

*Hawsepape*





**UNDERWAY**



THE 1945

# HAWSEPIPE

LD721  
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1945  
Ref.



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Published by the Midshipmen of the  
CALIFORNIA MARITIME ACADEMY  
CARQUINEZ STRAITS  
VALLEJO, CALIFORNIA



# FOREWORD

This book is being published as a chronicle of life and activities at CMA. The business of becoming a sea officer is hard work, but any man who has a goal to obtain is willing to put forth every effort in order to realize his ambition.

So it is with the Midshipmen of the California Maritime Academy. Striving toward their goal, the men form a bond of fellowship that is everlasting. Living through under class years together, studying together, working together, eating together, and finally being First Classmen together gives a class a unity that could be attained nowhere else.

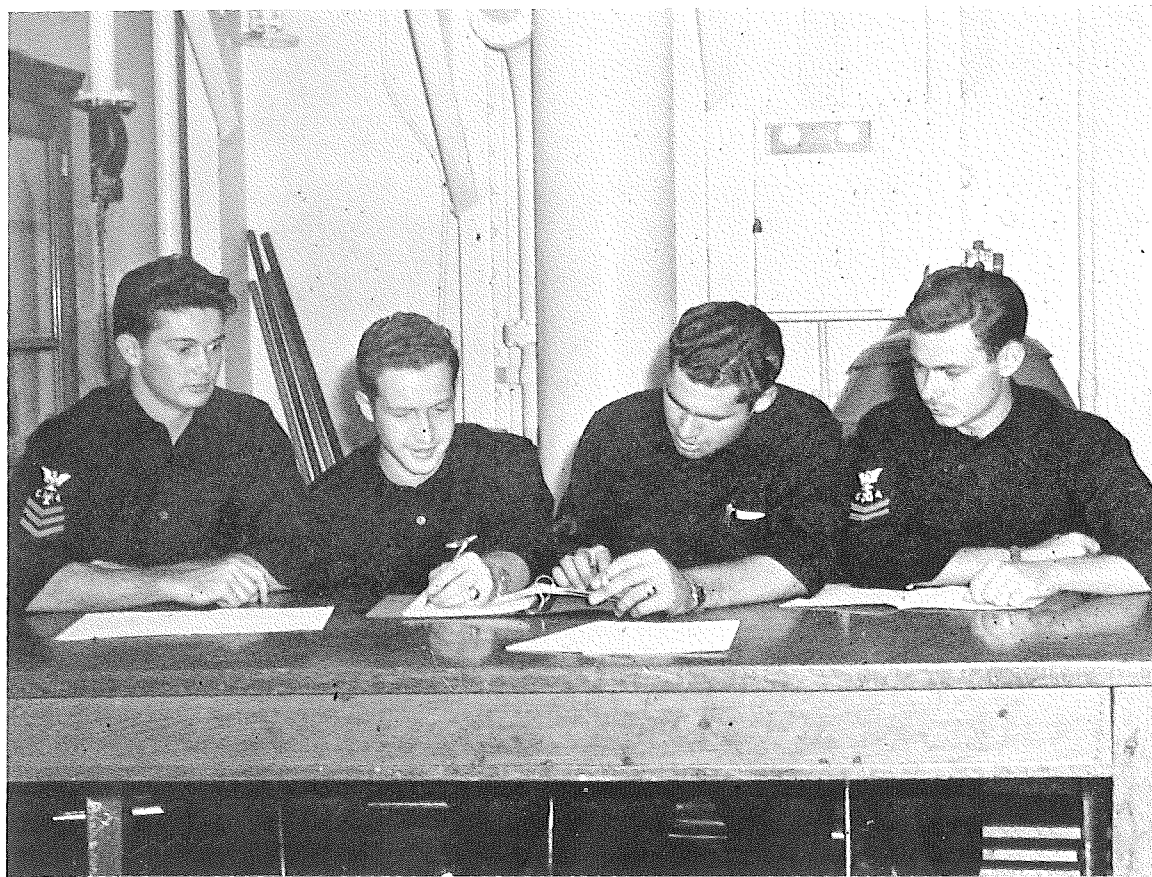
This class unity definitely "flavors" life at CMA; definitely makes life at CMA worth remembering.

We have tried in this book to capture and reproduce as well as possible with paper and printer's ink the trials and joys of the graduating class' twenty months existence here.

If, years from now, this book reminds the members of the class of '45 of their life, times, and beefs aboard the Training Ship; unique expressions strictly CMA; and if glimpses of the pictures of their classmates bring a smile to their faces, this book has accomplished its purpose.







Ranson, Dunham, Baxter, Palmisano

## HAWSEPIPE STAFF

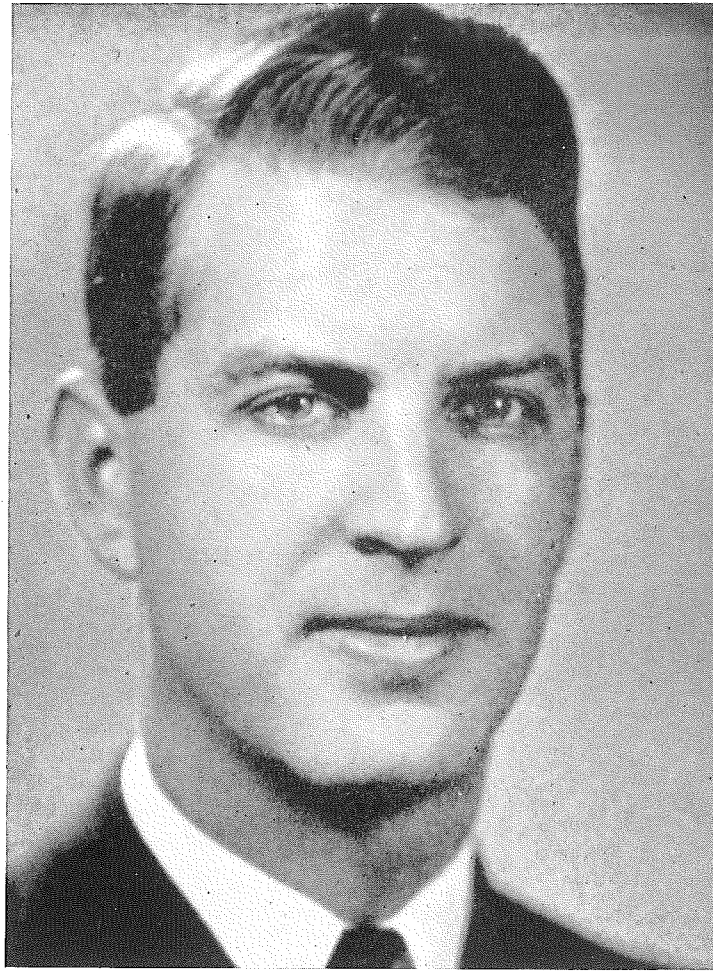
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# DEDICATION



EDWIN C. MILLER  
Lieutenant Commander, USNR

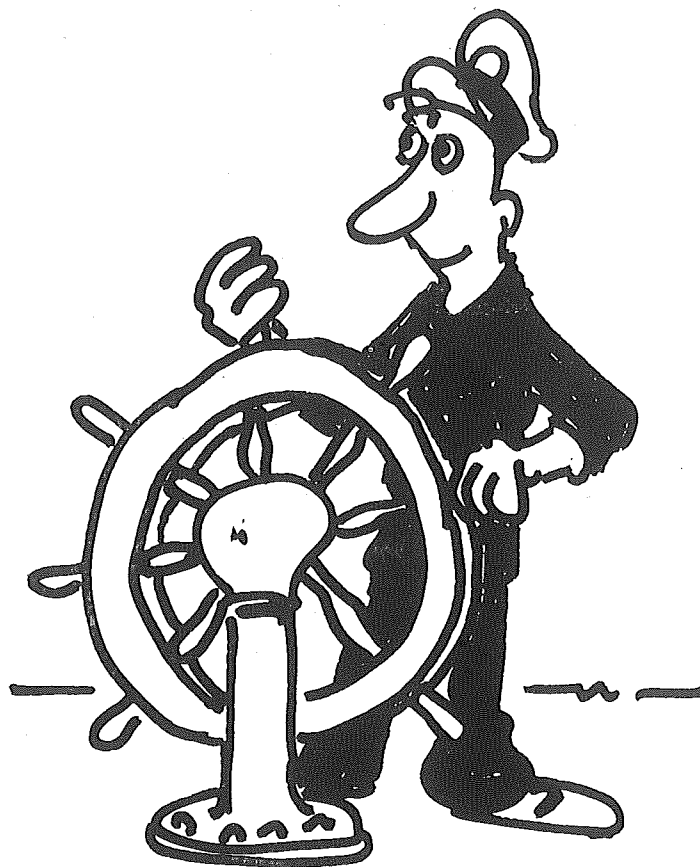
To Lieutenant Commander Edwin C. Miller, former First Lieutenant of the "Golden State," we respectfully dedicate the 1945 Hawsepipes.

Mr. Miller's ability and officer-like qualities served as an incentive to all the Midshipmen aspiring a career at sea. His thoroughness and devotion to duty won him the undying respect of the entire Corps of Midshipmen. He "knew his stuff."

We will forever remember Mr. Miller's efforts to pass on to his classes every possible bit of his vast knowledge of seamanship, his persistence at turn-to, his dry humor, and famed special liberty signature, "Noted?—E.C.M."

We liked Mr. Miller and we miss him, but we wish him every possible success in his new Navy assignment as executive officer of an AKA in the South Pacific.





**THE  
SHIP & BASE**

# THE ACADEMY OF THE FUTURE

The California Maritime Academy was established by legislation enacted in 1929 for the purpose of training young men for service as officers in the United States Merchant Marine. The Academy is a unit of the State department of education and derives its financial support from both State and Federal sources. All of the work of maintaining and operating the Training Ship GOLDEN STATE is done by the Midshipmen.

During its sixteen years existence, the Academy has had many homes. The first was at the Navy Coaling Depot at Tiburon, California, where Midshipmen lived, messed, and studied aboard the Training Ship during the entire three year course. In 1940, the ship moved to Pier 51 in San Francisco, and later to accommodations in Slip Two of the Ferry Building where it remained for several years with class and recreation rooms in the building.

Recognizing the need for a State College, the State acquired sixty-seven acres of land in Morrow Cove, Vallejo, for the site of the California Maritime Academy, and the legislature has appropriated some \$2,000,000 for the construction of a permanent shore establishment on this site. Approximately \$500,000 has already been spent for temporary buildings, docks, fills and cuts, while \$500,000 is immediately available for the gymnasium and natatorium and other buildings now under construction. Other buildings planned with the balance of the funds are permanent barracks, class room buildings, engineering buildings, sail loft, and officers' homes.

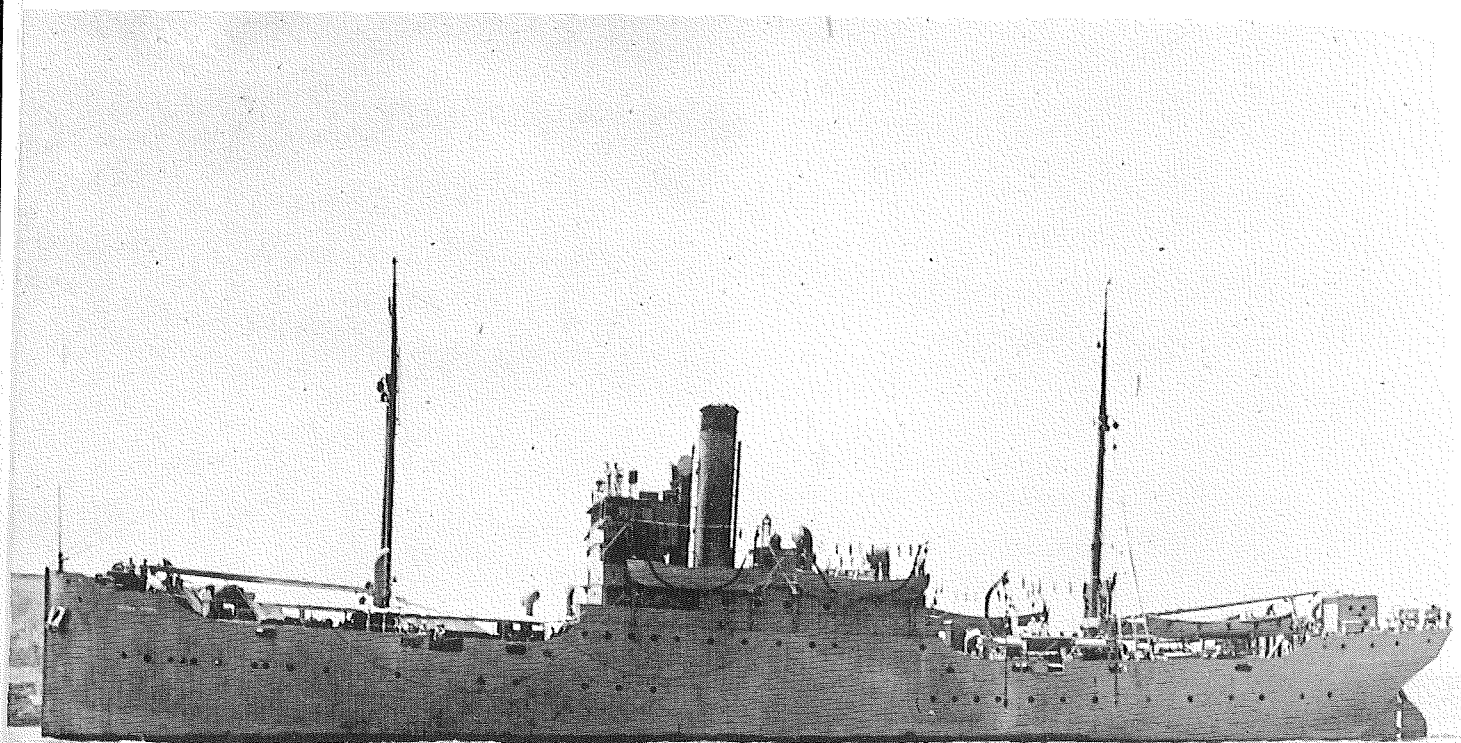
The Midshipmen are proud of their Academy, the artist's conception of which is reproduced below.





# THE WHEEL HOUSE

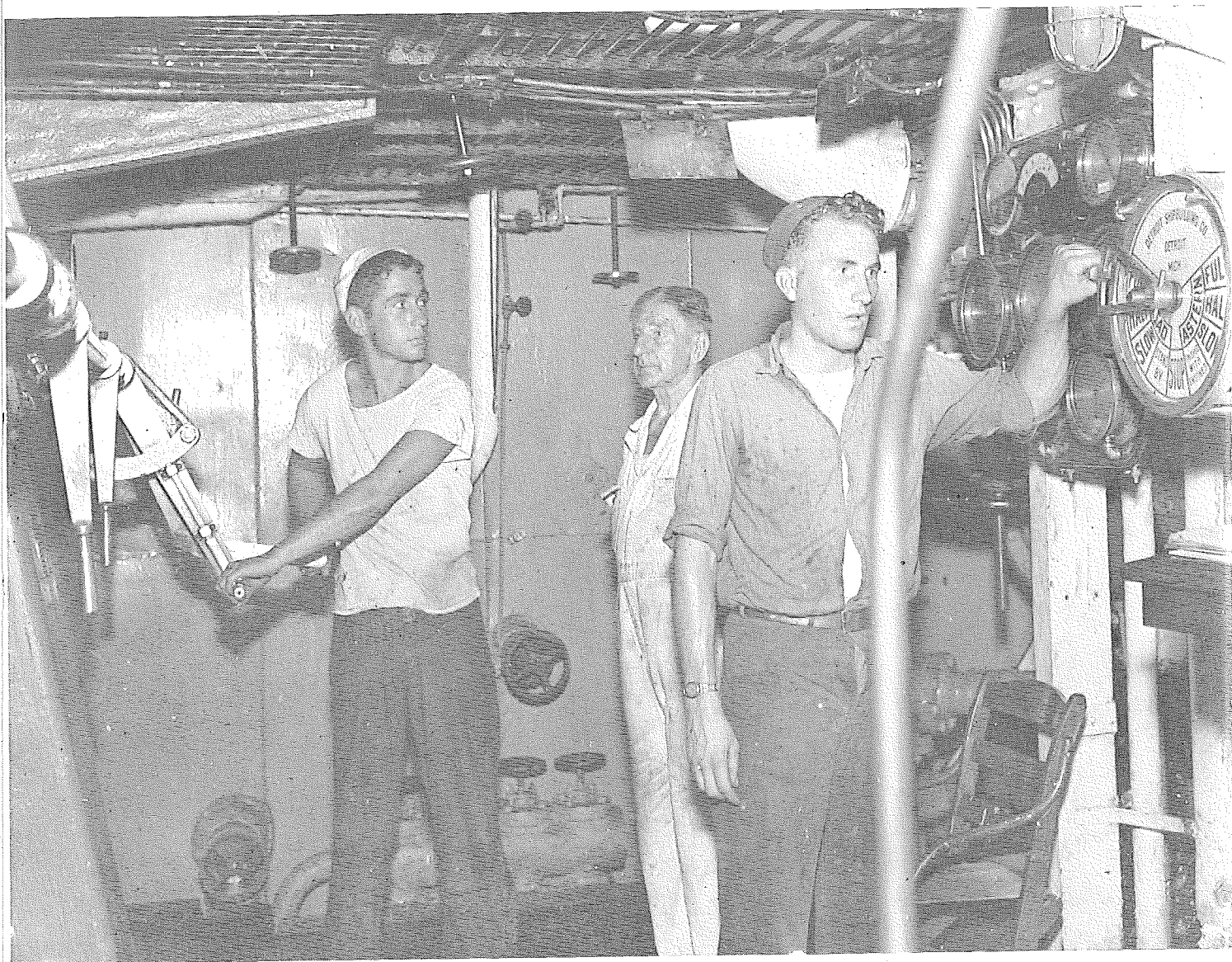




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## THE TRAINING SHIP





**THE ENGINE ROOM**





**MAIN DRIVE**

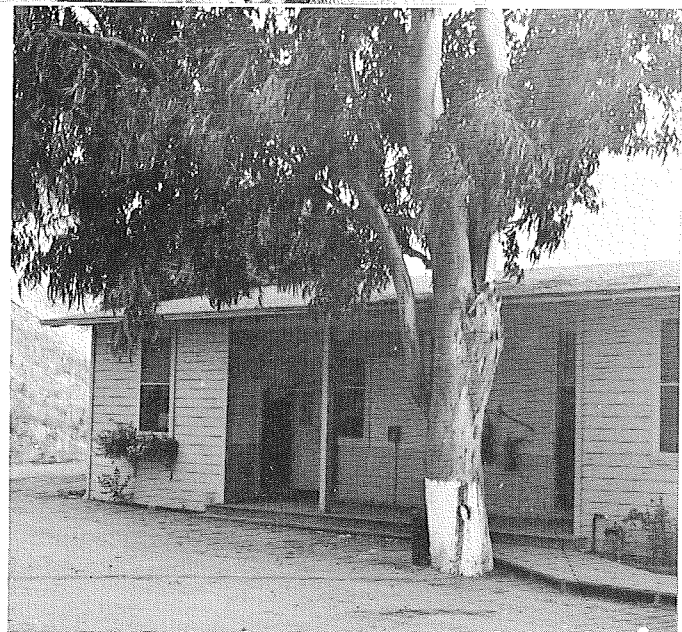


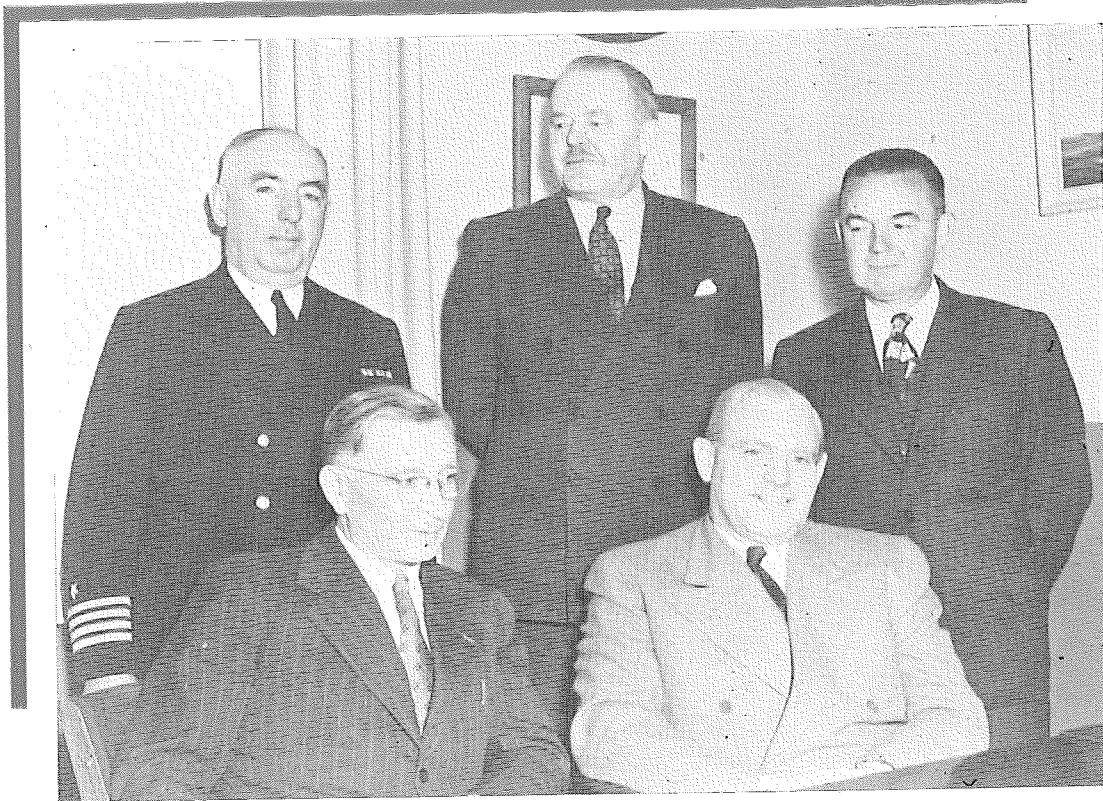
**Mess Hall**

**“C” Barracks**



**Administration Building**





STANDING: Capt. Brenner, Capt. Blackstone, Mr. Gibson

SITTING: Dr. Burkman, Mr. Sweeney

## BOARD OF GOVERNORS

Mr. Ralph D. Sweeney, Chairman

Dr. Joel A. Burkman

Captain Henry Blackstone

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Capt. James E. Brenner, USN (Ret.)





**OFFICERS**



BACK ROW (left to right): Lt. Dunlop, Lt. Davis, Lt. Bennett, Lt. Pedersen, Lt. Norman, Mr. Warwick.



FRONT ROW (left to right): Lt. Summerill, Lt. Brackett, Cdr. Martin,  
Capt. Mayo, Lt. Cdr. Tubbs, Lt. Heron.





GOVERNOR WARREN



EARL WARREN  
GOVERNOR

# State of California

GOVERNOR'S OFFICE

SACRAMENTO 14

June 12, 1945

To the Members of the Graduating Class  
California Maritime Academy:

I am happy to have this opportunity to extend my best wishes to all the students who are graduating from the California Maritime Academy.

They graduate with special training at a time when the Nation has urgent need for their services. California is proud of the manner in which they have applied themselves to the arduous training course of the Academy, and I am sure that with this training their contribution to the cause of freedom is one which will bring them lasting satisfaction.

California congratulates the graduates. May the day soon come when each will be able to direct his talent and training toward the furtherance of good will and peace along all the sea routes of the world.

Sincerely

Governor

EW:EL



## **CLAUDE B. MAYO**

**CAPTAIN, USN (Ret.)**

**SUPERINTENDENT**



The Class of 1945, September leaves the Academy with the hearty best wishes of your Superintendent and of your Officers.

"They that go down to the sea in ships, that do business on great waters" must be strong men, men of courage, devoted and above all, truthful men. You, young gentlemen, are going out as leaders in this sea world. You have been fortunate in receiving as an honorarium your training and your education from a generous State and Nation. Be worthy of this generosity. You will wear the uniform of a sea officer—no finer livery of the service exists. Be worthy of the Blue and Gold.

Those of us you leave behind will follow your sea careers with a never failing faith and a warm interest.

A real welcome always awaits you here at the Academy.





## LESTER MARTIN

COMMANDER, USNR

COMMANDING OFFICER, TRAINING SHIP

Commander Lester Martin, Commanding Officer of the Training Ship Golden State and head of the Deck Department, reported aboard in May. His background of years at sea in the Naval and Merchant Services has equipped him well for his assignment at CMA.

Talk of Commander Martin's accomplishments as a seaman and fine officer preceded him and won him much admiration before he reported on board. After the first day of the cruise schedule the Cadet Corps knew their admiration and respect had not been misplaced.

Commander Martin has done much toward preparing the Corps for their work at sea in the short period he has been with us. His practical methods of instructing seamanship and ship handling have done much toward instilling valuable knowledge and a feeling of self-confidence into the graduating class.

## George E. Brackett

Lieutenant, USNR  
Chief Engineer

Mr. Brackett came to CMA with the present graduating class, who know him as a real friend.

As Chief Engineer, he has been tireless in his efforts to see that the Midshipmen have been given complete instruction both theoretically and practically. Having served thirty years in the Merchant Marine, Mr. Brackett is qualified in every respect for his duties here.

His sincere and outspoken manner have endeared Mr. Brackett to all midshipmen.



## Richard D. Heron

Lieutenant, USNR  
Commandant of Midshipmen

We are happy to have for our Commandant an old schoolship man. Mr. Heron, graduate of the class of '38, saw service in the Merchant Marine on tankers, and later in the Navy where he had extensive service in the Mediterranean area.

Mr. Heron is a quiet, sincere man. He is a firm disciplinarian, but will always give a Midshipman a "break" when he needs it. He has been of inestimable help to the Staff in the publishing of this book, for which we are sincerely grateful.





## Dr. Richard C. Dwyer

Assistant Superintendent

Dr. Dwyer has been at CMA since 1930, first as Chief Engineer and later as Dean of Education and Assistant Superintendent. A man with many years' experience at sea, he has been with the Academy since its inception and is well qualified for his position here.



## Chester H. Tubbs

Lieutenant Commander, USNR  
Navigator

Mr. Tubbs' classes in navigation are famous. This man teaches Midshipmen the hard way, but the sweating students don't forget. His fame as a strict disciplinarian is wide spread and all Midshipmen know when "Tubbs has the duty." His efficiency on the bridge as navigator serves as an incentive to the entire deck division.



## Jarrette M. Cadwell

Business Manager

Mr. Cadwell always has a friendly word and a smile for everyone when they enter his office. He has been with the Academy since 1931 and is charged with the difficult task of managing the school's finances during this period of construction.

## John F. Summerill

Lieutenant, USNR  
First Lieutenant

Mr. Summerill graduated from CMA in 1938 and served as an officer in the Merchant Marine until he returned as an instructor in 1942. In addition to his duties on the ship as First Lieutenant, Mr. Summerill teaches seamanship, cargo, G.R.&R., and Admiralty law. He is also Faculty President of the Propeller Club and Secretary of the Alumni Association.



## Thomas L. Dunlop

Lieutenant, USNR  
Engineering Watch Officer

Since Mr. Dunlop was assigned to duty here, he has accomplished much in teaching the men of the Engineering Division electricity and diesel. Having majored in engineering at Lafayette and served as Engineering Officer of a Destroyer Escort in the Atlantic, he has a vast knowledge of his subject.



## Sylvester P. Norman

Lieutenant, (MC) USNR  
Medical Officer

Every Midshipman is the pet worry of the "Doc." His hard work in safeguarding their health is thoroughly appreciated. The "Doc's" quips and advice in first aid classes are classics. He has the technique of passing on to his classes just what they need to know and of making them remember it.





## Harold M. Bennett

Lieutenant, USNR  
Executive Assistant to the Superintendent

Completely amazed at his mechanical efficiency, Midshipmen involved in cadet activities often come to Mr. Bennett for assistance. Before coming to CMA, Mr. Bennett commanded a sub chaser in the Mediterranean and participated in the landings at Salerno.



## Mr. David Warwick

Engineering Watch Officer

Mr. Warwick has been at the Academy since 1931. He is always ready to spin salty stories about the "good old days" when the Training Ship was on world cruises. Good stories, too. Midshipmen appreciate Mr. Warwick for the help which he gives them in their practical work in the engine room.



## Harold M. Pedersen

Lieutenant, USNR  
Engineering Watch Officer

Another good man for story telling, "Pete" has charmed the boys with his Norwegian accent. Having a background of a lifetime at sea, Mr. Pedersen has found a definite place here as a classroom and practical instructor.



## Glen L. Davis

Lieutenant, USNR  
Communications Officer

The Midshipmen were quite saddened when orders came transferring Mr. Davis back to the South Pacific because they had lost a good instructor and a fine man. He will be especially remembered for his never ending variety of expressions. Mr. Davis had a genuine liking for every Midshipman, and they for him.



## James B. Bleecker

Lieutenant, USNR  
Engineering Watch Officer

A graduate of the New York School Ship, Mr. Bleecker came to CMA last term. Since his arrival he has distinguished himself as a fine machinist and a tough G.R.&R. instructor. A hard worker, he has taught the engineers many things in the practical and theoretical line.



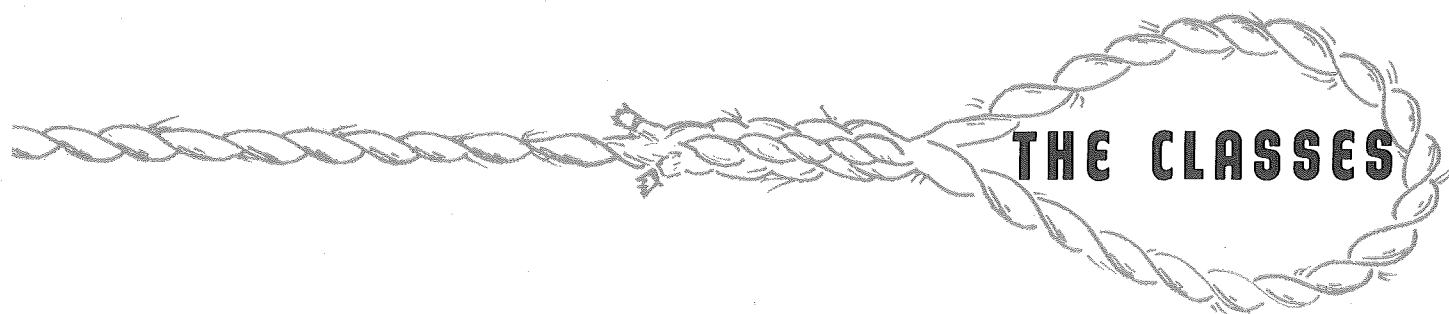
## Charles R. Slagle

Lieutenant (j.g.), USNR  
Welfare Office

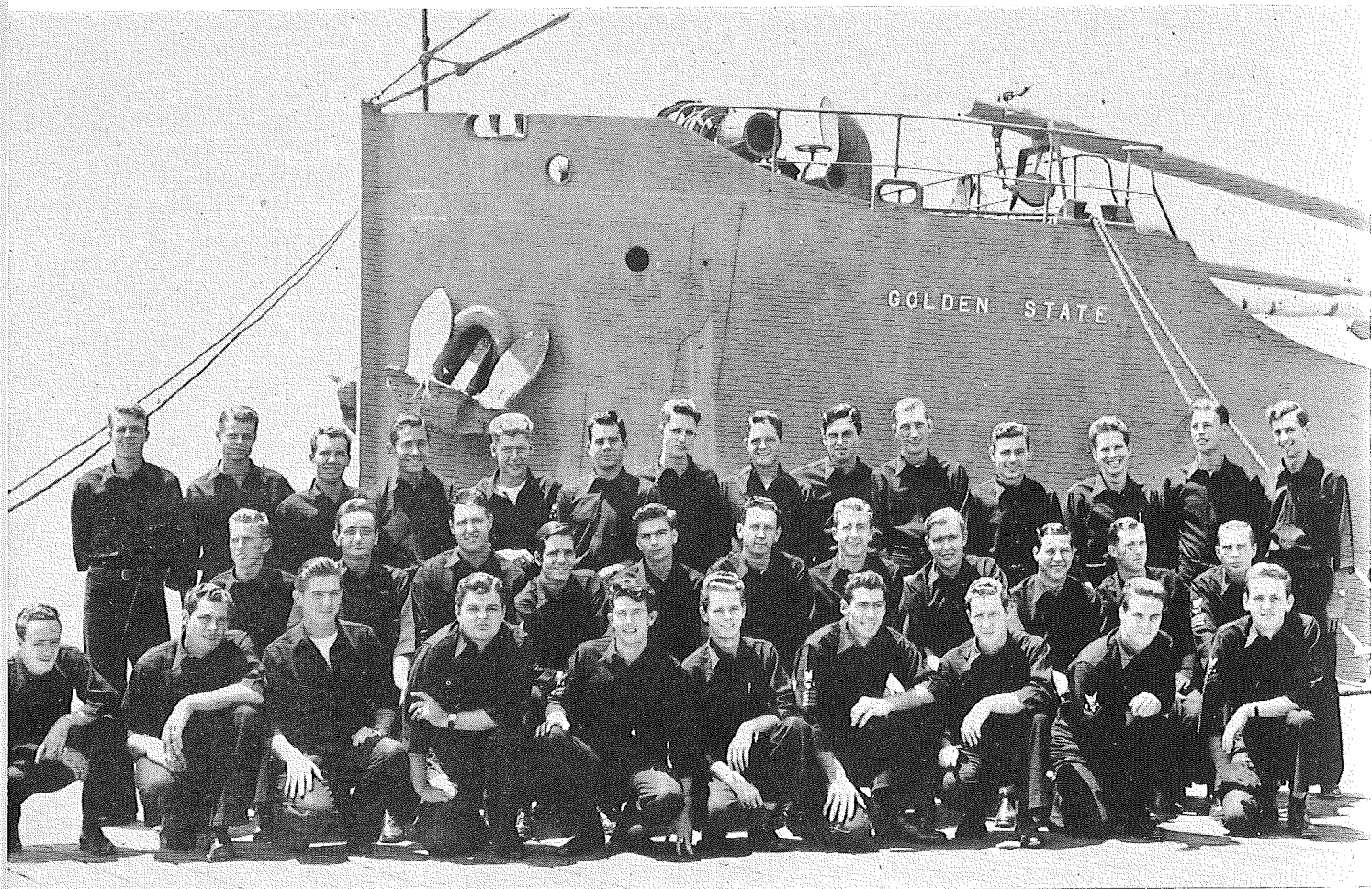
Mr. Slagle is athletic director, and Ship's Service Officer. Credit is due to him for the present athletic program, which is certainly a boon to CMA. As manager of the Golden State Service Fund, Mr. Slagle keeps the well stocked canteen running efficiently.











BACK ROW (left to right): Strahlendorf, Schlaman, Koerber, Barton, Moeller, Detweiler, Cook, Casey, Morgan, Naylor, Palmisano, Brandt, Gullickson, Staar. SECOND ROW: Van Sicklen, Young, Messenger, Annin, Stradley, Robb, Hehir, Depew, King, Rattray, Rosa. FRONT ROW: Smith, Baxter, Lee, Griffith, Ransom, Hall, Coleman, Dunham, Peyton, Pew.

#### CLASS OFFICERS

Halle P. Robb.....President  
Ben Barton.....Vice President  
John W. Lee.....Secretary

Barton, Lee, Robb

# FIRST CLASS HISTORY

It was a cold, bleak morning, January 5, 1944. The wind howled furiously and lashed the tall eucalyptus trees surrounding Morrow Cove with a driving rain.

Sloshing through the mud of the yet-unfinished road could be seen forty-two wide-eyed youths, laden with their worldly possessions and with the eagerness of those entering a new life. This was the birth of the California Maritime Academy's Class of '45.

Almost immediately a new and alien existence came into being for them. Civilian suits and sport clothes soon gave way to dungarees and pea coats; blankets, clothing, and equipment of all kinds were piled into their arms. Rules and regulations were thrust at them with breathless speed. Strange and seemingly impossible demands were made of them. New and strange words came into their ears, almost as if a foreign language were spoken in this wondrous little cove.

Probably at about this point each of the new Swabs (for so they were now termed) recalled his thought of the day before:

"I wonder if I'll be homesick?"

Homesick! That was a laugh. Why he didn't even have time to think, much less be homesick!

But the new Swabs, possessing the willingness and determination of American youth, learned quickly. Soon they were "turning-to" in the manner of seamen. Formations, bugle calls, saluting became part of their everyday lives. Physical toughness and mental self-discipline were developing. Many changes were coming about in these young men—changes which they themselves could sense, and of which they were proud.

With the swiftness of constant activity, two months whizzed by, and the Midshipmen of CMA moved aboard the Training Ship Golden State in preparation for their cruise. Living in considerably closer quarters aboard ship than they had at the base, the Swabs were now subjected to even more restrictions and hardship; but these were outweighed by the thrill of actually "putting to sea," for, indeed, was this not the thing to which they had looked forward for so long?

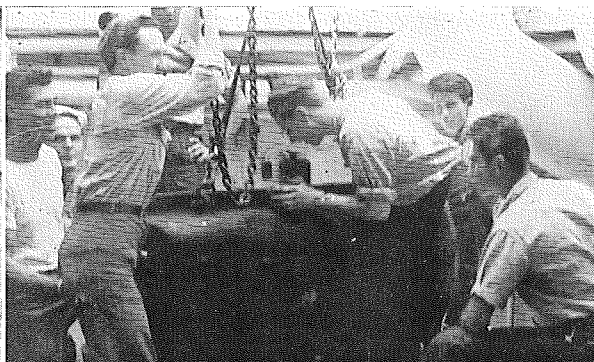
Termination of the Swab cruise saw the training ship go into drydock at Alameda and then into San Francisco for overhaul. At this time she underwent a thorough "face lifting." Her gun tubs, crow's nest, and shrapnel plating, installed at the outbreak of war, were removed, and, except for her coat of grey instead of white, the old "Iron Mother" again looked much like her pre-war self.

Soon the long-awaited month of June rolled around, and low and behold, our heroes became second classmen. What a great day that was! No more "sir" and "mister." No more Swab rules and matches. And best of all, they had finally earned the privilege of wearing those hats on the back of their heads!

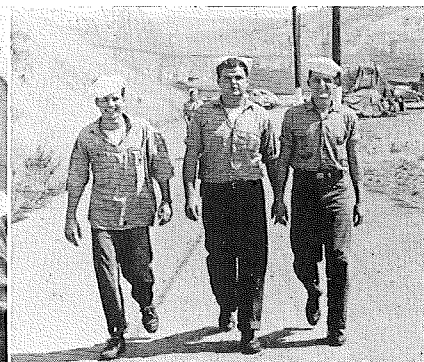
BINNACLE BOYS



TINKERS TINKERING



TOUGH TURN-TO



# FIRST CLASS HISTORY

During the second class year, many changes took place at CMA. There was now a new Commandant of Midshipmen, Lt. Commander Rasch, and along with the change of administrators came new routines and regulations. Too, considerable improvements had been made at the base, and what had once been little more than a few buildings scattered in the mud was now becoming a campus with considerable beauty and dignity.

The second cruise, though basically much like the first, nevertheless seemed vastly different to the members of the class of '45. Now that they were second classmen, life in the berth deck and the mess deck was much more tolerable. In addition, being far more skilled in the seagoing trade, they were now standing watches which involved some responsibility. They were now giving orders as well as taking them, and with this came a new self confidence.

Seeming to speed by even faster than had the Swab cruise, the second class term ended in December, 1944, and the Midshipmen all dashed off merrily on their Christmas leave.

Returning from their leave a tired, but worldly-wiser lot, they settled into the complex job of being first classmen.

A year had passed since their entrance into CMA, so the first class found it appropriate to stage a rip-roaring anniversary party at Joe Merello's Club Moderne in San Francisco. Guests of honor at this big stag affair were Mr. Rasch, the Commandant, and Lt. Commander Miller, the ship's popular First Lieutenant, both leaving CMA for other duty with the Navy.

The new Commandant was Lt. Heron, a graduate of CMA who had extensive service with the Navy in the European and Mediterranean area.

Following four months of classroom work at the base, the cruise again rolled around, and our heroes took on the duties of officers on the bridge and in the engine room. The ship boasted a new Skipper, Commander Martin, whose good seamanship and steadfast personality soon won the approval of all hands.

With the end of this third and last cruise came that cold, clutching fear that afflicts all Midshipmen as the license examinations draw near. Study became the major pastime, and idle bull sessions were almost extinct among first classmen.

True to CMA tradition, however, they came through with flying colors, and much to their relief, they suddenly found themselves licensed officers, ready and qualified to ply their trade in the seagoing world.

As they take leave of the California Maritime Academy, each of these men feel a deep gratitude, not only for the training they received here, but equally for the friends they have gained. In the past twenty months these classmates, eating, sleeping, studying, and working together have become like so many brothers. The joys and problems they have experienced together have joined them in a bond of understanding and fraternity that will be everlasting. For this they are truly grateful, and to the future classes, they leave the hope that they, too, will experience the satisfaction and brotherhood of real class unity.

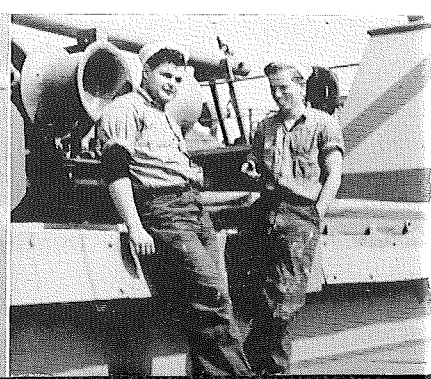
THE SNEEDURS



LIBERTY TIME



GRIFF AND VAN

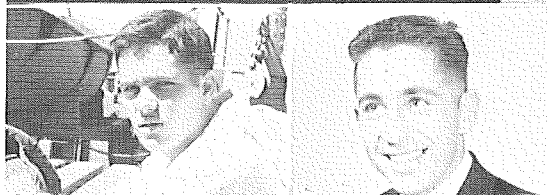
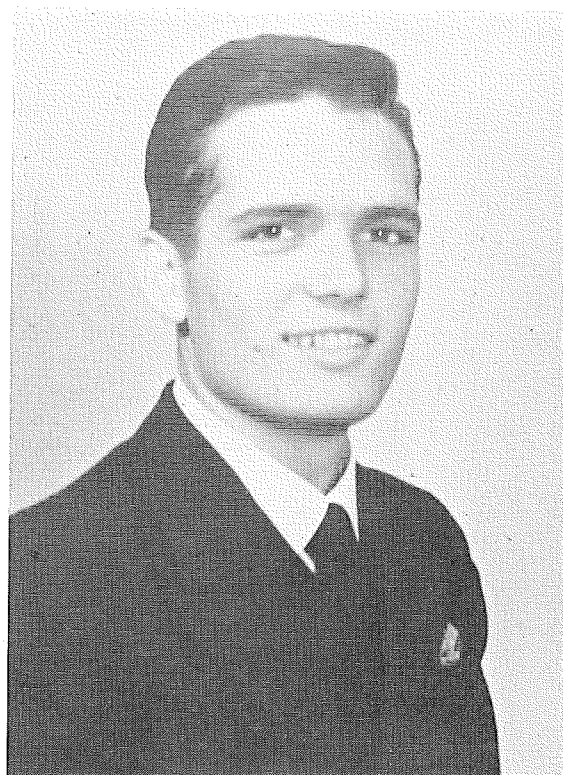




## Howard R. Annin

"Annie"

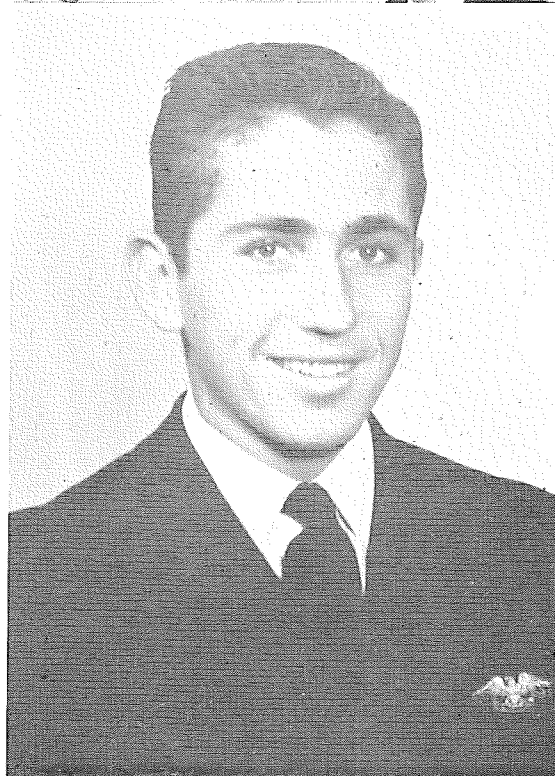
"Annie" is from that wild and woolly community of Pasadena where men are men. Because of this, there was nothing else to do but send him to CMA. Howard pulled an oar for his class' boat crew in his first two terms and helped to defend the first class' title on the basketball court. In his final year, Howie served as a first class petty officer. We know that he will be an asset to any ship.



## Ben Barton, Jr.

"Benny"

"One meat nose!" That familiar call will always bring forth that fine looking young man from Oakland. Ben is a great booster for Lake Tahoe where he spends the majority of his leave periods. He was elected Vice-President of his class in his final year. Around the base and aboard ship, besides holding a prominent position scholastically, Benny is one of the best practical men in his class.

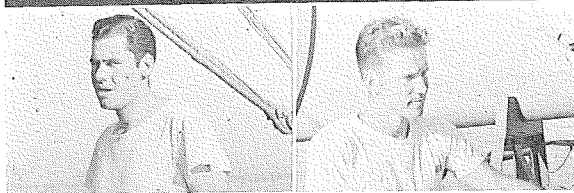




## Alfred X. Baxter

"Bear"

Al will long be remembered for his tireless work for two years on Academy publications, and his recitations of "Mrs. Pettibone" and "Daniel and the Lion's Den." Alfred X. is also responsible for organizing the Camera Club. At CMA, "the Bear" has held the following titles: Chairman, Swab Smoker; Photographic Editor of the Binnacle; Cadet Librarian; Editor-in-Chief of the Hawsepipe; President of the Camera Club; A buddy to all, Al will never be forgotten.



## Ivan R. Brandt

"Dagwood"

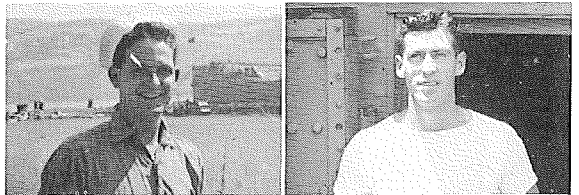
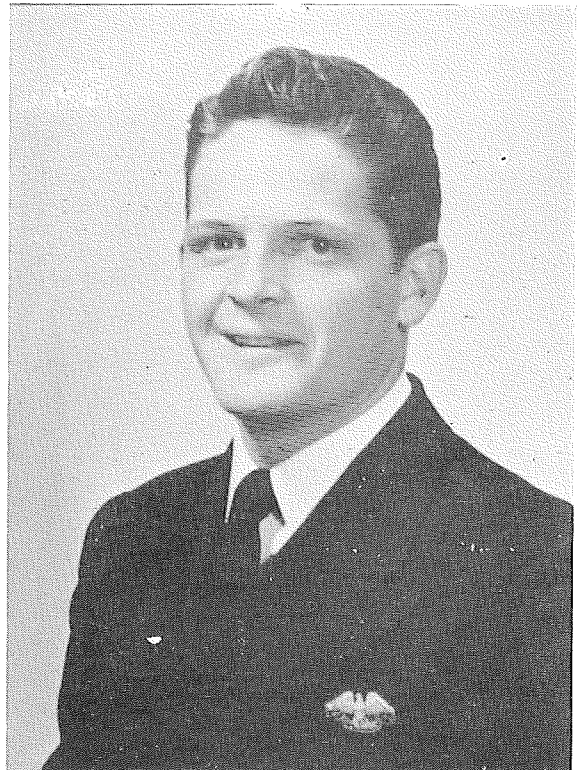
Twenty months at the Academy have not changed Laughing Boy Brandt much, except for giving him a background for a fine sea career. Ivan is still the same friendly, happy character that we knew during Swab days. Being an Oakland boy, he is a strong rooter for that city and the University of California, which he attended before entering the Academy. With his qualifications, Ivan should indeed have a bright future as a sea officer.



## Thornton E. Casey

"Cassius"

The primary contributor to the column "Slopshute", imaginative Casey has brought many a laugh to the boys. "Case" has the reputation of being able to enlarge upon any idea that enters his head, or anyone else's. In his Second Class year he was of great assistance to the organizing of the Drum and Bugle Corps. We hope that O'Casey will be able to fulfill his dream of piloting a lazy schooner in the inter-island trade.

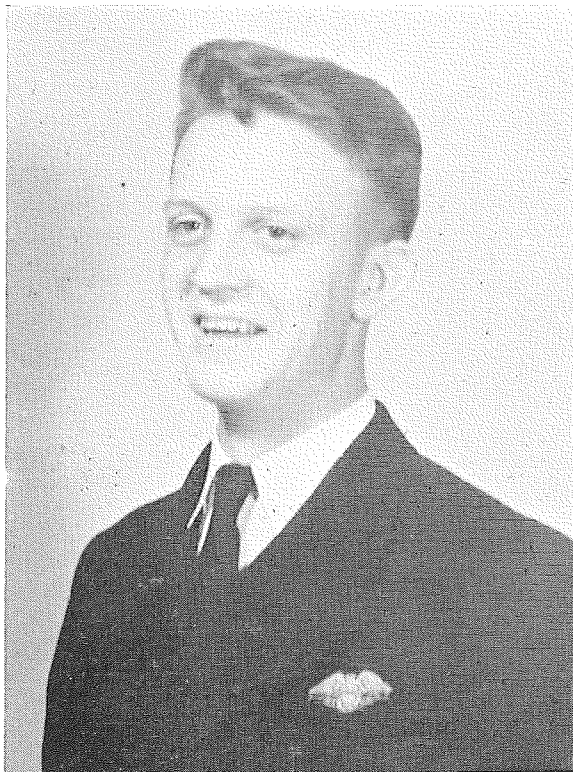


## Francis J. Coleman

"Frank"

Good naturedly referred to as "The Ape" by his buddies, this big Irishman is by far one of the most popular men in his class. His outstanding practical ability and effortless efficiency made him just the man for the job of Midshipman Chief Engineer. Frank's ability to get along with people, coupled with his quick and able mind, will surely make him a success in whatever field of endeavor he chooses to enter.

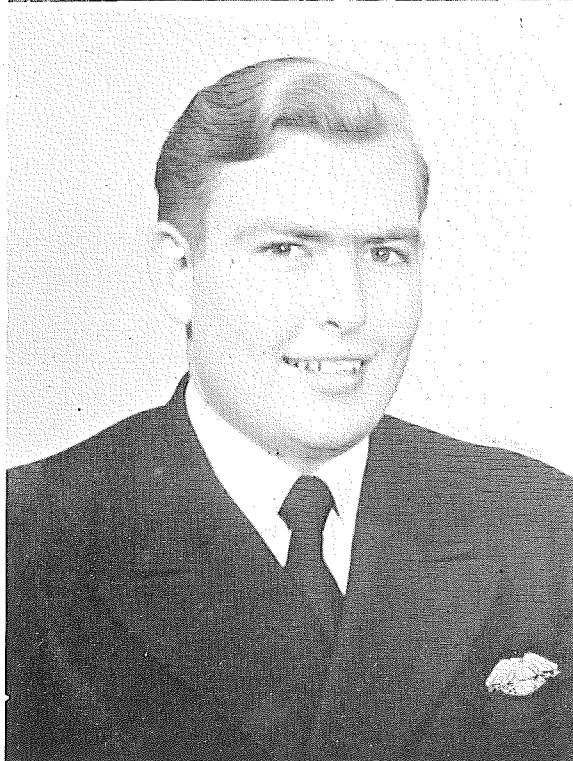




## Neil M. Cook

"Cookie"

Meet Neil MacDonald Cook, ladies and gentlemen, a very likeable chap. Never had a bad word for anyone, did Neil—he had naught of enemies. Would not his blond hair and twinkling blue eyes be proof enough of this? He has the reputation of a most conscientious student. His application was not without premium for he was one of the higher men in the class scholastically. Smooth sailing, Neil; we know you'll succeed in your profession.



## Donald M. Depew

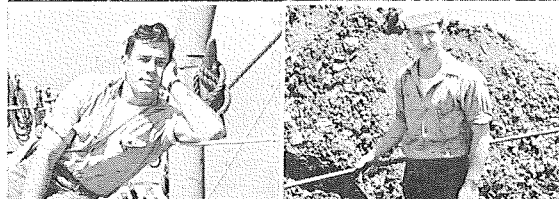
"Big Don"

Big, blond Don came to the Academy from Glendale where he went to Hoover High, and is always singing the praises of the Southland. He expects to undertake a sea career and eventually become captain of his own ship. Being an ardent fisherman, Don hopes to do nothing but fishing, and perhaps a little sleeping, when his work at sea is over.



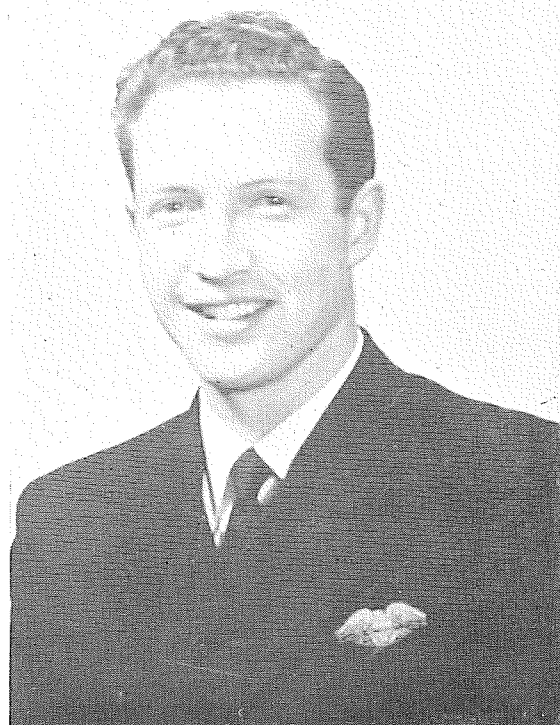
## **George W. Detweiler** "George"

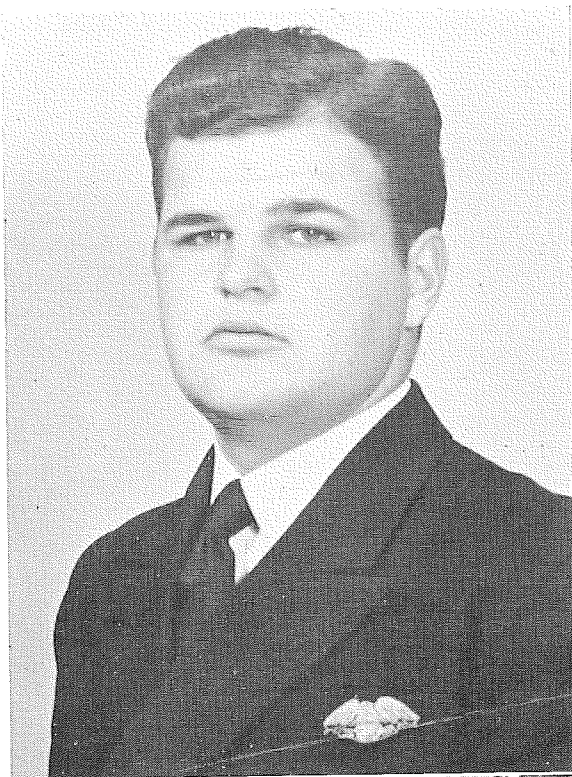
George hails from Santa Ana and since his first appearance at CMA has continued to distinguish himself in both curricular activities and leadership. Upon becoming a First Classman, he was chosen Cadet Captain on the basis of these qualities and he has proven himself worthy of the position time and again. He is well liked by everyone and will be long remembered for his sense of humor and fairness in dealing with the Midshipman Corps.



## **Charles B. Dunham, Jr.** "Charlie"

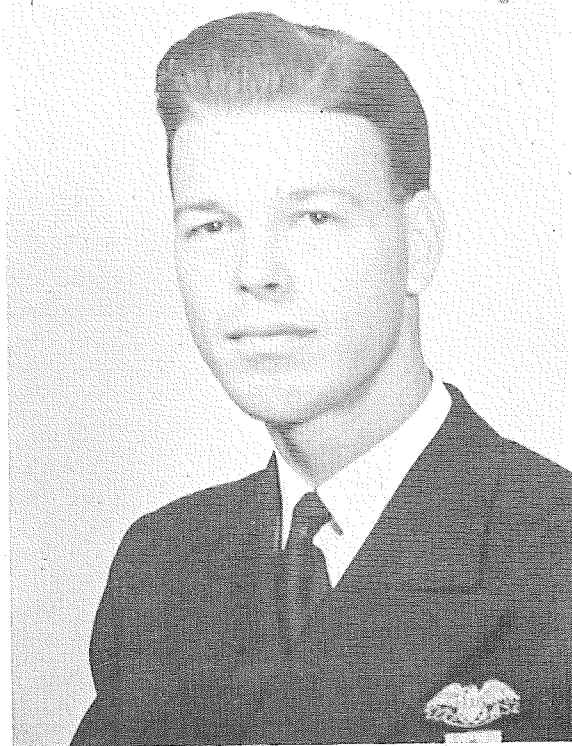
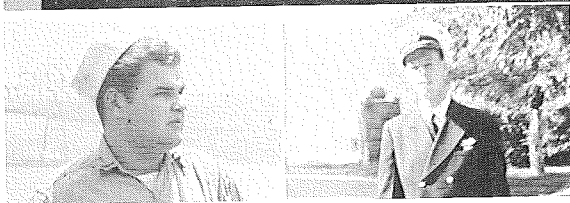
Whenever there is a job to be done, you can rely on Charlie Dunham to do it. This thought has entered the mind of more than one instructor, for in Charlie we have a competent engineer. He applied himself in classroom and shop with such success and exhibited such qualities of leadership that he was chosen a division officer in his First Class year. Charlie also did a fine job as Advertising Manager of the Hawsepipe.





**Richard M. Griffith**  
"Griff"

Griff acquired a desire to go to sea while riding the waves on the Los Angeles beaches. He served in the Coast Guard at Crescent City before entering CMA. His good nature and singular outlook on life soon found him a definite place in the Academy. There was no doubt that the large one would have any difficulty getting acquainted, and, more important, getting along with his shipmates.



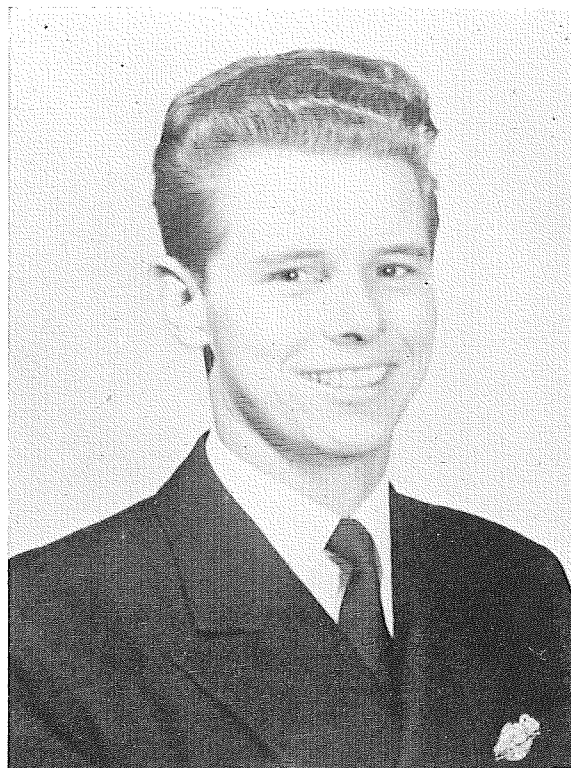
**Henry M. Gullickson**  
"Mort"

Mort is definitely a man of very few words. The oldest man in his class, Hank boasts previous military service with the Army. Despite the mad turmoil that sometimes envelops the life of the Midshipmen of CMA, Henry Gullickson can always be depended upon to maintain his composure. This trait will surely be a boon to him at sea where level-headedness often prevents disaster.

## Marvin R. Hall

"Buster"

An outstanding Midshipman, the commander of "A" division—the best drilled at CMA—Marvin Hall has worked hard and has gained many friends and much knowledge. Marv, pin-up boy to the girls in the office, has helped out and worked hard as Associate Editor of the Binnacle and as originator of the column "Wise and Otherwise." Hall should advance to the top in a hurry. Good sailing, Buster.

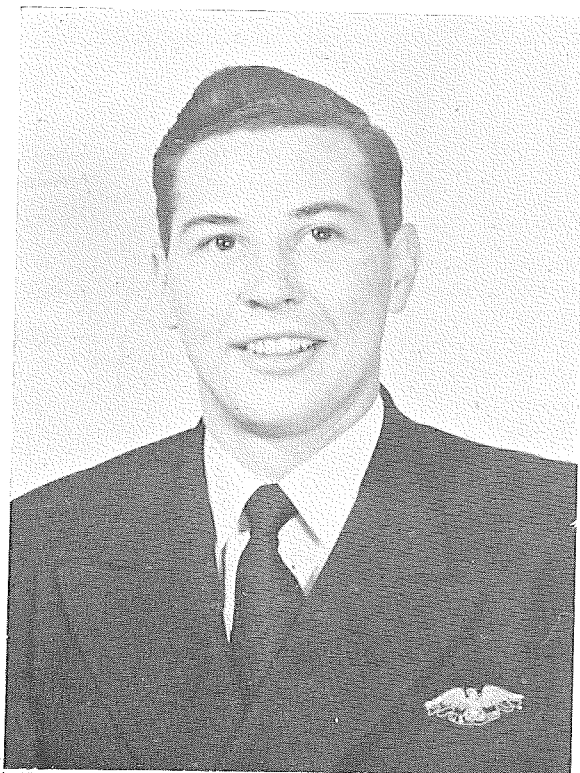


## Thomas L. Nehir

"Dr. Pie"

Another of the local boys, Tom hails from San Francisco, and is always ready to speak for his fair city. An enthusiastic extrovert, he can invariably be found right in the thick of any bona-fide bull session at CMA. His singular sense of humor makes Tom welcome in any group. Here's hoping this fine engineer gets the position he wants upon graduation, and that his career at sea is a happy and successful one.





**Harry M. King**  
"Milt"

Here's a toast to Covina for sending us their prize possession. Yes, friends, it was a great day when Harry Milton King left the oranges for nautical knowledge. Harry applies himself diligently to any task, be it a stubborn pump or a dainty little number with flowing skirts. This fellow's engineering ability, combined with his winning personality and generosity is bound to lead him to success in his sea career.



**James E. Koerber**  
"Mr. Kerby"

Jim Koerber is one of the many CMA men who claim San Pedro for a home. Rather quiet, he meets all comers with a bashful smile and a soft, unhurried voice. Jimmy usually manages to stay in the background, calmly unaffected by the world's mad hustle and bustle. In spite of his unobtrusive manner, however, he will always stand his ground stubbornly for anything he considers right. Best wishes to a good engineer and a good man.



## John W. Lee "Don"

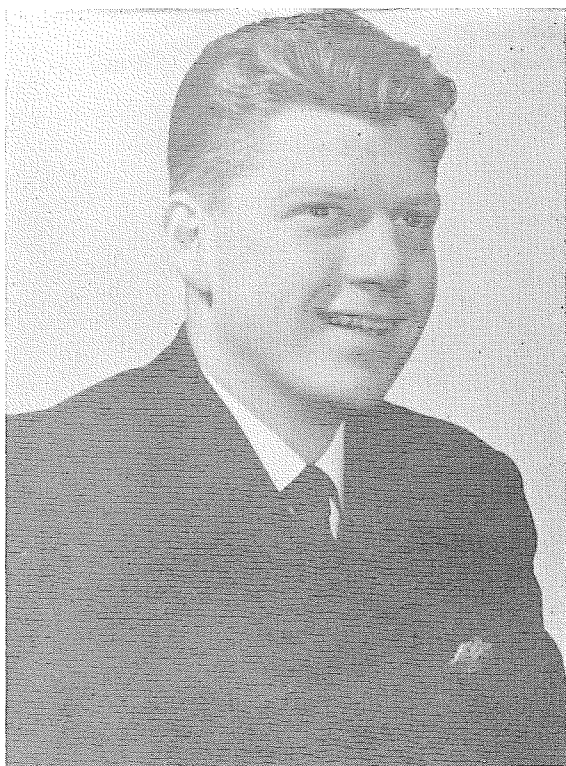
From that sparkling little community of San Leandro we have that handsome and accomplished engineer, Don Lee. Don has pulled a strong oar for his class' rowing team for all three terms. In the engine room, this quiet fellow is never rattled by trouble but performs his duties skillfully and with little excitement. Don is fond of all kinds of sports and spends most of his leisure time engaging in athletics. His ready smile and congenial personality will be welcomed aboard any ship.



## Miles S. Messinger "Miles"

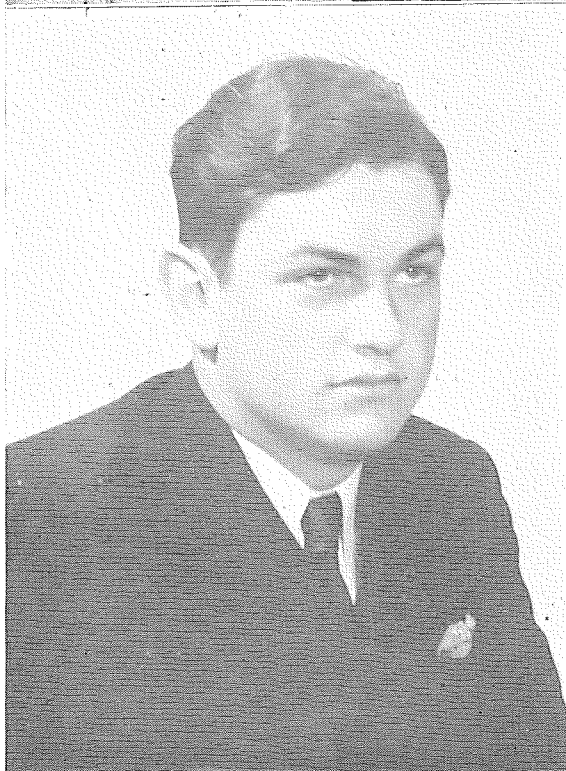
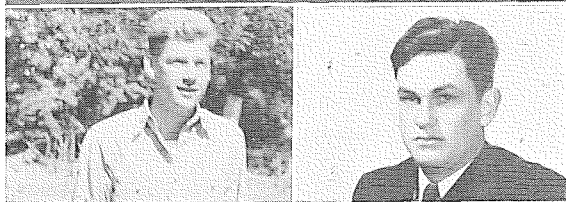
Though not to be classed as a woman-hater, Miles is rarely known to spend his time discussing the opposite sex. His slow, deliberate walk and his slightly cynical humor have become an established part of life at CMA. If asked where he is from, Miles will inform you that he hails from the home of all good seagoing men, i.e., San Pedro. We know he'll uphold that claim when he goes to sea.





## Robert B. Moeller "Pickles"

Steady as they come, "The Pig" will grunt a few million bars in behalf of any or all his views on a multitude of subjects. San Leandro's own prodigy is one of the most capable engineers ever to attend the Academy. No matter how difficult the job on hand, "Pickles" rolls up his sleeves and stays with it until it is completed. Bob has become quite adept in the art of lathe operation, which should place him in good stead on any ship.



## Thomas M. Morgan "Tom"

Tom came to CMA from Glendale to learn navigation. His experience in surveying and his keen interest in mathematics have boosted him to the top in his class. Since his arrival here, Tom has moved up the line and is now one of the high five in class scholastically. We sincerely hope that Tom gets what he wants after the war—a job with the U. S. Coast and Geodetic Survey.

## Richard J. Naylor

"Dick"

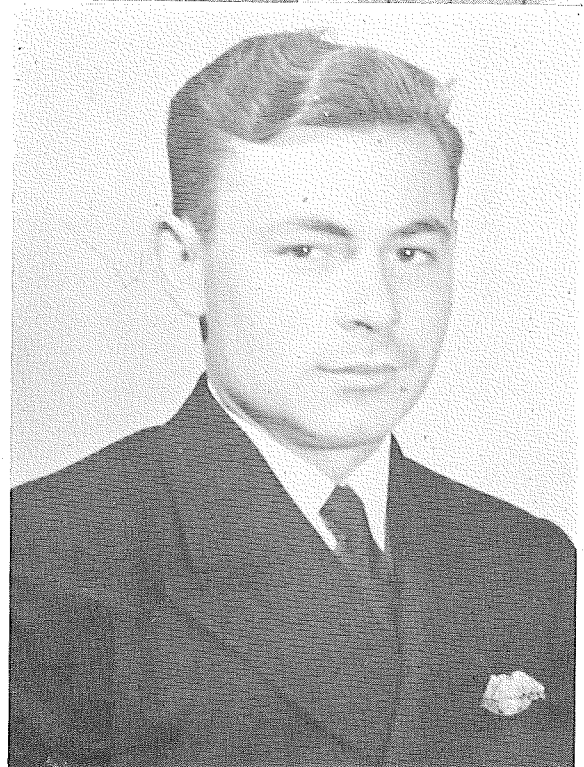
At the end of his second class year, Dick was given the thankless job of editing the Binnacle and has not only done a fine job, but has also maintained a high scholastic average. Journalism, however, is only an avocation, for he plans to go to sea, and perhaps after a few years return to the University of California and finish his studies in mechanical engineering.

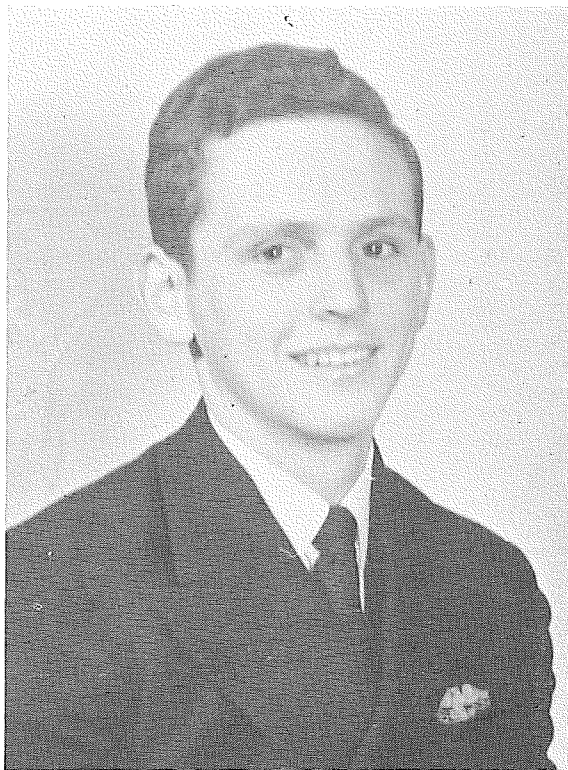


## Joseph S. Palmisano

"Joe"

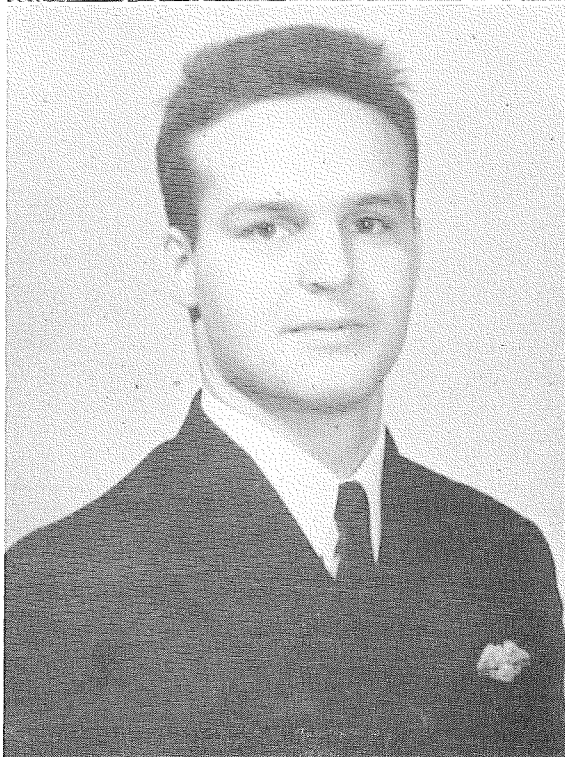
"Little Joe" has established a reputation for efficiency and dependability during his stay at the Academy, and was appointed to the position of first class petty officer in his final year. Although his original home was New Orleans, he has lived in Los Angeles for the past few years and can be seen dashing home whenever a leave comes up. Joe intends to stay at sea with a master's license as his goal.





## Thomas V. Pew "Stinky"

Tom has been a prominent figure around the Academy, rowing on the boat crew, and being appointed Midshipman First Class Petty Officer in his final term. An accomplished pianist, "Stinky" has provided the Corps with many enjoyable hours with his renditions of the works of the masters mixed in with a little boogie he has picked up at CMA. The Company with which Tom ships may consider themselves very fortunate, for he is a very capable engineer.



## Robert J. Peyton "Bob"

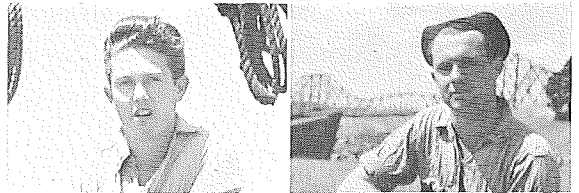
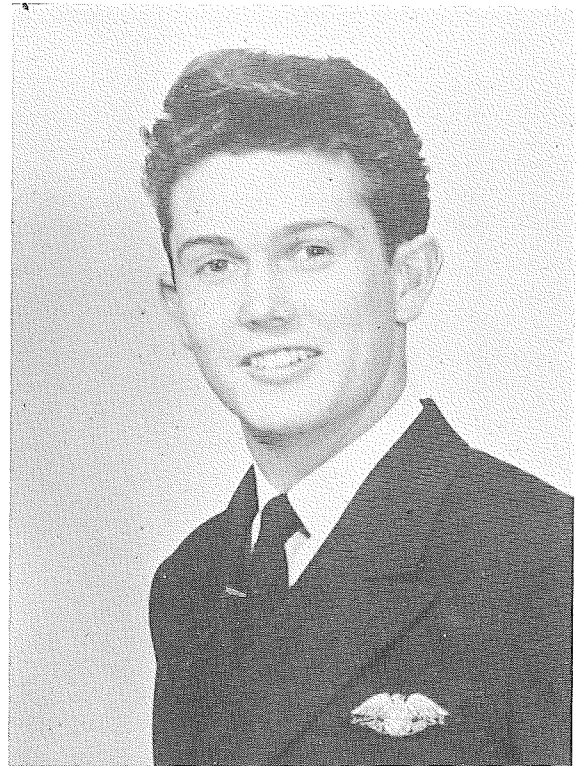
Having a love of ships and the good salt spray, Bob seemed to find life as a Midshipman to his liking, and he did well by it. Bob emerged from his lower class terms as an engineering petty officer, this distinction gained by the conscientious manner in which he undertook the theoretical and by his skillful performance in the practical line. We know these qualities will carry him far in the seagoing life.



## Philip J. Ransom

"P. J."

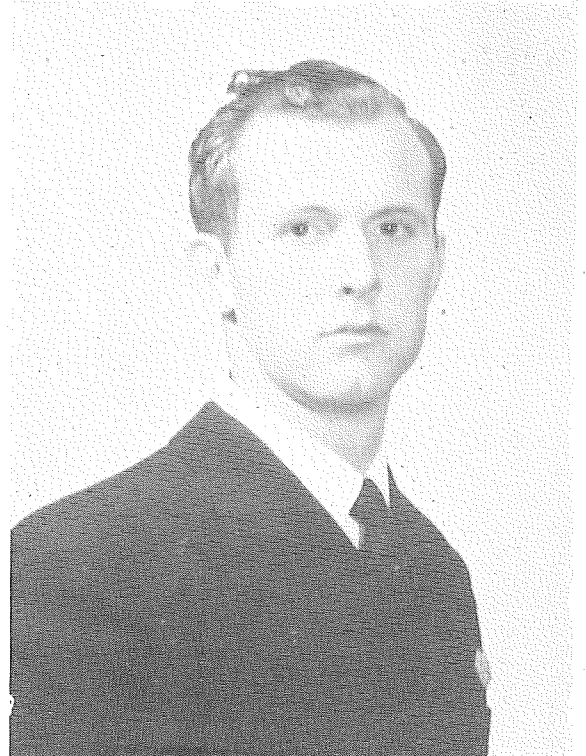
One of the quickest wits in his class, Phil is always ready with an endless source of subtlety. Whatever the situation, he can be depended upon to meet it with a dauntless sense of humor. Nor is his sharp mind limited to humor. Phil Ransom is one of the top engineers in his class, and has held the post of Cadet Adjutant for the past eight months. Phil also served as Associate Editor of the Hawsepipe and is responsible for the cartoons.



## William M. Rattray

"Bill"

Ross, in renowned Marin County, claims Bill, and he is always ready to tell you what a wonderful place it is, or could it be a certain Mary who attracts him to the spot? At any rate, Ross can well be proud of him, for by his practical experience aboard the Training Ship at Marinship, where he worked before entering the Academy, he has become a man skilled in the engineer's way of doing things.





**Halle P. Robb**  
"Hallipi"

Halle has had years of small boat experience, equipping him well for his studies at CMA. Here he became First Class President, Treasurer for the Cadet Service Fund, Business Manager of the Binnacle, and possessor of the largest collection of used Special Library blanks in existence. Best of luck to "Hallipi" and every wish that he continues his sea career with as much success as he has had in the Academy.

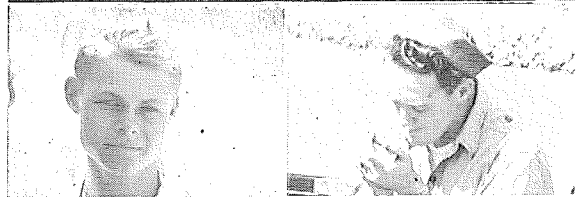
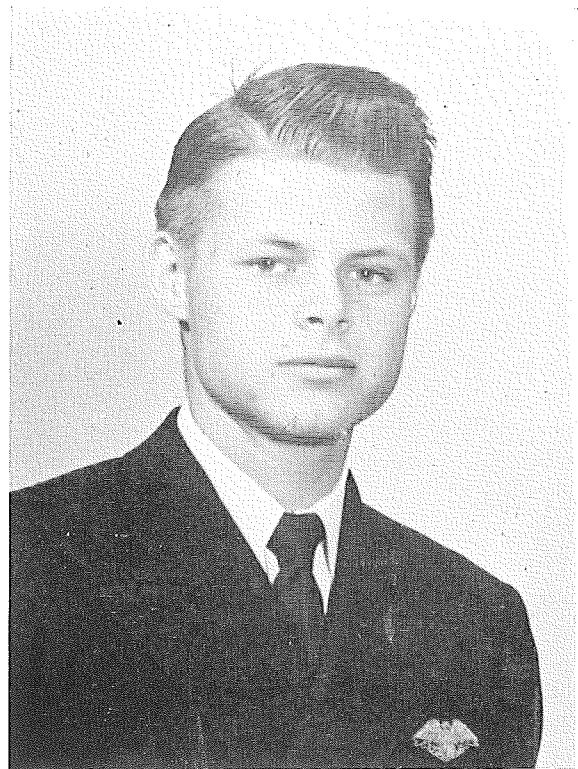


**Irwin H. Rosa**  
"Niwri"

Strictly on the Stanford side, "Dave" is popular with all hands. The "little general" of "C" division has maneuvered that mass of men with unerring leadership. Irv has all the ability and knowledge a commanding officer can expect of a man under him. Ali-Baba will never be forgotten by his classmates nor the men in his division. "Rose" plans to return to college after the war, and until then he will serve as Ensign, USNR.

## Earl Donald Schlaman "Don"

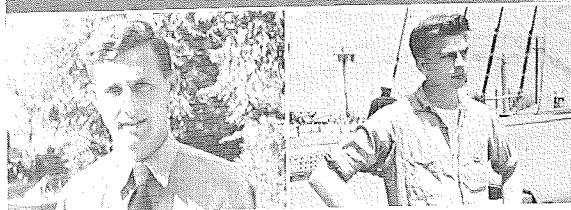
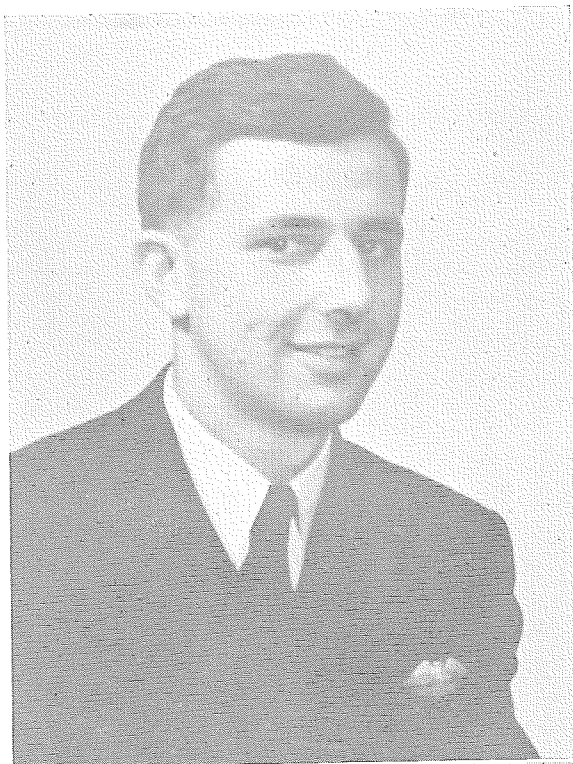
Ever since Swab days, Don has been noted for his G.I. haircuts and the distinction of being the last man out of the mess hall. Before coming to CMA, he attended the University of California where he studied mechanical engineering and was a member of the Kappa Sigma. Don plans, after a few years at sea, to return to finish his college education.



## Calvin E. Smith "Smitty"

Sometimes called "Windy" because he likes to make noise, Calvin is very popular with his classmates. He possesses sincerity and good heartedness that is matchless. This fine engineer has always had a keen interest in extracurricular activities at the Academy. Whenever a party or any type of Cadet function is being planned, Smitty can always be depended upon to lend a helping hand in the preparations. Lots of luck and happiness, Smitty.

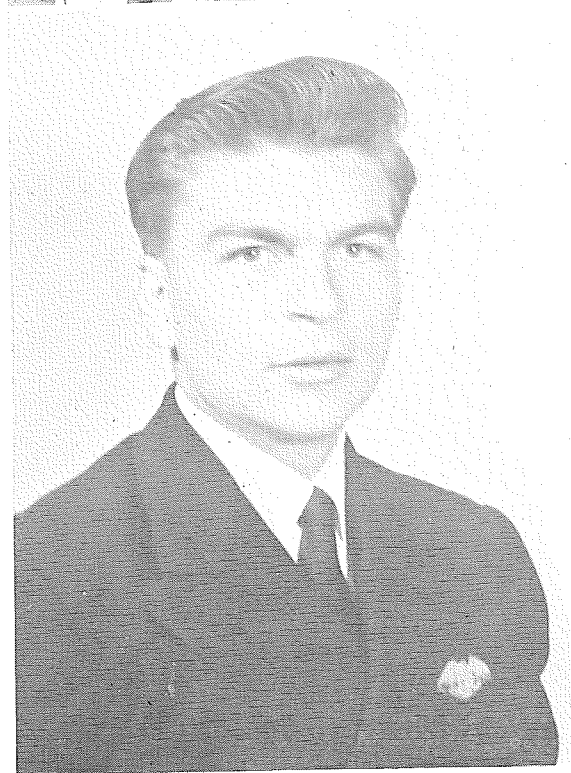




## James K. Starr

"Jimmy"

Jimmy is a shy, quiet man with a great interest in small boats—especially racing speedboats. An outdoor man at heart, Jim spends much of his spare time hunting and has quite a collection of guns. Another of his hobbies is that of constantly taking apart a certain blue Ford which is seldom seen running. At sea, his experience with boats and knowledge of navigation should help him greatly on his way toward Master.



## W. Ben Stradley

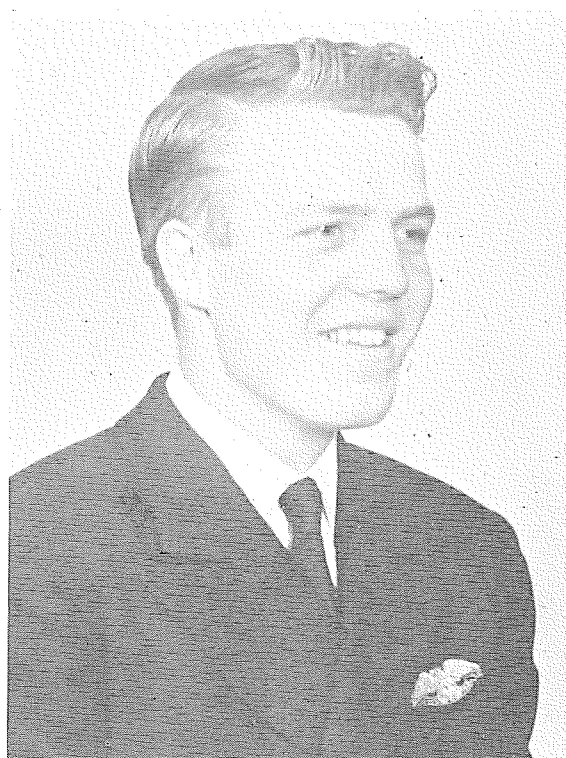
"Ben"

The town of Delano, California, meant little to the Midshipmen until Ben Stradley appeared. However, none of us will forget the place now, for we will always remember Ben. His fame as a creator of novel devices was widespread; he had the knack of making hard jobs look simple. Add to this the fact that he was outstanding when it came to theory and you have a first rate engineer.



## John C. Strahlendorf "Strahlie"

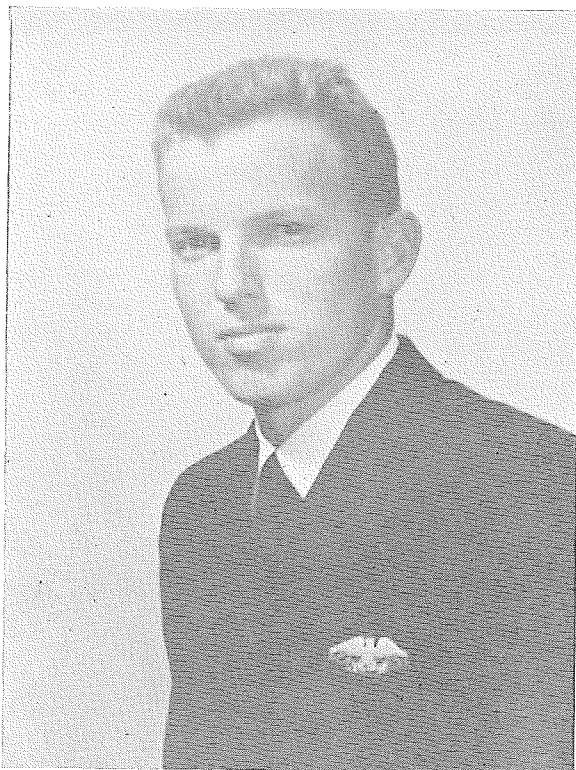
Sometimes called the "saltiest" man in the first class, J.C. is one fellow you can always depend on to do a job right. His persistence, practical ability, and good nature will be remembered by all. Always a smile and a "Howdy" for everyone, John is willing to do any job at any time. Some tanker is going to get a good man when they sign Strahlendorf on as Third Mate.



## Marvin R. Tripp "Trippo"

Being one of the Oakland "Boys," Marv naturally had to be a debonair, swashbuckling gentleman—and that he was. That dashing smile and black wavy hair would make any girl swoon, which is something we can't all do. Seriously, Marv is an amicable fellow with a certain manner which has gained him many friends. Being a capable engineer in every respect he is a certain asset to any ship on which he may sail.

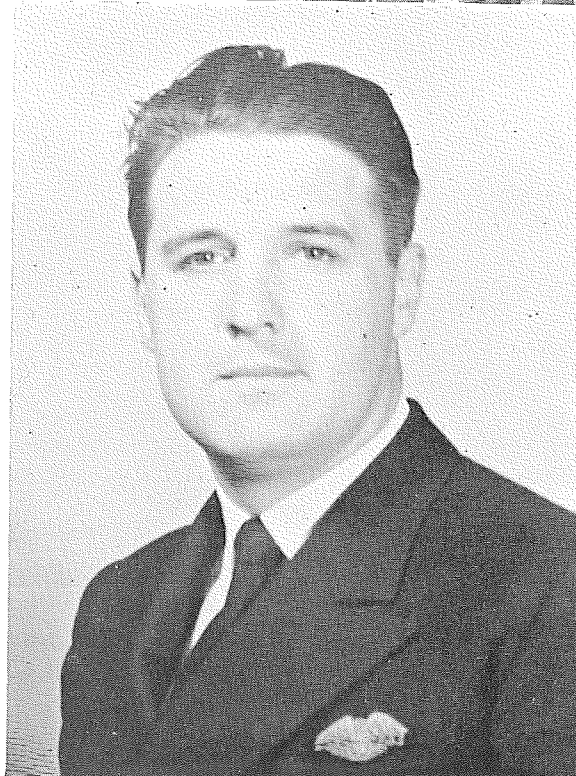




## F. Douglas Van Sicklen

"Goat"

It can be safely said that little Doug is one of CMA's most unique personalities. Among his achievements are organizing both the Academy's first dance orchestra, and the first Drum and Bugle Corps. Doug has expressed a desire to operate a schooner among the South Sea Islands, but, for the time being, he'll be happy with a C-2. Here's hoping Doug has as much success after graduation as he has had on the school ship.



## Arthur J. Young

"Art"

Big, talkative, soft hearted "Lennie" is well liked by all. Rather determined in his arguments, Art is always ready to express his ideas on any subject whatsoever. This honesty and straightforwardness, combined with his sense of kindness, make him the likeable character that he is. We predict that Art will be very popular as Third Engineer on his ship, and will have no trouble making a success of himself at sea.





## THE SECOND CLASS

The Second Class entered CMA on July 10, 1944. This class, perhaps more than any other, will see the real start of the permanent base. Although we arrived six months after the base had been occupied, our class has grown with the permanent establishment from the rumors of construction that were heard during our Swab term to the actual beginning of the gym. This building promises to be finished before we graduate.

During the year we have been here we have continually drawn closer as a class.

We spent a normally hectic Swab year highlighted by the cruise and the trip to Stockton. During the annual boat races, our crew was defeated by the Second Class.

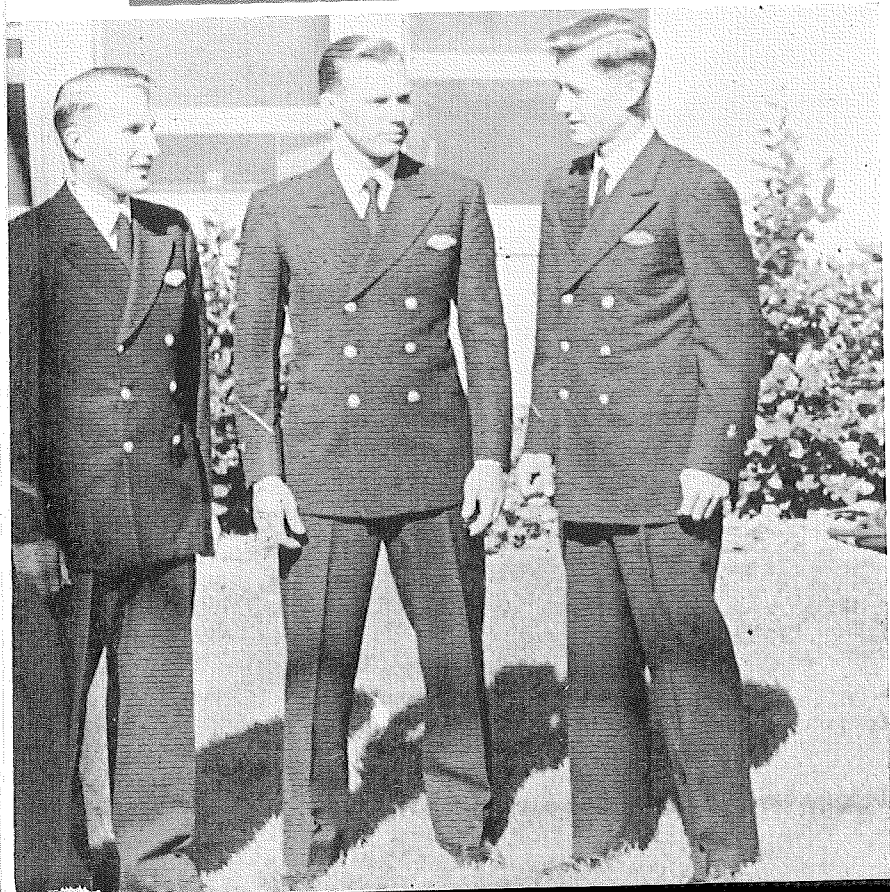
After Stockton we moved back to the base and settled down to our books and the exams that mark the end of a school year.

On January 10, 1945, following a pleasant leave period, we, as Second Classmen, greeted our successors, the new Swab Class. We carried on with more advanced class-work and more responsible watches. We found ourselves painting bulkheads instead of overheads at turn-to.

This term the Stockton cruise had to be forgotten, but the boat races were held nevertheless. We watched our determined crew make themselves school champions by beating the crew that defeated them the year before.

Our first activity as a class was our dance held at the Berkeley Yacht Club. It was a great success and we are looking forward to many more such functions together.

At present, we are interested in finals, leave, and then our First Class year. With the spirit of coöperation and comradeship that is felt, we expect next term to be a profitable and pleasant year for the Academy and ourselves.



### CLASS OFFICERS

Denny A. McLeod.....President

Rushton O. Backer....Vice Pres'dent

Curtis Dreyer.....Secretary





BACK ROW (left to right): Nay, Cree, Kollasch, Dreyer, Hoyt, Lawrence, Schill, G. D. Wilson, Backer. THIRD ROW: Tobey, Bradley, Harrison, Wieland, Clendenny, Wahlgreen, McLeod, Dazey, Cohen, Bergum, Leavitt, Marsh. SECOND ROW: Mirkovitch, Corlett, Everson, Hadfield, Swenson, Ezell, Chambers, Nickerson, Brodsky, Miller, Dickinson, Baitenger. FIRST ROW: Graves, Hatcher, Vandegriff, Levin, Shrader, Valentine, Love, Fogleman, Karasky.

2/c PARTY TIME



BEAUTY TREATMENT



## THE THIRD CLASS

As an entering Third Classman once said when the Captain asked him what he thought of CMA, "Well, sir, it's quite a change." When we came in that fateful morning of January 8, 1945, we had no idea of what the leering upperclassman meant when he asked us the score. We soon found out that the "score" was 237 days until the First Class graduated and we became Second Classmen.

We learned the value of the seaman's way of life. We learned to carry matches and to use salty phrases. We were given a complete practical course in hair culture from the ground up—starting with our haircuts on the first week-end.

By the time the score had sunk to 211, we had our dress blues and began to enjoy the advantages of being an officer "in a qualified sense" and a gentleman by Act of Congress.

Soon Lt. Cdr. Miller left for active service and we began to have lots of study periods.

By 195 our good old "Iron Mother" was beginning to look prettier in her new paint job. This beauty treatment involved some very salty work for us—working oversides and aloft. We began to see the use of practical instruction.

On 191 the water heater in the mess hall broke down, introducing one of the more unique aspects of our Swab year—thereafter an engineer sat in the back of the mess hall and turned the gas on and off at every meal. The heater couldn't be repaired until the cruise.

February 21-25 brought the first bright spot to our life at the Academy—the first four-day leave. And, on the day the score reached 177 (March 9) "A" Division won a three-day leave by winning drill three times in a row. The effect on our marching thereafter was amazing.

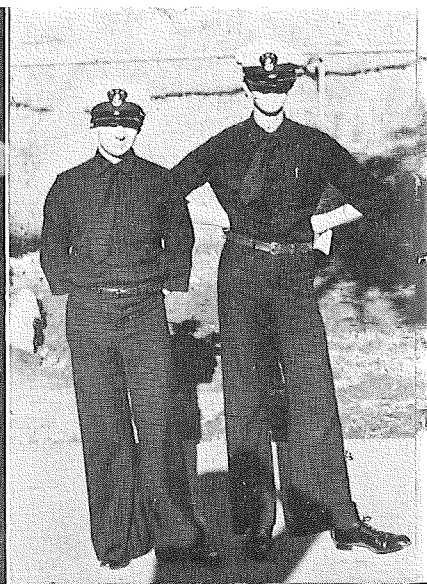
On 172 the band put on its Symphony of Swing for the Officers and Midshipmen. We can't help feeling that the efforts of Kenneth Quandt on the trombone and Bob Kuykendall on the saxophone helped make the concert the success it was.

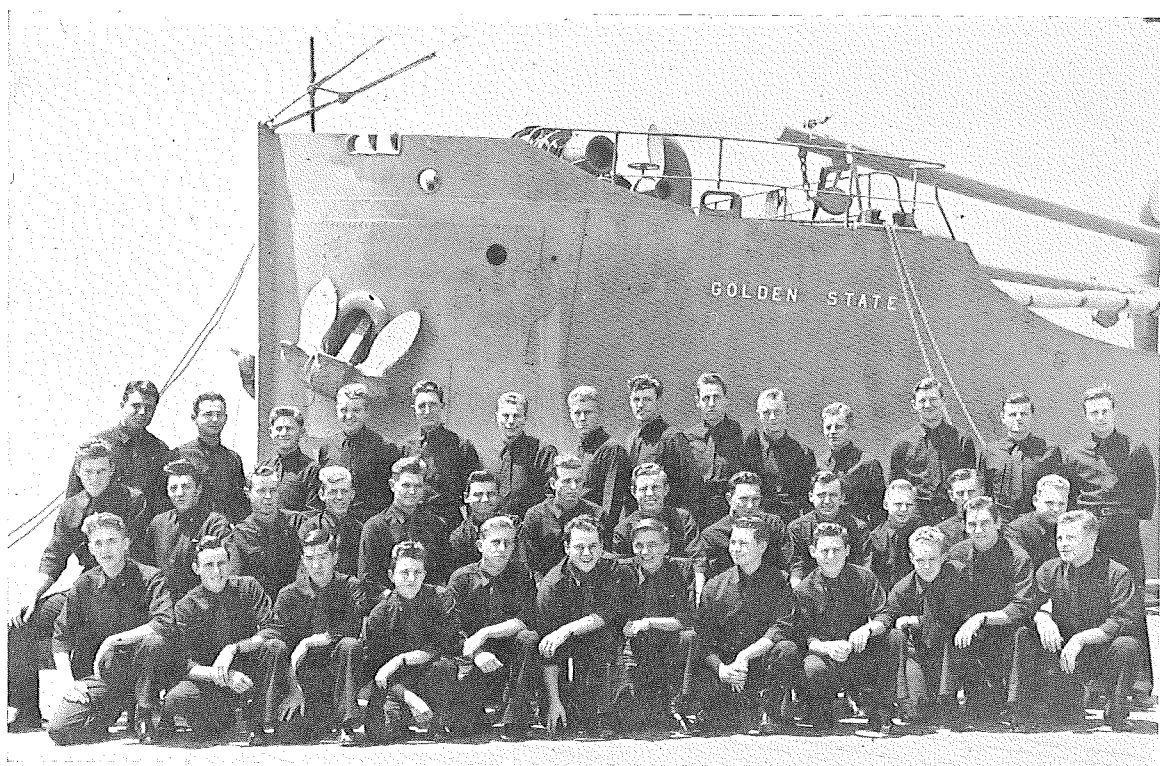
On 162 we put on the long-awaited annual Swab Smoker. Ad lib man J. Q. "Poopsie" Brown was Master of Ceremonies, and a band of our own consisted of Quandt, Kuykendall, Bob Cunningham on the drums, Wright Gary at the piano, and Dick Fiedler with a trumpet. High spots were Roger's and Fiedler's "Minnie the Mermaid"; boxing bouts, particularly McCullough vs. Tinsman; Porterfield's imitation of Lt. Brackett; and Kenneth Olson's impersonation of himself. Though not as smooth flowing as many smokers, it was an undeniable success.

MESS WATCH

SMOOTHIES

SWABS





BACK ROW (left to right): Marinkovich, Quittner, Rall, Hargis, Kuykendall, Tinsman, Porterfield, Quandt, R. M. Williams, Gary, Thomsen, Welch, Chamberlain, Walsh. SECOND ROW: Wainwright, McLachlan, Lawson, Smith, Mefferd, Tassopoulos, Alford, Olson, Kotelnikoff, Hecey, Snow, Fitzgerald, Holmgreen. FIRST ROW: Froelich, Nevis, Yee, R. H. Brown, Fiedler, Krambuhl, Rogers, Cunningham, I. P. Williams, Brennan, Ursich, J. Q. Brown

135-126 brought the pre-cruise leave period. We felt we needed it after fighting our way through mid-terms. We returned from that to face the cruise term and the frantic dash to get cocoa before morning calisthenics. Of course, classes for the Third Classmen weren't thought of—we turned-to.

Captain Martin came aboard to command the T.S.G.S. the day our Swab term was half over. We "went to Bay" the first time next day.

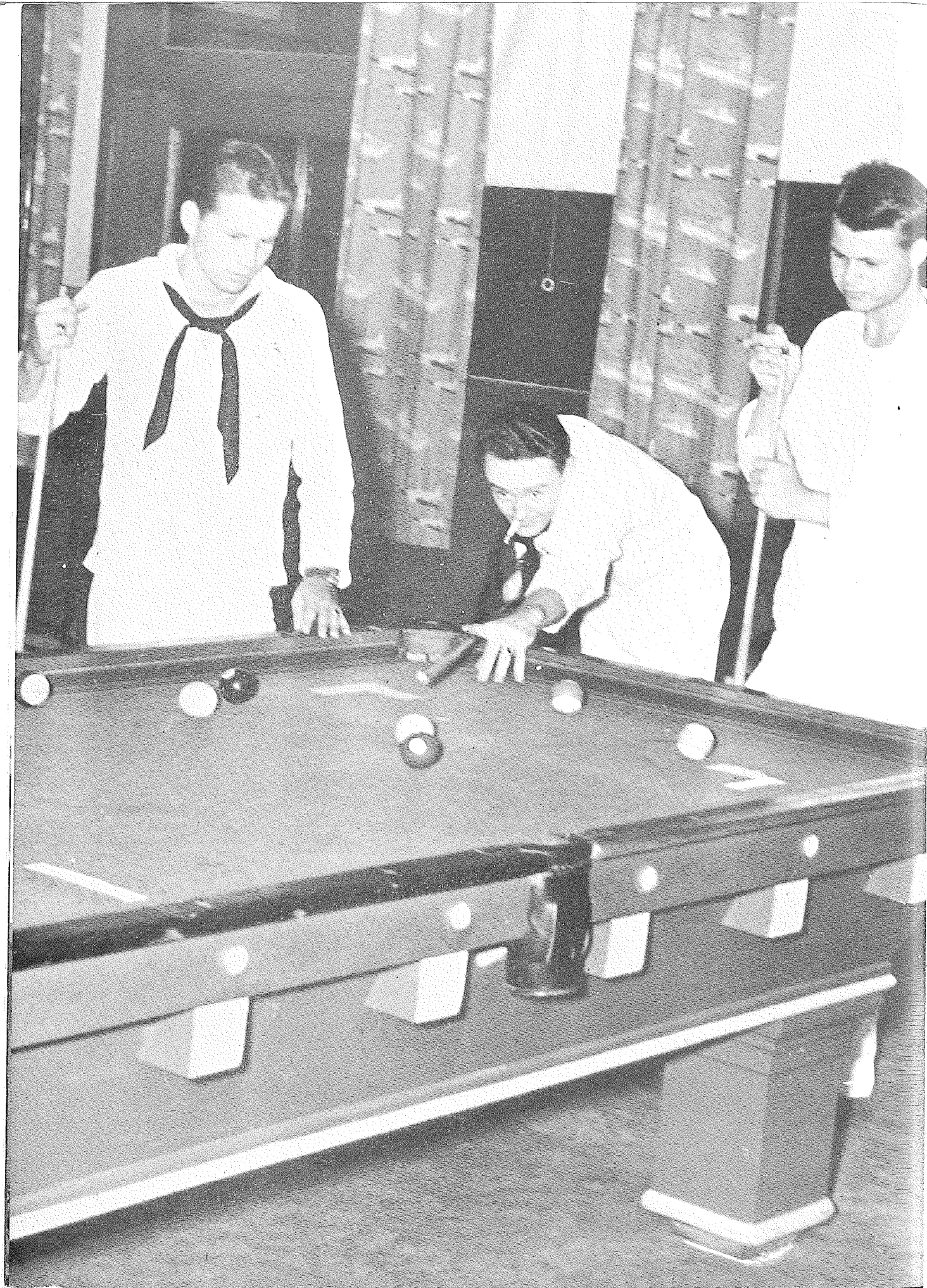
Although the cruise was fairly uneventful (we didn't even get to go swimming) the Third Class took quite a part in it with lookout watches, leads watch, and (ugh!) chain locker detail.

On 74 we docked in Slip 6 in the Ferry Building for the Golden State Dairy Company broadcast. The First Class held a dance in the classroom, and we got a glimpse of what the glories of upper class life can be. Unfortunately the Stockton trip was cancelled because everyone got sick, and we missed one of the greatest of CMA traditions.

On 67, the Second Class rowed a little bit faster than we did across a choppy three-quarter mile course in North Bay to "put us in our place."

The second shore term, beginning at 56, brought back classes and the quest of knowledge as well as the realization that we hadn't long to wait to be Second Classmen. With the new gym and swimming pool under construction at last, we look forward hopefully to being Second Classmen, and beyond that to a bright future at CMA and in the Maritime World.









**ACTIVITIES**

# THE BINNACLE

The Binnacle is the monthly publication of the Midshipmen. Just about any information that affects CMA can be found here. The Binnacle is more than just a newspaper for the Midshipmen themselves. It has an outside circulation of about 500; the principal subscribers being the parents of the Midshipmen and the many graduates of the Academy. The parents, who are materially interested in knowing what goes on aboard the Training Ship, get a fairly good idea of our routine through the Binnacle, while the many grads find a great deal of satisfaction in the Alumni News where they have an opportunity to keep track of their many classmates and shipmates.

In the earlier days of CMA, the Binnacle consisted of relatively small mimeographed issues. It has been only in the past few years that it has been taken to the outside for printing. Credit is due to the Binnacle Staffs of the past few years who have had the initiative to raise the standards and put it on its present level. Under this term's editor, Midshipman Dick Naylor, the largest and some of the finest issues in the history of the Binnacle have been published.

One thing is certain; that is, there is never a dull moment at CMA. As long as this keeps up, there will always be a Binnacle to let everyone know about it.



RICHARD J. NAYLOR  
Editor



BACK ROW (left to right): Dunham, Baxter, Tobey, Karasky, Clendenny, Bradley, Quittner. SECOND ROW: Ransom, Cunningham, R. H. Brown, Gary, Brodsky, Hall, Fitzgerald. FIRST ROW: Casey, Van Sicklen, Rosa, Naylor, Robb, Palmisano, C. E. Smith.

BACK ROW (left to right): Van Sicklen, Tobey, Clendenny, Karasky. SECOND ROW: Cree, Casey, Dunham, Palmisano, Hall. FIRST ROW: Rosa, Naylor, Baxter, Detweiler, Ransom, C. E. Smith.



In publishing the 1945 Hawsepipe, it is the ambition of the Staff to reproduce a true record of our class' "Life and Hard Times" at CMA. Our sweat, tears, and writer's cramp were not in vain if we have accomplished our purpose.

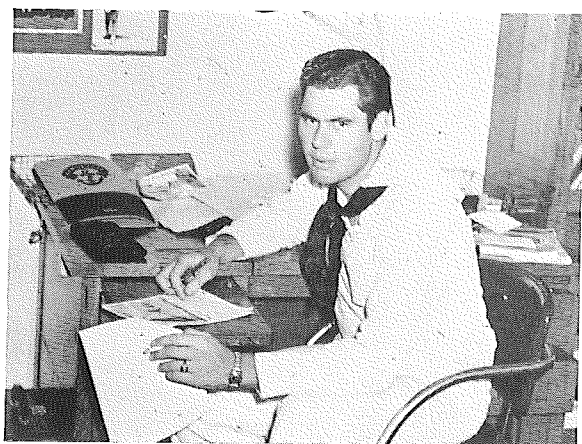
The editor, Al Baxter, as well as supervising the editorial work and layout is solely responsible for the pictures in this book. We feel fortunate in having an editor with Al's ability, experience, and capacity for work.

Charlie Dunham, the Advertising Manager, deserves much credit for his work on the ads, which are the basis of financial support for any publication of this type.

Phil Ransom is responsible for the cartoons—a new feature in the Hawsepipe. The assistance of Joe Palmisano, Erwin Rosa, Doug Van Sicklen, George Detweiler, and Calvin Smith on the stories has been invaluable.

As a staff, we wish to thank our advisors, Lt. Richard D. Heron and Lt. John F. Summerill for their advice and assistance.

We have enjoyed publishing this chronicle of CMA life. We hope it lives up to your expectations.



## THE HAWSEPIPE

ALFRED X. BAXTER  
Editor-in-Chief



BACK ROW (left to right): Swenson, Alford, Holmgreen, Mirkovitch, Coleman. SECOND ROW: Graves, Mefford, Olson, Cree, Gullickson, Bradley. SECOND ROW: Valentine, Casey, Smith, Baxter, Schlaman, Staar. FIRST ROW: Chamberlain, Yee, Brown, Nevins, Peyton, Gary, Quittner.



CALVIN E. SMITH, Secretary-Treasurer  
AL BAXTER, President

## CAMERA CLUB

One of CMA's most active organizations is the Camera Club, headed by Al Baxter as President and Calvin E. Smith, Secretary-Treasurer.

Since its beginning over a year ago, the club has grown from eleven to twenty-two members. The waterfront cabin given to the Club by the Academy has been altered by the members themselves to provide efficient darkrooms with all the modern equipment necessary for the processing of photographs. The cabin also contains a large clubroom in which meetings are held.

The Club has proven an asset to the school many times as they were instrumental in producing pictures for the school publications as well as identification prints for the graduating classes, pictures of important CMA occasions, and Christmas cards for the Midshipmen.

The Club's first advisor was Mr. Robert L. Peck, an accomplished photographer. After his departure from the Academy, Lt. Cdr. Tubbs became the Club's "Godfather" and he has been of great assistance to the organization in its functions.

Movies and lectures were presented to the group through the facilities of the Eastman Kodak Company's Camera Club Service, and instruction was afforded beginners by Baxter and Smith.

We sincerely hope that in the future this group will carry on with the same high standards and interest demonstrated during the past year.



# CADET SERVICE FUND

Each term the Midshipman Service Committee is chosen from the Midshipman Corps to represent the Corps in all recreational and welfare activities not otherwise provided for. The principal instrument employed by the Committee in the performance of its duties is the Midshipman Service Fund, the expenditures and allocations of which it controls under the supervision of the Superintendent.

From the Committee, a First Class Midshipman is selected to act as Treasurer, and he is in operational charge of the Service Fund, working in conjunction with the Midshipman Chief Engineer. Their actions are subject to the approval of the Midshipman Captain. All books are audited and funds accounted for quarterly by an Auditing Board composed of three officers of the Academy. The office of Treasurer for the current year was very ably filled by Midshipman Halle Robb, who exhibited exceptional skill and energy in managing the accounts of the Service Fund.

The Service Fund is the source of support of recreational equipment and is unanimous in its support of all authorized activities such as school dances and picnics. It also maintains the laundry service for the Midshipman Corps. It receives its support from a standard contribution by each matriculating Midshipman, in addition to a laundry fee paid semi-annually by each member of the Midshipman Corps.

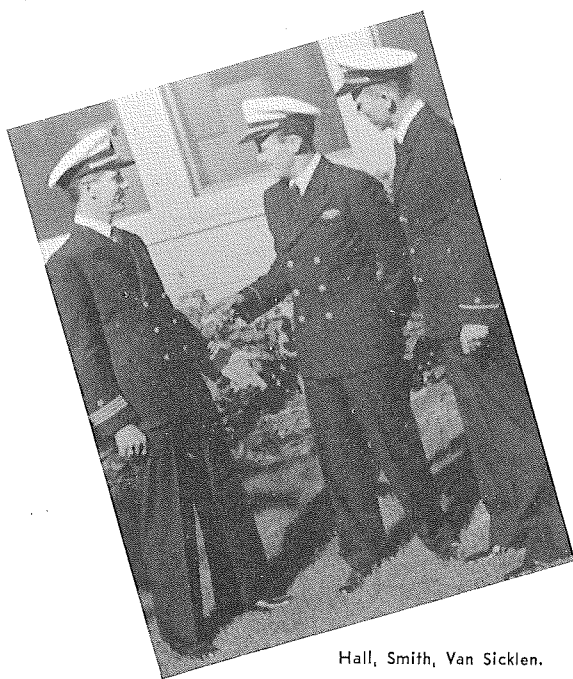
Whereas in the past the Midshipman Service Committee has always been of great consequence to the diversion of the Midshipmen, with the additional facilities for recreational activities being installed by the construction of a new gymnasium, it should play an increasingly important part in making life at CMA more enjoyable.

Francis J. Coleman, Halle P. Robb





## THE PROPELLER CLUB



Hall, Smith, Van Sicklen.

The graduating class of 1945 was admitted into the Propeller Club of the United States as Junior members at a meeting held aboard the Training Ship Golden State on May 24, 1945. Lieutenant J. F. Summerill, Faculty President, presided at the first meeting.

As a result of the election of student officers, the following Midshipmen were chosen to hold office:

Calvin E. Smith, President  
F. Douglas Van Sicklen, Secretary  
Marvin R. Hall, Treasurer

The purpose of this organization is for the betterment of the American Merchant Marine and the education of the public in the importance of an organization such as the Merchant Marine to the welfare and safety of our country.

At the meetings which were held throughout the term, topics pertaining to the shipping industry were brought up for discussion. On occasions, prominent men in the shipping world spoke to the group on various marine subjects.

# ALUMNI ASSOCIATION

M. N. ENGS '33, President; N. MOLLENKOPF '38, Vice-President; C. H. TUBBS '38, Secretary-Treasurer.

## 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.

Three years ago the Alumni Association was renewed, revamped, and revitalized. 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 have 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 far distant future.

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

## IN MEMORIAM

Since the publication of the 1944 Hawsepipe, we regret to announce that four more names have been added to the Alumni Memorial Plaque.

The first is W. C. Weldon '41, missing as a result of the collision of his ship with a mine in Antwerp.

The second is J. M. Hendy '39, who died as a result of wounds received from an enemy attack on his ship.

E. T. Horn '42, Jan., and J. L. Rados '44, Dec., are missing as a result of the loss of their ship at Okinawa.

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





LEFT TO RIGHT: Quandt, Tobey, Kuykendall, Van Sicklen, Nay, Baitenger, Swenson, Backer, Dunham, Ezell (at piano).

## THE ORCHESTRA

Organized this term under the leadership of Doug Van Sicklen, a former professional drummer, and with the help of its enthusiastic advisor, Lt. Brackett, the orchestra has provided many hours of entertainment for the Midshipmen.

At the first rehearsals, what was lacking in practice was made up for in volume, and it wasn't long before what might have been called the "Sickly Seven," with conscientious practice, were an outfit that was a pleasure to listen to.

Doug Van Sicklen as drummer and leader was a stand-out in all the band's appearances. His work on "Not So Quiet, Please" was always enthusiastically received by the audience. Another former professional player with the band was Charlie Dunham on the tenor sax. Charlie's playing added much to the band, particularly on "Night and Day" and "Stardust."

DOUG VAN SICKLEN, Leader



Playing the alto sax was Wally Baitenger, who, because of his knowledge of music and interest in the orchestra has been chosen to lead the band next term.

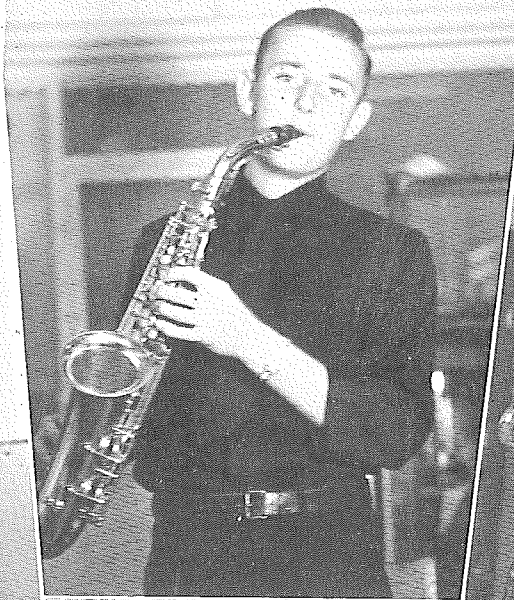
In the brass section are two very capable musicians on the trumpets: "Swede" Swenson and Rush Backer. Dick Tobey ably played the trombone. His clowning antics on "St. Louis Blues" always brought a laugh.

Tickling the ivories for the ork is Bill Ezell, who is rapidly becoming a "solid" swing orchestra pianist.

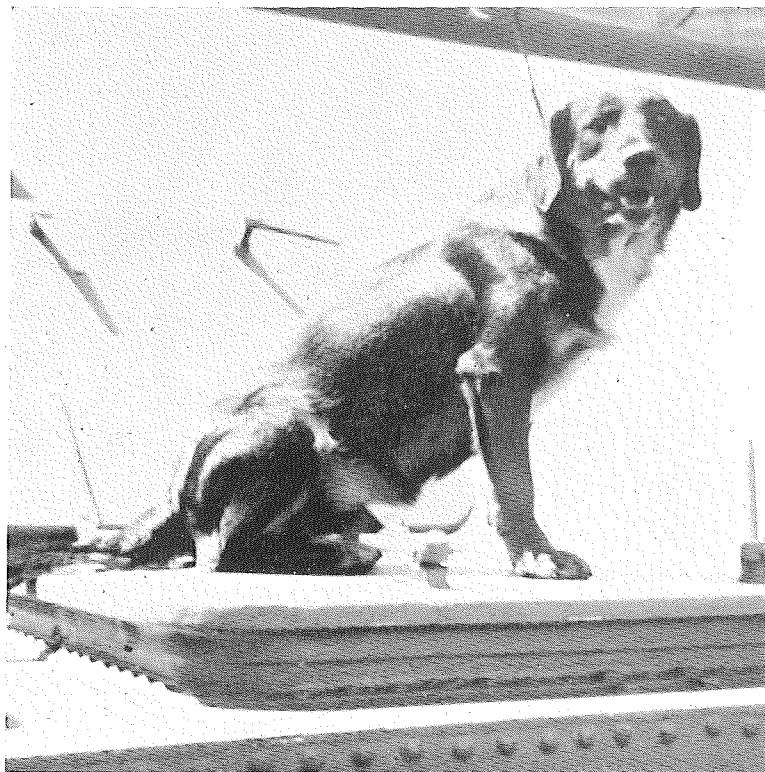
The entrance of the Third Class in January provided two valuable additions to the band—Bob Kuykendall on the tenor sax, and Kenneth Quandt on the trombone.

The band was very well received at its performances, and numerous jam sessions helped to brighten up the Friday meal. The band this year has proved that it is and should be an integral part of CMA.





# MASCOT



## SCRATCH

"Scratch", our colorful mascot, is as much a part of CMA as the Midshipmen themselves. Born aboard the Training Ship two years ago, he is definitely a seagoing dog.

The "Canine Casanova" of Carquinez Straits leads a "dog's life" that we all envy, sleeping in the front of the classroom while we sweat on exams, or eyeing us from his prone position on Number Two hatch as we turn-to. As a swimmer and a water dog "Scratch" is unexcelled. It is common to look into the boat basin and find "Scratch" paddling around and barking at a line or hauling out a piece of driftwood bigger than himself.

Since his birth, "Scratch" has become thoroughly drilled in Academy routine. He stands a more efficient quartermaster watch than any First Classman. No shipboard inspection would be proper without "Scratch" marching behind the inspection party and voicing his own personal approval.

We are convinced that there is no saltier mascot for a ship's Company than our own "Scratch."



**ATHLETICS**



BACK ROW (left to right): Quandt, Krambuhl, McLeod, Chambers, Welch. FRONT ROW: Dickinson, Rosa (President), Hall, Annin, Valentine.

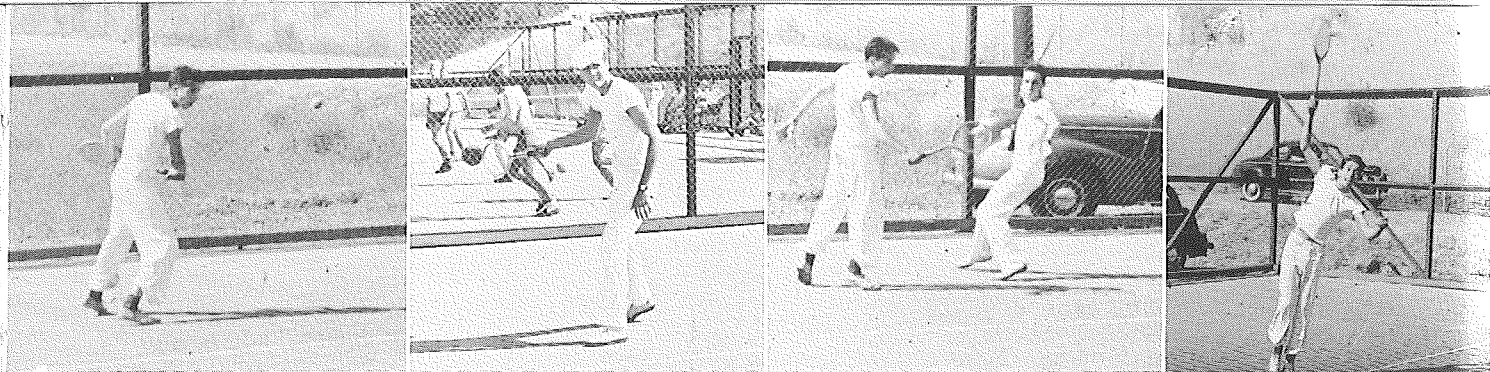
## ATHLETIC COMMITTEE

Composed of members of each class at the Academy, the Athletic Committee is the voice of the Midshipmen in the school's athletic program. The committee makes suggestions for the improvement of athletics and physical training through Lt. Slagle, its advisor. The committee was instrumental in starting the present athletic program in the days when there were no sports whatsoever at the Academy. The program is now well underway, but needs improvement, and this can be done only through the interest and coöperation of the Midshipmen.

Last term the committee suggested a program whereby the Academy could compete against other institutions in such sports as basketball, baseball, boxing, and tennis. Because of the lack of time, facilities, and sufficient transportation, the administration was more in favor of an intramural program in which the winning teams would receive awards. This program was started last basketball season with much success, and subsequent tournaments should inspire even more interest. Until such time when the Academy can be represented by athletic teams, the intramural program will provide the necessary experience in competitive sports.

On graduation day, the cornerstone of the new gymnasium will be laid, marking the beginning of a broadly expanded athletic program with an unlimited variety of activities. Construction has already begun on the swimming pool which will certainly be an appreciated addition to the Academy on warm summer days. The graduating class will never see these facilities, but both remaining classes shall make ample use of them in their course at the Academy. They will have recreational opportunities like no other class has had previously, and will have more time for the development of strong bodies as well as keen minds.



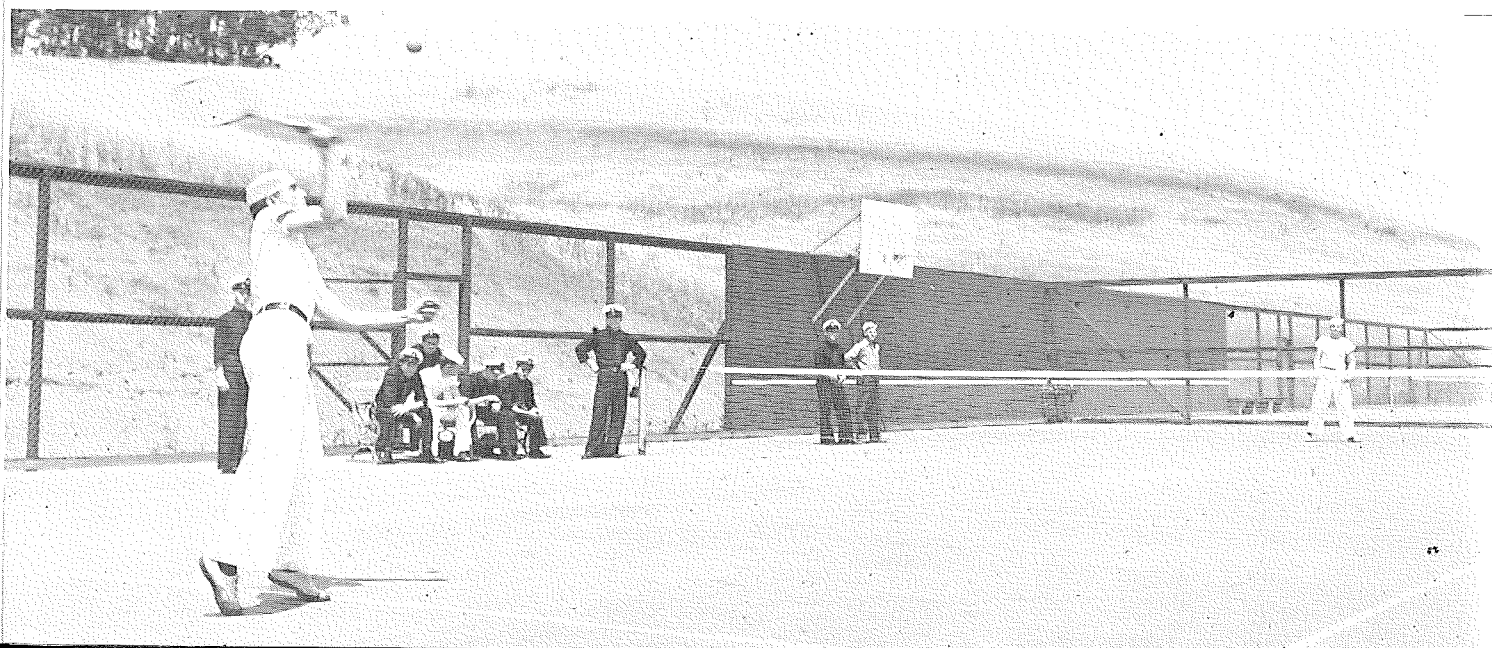


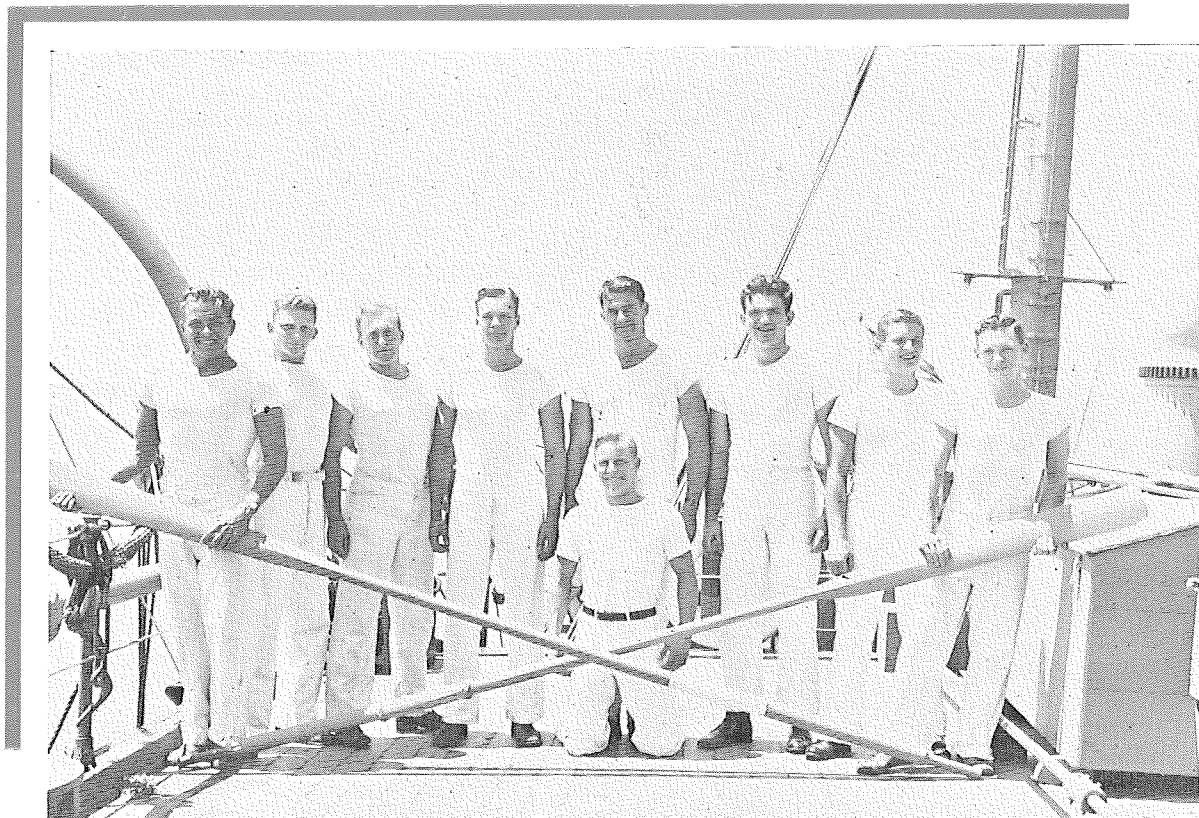
## TENNIS

Since we moved into our permanent base nearly two years ago, there has been much discussion and planning concerning those additions that will some day make us a fully equipped educational unit. This, of course, will include adequate recreational facilities. Two tennis courts were first on the list, so constructed end on end that two basketball games can be played on one court; while tennis is played on the other. These courts are surfaced with two layers of asphalt to a thickness of three inches and finished off with a half inch of smooth "wearcoat." A twelve-foot triangular mesh galvanized wire fence surrounds this entire 60 by 240 foot area, with a practice board serving also as a wind-break, constructed along the windward side. The courts were painted on, nets rigged, basketball backboards set up across court, and the athletic slab was ready for use.

There emerged onto the courts a great throng of prospective tennis players, with many new racquets that seemed to have holes in them. Among this crew, there were a number of accomplished players. Frank Dazey of Santa Monica proved himself tops closely followed by Wally Baitenger from San Mateo who won the league championship during his high school days. A few of the other more experienced players are: Doug Van Sicklen, Tom Pew, Howard Annin, Don Cohen, Don Love, Bob Lawrence, Bill Cree, and Ed Weller. Although new at the game, Dick Tobey, "Clink" Clendenny, Joe Brodsky, Jack Hargis, and numerous other Third Classmen, who have quite a problem finding time to play, are showing much promise and enthusiasm in their practice.

In the near future, possibly as soon as next term, the Academy hopes to put out a competitive tennis team which will have scheduled matches with nearby schools and colleges. In the meantime, whenever there is a spare moment, the courts are a scene of lively action and are constantly being enjoyed.





LEFT TO RIGHT: Leavitt, Hoyt, Wieland, McLeod, Schill, Kollasch, Valentine, Chambers. KNEELING: Vandegriff (Coxswain.)

## SECOND CLASS CREW

History was made at CMA last spring by a gallant Second Class Crew, which, by virtue of its victories over the First and Third Class oarsmen, became the second crew from Second Class ranks to make a clean sweep of the annual boat races.

Bucking an extremely rough sea, the Second Class rowed to victory over the Third Class in Paradise Cove by two boat lengths. The two boats stood within a length of each other as they raced over the three quarters of a mile course. Hopes were high as the Swabs came close to shocking the entire Midshipmen Corps by upsetting the highly favored Second Class, but a final spurt by the latter crew put them in the lead as they passed under the Golden State's bridge to win a hard fought race.

Confident that they could stop the mighty Second Class's surge to victory, the First Class accepted the challenge of this crew. Speculation ran at a feverish pitch as the two boats lined up for the start of the race in Carquinez Straits. Getting off to an even start, the Second Class crew was soon in the lead. They slowly widened the gap

separating them from the trailing boat. As they crossed the finish line, the Second Class oarsmen were four lengths ahead of the First Class.

The rounds of applause greeting them as they tossed oars in a salute of victory was well earned by these hard-rowing men.





## GENERAL ATHLETICS

Athletics during this term have been limited to basketball, tennis, and rowing because the upper field was plowed and planted early in the year. Some touch football was played on the rough, rocky lower field, however, and the players could be easily identified by bruises and scrapes from contact with rock piles and gravel. Late in the term handball courts were built and are now being put to good use, adding variety to the athletic program.

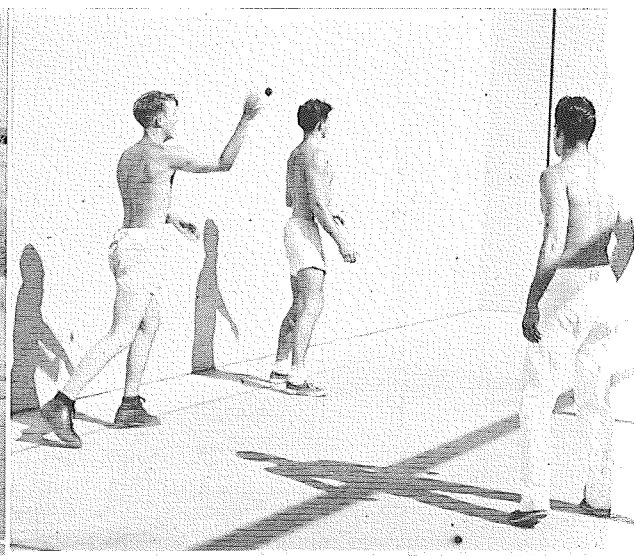
The basketball tournament highlighted the winter athletic activities and brought forth some bitterly contested games between the Second Class Deck, Third Class Deck, and First Class Engineer teams. High Pressure and Gyro Schools interfered with the schedules somewhat, but the tournament was over a long enough period to make up for games missed by the teams involved. The Second Class Deck won the title, and the following men were given awards: Miller, Backer, Dickinson, Cree, Dazey, Corlett, Love, Karasky, Clendenny, Valentine, Bergum, and Baitenger.

For six months the Second Class crew practiced regularly and improved steadily with one goal in mind—the defeat of the First Class. When the big races came in June, they were in top form and had little trouble beating both the Third and First Class crews. Their hard work is highly commendable, and they have proved to be one of the best crews seen at the Academy in recent years.

SECOND CLASS CAGERS



HANDBALL









## BOATING



The art of propelling a boat through the water by "Swedish steam" (man power) has long been one of the favorite sports at the Academy.

The pre-war cruises aboard the training ship took the midshipmen to many foreign countries, a few of which were Australia, Italy, and Mexico. While visiting the ports of these countries, the rowing crew participated in races with local crews. The Midshipmen have yet to be defeated in a boat race where speed depends on power, spirit, and the will to win.

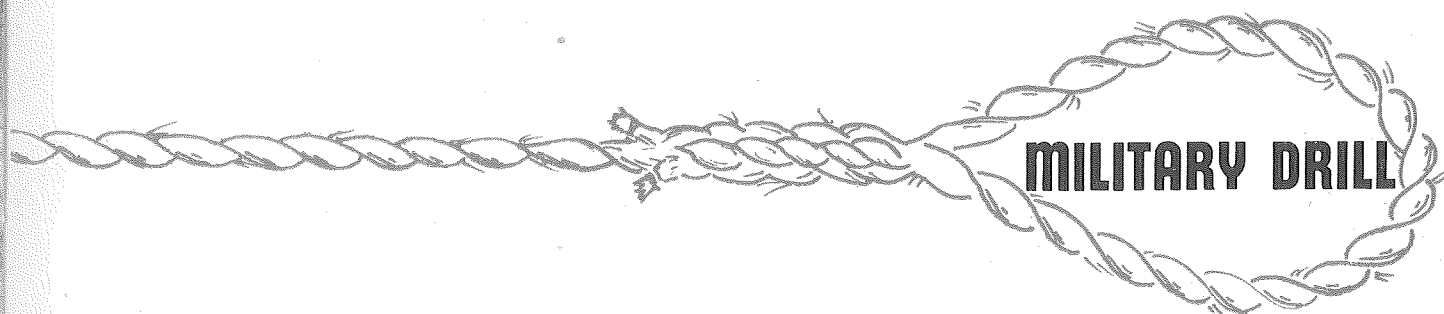
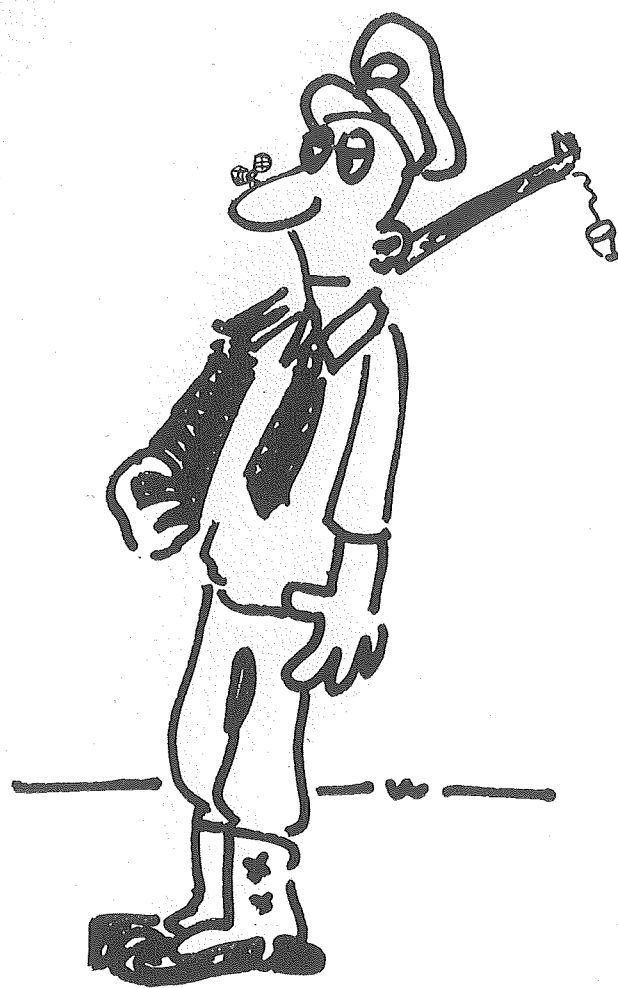
From the first day a young man enters the Academy, he is drilled in the handling of an oar in a crew. As soon as he has mastered the fundamentals of boating, he is trained in the operation of sail and motor boats until he is able to match his skill against that of man and the tricks of nature on the water.

Friendly competition between the three class rowing crews keeps the interest in the sport alive. The training received at the Academy will enable the men to sit for their life boat certificate which they must have prior to receiving their licenses as mates and engineers.

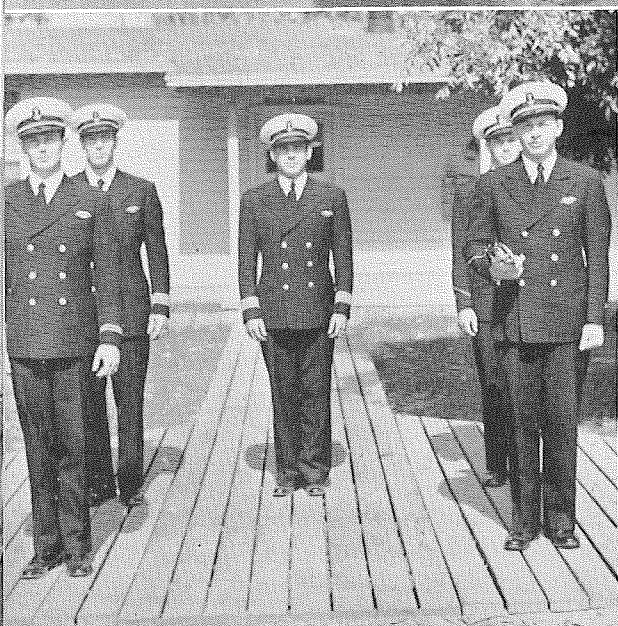
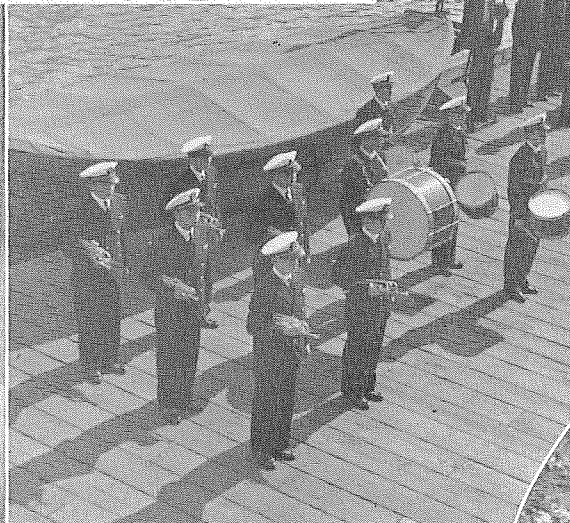
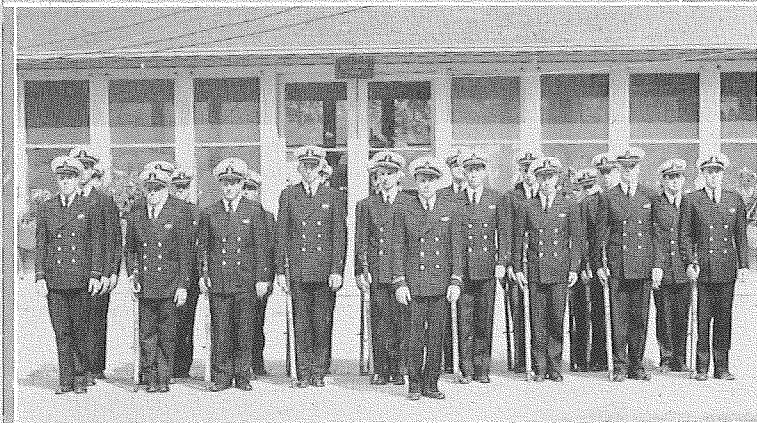
The skill of these men in handling a small boat may someday be the means of saving the lives of many Americans should their ship go to the bottom, leaving them to shift for themselves against the perils of the sea.















## MILITARY DRILL

Life at CMA would be incomplete without the Saturday morning drill period. It is fast becoming one of the principal parts of the training and instruction of the Midshipmen, and rightly so, being the basis of the best military discipline. In the first half of the drill period, the three divisions drill separately in the fundamentals of marching and the manual of arms, a keen spirit of competition being added by the ambition of being selected the best division of the day and being awarded an hour's extra liberty. After recall from a brief interval of "Smoking Lamp" the Midshipmen Corps marches as one company in parade for the remaining hour, featuring CMA's striking color guard and snappy Drum and Bugle Corps.

Each succeeding term, the military drill at CMA has consistently been improving, and this term was climaxed by "A" division being tabbed informally by Captain Mayo, "the best division I have seen here in five years." At numerous dress inspections made by the Superintendent, the Midshipman Corps exhibited outstanding qualities of smartness and discipline, displaying itself as a unit of which the Academy might well be proud. With the addition of the drill field of the new Academy now under construction, and the ever increasing organization and interest on the part of the Midshipmen, there is no reason why military drill should not become one of the most beneficial and colorful parts of life at CMA.



LEFT TO RIGHT: Swenson, Backer, Hadfield, Nay, Everson, Fiedler, Amsberry, Cunningham, Cohen, Van Sicklen (Leader)

## DRUM AND BUGLE CORPS

CMA's own Drum and Bugle Corps is responsible for that "Makes You Wanna March" rhythm heard at drill every Saturday morning. The Corps playing behind the Company adds snap to the parade, and is a great aid in keeping the Midshipmen in step.

The Corps was organized in July, 1944, by Midshipman Douglas Van Sicklen, CMA's expert drummer. The need of such an organization had been felt for a long while. The combination boasts eleven players—five drummers and six buglers. Drummers are Van Sicklen, Casey, Cohen, Everson, and Cunningham, while the buglers are Swenson, Hadfield, Nay, Backer, Fiedler and Amsberry.

These men have worked hard to attain the perfection they now exhibit. Practice has been during the first half of the drill period and during spare time. The outfit boasts several original and intricate cadences, and it is constantly experimenting with new ones. The Corp's old standbys such as "Adjutant's Call" are down to precision.

There is no doubt about the fact that the Drum and Bugle Corps is of great aid to the military appearance of the Cadet Corps during Saturday drill.



## MIDSHIPMAN OFFICERS

The Midshipman Officers and Petty Officers are chosen every year from the First Class to maintain order and discipline, to conduct military drill, and to supervise the management of the Cadet Corps in their activities. The selection of these men is made on the basis of their scholastic and practical ability, conduct, and officer-like qualities.

The high ranking officer is the Midshipman Captain, usually chosen from the deck department. He leads the Corps in drill and activities as well as assigns and supervises turn-to jobs for the deck Midshipmen. The Midshipman Chief Engineer supervises all engineering activities. A division officer is chosen to lead each of the three divisions. He commands the division at drill and is in direct supervision of the men in his barracks. The Division Officer is assisted by a First and Second Class Petty Officer.

Midshipman George Detweiler was chosen as Midshipman Captain this term. His top ranking scholastically and his practical ability made it clear from the start that he was the man for the position. Francis J. Coleman was appointed Midshipman Chief Engineer. His practical knowledge and ability to get along with the men under him made for great efficiency in his department. Philip J. Ransom served as Midshipman Chief Petty Officer and Adjutant.

Midshipmen Irwin H. Rosa, Charles B. Dunham, and Marvin R. Hall were selected for the tough post of Division Officer. Assisting them in their divisions were First Class Petty Officers Thomas V. Pew, Joe S. Palmisano, Howard R. Annin; and Second Class P. O.'s Douglas Van Sicklen, Robert Peyton, and Henry Gullickson.

BACK ROW (left to right): Annin, Van Sicklen, Ransom, Rosa, Hall, Dunham. FRONT ROW: Pew, Peyton, Detweiler, Coleman, Gullickson, Palmisano.









CMA LIFE





*Palace Hotel  
Dance*



*Cheek to Cheek*



*Maro and Betts*



*Classroom Dance*



# DANCES

The social year was given its initial boost by the First Class Anniversary dinner held at San Francisco's Club Moderne, which, by the departure of Lt. Commanders Miller and Rasch, had the dual purpose of giving these two worthy gentlemen a farewell sendoff and of celebrating the termination of one year at the Academy for the First Classmen. Both the food and the floor show were good, and the evening ended by officers and Midshipmen agreeing that such affairs should occur more often.

Lake Temescal was the scene of a quite radio dance when the First Class seized a clear moonlight night to throw a friendly get-together. Refreshments were served constantly, and the Deck Hands suddenly became intensely interested in navigation, spending most of their evening out on the terrace explaining astronomy to their girl friends.

Not to be outdone, the Second Classmen commandeered the Berkeley Yacht Club for an enjoyable evening of dancing amid an atmosphere of waves crashing upon the beach and an unparalleled view of San Francisco Bay. The highlight of the evening was the punch, which blended in very well to create a wealth of good feeling.

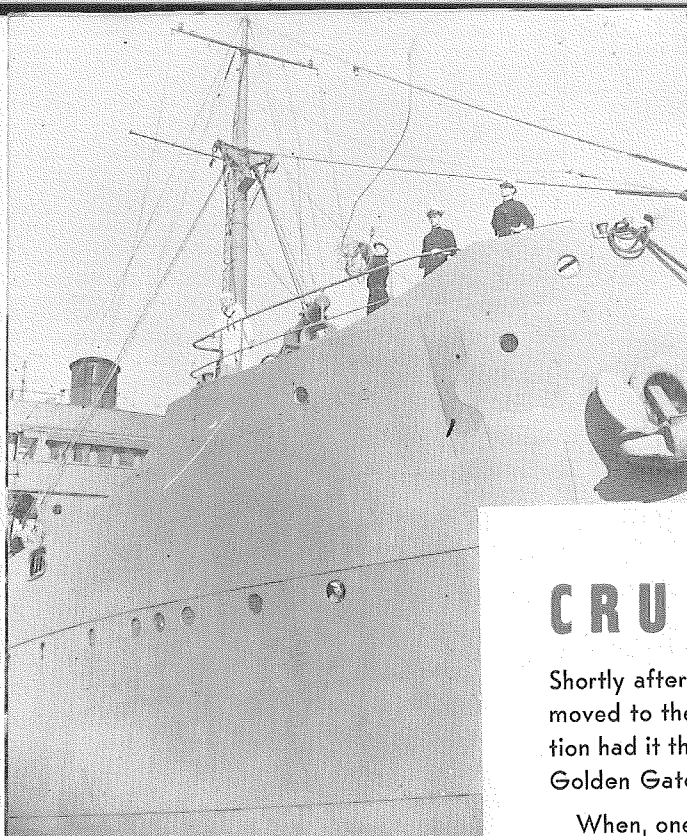
Officers and Midshipmen alike turned out en-masse to the Pre-Cruise Formal held in the Gold Room of the Palace Hotel, where the lights were low and the music soft. Thus far the most successful dance of the year, it had only one disappointing factor—that no one could conceive a way to prevent the Midnight curfew from ending it.

A fitting welcome to Spring was the outing held by First Classmen at Tilden Park, entered into by Officers and Midshipmen with traditional picnic spirit. The climax to this affair was Halle Robb's scuttling of a rowboat, which caused four Midshipmen to be severely dunked and the loss of Ivan Brandt's prize moccasins.

The Midshipmen were honored during the year by being invited to many outside social functions which were enjoyed thoroughly by all hands attending.







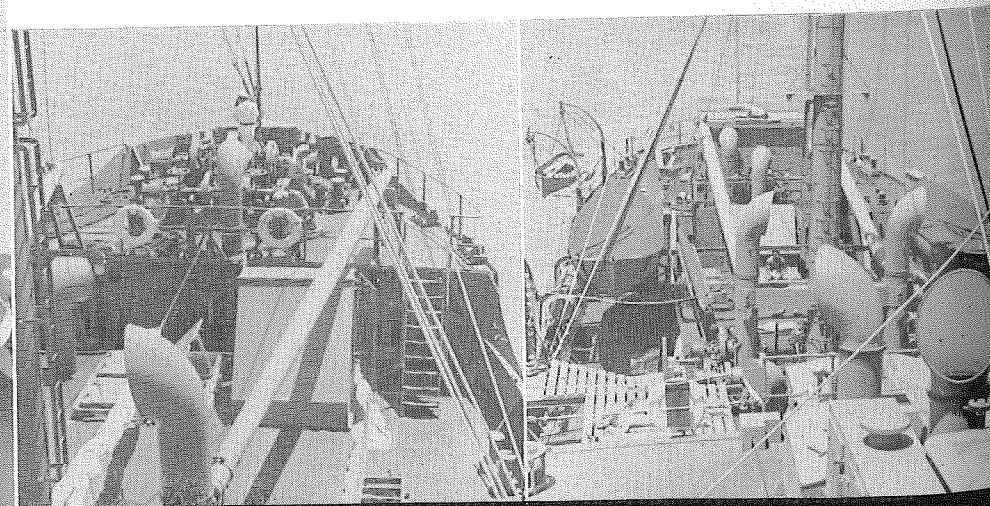
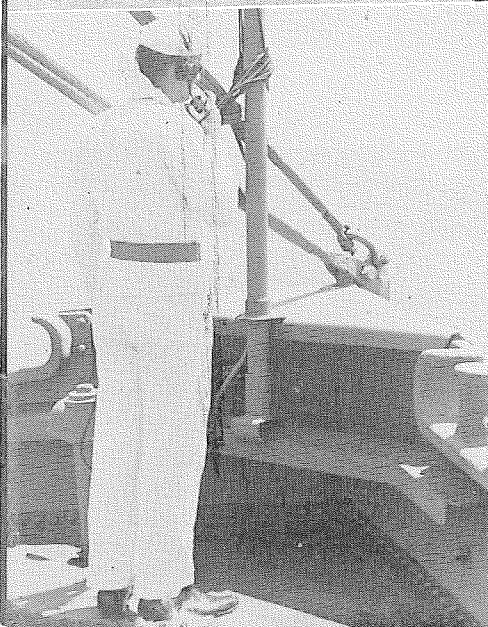
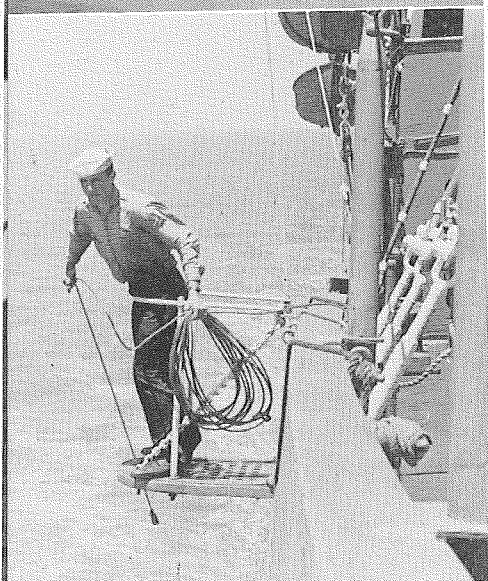
## CRUISE

Shortly after the harrowing experience of midterm exams, the Midshipmen moved to the ship for the cruise. As usual, rumors were numerous. Speculation had it that once again the TS Golden State would nose out through the Golden Gate to the open sea.

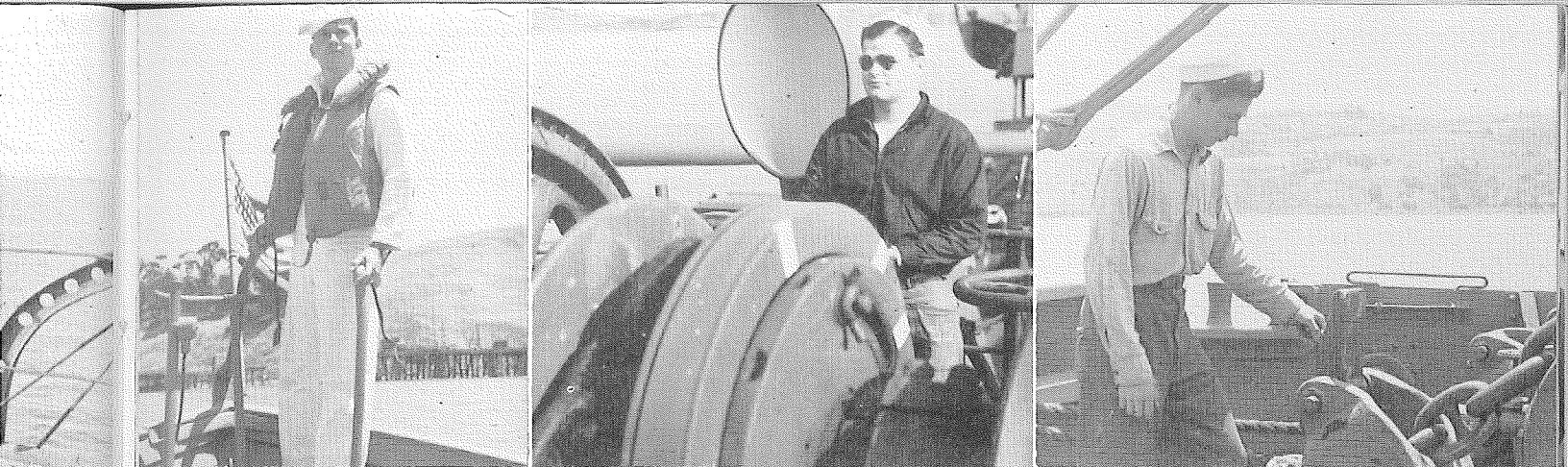
When, one Tuesday morning, under Commander Martin, the new captain of the ship now aboard, we took in the lines and left the base in our wake with high hopes. Later that afternoon they were dashed down heartlessly as we anchored in North Bay. We fell back into the old routine—North Bay to Carquinez Straits—Carquinez Straits to North Bay, spiced with an occasional trip to South Bay.

There was a special cruise routine. The Second and First Classes had school in the morning and afternoon respectively, and the Third Class turned to with the First Class in the morning and the Second Class in the afternoon. We were happy to notice during cruise routine that drill was an hour earlier on Saturdays and hence earlier liberty. The bridge watches took on more meaning this year with the First Classmen conning the ship.

The degaussing station on McNear Point must have worn out a couple of blinker lights inquiring of us, on every lap, whether we wished to run their range. After about a month the boat crews began working out for the annual classic at Stockton. The crews looked good and observers predicted close, hard races.



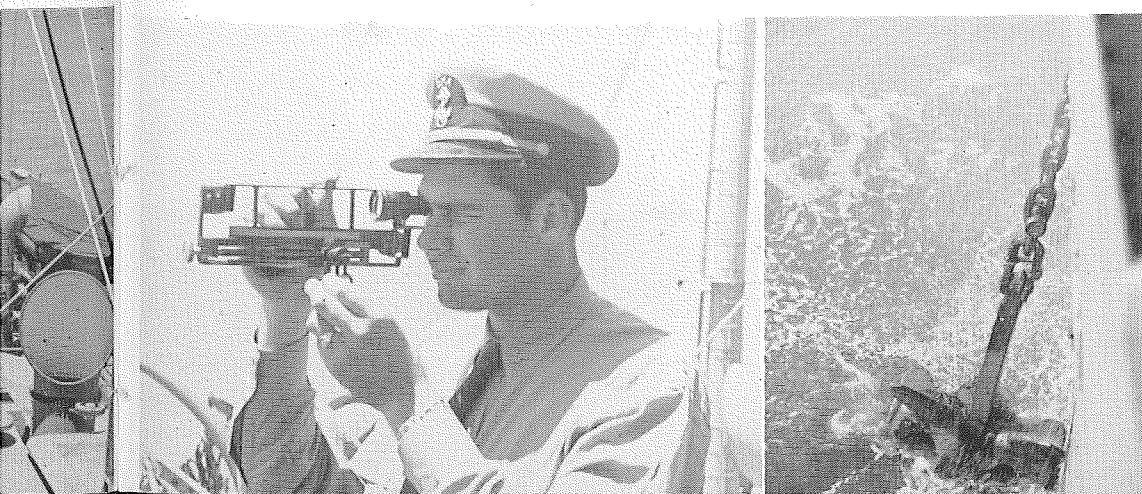




Two weeks before the end of the cruise, the ship went to San Francisco for a radio broadcast. We tied up at the Ferry Building and liberty was granted that night. The First Class took advantage of this by having a dance in the ship's classroom, which was pronounced a marked success by all hands attending. After San Francisco our thoughts turned to Stockton, the climax of the cruise. At Stockton the boat races are held, a dance is given for the Midshipmen and the carefree Officers, and liberty is granted every night. However, an epidemic of flu made the cancellation of the Stockton trip necessary and the coaching of the Swabs and the plans of the First and Second Class were wasted.

The Second and Third class crew races was held in North Bay. The course was longer than anticipated by either crew. The race was a hard one which was won by the Second Class. It was decided to end the cruise with an Open House aboard the ship and to run off the first and second class race during that afternoon. The awnings were rigged on the forward well, the signal flags were displayed about the ship, the quartermaster put on a clean cap cover and the Midshipmen awaited their guests. The turnout was quite good. The band played for the visitors and refreshments were served. The First and Second Class races were quite exciting. The Second Class won by about four boat-lengths. The afternoon was deemed a success by both Officers and Midshipmen.

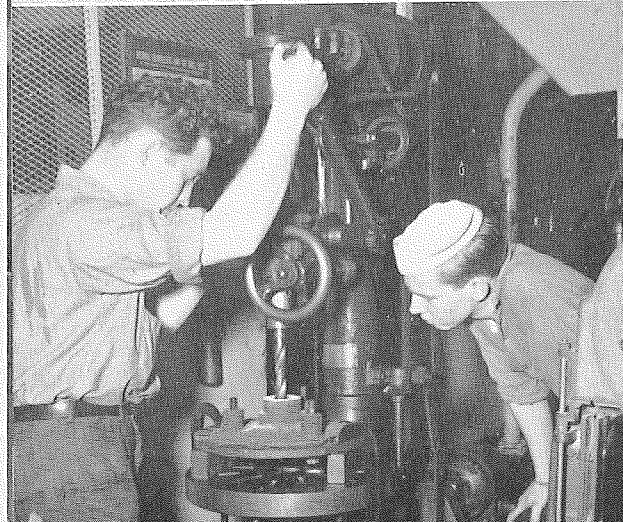
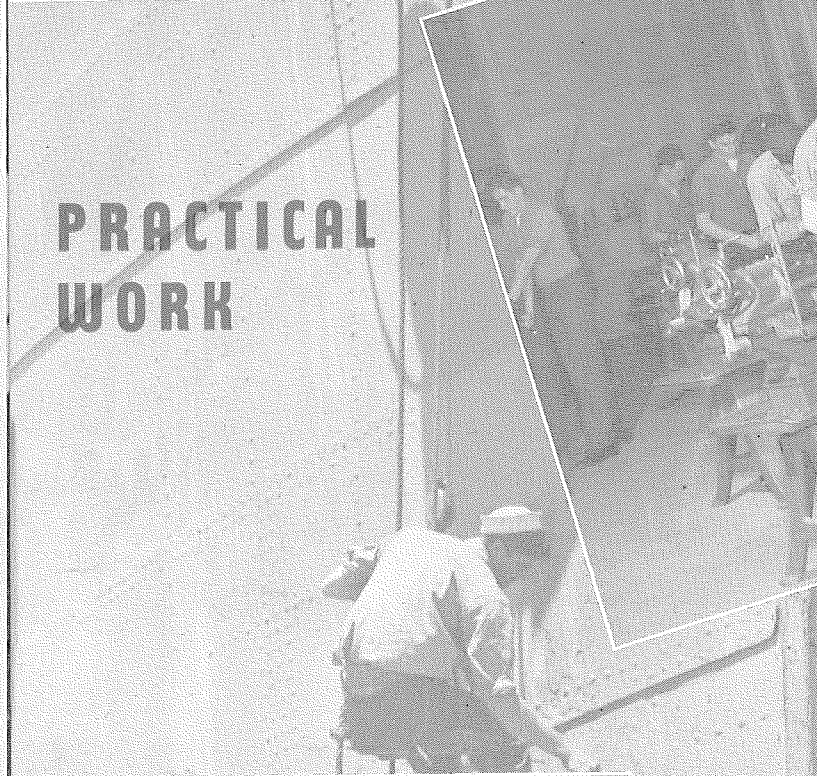
So ended the 1945 cruise.







# PRACTICAL WORK



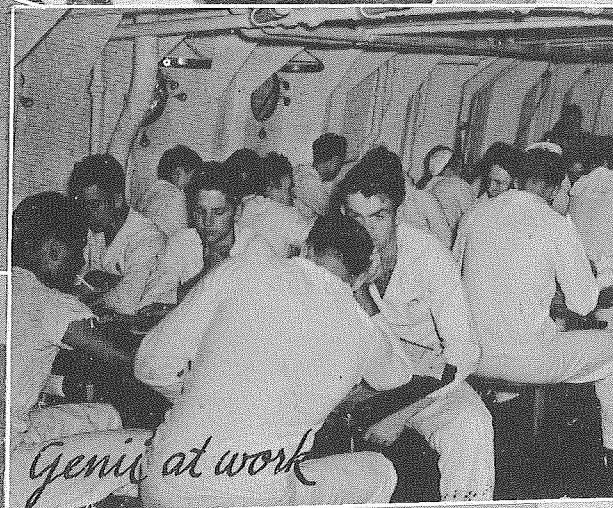




*Compass Adjustment*



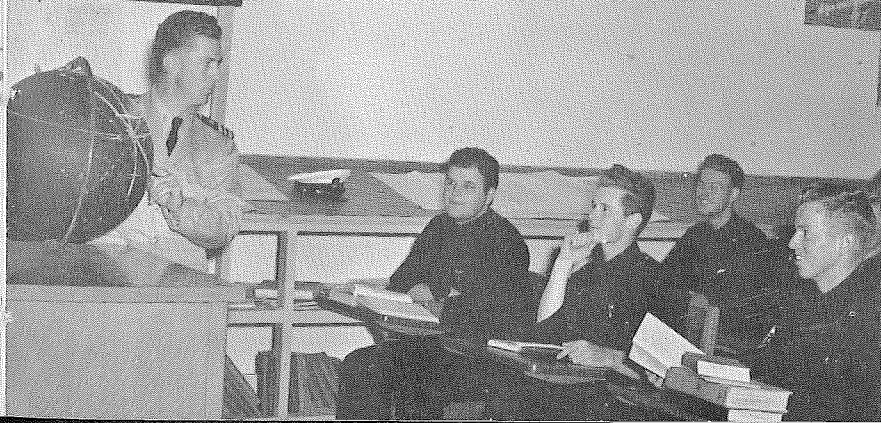
*Night Session*



*Genius at work*



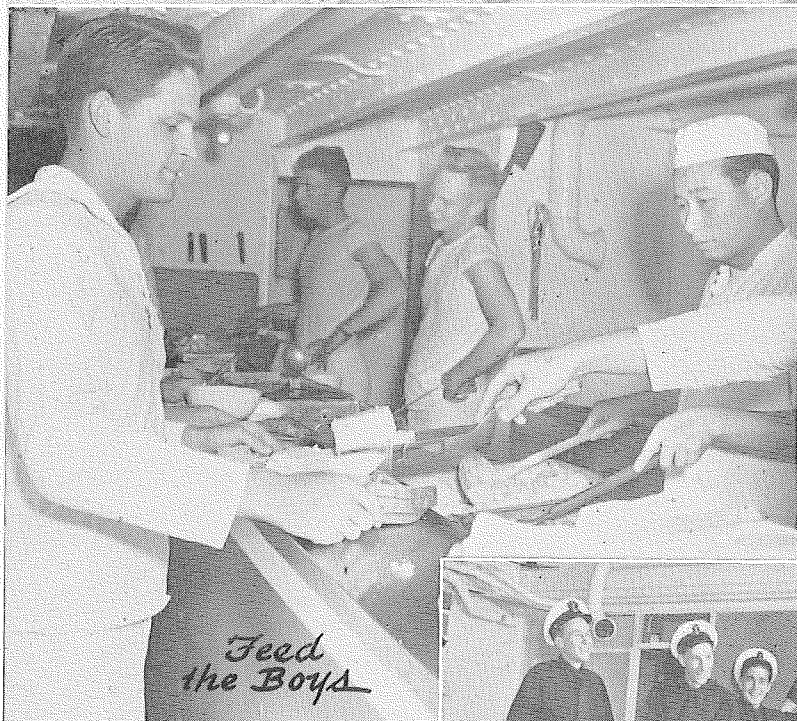
*What's a vertical circle?*



THEORY



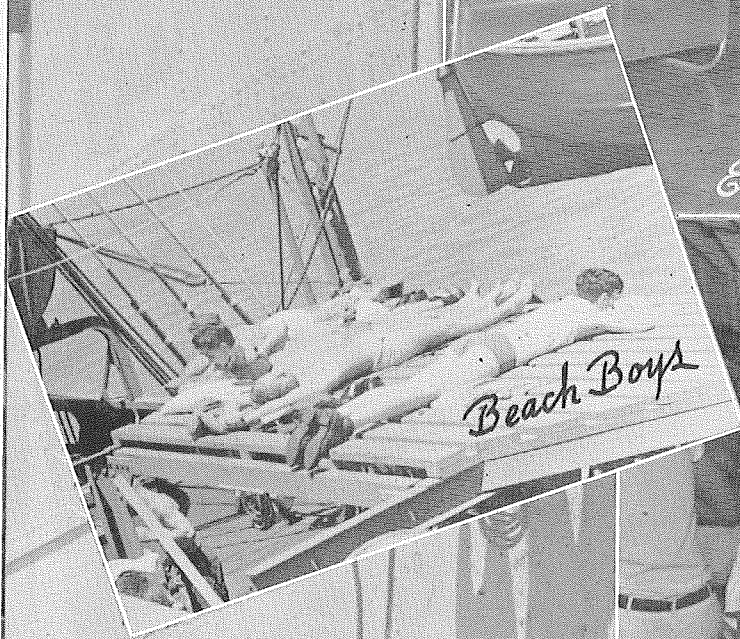
# DAILY EXISTENCE



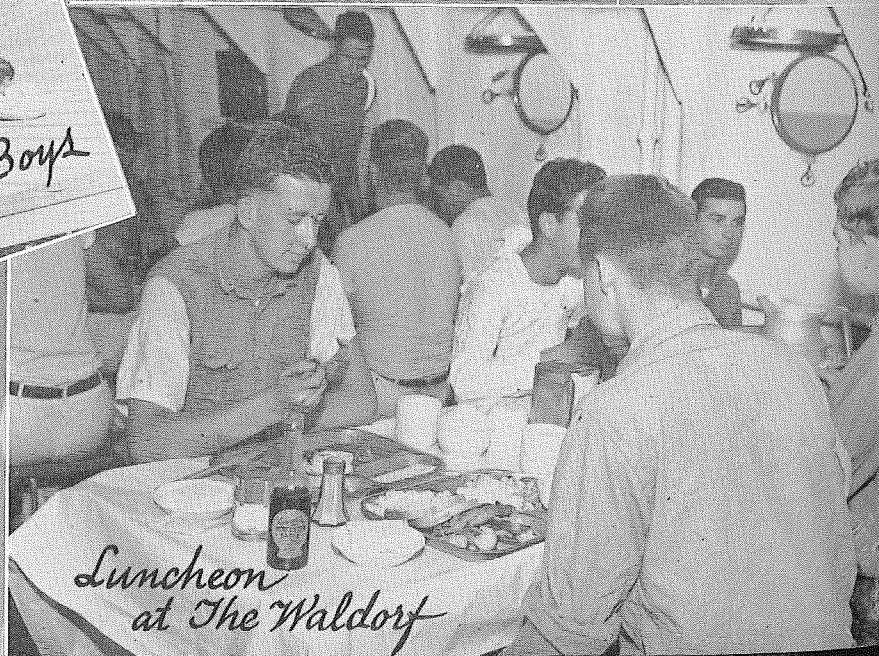
*Feed the Boys*



*Eight to the Bar*



*Beach Boys*



*Luncheon at The Waldorf*



## WARRANT OFFICERS

### Mr. Clarence Morgan

"Red"

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 CMA appreciates Mr. Morgan's hard work, good pastries, and his rushing to "Feed the Boys."



### Mr. Eugene Harnwell

"Chips"

"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 ship builder. 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."









**FEATURES**

# FIRST CLASS VOTING

Favorite Sport.....Football, Tennis, Basketball  
 Most Original.....Stradley, Ransom, Mr. Tubbs  
 Most Thorough Gentleman.....Mr. Miller, Brandt, Fitzgerald  
 Favorite Novel.....Forever Amber, Skin and Bones  
 Favorite Living Place.....Bedroom, Russian River, San Leandro  
 Wisest Swab.....J. Q. Brown, R. M. Williams, Froelich  
 Biggest Rough House.....Young, Robb, Griffith  
 Most Gentle.....Cook, Gullickson, Brandt  
 Biggest Play Boy.....Robb, Detweiler, Casey  
 Most Lovesick.....Messenger, Hall, Palmisano  
 In Best With Officers.....Dunham, Naylor, Barton  
 In Worst With Officers.....Griffith, Detweiler, Casey  
 Most To Be Admired.....Mr. Miller, Cdr. Martin, Errol Flynn  
 Wittiest.....Ransom(1/2), Casey, Robb  
 Greatest Socialite.....Baxter, Detweiler, Peyton  
 Best Looking.....Detweiler, Ransom, Depew  
 Favorite CMA Character.....Messenger, Mr. Summerill, Canning  
 Best Athlete.....Koerber, Rosa, Baxter  
 Most Uncoordinated.....Coleman  
 Biggest Cork-off.....Koerber, Naylor, Moeller  
 Favorite Band.....Tommy Dorsey, Glenn Miller, Spike Jones  
 Most Conscientious.....Palmisano, Cook, Backer  
 Favorite Radio Program.....Spotlight Bands, Bob Hope, Lone Ranger  
 Favorite Actress.....Ingrid Bergman, Esther Williams, Joan Leslie  
 Best Build.....Rosa, Ransom, Betty Grable  
 Saltiest.....Palmisano, Strahlendorf, Scratch  
 Best School Spirit.....Strahlendorf, Captain Mayo, Haig & Haig (Pinch Bottle)

# FIRST CLASS VOTING

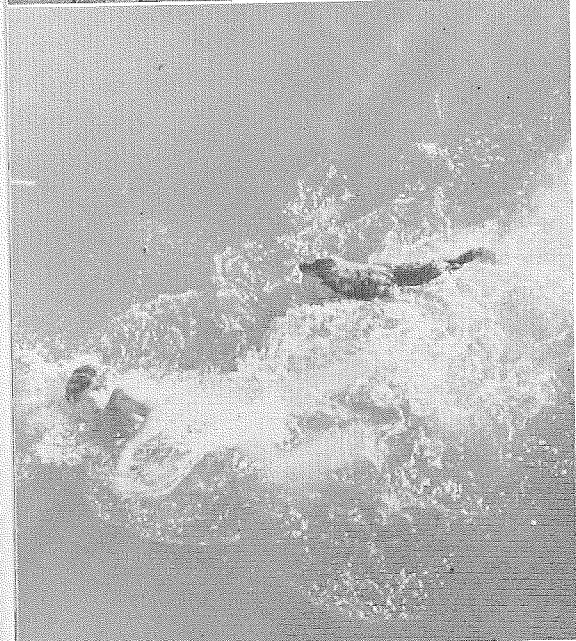
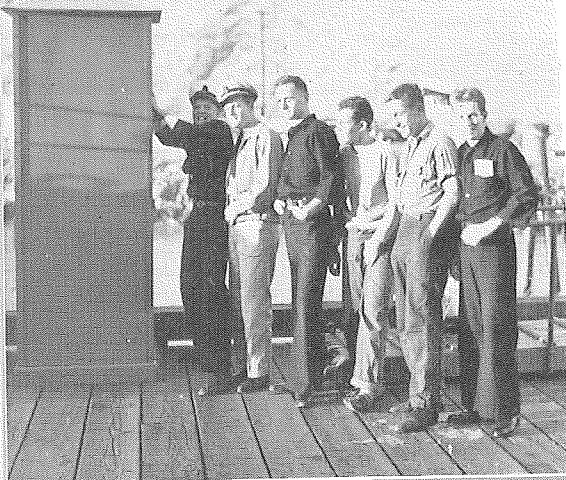
Favorite Type of Ship.....C-2, T-2, Destroyer  
 Favorite World Figure.....FDR, Betty Grable, Art Von Schmaltz  
 Best Dancer.....Griffith, Naylor, Detweiler  
 Biggest Topic of Conversation.....Women, A.T.S.  
 Most Studious.....Coleman, Griffith, Pew  
 Favorite Artist.....Petty, Ransom, J. G. Carpenter  
 Most Popular.....Detweiler, Brandt, double Scotch  
 Best Bar.....Any Bar, U-No, Ensign's  
 Smoothest Operator.....Mr. Summerill, Moeller, Operator No. 9 in Vallejo  
 Done Most For CMA.....E. C. Miller, Mr. Brackett, Cdr. Martin  
 Biggest Wolf.....Mr. Summerill, Ransom, Pew  
 Most Stay-at-Home.....Brandt, Mr. Pedersen, Robb  
 Smartest.....Ransom, E. C. Miller, Sloan's Liniment  
 Favorite Actor.....Baxter, Cary Grant, Errol Flynn  
 Favorite Pin-Up.....Esther Williams, Baxter, Jane Russell  
 Most Likely to Succeed.....Vaughan, Eisenhower, Annin  
 Most Likely to Stay at Sea.....King Neptune, Palmisano, Strahlendorf  
 Easiest Subject.....Navigation, Turn-To, Love  
 Hardest Subject.....GR&R, Electricity, Women  
 Favorite College.....California, CMA, Mills  
 Favorite Character in Fiction.....Chico, Amber, Slopshute Jerk  
 Favorite Character In History.....Dan McGrew, Rip Van Winkle, Adam  
 Favorite Poem.....Shooting of Dan McGrew, Mrs. Pettibone, Trees  
 Favorite Poet.....Captain Mayo, Baxter, Tennyson  
 Favorite Newspaper.....Binnacle, L. A. Times, Oakland Tribune  
 Favorite Magazine.....Life, Esquire, Rudder  
 Favorite Political Party.....Republican, Ku Klux Klan, I.G.M.



# CALENDAR

## JANUARY

- 8—"The upper classmen arose early that morning, for it was the morning of the Royal Youth Rally" . . .
- 9—A.M. Heron acquaints Swabs with the ways of CMA. P. M. First Class acquaints Swabs with the ways of CMA.
- 10—Third Class gets first turn-to, much to the relief of the Second Class.
- 11—Tubbs has base duty. All hands up at reveille.
- 12—Fish day. Canned salmon takes CMA by storm.
- 13—Detweiler's "Demons" muff Handybilly race at Fire School.
- 14—Summerill goes duck hunting. Gets goose.
- 15—Third Class appears with shaved heads and sour faces.
- 16—First class sweats as "Terror" Tubbs comes through with test.
- 17—The "Terror" does it again. First Class bleeds.
- 18—First Class still bleeding. Tubbs furnishes buckets.
- 19—"I want dat man!"
- 20—Good drill gives an hour extra liberty for all hands.
- 21—Sunday. Peyton goes to church because it's free.
- 22—Thought for today: A kiss may be petty larceny, but sometimes it's grand.
- 23—All bunks in Sick Bay filled, not to mention fifteen grafters in their rooms. Doctor overjoyed.
- 24—Sick list still growing. Many suffering from acute case of overdose of spaghetti.
- 25—Classes slowing down.
- 26—Pool interest growing.
- 27—This drilling is killing.
- 28—Ah, restful Sunday. No reveille inspection.
- 29—Blue Monday. "Jack" in dark glasses (as usual).
- 30—The flu flew in and bagged a few more boys.
- 31—Wednesday—Naval Science. Slumber is wonderful.

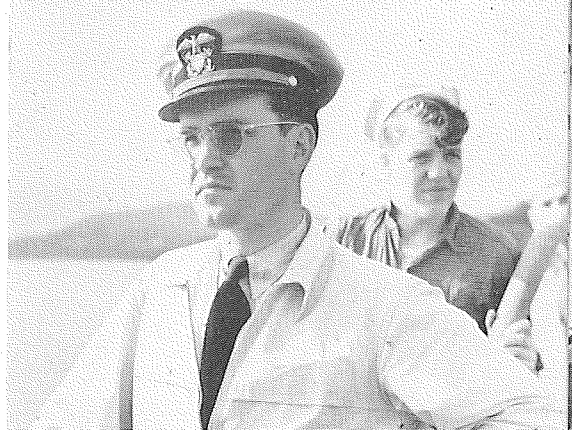
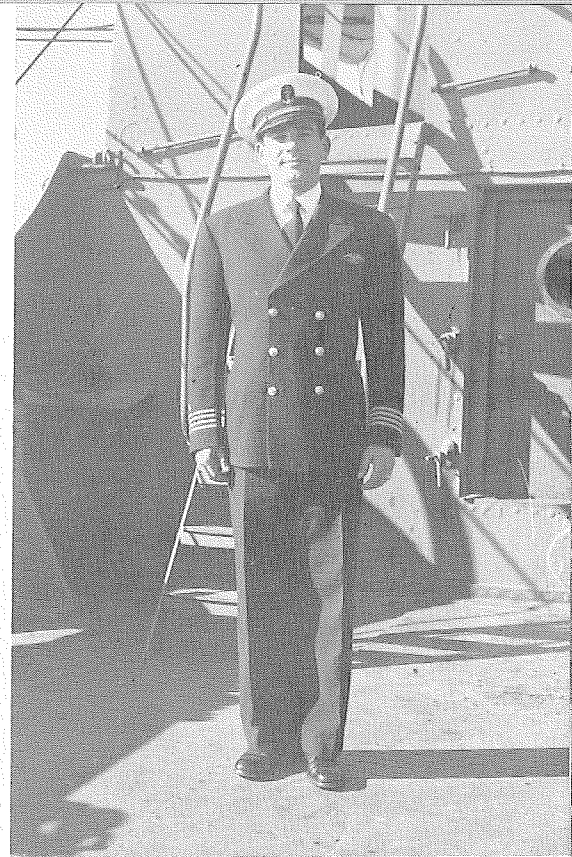


TELEPHONE LINE  
SIX WEEKS RESTRICTION  
MORT AND SMITTY

# 1944-45

## FEBRUARY

- 1—HAWSEPIPE Staff meets. Money matters mean much. Lack of lucre lessens leading light's love of life.
- 2—P. J. Marinkovitch back. Tells of life at sea.
- 3—C division good as ever at drill.
- 4—Plant opened late. Brackett's safety blows.
- 5—Engineers start High Pressure School.
- 6—High Pressure School most interesting. All engineers have hangovers.
- 7—First Class Engineers visit Westinghouse plant at Emeryville. Ransom wants to know whether it runs on A.C. or D.C.
- 8—Trial runs start. Most of the sea got a taste of CMA Engineers.
- 9—Ha ha ha ho ho ho he he he he. That's the laugh for today.
- 10—Drill. C Division also ran.
- 11—Sunday—Horrible. Duty Officer got up.
- 12—Pool taking up spare time; some turn-to.
- 13—Summerill walks in rec room. Interest in pool declines.
- 14—Life at CMU getting Detweiler down. Today he was mumbling about the moron who was walking down the street and turned into a drug store.
- 15—Naval Science Exam. All hands restricted. Should have stayed awake.
- 16—After all, the laundry is merely a place where clothes are mangled.
- 17—Looks bad for Chaplin, don't it?
- 18—Collision mats is collision mats no matter what they look like.
- 19—Chet has the duty. Bagged three. Warning system failed.
- 20—Youth rally. "Life aboard ship differs . . ."
- 21—Classes need a shot in the arm.
- 22—Swabs get the shot.
- 23—Mid-Terms in sight.
- 24—The millenium has arrived. Pew buys new hat cover.
- 25—Sunday steaks thick as ever.



"GEORGE"  
SMILIN' JACK  
STUDY TIME

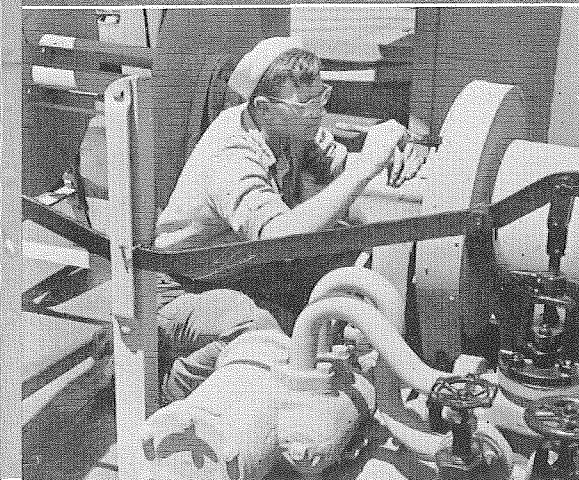


# CALENDAR

- 26—Engineers still at H.P. School.
- 27—This place should be co-educational.
- 28—Pew got it again. Weekend and 10 hours for up after taps and sleeping in.

## MARCH

- 1—Tempis Fugit. The truth hurts.
- 2—Pew rabid pool fan. Chet also ran.
- 3—Engineers "graduate" from H.P.
- 4—When near the equator.  
Merchator is bator.
- 5—CMA Pinochle Club gets its start in a dingy cubicle in C barracks.
- 6—These Swabs are experts—with wax.
- 7—Four day leave for First Class Engineers starts.
- 8—Academy deserted—except for intellectuals.
- 9—Academy still deserted; even the pool table.
- 10—Why, man, this is the deadeast place!
- 11—Last day of leave. Deserted village shows signs of life.
- 12—Bluest of Blue Mondays. Everyone in dark glasses.
- 13—Oil taken aboard. Coleman collects drippings for "Blue Rocket."
- 14—First CMA concert. Band is grand.
- 15—Binnacle comes out with its usual amount of warmed over news.
- 16—"And each Friday night we pray for rain."
- 17—Prayers not answered. Drill as usual.
- 18—Leamington Hotel dance. "Boy, was she light on my feet!"
- 19—Van Sicklen shows Exhibit "A" of his trophy collection—one crimson stained handkerchief.
- 20—Doctor tells all in First Aid. (Ain't bees wonderful?)
- 21—The "Terror" bags Hall and Naylor before reveille finishes.
- 22—Swab Smoker. Bracket starred.
- 23—Fire Drill. "Where am I supposed to go?"



BARNUM'S SIDE SHOW  
CONFERENCE  
BEAUTY TREATMENT

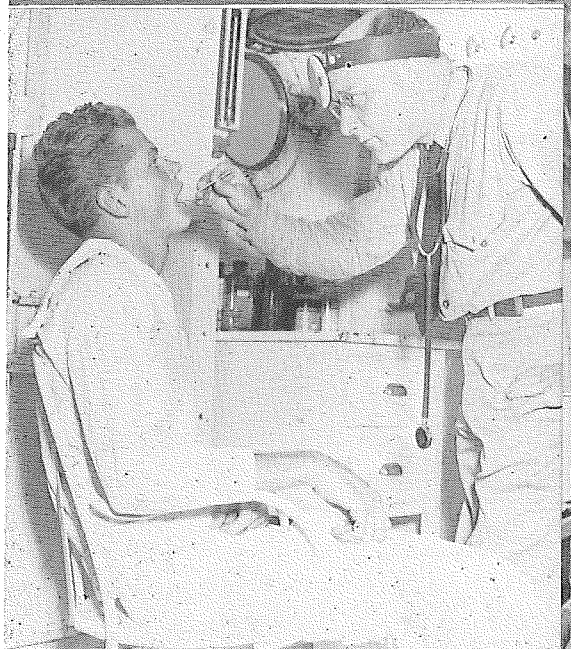
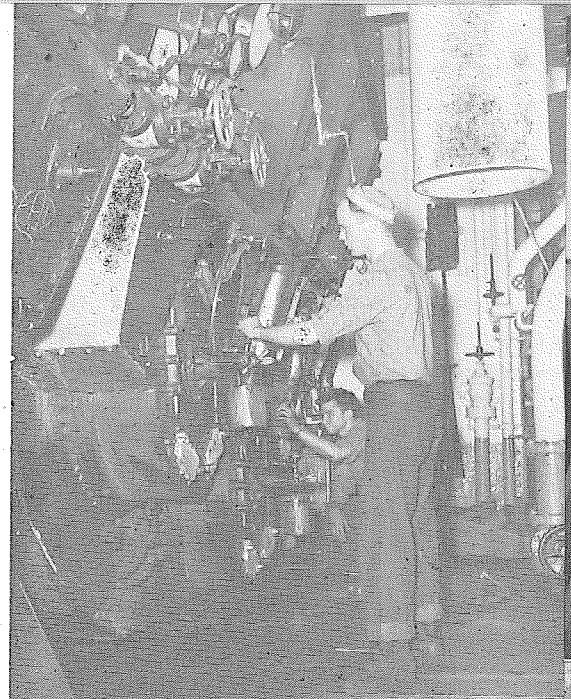


# 1944 - 45

- 24—Lt. Slagle: (with joyous expression) "By gosh, this rain stopped just in time for drill, didn't it?"
- 25—Gloomy Sunday. Rain. Cold cuts.
- 26—Doc "dislocates" class. Talks on broken bones.
- 27—A Second Classman went on the report today. Unusual?
- 28—To go or not to go—That is the question as boys discuss the Navy.
- 29—Boats for First Class. Good breeze, good sail.
- 30—Heard at Cal: "Wait till I catch Detweiler!"
- 31—Sly Chet catches three beach boys on roof. (Spotted from top of hill with binoculars).

## APRIL

- 1—Easter Sunday. Messmen collect Easter Bunny's eggs and serve red hot.
- 2—First Class gets "bad breaks" as Dr. Norman gives exam on fractures and dislocations.
- 3—Study as usual.
- 4—Meeting for youths of C Barracks.
- 5—First Class Deck return from gyro school. All experts.
- 6—The Binnacle does it again.
- 7—Man, this drill is tough.
- 8—Sunday. Church liberties flood D. O.
- 9—Monday also ran.
- 10—First traces of Ali Babi and his Nimble Seven spotted.
- 11—Who dunnit?
- 12—P.O.'s have meeting to answer question of the day.
- 13—Palace Hotel dance.
- 14—Morning after. Drill ranks shrink.
- 15—"How I love to lay in bed on Sunday morning."
- 16—Monday. An apple a day keeps nav tests away.
- 17—Mr. Summerill confides in Midshipmen. "Here's what you oughta do."
- 18—"Shall we do it?"



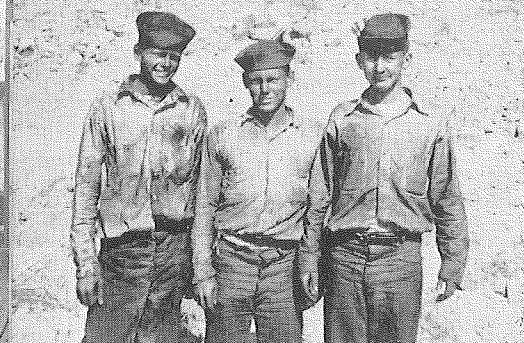
FIREROOM  
SICK CALL  
"A" DIVISION

# CALENDAR

- 19—Ship has dock trial. Cadets have meeting.
- 20—Committee sees board. We dood it. (Middies move to ship).
- 21—Liberty, liberty, how I love my liverty. (Pre-Cruise).
- 22—Home, Sweet Home.
- 23—I do believe I love my love.
- 24—Beach time, Girls, girls, girls.
- 25—CMA? Where's that?
- 26—Boy O Boy!
- 27—Here at the base it's sack time all the time.
- 28—The end is near.
- 29—Leave weary Middies return.
- 30—Whites is the uniform. Weather muggy, track slow.

## MAY

- 1—Mid terms corrected. Need we say more?
- 3—Mr. Morgan's hot chocolate is the best on the ship.
- 3—Summerill rejoices as all hands turn-to all day. All tired.
- 4—Thirty days hath September, April, June and Detweiler for speeding.
- 5—Whosoever shall misseeth drill shall rate liberty not.
- 6—Sunday at last. Sack time at last.
- 7—Mr. Bleecker threatens Engineers.
- 8—Summerill up at taps. Makes rounds, bags boys.
- 9—Ferry boat run commences.
- 10—Went to South Bay for first time in three cruises. Three cheers!
- 11—Back at base. How I love mail!
- 12—"B" won drill. "A" close second. "C" no where in sight.
- 13—Church time.
- 14—Base routine—lousy.



BOILER BOYS  
THE GOAT  
ENGINEERING PROBLEM

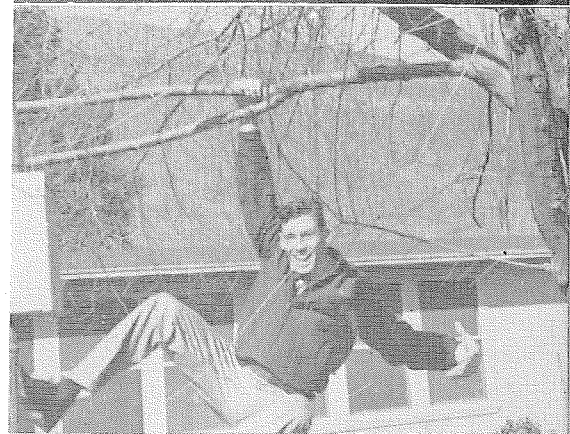
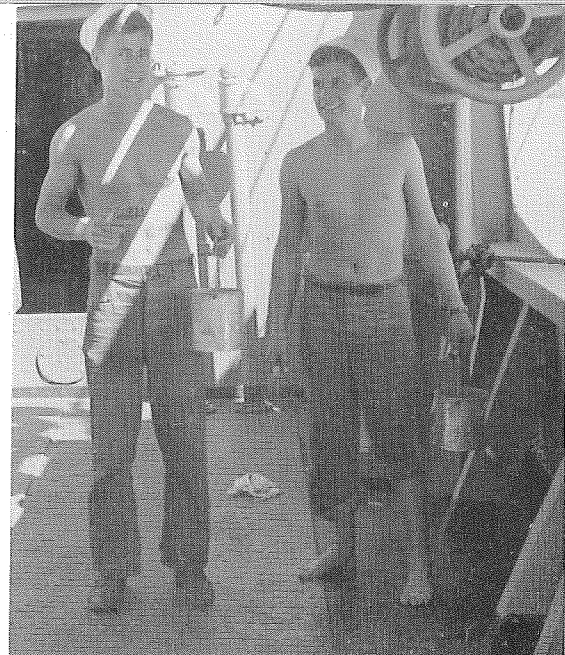


# 1944-45

- 15—"Thomas the Terrific" has duty. Bags many for two weeks and ten hours at reveille inspection.
- 16—Captain's gig goes to net depot. PX plenty cheap.
- 17—T.S.G.S. sails salty South Bay again. Boys getting to be well traveled sailors now.
- 18—Chipping hammers started on after well. Noise a-plenty.
- 19—Drill. Pew conveniently falls down ladder
- 20—Dress Blues is uniform of the day as Maritime Commission bigwigs come aboard.
- 21—Classes at base. Siesta time.
- 22—Salty Swabs—tanned Second Classmen; sleepy First Class—Cruise routine.
- 23—Second day out in Bay. Seems like months.
- 24—Sunrise in Paradise Cove. "Why a man wants to go to sea."
- 25—Lower No. 2 new "clubroom for Third Classmen."
- 26—Saturday we march and march  
And all we get is a broken arch . . .
- 27—Sunday morning clean-up. Afternoon gives sailing and tennis.
- 28—Monday base classes. Doc threatens First Class with shots.
- 29—Sail at nine, anchor at four. Sky blue, water blue, Middies turn-to.
- 30—Boys still turning to.
- 31—Look at those fellows work!

## JUNE

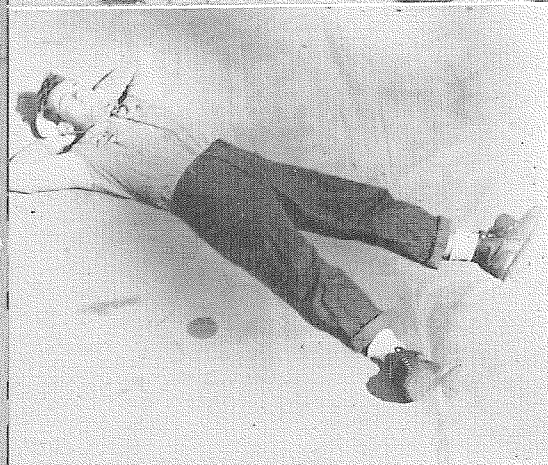
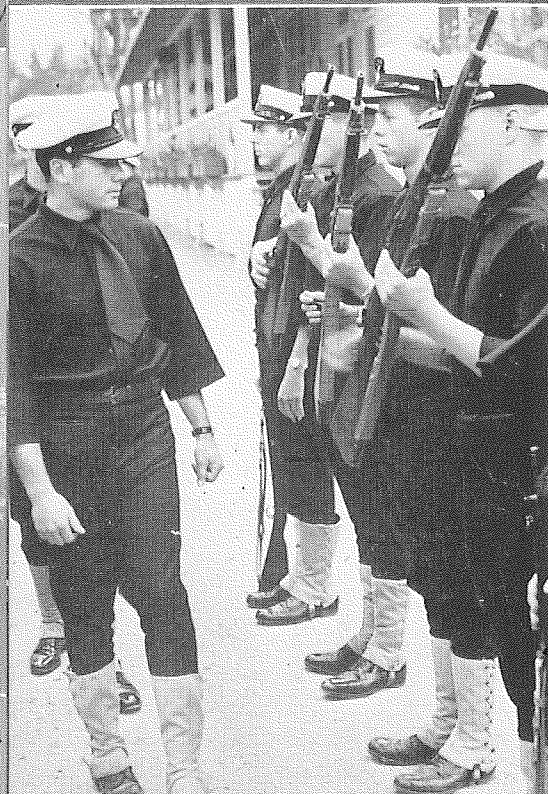
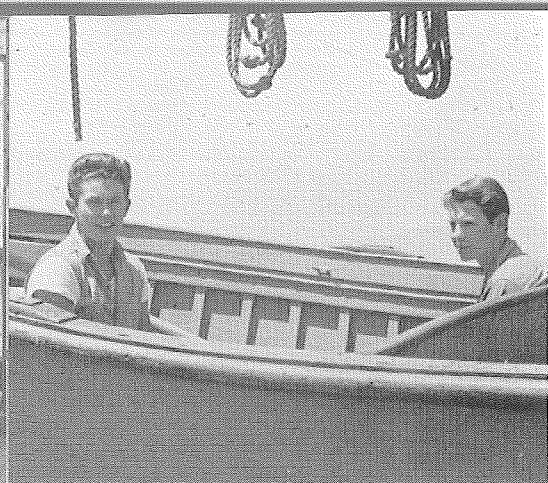
- 1—Docking time 1130. Terra firma!
- 2—The Midshipmen are all cordially invited to drill, Muster will be taken.
- 3—Delightful Sunday night cold cuts.
- 4—Start Navy physicals. Doctors puzzled as they see Coleman's hips.
- 5—Just about everyone got up this morning.
- 6—"Swabs" get a refresher course in Swab Rules.
- 7—We know a dog in Idaho who turned to bone and died.  
He died hard.
- 8—Field day. "All ye who labor come unto me, and take my yoke upon thee, and I shall give thee rest."



HARD AT IT  
THE APE  
SALTY JOE



# CALENDAR



M.D.E. AND ASSISTANT  
DRILL INSPECTION  
SLEEPY JIM

- 9—Robb scuttles rowboat at Lake Anza as rest of class attack lifeguard with beer bottles.
- 10—Naylor tears his and Hall's hair as the crushed and broken bodies of one Binnacle deadline after another are dragged off the deck.
- 11—All boat crews working hard for race.
- 12—Underway at 1000. Speed (with tide)—6 knots.
- 13—Doc. lectures.
- 14—Safety valve blew early this morning.
- 15—Start Maritime Commission physicals.
- 16—Whites for drill.
- 17—Midshipmen get the deep burns from the heat.
- 18—Classes at the base. Formation at 0820.
- 19—Anchored in North Bay at 1600. Blinker lights going from sunset till taps.
- 20—Golden State Dairy Broadcasts from spacious Midshipmen's Lounge.
- 21—"Why, you mean the ship actually sails?"
- 22—Stockton trip cancelled.
- 23—Midshipmen drill as Baxter and Dunham leap merrily off to get Hawsepipe ads.
- 24—A CMA dignitary observes: "Bacchus was a convenient deity invented by the Ancients as an excuse for getting drunk."
- 25—Pictures shown of past cruises of schoolship. Summer-ill and Tubbs star.
- 26—Midshipmen inspect YT as T.S. takes fuel oil aboard.
- 27—Second and Third Class crew races. Second Class by lengths.
- 28—Docked for last time this term.
- 29—Open House. Ork gives last performance of season. Leave starts.
- 30—Study restrictions hold. Sad sacks.

## JULY

- 1—Sun time. Beach Boys get plenty.
- 2—Fish aren't biting. All quiet.
- 3—"Second leavers" packing bags.
- 4—"Gosh, this leave is good."

# 1944-45

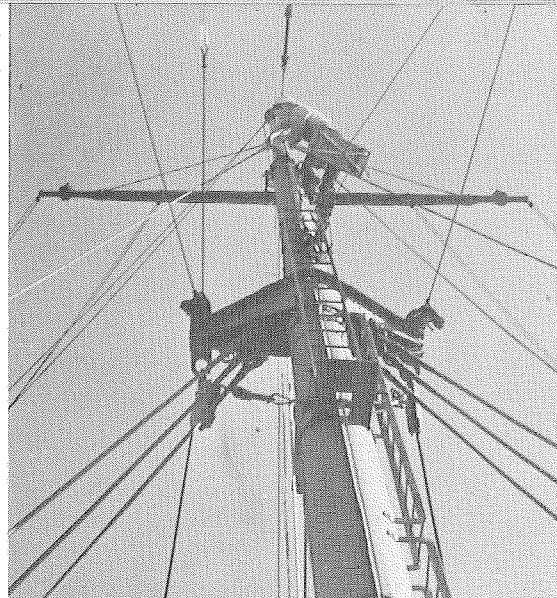
- 5—"I sure hate to go back."
- 6—Tubbs (in class): "You know, you fellows really amuse me sometimes. . . . Griffith: "Well, you give us a few chuckles yourself, sir."
- 7—Baxter quotes (defending the Hawsepipe): "If you steal the works of one author, it's plagiarism, but if you steal the works of several, it's research."
- 8—A day of rest.
- 9—First Class begin shots. The bleeders.
- 10—Casey dubs navigation, "Confoozin' but amoozin'."
- 11—First Class fills out license applications. "Where does an Alien go to register?"
- 12—The time of the end is near.
- 13—Friday. Nothing unlucky about today. Classes as usual.
- 14—Saturday. To the ship three times. Corps just barely strong enough to make liberty formation.
- 15—Same as last Sunday.
- 16—Typhoid shot lays several stalwart members of First Class flat.
- 17—First Class Engineers learn that they have to learn about boats.
- 18—No afternoon turn-to. Class pictures. Baxter gets some goodies.
- 19—"Swab, rouse me out if the duty officer comes."
- 20—The finest words in the English language are in closing, amen, and dismissed.
- 21—Damn the Engineers!!! No electricity at base.
- 22—First Class Engineers in deep study.
- 23—Finals rear their ugly heads into view.
- 24—Engineers start finals.
- 25—Dunlop whistles funeral march over limp bodies of I/c E's.
- 26—Propeller Club meeting. Pictures.
- 27—I/c Deck sewing like mad on sea bags. Due today.
- 28—Blues for drill. Sky overcast.
- 29—Sunday quiet. I/c Deck hit books for finals.
- 30—Finals start for I/c D. Mr. Tubbs shows widest grin yet.
- 31—"If it ain't right, it's wrong."

## AUGUST

- 1—So endeth the account of merry days at CMA. Hawsepipe goes to press.

## SEPTEMBER

- 1—"Thank gosh. I made it!" (First Class).



SEAGULL'S NEST  
YOU TELL HIM, FRANK  
MILES S.

# REGISTER OF

|                           |   |
|---------------------------|---|
| Annin, R. Howard          | 1805 Warwick Road, San Marino, California                   |
| Barton, Ben, Jr.          | 506 Forest Street, Oakland, California                      |
| Baxter, Alfred X.         | 138 Fair Oaks Lane, Menlo Park, California                  |
| Brandt, Ivan R.           | 872 Northvale Road, Oakland, California                     |
| Casey, Thornton E.        | 440 Geary Street, Hotel Somerton, San Francisco, California |
| Coleman, Francis J.       | 318 East G Street, Benicia, California                      |
| Cook, Neil M.             | 955 Talbart Street, Martinez, California                    |
| Depew, Donald M.          | 525 Pioneer Drive, Glendale, California                     |
| Detweiler, George W.      | 1327 North Broadway, Santa Ana, California                  |
| Dunham, Charles B. Jr.    | 15 El Camino Real, Vallejo, California                      |
| Griffith, Richard M.      | 1168 West Ocean, Long Beach, California                     |
| Gullickson, Henry M.      | 4111 Sunset Road, San Diego, California                     |
| Hall, Marvin R.           | 741 North Ogden Drive, Hollywood, California                |
| Hehir, Lyman T. Jr.       | 612 44th Avenue, San Francisco, California                  |
| King, Harry M.            | 1777 California Street, Covina, California                  |
| Koerber, James E.         | 1414 Patton, San Pedro, California                          |
| Lee, John W.              | 1318 East Juana Avenue, San Leandro, California             |
| Messenger, Miles S.       | 1939 Judah Street, San Francisco, California                |
| Moeller, Robert B.        | 366 Begier Avenue, San Leandro, California                  |
| Morgan, Thomas M.         | 1434 East Mountain, Glendale, California                    |
| Naylor, Richard J.        | 4417 Harbord Drive, Oakland, California                     |
| Palmisano, Joseph S.      | 1116 West 60th Street, Los Angeles, California              |
| Pew, Thomas V.            | 831 Third Avenue, Los Angeles, California                   |
| Peyton, Robert J.         | 1340 South Ridgeley Drive, Los Angeles, California          |
| Ransom, Philip J.         | 5715 Hillcrest Drive, Los Angeles, California               |
| Rattray, William M.       | Box 343, Ross, California                                   |
| Robb, Halle R.            | 417 Las Sombras, San Mateo, California                      |
| Rosa, Irwin H.            | 1148 Drake Avenue, Burlingame, California                   |
| Schlaman, Earl D.         | Box 360, Moraga Highway, Berkeley, California               |
| Smith, Calvin C.          | 206 Alaska Street, Vallejo, California                      |
| Starr, James K.           | 1540 Golf Club Drive, Glendale, California                  |
| Stradley, Ben W.          | 1105 Cecil Avenue, Delano, California                       |
| Strahlendorf, J. Charles  | 2212 Greenwich Street, San Francisco, California            |
| Tripp, Marvin R.          | 5437 Lawton Avenue, Oakland, California                     |
| Van Sicklen, Frederick D. | 11438 Cashmere Street, Los Angeles, California              |
| Young, Arthur J.          | 517 East M Street, P. O. Box 83, Benicia, California        |

## SECOND CLASS

|                                  |   |
|----------------------------------|---|
| Backer, Rushton Orle             | 137 South Martel, Los Angeles, California               |
| Baintinger, Wallace Virgil, Jr.  | 232 Aragon Blvd., San Mateo, California                 |
| Bergum, Jarle Albert             | 1811 Shenandoah, Los Angeles, California                |
| Bradley, Charles W.              | 5301 Rimpau Boulevard, Los Angeles, California          |
| Brodsky, Joseph F., Jr.          | 6150 West 6th Street, Los Angeles, California           |
| Chambers, James Ronald           | 1821 Benedict Canyon Drive, Beverly Hills, California   |
| Clendenny, Carlton Harry         | Star Route, Santa Barbara, California                   |
| Cohen, Donald Baer               | 2423 Saint George Street, Los Angeles, California       |
| Corlett, Benjamin Callister, Jr. | 708 Seminary Street, Napa, California                   |
| Cree, William Harold, Jr.        | 4256 Pacific, Long Beach, California                    |
| Dazey, Frank Cadwalader          | 10 Uplifters, Santa Monica, California                  |
| Dickenson, George William        | 423 South Lafayette Park Place, Los Angeles, California |
| Dreyer, Curtis                   | 6021 Rockwell, Oakland 11, California                   |
| Everson, Donald B.               | 1943 9th Avenue, Oakland, California                    |
| Ezell, William Hodfen            | 1517 New York Avenue, Altadena, California              |
| Fogleman, Samuel Franklin        | 1501 West Central, Newport Beach, California            |
| Graves, Willis Clark, Jr.        | 306 South Citrus, Los Angeles, California               |
| Hadfield, Robert Hughes          | 1268 South Highland, Los Angeles, California            |
| Harrison, Curtis Baxter          | 39 Via Floreada, Orinda, California                     |
| Hatcher, James Lionel            | 1725 La Senda Place, South Pasadena, California         |
| Hoyt, Ralph B.                   | 89 Hillcrest Road, Berkeley, California                 |
| Karasky, Joseph Craig            | 5483 Taft Avenue, Oakland, California                   |
| Kollasch, Paul Duane             | 4451 1/2 Kansas Street, San Diego, California           |
| Lawrence, Robert E.              | 4525 Date Avenue, La Mesa, California                   |
| Levin, Ralph Chase               | 2105 Ames Street, Los Angeles, California               |



# MIDSHIPMEN

|                            |   |
|----------------------------|---|
| Love, Donovan Stanley      | 415 Jones Street, San Francisco, California     |
| Marsh, Edward Earle, Jr.   | 3834 Florida, San Diego, California             |
| McLeod, Denny A.           | 4841 Marlborough, San Diego, California         |
| Miller, Richard A.         | 320 South Highland, Los Angeles, California     |
| Mirkovich, Anton R.        | 1322 Leland Street, San Pedro, California       |
| Nay, Harold E.             | 390 North Chester, Pasadena, California         |
| Nickerson, Merritt R., Jr. | 2954 26th Street, Sacramento, California        |
| Schill, William F.         | 3209 Monte Vista, Alameda, California           |
| Shrader, James E.          | 716 North MacLay, San Fernando, California      |
| Swenson, Craig J.          | 841 Cross Street, Tulare, California            |
| Vandegrift, Lucian B.      | 2777 Woodshire Drive, Hollywood, California     |
| Valentine, Richard A.      | 2059 San Jose Avenue, San Francisco, California |
| Wahlgren, Maurice T.       | 1115 North Central, Glendale, California        |
| Wieland, John W.           | 2035 Lyon Street, San Francisco, California     |
| Wilson, Donald J.          | 4619 Edgewood Avenue, Oakland, California       |
| Wison, George D.           | Clarksburg, California                          |

## THIRD CLASS

|                                |  |
|--------------------------------|--|
| Alford, Robert E.              | 4261 Van Dyke, San Diego, California               |
| Amsberry, Dale S.              | 2841 4th Avenue, Sacramento, California            |
| Beek, Joseph Allan, Jr.        | 528 South Bay Front, Balboa, California            |
| Brennan, Fred C.               | 1801 Pacheco Street, San Francisco, California     |
| Brown, John Quincy, Jr.        | 2750 Montgomery Way, Sacramento, California        |
| Brown, Richard H.              | 4684 Van Dyke, San Diego, California               |
| Brune, Alan H.                 | 1590 Mirasol Drive, San Marino, California         |
| Chamberlain, Harry K.          | 4360 Oregon, San Diego, California                 |
| Cunningham, Robert Wm.         | 837 Oakdale Avenue, Monrovia, California           |
| Fiedler, Richard D.            | 1894 Woodlyn Road, Pasadena, California            |
| Fitzgerald, William G.         | 1230 Monterey Blvd., San Francisco, California     |
| Froehlich, Billy Albert        | Route 2, Box 739, El Cajon, California             |
| Gary, Wright W., Jr.           | 1282 Fifth Avenue, Los Angeles, California         |
| Hargis, Jackson B.             | 2021 I Street, Sacramento, California              |
| Hecey, Louis John              | 814 Savey Street, Duquesne, Pennsylvania           |
| Holmgreen, Dick C.             | 194 South Agnes, Temple City, California           |
| Kotelnikoff, Igor S.           | 2143 Ward Street, Berkeley 5, California           |
| Krambuhl, Thomas P.            | 4734 Terrace Drive, San Diego, California          |
| Kuykendall, Robert A.          | 1262 East New York Drive, Altadena, California     |
| Lawson, Donald                 | 1454 Cardiff Avenue, Los Angeles, California       |
| Marinkovich, John T.           | 370 - 13th Street, San Pedro, California           |
| McCullough, Paul E.            | 1272 North Allen, Pasadena 7, California           |
| Mefferd, George William        | 951 Tremaine, Los Angeles, California              |
| McLachlan, Robert Henry        | 929 South Broadway, Los Angeles, California        |
| Nevins, Richard E.             | 327 - 34th Street, Manhattan Beach, California     |
| Olson, Kenneth Marion          | 244 South Newlin Avenue, Whittier, California      |
| Porterfield, Walter L.         | Route 1, Box 134K, Westminster, California         |
| Quandt, Kenneth Carl           | RFD Route 1, Box 177, San Jacinto, California      |
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—I—

From Sierra's mountain vales,  
California's shores and dales,  
Hoisting high our purple sails,  
Outward bound and Westward Ho,  
Stout in heart we face the blow,  
Down to sea and ships we go.

—CHORUS—

C.M.A. our Alma Mater,  
C.M.A. our Iron Mother,  
True to you in heavy weather,  
Shipmates staunch, we stand together.

—II—

Faithful through our student days,  
Honest work alone we praise,  
Blue and Gold our banner raise;  
Blue for sea-home soon our own,  
Gold for setting sun on foam,  
Seven Seas, the world, we'll roam.

—CHORUS—

—III—

Navigation have we learned,  
Engineering knowledge earned,  
Now for open sea, long yearned.  
Bowline's bight, the seaman's art,  
Skillful care for engine's heart  
Throbbing far to foreign mart.

—CHORUS—

—IV—

Then farewell Carquinez strand;  
Lonely, high on bridge we stand  
Far below the engines man.  
Deep in heart we'll ever hold  
Memories of the days of old,  
Iron Mother, in Thy fold.

—CHORUS—(softly)

C.B.M.

—I—

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California's shores and dales,  
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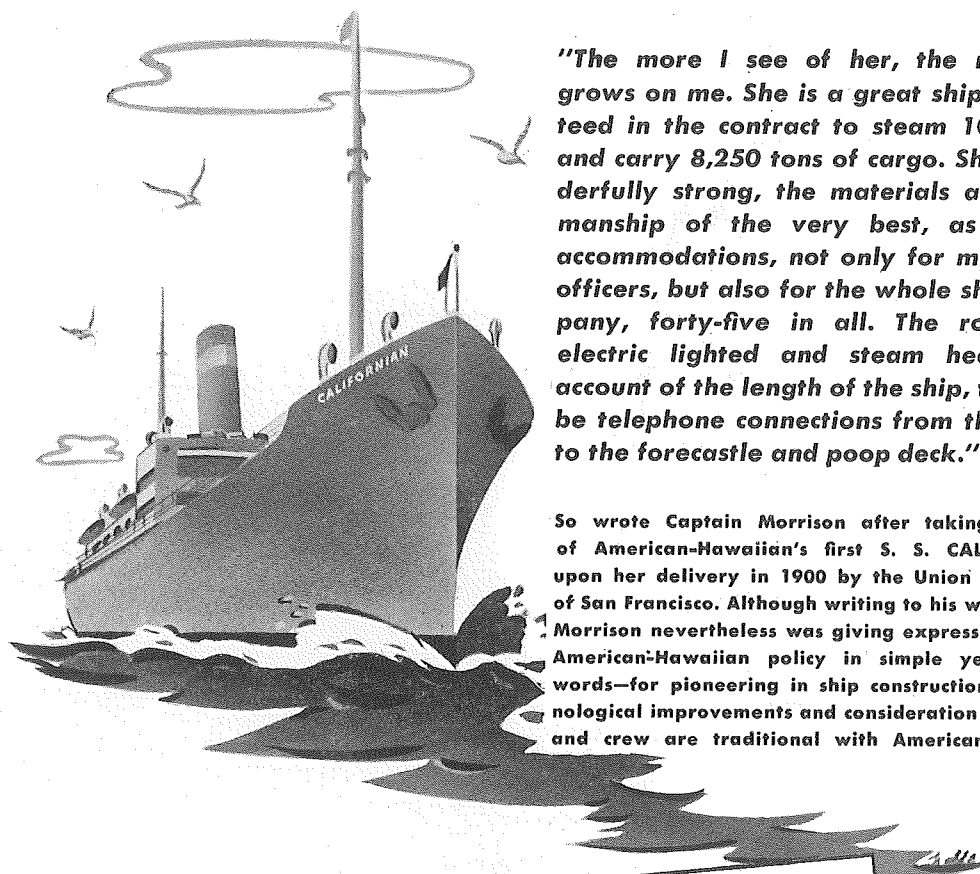




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(\*On her first voyage American-Hawaiian's first CALIFORNIAN sailed to the Philippines as an Army Transport during the Boxer Rebellion. On her last voyage she again was an Army Transport and went down, after a gallant career, from striking a mine while in convoy in the First World War. American-Hawaiian's second CALIFORNIAN, also built by the company, served American commerce until 1940 when she was acquired by the British for service in the Second World War.)

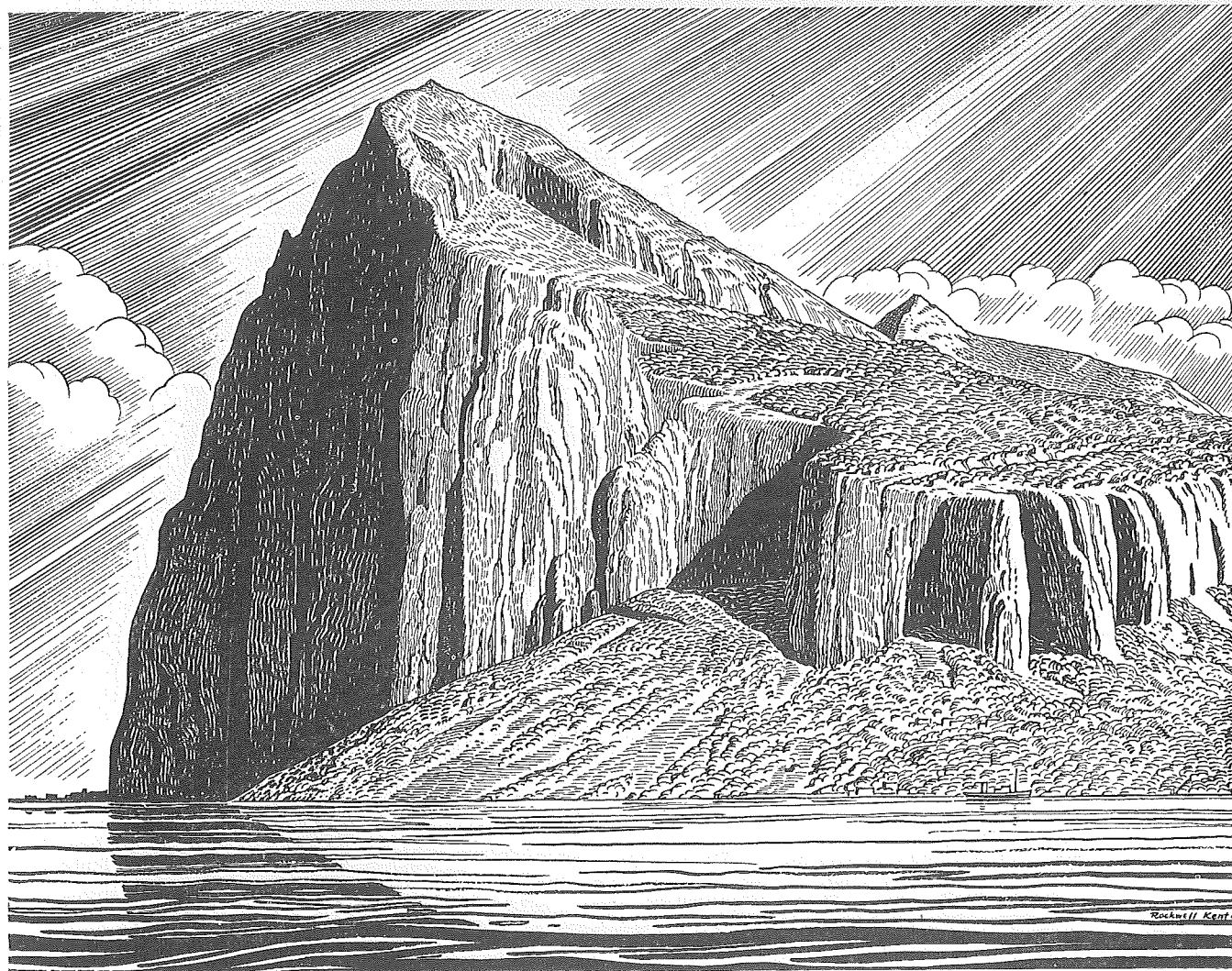
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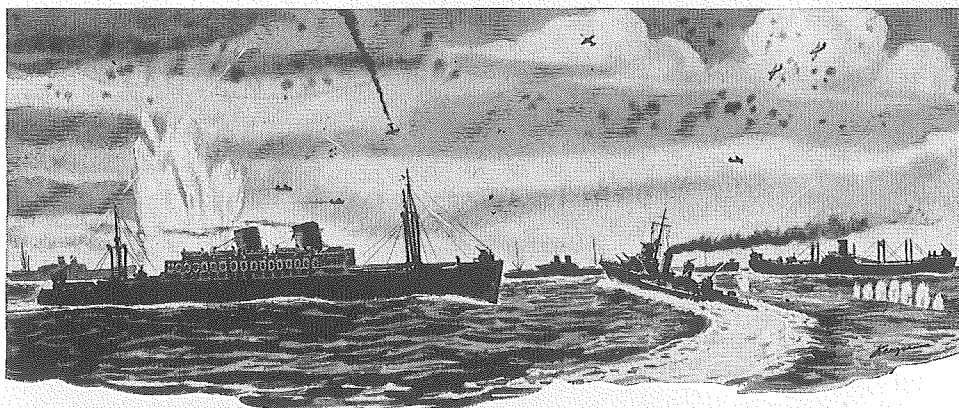
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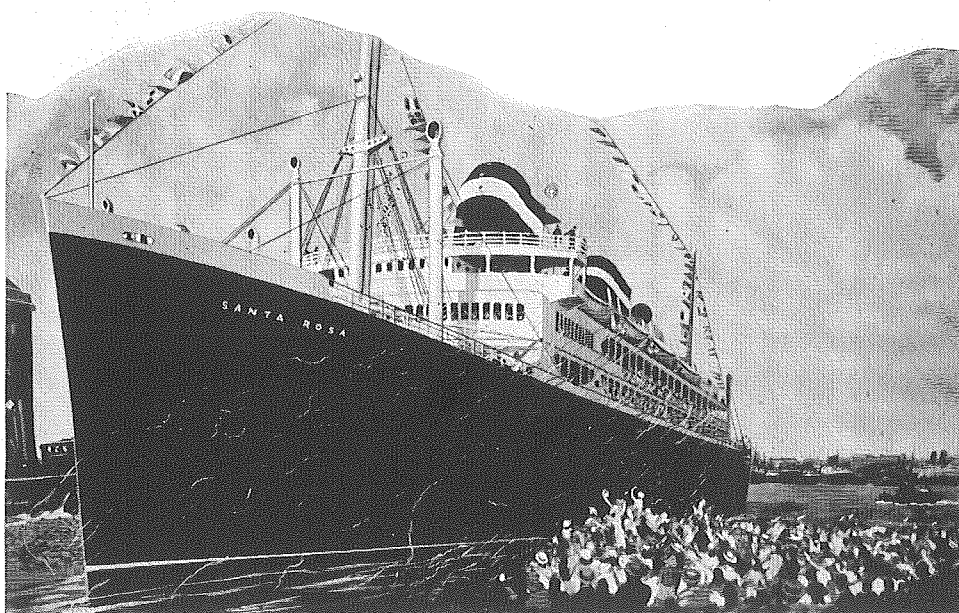
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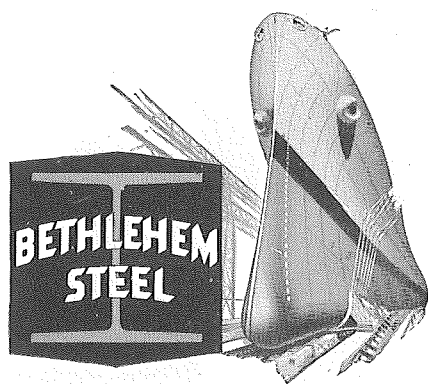
**T**he long voyage, planned so carefully so long ago, begins. A westbound convoy, part of the gigantic deployment of our full armed might against the Japs, sets sail on its 14,000-mile journey from a European port through the Panama canal to a staging area in the Pacific. It carries 15,000 men—an American army division.

Just one division of men—and for every man, seven and one-half tons of material. That means a total of 30 ships: 12 troop transports and 18 cargo vessels. Multiply one convoy by scores, setting sail from Pacific Coast ports of the U. S. as well as from Europe, and you begin to get an idea of the magnitude of the westward movement of men and supplies

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As the long convoys face confidently into the setting sun Bethlehem men and women like to think of the many good ships built or converted in Bethlehem yards that are helping to prepare and deliver the smashing climactic blows against Japan.





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F. W. E.

BENJAMIN A. FISHER

THOSE who have looked through the completed log books of a merchant ship will have noticed the capitals "F. W. E." used by the deck and engineroom officers to denote the termination of a voyage. These letters record the last signal from the bridge to the engineroom, and signify "Finished With Engines." The voyage is over and the vessel secure in safe harbor and the throbbing heart of the ship, her propulsion machinery, is stilled. She is at rest.

There is one awful exception to this rule, when F. W. E. forms part of the dreaded command "Abandon Ship," given by the Commander when through disaster the ship is close to her end. Until F. W. E. is rung on the telegraph from the bridge, the black gang still stands by.

A few days ago the War Shipping Administration delivered to this company a new vessel, the "BENJAMIN A. FISHER," named in honor of the Chief Engineer of the S. S. "ALCOA GUIDE," sunk by enemy action in the opening days of the war.

The writer many years ago commanded the "ALCOA GUIDE" and proudly likes to recall he was also a shipmate of Fisher and knew him well. This is mentioned in an attempt to convey our feeling of pride in being honored with the duty of operating and husbanding the S. S. "BENJAMIN A. FISHER."

Throughout the coming years, whenever her name is spoken or a husbandry chore performed, we of the Marine Department of the Alcoa Steamship Company are bound to have in our thoughts the memory of the man she commemorates and his devotion to duty and astounding heroism.

The S. S. "ALCOA GUIDE," unarmed and proceeding alone on an Atlantic voyage, was attacked by gun fire from an enemy submarine. Shell after shell pierced her hull and, although her Master made an heroic but unsuccessful attempt to ram the U-boat, it was soon evident that the "ALCOA GUIDE" was doomed. She was settling fast. Mr. Fisher, her Chief Engineer, was in his cabin when firing commenced and immediately rushed to his beloved engineroom to be met by men of the black gang staggering up from below, choking and gasping from ammonia fumes released when the ship's refrigerating machinery was wrecked by a shell. With his coat over his head

he fought his way down to the bottom of the engineroom to the operating platform in readiness to carry out instructions for engine movements and to await the final signal he knew must soon come—F. W. E.

He could not know that the Commander, Captain Samuel Cobb, who would flash that signal had been mortally wounded. He could not know that even then the crew on orders were lowering away the lifeboats. He could not know that a search party had reported back that no one could be alive in the inferno that was the engineroom. Not until the influx of water in the engineroom had put out boiler fires and he was driven up on deck did he leave his post at the throttle.

At this moment he was joined by two seamen who had been trapped in the after crew quarters and had just managed to free themselves. One liferaft was left and the three men got it overboard and jumped after it just as the "ALCOA GUIDE" went under forever.

We who go down to the sea in ships have a slight idea of what it means to be adrift on the Atlantic on an open liferaft, supplemented in this case by the story of the lone survivor on the raft picked up by a passing vessel 35 days later. From him we learned something of Fisher's physical condition when he dragged himself aboard the raft, mute testimony indeed of his ordeal in the engineroom amid escaping steam and fuel oil from wrecked pipe lines and tanks. Is it then to be wondered that after ten days on the raft, life's voyage for Benjamin A. Fisher was over? His great heart was stilled and he was at rest. For him the Commander of Commanders had flashed—F. W. E.

Hail S. S. "BENJAMIN A. FISHER!!" You carry the name of a very gallant gentleman, a tried and true officer of the American Merchant Marine, and may the example set by your namesake inspire us all that we might meet a stern test as he did, leaving us unafraid and prepared for the last entry in the log—F. W. E.

*F. C. Theobald*

Manager Marine Department



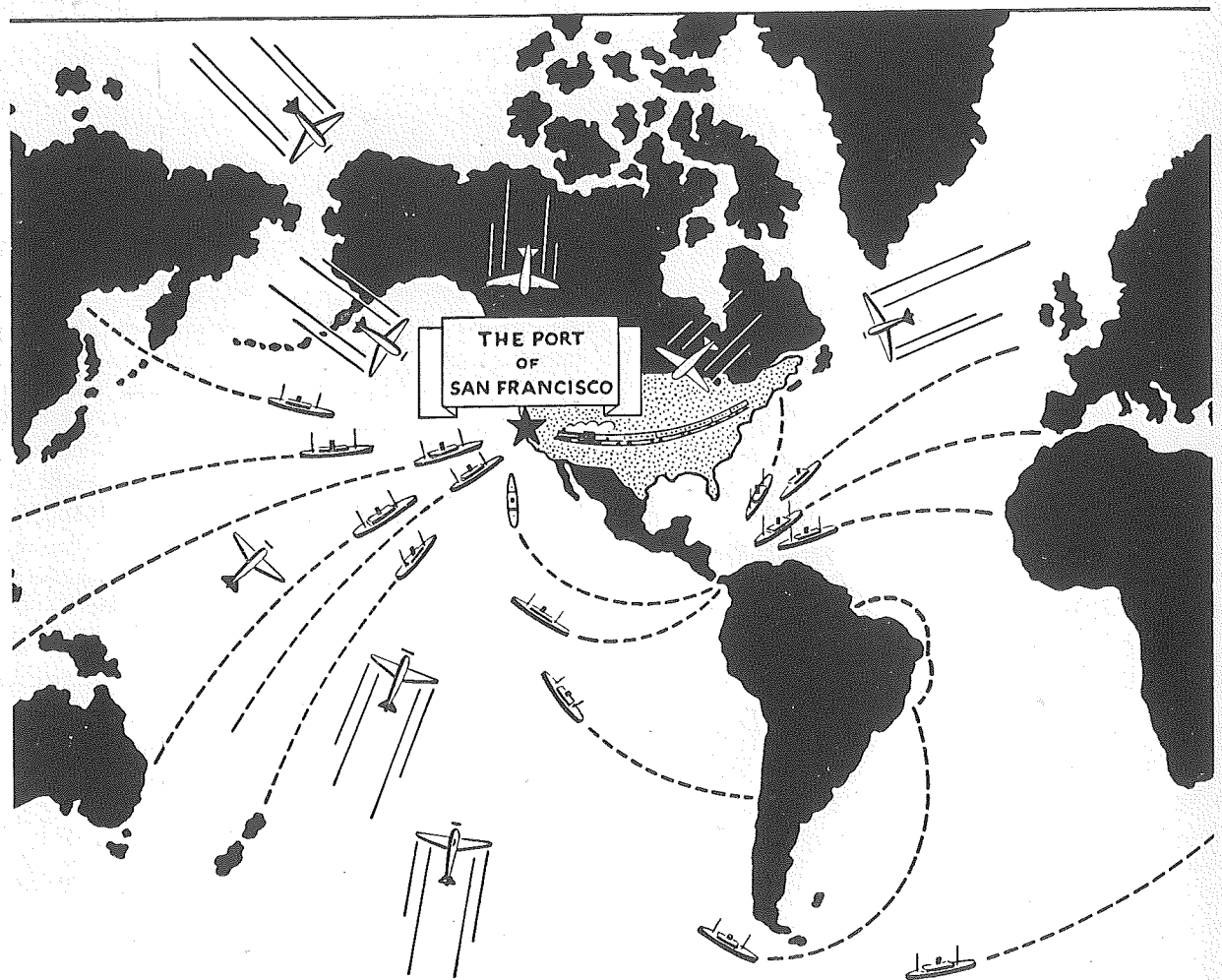
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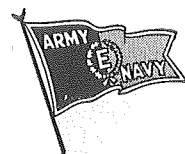
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