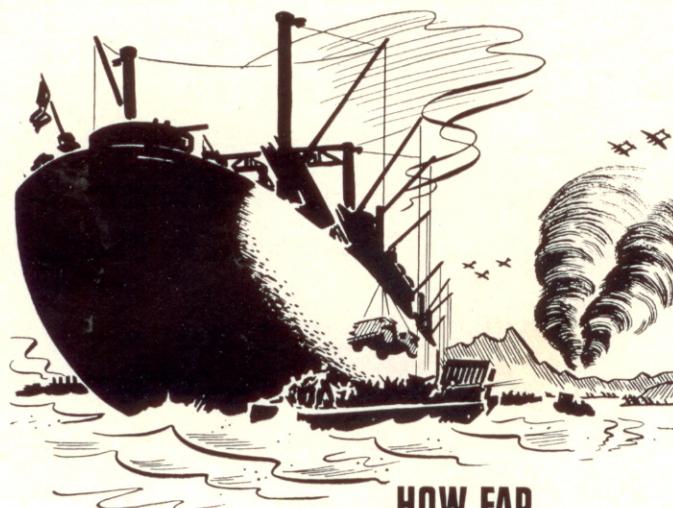


ADS



"SUPERIOR COAST-TO-COAST SERVICE" was a phrase that AMERICAN-HAWAIIAN has proudly used for many years in the past. Today our vessels and personnel are devoting their entire effort to winning the war. We look forward with confidence to when we may again say **"SUPERIOR COAST-TO-COAST SERVICE."**

AMERICAN-HAWAIIAN STEAMSHIP COMPANY



**HOW FAR
CAN FREEDOM REACH ?**

As far as ships go, carrying the bone and sinew of freedom . . . the troops, food, guns, and gear that keep freedom free. Men on our battlefronts know this. They know they can go, eat, fight, and win, with our American Merchant Marine carrying on.

The reach of MATSON ships is long, because our experience is long . . . over six decades long . . . preparing us for the very job we are now privileged to be doing, with all our ships and all our men.

** Matson line*
TO HAWAII · NEW ZEALAND · AUSTRALIA
VIA SAMOA · FIJI

You are an officer candidate in the

U. S. MERCHANT MARINE

Yours is a job which the whole war depends. Nothing is more important than getting through the guns, the explosives, the food and the thousand-and-one other items which equip our men for battle.

And when this job is done you will go on serving in the grandest work of all . . . *saving* life, carrying the tools and material of reconstruction, helping to put a war-torn civilization back together again.

P. G. & E.

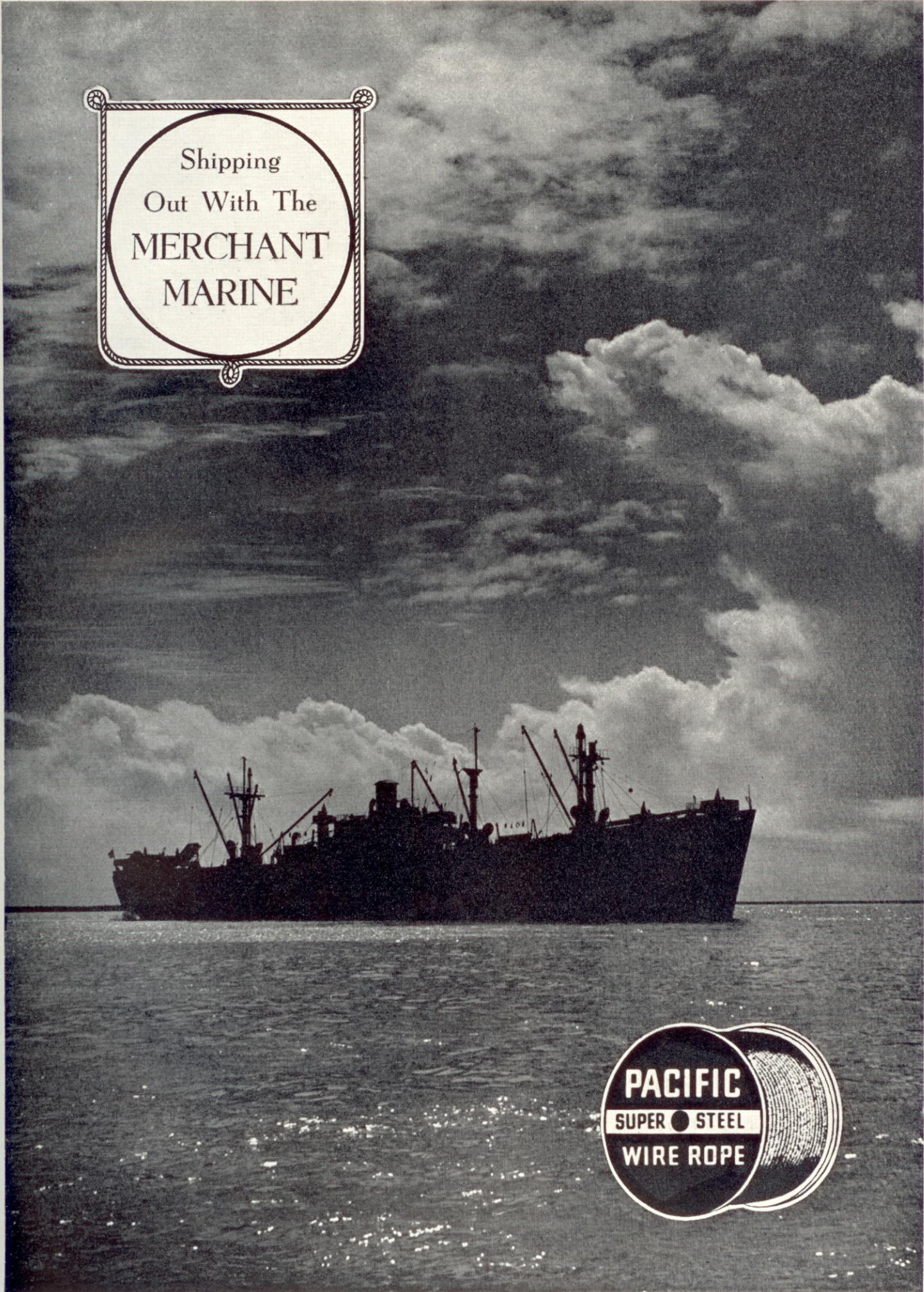
PACIFIC GAS AND ELECTRIC COMPANY

IX-843

KEEP 'EM SAILING



GRACE LINE



Shipping
Out With The
**MERCHANT
MARINE**





Greetings to the CMA!

...The glory of sailing ship days
which made the American Merchant
Marine predominate in the world's
commercial annals is
your heritage.

We know you'll guard it well.

Loyally yours

500 SANSOME STREET
SAN FRANCISCO, 11, CALIFORNIA

**Pacific
MARINE
REVIEW**

Compliments of

**W. WILIE BROWN
& SON**

CASS & JOHANSING

Insurance Brokers

FOURTH FLOOR
323 WEST SIXTH STREET
Los Angeles

**NAVAL UNIFORMS
CAPS AND
EQUIPMENT**

To Meet All Requirements of the
NAVAL COAST GUARD
AND
MERCHANT MARINE



JOE HARRIS

16 SACRAMENTO STREET, SAN FRANCISCO
Telephone SUTTER 6286

**YOUR SAVINGS EARN MORE
WITH SAFETY**

At Western Federal your savings will earn more for you . . . more than double the rate paid at many savings institutions. Earnings at the rate of 3% per annum were paid June 30th. Since organization we have never paid less.

The safety of every account is Federally insured to \$5,000.

Your funds can be transferred without loss of earnings from anywhere in the United States. We will gladly make all arrangements for you. \$1.00 opens an account.

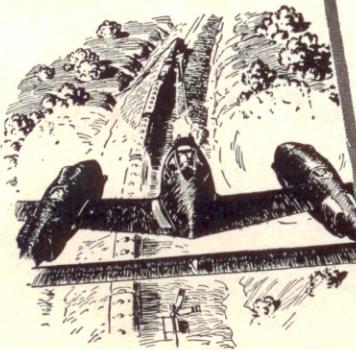
Assets over \$9,500,000

WESTERN FEDERAL SAVINGS AND LOAN ASSOCIATION
EDWARD A. DICKSON, President HUGH H. EVANS, Vice-Pres. & Mgr.
SIXTH AND HILL • MADISON 2436

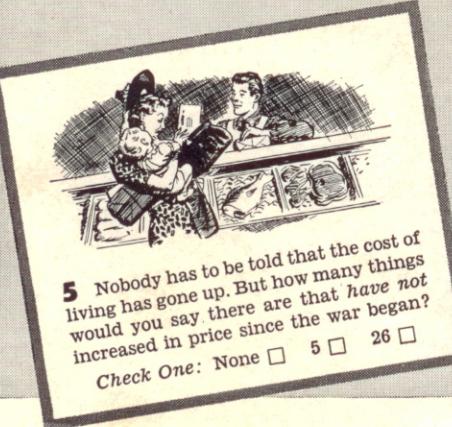


PICTURE QUIZ

ANSWERS AT BOTTOM OF PAGE



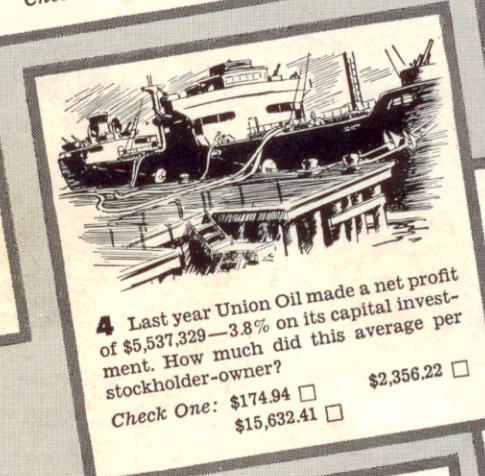
- 3 What brought about the development of 100 octane gasoline?
 Check One: U. S. Govt. Research
 Battle of Britain
 Competition between the oil companies



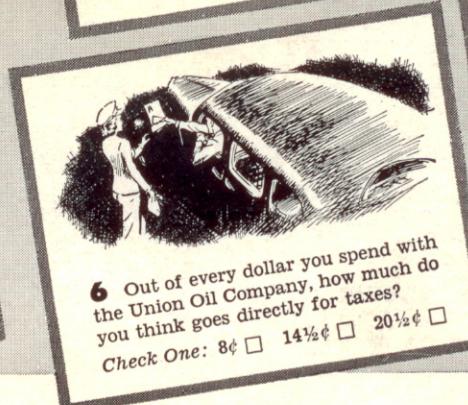
- 5 Nobody has to be told that the cost of living has gone up. But how many things would you say there are that have not increased in price since the war began?
 Check One: None 5 26



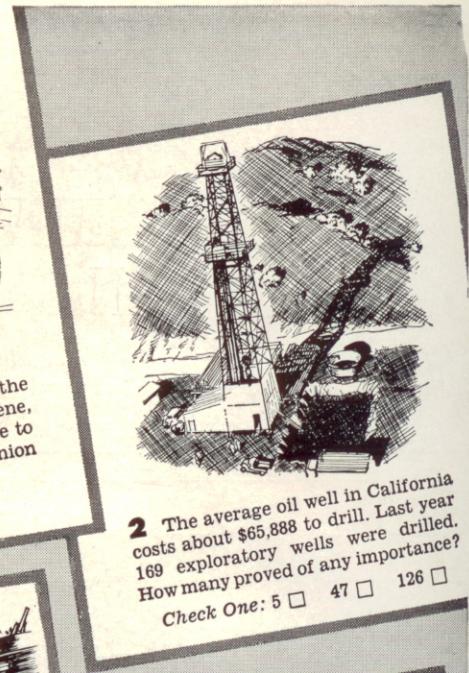
- 1 In 1890, when Union Oil first went into business, the only petroleum products people used were kerosene, asphalt and axle grease. We had to burn up gasoline to get rid of it. How many products would you guess Union Oil makes from a barrel of crude today?
 Check One: 25 136 492



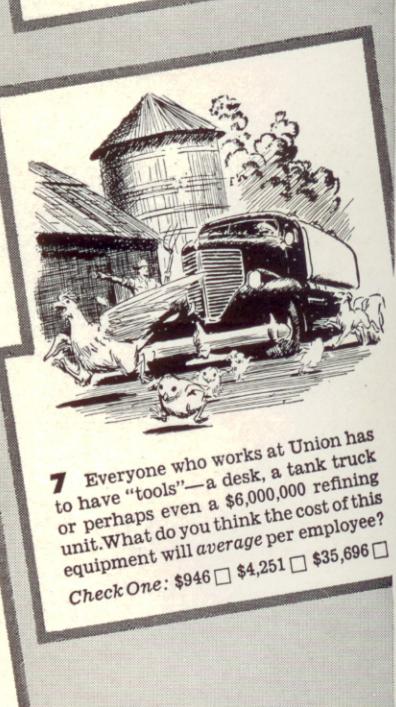
- 4 Last year Union Oil made a net profit of \$5,537,329—3.8% on its capital investment. How much did this average per stockholder-owner?
 Check One: \$174.94 \$2,356.22
 \$15,632.41



- 6 Out of every dollar you spend with the Union Oil Company, how much do you think goes directly for taxes?
 Check One: 8¢ 14½¢ 20½¢



- 2 The average oil well in California costs about \$65,888 to drill. Last year 169 exploratory wells were drilled. How many proved of any importance?
 Check One: 5 47 126



- 7 Everyone who works at Union has to have "tools"—a desk, a tank truck or perhaps even a \$6,000,000 refining unit. What do you think the cost of this equipment will average per employee?
 Check One: \$946 \$4,251 \$35,696

ANSWERS

1 492—The business has become so complicated we had to look this one up ourselves.

2 Only 5 proved of any importance.

3 Competition between the oil companies—By 1939, when Germany invaded Poland, U. S. oil companies had already developed 100 octane

to the point where they could produce it in volume on an economical basis.

4 \$5,537,329 is a lot of money, but it was divided among a lot of people—31,652. So it averaged just \$174.94 per stockholder.

5 This isn't official, but we've done a lot of research and we can't find more than five—cigarettes, gasoline, electricity, home gas and interest rates.

6 20½¢—It takes taxes to win a war. The average Union Oil employee made \$211 per month in 1942; but the tax collector got more of your dollar last year than all 8,192 of our employees put together (20½¢ to taxes—20¢ to wages) and 4 times as much as the stockholder-owners.

7 \$35,696—The machine age has made our tools of production rather expensive.

**UNION OIL COMPANY
OF CALIFORNIA**

AMERICA'S FIFTH FREEDOM IS FREE ENTERPRISE

This series, sponsored by the people of the Union Oil Company, is dedicated to a discussion of *how* and *why* American business functions. We hope you'll feel free to send in any suggestions or criticisms you have to offer. Write: The President, Union Oil Co., Union Oil Bldg., Los Angeles 14, Calif.



FILTROL CATALYST

to Speed Victory

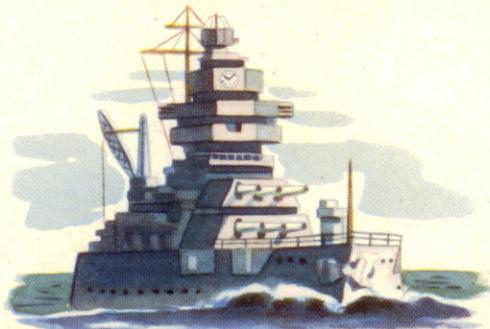
Hi-octane aviation gasoline and synthetic rubber, the blood and sinews of modern combat equipment, are swinging into production in a tremendous program keyed to the catalytic conversion of petroleum. Many years of pioneer service in the field of

cracking catalysts, plus intensive wartime development, have assured Filtrol catalyst, an integral position in this vitally important program. *Full data will be sent to qualified firms upon written request.* FILTROL CORPORATION, Los Angeles, California.

FILTROL

research and products

are essential factors in war production



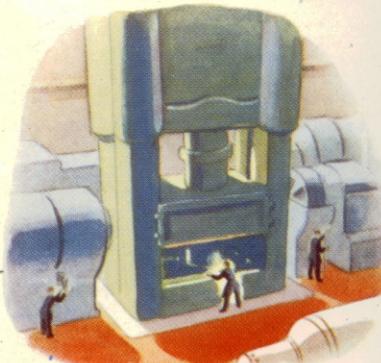
TURBINE OILS



AVIATION OILS



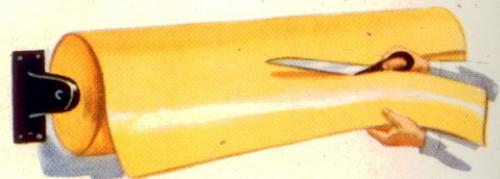
LUBRICATING OILS



INDUSTRIAL OILS



MACHINE OILS



WAX AND PETROLATUMS

Filtrol contacting increases yields of these vital oils—at lower plant investment—at consistently lower operating costs—and insures “Specification Plus.”

The economies effected by Filtrol in processing Animal, Marine, and Vegetable Oils are a vital contribution to the war effort.

Efficient, low-priced, Filtrol Catalyst speeds victory in the catalytic conversion of hydrocarbons.



Smaller Filtrol requirements save vital shipping space.

FILTROL CORPORATION

GENERAL OFFICES: 315 W. FIFTH STREET, LOS ANGELES, CALIF.

PLANTS: VERNON, CALIFORNIA · JACKSON, MISSISSIPPI

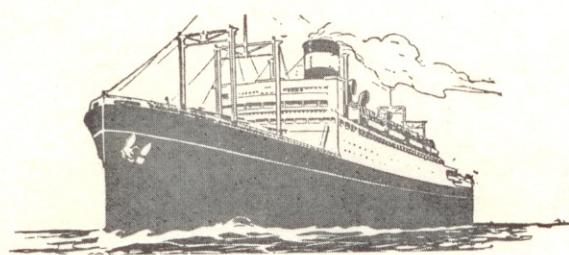
AGENTS AND WAREHOUSE STOCKS IN PRINCIPAL REFINING CENTERS OF THE WORLD

FILTROL SPEEDS PRODUCTION AND HELPS CONSERVE CRITICAL MATERIALS

The LOG

Wishes the Best
of Luck and many
Safe Voyages to
the Graduates of
the

CALIFORNIA
MARITIME
ACADEMY



A MILLER FREEMAN PUBLICATION
121 Second Street · San Francisco

LOS ANGELES

SAN FRANCISCO

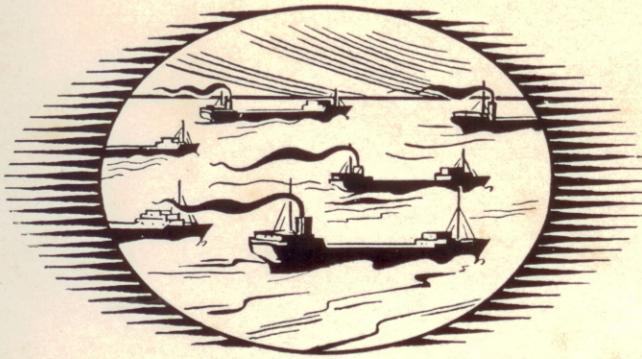
DALLAS

HEINTZ, PICKERING & CO.

Advertising



CARL M. HEINTZ



When Ugly Ducklings Were Riding Low

Knudsen Dairy Products were enriching California dinner tables a generation ago, when the Liberty Ships of World War I were helping win the war and establish the great American Merchant Marine.

Knudsen
DAIRY PRODUCTS
"The Very Best"



IN our experience building fighting craft, we've accumulated a backlog of practical ideas and production methods which will make your **Harbor Boat** of the future much speedier, roomier, and more economical. Start buying it now with War Bonds.

HARBOR BOAT BUILDING CO.
Builders of Fine Craft
LOS ANGELES HARBOR, TERMINAL ISLAND, CALIF. 

PIERCE BROTHERS

offer

"The Perfect Tribute"

To Southern California Families

Services Including Casket

From **\$70**



PIERCE BROTHERS

*The Leading Funeral Directors
of the West*

Courtesy J. B. DOAN, Vice-President

★
Buy...
WAR BONDS



*The Present with
a Future!*

