

**FIRST CLASS  
SPRING 1943**

**MAINE MARITIME ACADEMY**



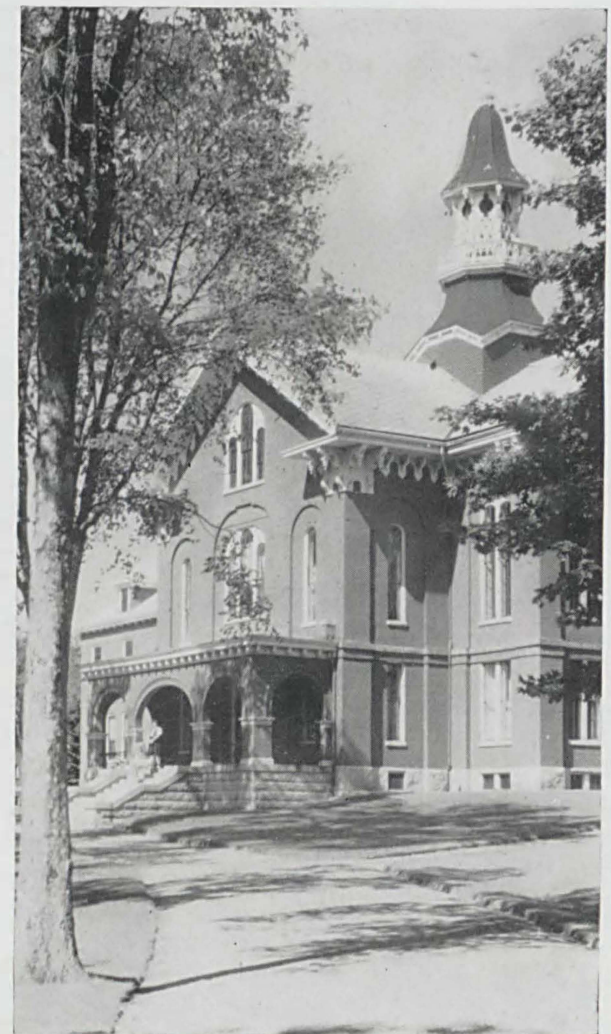
B. DEANE HERBERT



# The Year Book of the First Class



# MAINE MARITIME ACADEMY







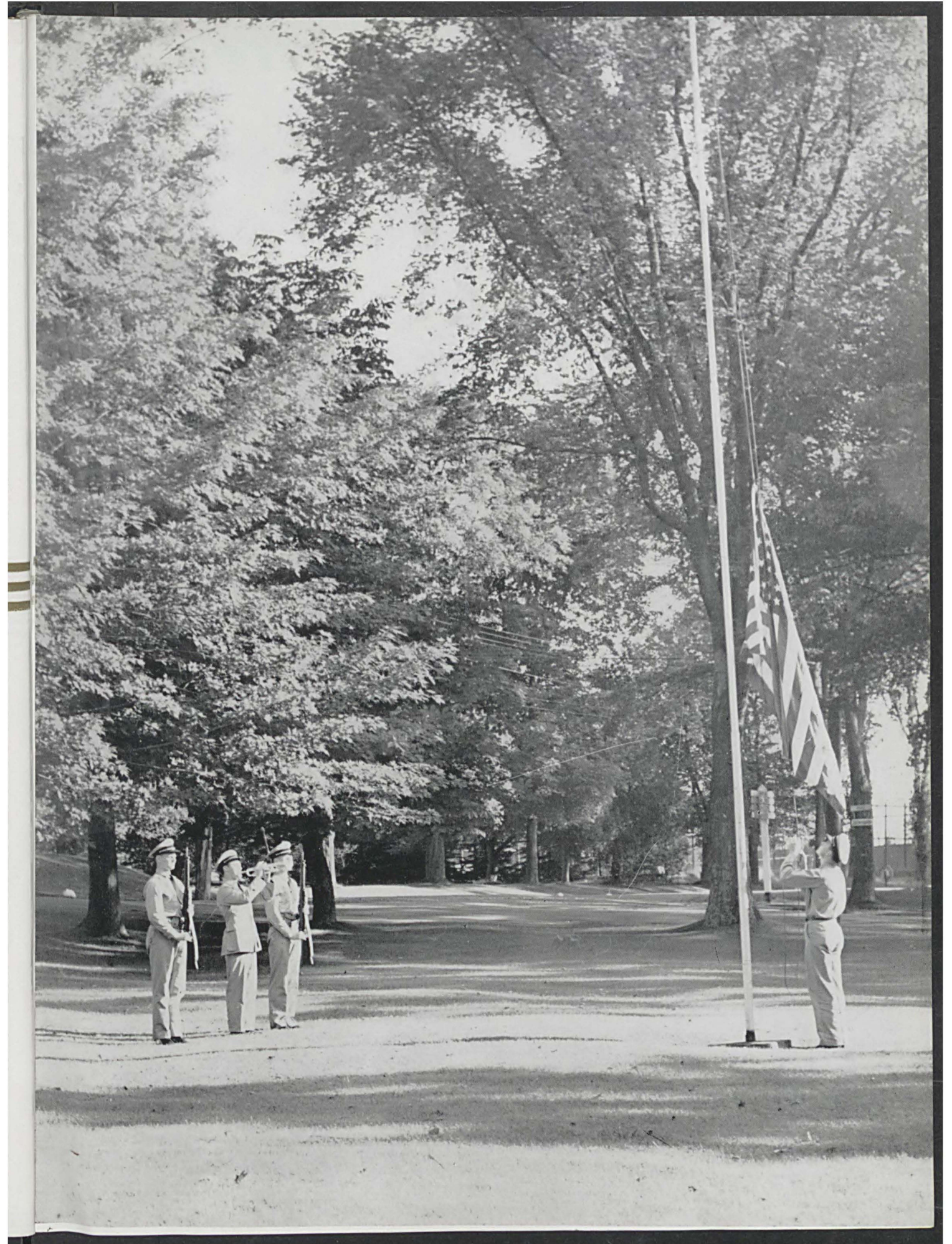
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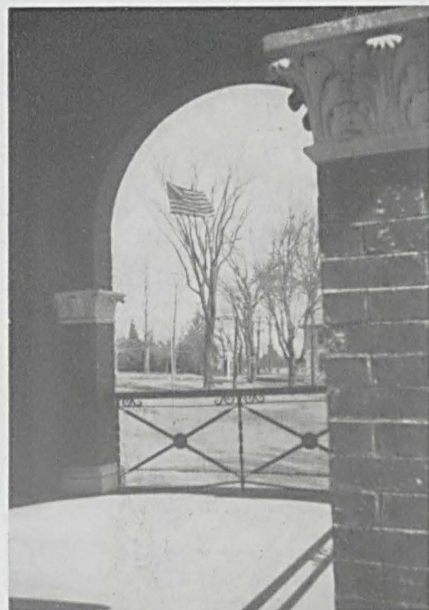
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TRUSTEE



★ ★ ★ ★ COLOR GUARD







## FOREWORD

*"Seas roll to waft me, suns to light me rise;  
My foot stool Earth, my canopy the skies."*  
—ALEXANDER POPE.

It is said that one of Napoleon's marshals, upon being asked to name his ancestral title to nobility, replied that he had no such ancestry, but that he himself would found a noble ancestry for his descendants.

This book records the founding of an American Ancestry of noble men — men nurtured on the principles of mind and heart set forth by their Alma Mater: Principles that develop men strong in the conviction that love of country and devotion to duty in the sight of God are the highest attributes of American citizenship: Principles that make men strong in the determination to be worthy of the trust and confidence reposed in them by State and Nation: Principles that urge men ever to seek the truth, and to be satisfied with nothing short of the whole truth.

This book will be to all of us a symbol of unity and comradeship, and of friendships that will last forever.

Finally this book is the medium wherein the members of our beloved Senior Class bid us goodbye; and wherein we cry to them God bless you till we meet again.

DOUGLAS E. DISMUKES  
Rear Admiral U. S. Navy  
Superintendent.



REAR ADMIRAL DOUGLAS E. DISMUKES  
United States Navy

TO REAR ADMIRAL DOUGLAS E. DISMUKES, U. S. N.,  
WHOSE MILITARY PRECISION, KEEN UNDERSTANDING,  
INTELLECTUAL VERSATILITY, AND STRAIGHT  
FORWARD DIRECTION, HAVE LEFT THEIR INDELIBLE  
MARK ON US, THE FIRST CLASS OF THE MAINE  
MARITIME ACADEMY DEDICATES THIS BOOK.



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Rear Admiral Douglas E. Dismukes, U. S. N.

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Lt. C. H. Tumey  
Ens. C. R. Parker

#### SEAMANSHIP AND SHIP CONSTRUCTION

Lt. G. C. Small  
Ens. W. Winger  
Ens. J. H. Peterson

#### COMMUNICATIONS

Ens. W. E. Ellen

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#### STEAM RECIPROCATING AND DIESEL

Lt. J. M. Murray

#### SHOP PRACTICE AND ELECTRICITY

Lt. (j. g.) H. C. Meier

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Chief Engineer CMM, D. B. Noonan

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Ens. S. Erdreich

#### RULES AND REGULATIONS

Ens. W. B. Arnold

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CGM, E. J. Blankenbeckler

Ens. R. H. Rhoads

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### FINANCE AND MAINTENANCE

Lt. J. F. Crouse

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Lt. (j. g.) H. C. Philbrook

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Editor-in-Chief ..... ROBERT M. CALDER

Business Manager ..... GORDON M. COUSINS

Content Editor ..... NATE J. ROGERS



LT. COMDR. WALTER J. OEHMKE  
United States Naval Reserve

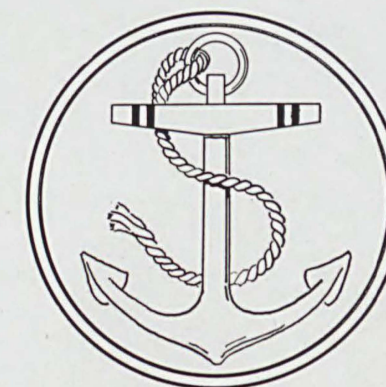
### LT. COMDR. WALTER J. OEHMKE, U. S. N. R.

Commandant of Midshipmen

Chicago, Illinois

Commissioned Ensign during first World War; Commanding Officer, Twenty-first Division of Organized Naval Reserve.

Our course of instruction has given us more than a knowledge of the practices and duties of a capable mariner. It has been our daily privilege to observe the qualities of leadership that are characteristic of a splendid officer. For this we sincerely thank our Executive Officer.





## DEPARTMENT



LT. CHARLES H. TUMEY, U. S. N. R.  
Navigator East Brookfield, Mass.

Graduate Massachusetts Nautical Training School, 1910; served in Merchant Marine, Department of Commerce, and Navy; commissioned officer in U. S. N. R. F., 1917; served in first World War as navigating officer and instructor; Chief Mate's License.

LT. GROVER C. SMALL, U. S. N. R.  
Senior Watch Officer Deer Isle, Me.

Forty-five years at sea; Clyde Steamship Company; Porto Rican Line; Sword Steamship Company; unlimited Master's License.



LT. JAMES M. MURRAY, U. S. N. R.  
Chief Engineer Boston, Mass.

Graduate Massachusetts Nautical Training School, 1935; Eastern Steamship Company; United Fruit Company; Cities Service Transportation Company; Chief Engineer's License.



## HEADS

LT. R. STARR LAMPSON, M. C., U. S. N. R.  
Medical Officer West Hartford, Conn.

Amherst College, A.B.; Harvard Medical School, M.D.; Massachusetts General Hospital; Assistant Surgeon, Hartford Hospital; U. S. Naval Hospital, Newport, R. I.; General practice of medicine.



LT. JASPER F. CROUSE  
Finance Officer Castine, Me.

Aurora College, B. S., 1925; Bates College, M. A., 1936; Vice-Principal Eastern State Normal School, 1940-42.



HAROLD C. PHILBROOK  
Supply Officer Castine, Me.

A.B., Beloit College, Wisconsin; M.A., New York University; three years advertising, New York City; four years High School teacher, Pennsylvania and New Jersey; twelve years Superintendent of Schools, Castine, Me.; two and one-half years U. S. Army Signal Corps, first World War.





## OFFICERS



LT. (j. g.) HERMAN MEIER, U. S. N. R.  
Castine, Me.  
Asst. Eng., Instructor of Electricity and Machine Shop  
New York State Merchant Marine Academy; Ore Steamship Corporation; Rensselaer Polytechnic Institute; Baltimore Drydock Company.



ENSIGN JOHN H. PETERSON,  
U. S. N. R.  
Medford, Mass.  
Instructor Cargo and Sea Law  
Cities Service Transportation Company; Isthmian Steamship Company; Marsh & McLennan, Inc., New York.



ENSIGN WALTER WINGER, U. S. N. R.  
Castine, Me.  
Instructor Seamanship  
New York State Merchant Marine Academy; Dollar Steamship Company; Grace Steamship Lines.

## MAINE MARITIME ACADEMY



ENSIGN SEYMOUR ERDREICH,  
U. S. N. R.  
Castine, Me.  
Asst. Eng., Instructor of Boilers and Turbines  
New York State Merchant Marine Academy; United States Lines; Babcock & Wilcox Co.



ENSIGN WARD E. ELLEN, U. S. N. R.  
Castine, Me.  
Instructor Communications  
New York State Merchant Marine Academy; Black Diamond Steamship Company.



ENSIGN WILLIAM B. ARNOLD  
U. S. N. R.  
Abbington, Mass.  
Asst. Eng., Instructor of Aux. Mach. and Rules and Regulations  
Massachusetts State Nautical School; Moore-McCormack Steamship Company; Cargocaire Engineering Corporation.



ENSIGN RALPH H. RHOADS,  
U. S. N. R.  
Allentown, Penn.  
Instructor Naval Science  
Pennsylvania State Nautical School; U. S. Maritime Commission; Barber West African Line; Lehigh University.



ENSIGN C. RICHARD PARKER,  
U. S. N. R.  
Philadelphia, Penn.  
Instructor Navigation  
Pennsylvania State Nautical School; U. S. Coast and Geodetic Survey; Ward Line; Robin Steamship Company; Alcoa Steamship Company.



ENSIGN JAMES A. HARMON,  
U. S. N. R.  
Castine, Me.  
Instructor Mathematics  
University of Maine, B.S.; State Department of Education.



PH. JOSEPH H. BROUILLETTE, JR.,  
U. S. N.  
Castine, Me.  
Medical Department



C. G. M. ELMER J. BLANKENBECKLER,  
U. S. N. R.  
Castine, Me.  
Gunner's Mate



C. M. M. DAVID B. NOONAN,  
U. S. N. R.  
Jamaica Plain, Mass.  
Instructor Machine Shop



PH. M. 2/c P. CLIFTON CHURCHILL,  
U. S. N. R.  
Brandon, Vt.  
Medical Department



Y 2/c WILLIAM A. BOTTERMAN  
Millis, Mass.  
Executive Yeoman



## BATTALION



Battalion Commander  
PHILIP J. ADAMS  
Battalion Adjutant  
WILLIAM H. McREEL

### A Company

Company Commander  
ROBERT M. CALDER  
1st Platoon Commander  
E. WILBUR DORR

2nd Platoon Commander  
GEORGE H. JENNINGS

### 1st Classmen

HORACE A. RECORD  
NATE J. ROGERS  
KEITH E. BROWN  
G. M. COUSINS  
EDGAR W. PEARSON  
DONALD E. RITCHIE

### B Company

Company Commander  
S. COLEMAN WILLIAMS

1st Platoon Commander  
DAVIS E. JAMESON

2nd Platoon Commander  
WILLIAM J. BRASIER

### 1st Classmen

ALFRED D. FLAGG  
DONALD M. STEWART  
REX L. STONE  
RICHARD D. ECONOMY  
HARRY E. LONG

### C Company

Company Commanders  
PAUL A. STEARNS  
THOMAS C. SMITH

1st Platoon Commander  
EDWARD S. BROWN

2nd Platoon Commander  
MARTIN B. BILLINGS

3rd Platoon Commander  
B. DEANE HERBERT

### 1st Classmen

CHARLES A. SAVAGE  
WILLIAM E. MURDOCK  
JAMES E. TAGGART

## FIRST CLASS







**PHILIP JAMES ADAMS**

Deck

Bangor, Maine

Battalion Commander

Phil is a genuine leader. His profound interest in the Maine Maritime Academy and the "28" has resulted in the continuous progress of a great institution. The Battalion Commander has always been an inspiration and an example to the entire Corps of Midshipmen.

## MAINE MARITIME ACADEMY

**MARTIN BENJAMIN BILLINGS**

Engine

Beverly, Massachusetts

2nd Platoon Commander "C" Company

Originally from Deer Isle, Maine, Ben has an intimate knowledge of the Maine coast and a predominant instinct for the waters "off soundings." Former experience on a fisherman and practical engineering ability have certainly furthered his training as an officer.



**WILLIAM JAMES BRASIER**

Deck

Portland, Maine

2nd Platoon Commander "B" Company

Bill has always been a great enthusiast of small boat building and sailing. Our first cruise under sail gave him an opportunity to use his practical seamanship. During the past year he has served as Secretary of our student Propellor Club.



**EDWARD SPAULDING BROWN**

Deck

Bangor, Maine

1st Platoon Commander "C" Company

Good example on the part of officers is indispensable in the building up of discipline and its maintenance. Ed has constantly been an example in bearing and appearance to the men in his engineering platoon. His knowledge of drill has proven valuable at every battalion formation.







KEITH ELDEN BROWN

Deck

Newfield, Maine

"A" Company

Typical of the proverb "seen but not heard," Keith's quiet, unassuming attitude has made him one of the most popular members of the First Class. He entered the Academy on the first day of its existence and his sincerity of effort has been appreciated by his shipmates.

## MAINE MARITIME ACADEMY

ROBERT MALCOLM CALDER

Deck

Melrose, Massachusetts

Company Commander "A" Company

If it concerned the improvement of M. M. A., it likewise concerned Bob Calder. Always working for the perfection of our Academy, his actions have not been in vain. "A" Company under his competent direction has resulted in an excellently drilled, well disciplined organization.



GORDON MCKENNEY COUSINS

Deck

Portland, Maine

"A" Company

Gordon's excellence in Naval Science and Gunnery has been another step in the realization of a lifelong ambition. He will undoubtedly prove himself a capable officer when he serves under his Naval Reserve Commission.



EDGAR WILBUR DORR

Deck

Rockland, Maine

1st Platoon Commander "A" Company

A gentleman with a considerable knowledge of seamanship, Salty is naturally fitted for a seafaring career. As a Platoon Commander in "A" Company, he has produced one of the most spirited platoons in the Academy.







**RICHARD DIMITRI ECONOMY**

Deck

Bangor, Maine

"B" Company

A good all-around man, Dick has proved his value in baseball and basketball. He was largely responsible for procuring the class rings for the "28" and the well-designed rings will ever remain an outstanding example of his ingenuity.

## MAINE MARITIME ACADEMY

**ALFRED DANTE FLAGG**

Deck

Yonkers, New York

"B" Company

Al's good nature and pleasant disposition have ever been the envy of the First Class. One of the best athletes in the Academy, scholastically rated among the highest, Al is a friend of everyone.



**BENTLEY DEANE HERBERT**

Engine

Bangor, Maine

3rd Platoon Commander "C" Company

First to enter the Academy on October 9, 1941, is the coveted honor bestowed on Deane. He, and the other members of the "28" have seen the Academy progress from the days of the Pentagoet to the outstanding Maritime school of the present.



**DAVIS EUGENE JAMESON**

Deck

Bangor, Maine

1st Platoon Commander "B" Company

Dave is another of the "originals" at the Academy. His efforts to make the Maine Academy the best have not been in vain, and previous R. O. T. C. training has certainly been advantageous, for he has developed one of the best-drilled platoons in the battalion.







**GEORGE HENRY JENNINGS**

Deck Belfast, Maine  
2nd Platoon Commander "A" Company

Experience was certainly George's best teacher. It has made him the best seaman in the Academy and his excellent judgment will prove invaluable when standing a watch in the Merchant fleet.

## MAINE MARITIME ACADEMY

**HARRY EARNEST LONG**

Deck Kittery Point, Maine  
"B" Company

Harry is a constant morale builder in the "28." His natural humor has helped the First Class to maintain their unsurpassable spirit throughout the eighteen months of training. He'll certainly be missed when he ships out on the West coast this summer.



**WILLIAM HENRY McREEL**

Deck Exeter, New Hampshire  
Battalion Adjutant

Bill's appointment as Battalion Adjutant is ample proof of his executive ability and quality of leadership. His eagerness to cooperate has been deeply appreciated and the First Class will always remember him as a good officer and a good fellow.



**WILLIAM EVERETT MURDOCK**

Engine Bangor, Maine  
"C" Company

When the water drops out of the bottom of the glass in the engine room with all the burners lit, Bill Murdock is the kind of officer that will calmly inform a water tender of the fact and tell him to see what can be done about it. Bill is six foot three and every inch an officer and man — a valuable asset to any engine room.







EDGAR WHITNEY PEARSON

Deck

Bangor, Maine

"A" Company

One of the prime requisites of an officer is to know the job. Sam certainly possesses this requisite by virtue of his high ranks in his studies. Practical experience at the Academy has supplemented previous experience in handling small boats on Penobscot Bay.

## MAINE MARITIME ACADEMY



HORACE ATWOOD RECORD

Deck

Buckfield, Maine

"A" Company

Hoddy carries the distinction of being the best student of the First Class. His diligence and aptitude toward all his work has been a constant example to others. Not content to be an excellent navigator himself, he undertook to help us all with our Nav problems.



DONALD EUGENE RITCHIE

Deck

Lebanon, Maine

"A" Company

Don is a quiet member of the First Class. His modesty, quiet dignity, even humility, are characteristic of greatness of character. Since entering the Academy, he has proven himself a loyal member of the "28."



NATE JOSEPH ROGERS

Deck

Bangor, Maine

"A" Company

An officer should cultivate a personality that will inspire obedience. The radiant personality which Nate has cultivated has been a contributing factor in the unity of the First Class. His appointment as Content Editor of this year book is proof of extraordinary literary ability.







**CHARLES ARNO SAVAGE**

Engine

Bangor, Maine

"C" Company

Some men on board ship work enthusiastically, ever awake to opportunity. Charlie's enthusiasm, optimism, and wit is like a breath of fresh air. He cheers all with whom he comes into contact. Lending his efforts toward making all the Academy social functions a success, his work has been exemplified by the three fine dances in the past year.

## MAINE MARITIME ACADEMY

**THOMAS CRAWFORD SMITH**

Engine

Leominster, Massachusetts

Company Commander "C" Company

It is said that ship's officers who go in strenuously for athletics and games in general are usually popular with their men, and the morale and discipline of the ship is improved. This, perhaps, coupled with an abundance of energy and enthusiasm, is the secret of Tom's success as an officer.



**PAUL ADAMS STEARNS**

Engine

North Haven, Maine

Company Commander "C" Company

An enthusiast with a "never say die" spirit, Doc has devoted unsparingly both time and effort for the welfare of the Academy. His talented artistry has produced decorations which have given a unique taste to our social functions.



**DONALD MASON STEWART**

Deck

Bangor, Maine

"B" Company

Don is an energetic, hard-working officer. His outstanding achievements are productive of a constant desire for improvement. The members of the First Class will always remember him as a loyal comrade who said little and did much.







REX LANGDON STONE

Deck

Fort Fairfield, Maine

"B" Company

Rex's diligence toward studies and conscientious attitude toward his work at the Academy should certainly be commended. The fine spirit with which he has assumed his responsibilities deserves much praise.

## MAINE MARITIME ACADEMY

JAMES EUGENE TAGGART

Engine

Bath, Maine

"C" Company

Jim's engineering ability has resulted from his constant tinkering with engines of every type. He has torn down and reassembled everything from an out-board motor to the old up and down steam engine on the "American Seafarer." Most of his spare time is spent on Diesels.



STEPHEN COLEMAN WILLIAMS, JR.

Deck

Bangor, Maine

Company Commander "B" Company

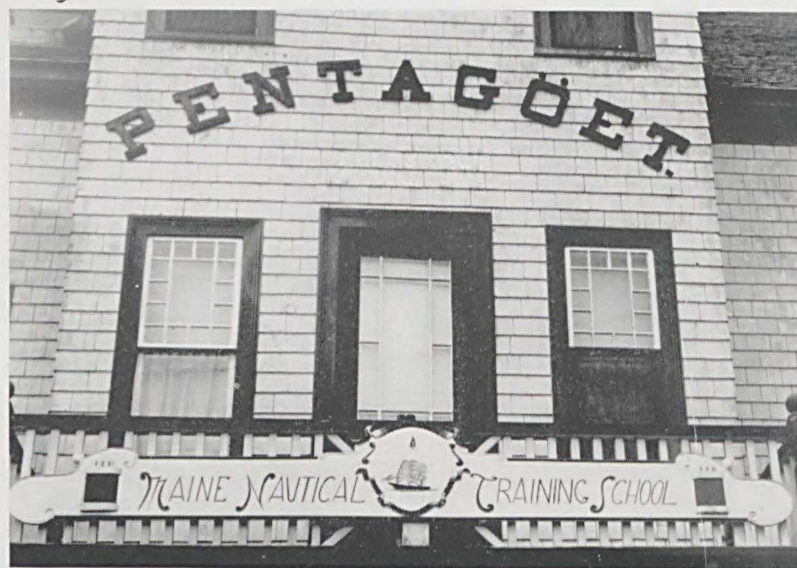
Steve is the typical out-door man, possessing an enormous capacity for hard work. Always cooperating for the best, his untiring efforts have aided greatly in bettering our Academy.



WARREN JOHNSTON AND MARCUS HATHAWAY

It is only fitting that Warren Johnston of Fort Fairfield, Maine, and Marcus Hathaway of Bangor, Maine be mentioned in this year book. As past members of the First Class they have each shared in building M. M. A. They were a part of the original "28," but due to unforeseen circumstances, they had to leave the Academy before the completion of their courses. Warren is now a member of the United States Marine Corps and Mark is a petty officer in the United States Naval Reserve. The First Class will always remember them as loyal comrades.





## HISTORY

Today, the safety of our nation, the hopes of the world and the security of our children rests to a tremendous extent on the shoulders of our Merchant Marine. Our ships are now supplying not only our vast overseas armies but also our allies with guns, ammunition, planes, food and machinery. Without this great and ever increasing channel of supply, our cause would be futile. The all important battle in this war is the "Battle of Supply." If we lose this battle the war is lost. All the enemy's hopes and dreams rest on this premise.

Faced with this unalterable fact, the United States is now building the greatest merchant fleet in the world and manning it with thousands of trained officers and men. The battle of supply will be won.

It may seem strange to a casual observer that it has taken us a century and a half plus two wars to realize our utter dependence on trade and contact with the outside world. In the past we have failed to admit that world events have a direct or even an indirect effect on us. The record of the last ten years, however, has shown conclusively just how great an effect they do have. Our historical reluctance to live with our neighbors has, moreover, disrupted the world economically, helped produce the present strife and finally landed us in it ourselves. Until now, we have ignored the fact that a large foreign trade operated by a free, privately owned, and prosperous merchant marine is one of the cornerstones of a working democracy.

Let us hope that we do not again close our eyes to something so obvious.

Although the trend of our history has been in the opposite direction, we have not neglected the sea altogether. The history of our merchant marine has been an illustrious one.

In the revolution, converted merchant vessels helped us win our independence. Our first warships, speedy privateers, were merchantmen manned by merchant seamen. Their aid has been overshadowed by the exploits of our naval commanders but it was very important in disrupting the British supply lines.

After the revolution, the entire prosperity of our young nation was based on the famous, rich, triangular trade. New England shippers were starting to undermine the mistress of the seas, England.

The Napoleonic wars put an end to this new commerce. With our trade stifled by war, we turned inward, developing our early manufacturing industries. After this drawn out war, there was a great revival of shipping. This was the famous era of the clipper ships, in which New England skippers and ships set records which still stand today. Our country at this time seemed to be developing both inwardly and outwardly.

The Civil War halted this expansion. The era of iron and steel ships was at hand and we relinquished our place on the high seas to others. All eyes were turned completely inward where an unprecedented industrial advance was making us the richest country on earth.

This state of affairs continued until the outbreak of the first World War. Then, faced with a world-wide demand for products and not having the bottoms to carry them, the United States was forced to embark on a great expansion of our merchant fleet. Our own entry into the war hastened this program, until at its end, we had the largest Navy and Merchant Marine afloat . . . then we scuttled them both!

With the world depending on us for aid and cooperation, we once more turned inward. Ostrich-like we encouraged a false prosperity by means of a huge tariff and enormous loans to bankrupt nations — a prosperity which finally collapsed in the depression of 1929-33, the depression which led to the rise of all the discontent which has provoked this war.

Now, finally, we know where we stand. We realize that our future is inextricably entangled with that of the rest of the world. We are determined to build a real, lasting prosperity, based on a solid foreign trade and free intercourse with our neighbors . . . Our aims are then twofold: first and all important — to win the war, then secondly — to prevent its repetition by building a secure world.

The place of Maine in the history of the merchant marine is an illustrious one. Maine has had a large share in the building of our famous wooden sailing ships; and, more than any other state the eyes of Maine have been turned towards the sea, perhaps subconsciously knowing that someday it would hold its rightful place again.

Castine in its own right was once an important port. Ideally situated, on a diamond shaped point of land, on one of the largest land sheltered harbors, it commands the approach to the Penobscot River. Logically, it was one of the first settlements in the United States and was alternately controlled by many of the early colonizing powers. Castine figured prominently in the revolution and War of 1812 in which wars it was captured by the British and used as one of their chief strongholds.

Castine is fitted both by history and physical characteristics for the fifth and newest Maritime Academy. The Maine Maritime Academy, along with New York, Pennsylvania, Massachusetts and California, is devoted to the accomplishment of the two aims mentioned above. More than any of the others is ours devoted to these purposes; for it was literally forged in the heat of war.

The aims of the Academy tie in with our broader purposes. Our first is the immediate one of supplying qualified third officers and engineers for the merchant marine with the broad and underlying view in mind, to equip the midshipmen for a career at sea.

A second and perhaps equally important purpose is to create a pool of men, so qualified that they are able to be called to active duty as Commissioned Officers in the Navy. To accomplish this, all the midshipmen are enrolled in the United States Naval Reserve.

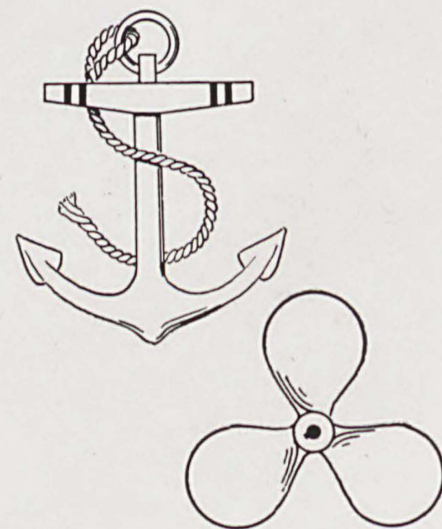
The subjects embraced in the curriculum are attacked from both the theoretical and practical approaches. For the deck midshipmen, Navigation, the science of sailing a ship safely and economically receives chief emphasis. For the engineers, Steam is the equivalent. While at the Academy stress is placed on the theoretical background. The practical application is demonstrated while cruising. The subjects as taught at the Academy aim to arrive at a real understanding, as opposed to teaching merely by rote, with its consequent dependence on memory instead of on intelligence.

To obtain a real understanding of the principles of Navigation a comprehensive course in Trigonometry, both plane and spherical, ranks next in importance. This course gives the student the proofs of the various navigational formulae and processes.

Continued on page 40



## SECOND CLASS



## DECK COURSE

Alden, Bruce,	Portland, Me.	Kilgore, Merton,	Gardiner, Me.
Baily, Stephen,	Hallowell, Me.	Kimball, George,	Millinocket, Me.
Blanchard, Franz,	Bangor, Me.	Jones, Alexander,	Lubec, Me.
Bowles, John,	Portland, Me.	Leahy, Paul,	Brookline, Mass.
Brennan, William,	Whitman, Mass.	Leone, Fred,	Portland, Me.
Brewitt, Carl,	Exeter, N. H.	Lewis, Benjamin,	Boothbay Harbor, Me.
Brown, Phillip,	Cape Elizabeth, Me.	Libby, Donald,	Newfield, Me.
Burke, George,	Portland, Me.	Libby Emerson,	Bar Harbor, Me.
Burr, Harold,	Bangor, Me.	Loeb, David,	Woodmere, N. Y.
Burston, Richard,	Boston, Mass.	Logan, John,	Bangor, Me.
Callahan, Ivan,	Biddeford, Me.	Lyons, Thomas,	Portland, Me.
Carver, Arthur,	Northport, Me.	Madden, Leonard,	Waban, Mass.
Christakos, Chris,	Bangor, Me.	May, Maurice,	Portland, Me.
Coe, Kilborn,	Marblehead, Mass.	McCarthy, Frank,	Portland, Me.
Collins, Donald,	So. Portland, Me.	McDonough, Bernard,	Portland, Me.
Conley, John,	Beverly, Mass.	McPhee, William,	Bangor, Me.
Cooney, James,	Portland, Me.	Melaugh, William,	Portland, Me.
Costello, Robert,	Brighton, Mass.	Migacy, Charles,	Ludlow, Mass.
Currie, James,	Portland, Me.	Morse, Richard,	Bangor, Me.
Curry, Morton,	North Kingston, R. I.	Neilson, Donald,	Portland, Me.
Curry, Thomas,	So. Portland, Me.	Nichols, Edward,	Brewer, Me.
Davis, Arthur,	Portland, Me.	Perkins, Sherman,	Meriden, Conn.
Dibble, Darwin,	Port Orchard, Wash.	Petersen, Robert,	Portland, Me.
Duplissa, Robert,	Old Town, Me.	Peterson, Ambrose,	Vinalhaven, Me.
Eaton, Arthur,	Bangor, Me.	Poole, Wayne,	Greenville, Me.
Erb, William,	Brewer, Me.	Price, George,	Bangor, Me.
Estes, Franklyn,	Portland, Me.	Prunier, Charles,	Old Orchard, Me.
Evans, Donald,	Kennebunk, Me.	Quinn, Carleton,	Mechanic Falls, Me.
Fahey, Thomas,	Portland, Me.	Rapaport, David,	Bangor, Me.
Fales, Eugene,	Thomaston, Me.	Riordan, Gilbert,	Yonkers, N. Y.
Field, Wallace,	Old Town, Me.	Rowe, Robert,	Brewer, Me.
Flint, John,	Rockland, Me.	Rust, Myron,	Bath, Me.
Fisher, Alvin,	Camden, Me.	Saari, Onni,	Harrisville, N. H.
Flagg, John,	Pleasantville, N. Y.	Sanborn, George,	Portland, Me.
Foley, Harold,	Portland, Me.	Sawyer, Miles,	Rockland, Me.
Genthner, Paul,	Biddeford, Me.	Searles, Phillip,	Lubec, Me.
George, Fred,	Wells River, Vt.	Sementilli, Eugene,	Bangor, Me.
Glencross, Harold,	Bangor, Me.	Setnor, Milton,	Bangor, Me.
Gordon, Arthur,	Westbrook, Me.	Shaw, John,	Portland, Me.
Grant, William,	Portland, Me.	Shea, Paul,	Manchester, N. H.
Gross, Milton,	Bangor, Me.	Smith, Kenneth,	Lubec, Me.
Hall, Frank,	Bangor, Me.	Smith, Sewell,	Machias, Me.
Harding, James,	Rockland, Me.	Spear, Richard,	Rockland, Me.
Heal, Harold,	Rockland, Me.	Spruce, Raymond,	Old Town, Me.
Heath, James,	Portland, Me.	Stowers, Clifford,	Andover, Mass.
Higgins, Frank,	Portland, Me.	Strout, Warren,	Portland, Me.
Huntoon, Alvin,	Machias, Me.	Sturdivant, Oscar,	Gorham, N. H.
Hutchins, Carleton,	Portland, Me.	Sullivan, George,	Portland, Me.
Hutchinson, George,	Kennebunk, Me.	Sutton, Joseph,	West Roxbury, Mass.
Hutchinson, Robert,	So. Portland, Me.	Trafton, Lorimer,	Gardiner, Me.
Jackson, Irwin,	So. Portland, Me.	Wadleigh, George,	Portland, Me.
	Woodmere, N. Y.	Weisbecker, Norman,	Edgewood, R. I.

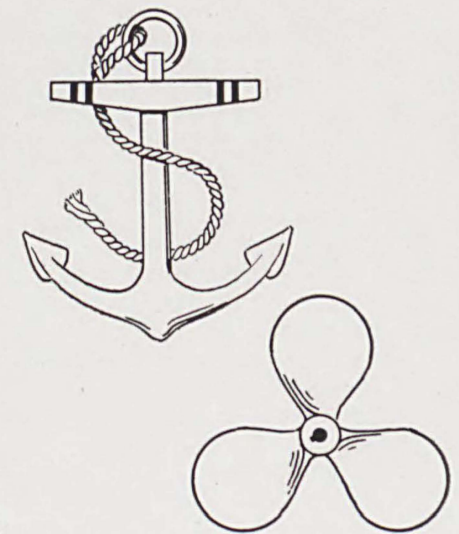


## ENGINEERING COURSE

Alden, John,  
Anderson, David,  
Babcock, Harold,  
Baily, Ralph,  
Barry, Robert,  
Bartram, Phillip,  
Bergeron, Roland,  
Black, John,  
Constantine, Louis,  
Cox, Charles,  
Cuddy, Joseph,  
Dalrymple, Phillip,  
Davis, William,  
Elliott, George,  
Finley, Howard,  
Flaherty, Richard,  
Googins, Robert,  
Hendrick, Paul,  
Jellison, Gerald,  
Jewell, Frank,  
Jose, Horace,  
Leighton, Frank,  
Lewis, Merle,  
Libby, Claude,  
Libby, Richard,  
March, Stanley,  
Merrill, Charles,  
Merrill, Fred,  
Mitchell, Albert,  
Nadeau, Charles,  
Nelson, Gerard,  
Norton, Bennett,  
Porter, Herbert,  
Rollins, Harry,  
Sanders, Arnold,  
Schroeder, Paul,  
Smith, Edmund,  
Sprague, James,  
Stoddard, William,  
Strout, Everett,  
Voorhees, James,  
Wienstein, Milton,  
Whitehead, Robert,

Gorham, Me.  
Clark Summit, Pa.  
Bangor, Me.  
Portland, Me.  
South Brewer, Me.  
Brookline, Mass.  
Lewiston, Me.  
Bangor, Me.  
Bangor, Me.  
Portland, Me.  
Winterport, Me.  
Newton Centre, Mass.  
Lynn, Mass.  
Portland, Me.  
Bangor, Me.  
Portland, Me.  
Pine Point, Me.  
Lafayette, R. I.  
Bangor, Me.  
Brewer, Me.  
So. Portland, Me.  
So. Portland, Me.  
Bangor, Me.  
Calais, Me.  
Vinalhaven, Me.  
Nashua, N. H.  
Madison, Me.  
So. Portland, Me.  
Bangor, Me.  
Biddeford, Me.  
Bath, Me.  
So. Portland, Me.  
Bangor, Me.  
Greenville, Me.  
Evansville, Ind.  
Staten Island, N. Y.  
Westbrook, Me.  
Belfast, Me.  
Portland, Me.  
Portland, Me.  
Bath, Me.  
Bangor, Me.  
Belfast, Me.

## A COMPANY





## A COMPANY NOTES

All organization is based on leadership. Defined in a Navy text, "leadership is that quality, inherent or acquired, in a person which enables him to achieve accomplishments from his subordinates by virtue of their willingness rather than by force." Since the formation of "A" Company on the "American Seafarer," in October, 1942, the midshipman officers have sincerely done their best to maintain an organization based on this all-important quality. The efforts of the young officers have been amply rewarded by the fine spirit and cooperation which are forthcoming from the members of the Company. The organization which they produced may or may not be the finest drilled outfit, or have the best cleaning stations in the battalion, but the men have tried to do their best and have probably accomplished much more in regards to officer training.

There have been but few men in "A" Company "on the report." This certainly speaks well for Platoon Commanders Dorr and Jennings and is ample proof of successful discipline under capable leadership.

During the cruise on the "American Seafarer," the Company was assigned the upkeep of the boat deck. In view of the fact that the engineers blew tubes every other day, that deck was constantly under attack by an efficient sougee-squad. Lifeboats kept a good part of the men busy, especially after drills in oily waters. A gremlin showed up every field day and took a peculiar pride in painting the drum on the electric boat hoist. A division officer decided to improve on the gremlin's handiwork. Consequently "A" Company painted the boat and promenade decks four or five times before they left the ship.

Judging from the academic record of "A" Company the men have mastered the art of studying properly — one of the greatest educational problems. The Company's average rank is the highest in the battalion. First classmen Record and Cousins, and Second classmen Spear and Hutchinson deserve special merit. Academically these men are tops and are a credit to themselves, the Company, and the Academy.

Second classman Burr's appointment, first as a junior company officer, then as Battalion Commander succeeding First classman Adams, is an outstanding achievement. Outstanding also are the appointments of Second classmen Coe, Leahy, and Lewis as company officers. To them belongs the privilege of carrying on the leadership of "A" Company; hence playing an important role in the successful organization of a most promising Maritime Academy. The united efforts of each and every man in the Company are essential for it is the close cooperation of the unit as a whole which will spell the success of the Academy in years to come.

In closing, it is most appropriate to quote an extract from a letter from John Paul Jones to the Naval Committee of Congress, September 14, 1775. "It is by no means enough that an officer should be a capable mariner. He must be that of course, but also a great deal more. He should be as well a gentleman of liberal education, refined manners, punctilious courtesy, and the nicest sense of personal honor."

Let every man in "A" Company adhere to this wisdom and success as an officer is inevitable.

1st Plat. Comdr.  
E. W. DORR

Company Comdr.  
R. M. CALDER

2nd Plat. Comdr.  
G. H. JENNINGS



A COMPANY



Continued from page 33

Seamanship, stowage, signalling, Sea Law, first aid are other subjects covered by the deck force. For the engineers there are diesel, electricity, machine shop, shop math and also First Aid and Naval Science.

The course in Naval Science deserves special notice. This study equips the midshipmen to obtain the rank of Ensign, U. S. N. R. In this course, gunnery, naval customs, drills, and naval regulations are taken up in detail.

The entire course of study originally embraced three years. However, the emergency has caused it to be shortened to 18 months. The phenomenal thing in this respect is that nothing of importance has been left out. To finish a three-year course in a year and a half a tremendous amount of study has been necessary. Vacations and leaves have been either cut out altogether or sharply curtailed. The various courses themselves have been shortened and intensified without leaving out any of the essentials.

The history of the school itself reads almost like current affairs. Its very lack of ancient tradition and customs has helped us. We have been able to forge ahead, use new methods and go our own way until today our Academy, both scholastically and militarily, ranks second to none.

The Academy was founded upon passage of an enabling act by the State Legislature. The passage of this act we owe to the endeavors of Mr. Ralph Leavitt who is today President of the Board of Trustees of the Academy.

With the bill passed, Castine was selected as the site for the Academy. Rear Admiral Douglas E. Dismukes was chosen as superintendent. That this was a wise choice has been proved innumerable times. Admiral Dismukes has given lavishly of his time, energy and experience to the building of the Academy both materially and spiritually.

Following the appointment of the Admiral, other officers were detailed to the Academy as Instructors. The Academy was ready for its first class. The original 28 — then cadets instead of midshipmen — entered the Academy on October 9, 1941 and were quartered at a former hotel, the Pentagoet. It required many weeks of hard work to make this antiquated building nautical . . . The Pentagoet was not adapted to study, so rooms at the Eastern State Normal School, also located in Castine, were used for classes. Meals were also eaten with the students of the Normal School.

With the declaration of war on December 7, 1941, things started to change, and fast. First of all the course was shortened from three years to eighteen months. Academic subjects were cut out and more emphasis was given to Naval Science. Plans were made to enlarge. The E. S. N. S. was taken over by the Academy and preparations were made to admit a class of 200 in July of 1942.

Of the trials and tribulations that the first class went through to prepare the school for the arrival of the new midshipmen we have no written record. The appearance of the buildings and grounds, though, is adequate proof of their endeavors.

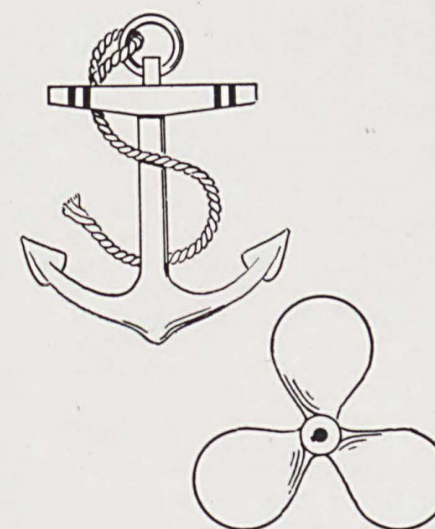
Despite all this necessary work, the first class was still able to go on the first cruise of the Academy, on the schooner "Mattie." They were then ready for the new class.

The first days of the summer of 1942 were discouraging, what with new uniforms, new officers and a greatly enlarged school. In a very short time, however, things were running smoothly. Two months later the new men had been orientated and everyone was set for the cruise in New York.

After the cruise things really began to function. The midshipmen settled down for five months of academic work which was to make them into first class navigators and engineers. The senior class meanwhile stayed on board ship for three additional months of practical experience.

Now with less than a month to go before graduation, the last big push is at hand. The goal of commissions and licenses is just ahead. Each senior with confidence in his expert training received at the Academy is ready to do his share to win the war. The senior class has left a glorious record of achievement behind them. We will do well to emulate them.

## B COMPANY





## B COMPANY NOTES

"B" Company, comprising Deck Sections Three and Four, was formed aboard the "American Seafarer" during the Academy's first cruise.

During the cruise, the men of the Company learned one of the most important things men have to be able to do when they go to sea. That is how to live, work, and play together in a confined space.

Aboard ship D3 kept the starboard side of the promenade deck painted and in a shipshape condition. The hurricane deck, the only wooden deck, was swept, scrubbed, sanded, and squeegeed by the men of D4.

The men of "B" Company became experts in the art of ship painting. They painted every accessible place aboard ship from the crow's nest to the water line. Painting and cleaning ship, however, is not all the men did. Many interesting hours were spent in practical navigation, seamanship, and lifeboat handling.

On December 1, 1942, the Second Class left the "American Seafarer" and returned to the Academy for a winter of intensive study. In spite of the academic work, time was found to organize an Academy basketball team. The entire first team was composed of men from "B" Company.

In order to have a good organization you must have good leaders. In "B" Company these men were Platoon Commanders Jameson and Brasier. To these men go the highest praise for their fine work in organizing sections D3 and D4 together to form the Company. Recognition should also be given to Assistant Platoon Commanders Stewart, Stone, Flagg, Economy, and Long who have worked very hard to make it an efficient and well-drilled Company.

Last, but not least, the men in sections D3 and D4 should be praised for their high morale, their fine spirit of cooperation, and the loyalty they have shown their Company and their Academy.

1st Plat. Comdr.  
D. E. JAMESON

Company Comdr.  
S. C. WILLIAMS

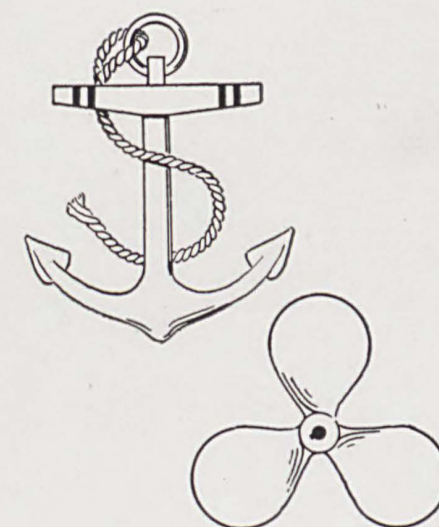
2nd Plat. Comdr.  
W. J. BRASIER



B COMPANY



C COMPANY





## C COMPANY NOTES

Perched on lofty A Deck, the topmost side of the aged but durable frigate "U. S. S. Richardson Hall," resides C Company. Distinguished from the other companies by the fact that it is composed entirely of the hand-begrimed, back-breaking corps of engineers, C Company is eyed by the deckman as the canker of the battalion. But then, the members of the "black gang" have their own modest opinions of the deck hands.

Yes, the ancient rivalry between the deck and engineering departments has embedded itself firmly within the sanctimonious halls of M. M. A. It wasn't until the days on the "Alleghany" that relations between the two factions became strained. Diversified daily routines saw the engineers daily take a hitch in their belts and creep, not run, down into the bowels of the ship, while the deckmen headed topside for finger strengthening with the paint brush, or down to the rigging loft for a sedentary morning of study. At the conclusion of the day it was easy to distinguish one from the other, as the engineers were usually five shades darker and several pounds lighter.

Lifeboat drills, musters, and desire for sunshine and air occasionally prompted the engineers to climb skyward to the boat deck — the light was blinding on a clear day. Whenever they embarked on an afternoon of "boating," the future third mates were on hand to criticize and show off their knowledge of handling boats. The score was always evened up, however, when curiosity would lead a wandering deckman down into the heart of the vessel with its greasy hand rails, throbbing auxiliaries, and dungaree-attired watch standers. Solemnly they would answer his question as to the whereabouts of the donkey boiler by pointing out the hot well, and then, leading him to the auxiliary condensor, say, "Here's the refrigerating machinery." The finale of the Cook's tour would usually take place in the fireroom, where the close quarters and the roar of the gage glass blowdown would send the visitor rapidly up the gratings to his own territory.

The rivalry is there all right, but closer observation shows the boys of C Company differ little from their shipmates. They too dream of an extra hour's sleep; begroan the nightmare of scullery duty and "dog" watches; look forward to weekend liberty; and anticipate the day they will graduate.

Delving back into the annals, records show that C Company, at the time of its origin in September, 1942, numbered 55 underclassmen and eight seniors. Since that time, 12 shipmates have followed other paths, narrowing the Company to 51 men and only two platoons instead of three. From the beginning C Company set a new precedent by having two commanders. Lt. James Murray had no alternative but to split the powers of command between Midshipmen Tom Smith and Paul Stearns. Smith, deliberate, conservative and whisper-voiced, proved a perfect foil for boisterous, thorough, sharp-tongued Stearns, and together they left little room for criticism.

In the supporting roles as section leaders were suave Ed Brown, who practiced the "treat 'em with kindness" methods on E-1; happy-go-lucky Benny Billings, seldom seen by E-2 except at musters; and "do it now" dean Herbert, the man without a section when E-3 was merged into the other two platoons. Coming under the title of strong-arm men were assistant section leaders

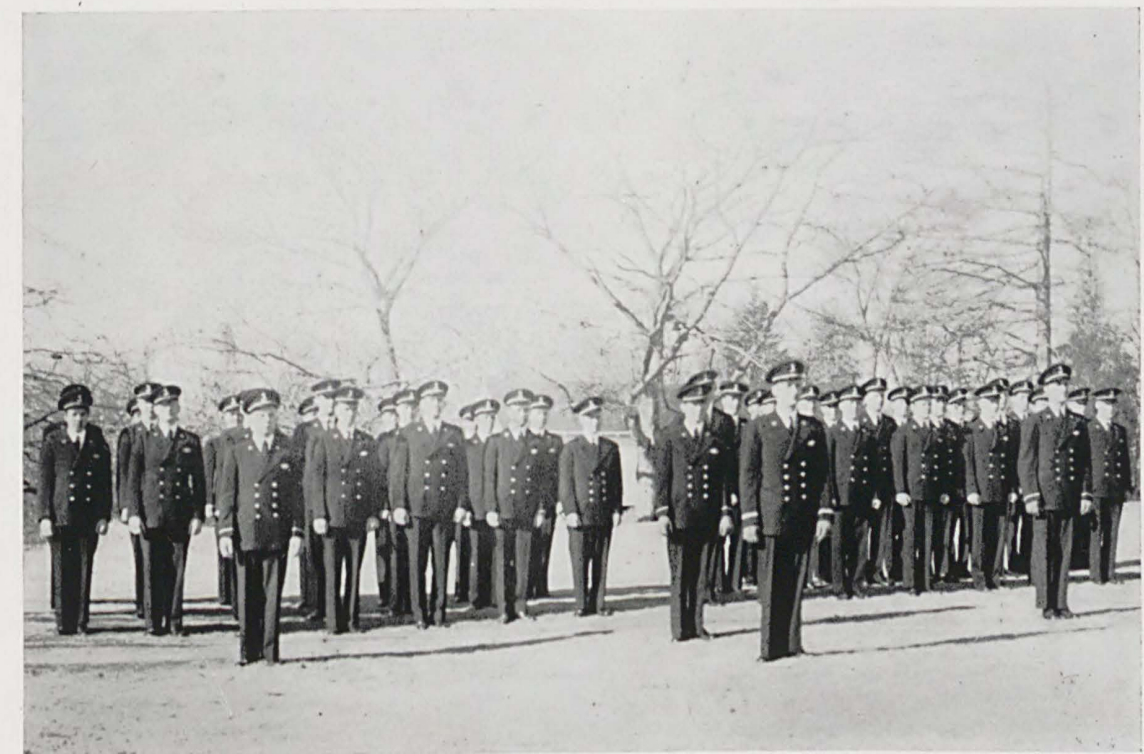
2nd Plat. Comdr.  
M. B. BILLINGS

Company Comdr.  
T. C. SMITH

3rd Plat. Comdr.  
B. D. HERBERT

Company Comdr.  
P. A. STEARNS

1st Plat. Comdr.  
E. S. BROWN



C COMPANY



"Moose" Murdock, the original whip cracker; Charlie Savage, the proud possessor of a "you don't say" grin; and Jimmy Taggart, whose pet phrase was, "Are you going to do what I asked ya to?"

Looking through the ranks, it is apparent that C Company had numerous dominating characters. Herbert and Stearns might easily be called the daddies of 'em all, as the former was the first to be accepted into the Academy, and the latter holds the honor of being the first to step across the threshold. In fact, Stearns immediately displayed engineering talent by assisting in the installation of the furnace in M. M. A.'s original home, The Pentagoet.

When reminiscing in days to come, the seniors will certainly recall some of the boys they left behind. Harry (the horse) Rollins, a 240-pound product of Greenville, Me., who is just like a big brother to his shipmates; they can always look to him for protection in a scrap. Lou Constantine, the mighty mite, steered himself to financial fame as assistant to the bottle collecting king, Chuck Nadeau. Talented Stan March and George Elliott brought culture to the "black gang" with their artistic abilities as cartoonists and etchers extraordinary.

Probably the quietest human alive is Al Mitchell, who only speaks when spoken to, and is distinctive in that he reads engineering books for pleasure as well as study. Roland Bergeron never did say where or when he lost his voice, but he hasn't yet found it in Castine. Milton Weinstein, who answers to the name Chink, is the only engineer who doesn't change color after a trip in the boilers. Of course, C Company is no different than any other as far as having its share of "gold brickers" goes. To name them all would be impractical, but if an election were held, Chuck Merrill would be chosen leader by proclamation.

A few weeks before the "grand old" seniors set forth on separate trails, they elected their successors to the coveted positions of cadet officers. The engineers took another stride forward when amiable Gerald Jellison was elevated into the duties of battalion adjutant. Harold Babcock, in becoming the new commander of C Company, found immediate difficulty in making his one pair of feet fill two pairs of shoes. Bob Googins and Paul Hendrick inherited the berths as section leaders of E-1 and E-2 respectively.

At the conclusion of the graduation ceremonies, the ex-underclassmen stepped officially into their positions, and the original Eight found themselves on the outside looking in. But only momentarily, however, before they went forward to tackle the engineering duties for which they had trained so long. Behind them they left the feeling of futility that suggested having fun before the end of the world came. With them they carried the feeling that it was time to get about the serious business of putting into practice that which they had learned. It is with anxiety that news of their accomplishments will be awaited, for they are more than just a class; they are the first to graduate from C Company.

## ATHLETICS



## ★ ★ ATHLETICS



THE GYMNASIUM

Due to the shortened course of sixteen months which is interrupted by the cruises, the athletics of the Academy are somewhat restricted. Nevertheless for the past two winters the Academy has managed to produce two well-balanced basketball teams, as well as putting out equally good baseball teams in the summer months. Other sports engaged in at the Academy are crew, as well as swimming which favor the nautical aspect of the school. Facilities for golf and tennis are provided in the town, but to date the only competitions have been inter-mural.

During free hours sports are encouraged by the Academy to help keep the midshipmen in top physical condition. Physical education classes are part of the curriculum of the Academy, but outside sports are necessary to keep the men in the condition that they must attain in order to keep up to the standard of Naval and Merchant Marine officers. The Naval Fitness Program has been introduced, and together with the rest of the physical program it seems that the men will be fit for any and all types of sea duty.

The Academy is extremely well equipped with the necessities of sports as one of the main buildings is a well proportioned gym, which provides the place for basketball as well as handball, boxing, and wrestling. For the summer sport of baseball, old Ft. George supplies a diamond which has been the scene of many lively ball games. A golf course and tennis courts are adjacent to the school, and offer a pleasant diversion from studies on weekends and afternoons.

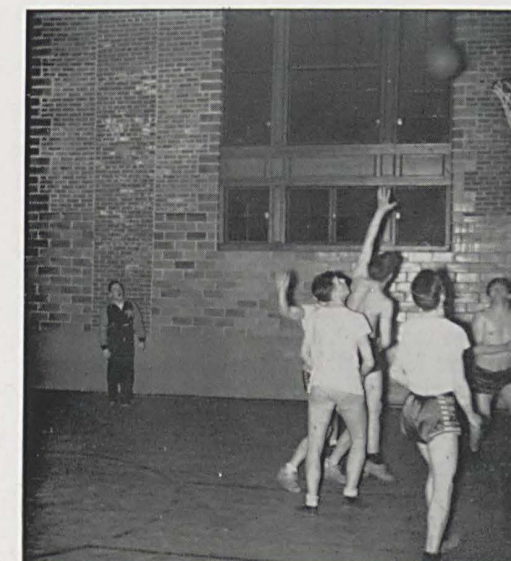


## BASKETBALL

In the winter of 1941-42, the Maine Maritime Academy produced their first basketball team by joining forces with the Eastern State Normal School. Under the direction of Ensign James Harmon, coach, and former basketball star at the University of Maine, a twenty-game schedule was arranged, but due to the declaration of war it had to be curtailed. Besides the Varsity team, which traveled in the upper part of the state, the school took a great interest in inter-mural basketball.

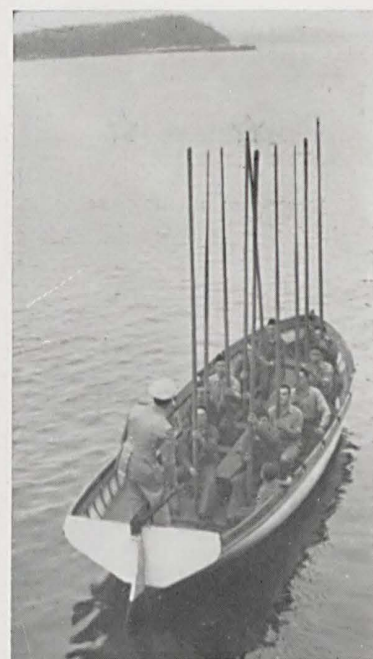
The Academy hoopsters opened the '41 season by upsetting a strong Madawaska team at the local court, and followed it up with another victory over Mt. Desert. With these two wins tucked safely away, the Maritime boys hit the road and ran into their first defeat at the hands of a sharp-shooting Ricker College outfit. The victory parade was again attained when Presque Isle fell prey to a quick passing team led by Midshipman Tom Smith, who was the big gun for the Academy during every battle. The season closed with a sad note as the Maine School of Commerce defeated the local basketweavers in a close contest.

With the coming of the '42-'43 season, the junior class took up where the seniors had left off and organized a team which was to be held down by the serious problem of transportation facilities. The first game of the season which was played on the local court at the Maine Seaboard Paper Company fell to the quick passing and fast break of the Mariners. The highlight of the season was an invitation to play the undefeated freshman team at the University of Maine. The combination of a strong team and an unusually large floor spelled disaster to the Academy team. The season was officially closed with the playing of an inter-mural tournament, which was won hands down by a strong senior class.





## CREW ★ ★ ★



Crew racing at the Academy started in the summer of '42 as the school obtained a fleet of whale boats and cutters. This sport gave every midshipman a chance to develop muscles in an enjoyable way, as crew racing is an excellent exercise for the development of arms and backs. All the racing is done in the beautiful harbor of Castine.

Every section in the Academy has a crew, and they take part in some spirited competitions. Even on the cruise in Long Island Sound the crew teams were continued, as there were boat drills daily and during each drill the men had a chance to practice.

This sport is highly encouraged as it teaches practical handling of small boats, and it is one of the best body builders known to seamen.

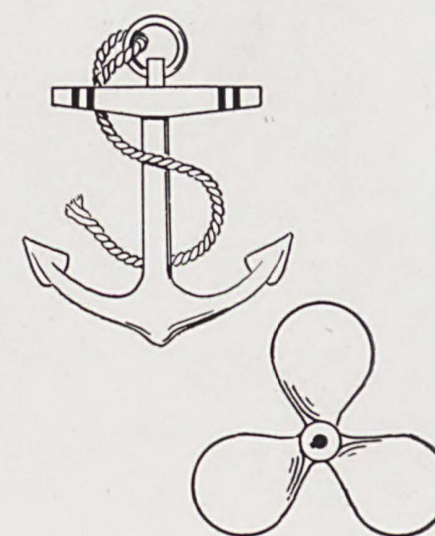
## BASEBALL ★ ★ ★ ★ ★

Baseball at the Academy started in the late spring of '42, and continued until the fall when the last game was played in New York. The team was organized by the senior class before the juniors entered in July, and therefore all the early season games were played by the seniors. After the arrival of the new class it was impossible to play outside games, therefore an inter-mural program was inaugurated, which continued through the summer months.

The season started in Castine when the Midshipmen defeated an all-star Castine team 9-0, and they soon followed this with 5-0 win over the Stonington team on Memorial Day on the latter's home diamond. Following this game the senior class went on a cruise on the schooner "Mattie," and therefore the scheduled season was called off. A few other games were played in the different ports that the schooner visited, and the Academy came out victorious in every battle.

The final game saw the junior and senior classes united in a game against the New York State Maritime Academy at Fort Schuyler. It was a close-fought game all the way, and it was a late rally that gave the Maine team a 5-3 victory over the Empire State school.

## CRUISES





## UNDER CANVAS



THE MATTIE, CAMDEN, MAINE

It was a bright and happy day on May 30, 1942 for the 28 first-class men as they shouldered their seabags and marched to the dock-head to stow them below in the compact quarters of the old windjamming bay coaster, "Mattie."

After eight long months of classes, drills and Academy routine we were finally "bound out." Not with clouds of black smoke pouring from a stack, but bound out under sail, double ott canvas, tarred lines and the lee rail under.

The ship was old but able; eighty-seven feet from stem to stern post, with a fore and aft down east schooner rig, with sixty-eight feet from deck to main truck, and sixty feet from deck to fore top. The "Mattie" is still capable of shaking her canvas at many a trim Marconi rig and leaving them in a smooth wake with rail down.

Eight bells, short stay, and anchors aweigh, under the supervision of Lt. Cmdr. E. C. Metcalf, Lt. C. H. Tumey, navigator, and ship's sailing master Captain M. S. Grant of Stockton Springs, Maine. It was under Captain Grant's able instruction and supervision we were to learn how fore and aft windjammers earned their name.

With a fresh sou-westerly breeze standing up the harbor, the order came to "stand by to make sail." Crews were promptly stationed from the jib-boom to the main, and canvas gaskets were thrown off. Then with an old "yo ho" the backs were bent and the blocks began to talk as the main peak and throat halyards lifted the main gaff aloft, stretching taut the heavy canvas. With her bows to the wind the lighter headsails and foresail were sent rattling aloft, the white ash masthoops clapping against the spars, with all sails set and luffing.

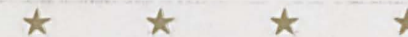
Later that day meridian altitudes of the sun were taken under Lt. Tumey's instruction, and Napier diagrams and deviation tables were made out to comply with all compass headings. It was well we had them as we stood down the Western Bay a few days later in a pea soup fog bound for Camden. This jaunt in the fog proved valuable to all of us as a bit of good experience. Taking soundings, checking the taffrail log and plotting our D. R. position, we concluded that we were finally off the North-East passage to Camden Harbor. Captain Grant had already decided that it was full time to come about, relying upon his years of experience, rather than leads, logs, and soundings.

Life on the "Mattie" agreed with all hands — brown backs and faces, calloused hands and the appetites of seagoing men. "Tibby" was the ship's cook, and he was one of the best; and many a time since when under less pleasing ration have we talked of the chow on the "Mattie."

Each new day had something new to offer in pleasure and experience. We passed through island-thoroughfares, up and down and across bays, putting in at many a small and interesting harbor.

It was in conclusion of our sailing days on the "Mattie" that she sailed proudly up the Penobscot, and under the huge span of the Waldo-Hancock Bridge in full dress, in a salty salute to the town of Bucksport on its one hundred and eightieth anniversary.

## UNDER STEAM

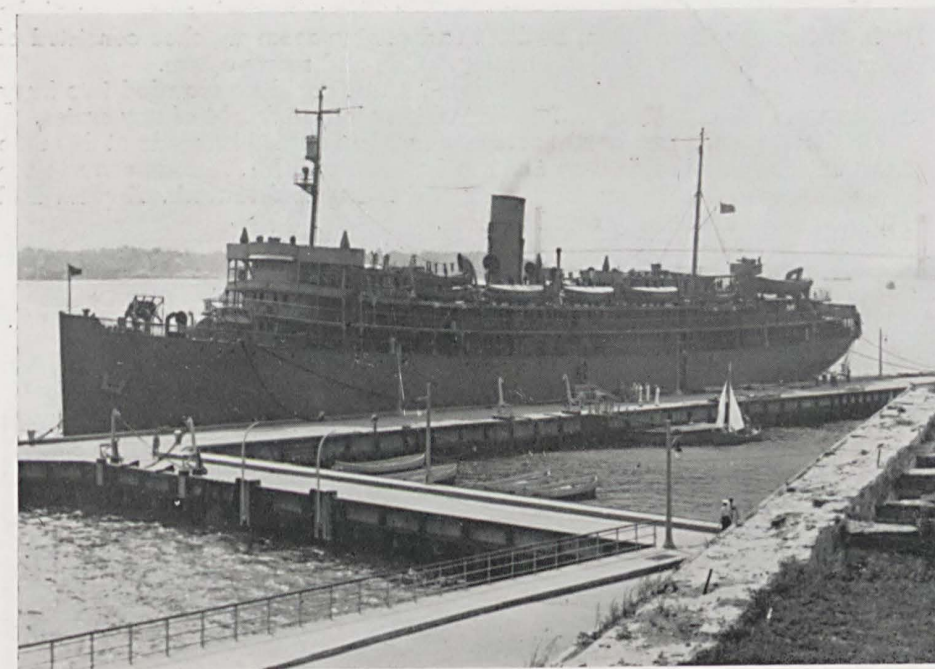


During the sixteen months spent at the Academy, the Steamboat Inspectors require that the midshipmen spend six of these on board an actual steam vessel. The midshipmen and officers of the Academy left on the first of two cruises Sept. 1, 1942. The entire corps traveled to New York by rail and then boarded the U. S. M. S. T. S. "American Seafarer," which was to be their home for the next three months.

The "Seafarer" offered the middies their first opportunity to put into practice the seamanship that they had been studying in classrooms. All during the three months that were spent on the "Seafarer," the emphasis was placed on the practical work. Besides giving the men a chance to do actual ship's work it gave them a genuine taste of seafaring life.

Long runs in the "Seafarer" were impossible due to war conditions. Therefore, the cruise was confined to the waters of Long Island Sound. Using Ft. Schuyler as a base, the ship traveled up and down the Sound giving the deckmen a chance to take sights and practice piloting. Below decks the engineers studied the operation of the large reciprocating engine and did the practical work employed in the care of it. During these runs emergency drills became an important part of the ship's routine. At the collision, fire, and abandon ship drills, each middie had a station, making him responsible for a certain duty.

At the conclusion of the three months aboard ship the second class returned to the Academy at Castine, Maine.



U. S. M. S. T. S. AMERICAN SEAFARER





#### AMERICAN PILOT

After disembarking from the "American Seafarer," the twenty-seven first classmen came to Buzzards Bay and went by bus to New Bedford where they were to embark on the "American Pilot."

The ship was boarded about 2.00 A. M. and the Maine Academy was given berths in the hold with the New York midshipmen. The "American Pilot" was an excellent training ship and under the able instruction of the captain, Commander Moore of Ellsworth, Maine, and Ensign Erdreich and Ensign Rhoads, the class was given the finishing touches of the training cruise.

Although the "28" were the minority on board with 149 New York midshipmen and 125 Massachusetts midshipmen, the cooperation between the Academies was certainly commendable.

Various types of watches were stood by the men such as Officer of the Deck, Helmsman, Signalman, Lookout and engine room watches consisted of Cadet Engineer, Water Tender, Fireman, Oiler, and many others.

The class had instructions in everything that could be crowded into busy months and had their share of liberties which are a highlight of any cruise.

I think it is only proper that at least a mention should be made at this time of the untiring efforts and time that Mr. Erdreich and Mr. Rhoads gave to the class under the difficult conditions with which they had to work. A great deal of future success is certainly owed to them.



## ACTIVITIES





## ACTIVITIES

The first class of a newly organized Maritime Academy found it difficult to keep in step with a fast moving social calendar, as there were many more important items requiring attention during the first few months. Schedules had to be worked out, quarters had to be improved, far reaching plans had to be fulfilled, and, above all, a reputation had to be established. In accomplishing these, the senior class of midshipmen has proved to be an ideal "First Class".

The social life of the Academy began on the night of February 6th, 1942, when the First Class held the "Pentagoet Voyage", a dance in the gymnasium in honor of Principal Hall and the students of the Eastern State Normal School. The young ladies escorted by the middies and the trustees whose efforts had made the Maine Maritime Academy a successful organization entered the nautical atmosphere of the gymnasium by a realistic gangway. Immediately they felt the nearness of the sea—an illusion which was created by masts, rigging, fish nets, and a magnificent display of northern lights. The decorations for the dance which added so materially to its success were designed and constructed under the capable supervision of Paul Stearns. Preceding the dance, a reception was held for the officers and trustees at the home of Rear Admiral and Mrs. Douglas E. Dismukes. This first bid of M. M. A. to the social world proved to be highly successful.

The next public appearance of the corps of midshipmen was in the late spring when the young men were the guests of the Bath Iron Works on board the steamship "Exiria". They participated in the trial run from Bath to Portland and encountered typical North Atlantic weather on the trip. On the following morning the midshipmen toured the South Portland and Todd-Bath ship yards and examined the famed "Liberty ships" in various stages of construction. The hospitality of the Bath Iron Works was appreciated by every member of the First Class and proved to be highly educational.

In Eastern Maine the First Class of M. M. A. earned a reputation as a well drilled military unit. On Memorial Day, 1942, the unit marched through Castine and were reviewed by Rear Admiral Dismukes and the trustees. Following this exhibition the "28" paraded in Stonington. At Stonington they were the guests of Mr. Ralph Barter, an Academy trustee, at a broiled lobster dinner on the shore.

The Academy was next invited to take part in the commemoration exercises on the anniversary of the founding of the town of Bucksport by Squire Buck. After sailing to Bucksport in the training ship "Mattie", the midshipmen paraded through the streets of the town and were reviewed by Rear Admiral Dismukes and many prominent citizens whose forbears notably participated in the historic settling of Bucksport.

The city of Bangor welcomed the midshipmen with resounding applause at the Victory Day parade in the summer of 1942. The Maine Academy unit was accompanied by mobile units of the Bangor Air Base and divisions of the Home Defense Corps. The Academy was highly commended at Bangor on its excellently trained platoon of midshipmen.

After the entrance of the Second Class in July, 1943, the First Class was not able to assemble as a unit until the first anniversary of the founding of the Academy on October 9, 1941. The "28" celebrated this occasion with a banquet at a well known New York restaurant. The old Pentagoet days were vividly recalled during the dinner when the Bavarian orchestra played real Maine music. To the First Class it was truly an unforgettable anniversary.

On February 15, 1943, the midshipmen of the New York State Maritime Academy extended an invitation to the First Class to their annual dance. The midshipmen of three Academies, Maine, Massachusetts, and New York, danced to the music of Richard Himber's band and Vice Admiral Thomas T. Craven, superintendent of the New York Academy, certainly proved himself a most congenial host.

Maine's last gift from New York on the Third Cruise was a dinner at the Hotel St. George in Brooklyn given by the Sperry Gyroscope Company where the midshipmen were studying.

The First Class was honored on May 1, 1943, by a dance at the Academy in Castine. The guests, who came from all over New England, more than filled the gymnasium and assembly hall where the dance was held. The Dow Field "Troubadors" provided music and a good time was had by everyone.

All these varied activities have played an important part in the development of the Maine Maritime Academy. They have been intermittent during the last eighteen months and throughout each activity, the First Class has shown remarkably high spirit—realizing that through their efforts is emerging one of the greatest Maritime Academies in the country.









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The Gannett Publishing Company, Inc., wishes the Maritime Academy all success in training seamen, and its graduates the best of luck in all their voyages.

Portland Press Herald - Portland Evening Express

Portland Sunday Telegram

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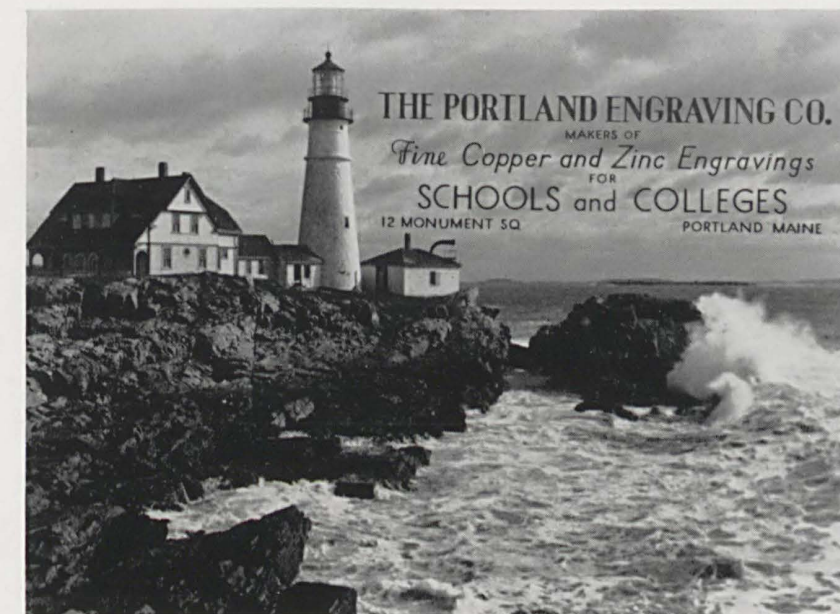
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