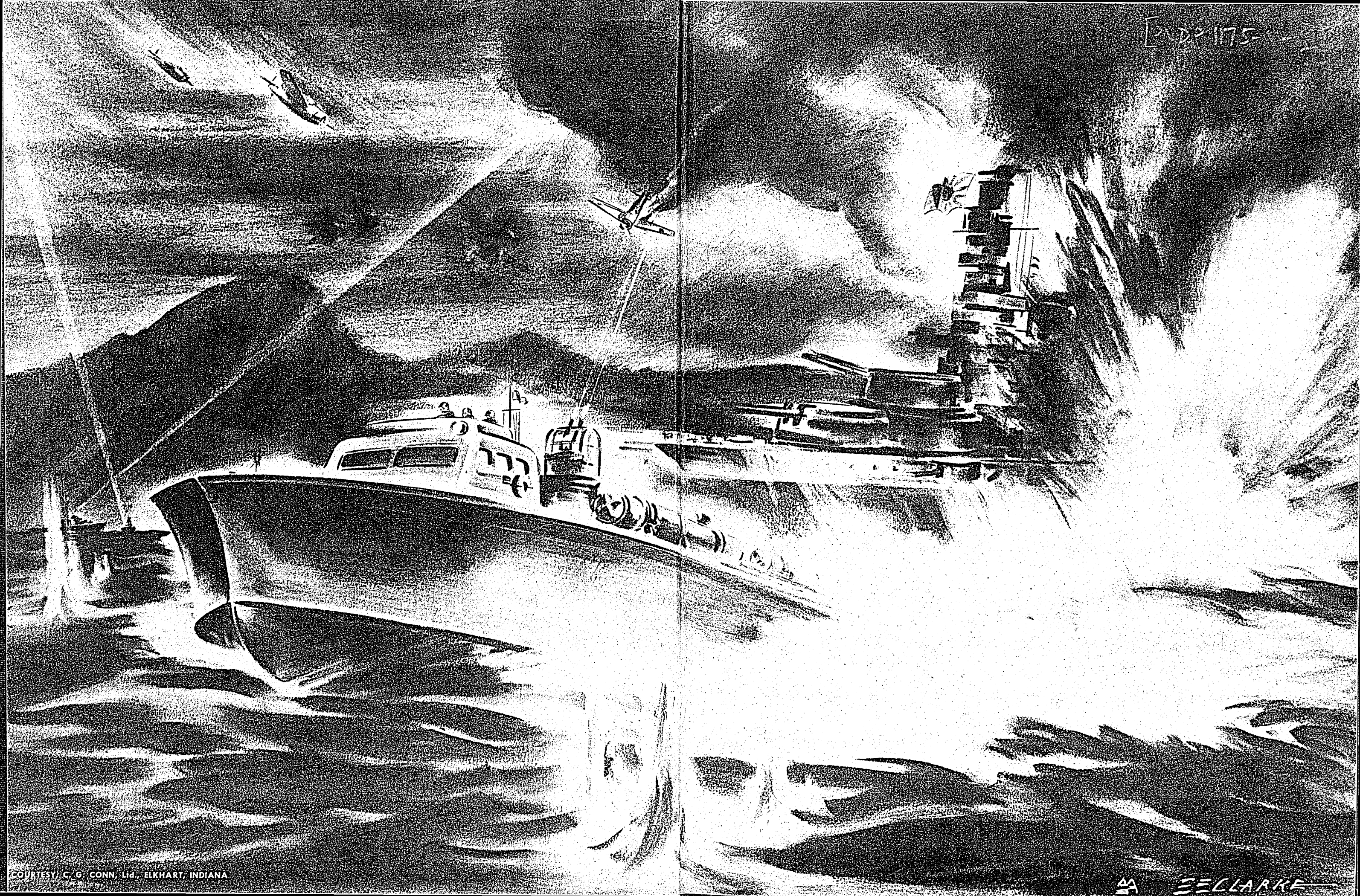
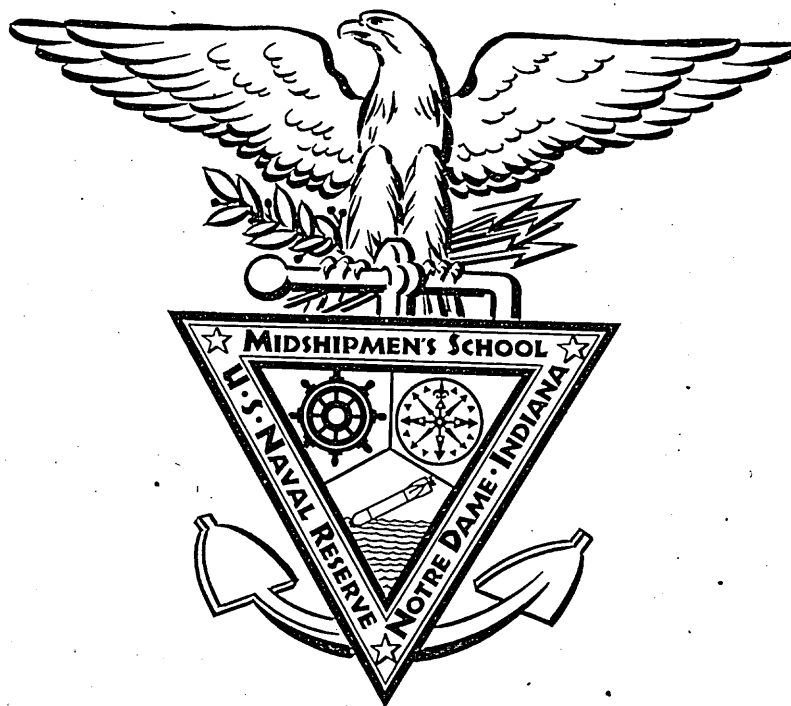




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THE CAPSTAN

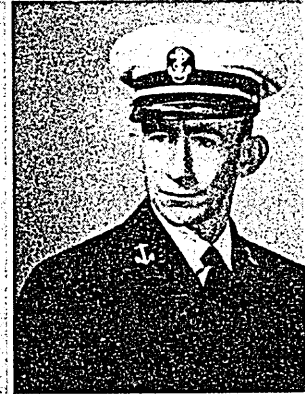
MAY ★ NINETEEN HUNDRED AND FORTY FOUR

Honor



Roll

ENS. G. G. WOLCOTT, USNR



ENS. J. F. KUFNER, USNR ENS. W. T. MALCOLM, JR., USNR ENS. C. F. PIRRO, USNR ENS. G. B. GANNETT, JR., USNR ENS. J. J. PARLE, USNR



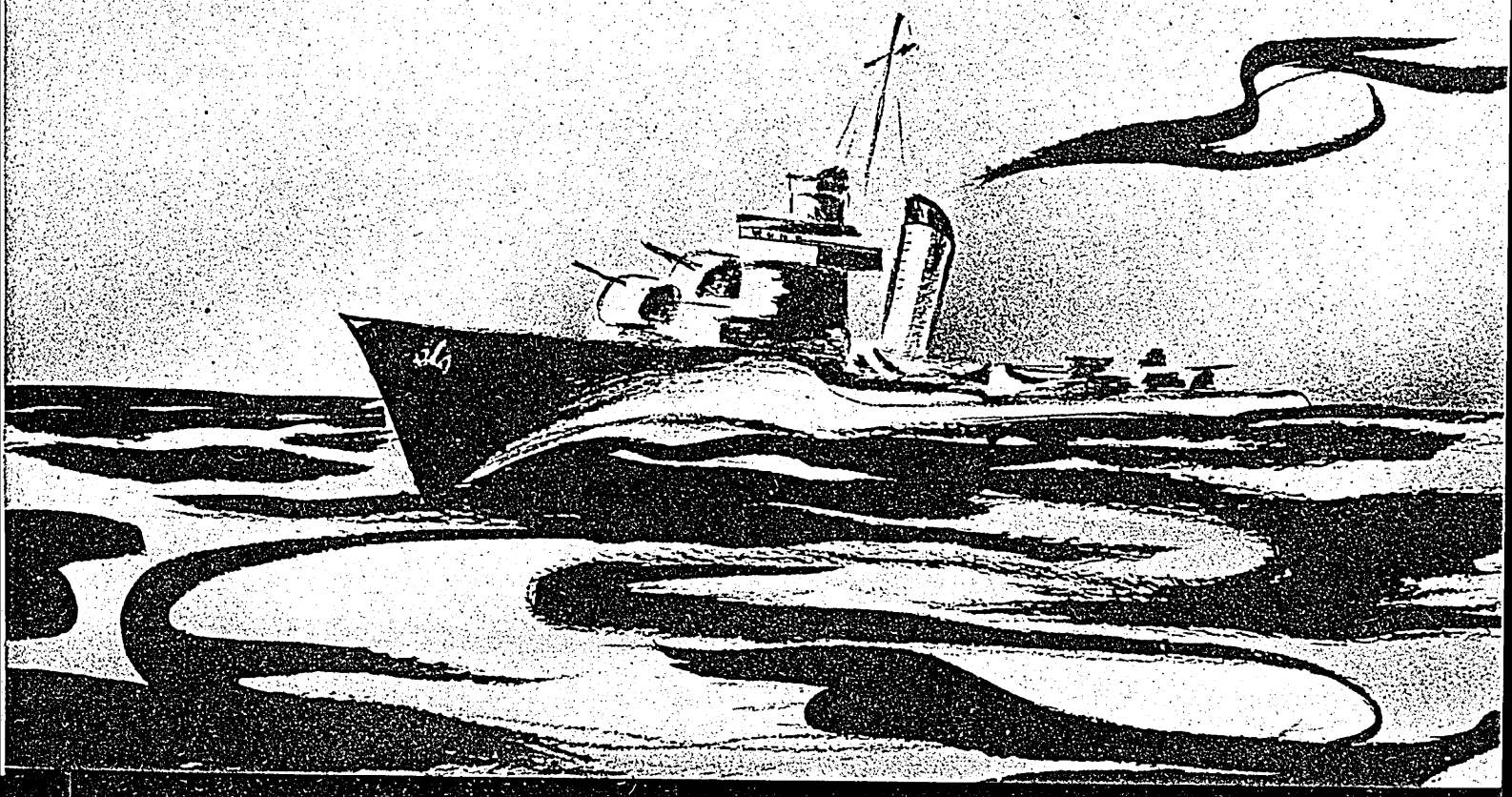
ENS. S. J. CAVALLARO, USNR

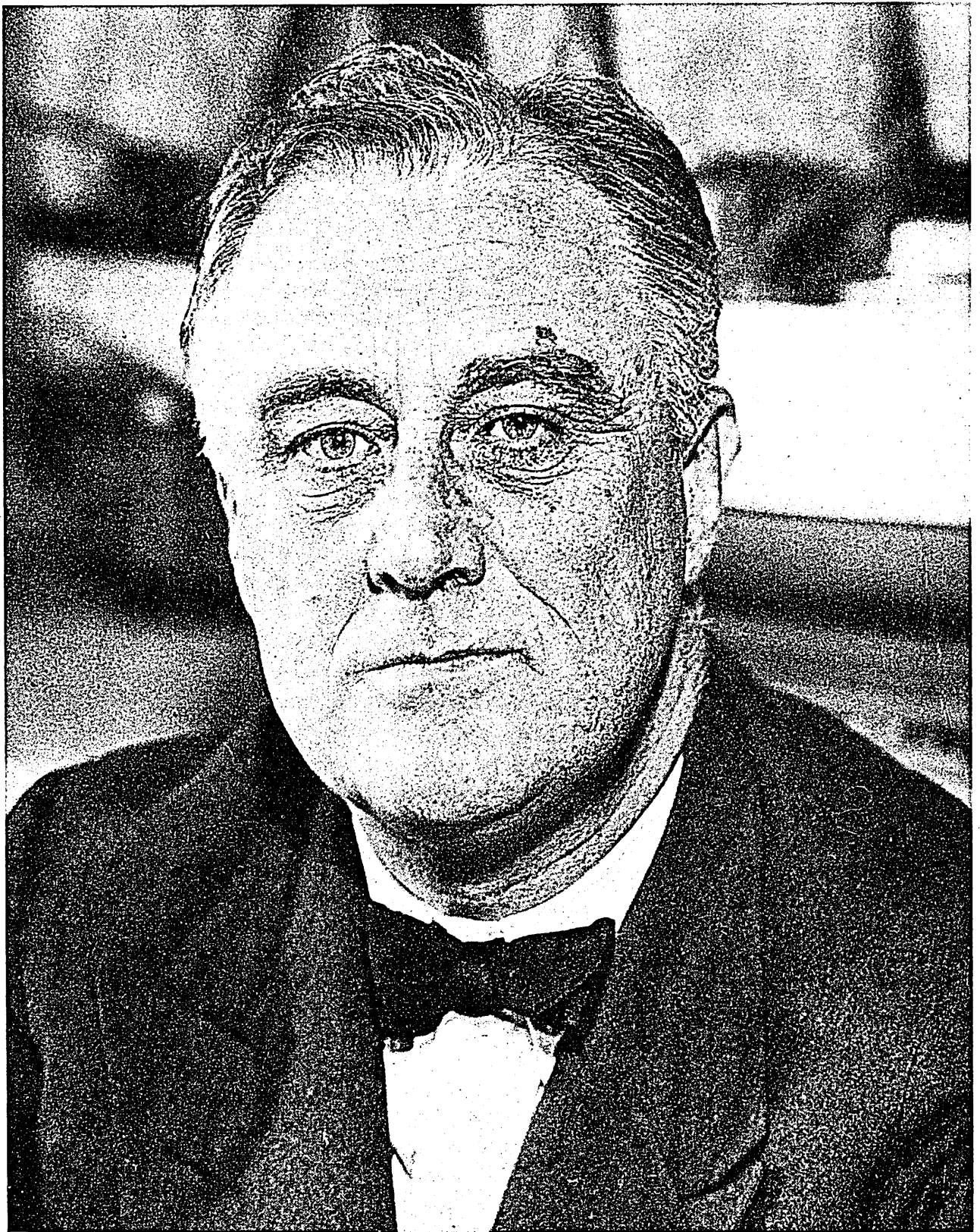


ENS. H. B. BRIGGS, USNR

We, the Fifth Class to graduate from the Notre Dame Midshipmen's School, dedicate this book to those former graduates who have given their lives in the service of our country.

We further pledge ourselves to serve their, and our, country to the best of our ability.





HONORABLE FRANKLIN DELANO ROOSEVELT

*President of the United States of America
Commander-In-Chief, United States Navy*

IN THE future days which we seek to make secure, we look forward to a world founded upon four essential human freedoms.

The first is freedom of speech and expression—everywhere in the world.

The second is freedom of every person to worship God in his own way—everywhere in the world.

The third is freedom from want, which, translated into world terms, means economic understandings which will secure to every nation a healthy peacetime life for its inhabitants—everywhere in the World.

The fourth is freedom from fear, which, translated into world terms, means a world-wide reduction of armaments to such a point and in such a thorough fashion that no nation will be in a position to commit an act of physical aggression against any neighbor—anywhere in the world. . . .

We are fighting today for security, for progress, and peace, not only for ourselves but for all men, not only for one generation, but for all generations. We are fighting to cleanse the world of ancient evils, ancient ills.

—FRANKLIN DELANO ROOSEVELT, *January 6, 1942*



HONORABLE FRANK KNOX
Secretary of the Navy

Died April 28, 1944

ADMIRAL ERNEST F. KING, U.S.N.
Chief of Naval Operations



OFFICIAL U. S. NAVY PHOTOGRAPHS

REAR ADMIRAL ARTHUR S. CARPENDER, U.S.N.
Commandant, Ninth Naval District



VICE ADMIRAL RANDALL JACOBS, U.S.N.
Chief of Naval Personnel



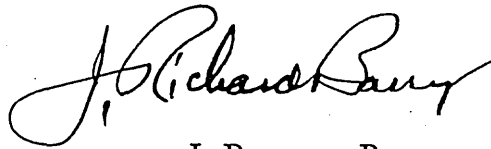


Commanding Officer

It is a privilege to me, as your Commanding Officer, to send a message of God Speed to you members of the Fifth Class to graduate from the United States Naval Reserve Midshipmen's School, as you are about to leave to take your places in our larger and ever growing Navy.

You will soon be fighting alongside of your brother officers who have gone forth from this school. You will do a good job, as they are doing, because you all have the spirit and the courage of Americans. I know that when the report is made upon the duty you perform in the service, it will be the same as that for your work at this school, "Well Done".

Good Luck and Happy Landing.



J. RICHARD BARRY
Captain, U. S. Navy



The naval career of Captain Barry, embracing thirty-nine years in the service of his country, is one of color and versatility including duty aboard practically every type of ship under the American flag and in nearly every water on the face of the earth.

Captain Barry was appointed to the Naval Academy in 1905 and upon graduation four years later was assigned to the battleship Missouri. Later he was transferred to the destroyer Drayton and then back to battleship service on the Navy's first dreadnaught, the Michigan.

During World War I, Captain Barry assumed command of the Pampanga, a former Spanish gunboat sunk by Dewey in the battle of Manila Bay. This gunboat was subsequently raised and placed in commission by the U. S. Navy. After extensive duty in China and far eastern waters, he was made Captain of the Yard and Aide to the Commandant at the Naval Station at Cavite, P. I.

Later he served aboard another battleship, the North Dakota, and from there was transferred to duty with the Navy Department in Washington. His next command was the destroyer Reno. Then, after a tour of duty at Annapolis as instructor in Seamanship and Flight Tactics, he served on the staff of the Commander of the Train Squadron of the Atlantic Fleet.

Returning to shore duty in Washington, Captain Barry graduated from the Naval War College and became executive officer of the light cruiser Trenton. In 1938 he was made commanding officer of the Trenton after an intervening period of duty ashore as executive officer of the Naval Training Station, Newport, Rhode Island. Under his command the Trenton became the flagship of the European Squadron. He came to Notre Dame from Colombia, South America, where he served for two years as Chief of the U. S. Naval Mission to that country.

Executive Officer



Good luck and God speed to you as you embark on a venture with a Navy never more valiant or more glorious. I feel confident that your contributions can only be typical of its fine traditions and its great history!

T. C. Scaffe

T. C. SCAFFE
*Lieutenant Commander
United States Navy (Ret.)*



Discipline tempered with justice and an understanding of the art of commanding men.

That was our first impression of Lieutenant Commander T. C. Scaffe, Executive Officer, when he reported to the Notre Dame Midshipmen's School last March. Our first impression was borne out by the future for Commander Scaffe "laid down the law" to midshipmen and ship's company alike with a competence and fairness that won the admiration and respect of the regiment.

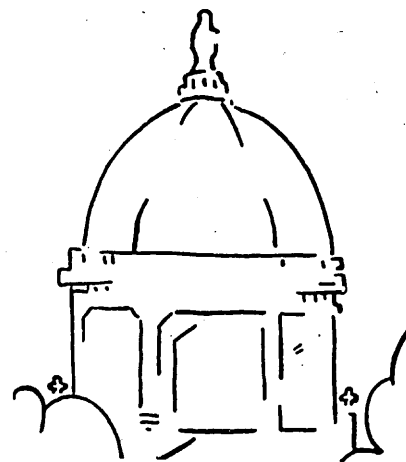
Commander Scaffe graduated from Annapolis in June, 1919, as a member of a World War I class—the Class of 1920. His first duty was transporting troops from France. The fall of 1921 saw his return to Annapolis as assistant football coach. From 1920 to 1925 he served on the battleship *New Hampshire*, as executive officer on the destroyer

Flusser, and as chief engineer on the cruiser *Cleveland*.

In 1925 Commander Scaffe served his first duty as training school administrator when he and another officer founded the first NROTC unit at St. John's College. This was an experimental unit to test the possibilities and value of such training.

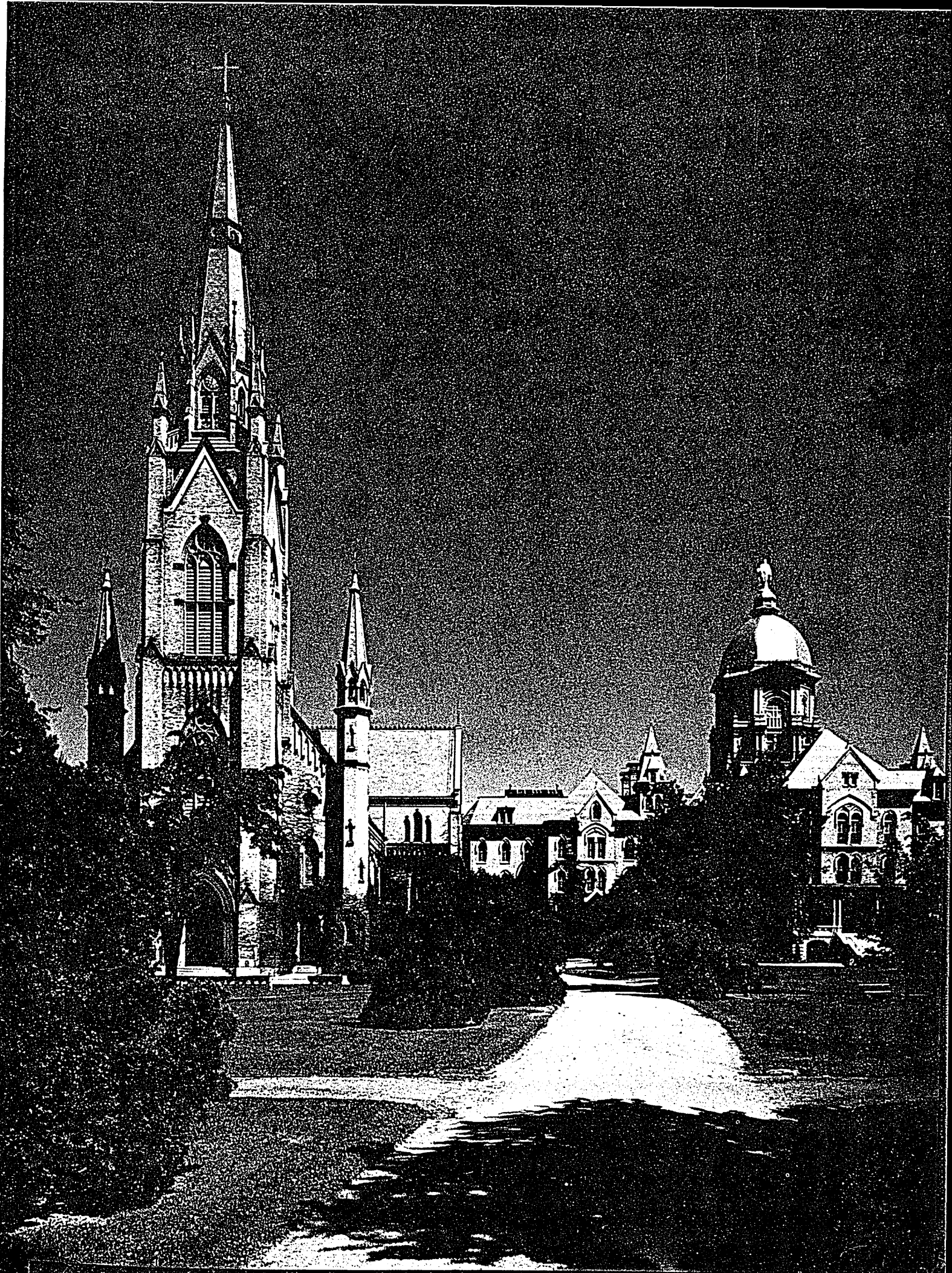
Retiring from the Navy in 1927, Commander Scaffe served as athletic director of Wofford College until 1933. At that time he left Wofford to accept a position with the Gulf Corporation in Atlanta, Georgia.

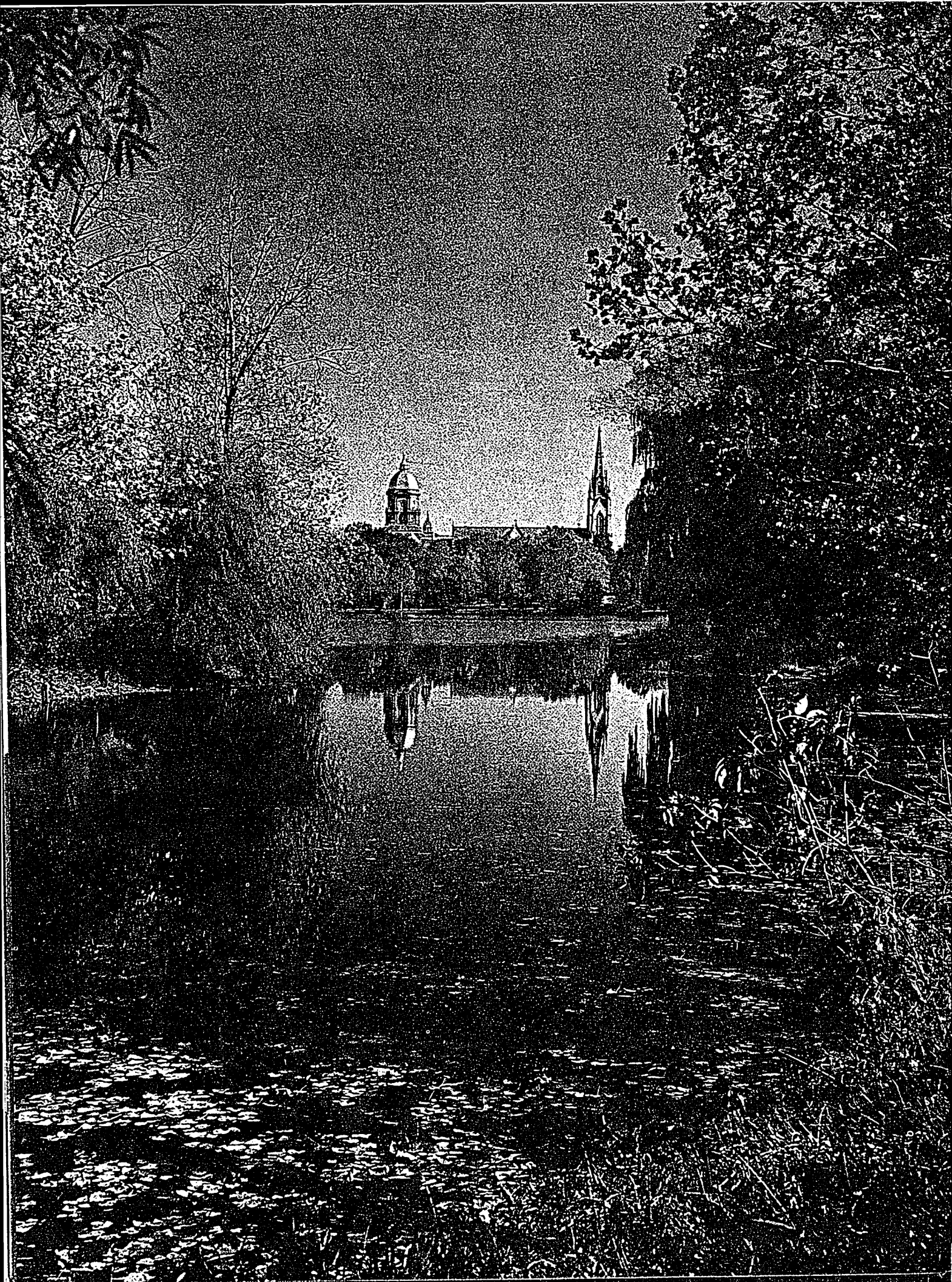
With the approach of war, Commander Scaffe was recalled to duty in 1940 with the rank of Lieutenant. From that time until he reported for duty here he taught engineering at the USNR school at Annapolis and again acted as assistant football coach during the four seasons he was there.



"You will always have to fight to preserve what you will have won. You who are now offering your lives for your country must live for your country. You must have a voice in determining the future, in shaping a peace that will be permanent because it will be based upon charity and justice."

REV. J. HUGH O'DONNELL, C.S.C.
President of the University of Notre Dame





Administrative



First Lieutenant



LIEUT. COMDR.
T. A. WAAGE
USNR
Wilmette
Illinois

Since his first cruise in 1914 as a seaman aboard the old U.S.S. Alabama, Mr. Waage, First Lieutenant, has had an active career in the Navy. As a member of the first class to graduate from the Midshipmen's School in Pelham, N. Y. in 1917, Mr. Waage was ordered to the U.S.S. Princess Matoika under the command of Captain (now Admiral) William Leahy. As watch and division officer on transports he made twenty-one round trips to Europe. From 1923 until 1928 he continued reserve cruises and training. Recommissioned in March, 1942, he was an instructor in seamanship at Abbott Hall until ordered to Notre Dame in October, 1942.

Administrative Aide



LIEUTENANT
R. C. TEFFT
USNR
Rochester
New York

Mr. Tefft came to Notre Dame in October, 1942, with varied experience in education and administration in civilian life. Graduating from Union College in 1933 with a degree in civil engineering, he did graduate work at Syracuse, Rochester, and Cornell. From 1933 to 1942 he was an instructor and administrator in New York high schools. After receiving his commission in May, 1942, he was sent to Harvard and later Columbia.

Aide to Executive Officer



LIEUTENANT (jg)
V. C. CONLAN
USNR
Chicago
Illinois

Mr. Conlan, Administrative Aide, received his commission in the USNR in June, 1942. After indoctrination, at the Naval Training School in Dartmouth, he was sent to the Bureau of Naval Personnel in Washington where he worked in the Merchant Marine Section, Detail Section, and the Officer Candidate Section (which handles the midshipmen program). Mr. Conlan reported to the midshipmen school at Notre Dame in December, 1943. Prior to entering the service Mr. Conlan graduated from Georgetown in 1935 and attended the graduate school at Harvard. He subsequently worked in the promotion department of the Coca-Cola Company in New York, Chicago, and Los Angeles.

Public Relations Officer



LIEUTENANT (jg)
P. T. SPRINZ
USNR
Woodhaven
New York

Mr. Sprinz, Public Relations Officer, also holds down the positions of Aide to the Commanding Officer and Navy Relief Officer. Mr. Sprinz formerly attended Columbia University. After leaving Columbia he worked for Harpers Bazaar and became western advertising manager for the magazine. He received his commission in the Naval Reserve in May, 1942, and was assigned to the Public Relations Office in Chicago before reporting here in January, 1943.

Communications Aide



Ens. Anne Warden, USNR
238 Krebs Ave.
Pascagoula, Miss.

Welfare and Recreation



Ens. H. N. Duda, USNR
13 W. Augustine Ave.
Mansfield, Ohio

Miss Warden, Communications Aide, graduated from Lambuth College with an A.B. in 1927 and did post graduate work at Peabody College. Her varied experience includes positions as a teacher in high schools in Tennessee and Missouri, and District Home Management Supervisor for the Farm Security Administration in Tennessee. Just prior to entering the Naval Reserve Miss Warden worked for the Ingalls Shipbuilding Corp. in Mississippi. She attended the USNRMS (WR) at Smith and, after receiving her commission in April, 1943, reported to Notre Dame.

Mr. Duda, Welfare and Recreation Officer, is probably best known as the "man who leads the band" and his name may frequently be seen on those welcome notices of parties scheduled for the express purpose of entertaining midshipmen. During his attendance at DePauw he played sax and clarinet for college dance bands. Graduation in May, 1943 was followed by entrance into the Notre Dame Midshipmen's School where he received his commission in September. Since that time he has served in his present capacity.



Interviewing



LIEUTENANT
E. N. BRAINE
USNR
Minneapolis
Minnesota

Midshipmen anxious to obtain information relative to their future assignments were interested in meeting Mr. Braine, Interviewing Officer. Mr. Braine, a graduate of the University of Minnesota where he received the degree of bachelor of business administration in 1928, has a wide experience in the personnel field. He was employed by General Mills, Inc., flour and cereal manufacturers, from 1928 to 1942, as manager of the personnel record department. Following his entry into the Naval Reserve in October, 1942, Mr. Braine served ten months in the Office of Naval Officer Procurement in Chicago. He was assigned to Notre Dame in August, 1943.



Ens. J. E. Taylor, USNR
1022 E. Jefferson Blvd.
South Bend, Ind.
George Washington U., '38



Ens. H. G. Clark, Jr., USNR
718 Harrison Ave.
South Bend, Ind.
St. Thomas Col., '39

Supply — Disbursing



LIEUTENANT (jg)
J. W. COVINGTON
USNR
Rockingham
North Carolina

Mr. Covington, Supply Officer, graduated from Duke in 1938 and held the job of cashier for the Farmers Bank and Trust Co. in Rockingham, N. C. Enlisting in the Navy in April, 1942, he first served as Assistant Supply Officer at the U.S. Navy Yard in Charleston, S. C. In June, 1942, he was sent to the Navy Supply Corps School at Harvard and upon graduation in January, 1943 he was ordered to the Seabee base at Davisville, R. I. Orders to report to the Notre Dame Midshipmen's School came through in April, 1943. He first served as disbursing officer and in February, 1943, he was made supply officer of the school.



Lt. (jg) V. E. Negus, USNR
215 B St., N.E.
Washington, D. C.
Smith, '39



Ens. S. E. Turner, USNR
404 S. State St.
Lexington, N. C.
Michigan St. Col., '40

Medical Department



COMMANDER G. S. VOGAN, USNR

38 Pine Ave.
Kane, Pa.

Coming to the Notre Dame Midshipmen School in October, 1942, Commander Vogan, head of the Medical department and senior member of the Medical Board, assumed his duties with a wide experience and background in military medical organization. In 1918 he was commissioned a first lieutenant in the U. S. Army Medical Corps and served one year in France at the front. Commissioned a lieutenant commander in the Naval Medical Corps Reserve in 1935, Commander Vogan was attached to a mobile hospital unit and later to the U. S. Naval Hospital in Philadelphia. He was awarded his degree in medicine by the University of Pittsburgh in 1916.



Lt. Com. M. W. Kneedler
USNR
74 N. Euclid Ave.
Pittsburgh, Penn.
Harvard, '24



Lt. Com. H. W. Aitken
USNR
Ogdensburg, N. J.
U. of Wisconsin, '29



Lt. Com. A. J. Rettenmaier
USNR
251 N. 15th St.
Kansas City, Kan.
Creighton, '26



Lt. J. C. Thorn, USNR
353 Walnut St.
New Orleans, La.
Tulane, '40

Dental Dept.



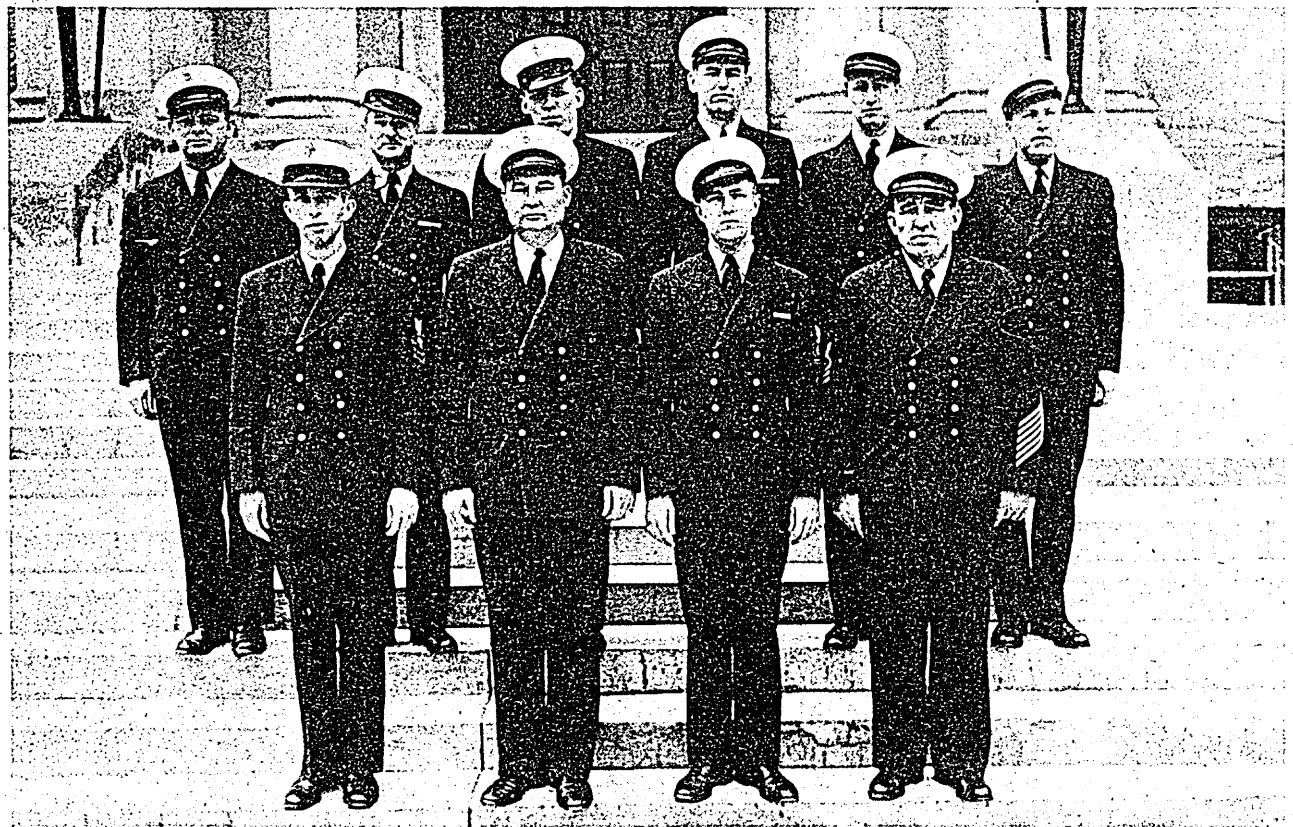
Lt. Com. H. W. Rinesmith, USNR
4511 Magnolia Ave.
St. Louis, Mo.
Washington U., '30



Lt. H. H. Stahlhut, USNR
3028 Hoagland Ave.
Fort Wayne, Ind.
U. of Indiana, '28



Lt. (jg) F. F. Prescott, USNR
1021 Thomas St., S.E.
Grand Rapids, Mich.
U. of Michigan, '37



Ship's Company

Chiefs

Executive

LT. COM. CHARLES W. MYERS, USNR

Mr. Myers, Senior Watch Officer and head of the Executive department, reported for duty at Notre Dame in February, 1942. Returning to naval service after seventeen years in civilian life, he was commissioned a lieutenant commander.

Following his graduation from the U. S. Naval Academy in 1922, Mr. Myers served as junior turret officer aboard the U. S. S. Arizona for twenty-one months thereafter. He resigned his commission in 1924 and made his home in Bethany, Missouri.



Executive



LT. C. N. SPRINGER, USNR
536 Union St.
Niles, Mich.

The Navy career of Mr. Springer, Discipline Officer and Assistant Senior Watch Officer, is the story of a man who began on the lowest rung of the ladder and climbed steadily upward. Enlisting as an apprentice seaman in 1928, he received "boot" training at Great Lakes and was assigned to the destroyer Mareno. Aboard the Mareno he served as gun-trainer and C.P.O. mess cook. In 1929 he was sent to the Naval Academy. After graduation from Annapolis in 1933, he resigned his commission in favor of a position as accountant and purchasing agent with the Standard Oil Company of Indiana. He was recalled to active duty in August, 1942.



Lt. A. P. Brown, USNR
4609 Columbia Ave.
Dallas, Texas
S. M. U., '29



Lt. W. O. Gollnick, USNR
Newport, R. I.
Middlebury and Marquette,
'28 and '40



Lt. A. C. Pence, USNR
Huntington, N. Y.
Columbia, '31



Lt. A. C. Calabro, USNR
6 Lexington St.
Charlestown, Mass.
Boston College, '31



Lt. (jg) M. L. Cowen, Jr., USNR
210 Marietta St.
St. Clairsville, Ohio
U. of Virginia, '42



Ens. Richard Tainter, USN
1164 Strong Ave.
Elkhart, Ind.



Ens. J. M. Jefferson, USNR
Milton, Del.
Waynesburg College, '42



Ens. J. F. Clark, USNR
1415 Addington Road
Toledo, Ohio
Ohio University



Ens. J. D. Wells, USNR
38 Washburn Ave.
Wellesley Hills, Mass.
Dartmouth, '43



Ens. A. J. Higgins, USNR
Platte City, Mo.
Central, '43



Ens. S. W. Rider, Jr., USNR
224 Groveland Ave.
Minneapolis, Minn.
U. of Minnesota, '43



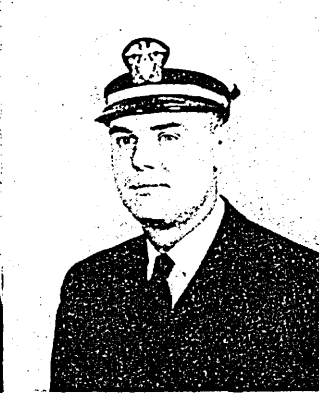
Ens. F. E. Swagerty, USNR
Escalon, Cal.
College of Pacific, '41



Ens. W. J. Patton, USNR
West Union Extension
Morgantown, N. C.
Wake Forest, '43



Ens. W. B. Thompson, USNR
Salem, W. Va.
Salem, '43



Ens. J. W. Millikan, USNR
1519 1/2 Redondo Blvd.
Los Angeles, Calif.
U. C. L. A., '41



Ens. C. H. Flowers, USNR
1801 Sledge St.
Marshall, Texas
Baylor U., '43



Ens. T. A. Cooper, USNR
Huntleigh Village
St. Louis Co., Mo.
Bowdoin, '43



Ens. S. R. Mosher, USNR
1514 12th St.
Anacondes, Wash.
Oregon C. of E., '43



Ens. M. L. Wodlinger, USNR
912 E. Fort King Ave.
Ocala, Fla.
U. of Florida, '43

Executive



Largely responsible for turning raw recruits into finished officers of the United States Naval Reserve, the Executive Department of Notre Dame Midshipmen's School deserves no small recognition.

Although the company and battalion officers at first sight appeared to be just so many whip-cracking Simon Legrees, they gradually became pretty tolerable chaps by the end of the indoctrina-

tion period. And by the beginning of the second term they became no less than father-confessors to the midshipmen of Notre Dame.

Tougher than sharkskin and as painstaking as a mother hen with an irresponsible brood were the Executive Department officers. They drilled and trained their sections, platoons and companies through "Column left, Harch," "By the right flank, Harch" and all the intricacies of the manual of arms in the geared-up four months. The Captain's "Well done" from the regimental reviewing stand was reward enough to the officers who day after day directed and instructed executive drill.

"Square that hat, mister," and "Don't edge up on that pivot" were phrases which became quite familiar to the midshipman. He "dressed it up" and "looked sharp" and gradually assumed characteristics that marked him as a polished naval officer, as a result of his officer's incessant instruction.

It was the company officer who was largely responsible for developing in the individual midshipman the traditional Navy qualities—loyalty, discipline, initiative, reliability and spirit—which make for good officers and good shipmates. The executive department officers developed in the midshipmen the qualities of leadership, being careful that every man received training and experience in giving commands.

"Loyalty up begets loyalty down" is a shiboleth in the naval service that could easily be called an unwritten law. By their regard for the interests of the men in their company, the Executive Department officers imbued in the trainees a high sense of loyalty. This quality will be retained by the graduating ensign long after he has left the Notre Dame Midshipmen's School.



Academic

LT. COM. WILLIAM P. BURLEIGH, USNR

Mr. Burleigh, head of the Academic Departments, began his naval career as an enlisted man by serving a year at sea as a quartermaster first class from 1917 to 1918. Receiving his commission in July, 1918, he served as gunner officer on three gunboats and one destroyer and as deck and communication officer on an armed transport in World War I. He remained active in the Naval Reserve until 1926.

Recalled to active duty in February, 1942, Mr. Burleigh reported to Abbott Hall as an ordnance instructor. Afterward, he was transferred to Notre Dame where he was subsequently promoted to lieutenant commander and made head of the Academic Departments. Mr. Burleigh is a graduate of the University of Chicago and the Colorado School of Mines.





*Damage Control
Department*

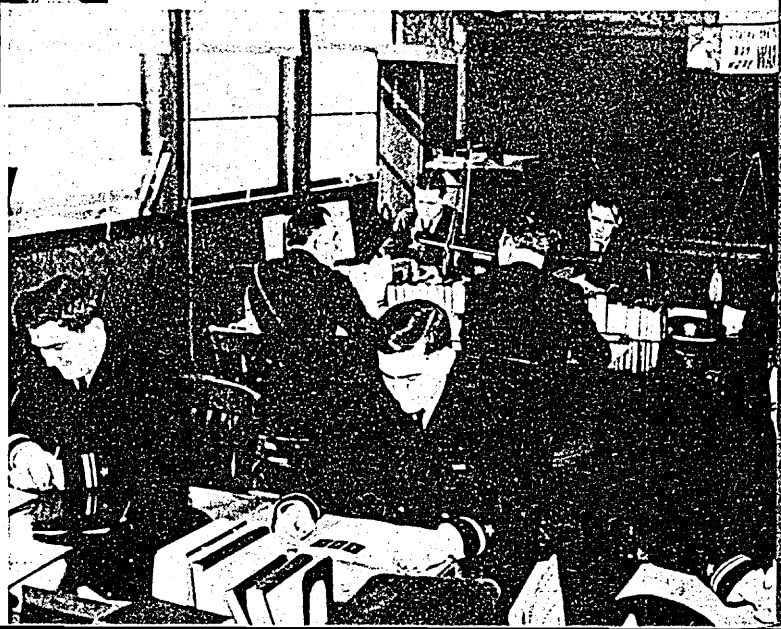
*Navigation
Department*



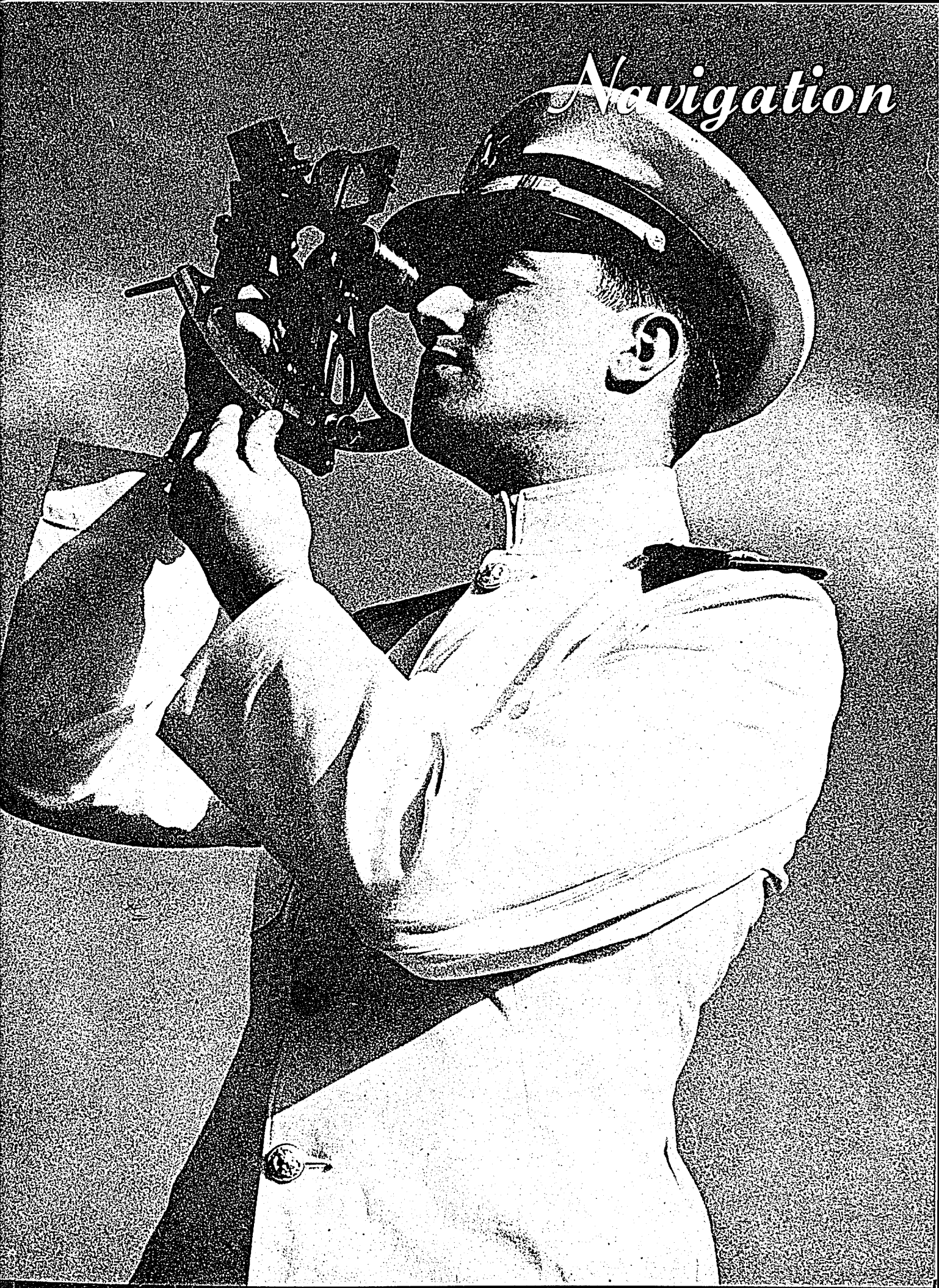
*Ordnance
Department*



*Seamanship
Department*



Navigation



Navigation



LT. G. M. BLOOM, USNR

145 Carlisle Ave.
Louisville, Ky.

Mr. Bloom, head of the Navigation department, received his commission in the Naval Reserve in 1942 and, before coming to Notre Dame in February, 1943, was stationed at the Naval Training School in Columbia University and headed the Johnson Hall section of the Navigation department there. In civilian life he received a B.S. degree in 1926 from Miami University and a M.A. degree in 1939 from Northwestern University. Before entering the Naval Reserve he was a mathematics instructor.



Lt. G. F. Gilmore, USNR
Cambridge, Mass.
Harvard, '36



Lt. G. W. Petrie, USNR
613 Washington Ave.
Oakmont, Pa.
Carnegie Tech., '36



Lt. J. B. Miller, USNR
Northport, L. I., N. Y.
N. Y. U., '37



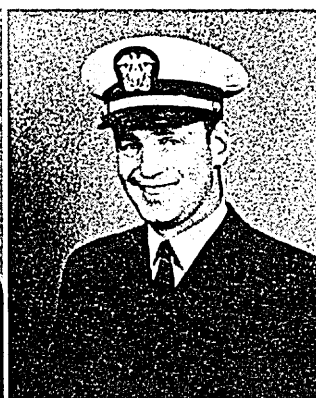
Lt. C. F. Vent, USNR
4407 University Ave.
Chicago, Ill.
Kenyon, '31



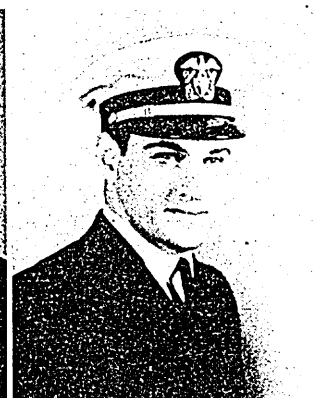
Lt. G. W. Grotts, USNR
Hillsboro, Ill.
U. of Illinois, '39



Lt. Joseph Berry, USNR
252 Front St.
Binghamton, N. Y.
Cornell, '28



Lt. (jg) H. O. White, Jr., USNR
416 Sharp Ave.
Glen Olden, Pa.
Amherst, '42



Lt. (jg) G. S. Fox, USNR
Ensworth Ave.
Nashville, Tenn.
Vanderbilt, '42



Ens. R. S. Kernes, USNR
353 Newton Ave.
Oakland, Calif.
U. of California, '43



Ens. J. O. Harper, USNR
1249 Carlisle Ave.
Dayton, Ohio
Ohio University, '41



Ens. G. H. Sahler, USNR
311 N. Hickory St.
Joliet, Ill.
U. of Chicago, '39



Ens. G. W. Hood, USNR
527 S. Florida Ave.
Columbus, Kan.
Baker University, '43



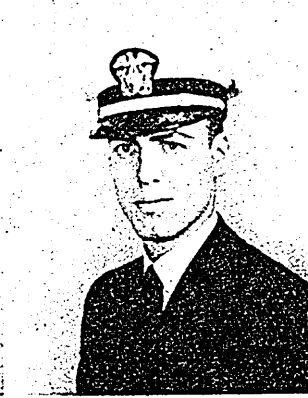
Ens. E. N. Engstrom, USNR
904 N. Harvey Ave.
Oak Park, Ill.
Oberlin College, '43



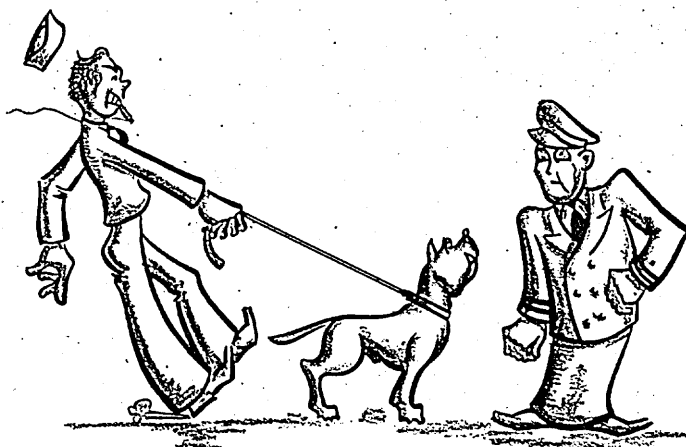
Ens. F. C. Schell, USNR
3070 Decatur Ave.
New York, N. Y.
New York University, '43



Ens. C. L. Latimer, Jr., USNR
42 Clement's Ferry Road
Navy Yard, S. C.
Col. of Charleston, '44



Ens. J. D. Jackson, USNR
316 E. Black Diamond
Richmond, Mo.
Central Col., '43



Hey Sir, where can we find the Navigation Tree?

Navigation



Navigation is the art of determining a ship's position at any time and conducting it from one position to another, according to Dutton, but that is purely Dutton's opinion on the matter! In the four months of running fixes, dead reckoning positions, mercator charts, maneuvering boards, tide tables, azimuth circles and computed altitude, midshipmen at Notre Dame came to have various other more descriptive and less complimentary definitions for the word "Navigation".

From the very first day when the innocent and unsuspecting midshipman trudged off to Navigation class loaded to the gunnels with books, tables, charts, small area plotting sheets and plotting gear, he became the victim of a conspiracy. Little did he realize, as his formation marched to the classroom building, that for months previous to his arrival the whole Navigation department had been busy plotting against him. Reams of *P*-works had been mimeographed; assignment sheets were stacked in the storerooms as high as the national deficit; maneuvering problems which would have stumped the saltiest "four-stripers" afloat had been

devised; and, in general, instructors had racked their brains for weeks preparing every type of problem from the shortest great circle sailing distance to Petropavlosk to the local hour angle of Sirius.

This was the well ordered campaign of mental gymnastics that awaited the navigation neophyte. All the dexterity of a juggler on a tight rope was required to avoid slipping on the icy ladder of Rockne Memorial as he lumbered along as graceful as a bull elephant, trying vainly to keep his armful of books from slipping and trying to keep the compass point out of the anatomy of the fellow ahead.

It was difficult to understand how a ship might steam north in three different directions at one time. Yet there they were—compass north, magnetic north and true north. And deviation and variation were not the only boogies to plague the bell bottom lads of Notre Dame. In fact, navigation appeared to be such a vicious cycle of errors and corrections that even Diogenes with his lantern, Alladin's lamp and a ouije board couldn't have found the true course from Hens and Chickens lightship to Sow and Pigs reef.

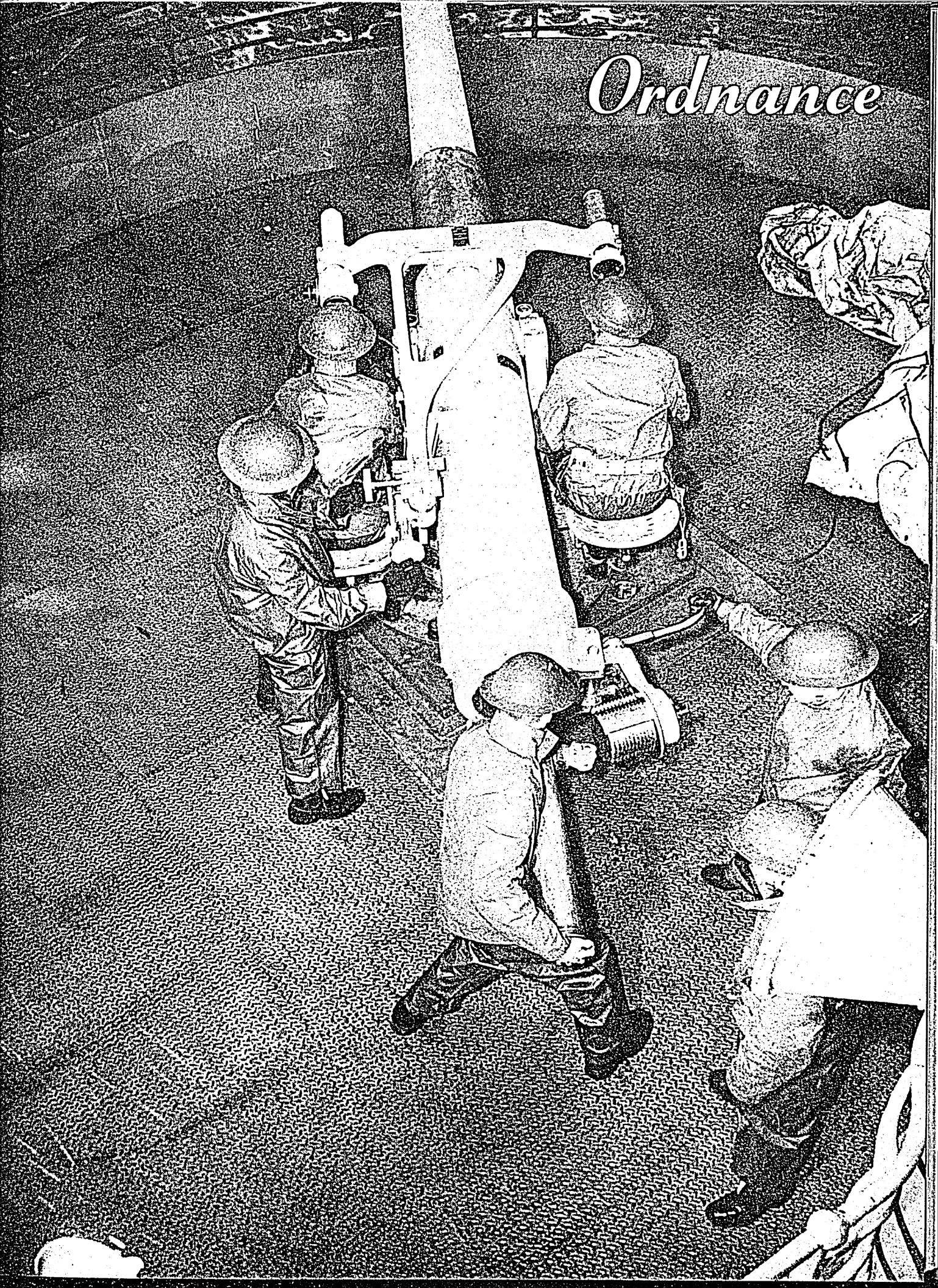
As he doffed casual tweeds for the Navy blue, the young navigator found himself face to face with compass error, gyro error, heeling error, clock error, index error, watch error, refraction error, dip, semidiameter, parallax, drift error, radio bearing error, radius of visibility error, barometer error, amplitude correction, altitude correction, and, in fact, so many errors, he felt that navigation had no truth in it.

Yet, in spite of all the resulting confusion, it was surprising how quickly the young John Paul Jones, who could not even pick off a rhumb line on a mercator projection, found the shortest, great circle course from the U. S. S. Morrissey, fourth deck, to chow formation in nothing flat.

Those midshipmen who came to Notre Dame with the obsession to get a shot at a Jap were dismayed to learn that the best they could ever hope for would be a quick shot at Alpheratz in the early twilight.

After his four months in Navigation at Notre Dame Midshipmen's School, the young ensign felt quite competent to keep his ship off the rocks, but dearly hoped his captain would not require him to plot running fixes against time. He could still hear that dreaded, "Ten seconds to go . . . knock off and pass your papers to starboard."

Ordnance



Ordnance



LT. R. C. URBAN, USNR
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Receiving his commission in the Naval Reserve in May, 1942, Mr. Urban, head of the Ordnance department, has been active in ordnance instruction. He first served at Abbott Hall and was ordered to Notre Dame in October, 1942. A graduate of the Cooper Union Institute of Technology, Mr. Urban holds degrees in chemical engineering and education. An expert on ship models and modeling, he served as secretary-treasurer of the New York Ship Lore and Model Society and has acted as ship model consultant for the New Bedford, Penobscot, and Salem Marine museums.



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Colgate and Syracuse, '28 and '36



Lt. J. F. Davis, USNR
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Lt. (jg) C. H. Clark, USNR
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Lt. (jg) C. W. Fotis, USNR
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USNR
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Syracuse, '43



Ens. N. P. Olson, USNR
Kilgrove, Texas
Kilgore Fr. College, '38



Ens. L. D. Howard, USNR
Fioiga, Texas
N. Texas S. T. C., '42



USS GLEAVES

Ordnance



One of the chief sleep robbers for Notre Dame midshipmen came in the form of a thick, red-bound volume entitled *Naval Ordnance*, ably abbetted by its partner in crime, *Fire Control Notes*.

It was ordnance that gave the midshipman that blank, staring expression as he stood in chow lines, mumbling the sixteen advantages of the Mark XIV firing lock. It was ordnance that caused him to miss "To the rear, Harch" in executive drill as he pondered the seven structural subdivisions of a turret. And it was ordnance that first made him skeptical of the heroes in the State's double feature horse operas. How could the Lone Ranger drop an escaping horse thief at 500 yards with no regards to deflection, drift, trajectory, horizontal and vertical components, sight angles and the like?

Ordnance was full of surprises for the bell-bottom lads of Notre Dame. The midshipman was surprised to learn that a star gage had nothing to do with astronomy, that small arms had no connection with Saturday night liberty, that gas checks could not be used in lieu of gasoline ration stamps, and that a firing lock was not a wrestler's pinning hold.

In the drill hall the midshipman got a first hand acquaintance with torpedoes, mines, 20-MM gun, 40-MM gun, 3-inch 50-caliber gun, 5-inch 38-caliber loader, Sperry gun sights and range keepers.

He will not quickly forget those long hours spent in pursuing interior ballistics. Indelibly imprinted upon his brain now are fire control definitions and formulas which eternally escaped his memory on one P-work after another.

Fire control loomed like Nemesis itself to the midshipman who stopped to draw a deep breath after ordnance. It was a long step from common projectiles to the Mark 37 rangekeeper and with it came the realization that fire control was not just so much pretzels and Hoosier on tap.

In his four months of middle training, the graduating ensign learned that to be a fire control officer he must utilize not only the WOG's "forhandedness, vigilance, common sense and leadership," but a little responsibility and intestinal fortitude as well. "Hang fire," he came to learn, was the greatest dread of the ordnance officer. When the captain says "Open that breech, Mister," he opens that breech, Mister, knowing full well that as he pulls on the lever and the Smith-Asbury breech system begins to change the rotational motion to translational motion, he may assume a motion all his own—straight through the nearest bulkhead.

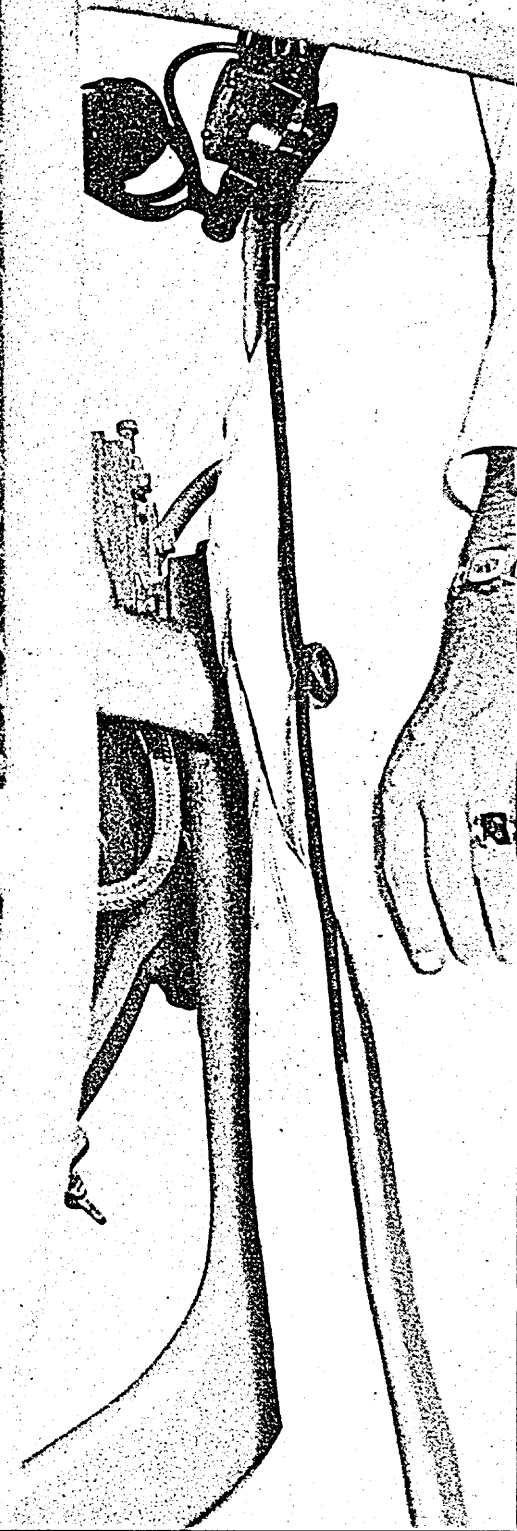
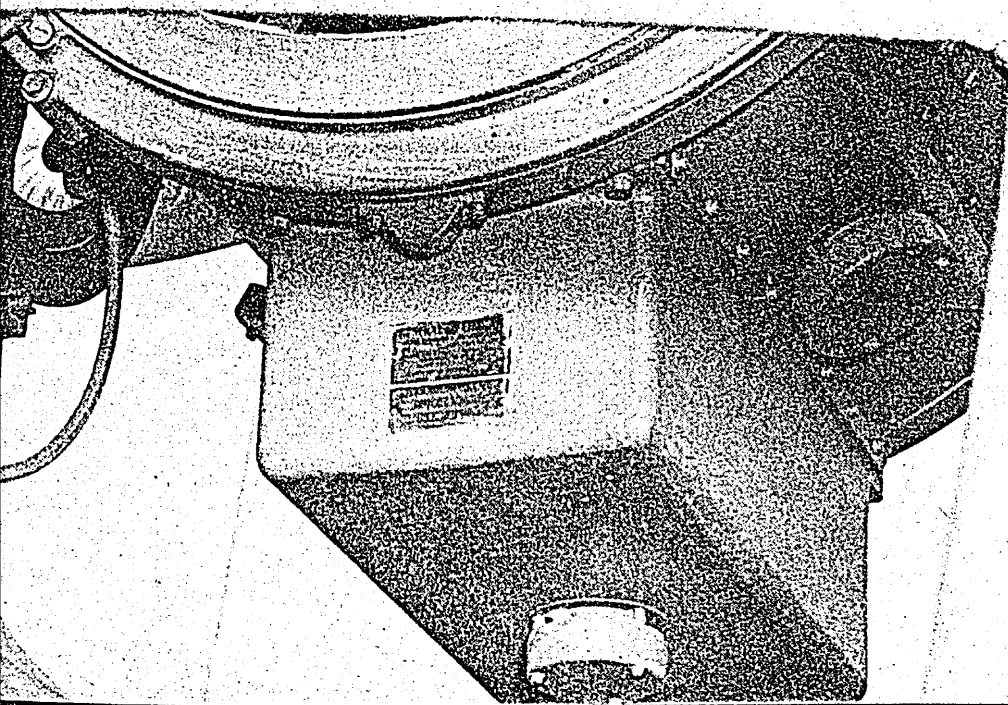
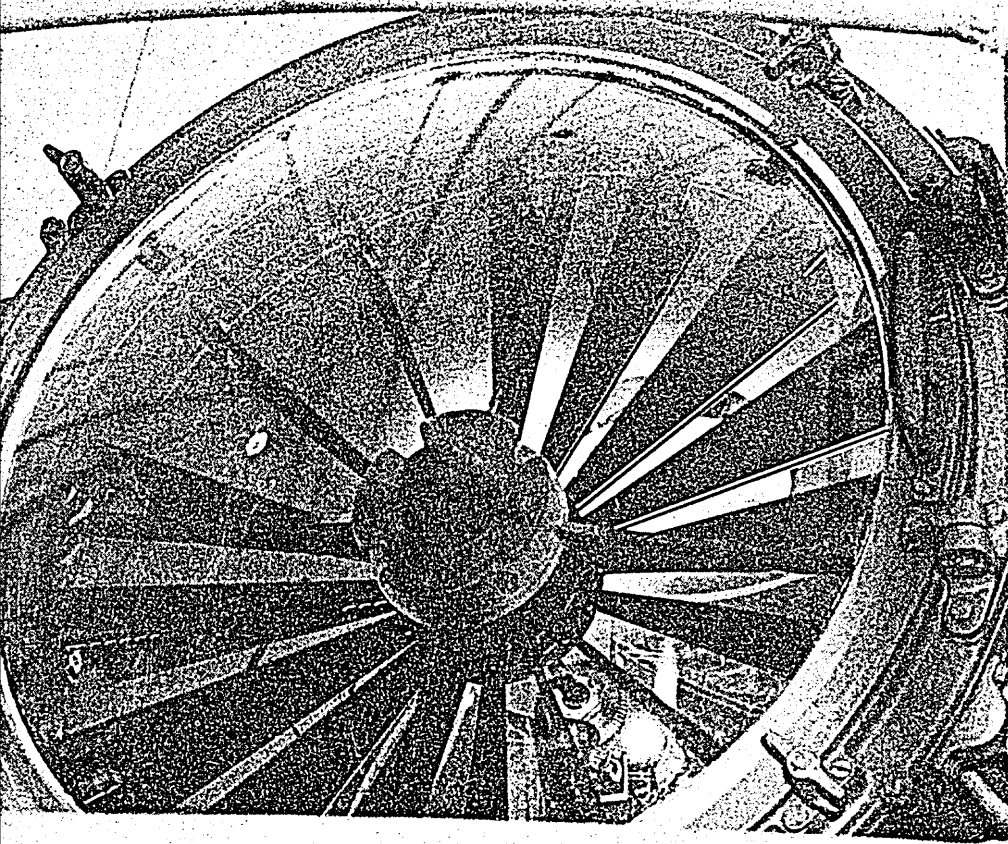
All during his ordnance training one doubt had harassed the mind of the Notre Dame middle. His fevered brain had probed the depths of smokeless powder, trinitrophenylemethylnitramine, chambrage, dual purpose gun mounts, the Elswick interrupted screw plugs, frictionless bearings, barbettes, radial-expansion, gun formulas, and other such esoteric subjects, but still he had not answered that one burning question. And he restrained his curiosity until that final day when his section filed into the classroom building for its last lecture.

"You men have completed four months of intensive study in the field of ordnance," the instructor began, "and you are competent to take your place at any gun in your country's Navy. Have you any questions to ask as you leave this classroom for the last time?"

His opportunity had arrived and the dubious middle lost no time in snapping to his feet.

"Sir," he asked, "is it true that the harder I pull the trigger, the farther the bullet will go?"

Seamanship



Seamanship



LT. G. A. WALRATH, USNR
Bettineau, N. D.

An extensive educational background is one of the principal qualifications of Mr. Walrath, head of the Seamanship department. He is a graduate of North Dakota State College and holds an M.S. degree in engineering from Iowa State College. After leaving Iowa State he directed the Engineering department of the North Dakota School of Forestry. Indoctrinated at the Naval Reserve Officers Training School in New York in August, 1942, he was assigned to the Naval Training School at Columbia and was transferred to Notre Dame in March, 1943.



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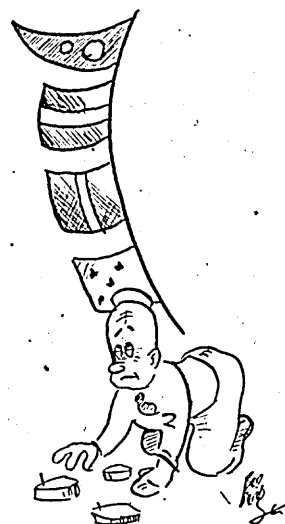
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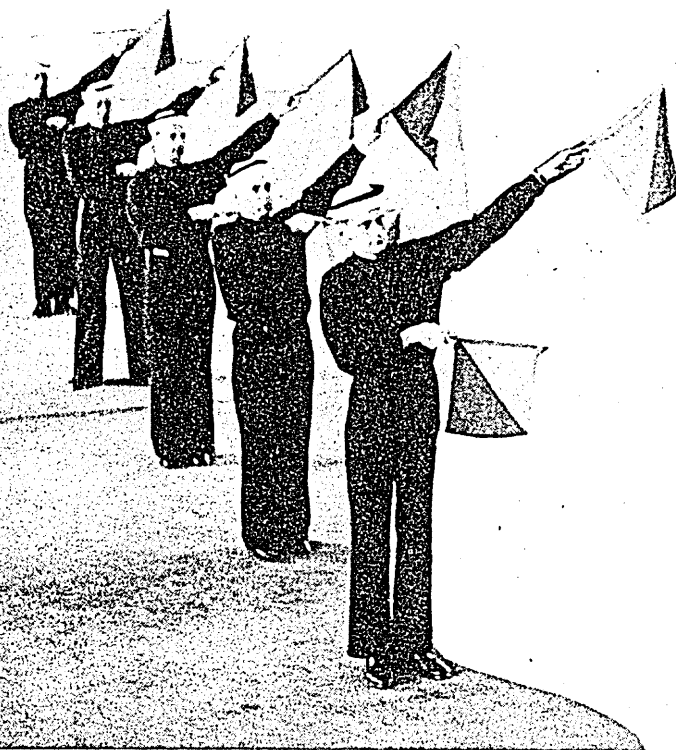
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Seamanship



Seamanship to the Notre Dame midshipman was a maze of corpen nines, rules of the road, running bowlines, *Knight's Modern Seamanship*, and blankety blank blinker. In the drill hall he was given instruction in flag hoists, how to heave a line, splice a rope, walk a boat boom, send semaphore; and he discovered all the intricacies of corpen, turn and form.

As he began his midshipman curriculum under the Golden Dome, the middie could have easily felt that he had enrolled in a course in zoology when he undertook seamanship. There was dog watch, monkey fist, crow's nest, cow's tail, cat's paw, camel guard, fox yarn, horse latitudes, gooseneck, lizard line, mares tail, pelican hook, rat line, sheepshank, wildcat and a jackass. And confusing enough was fish block, mackerel sky, perch staff and whale back.

The midshipman could have as easily mistaken seamanship for political geography with such no-

menclature as Irish pennant, jew's harp, Flemish down, Spanish bowline, flying moor, norman pin, Scotchman ring, and wales planking.

"P-works" and mimeographed notes were omnipresent during the four months with a deluge of questions to plague the waking hours of the middie. "How often should the anchor watch be wound?" "Does the chain of command bear any resemblance to 'at short stay'?" "What is the proper tip for a bell buoy?" "Would 'broad on the beam' with 'green over red' indicate 'sure thing ahead'?"

Exceptions were found in the laws of general seamanship. Consider the plight of the hapless middie who, with a full comprehension of international and pilot rules and a firm conviction that he was the privileged vessel, attempted to make his way to Plan I. Despite his "one short blast signifying intent to hold present speed and course" it seemed that 1137 other midshipmen were bent solely on herding him all the way to Plan III. Here he concluded the General Prudential Rule applied (along with a few shoves and body blocks).

International flags and pennants were a nightmare to the average bell-bottom. "Sugar" and "Prep" he always reversed. And how could an instructor expect him to remember "red fox in a box", "yellow dog", "blonde in a blackout" for Love, and "white on gore for pennant four"?

Orders to the wheel he invariably reversed in drills and his commands to the annunciator would have caused grey hairs to sprout on his senior officer. But in spite of his landlubber background—whether he came from the Nebraska prairie, Iowa corn belt, or metropolitan New York—he emerged from the Notre Dame Midshipmen's School with a working knowledge of seamanship and naval customs.

Moulding raw recruits into ensigns in the Naval Reserve was a job which fell upon the Notre Dame seamanship instructors. Their success in the task will be measured by the accomplishments and quick adjustments of the newly commissioned naval officers whether ashore or afloat.

Damage Control

STABILITY PROBLEMS

Example 1a

A 300-ton barge is 30' wide and 140' long.
It floats in a draft of 3' in salt water.
When empty, what is the height of the
metacenter above the baseline?

IN = KB + BM

BM = $\frac{I}{V}$

BM = $\frac{140^3}{12 \times 300 \times 35}$

BM = 10.22'

IN = 3' + 10.22' = 13.22'

STABILITY PROBLEM

above it is the height of the
or 3' and 140'
the height of the
the baseline?
WLT
The geometric center
and in a barge
between the
are.



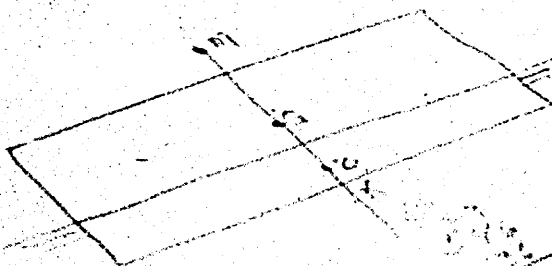
tical position. The inclining experiment on 18 ton weight, already 10' outboard from the base, an inclination of

problem, KM
periment r =
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4-27-61

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WEDD
SECTION



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11656
11656

56
3-11-1965
124
10.1
1.6

100

Damage Control



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Tulsa, Okla.

Mr. Pearce, head of the Damage Control department, first served in the Navy in 1929. He received an appointment to the Naval Academy in 1930. Shortly after his graduation from Annapolis he resigned his commission and went on inactive duty. Prior to his return to active duty, Mr. Pearce held the position of mechanical and construction engineer for the Carter Oil Company, a subsidiary of the Standard Oil Company of New Jersey. He was immediately ordered to Notre Dame upon his return to active duty in September, 1942.



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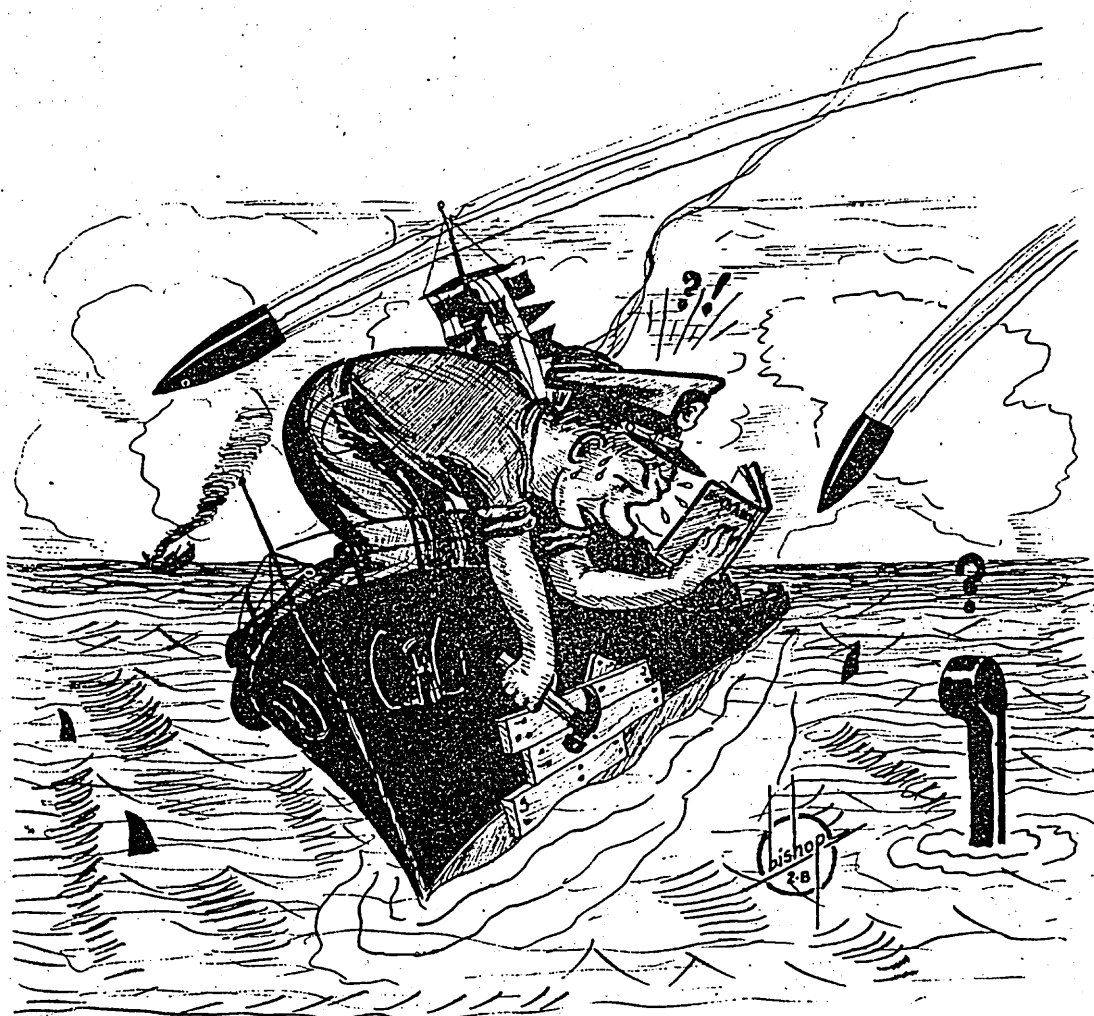
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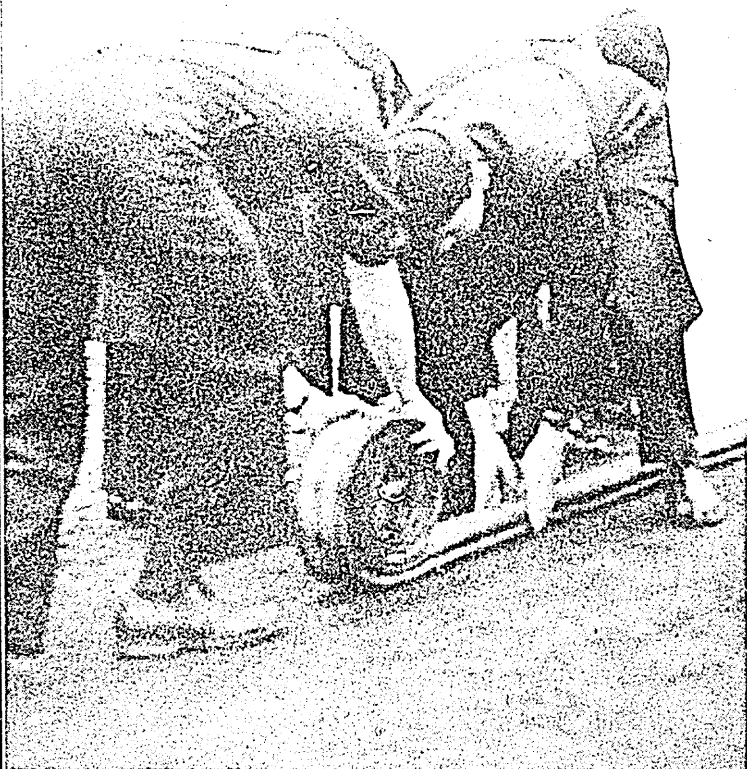


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"Maybe I should have waited for the 'draft'."

Damage Control



The science of Damage Control came into being with the advent of the *Monitor* and the *Merrimac*. Little did the Civil War boatswain's mate realize that as he swung his sledge to straighten a sprung armor pin aboard his "floating cheese box" he was also opening up a new science which would plague midshipmen for decades to come.

The days of John Paul Jones are gone forever. No longer can any self-respecting captain lash his sinking vessel to an enemy ship and storm over the side to take her by hand-to-hand combat. Instead, when his ship is converted into a sieve by enemy gunfire, torpedoes and bombs, he must invoke more dignified strategy and tactics to keep his vessel floating and fighting.

Such was the problem facing Notre Dame midshipmen as they undertook to master Damage Control. And even though a Mitsubishi plunked a bomb right down his "Charley Noble," the DC officer was the man who must meet the situation. He might be asked to do anything from plugging a

gaping torpedo hole in a battlegewagon's prow to organizing a bucket brigade to empty an LCI's bilges.

Indoctrination consisted of lines and projections—imaginary lines, phantom lines, hidden lines, orthographic projections, isometric views and cutting planes. The midshipman's drawings were no *OBJETS D'ARTE*, but his work was incomprehensible enough to enrapture any surrealist.

Later came other griefs—Diesel engines, steam power plants, pumps, compression ratios, atomizers, critical speeds, splinter decks, compartmentation, access, stability and underwater explosions. Such were the iniquities visited upon Notre Dame middies in Damage Control.

In keeping with the tradition set by Farragut, the young middle soon adopted the admiral's "Damn the torpedoes, full speed ahead" as his watchword. Torpedo wakes and screaming Stukas held no terror for the seaman. With his knowledge of compartmentation, hull structures, collision mats, armor, double bottoms and buoyancy, the graduating ensign felt he could have kept the *Hesperus* afloat—with the aid of a slide rule, Archimedes' principle and Plate II.

Fire fighting and flooding received no small amount of consideration in the instructors' lectures, movies and damage control drills. "P-work" was a necessary evil that always harried the midshipman's week. Unpredictable was the word for them; no one knew when they were coming and from whence they came. They struck like Commandos and wrought nearly as much damage. "What is the difference between a 'handy billy' and the campus goat?" "If a Light List is discovered, should the navigator's compartment be flooded?" "What is the stability of dynamic curves found in the South Bend USO?" "How soon after location should a mean draft board be reported to the War Manpower Commission." Such were the nightmares that ran through a midshipman's mind.

Although the graduating ensign may have missed the swashbuckling era of grapeshot and ringing cutlasses by a century or two, he will find he faces the same common enemy that his compatriots found—the Old Man of the Sea himself.

Recognition

Recognition is the art of catching the fin and rudder shape of a plane as it flashes by at 1/100 of a second and triumphantly writing down "F4F—Wildcat". Statistics prove that by the time most of us recognized the plane our ship would already have received a bomb down the stack and a torpedo in the stern with disastrous results.



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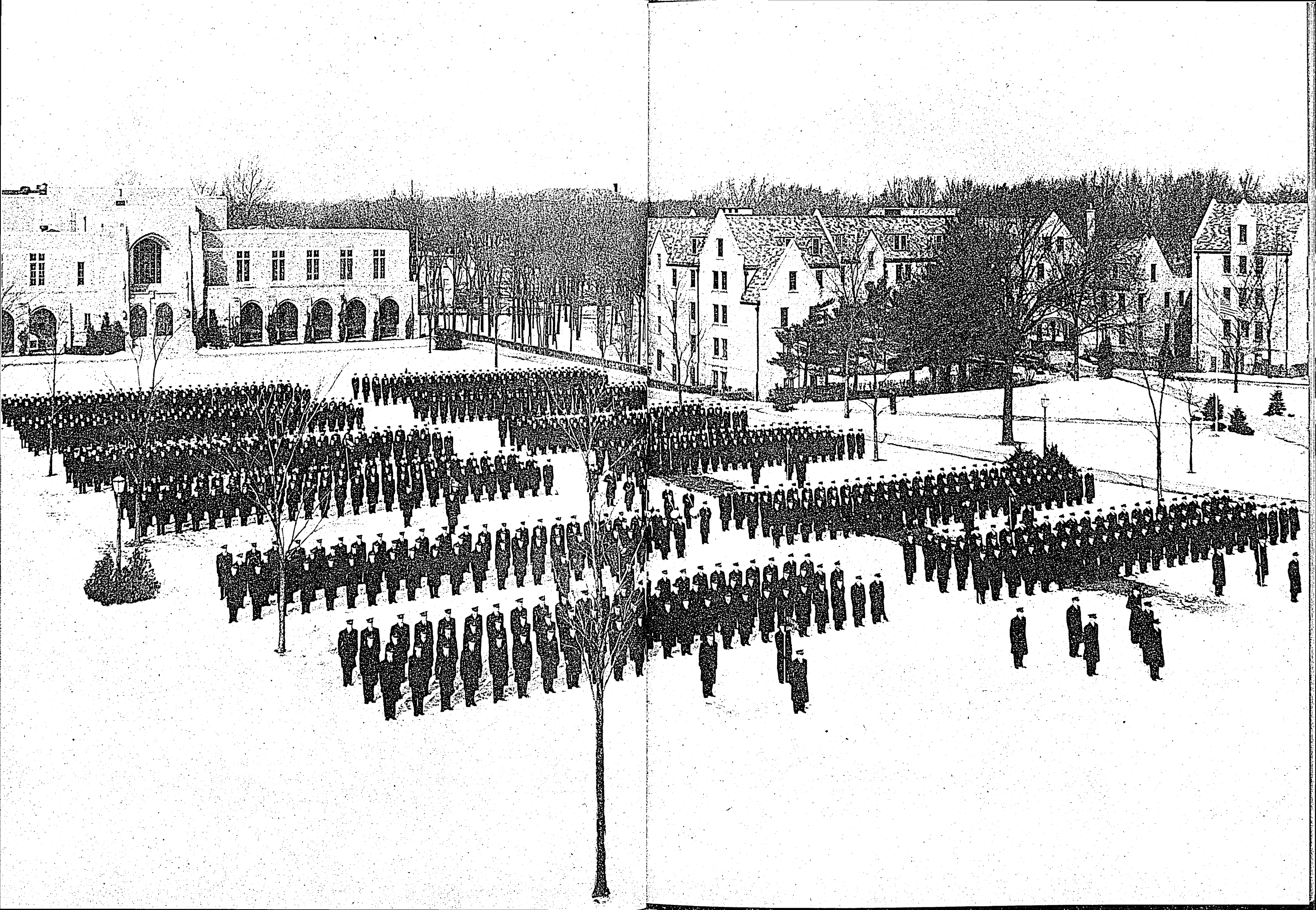
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S. Ill. Teachers Col., '37

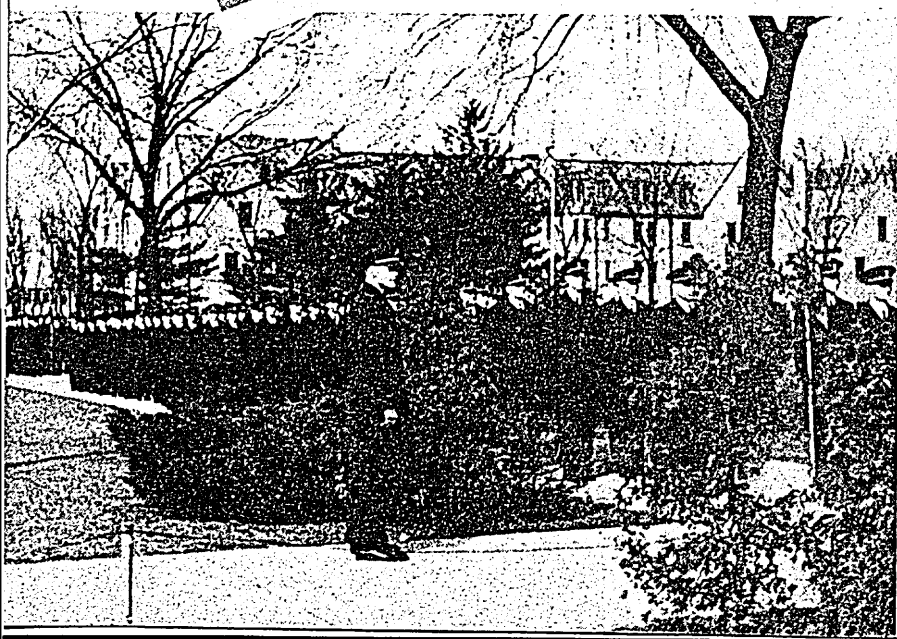
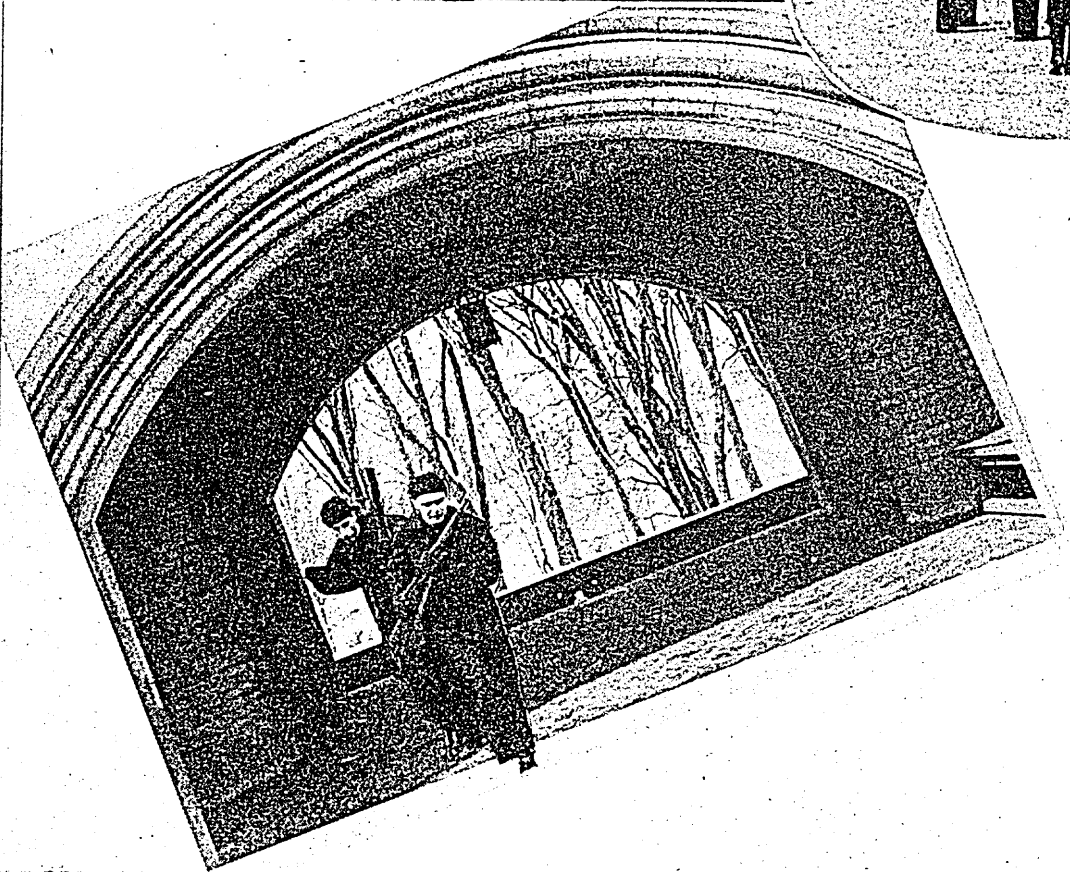
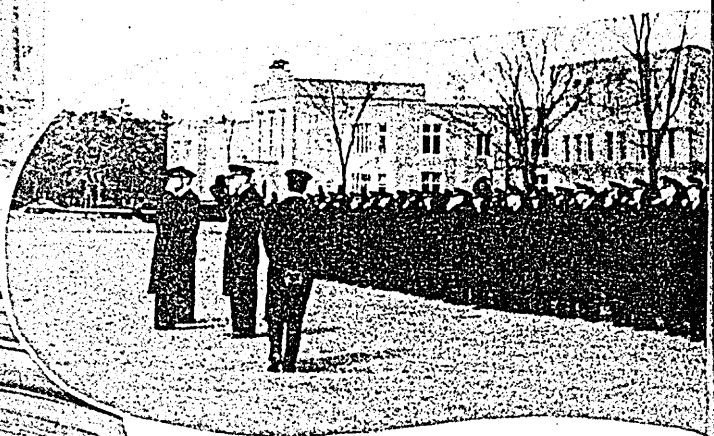
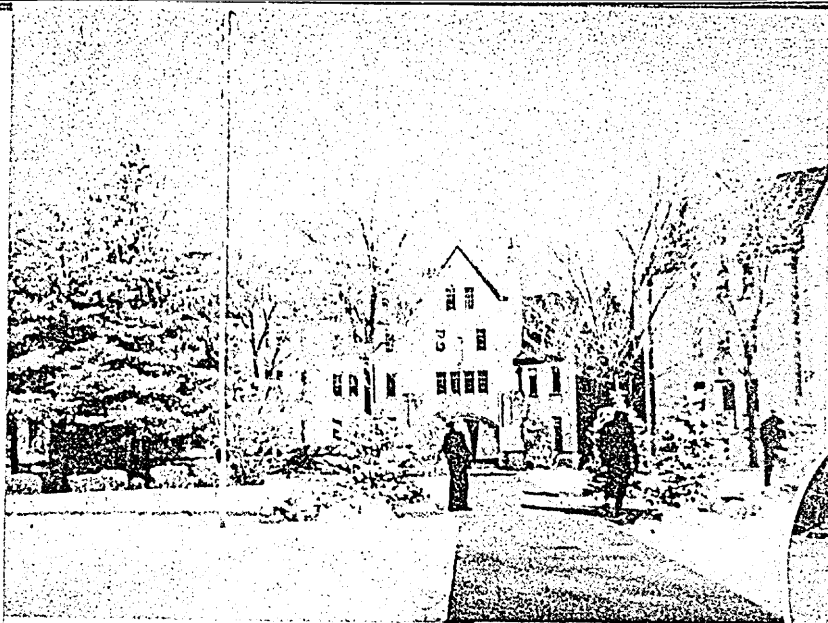


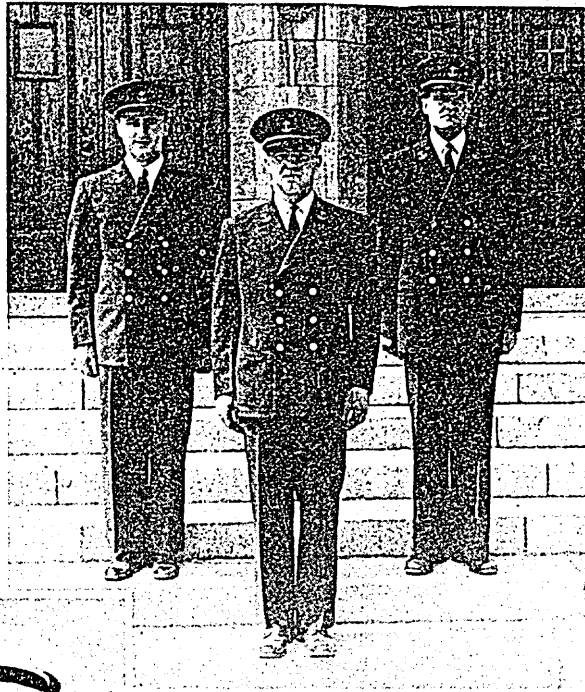
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"Greetings, I've come to release you for active duty."



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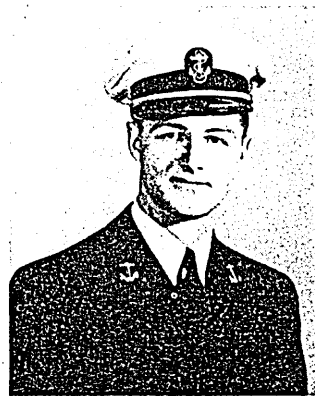
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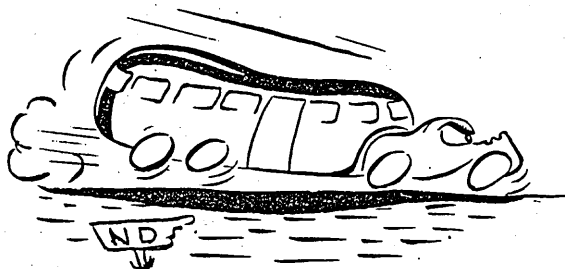
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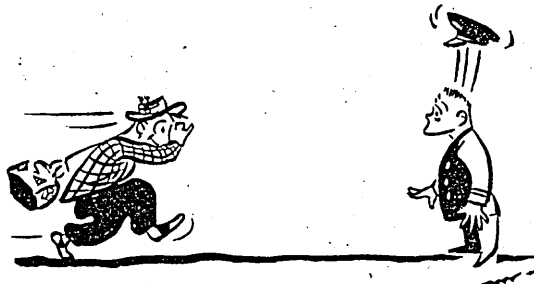
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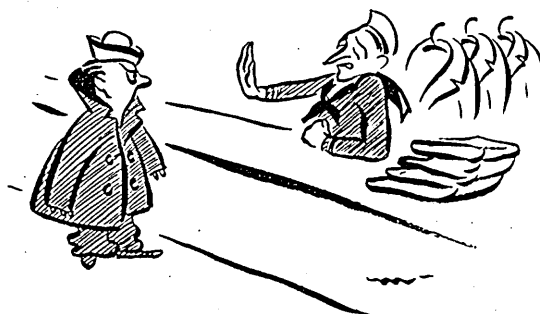
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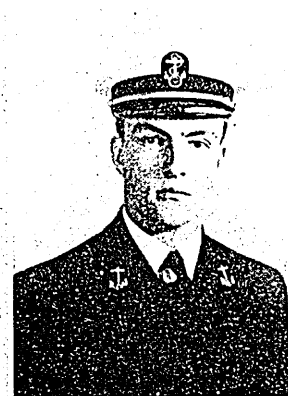
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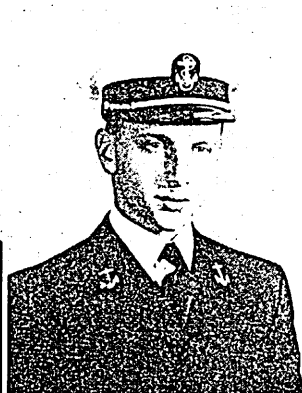
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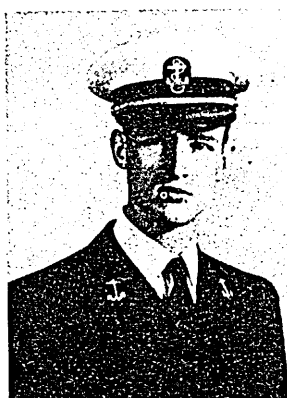
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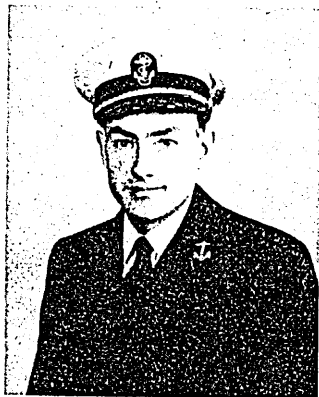
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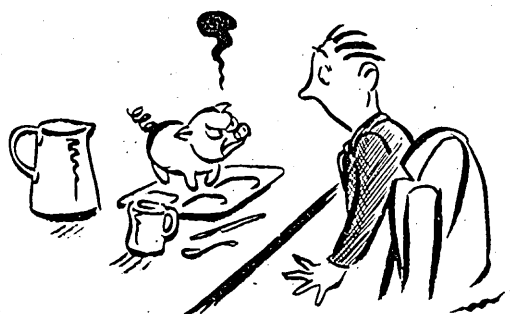
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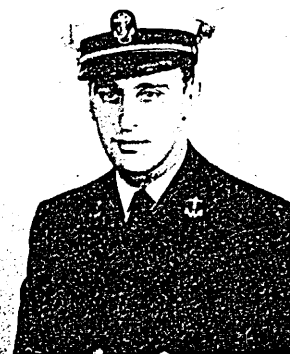
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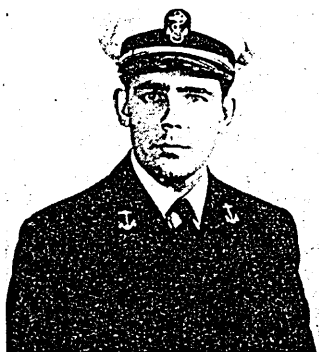
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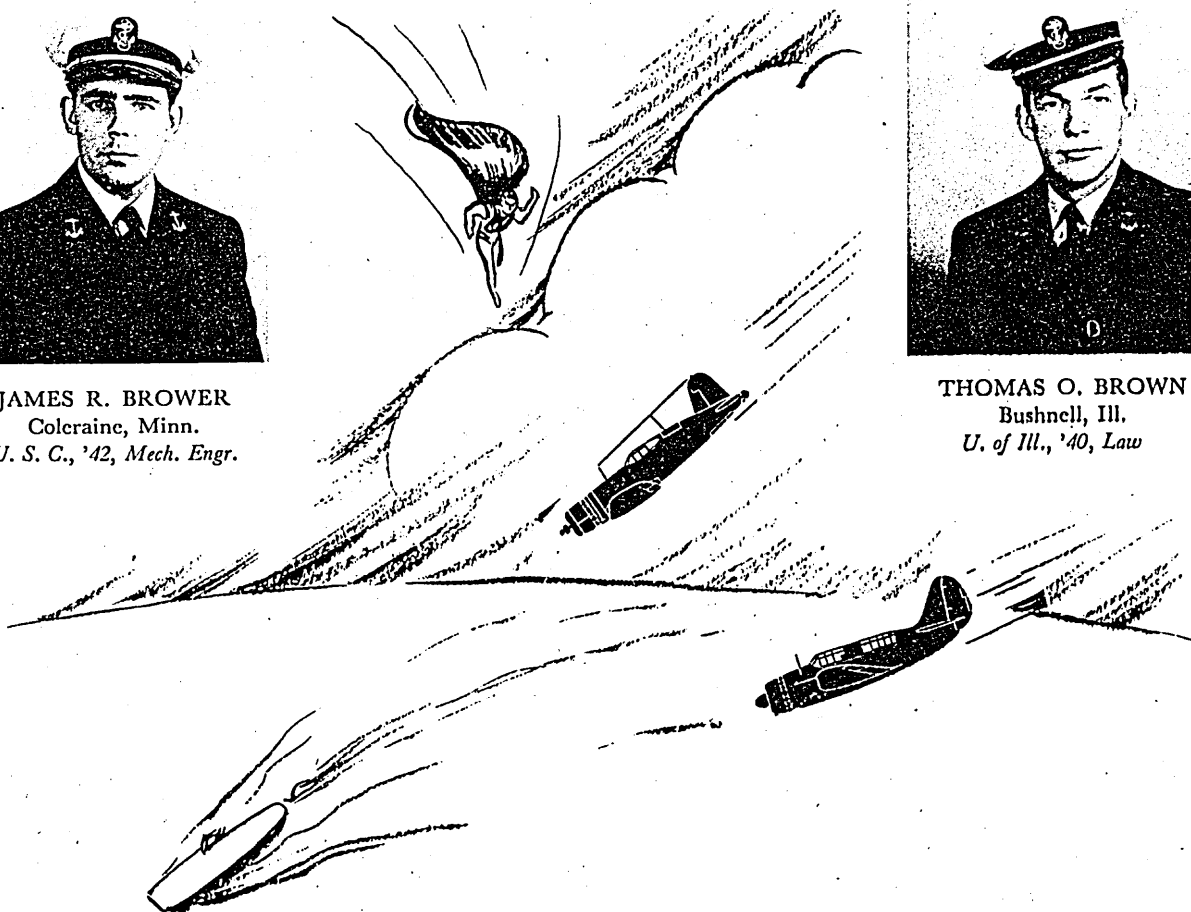
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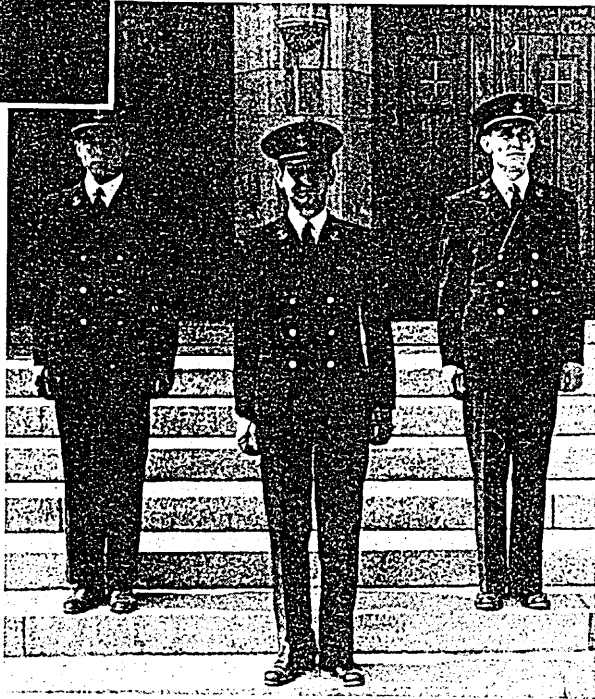
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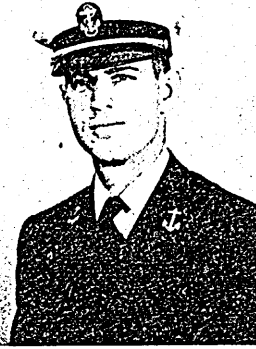




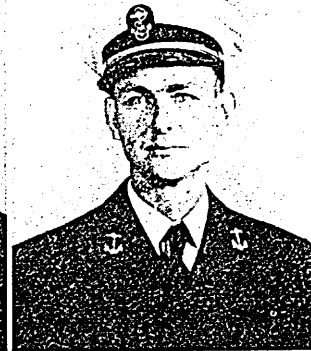
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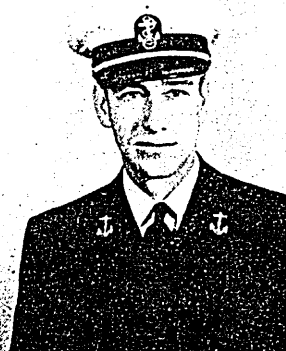
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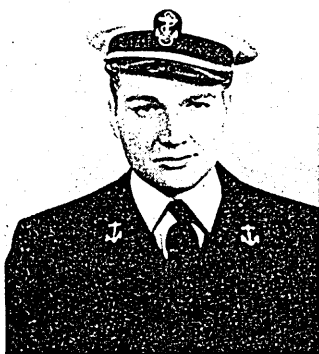
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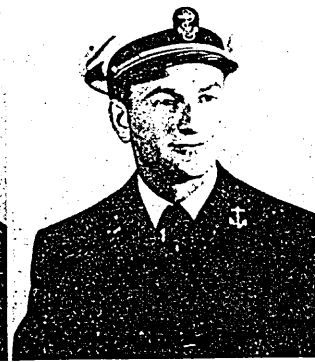
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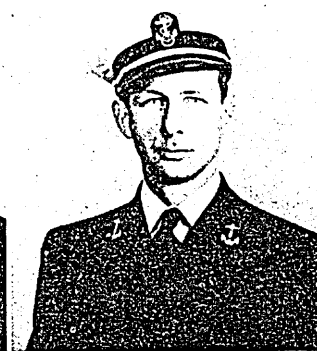
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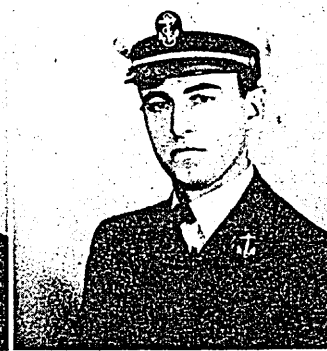
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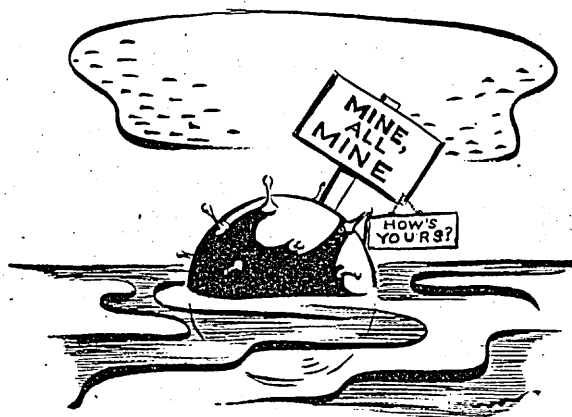
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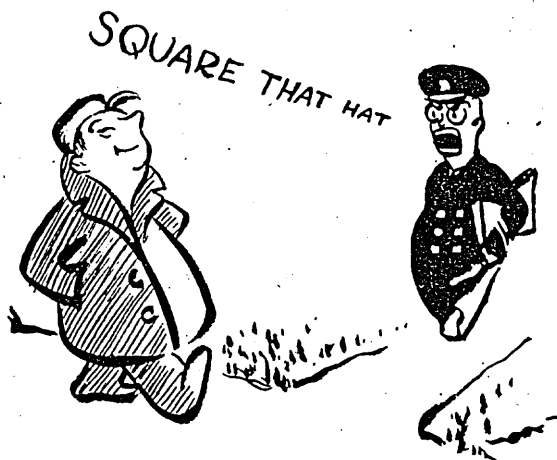
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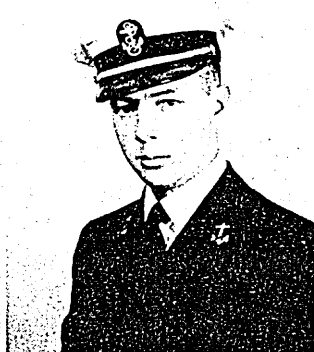
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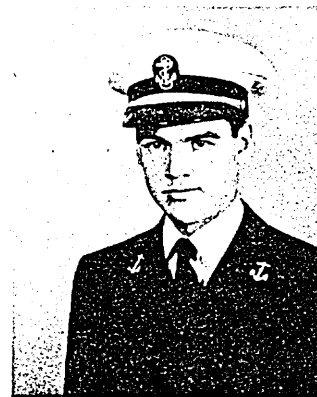
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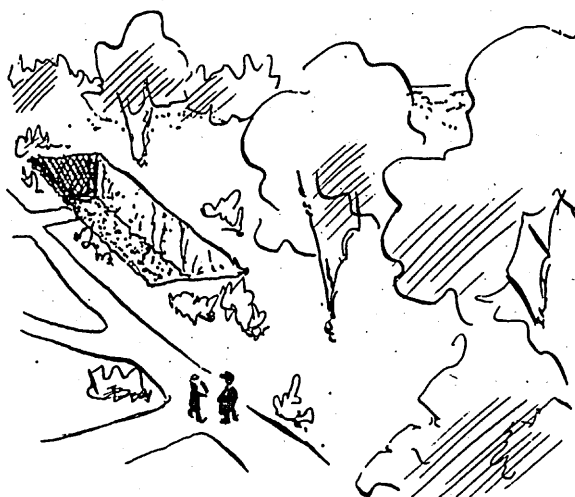
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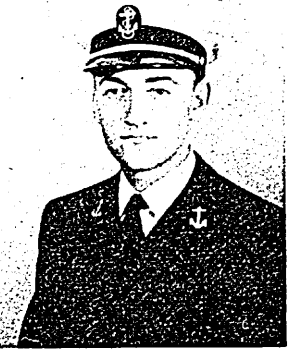
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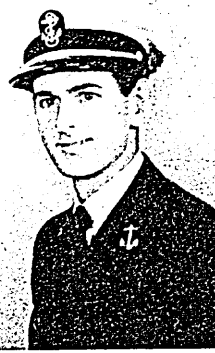
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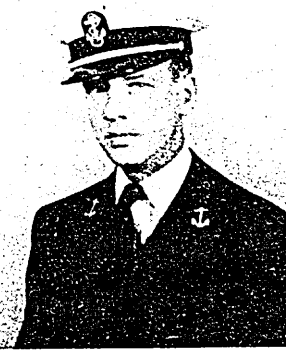
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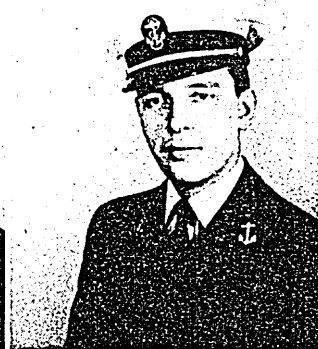
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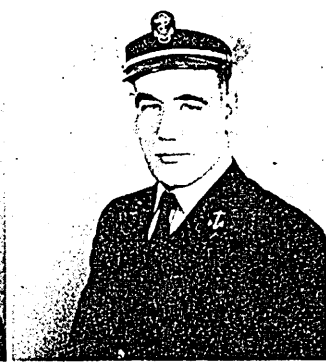
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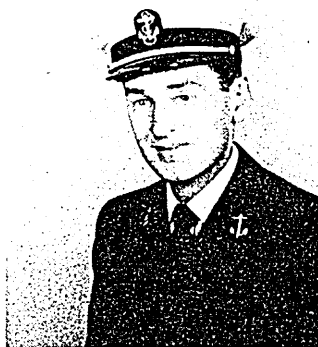
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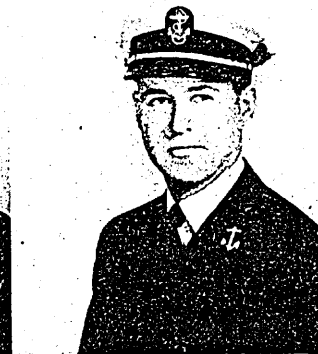
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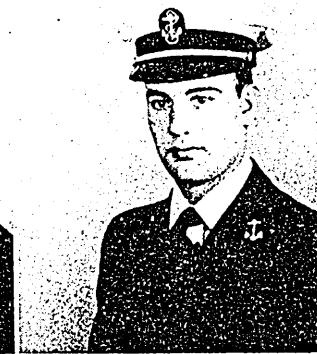
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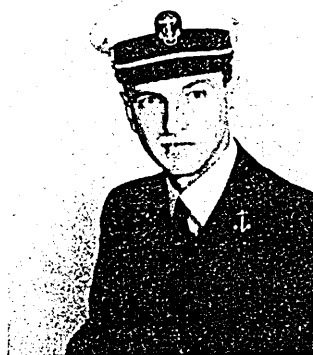
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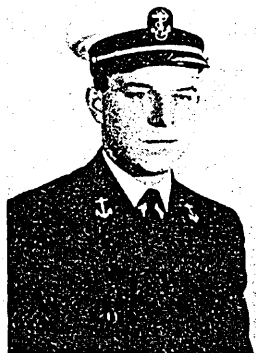
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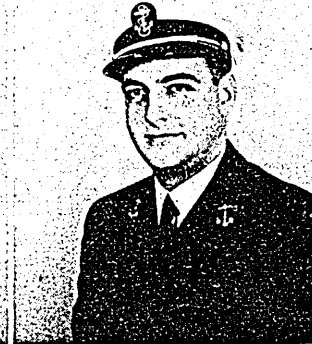
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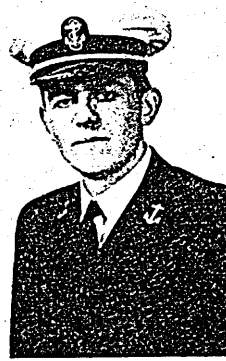
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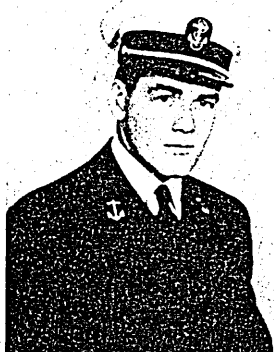
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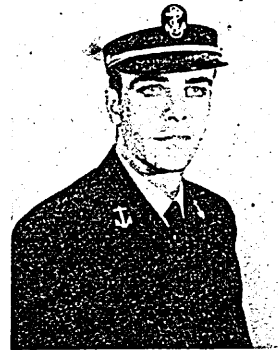
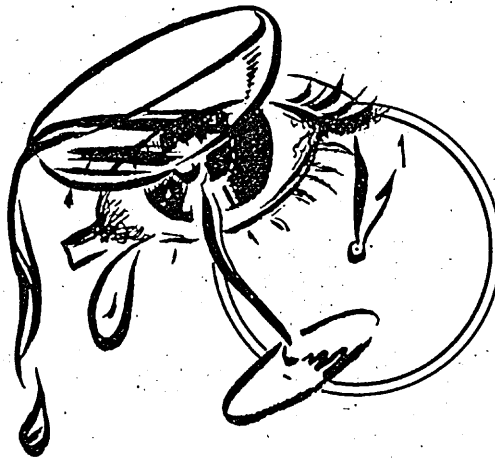
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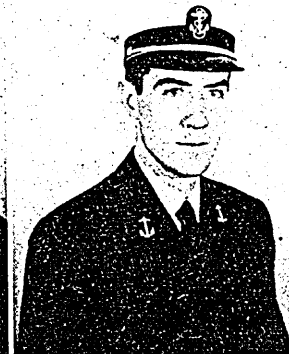
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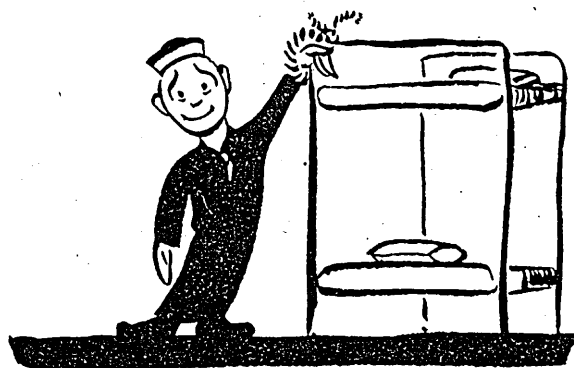
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"Now hear this, 'All men secured to their bunks'."



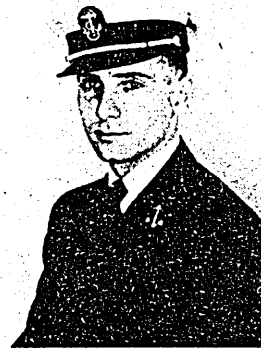
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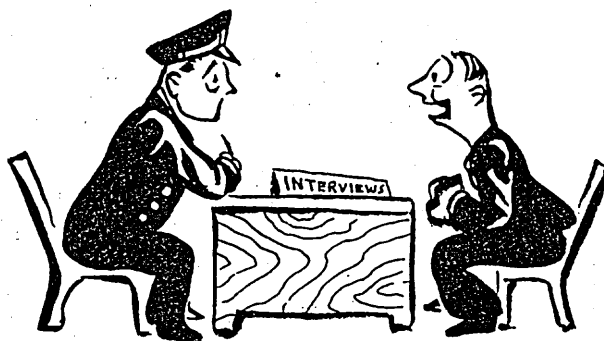
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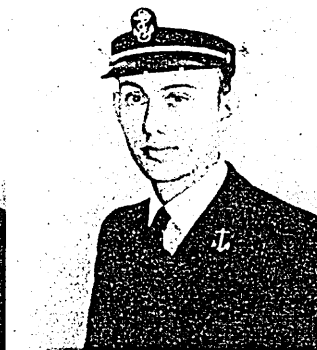
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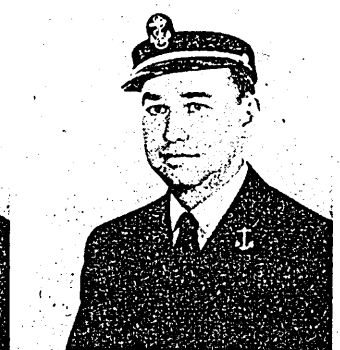
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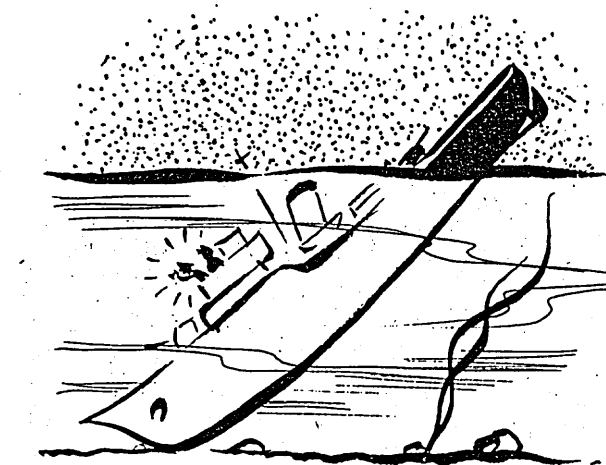
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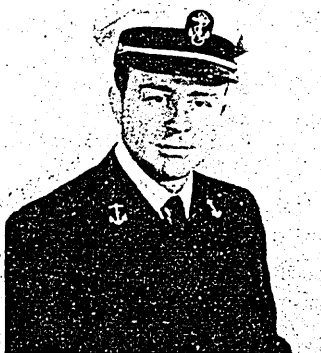
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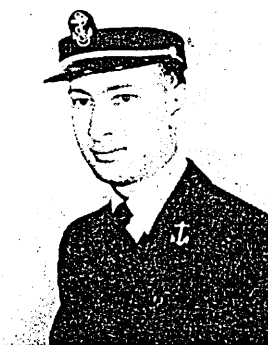
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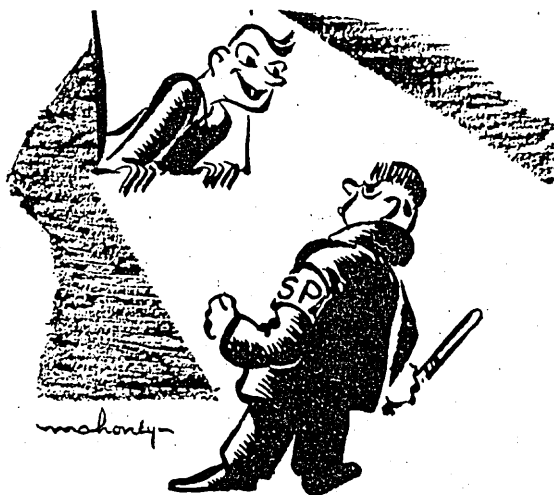
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"Hey Mate, what time is it by your watch."



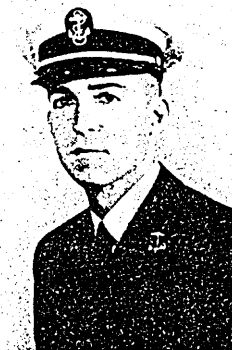
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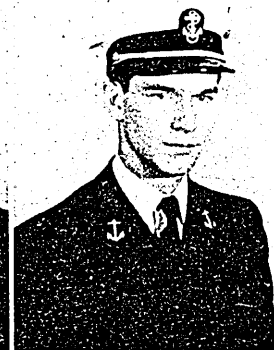
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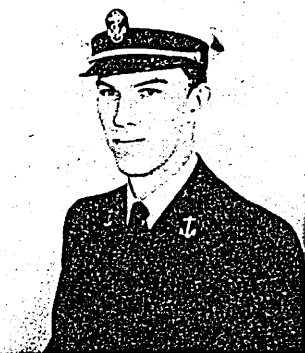
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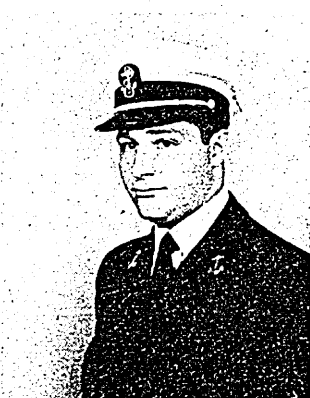
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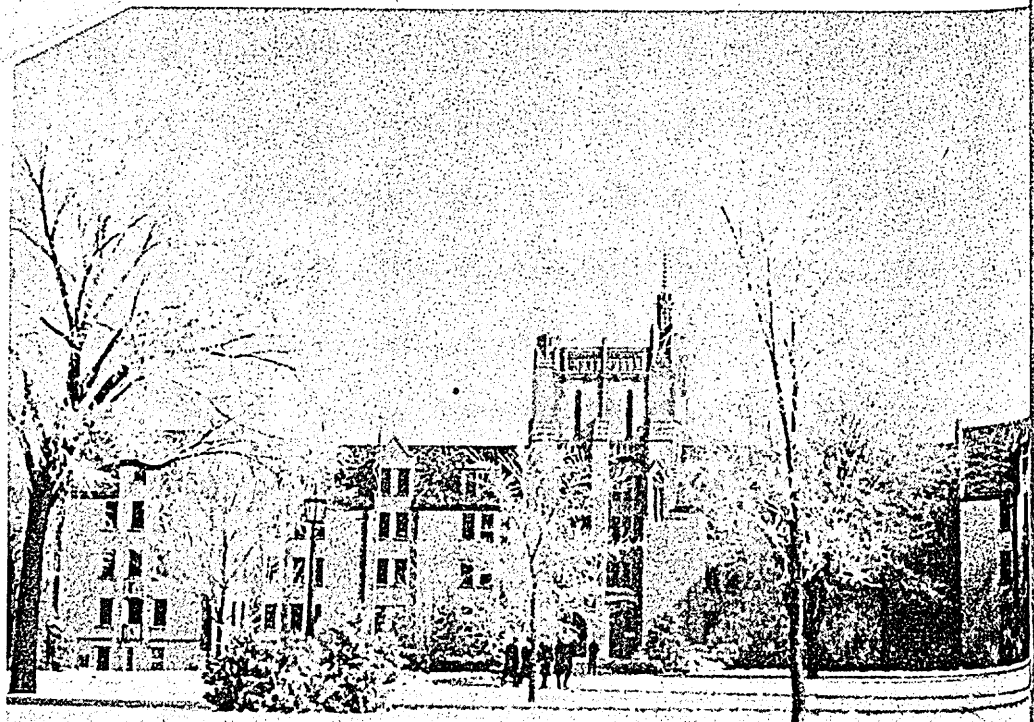
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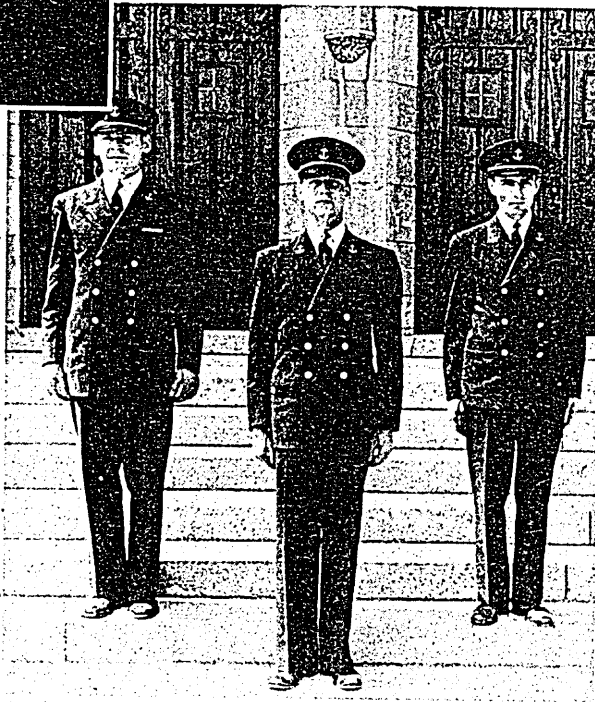
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"Oh, please show me the cute ones—the little sixteen inch guns."



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"Now hear this, 'Tattoo'."



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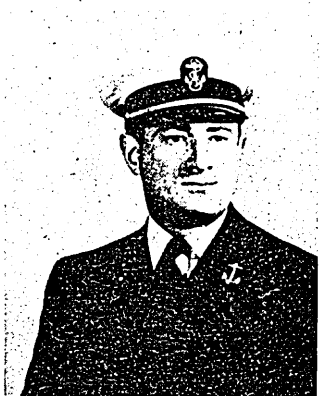
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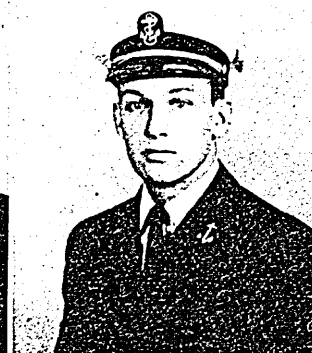
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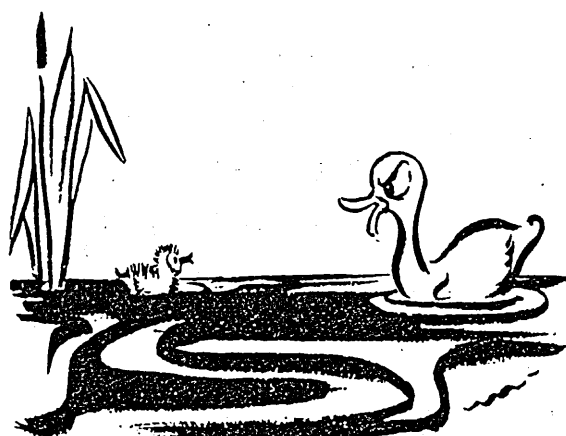
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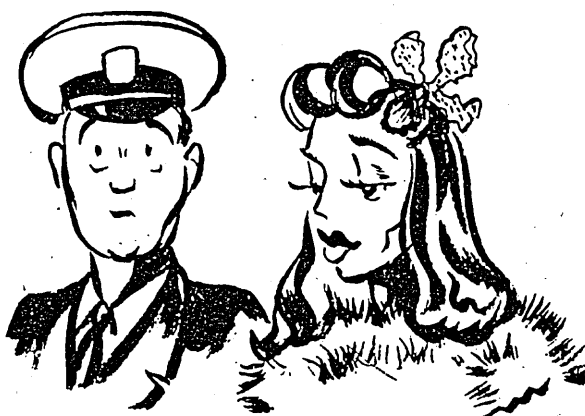
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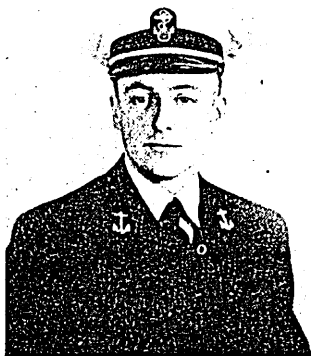
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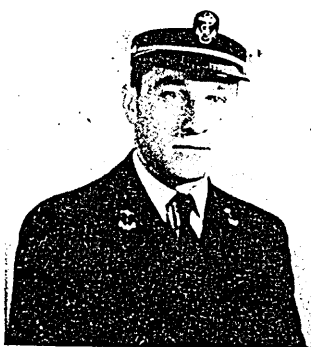
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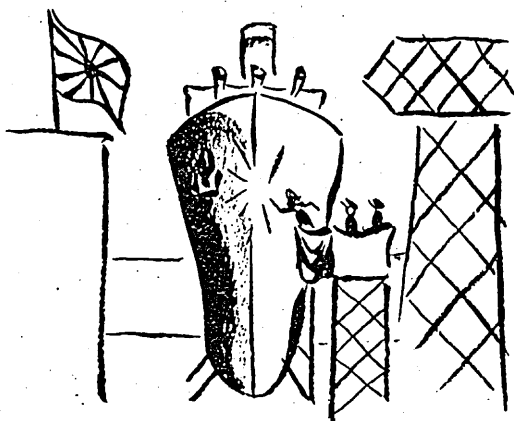
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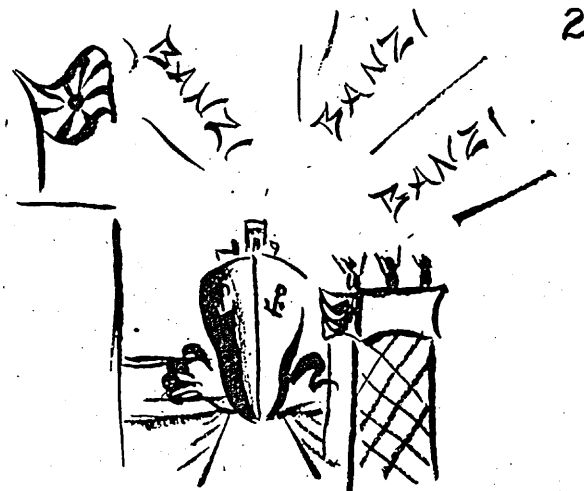
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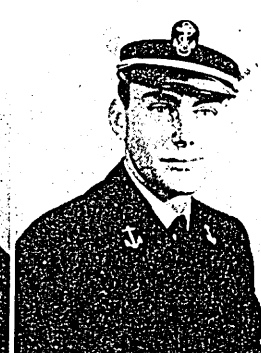
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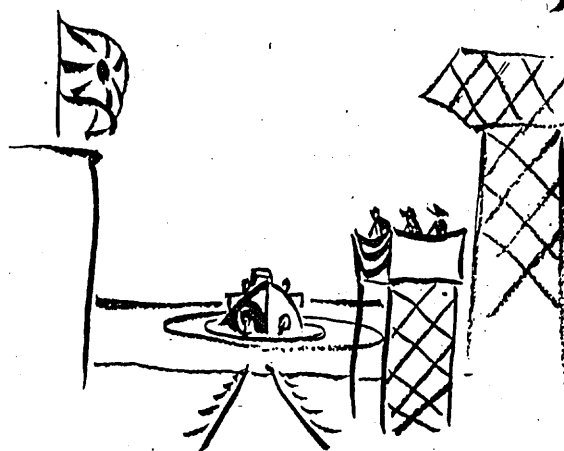
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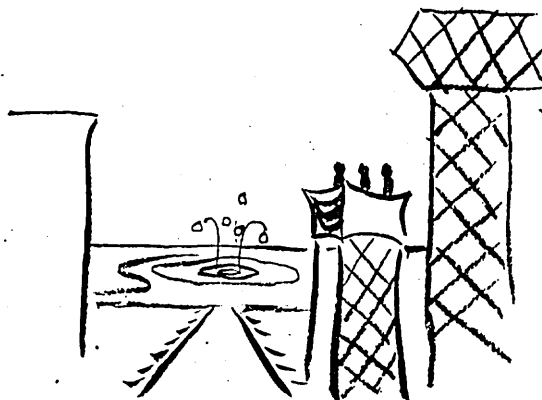
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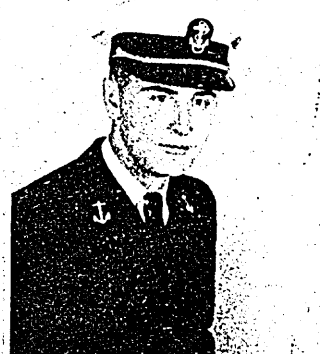
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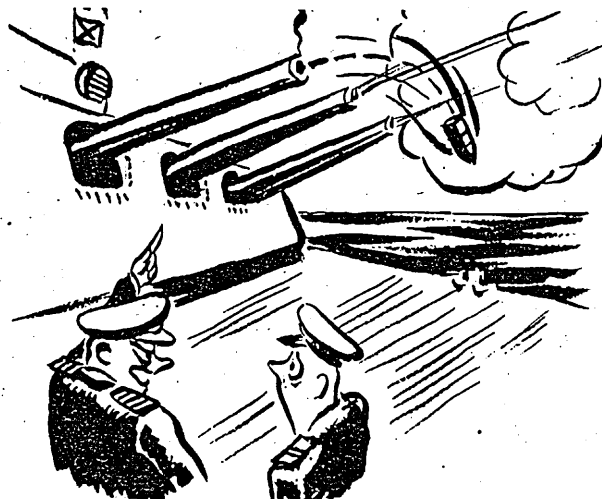
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"And tell Jenks to stop saving powder."



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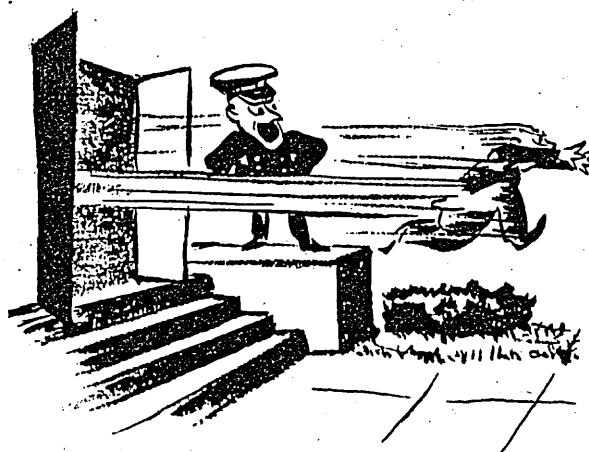
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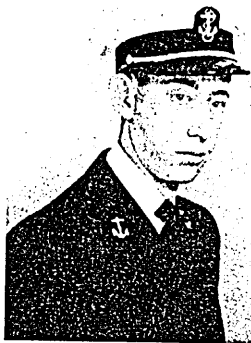
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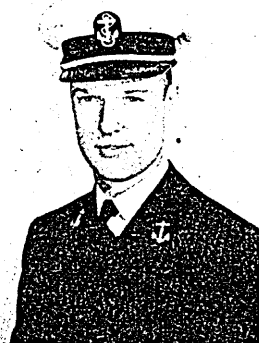
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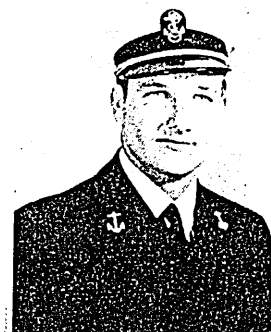
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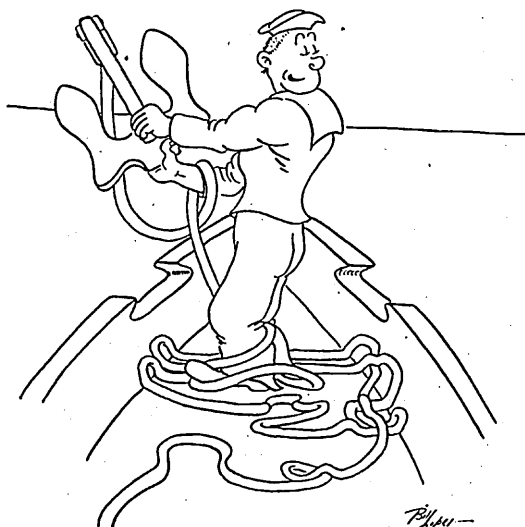
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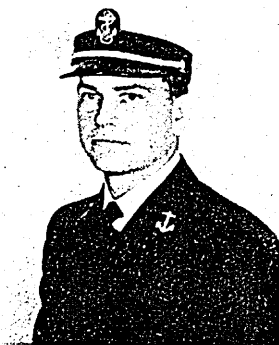
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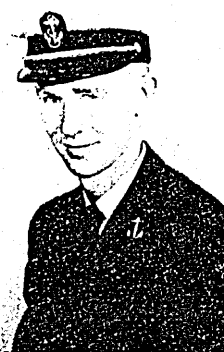
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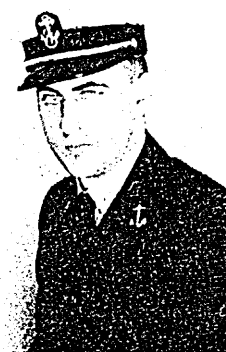
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"B-a-a-a-l-a-a-l-i-o-n."



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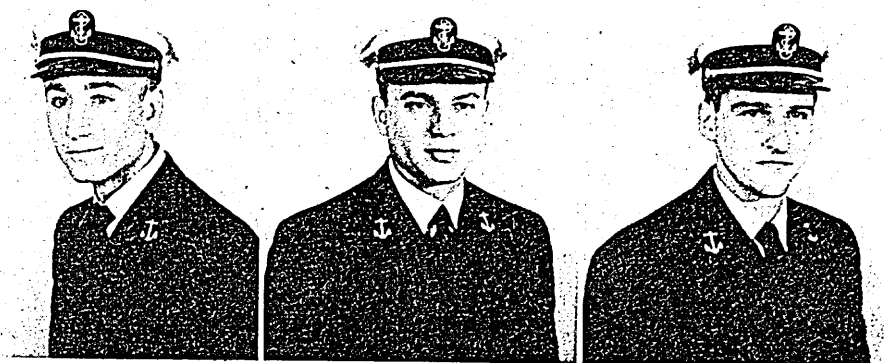
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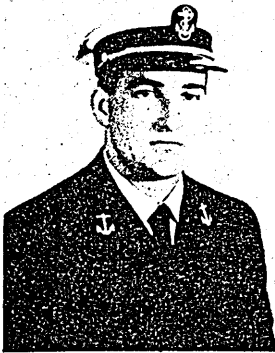
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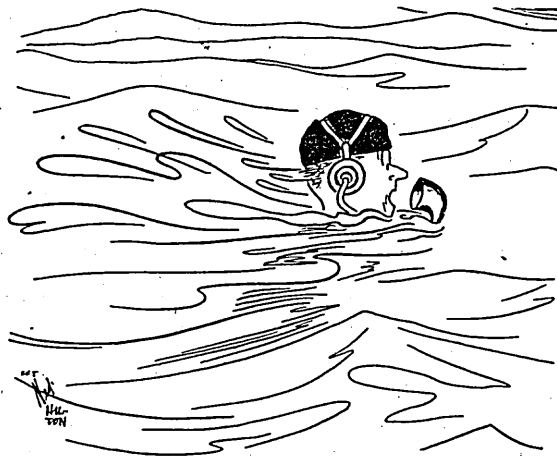
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"Haven't you guys got that periscope repaired yet?"



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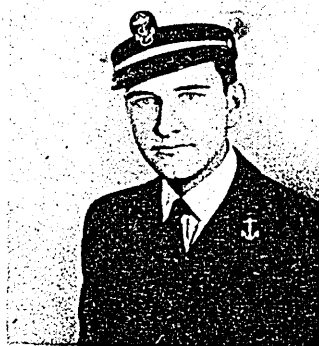
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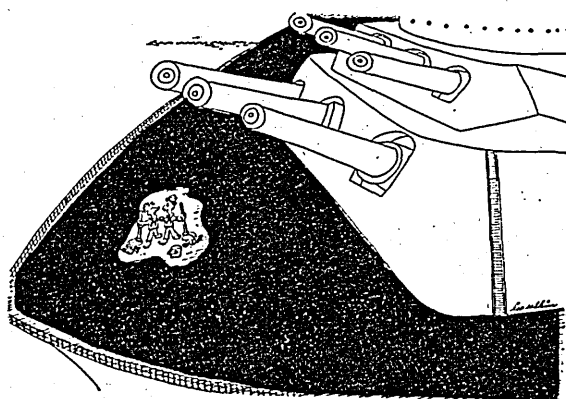
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"I'll wash, you wipe!"

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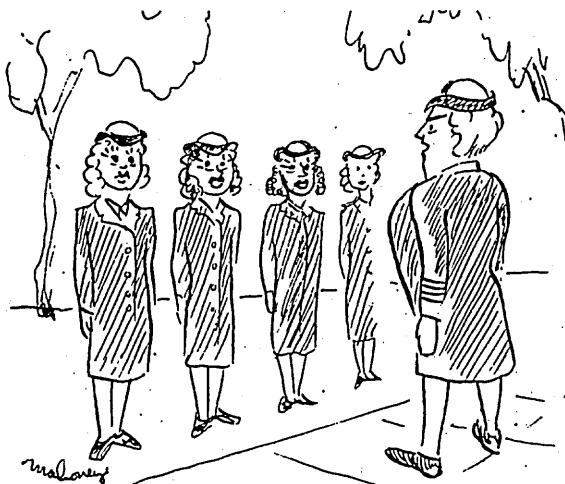
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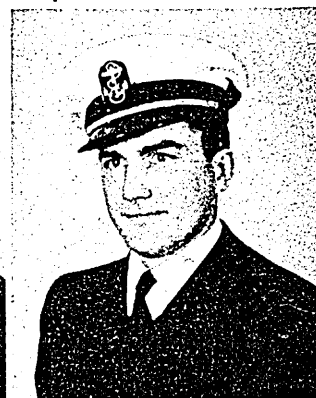
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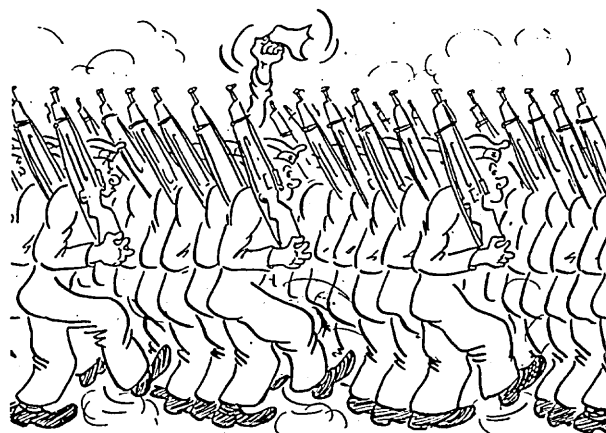
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"Yoo Hoo, Captain!"

Pilger



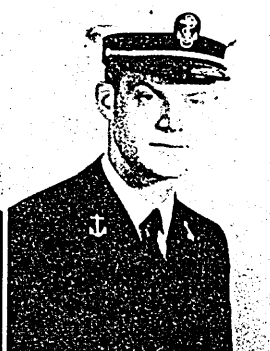
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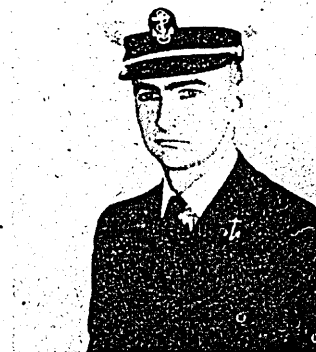
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"All right You, 'ON THE DOUBLE'."



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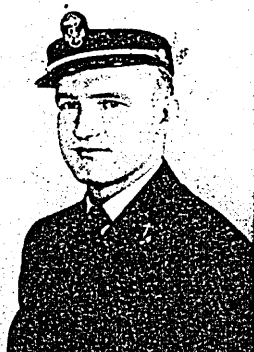
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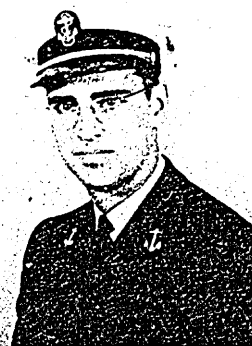
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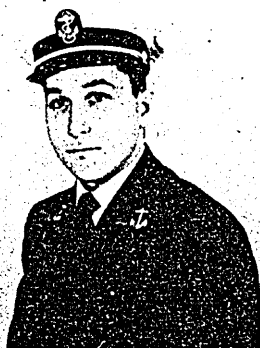
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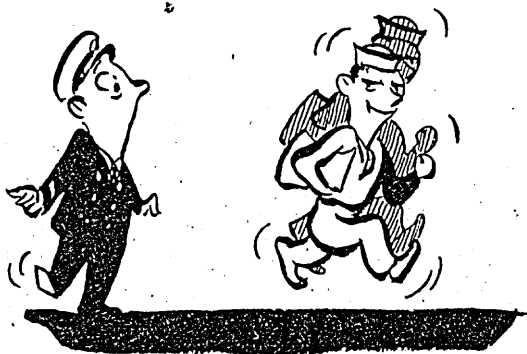
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"I said, 'Heaven help a sailor on a night like this'."



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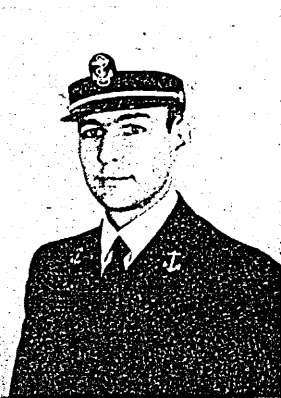
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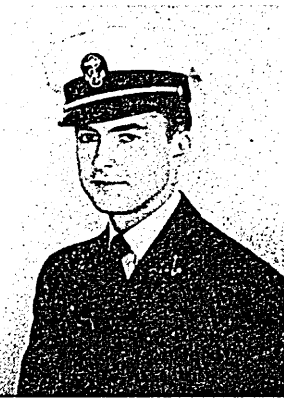
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"But he hasn't BEEN in every port."



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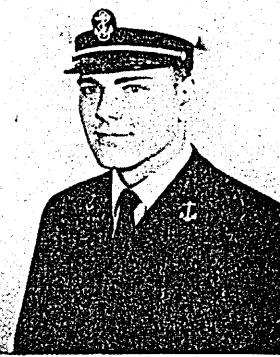
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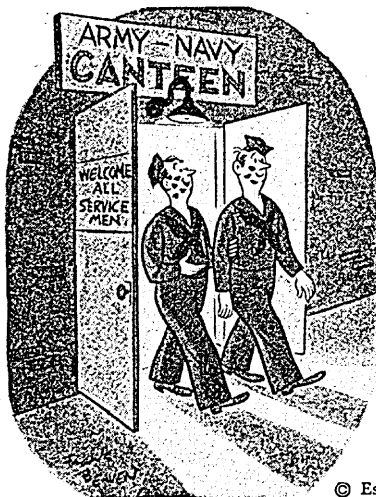
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"See what I mean?"



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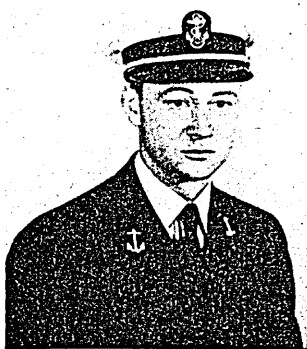
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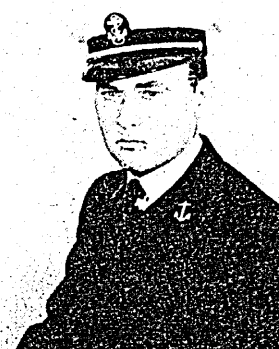
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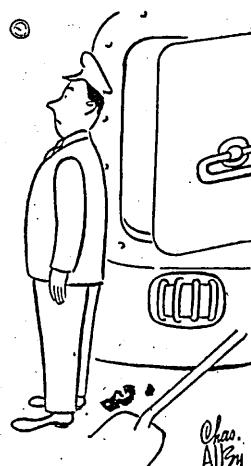
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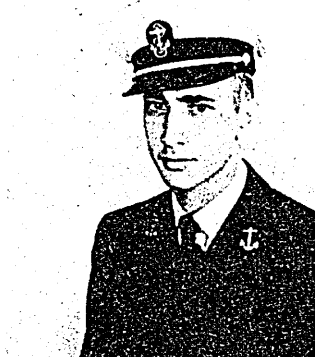
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"HALT! WHO WENT THERE?"



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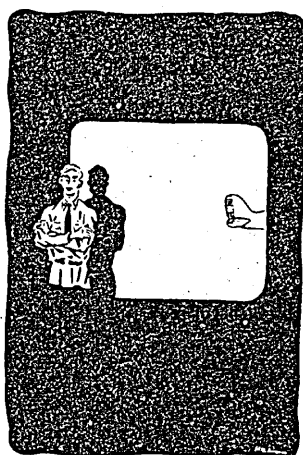
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"... and this, gentlemen, is undoubtedly one of our swiftest aircraft."



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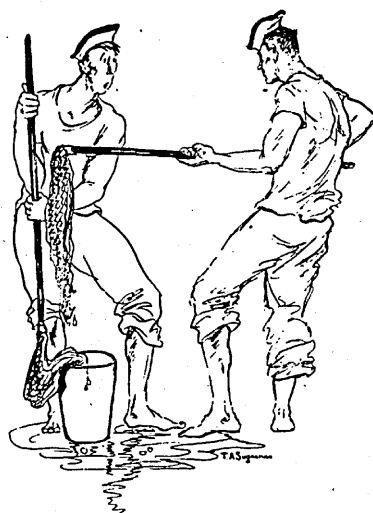
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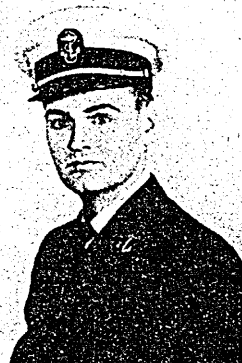
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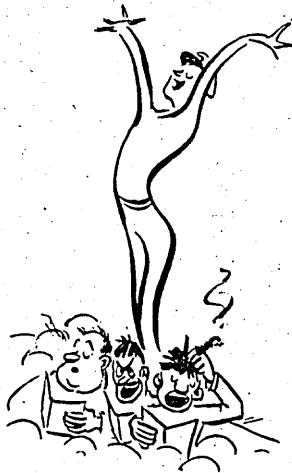
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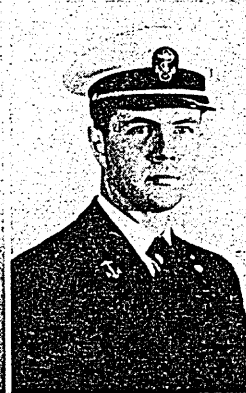
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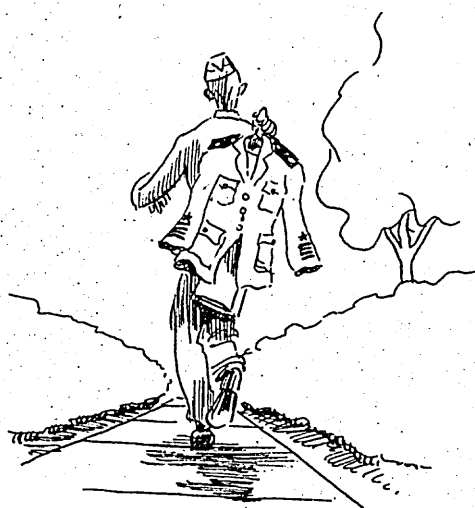
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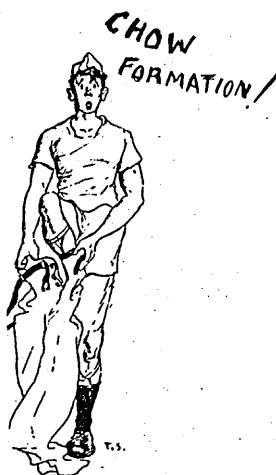
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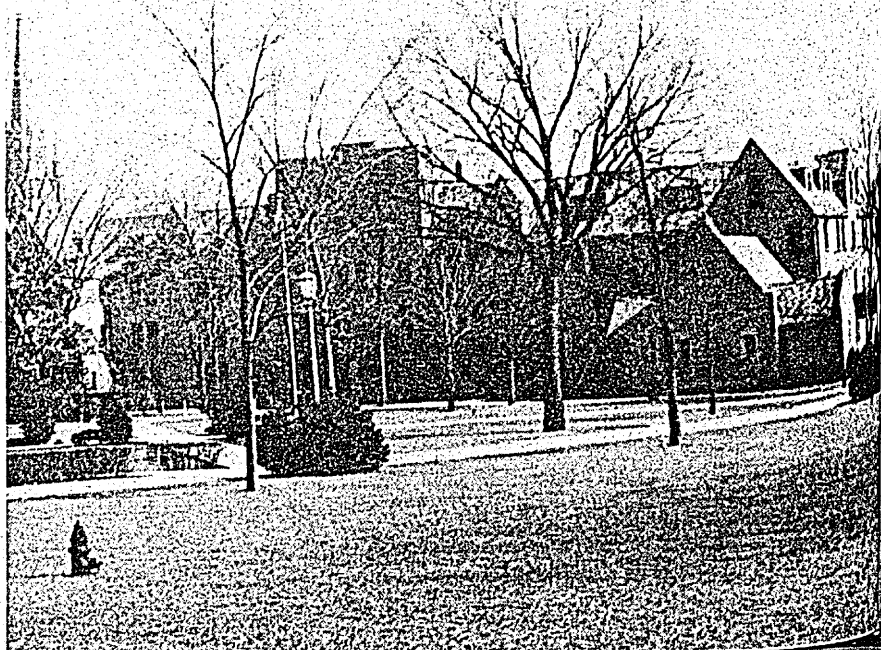
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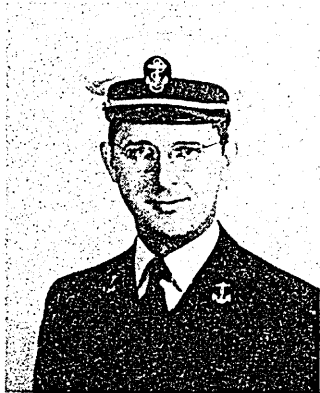
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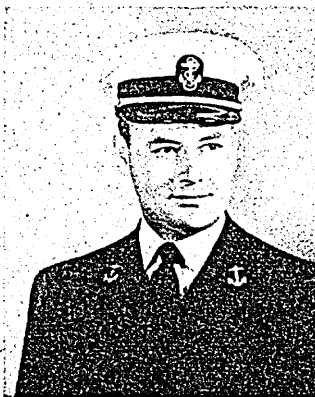
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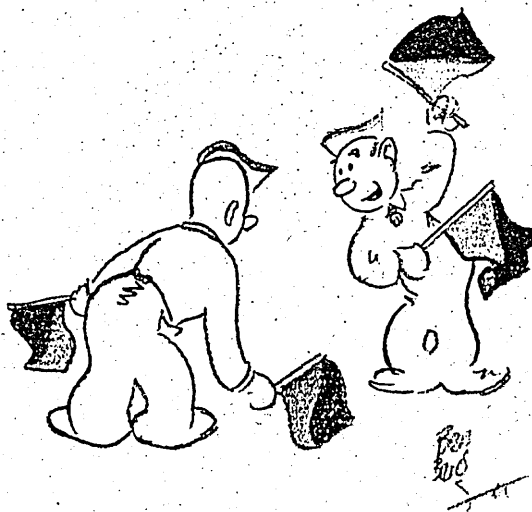
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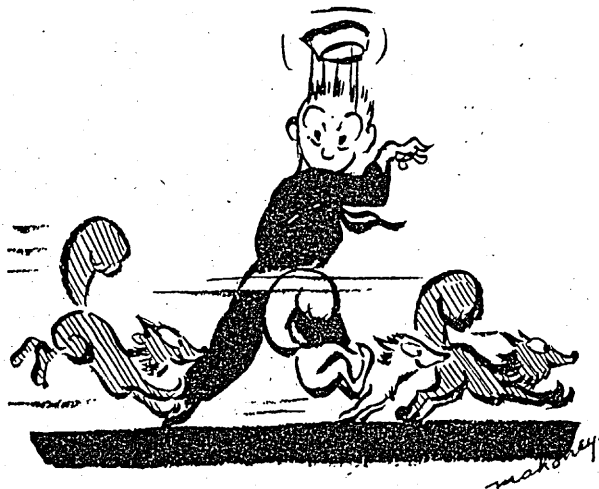
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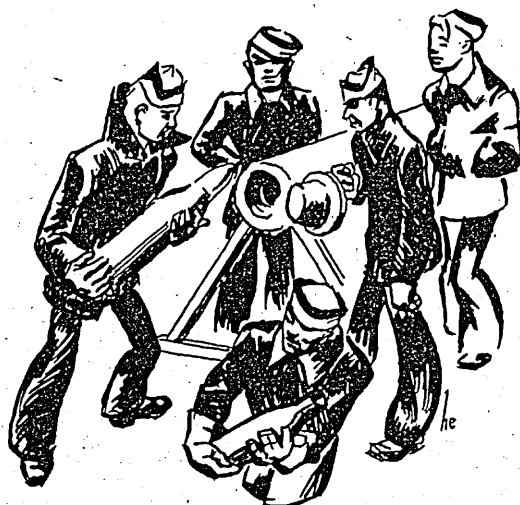
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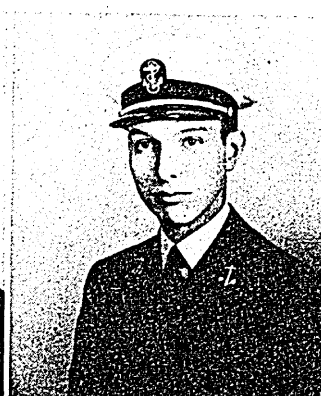
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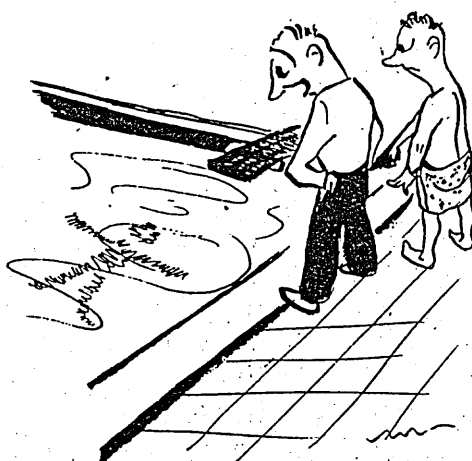
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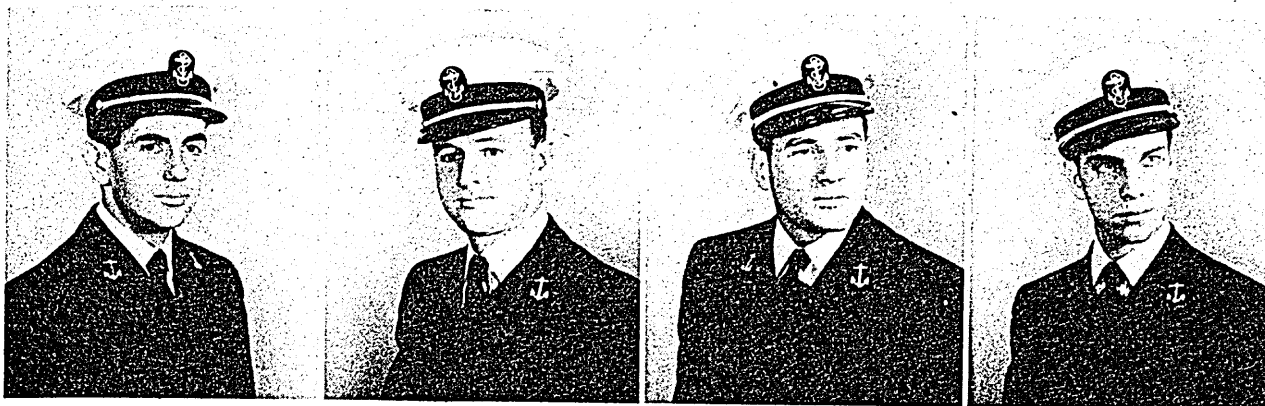
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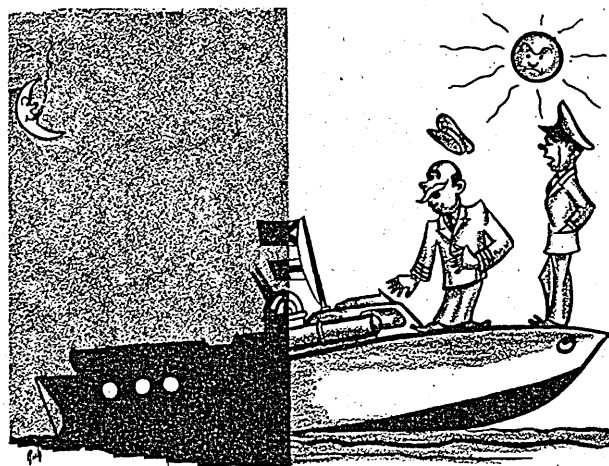
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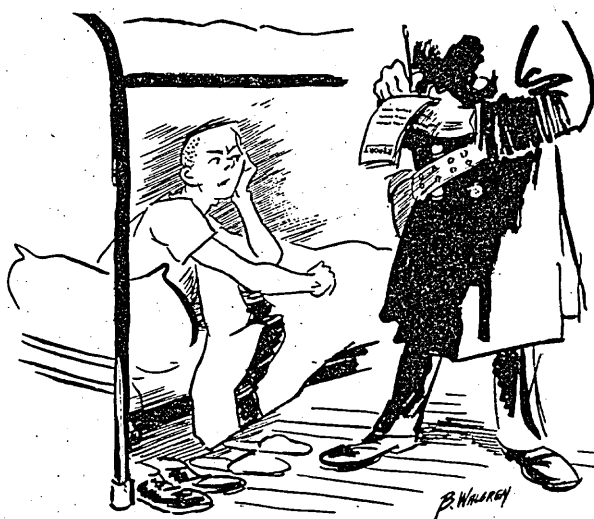
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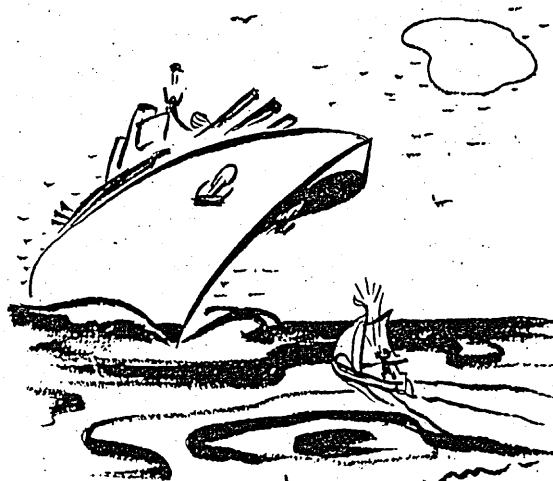
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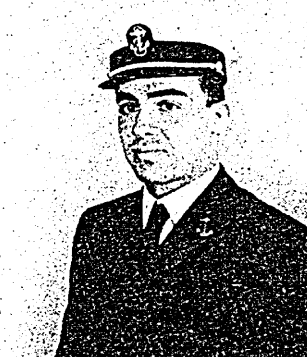
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"One side; One side, . . . 'SAIL OVER STEAM'."



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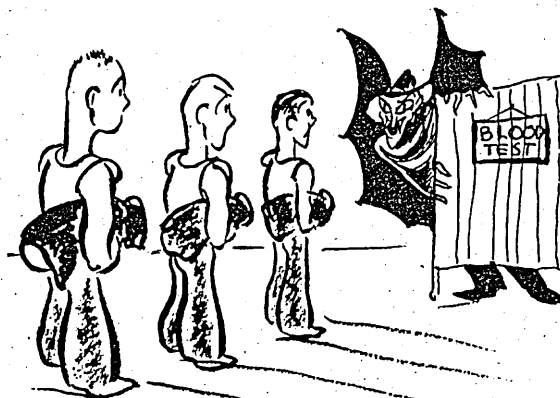
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"Step right up, one at a time."



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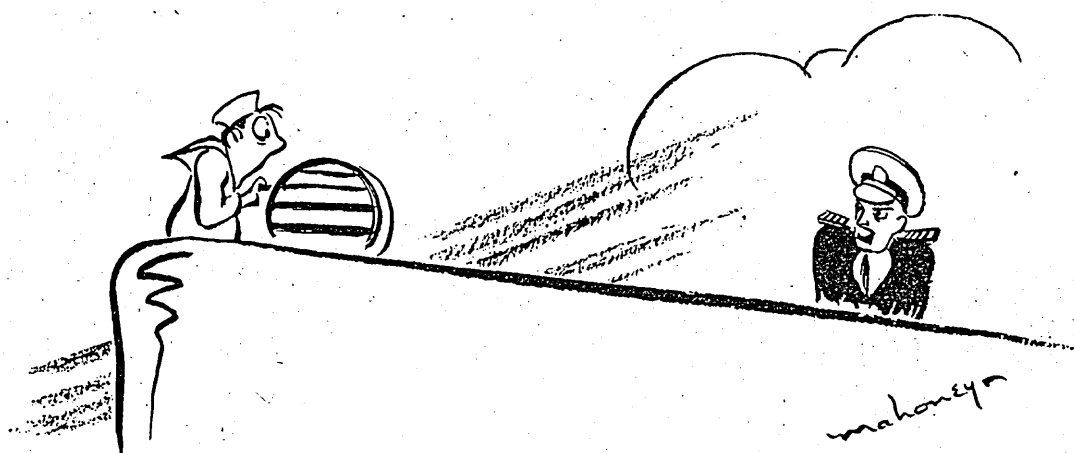
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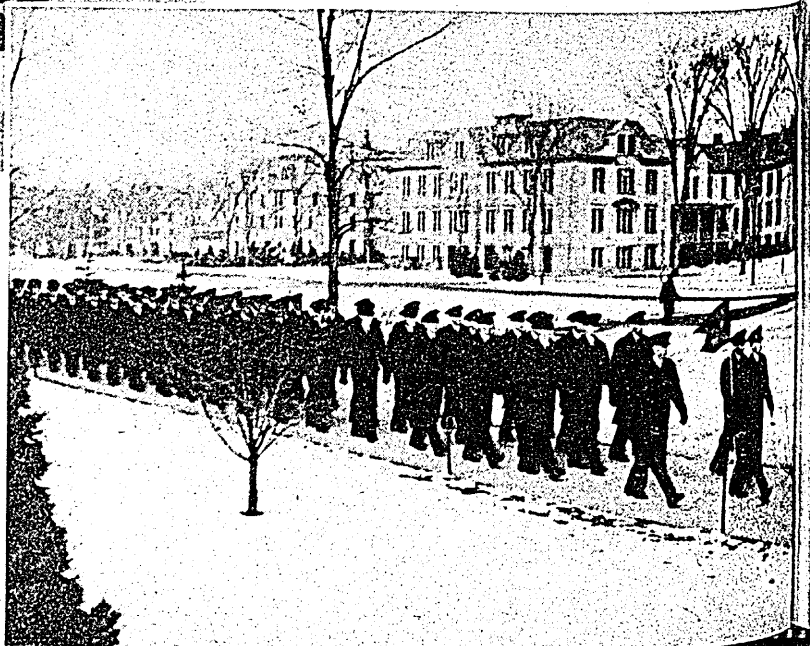
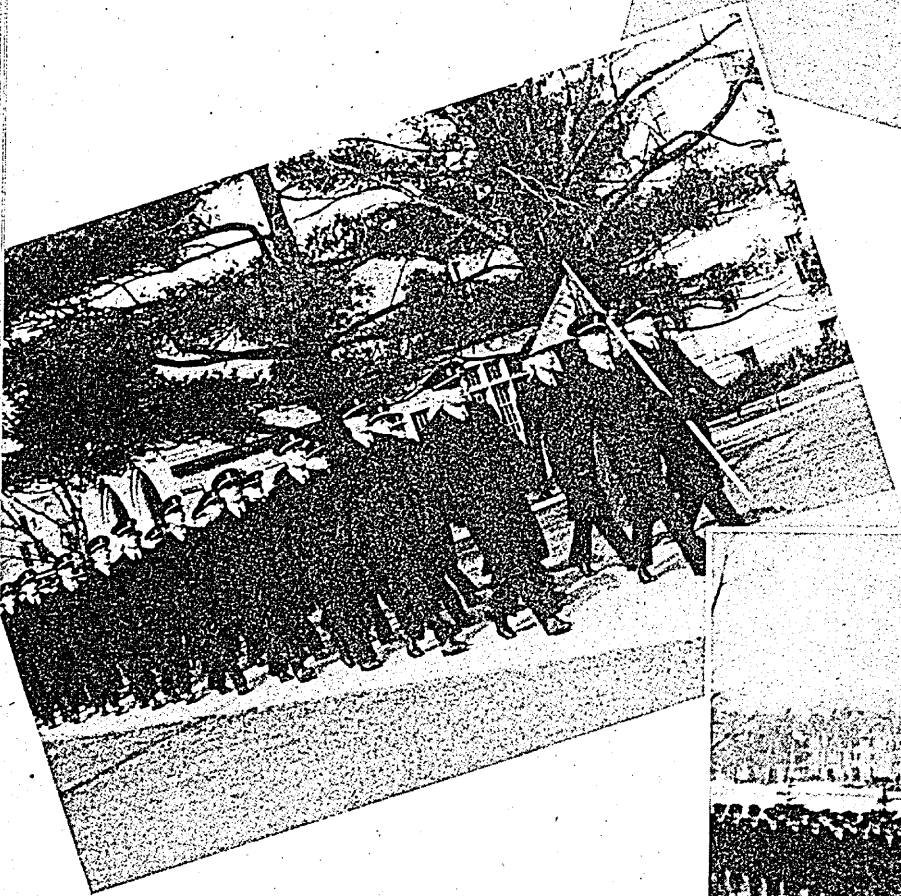
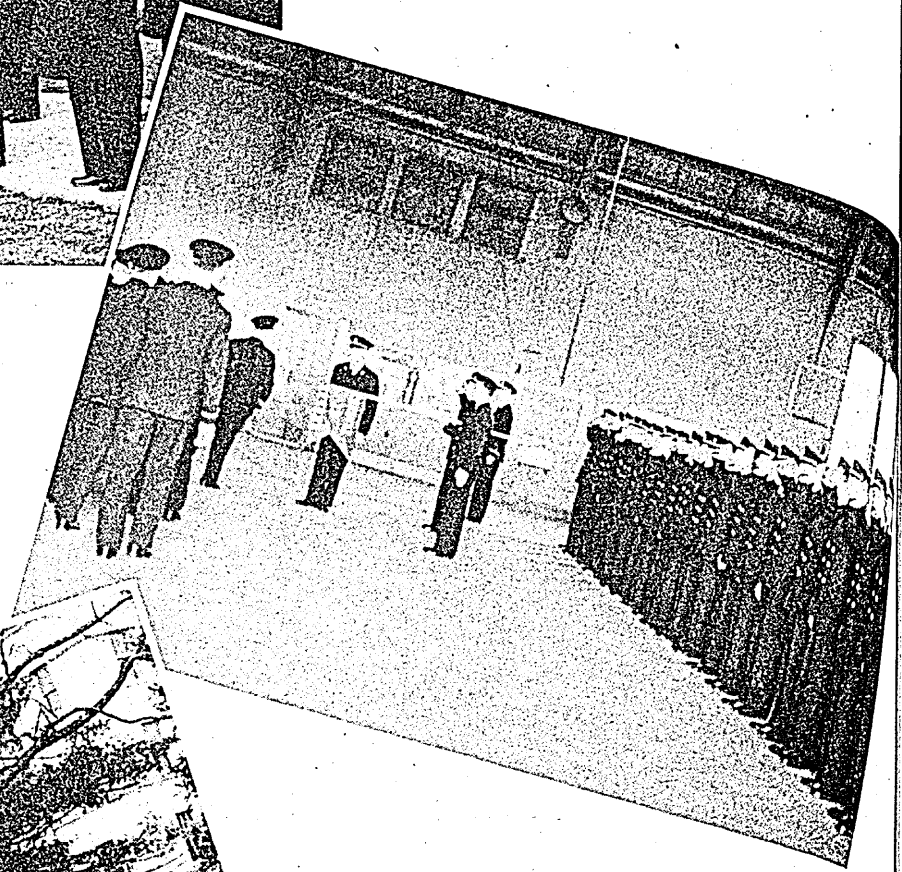
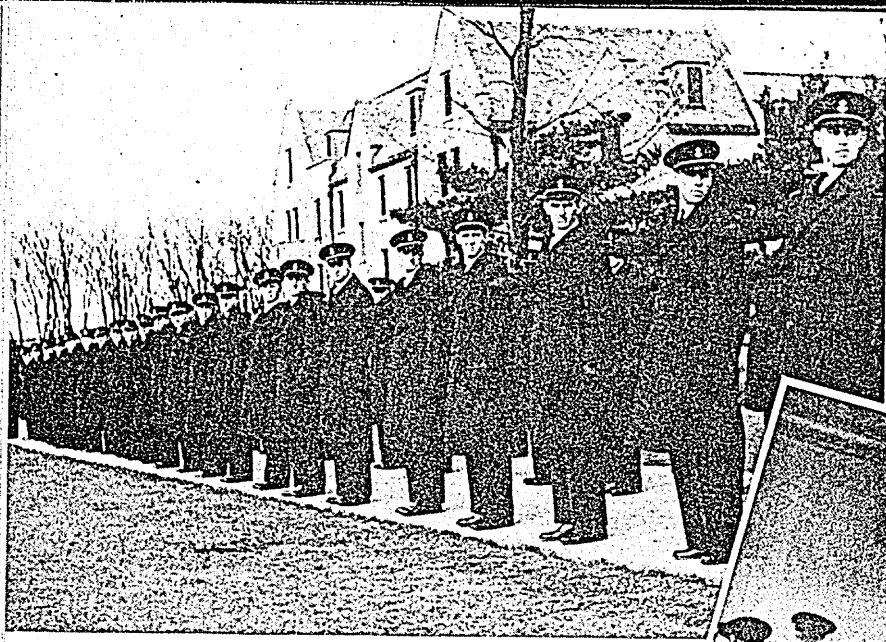
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BATTALION

Eleventh Company

March Specialists Class



KENNETH A. ANDERSON

March 6, 1944, was marred by the death of our classmate, Kenneth A. Anderson. A graduate of Stanford University, he had been a member of Alpha Delta Phi and played rugby at the university. His home was in Beverley Hills, California.



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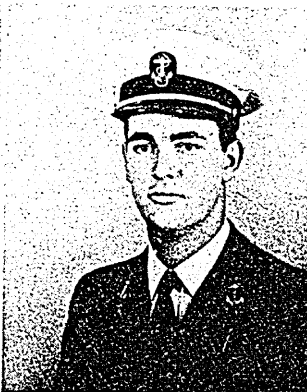
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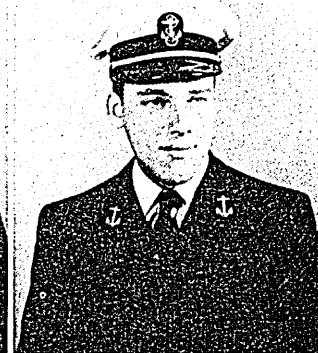
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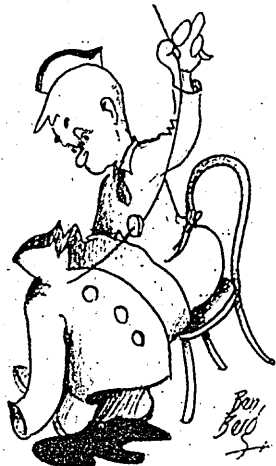
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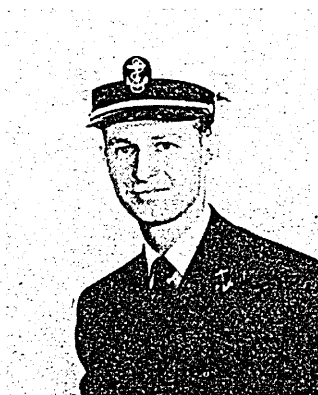
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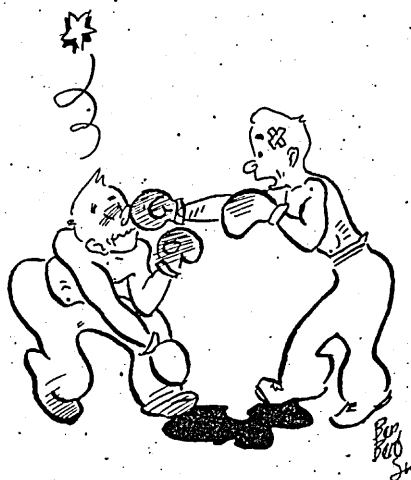
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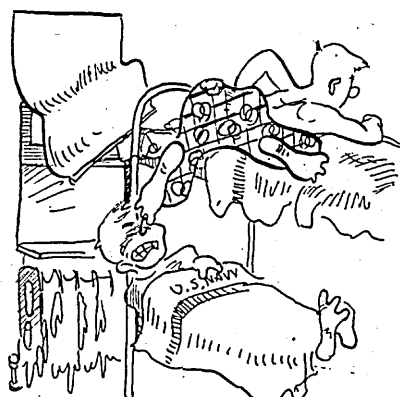
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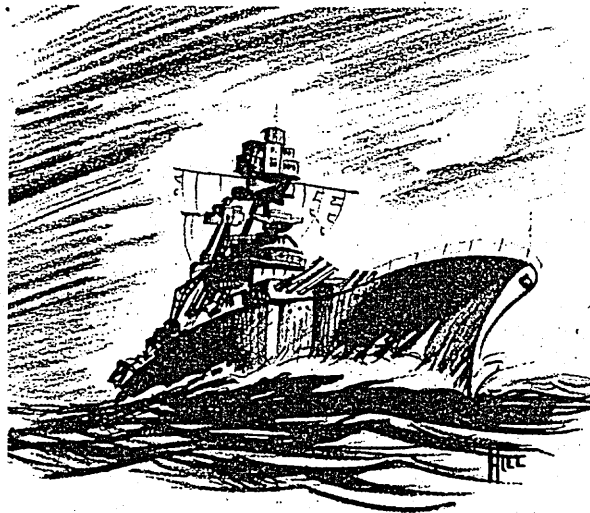
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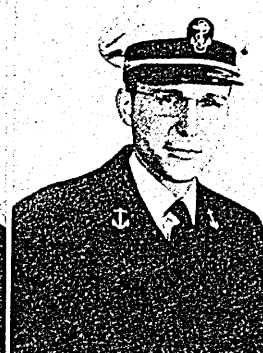
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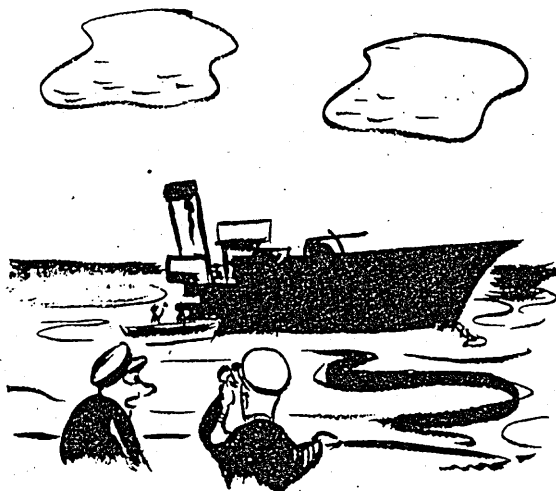
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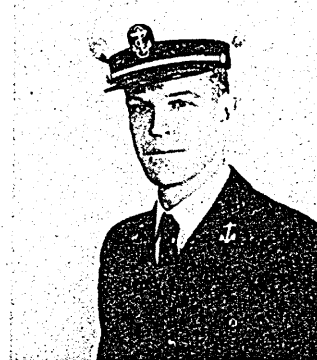
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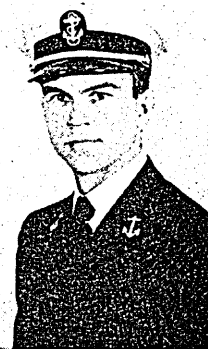
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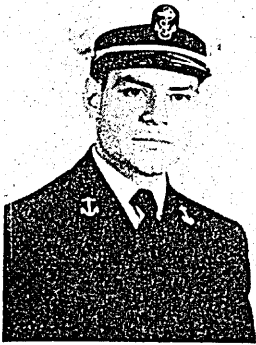
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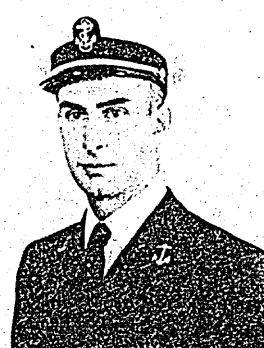
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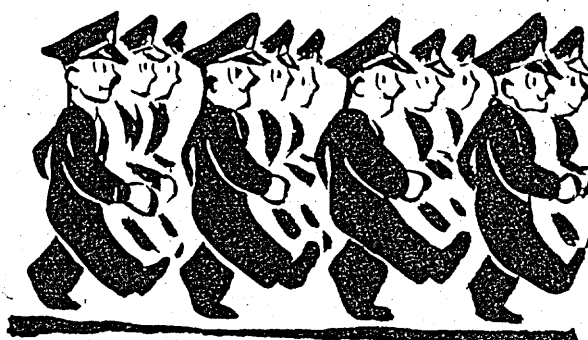
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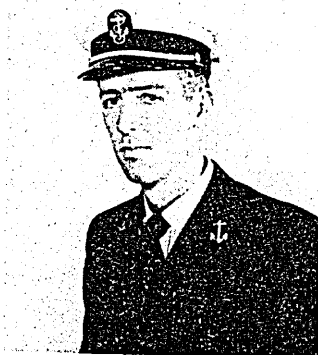
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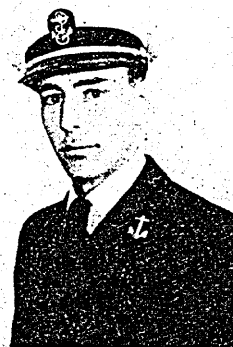
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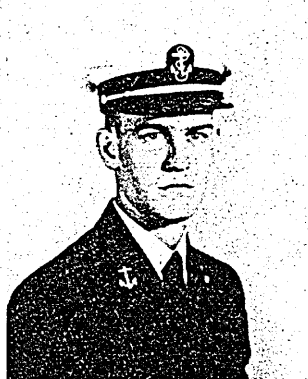
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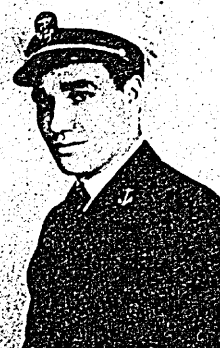
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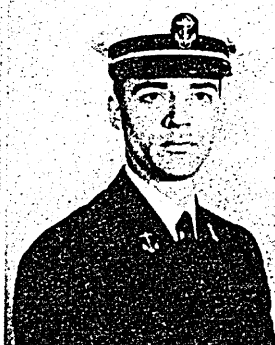
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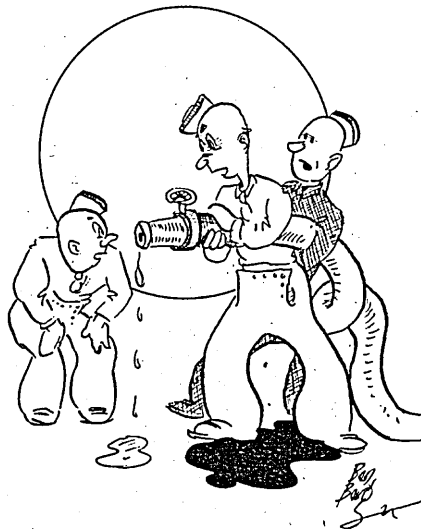
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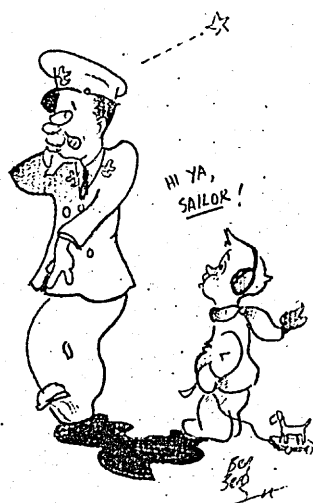
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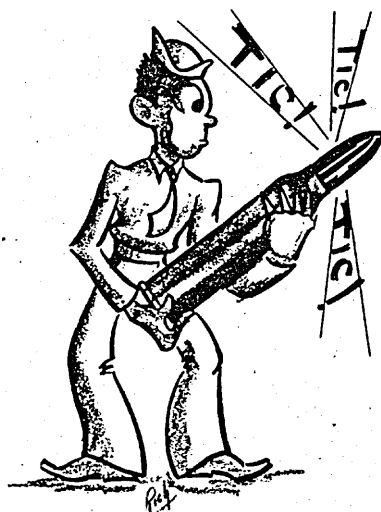
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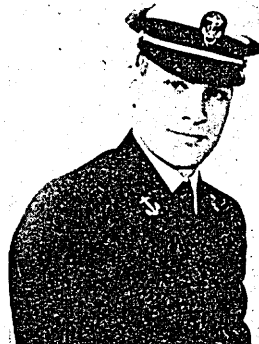
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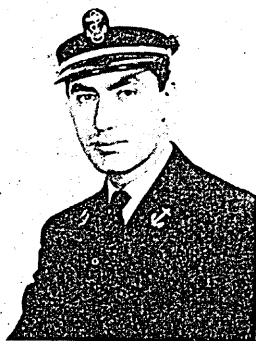
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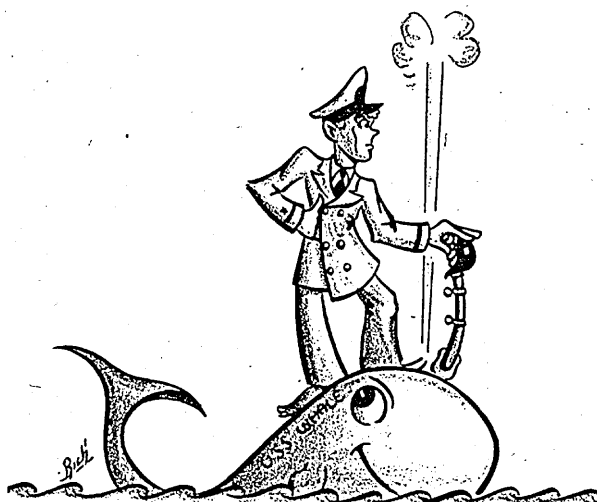
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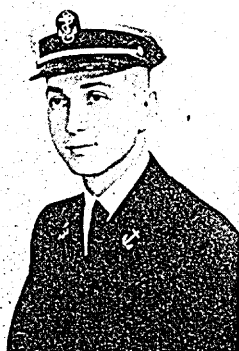
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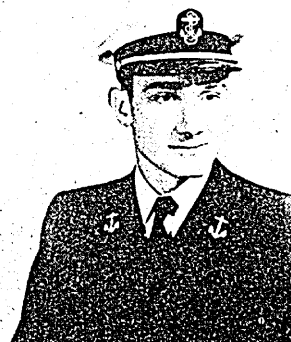
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"Well, to be frank with you, Bertha, these dates are wartime quality."

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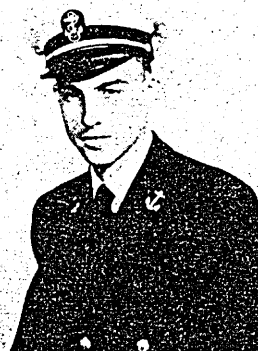
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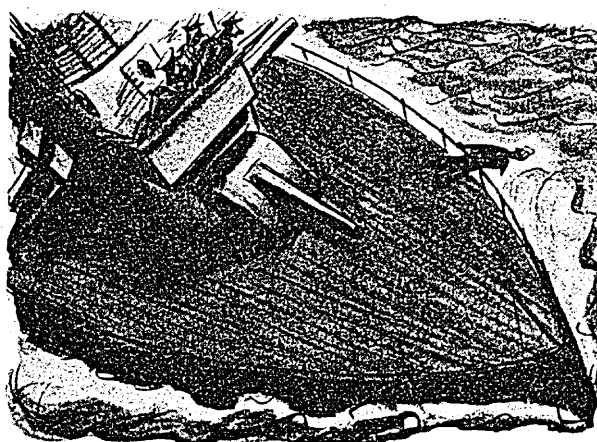
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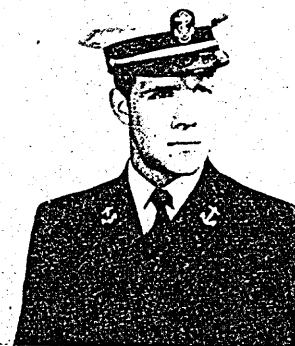


THOMAS P. HUGHES
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Richmond, Va.
U. of Virginia, Aero. Engr.



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"Thanks for wanting to help, Torgenson, but I think she'll right herself okay."



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S. D. Sch. of Mines, '43, Min. E.



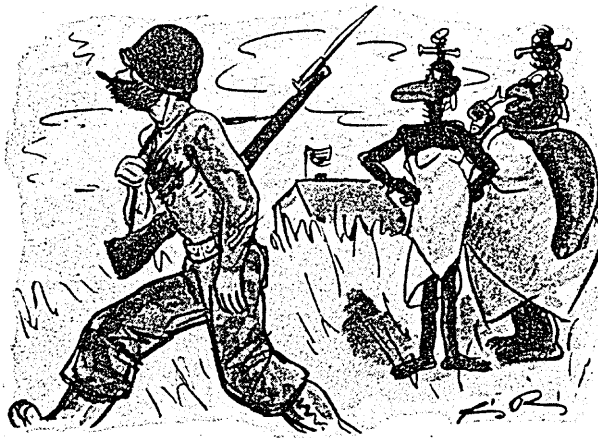
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"Discouraging, isn't it—I always thought American Marines looked like they pictured them in the movies!"



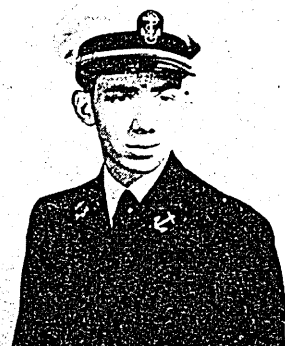
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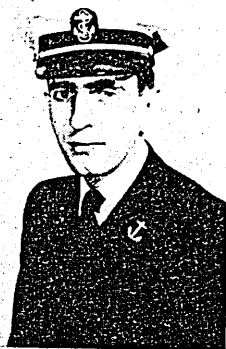
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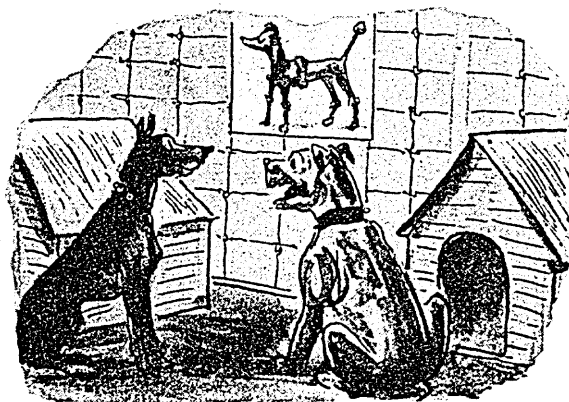
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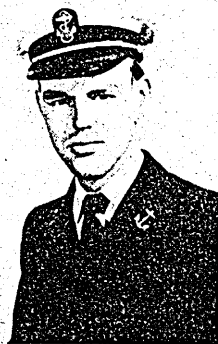
"She's been chosen pin-up girl for the whole regiment."



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Twelfth Company

May Specialists Class





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St. Paul, Minn.
U. of Minnesota, '44, Aero. E.



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"You told me to bring a friend!"



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Armour Tech., '41, M. E.



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A. HERMAN MASSEY
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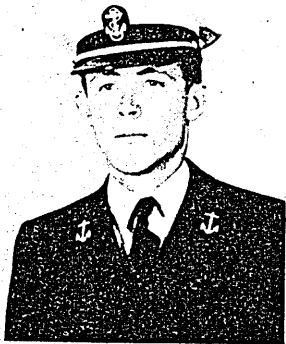
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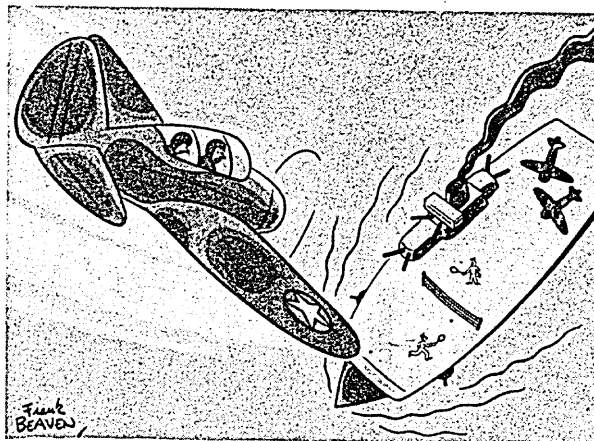
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Miss. State, E. E.



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3700 McKinley Ave.
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"The skipper says not to come in until they finish their game of tennis!"



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JAMES V. MINARD
Bourbon, Ind.
Indiana Tech., '43, Aero. E.



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"12 o'clock—gee, if I was home Mabel would be slapping me just about now."



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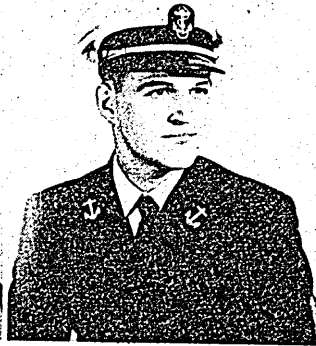
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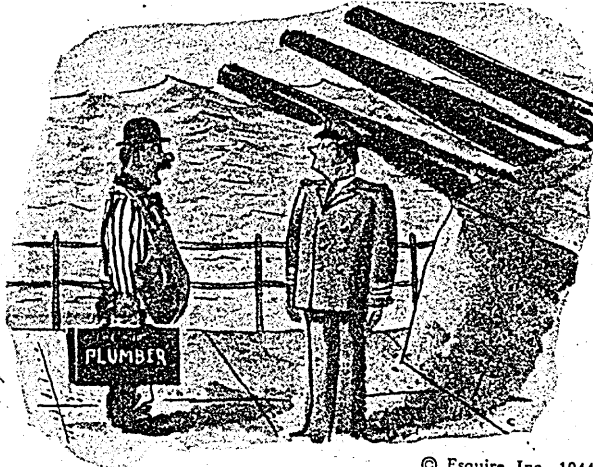
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"Somebody called about a leak in the basement."



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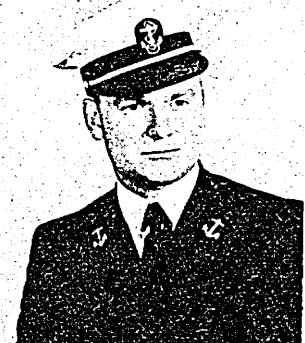
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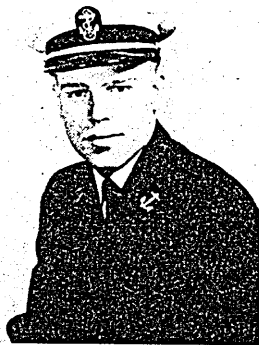
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Grove City Col., Chem.



"Lucky Julius!"

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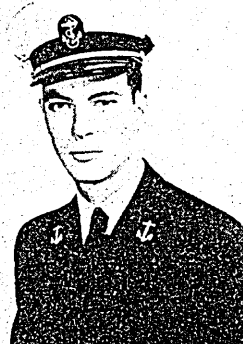
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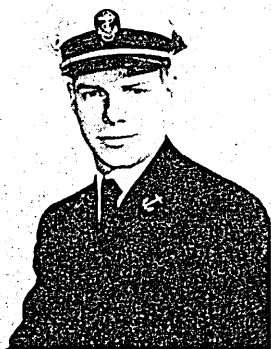
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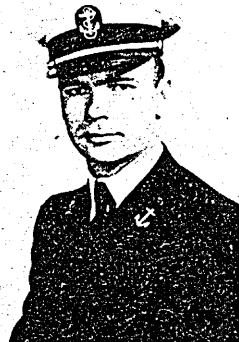
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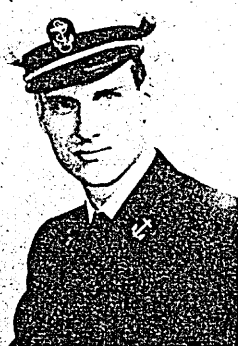
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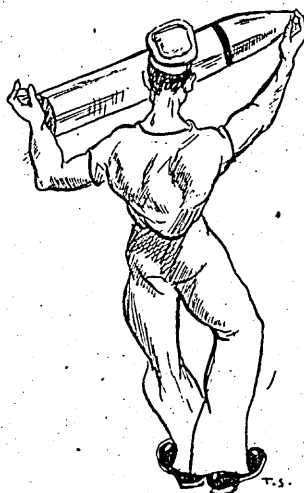
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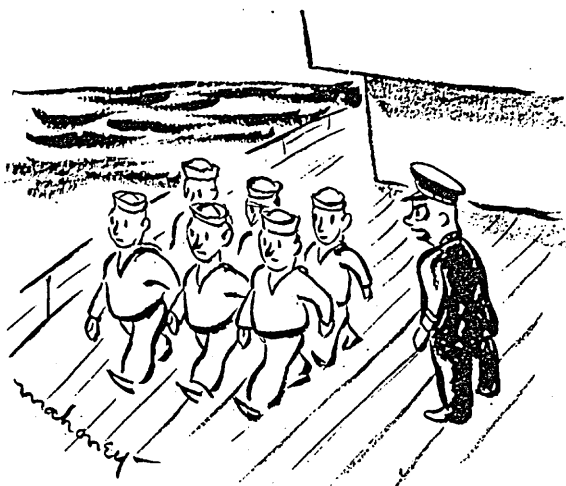
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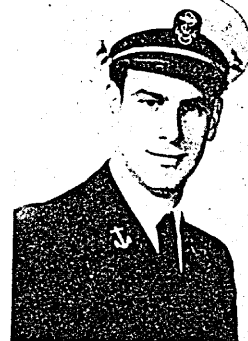
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Canastota, N. Y.
Syracuse U., '41, M. E.



"Port, Starboard, Port, Starboard . . ."



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R. I. State, '43, Aero.



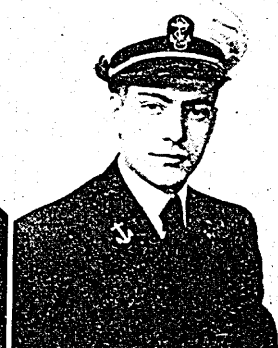
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Drexel Tech., '43, M. E.



THEODORE L. SMITH
1 Tuxedo Road
Glen Ridge, N. J.
Cornell, '44, Mech. Engr.



THE NEW ROOMMATE I
"I was shipwrecked once, and we ate an Ensign."



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Weston, Mass.
M. I. T., '44, Aero. Engr.



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Iowa State, '42, Ind. E.



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Iowa State, '44, Gen. Engr.



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DWIGHT K. STALL
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JOHN R. STEELE
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L. FRED STEWARD
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Wittenberg, '40, Math.



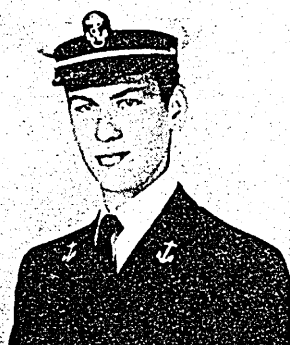
THE NEW ROOMMATE II
"You know, I just joined the Navy."



RALPH STOLHAND
Kildare, Okla.
Oklahoma A & M, '43, E. E.



ROGER J. STORVES
Dollar Bay, Mich.
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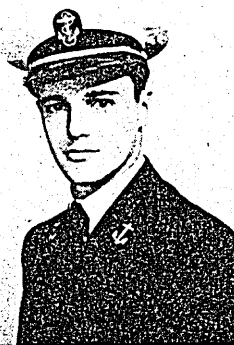
JACKSON L. THATCHER
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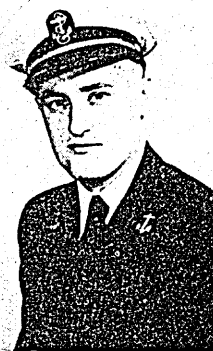
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BEVERLEY B. TUCKER
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Montesano, Wash.
U. of Washington, Meteor.



MAURICE R. VALINE
657 E. Arlington Ave.
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U. of Minn., '44, Aero. E.



THE NEW ROOMMATE III
"I came from Princeton."



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Prairie City, Iowa
Iowa State, Aero. Engr.



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Kansas City, Mo.
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G. M. Tech., '43, Ind. Engr.



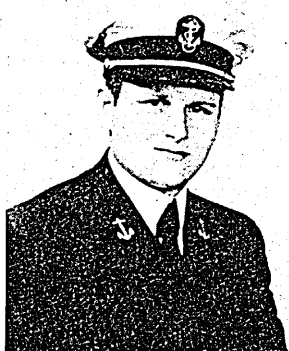
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WILLIAM L. WASSON
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Harrisburg, Ill.
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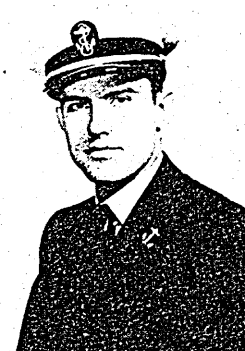
ROWLAND J. WATSON
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Seattle, Wash.
U. of Wash., '44, Aero. E.



JACK E. WEIDENMILLER
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469 W. Arrow St.
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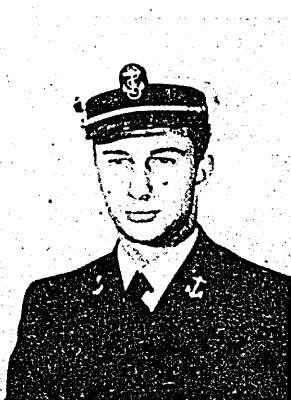
W. ALLEN WOODWORTH
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Wilmington, Del.
Drexel Tech., '43, Mech. Engr.



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Coraopolis, Penn.
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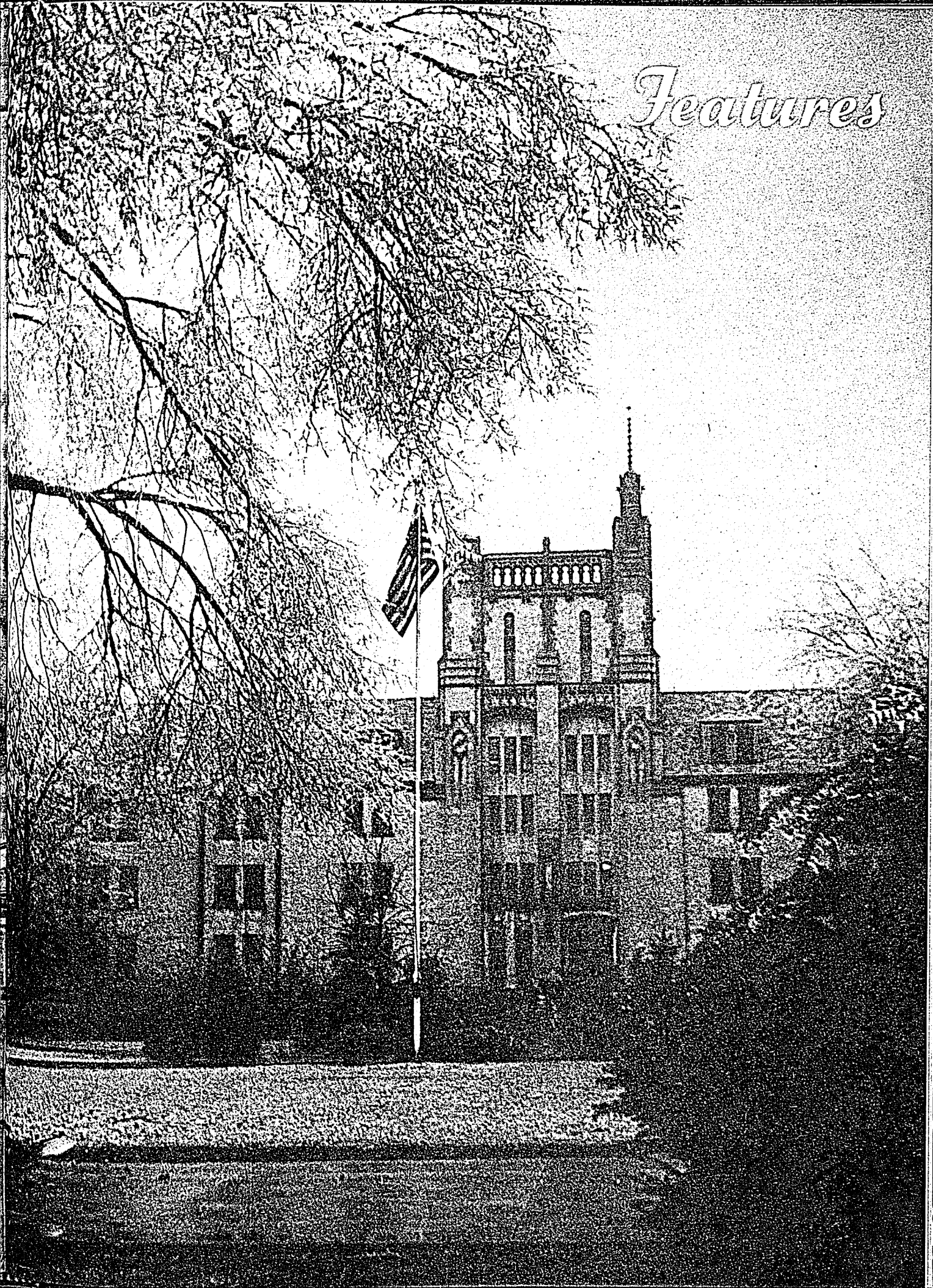


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Features



Speculation ran high and scuttlebutt flew thick and fast as the fifth class of Notre Dame Midshipmen School began to assemble during the first week of February.

The new class was to be the largest yet for Notre Dame. Most of the men would be from the V-12 program, with few civilians. Forty percent would be from battle fleets asea (inside information from a Wave in the disbursing office). Practically all would be in the "general" classification and the class in its entirety would be heading for amphib, just as had 75 percent of the last class.

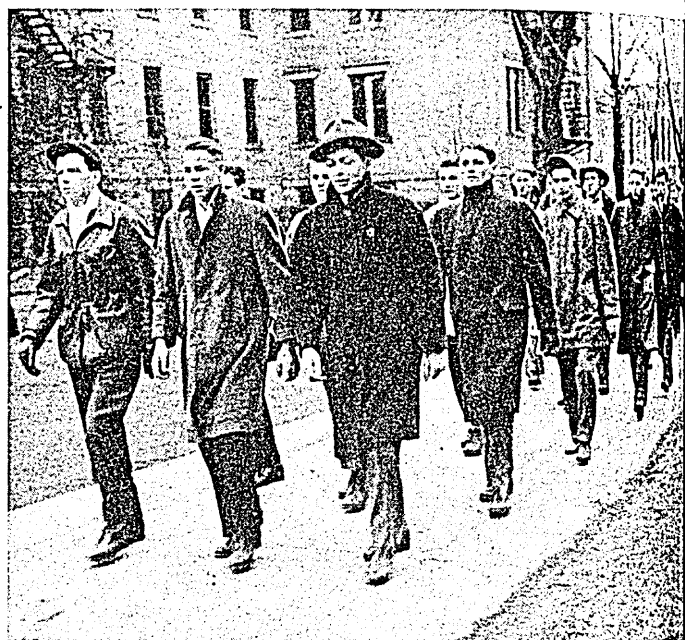
Such was the "straight dope" that the new bell-bottom acquired from the fellow ahead of him in chow line, his partner on classroom security watch and the seaman who occupied the end stool at Sweeney's bar on his first liberty.

Sun tanned "fleet" men from the South Pacific, bringing with them citations and long months of sea duty; civilians coming abruptly from a normal life, homes, wives, to a new life of regimentation and discipline; married and single, young and mature, arrived; all with one object in mind—earning a commission in the United States Naval Reserve.

From early until late the parade continued. Assignment of alphabetized billets gradually organized the melee with the "specialists" in Badin this time instead of Lyons. Confusing to the point of perplexity for the assigning officers were 13 "Smiths" on the rolls. Even the Smiths were confused.

Notre Dame stadium has seen in its history numerous spectacular phenomena, but nothing to compare with the parade that emerged from the

Embarkation



Navy storerooms on those winter mornings. Loaded to the "gunnels" with peacoats, raincoats, C.P.O. shirts, pants with those abominable 13 buttons and other miscellaneous gear the seamen staggered back to their billets to collapse in exhaustion.

Inspections were a part of the life of the seaman after a couple of weeks and continued with him throughout four months whenever weather permitted. Room inspection or personnel inspection, either could (and did) add up demerits.

The strength tests which greeted arrivals were



and Debarkation



merely a prelude to the long-to-be-remembered two hour periods which succeeded—calisthenics, road work, “butts and muzzles”, and mass swimming tests.

Watches came and watches went, but AMOD seemed to last forever to the apprentice seaman just becoming acquainted with the discipline and responsibility required in the midshipmen school.

As thorough as a Bureau of Vital Statistics report were some of the questionnaire forms Notre Dame midshipmen filled out. Some were complete to the

point of revealing skeletons in the family closet. Others were personifications of brevity.

But regardless of the length they had one common theme, a flair for the absurd. Credulity may be the downfall of the *Capstan*, but according to its Questionnaire staff, Notre Dame had among its midshipmen some personages of no little distinction.

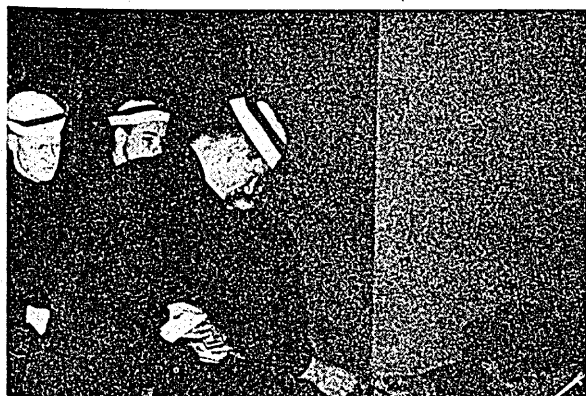
And that first personnel inspection! Rigid arms, apprehensive faces, last minute flecking of imaginary bits of lint, quick rubbing of already gleaming shoes on the back of well-brushed trouser legs.

After five days of intense study, continuous pressure, the ever-present quickies and P-works each week, the middle began to regard liberty as a rather vital commodity. South Bend's Servicemen's Center, dances, movies, the Oliver, Sweeney's and other recreational facilities gave him the needed relaxation to return to his billet at 1800 Sunday for five more days “on the rockpile.”

Despite the assertions to the contrary, the first four weeks flew with startling speed. Then came the sleep-disturbing indoctrination finals—dots and dashes, sea frontiers, BuPers, signal flags, dog legs, danger angles, calibers, black powder, isometric view and dimensioning . . .

As any graduate would agree, his first “pay day” was a misnomer. The day was on the eve of becoming midshipmen. The amount was \$45. Ten steps beyond the paymaster's desk, deducted five dollars for laundry. A few more steps (already slower)—twenty dollars for the tailor. Insurance—\$19.50—or didn't you pay all of yours either? The net, needless to say, was negligible.

A brief, impressive ceremony in the Drill Hall at which nearly 1000 apprentice seamen became



"gentlemen by the act of Congress" climaxed the four weeks of indoctrination for Notre Dame trainees, March 4.

And March 31 rolled around—graduation day for the specialists—shiny gold braid in abundance. Proud parents and prouder sweethearts and envious looks from still struggling generals.

It was snowing again as the second class of specialists arrived—most V-12s this time, with the balance from civilian life. Seasoned generals were prolific with advice and admonitions.

Then Easter arrived. This old world was turning after all. Another week later found midshipmen cramming for mid-term exams. Only 47 more days . . . 40 more . . . 30 . . .

Anxiety arose and now the middies began to count the days, then the hours, minutes, seconds, until noon, May 31 . . . 20 days, 480 hours, 28,800

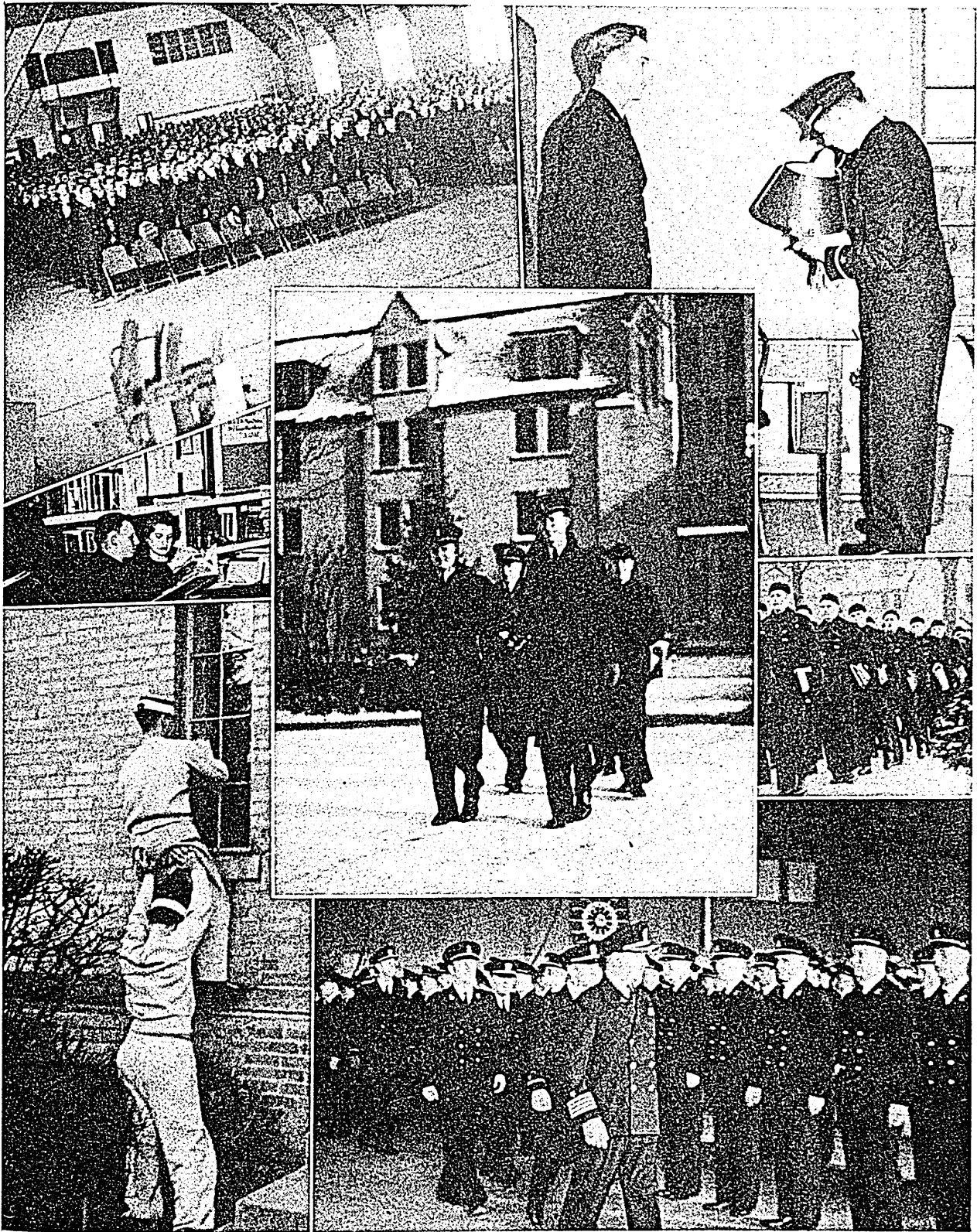
minutes, 1,728,000 seconds (59 meals) . . . oh boy, oh girl, oh happy day!

And with a rush the last 10 days arrived. More cramming for more exams and more bilgees. There were more queries brought on by the proximity of graduation. "What type of duty will we draw?" "When will our orders arrive?" "How many days leave will we get?"

Then the great day arrived. Officers' whites were donned for the graduation ceremony. Wives, sweethearts and parents arrived by the dozens. It was truly a great day for the neophyte ensign.

In four short months he had learned a lot—not so much about navigation, ordnance, seamanship and damage control perhaps, but a lot about the Navy way and naval traditions. And so another, the fifth, midshipmen class leaves Notre Dame, braid glistening and tickets in hand—with countless experiences to recall, but more to look forward to.

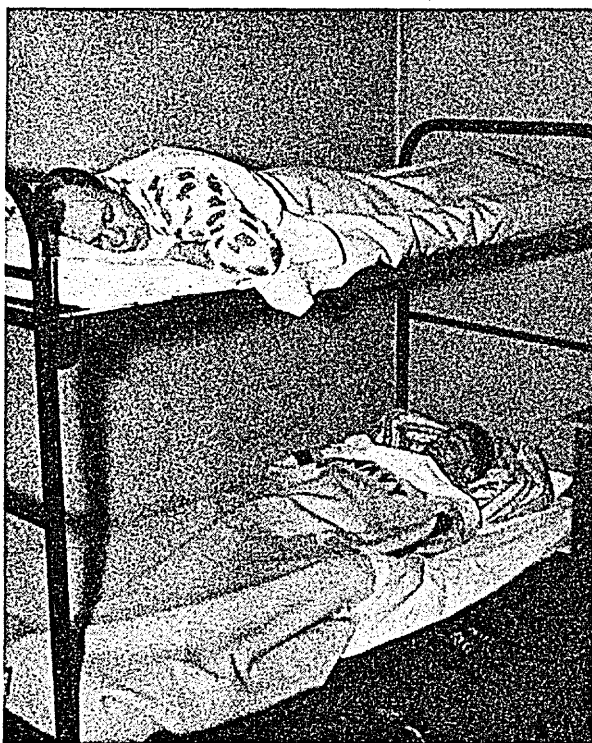




The Rough

A day was only a day back in those musty days of memory when midshipmen school was something associated only with Annapolis. After getting to USNRMS, Notre Dame, however, the middle learned just how long a day can be and just how much activity could be packed into a twenty-four hour period.

Twenty years from now he will have forgotten the monotonous grind of life as a midshipman. "Now hear this!", "Chow formation" and other familiar phrases will just be memories, but memo-



ries never to be forgotten. His life at Notre Dame was haunted by time and logs. He logged anything and everything he did. Here is one typical day that he will remember for it occurred many times during the short space of four months.

Let's see—It was something like this:

0100—Sleep sublime—Joy, Betty, the old gang, sparkling scotch and sodas . . .

0130—Uh whazzat? Go way—Okay, okay—initials? All three?

0145—Staggering around the room in complete blackness—knocking chairs over. Roommate now

wide awake and commenting bitterly on certain people and their questionable ancestry.

0202—Fifteen minutes late logging in? Sorry mate—must have overslept—All secure?

0203—Logging in as security watch. Heard scuttlebutt that a surprise night fire drill was in the offing. Madly scanned through Fire Bill. Let's see—immediate action, alarm boxes . . .

0230—All secure.

0330—Woke relieving watch, making very certain that relieving security men were awake.

0400—Finally relieved after having had to re-awaken relieving midshipman three times.

0402—Logging out for more sack time.

0403—Oblivion—nightmares of landing craft with long tentacles . . . "It's a good duty—spot promotions and rapid advancement . . ."

0600—Strange foreign noise sounding vaguely like the chimes of Hades. "Oh God, it can't be—Shut off the alarm, dear. I'll be right up."

0603—"Why no sir, no sir! You didn't think I was still in that sack? Why I was just looking for my slipper that dropped down behind the bedpost. What, sir? Name and room number . . . report? But sir, but Sir, but SIR, I was really only . . ."

0613—Insulted roommate violently for using last razor blade. Hiding it behind a dusty *Bluejackets Manual* had done no good with a roommate who



Log Book

located prized possessions with the ease of a bloodhound.

0629—Sweeping out billet, tying tie, and getting peacoat on, all in one motion.

0631—Returned to billet to locate white hat—uniform of the day having been changed without notice.

0634—Made chow lineup just in time to catch the "Regiment, Battalion, Company—Right or Left." Received long verbal lashing from company officer as a result of being late for chow for the third straight morning. With the familiar words "considah yo'self on rec-poot" still ringing in both ears, company shoved off.

0710—Having shoveled down the last of the corn flakes, made way back to billet.

0715—Uniform of the day changed to Midshipman caps with covers and rubbers-if-you-have-them, as a result of violent blizzard now blowing in from two points abaft Rockne Gym.

0718—Made beds. Dusted room, cleaned mirror and wash basin all with three swipes of roommate's wash cloth.

0735—A Mustang? TBF? Ready-now-zzzt. "All right we'll slow it down to a 75th this time to make it easy." Perforations? Where? Dauntless? Three engines? Impossible. What, fourteen wrong again? Oh well, there's no tree anyhow.

0830—The "salty" class. As usual, couldn't find pencil and missed half of daily blinker session. Didn't get second half either after locating pencil. As usual, attributed zero to poor sending.

0833—Quickie passed out.



0833½—Finished getting name and section number down.

0834—"Knock off". Oh well, there'll be a P-work Friday anyhow.

1000—Got lost in a maze of bell buoys under Golden Gate Bridge. Took a running fix on a lighthouse bearing 070 with alt. qk. fl. ev. sec. hd. rsvp pdq—which, to the nearest tenth of a mile, placed ship at the corner of Hollywood and Vine. Sensing the probability of an error in calculations, back-checking revealed apparent lighthouse was a spotlight on MGM set. Realizing the utter hopelessness of the situation, gave the order to "abandon ship" and took to the lifeboats thereby simplifying the whole situation and insuring a 4.0 for the day.

1036—Arrived back in billet to find roommate sobbing violently over a room slip containing four bright red checks. Offered consolation by reminding him that I would be free on Saturday afternoon



and would be only too glad to take care of his girl friend for him.

1050—Uniform of the day changed back to pea-coats and white hats. Sun now shining brightly with temperature around seventy.

1105—Mail call brought only the weekly Church Bulletin. Commented bitterly on the unfaithfulness of the women back home and resorted to reading roommate's daily *billet doux* over his shoulder.

1135—Racing down aft ladder after chow bell rang nearly resulted in loss of right arm in the usual mad scramble to cram three hundred midshipmen through a six foot opening. Succeeded in making formation on time despite stumbling over the broken bodies of less fortunate mates, which slowed up speed considerably.

1140—Sighted chow—downed same.

1205—General assembly called. Weekly riot act read with emphasis followed by the crushing news



that cokes will now be drunk only between 1100 and 1105 daily.

1217—"Trees" posted, but the usual gathering of straight 4.0 men about the bulletin board made them inaccessible to those vitally concerned with their contents. The four men who did not make the D. C. tree were ordered to report to the regimental office to arrange for a discussion with Einstein, Steinmetz and John Kieran.

1219—Uniform of the day changed to raincoats because of sudden downpour of Indiana "dew" in king-sized drops.

1220—Fell out for "muscle drill." Failed in weekly effort to get excused from athletics because of dangerous ingrown toenail.

1225—"Next exercise done in 38 counts. Bend down, touching left ear lobe to the deck, grabbing

right leg with left arm—Beee-gin—Rock it . . . Butts, muzzles, butts, muzzles, mutts, buzzles, utts . . . and again . . ." "But, really Chief, I wasn't resting. You mean I have to do fifteen extra minutes of pushups? Oh, my poor back!"

1330—Passed out in middle of 135th pushup. It took two midshipmen to drag remains of bruised and beaten body back to billet.

1420—Body just about recovered its natural form.

1422—Mate piped that company would fall out for swimming at 1440. Suffered an immediate relapse, but managed to crawl out of sack in time to get to formation.

1450—Decided water polo was much too strenuous a game and acquired a convenient cramp in right leg. Act proved realistic enough to merit a rescue by a pool guard. The game looked much more entertaining from the safety of a wall bench and, in the sadistic delight of watching other midshipmen getting half drowned, the cramp was forgotten.

1600—Afternoon mail call brought a letter. The excitement over such an unusual event was short lived when letter turned out to be a sweet letter from Alma Mater seeking funds from its alumni for a new dining hall. Cursed all alumni associations bitterly and carefully tossed letter into waste basket.

1620—Logged out for weekly scalping at the barber shop.



1627-1-5—Haircut finished, thereby slashing old world's record for haircutting speed by fully 3-5 of a second.

1700—Special liberty declared until 0100 followed by general shouts of joy and several caustic comments by bitter men who were on the evening's watch bill.

1705—Had shower over, dress blues on and hair combed. All set for a big night.

1710—Called Sally at S. B. 3-0837 and arranged to meet her at the Oliver in a half hour.

1740—Should have been at the Oliver, but somehow found self in Sweeney's wrapped around Drewry's finest.

1800—Proposed a final toast to all amphib men before leaving to meet Sally.

1830—Draped around generous civilian buying Canadian Club for friend and self. Was glad that Sally was an understanding girl who wouldn't mind waiting a little longer.

1900—Hitting on all fours on third chorus of *Mairzy Doats*. Beginning to fear Sally will not be happy, but went on to fourth verse anyhow.

2100—Got into a highly intellectual discussion about Chaplin vs. Flynn. Now changed over to "boilermakers" being donated by a gorgeous "Studebaker" blonde. Sally now only a memory.

2200—Sally entered bar along with roommate. Cursed the fickleness of womankind, and resolved to tell off roommate upon returning to school.

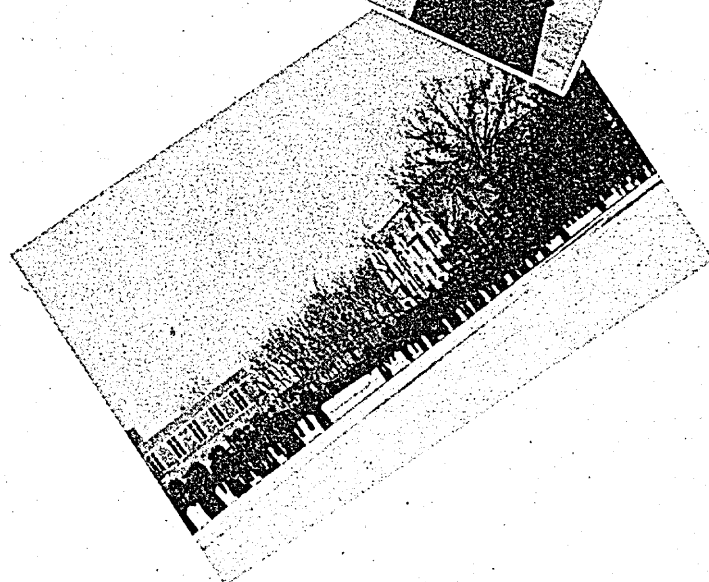
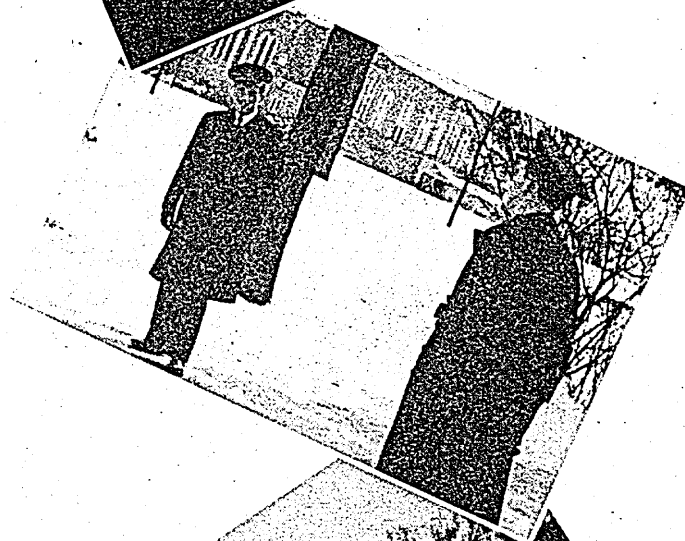
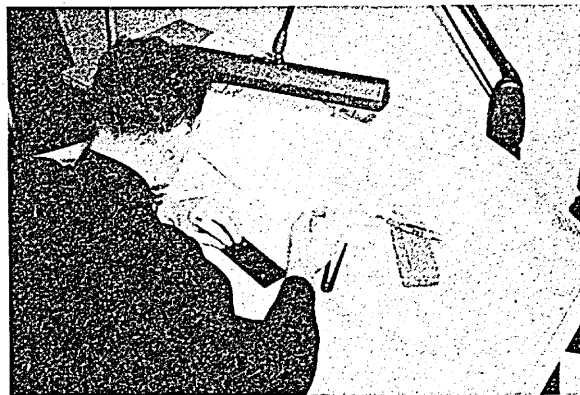
2300—War being rapidly forgotten as evening began to mellow into perfection.

2400—All the world is rosy and serene. Malice toward even worst enemy and roommate gone.

0040—Just got one foot on last bus running board before it pulled out. Had considerable difficulty in getting token into coin slot. This was of course due to unusually bumpy road.

0059½—Logged in with the Quartermaster with the usual fraction of a minute to spare.

0100—Oh, that wonderful, wonderful sack. Back to Joy and Betty and the old days and . . .



No part of a midshipman's life at Notre Dame will be remembered more vividly from his four months under the Golden Dome than the athletic program.

Moans and groans greeted the announcement in February by Lt. A. P. Brown, Athletic Officer, that "We have a tough physical conditioning program here at Notre Dame. We'll make you work off those excess pounds."

But four months later, after being commissioned ensigns in the United States Naval Reserve, men recall the strength tests, push-ups, squat-thrusts, "double time" and sundry other tortures devised by the "muscle" chiefs with pleasure. Physical fitness took on an added significance in the life of midshipmen with a report from Lt. Comdr. Louis B. Benjamin (MC) USNR, recently returned from duty in the South Pacific where he went ashore with the first wave of Marines at Guadalcanal. Lt. Comdr. Benjamin wrote, "Officers and men who would better serve your country at home and on foreign soil, prepare yourselves to be physically able to do so. Regardless of the hardships involved, the end justifies the means."

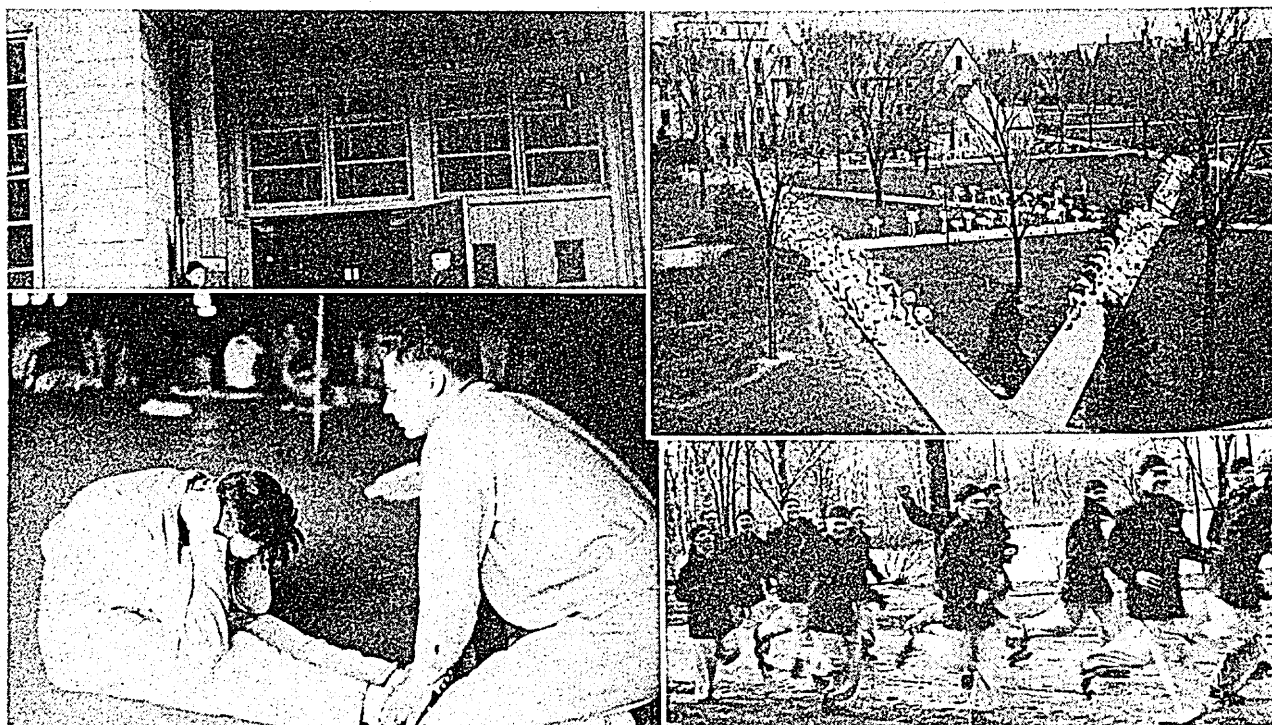
To make the job of physical conditioning as interesting as possible, Lt. Brown and his assistants

Double Time

added to the basic exercises of calisthenics and road work such sports as softball, touch football, soccer, volleyball, boxing, swimming and a never-to-be-forgotten obstacle course.

The program, beginning in February, was limited to indoor calisthenics and road work due to inclement weather. And those first few days were the toughest, as any middle will vow. But relief came from liniment, the arnica bottle, and an occasional visit to Sweeney's Shamrock.

A brisk run from parade formation to the drill hall began each athletic period. In the drill hall calisthenics began with the familiar jumping jack, continuing through the various blood, sweat, and tear stages with push-ups, sit-ups, squat thrusts, four-forties, wood-choppers and any other muscle building ordeals the chief specialists might devise. Consider the plight of the poor little five-foot-six middle who invariably found himself squared off with the Man Mountain Dean of Notre Dame for the wrestling periods which always followed.



... March

If the hapless seaman had reserved enough strength to lift his weary bones from the deck at the end of calisthenics period he found himself hurried out for roadwork trying to keep up with a double-timing column led by a P-38 with jet propulsion.

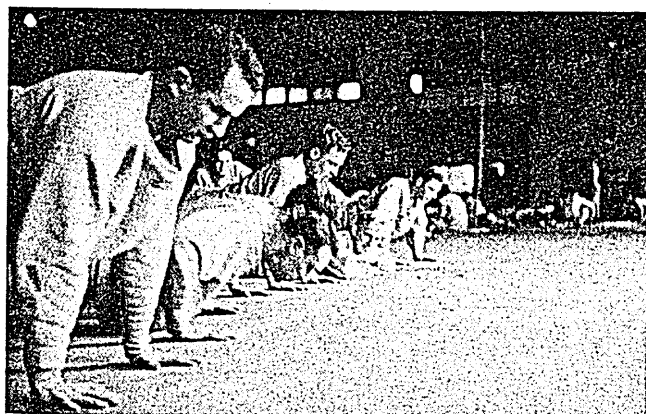
Warmer weather brought games to the athletic program, and football, softball, soccer and volleyball were entered into with such vigor that a swing shift of pharmacists mates was required in sick bay. With spring came early morning calisthenics. At 0540 the reveille bell jarred midshipmen out of warm bunks.

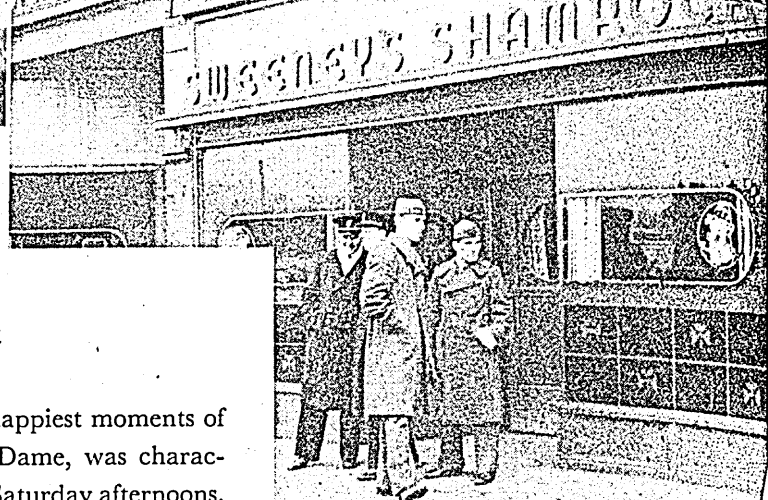
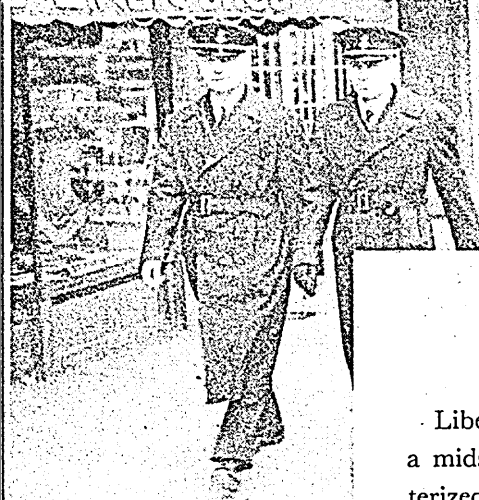
Swimming came in for emphasis in the physical training of Notre Dame men. Abandon ship drill, fire fighting, swimming with rifles, disrobing in water, and safety precautions were included in the regular one-two-three-kick instruction for the side stroke, back stroke and drawl. Sub squads were formed for the non-swimmers.

The obstacle course provided an interesting method of combining skill and strength. Constructed with ropes, walls, ditches, logs and stumps, hills and inclines, twisting trails and straight-aways, the obstacle course brought into play every part of a midshipman's physique in crossing it.

Competition among battalions and smaller units developed an *esprit de corps* which introduced a keen rivalry into the sports program. Each unit attempted to outdo the next with every participation from rifle drills to strength tests. The second set of tests given at the end of the training program indicated a distinct improvement in the strength and stamina of the graduating midshipmen.

As the newly commissioned fifth midshipman class of Notre Dame takes its place in the ranks of fighting men on world-wide battle fronts, it can do so with confidence in its ability to meet all emergencies. To the officers and physical instructors of Notre Dame go the thanks of 1200 naval officers who have received the physical development necessary "to meet the enemy and to destroy him wherever he may be found."





Liberty

Liberty time, probably the happiest moments of a midshipman's life at Notre Dame, was characterized by a general exodus on Saturday afternoons. The fortunate midshipmen, not fettered by watches, trees and work squads, jammed South Bend buses for liberty and shore leave.

To the Service Men's Center, Sweeney's Shamrock, the Oliver Hotel and other spots they flocked—wherever individual fancies dictated. The results were the same—twenty-two hours of precious time rationed carefully over Saturday and Sunday.

Liberty meant a chance to relax and find those "extra" things which Notre Dame could not offer—whether it be a steak with french fries, one of the local movies, or a blonde in Mishawaka.

Hub of the midshipman's world in South Bend was the Service Men's Center. Free eats, pretty girls, dancing, radio shows, ping pong, billiards, typewriters, books, and music—anything from Bach to the swing of boogie and blues on the deep bellum side—were attractions for the excitement-seeking midshipman.

By way of reminiscing, the midshipmen will remember that first liberty in dress blues (after three Saturdays in watch caps), the mad rush for the last bus to Notre Dame Saturday night, the plaintive calls for cabs at 0050 Sunday morning, and the unprecedented popularity of shipmates with families in Chicago as soon as shore leaves were permitted.

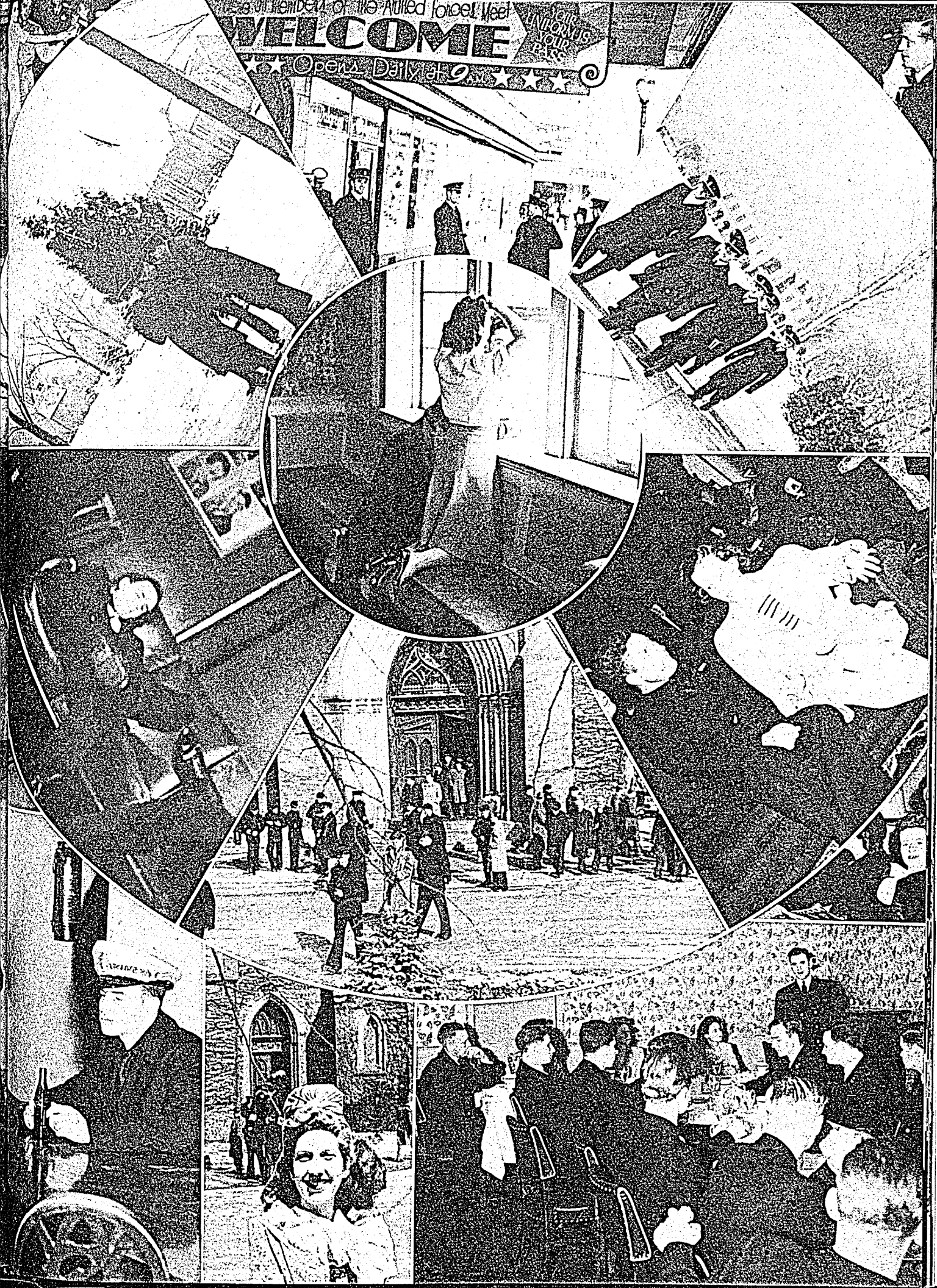


9. All Members of the Armed Forces Meet

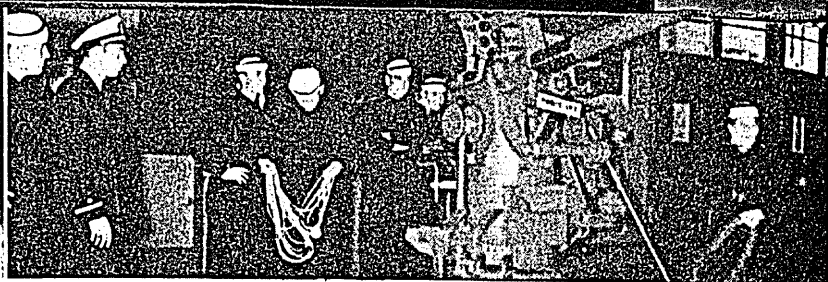
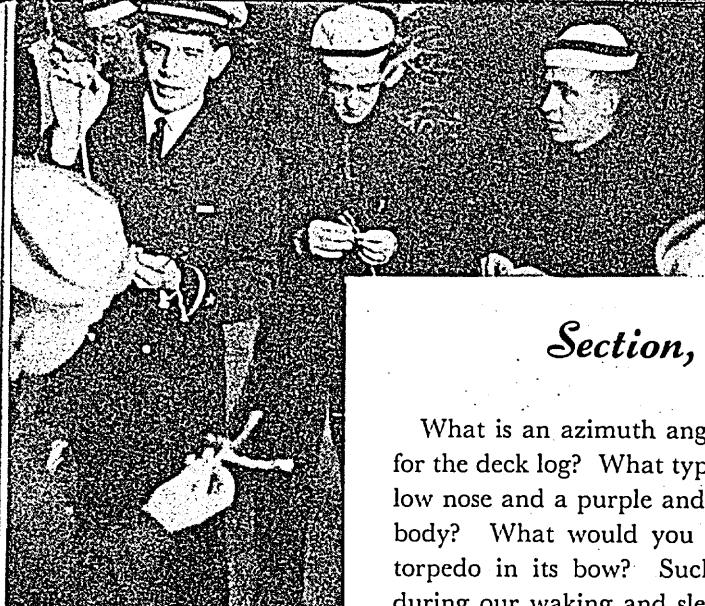
WELCOME

★★★ Opens Daily at 9

YOUR
UNIFORM IS
YOUR
PASS



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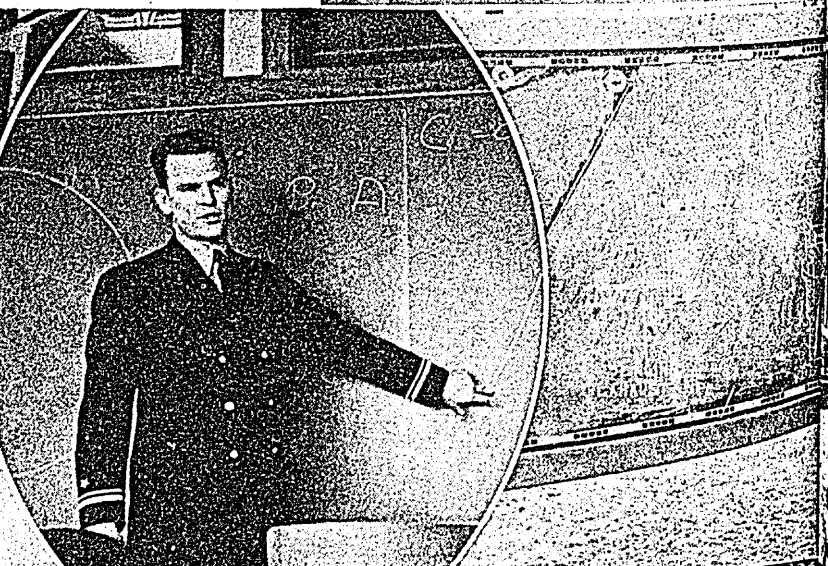
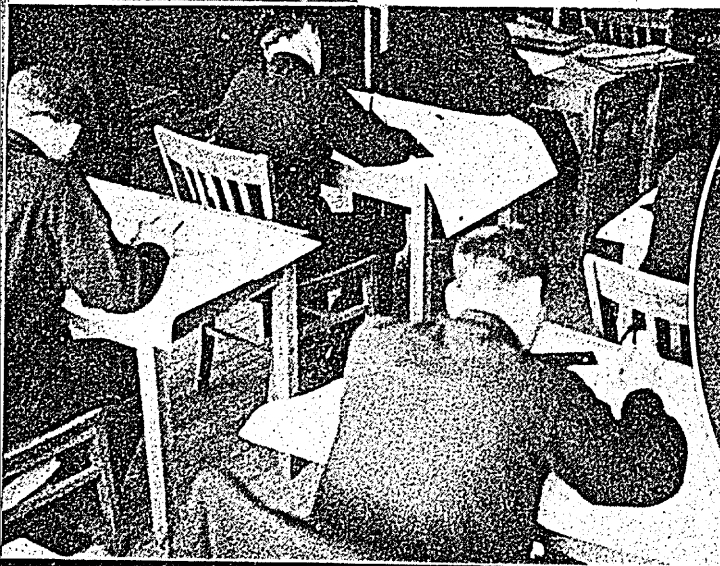
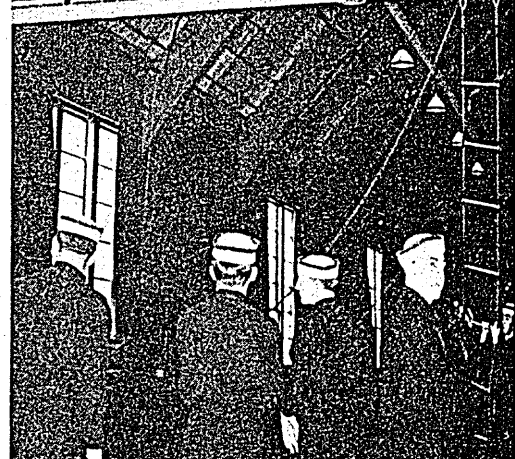
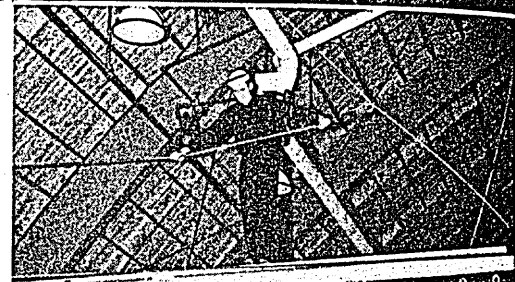
Section, Seats!

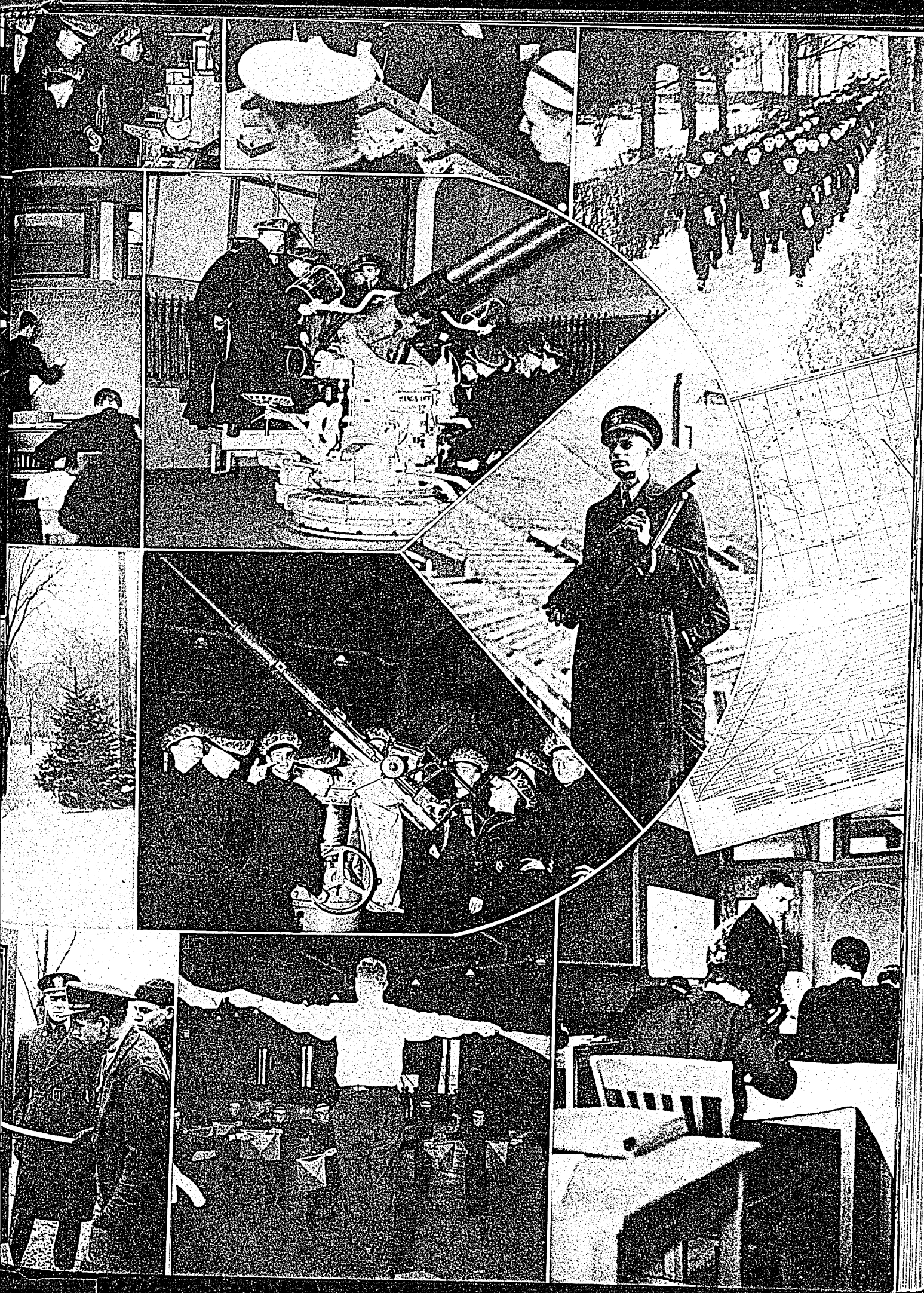
What is an azimuth angle? Who is responsible for the deck log? What type of projectile has a yellow nose and a purple and green vertically striped body? What would you do if your LST had a torpedo in its bow? Such questions plagued us during our waking and sleeping hours.

To supplement our classroom periods, there were drills. In ordnance we acquired first hand knowledge of the intricacies of the 20mm, 5 inch - 38, mines, and torpedoes. In six easy lessons our seamanship drills taught us how to splice a line, heave a line, walk a boom, moor a ship, and send and receive semaphore. "Shooting the sun" became less of a mystery when we were introduced to the sextant during a navigation drill. And a damage control drill provided us with the proper technique for handling a hose.

Countless hours were spent in plotting running fixes and learning the 999,999 duties of a watch officer. Many more hours were consumed working ballistics problems only to find that the problem which took us a half hour to work out is done instantaneously by machines aboard ship. We will also remember the tons of fuel oil we shifted to balance our ship in damage control.

Many times we were fully convinced that the sole purpose of the Academic Department was to convert us to walking encyclopedias. Their success will be measured by our record as Ensigns, USNR.





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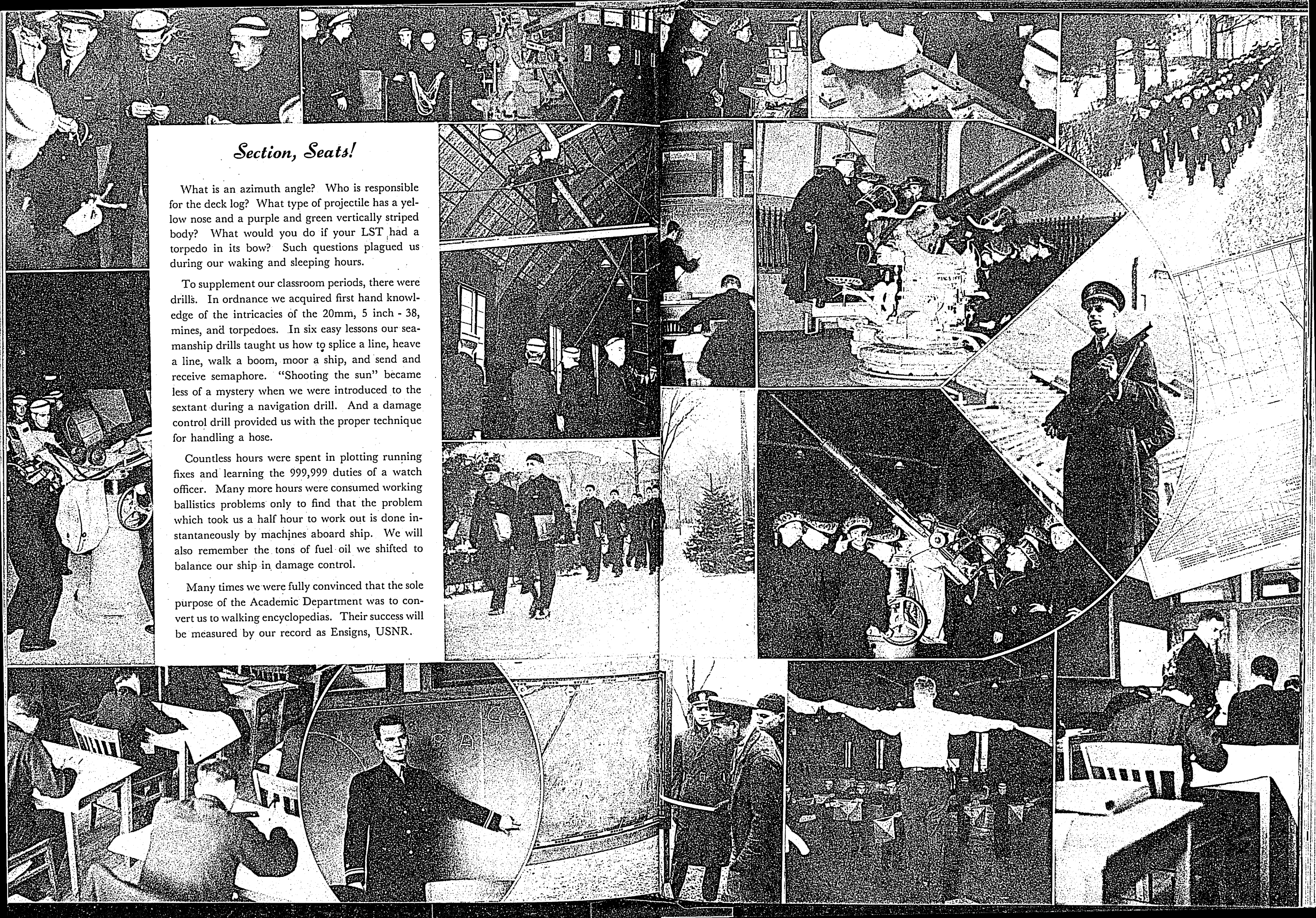
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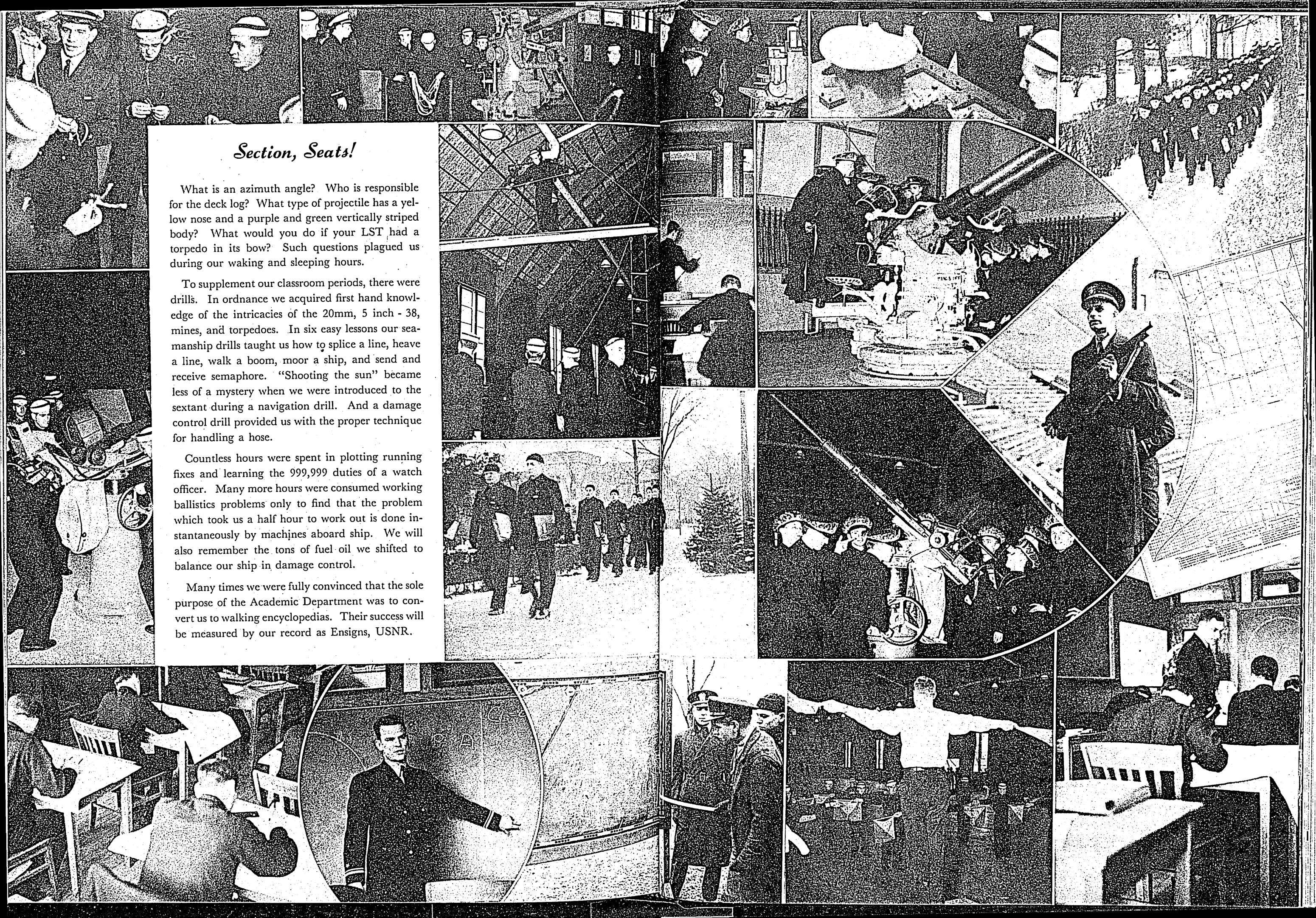
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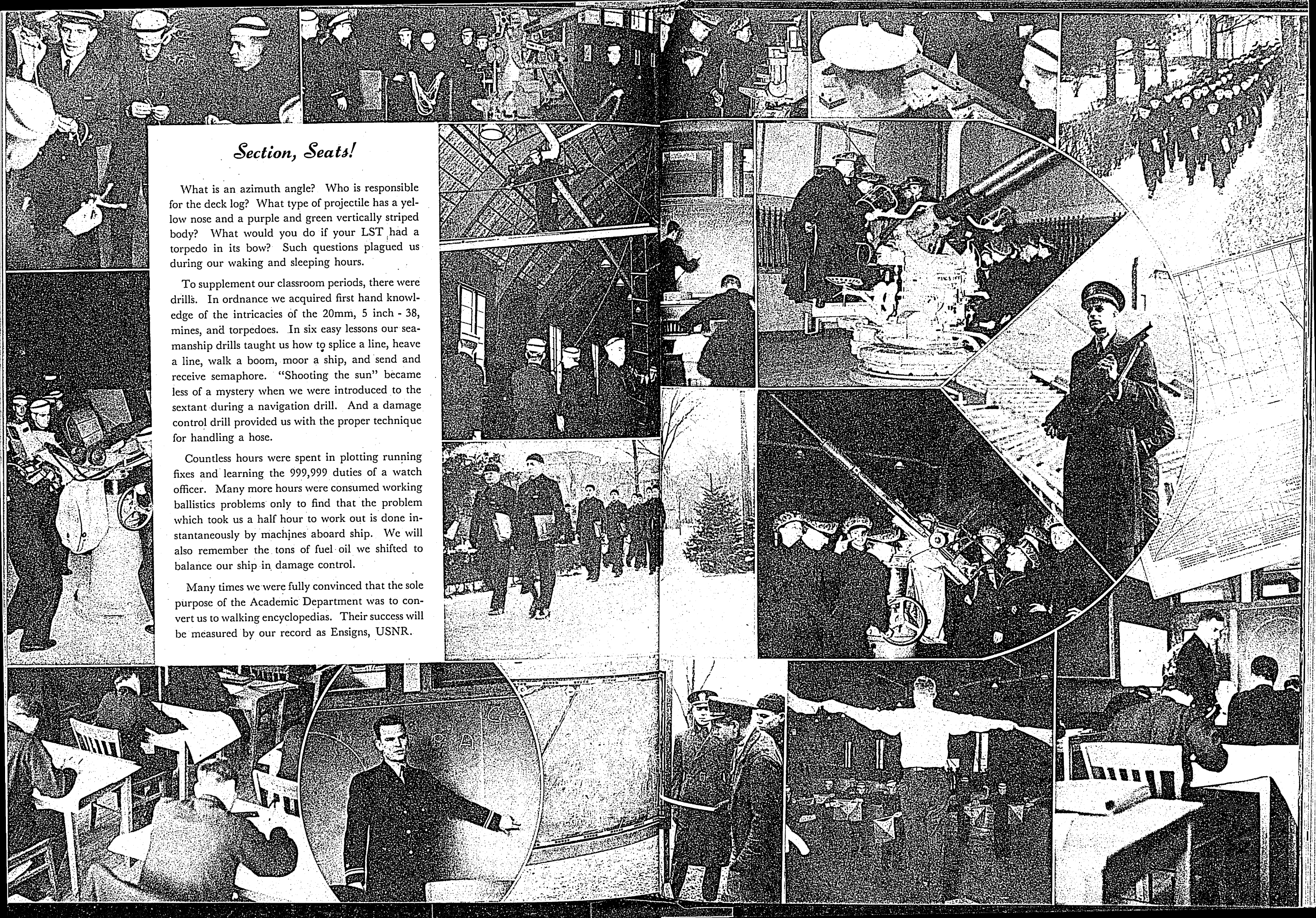
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BARBER
SHOP

Hurry and Wait

Strange was the new world that awaited the seaman as he doffed his casual tweeds and sport shirt upon arriving at Notre Dame Midshipman's School.

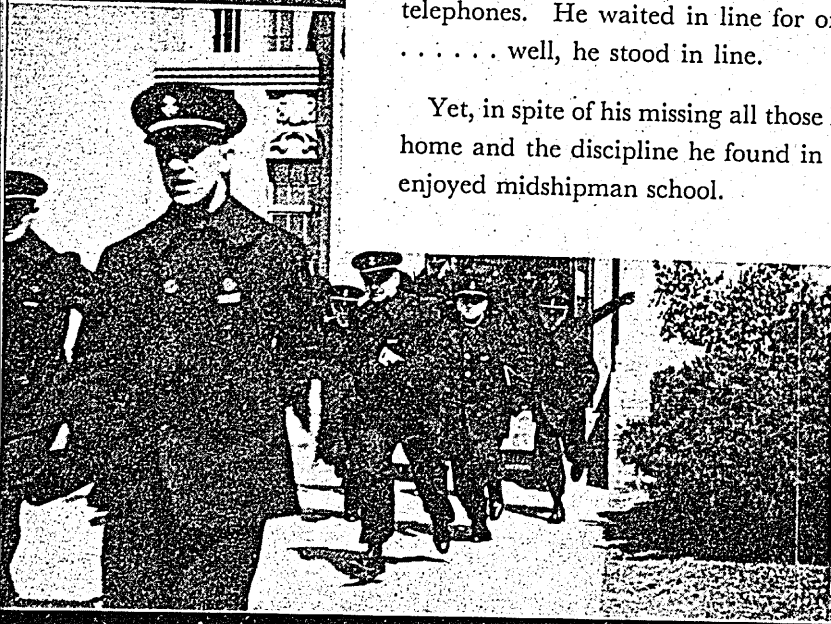
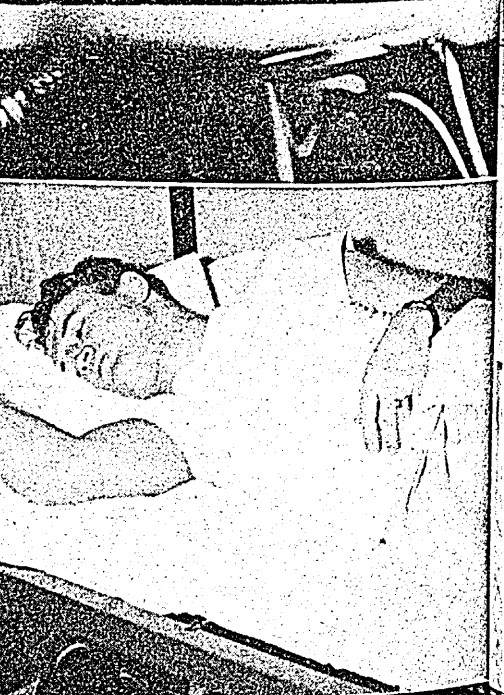
His dormitory was a ship—the U.S.S. Morrissey, the U.S.S. Howard, the U.S.S. Badin or the U.S.S. Lyons. His room was a billet. The floor was a deck. The walls were bulkheads. The halls were passageways. And the head—well, it was not what he thought it was.

For the next four months his life was a maze of "On the double", "up the ladder", "off the record", and "by the numbers".

Although he found himself constantly on the "rock-pile", seldom was the time he failed to lay aside his fire control problem to join a good "bull session." With no OOD around to interrupt their conversation, there was always some fresh scuttlebutt, or women, or politics, or women, or sports, or women, or Flynn vs. Chaplin, or some other such esoteric subject into which midshipmen might delve with all the flower of wit and repartee.

Waiting seemed to constitute a big part of the middle's new-found "domestic" life. He waited in line for shots. He waited in line for one of the two showers. He waited in line for one of the two telephones. He waited in line for one of the two well, he stood in line.

Yet, in spite of his missing all those little extras of home and the discipline he found in the Navy, he enjoyed midshipman school.





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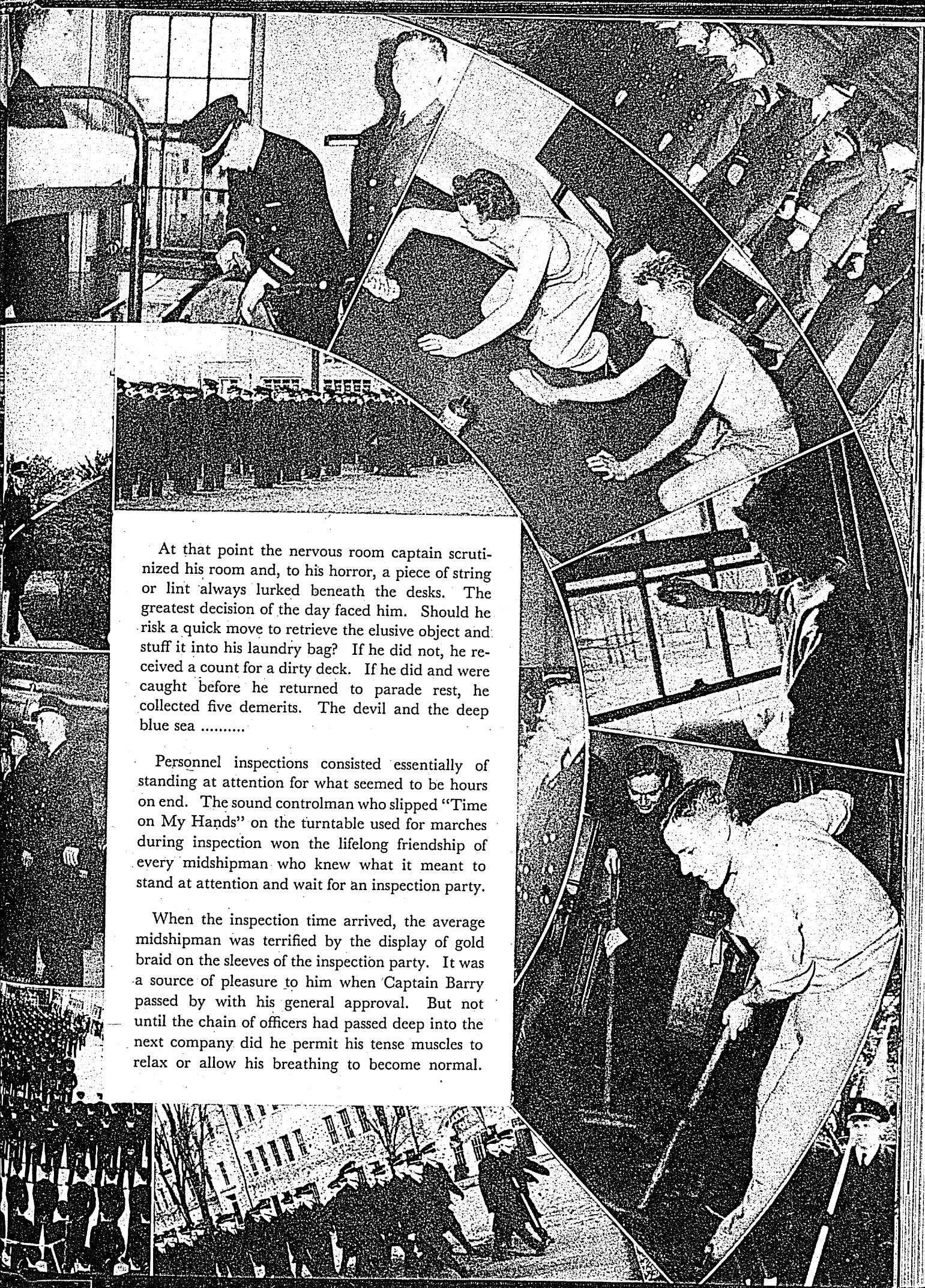
Field Day and . . .

To midshipmen at Notre Dame, Saturday mornings meant little other than inspections—room and personnel. At 1630 on Friday afternoons “field day” received the midshipmen’s utmost attention in preparation for inspection the following morning.

Every microscopic speck of dirt was swabbed from the deck, the furniture was polished to a glossy sheen, windows were cleaned to spotless perfection and beds were made with 45-degree “hospital corners”, carefully eliminating those omnipresent “Irish pennants.”

On Saturday mornings there was little time in which to check the room for lint on the deck or dust above the door. In less time than it took a navigation instructor to say “quickie” the MOD would pipe at the top of his voice, “Inspecting party is aboard. All hands stand by.”

The room captain took his place near the door and listened for the approach of the inspection party. Their voices could be heard the entire length of the passageway and it seemed as if the officers had found demeritable flaws in every room.



At that point the nervous room captain scrutinized his room and, to his horror, a piece of string or lint always lurked beneath the desks. The greatest decision of the day faced him. Should he risk a quick move to retrieve the elusive object and stuff it into his laundry bag? If he did not, he received a count for a dirty deck. If he did and were caught before he returned to parade rest, he collected five demerits. The devil and the deep blue sea

Personnel inspections consisted essentially of standing at attention for what seemed to be hours on end. The sound controlman who slipped "Time on My Hands" on the turntable used for marches during inspection won the lifelong friendship of every midshipman who knew what it meant to stand at attention and wait for an inspection party.

When the inspection time arrived, the average midshipman was terrified by the display of gold braid on the sleeves of the inspection party. It was a source of pleasure to him when Captain Barry passed by with his general approval. But not until the chain of officers had passed deep into the next company did he permit his tense muscles to relax or allow his breathing to become normal.



At Ease

Another phase of midshipman life was executive drill. Most of us had never marched before and it was a ragged column during that first formation and many others spent in mastering the perfections of column and flank movements.

We first started with the elementary column movements. As these were mastered, at least to the extent that we turned in the right direction at the right time, we were introduced to the intricacies of "By the right flank, march!", "Right oblique, march!", and other unknown quantities. Company commanders lost their voices in their attempt to square us fore and aft.

Ensign Clark soon became the object of envy of other, less fortunate, commanders as "The Voice", in the person of Bill Fry, took over the job of calling cadence for Company 3. It is now a matter of record that Company 4 also marched to and from the drill field to the "Reap wia lepp" of "The Voice".

The last straw was the addition of rifles to our executive drill. Many fell by the wayside as their concentration on keeping elbows in and forearms parallel to the ground kept them from responding to the order "To the rear, march!"

In the normal course of events we did learn how to march and graduation day brought the feeling that we could pass in review before Cominch himself:





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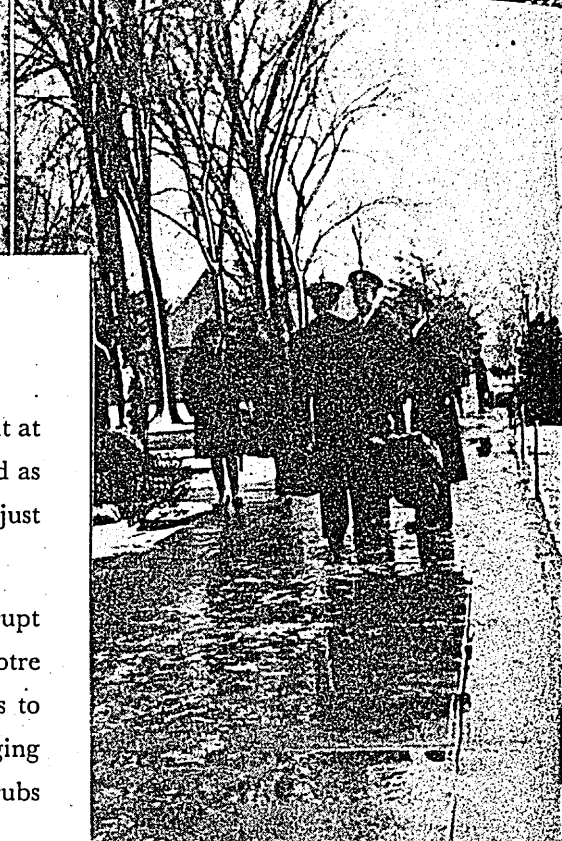
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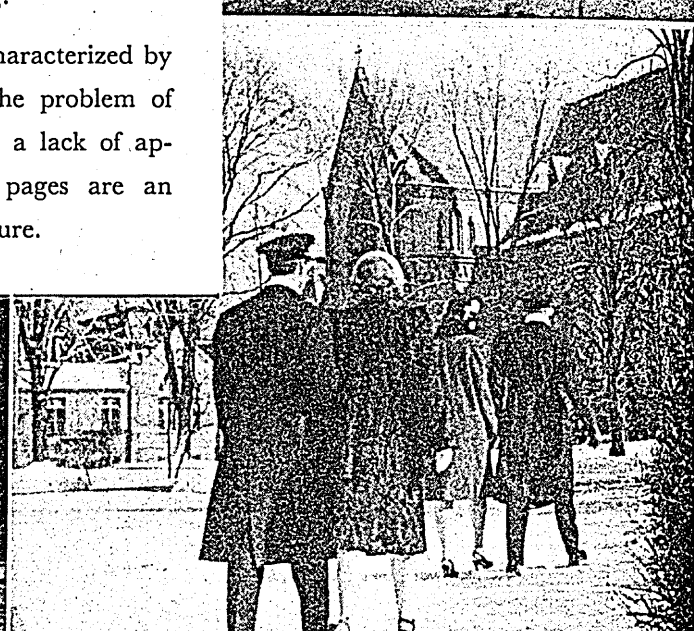
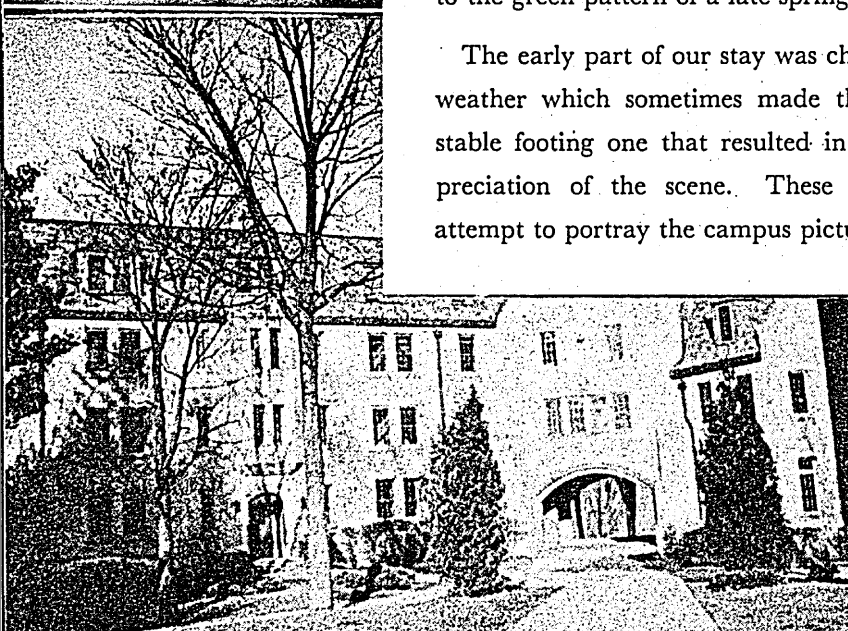


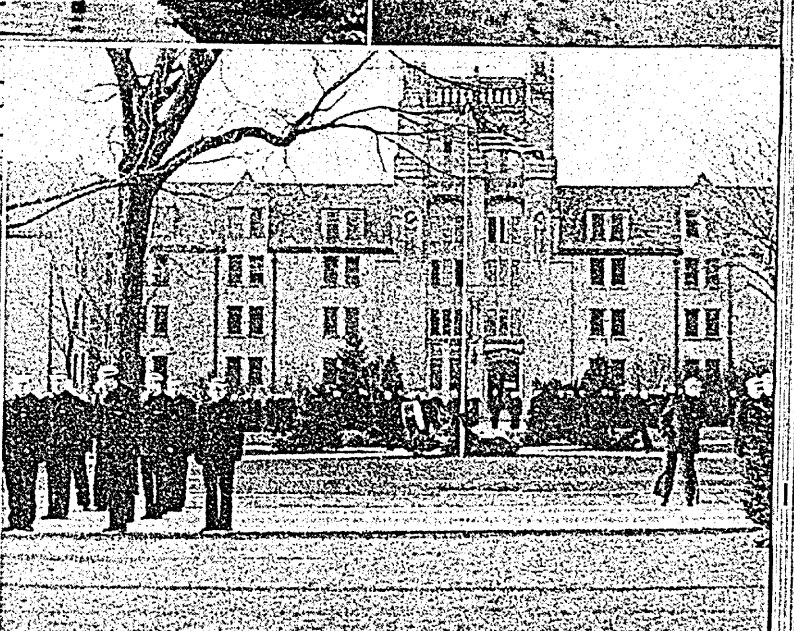
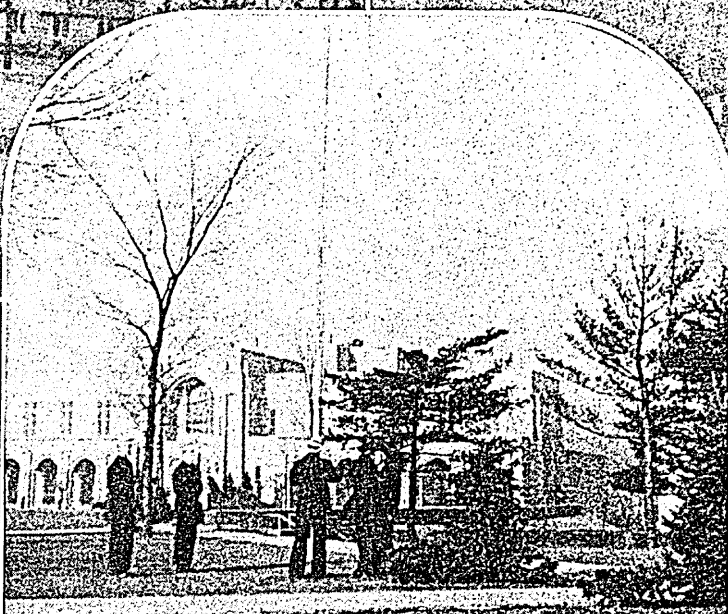
Campus Scenes

Among the memories of our four months spent at Notre Dame will be the campus scenes we faced as we marched to class, chow, the drill hall, or just marched for the sake of marching.

We will remember especially well the abrupt changes in weather peculiar only to the Notre Dame campus. The accompanying effect was to present the campus in a variety of moods ranging from a half inch layer of ice on the trees and shrubs to the green pattern of a late spring.


The early part of our stay was characterized by weather which sometimes made the problem of stable footing one that resulted in a lack of appreciation of the scene. These pages are an attempt to portray the campus picture.





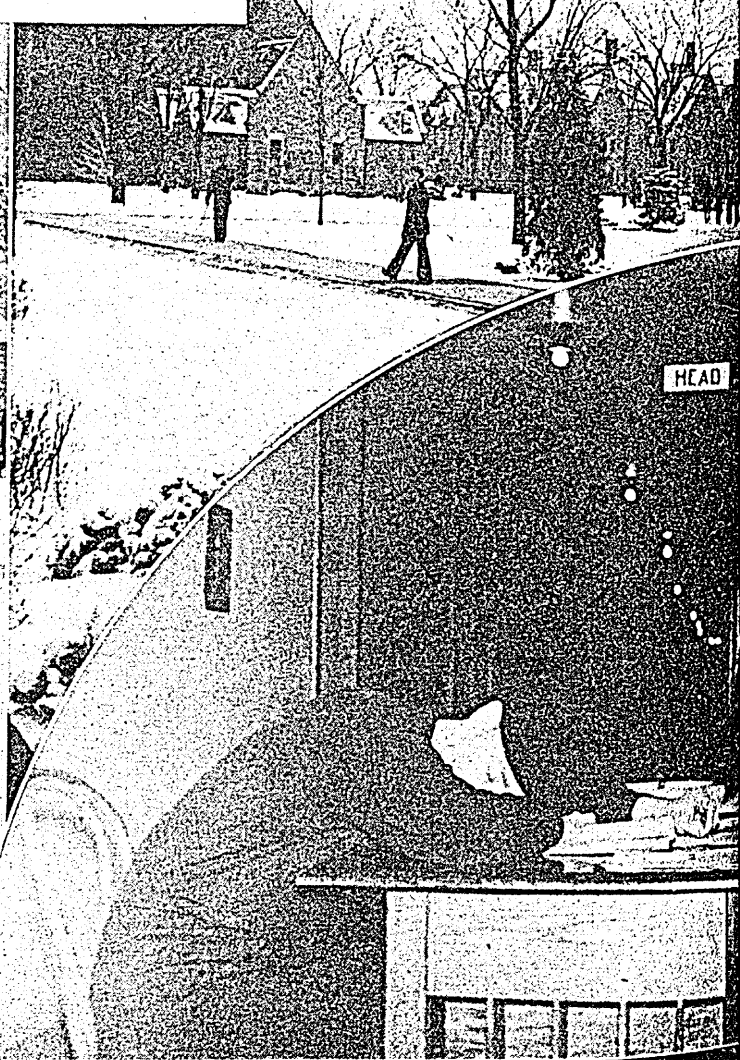


Ready for Relief



Watches formed a prominent part of the passing parade of midshipman life. 0200-0400 roving patrol, 2400-0200 classroom security, and 0400-0700 drill hall security watches produced heavy-eyed middies doing their best to keep their eyes open during that fifth period seamanship class.

The watch muster at 1930 resulted in a long line of bright shoes topped by the uniform of the day and clean shaven faces. "Ready to relieve, sir!" was followed by the relief of MOD's, AMOD's and sundry other individuals. The Fire Bill was committed to memory and the midshipmen regulations were consulted to determine what, when, where, and how. Despite the numerous rules, most of us managed to keep off the JOOD's report sheet.





Present Arms

Shots, which for the first few weeks in midshipman school made life hardly worth living on Wednesdays and often on Thursdays, came all too frequently.

Protection from tetanus, typhoid, yellow fever, small pox, and all binnacle lists was guaranteed by the weekly inoculations.

Shots provoked no end of topics for conversation. One question which never seemed to be settled was "Which is worst—the initial pain or the after effects?" The adherents of the "initial pain" theory recalled the mental anguish that preceded the ordeal. The "after effects" faction recalled agonizing push-ups on already aching arms. But on one matter both factions agreed—shots were just plain bad.

Most envied of all middies at Notre Dame on those unfortunate days were fleet men who had undergone the pains of inoculations previous to their arrival at Notre Dame. The newcomers would vow that the "salts" regarded vaccination day with a sadistic pleasure.

Even the pharmacist mates seemed to enjoy the occasion with their "See, it doesn't hurt—just don't step on the bodies on your way out!"



Service Log

This page is your log of duty. It is your job to complete this—your classbook—with a record of your stations and duty served in our Navy.

Extra Curricular





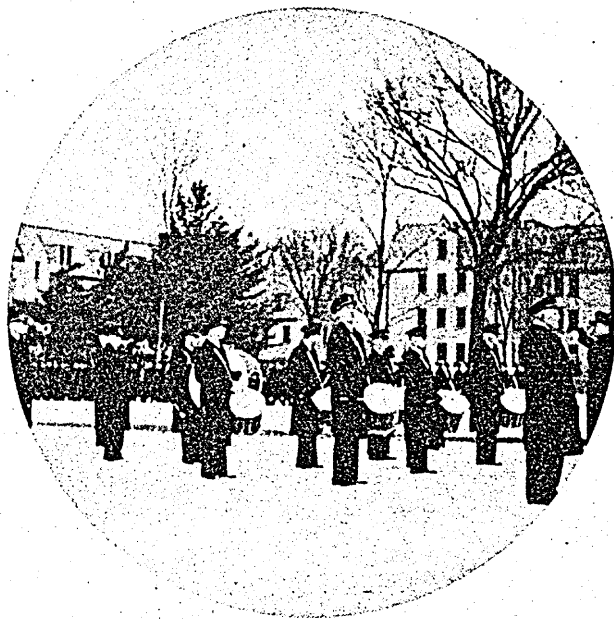


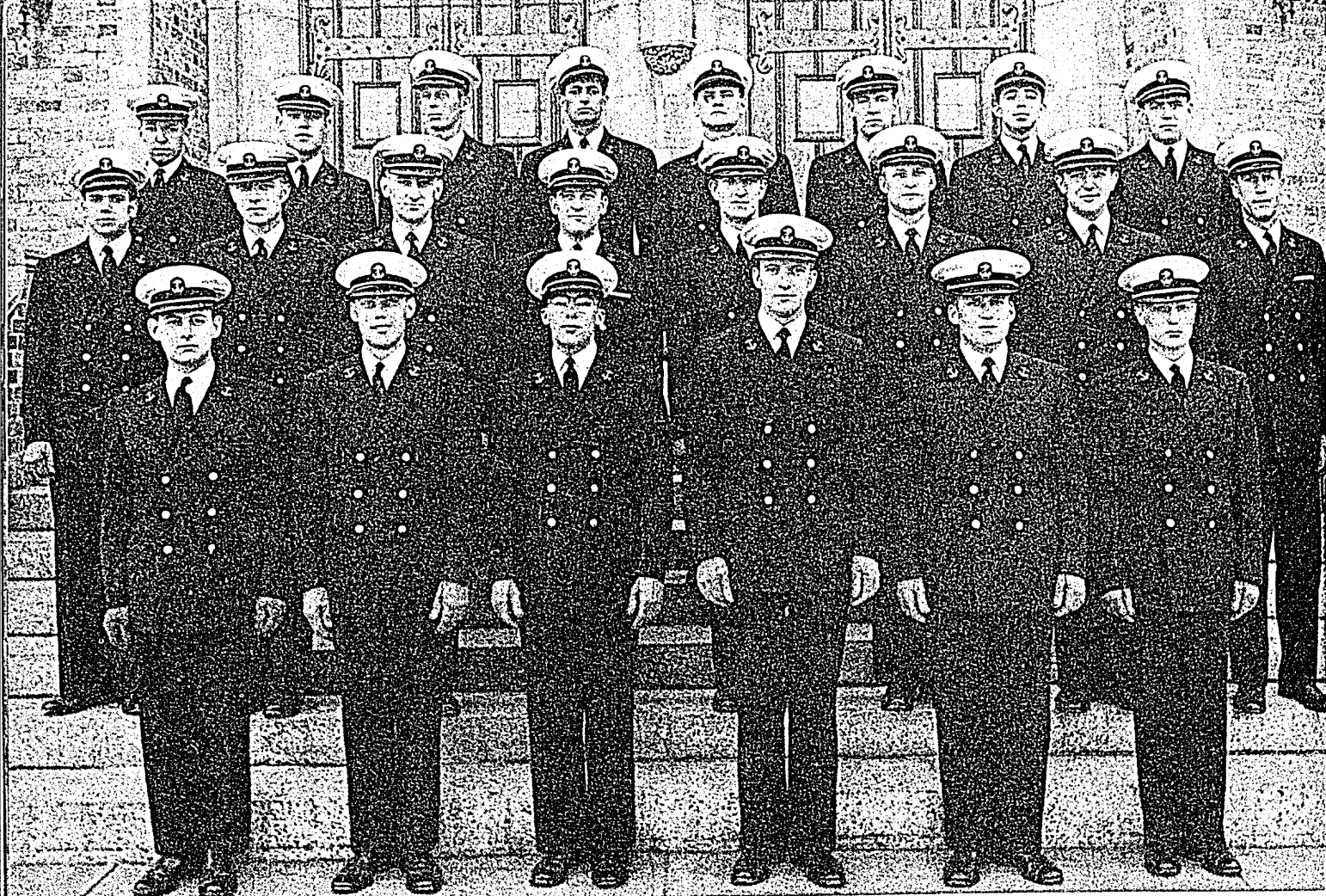
Drum and Bugle Corps

From reveille to taps, life at the Notre Dame Midshipmen's School was a round of melody and rhythm. From the time it jarred midshipmen out of their bunks until it tucked them in at 2200, at chow and other formations, the now familiar bugle was on hand. The middies marched to class and back with the drummer's ragtime, jazztime, swing, any old thing.

On the shoulders of twenty-odd midshipmen fell this responsibility. The group played for formations and each man took his turn on bugle watch or drum watch.

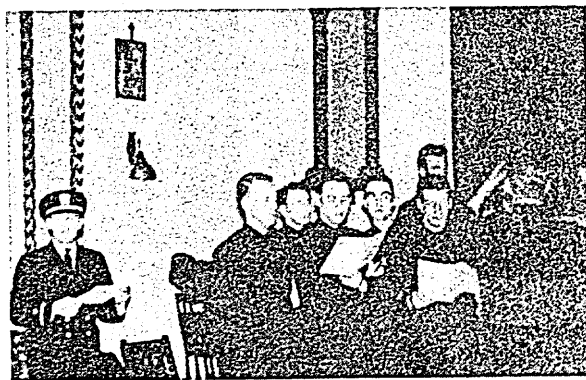
The organization was headed by Ens. Richard Tainter, a bandmaster since World War I. For the first two months, the corps was under the direction of Midshipman J. W. Farmer, a specialist. After his withdrawal the baton passed to Midshipman R. E. Boakes, general candidate, who added flash and color to the corps with his baton-twirling ability.





Midshipmen Glee Club

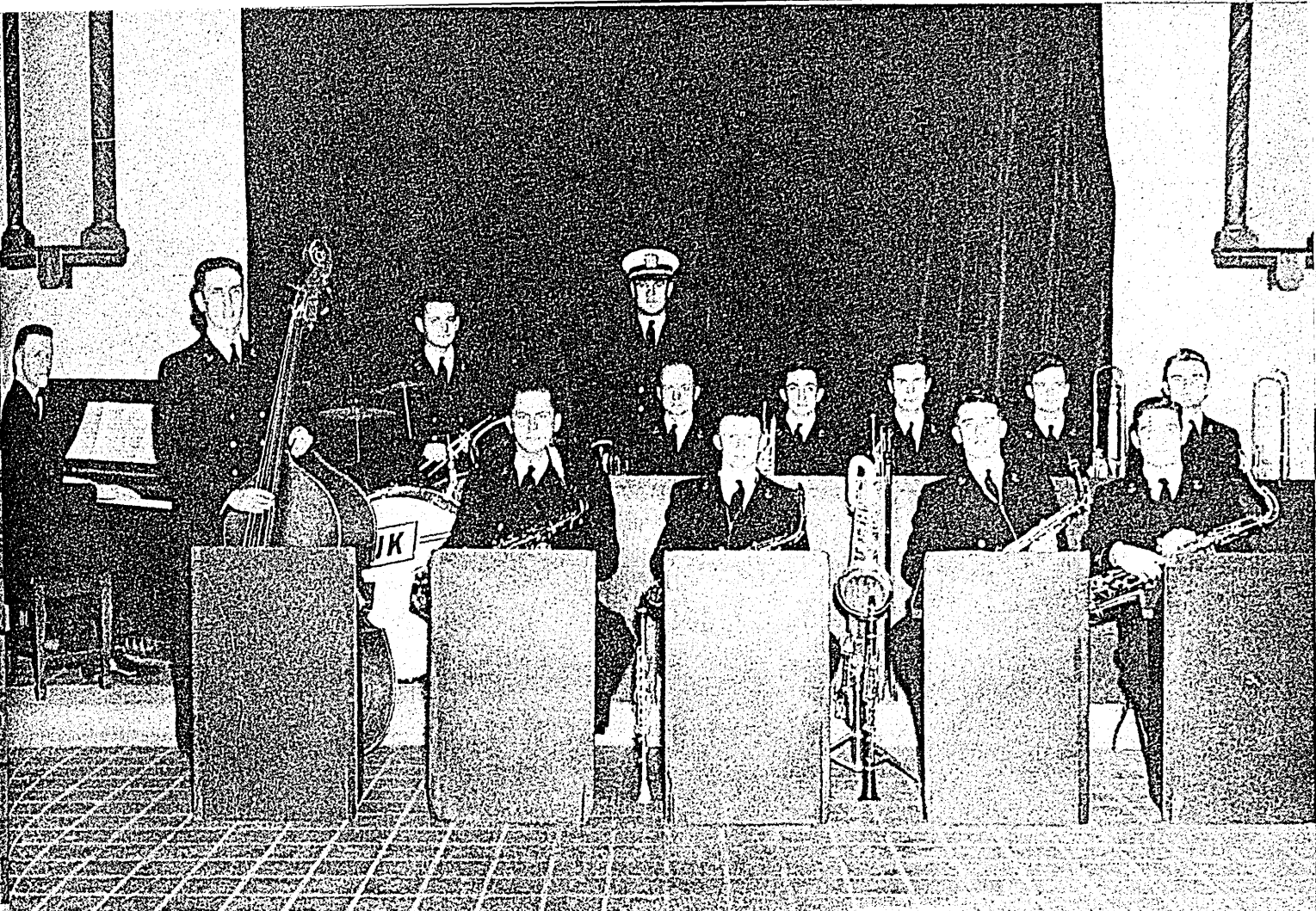
Good-will envoys of the Notre Dame Midshipmen's School were men in the Glee Club. The number of members was smaller than that of choirs of former classes. But over fifty percent of the Glee Club had three years college experience and what was lacking in numbers was compensated for in quality.



Though their fellow trainees did not see them perform until the Happy Hour, the Glee Club had been active since the beginning of the course. Every Thursday evening at 1730 they sang over Radio Station WSBT, South Bend, from the Notre Dame studio located in Washington Hall. On several occasions they sang in churches in South Bend, and many of them were members of church choirs in town.

For the first eight weeks the Glee Club was directed by Midshipman Olin Ostendorf, after which time these duties fell to Midshipman J. Holliday Veal for the second half of the training period. Midshipman Veal was student director of the Duke University Glee Club and Choir, and was active in choral work and operettas throughout his college career.

The feature soloist of the Glee Club was Midshipman Earl Dahlstrom, baritone. Accompanist duties were shared by Midshipmen Robert Rahn and Donald Irving. Midshipman Bernard C. Banks was announcer for the radio broadcasts.



Dance Band

A dance band sounds like something far removed from the world of a midshipman, but snatches of tunes emanating from Morrissey Chapel at 1730 several days each week set all the hep-cats in the vicinity in that "makes-you-wanta'-dance" mood.

The band was handicapped by a late start in organization and by lack of practice rooms. But it coordinated very quickly and functioned like a veteran organization.

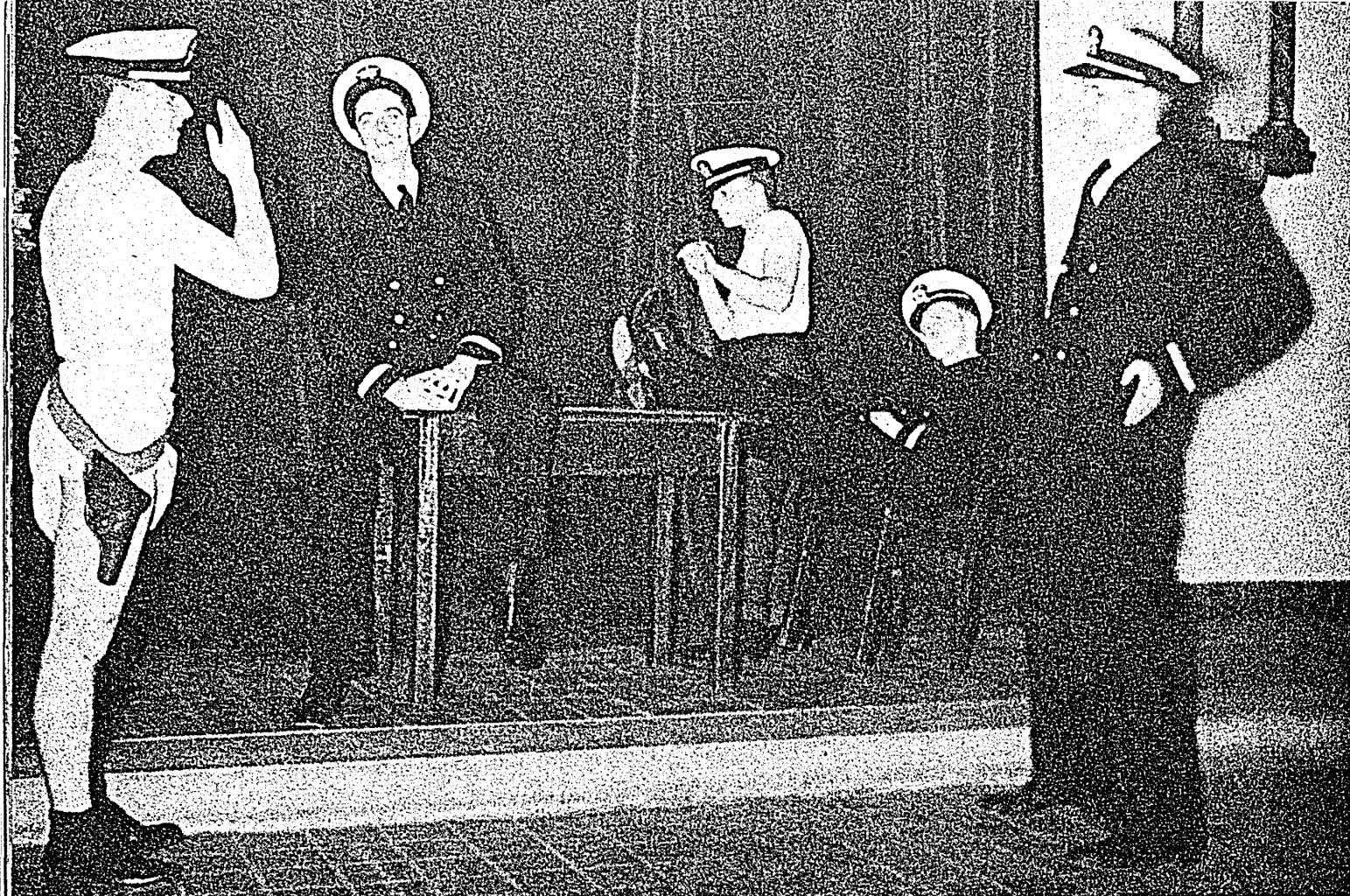
Under the direction of Ensign H. N. Duda, who also doubled on the tenor sax, the band was featured at several tea dances in the Servicemen's Center.

Station activities also found the band on hand to keep the situation strictly on the "jive" side. The band was one of the main attractions for the "Happy Hour," and played for other special programs at the Drill Hall.

The midshipmen making up the band had a collection of interesting backgrounds behind their playing. Fred Lines in the trumpet section was at

one time with Johnny Long. Ed Jordon, lead tenor sax man, is the brother of Steve Jordon of guitar-playing fame. Dick Phelan was a bugler in the Seabees before coming to Notre Dame. Midshipmen Woodworth and Stover played with Navy bands at other bases in the South and West. The band was as truly cosmopolitan as it was good.





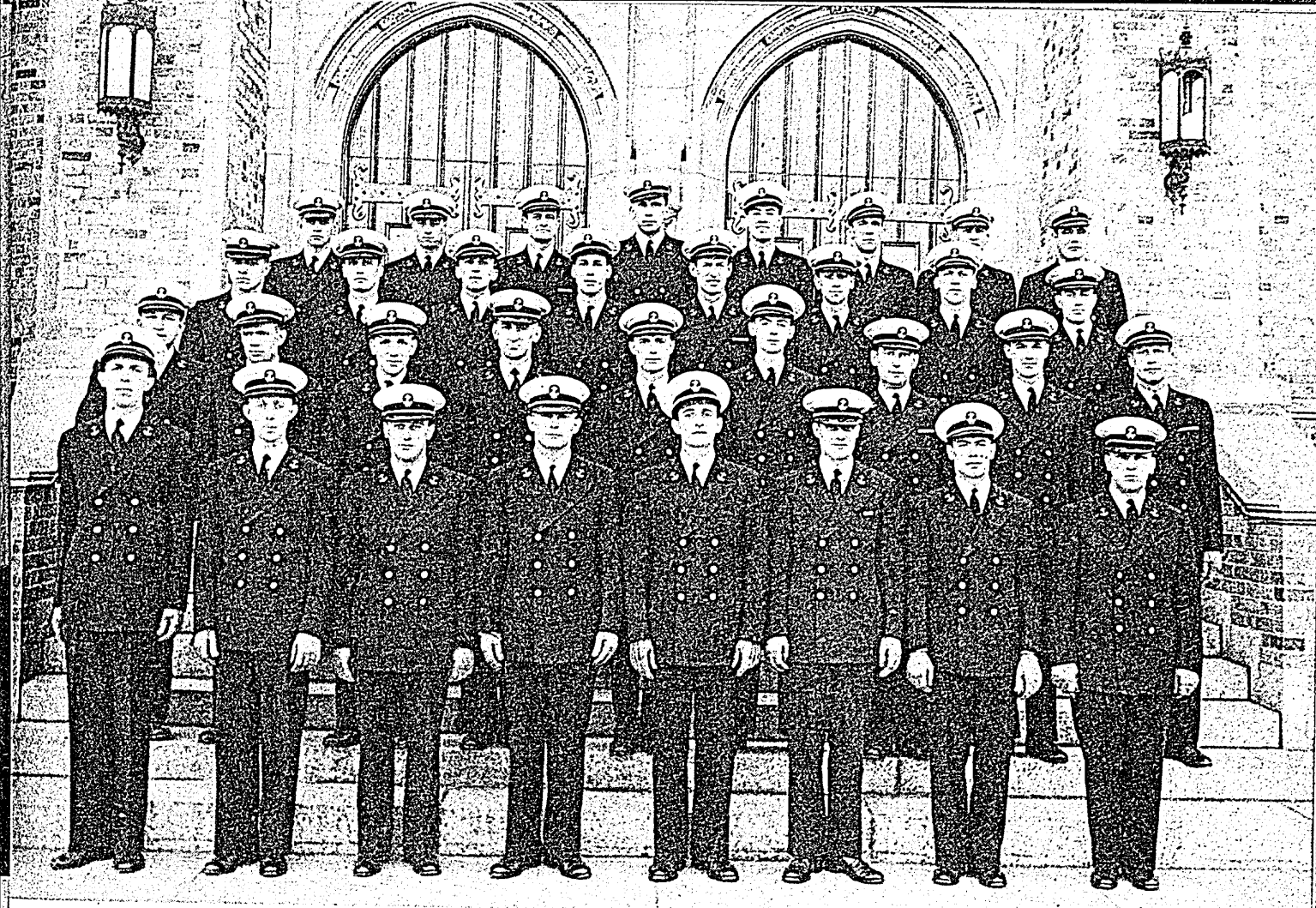
Happy Hour

A highlight of our last weeks at Notre Dame was the Happy Hour. An established program at the Midshipmen's School, it was the long-awaited chance for the midshipmen to "ride" the officer personnel.

The Happy Hour, under the guidance of Ensign H. N. Duda, consisted of skits of each battalion plus several songs by the Glee Club and the toe-tapping music of the Midshipmen's Dance Band. One of the highlights of the evening was Midshipman C. E. Pitte as Lew Lehr, the comedian, in the Second Battalion's "Ensigns are the Funniest People". The skit included a wardroom scene with Midshipman E. H. Mahoney as Ensign J. D. Wells, Midshipman G. Nye as Ensign T. A. Cooper, Mid-

shipman E. Polokoff as Ensign C. H. Flowers, Midshipman N. I. Rafferty as Ensign A. J. Higgins, and Midshipman J. J. O'Loughlin as Ensign W. J. "Kid" Patton.

The First Battalion skit presented take-offs on the classwork—with a 15-second quiz conducted by Midshipman J. Athy, the manual of arms, and the discipline of Lt. J. R. Grandfield as portrayed by Midshipman J. B. Applebome. And the Third Battalion took care of their share of the program with Midshipman F. M. Treacy, as a singing commentator, introducing portrayals of Lt. A. C. Pence (Midshipman W. M. M. Thompson), Ensign S. W. Rider (Midshipman E. S. Small), and Ensign S. R. Mosher (Midshipman C. P. Swan).



The Capstan

"Deadline" was a word that came to be as dreaded as "Muster", "P-Work", and "Double Time" to those midshipmen who made their way to and from the *Capstan* office between classes, during liberty and all other such hours.

More than one 4.0 was sacrificed by staff members to produce this, the fifth *Capstan*. Grades, study hours, and even liberty were at times slighted.

With all apologies to Joyce Kilmer, it is not only God who can make a tree; the *Capstan* staff turned out like an Arbor Day celebration for tree musters at times. Photographers, proofreaders, ad men

and even the editor, himself, found themselves "swamped" on occasions with an incongruous muddle of cutlines, rules of the road, layouts, parts of a Mark XIV firing lock, rush proofs, running fixes, rewrites and corpen nines.

But it is with no regret that the staff writes "30" on this *Capstan*, even though certain little sacrifices were required in its production. The most poignant memories the members of the *Capstan* staff will retain as they leave the campus of the Golden Dome is the pleasant association with officers and midshipmen afforded by producing this publication.



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Editor-In-Chief

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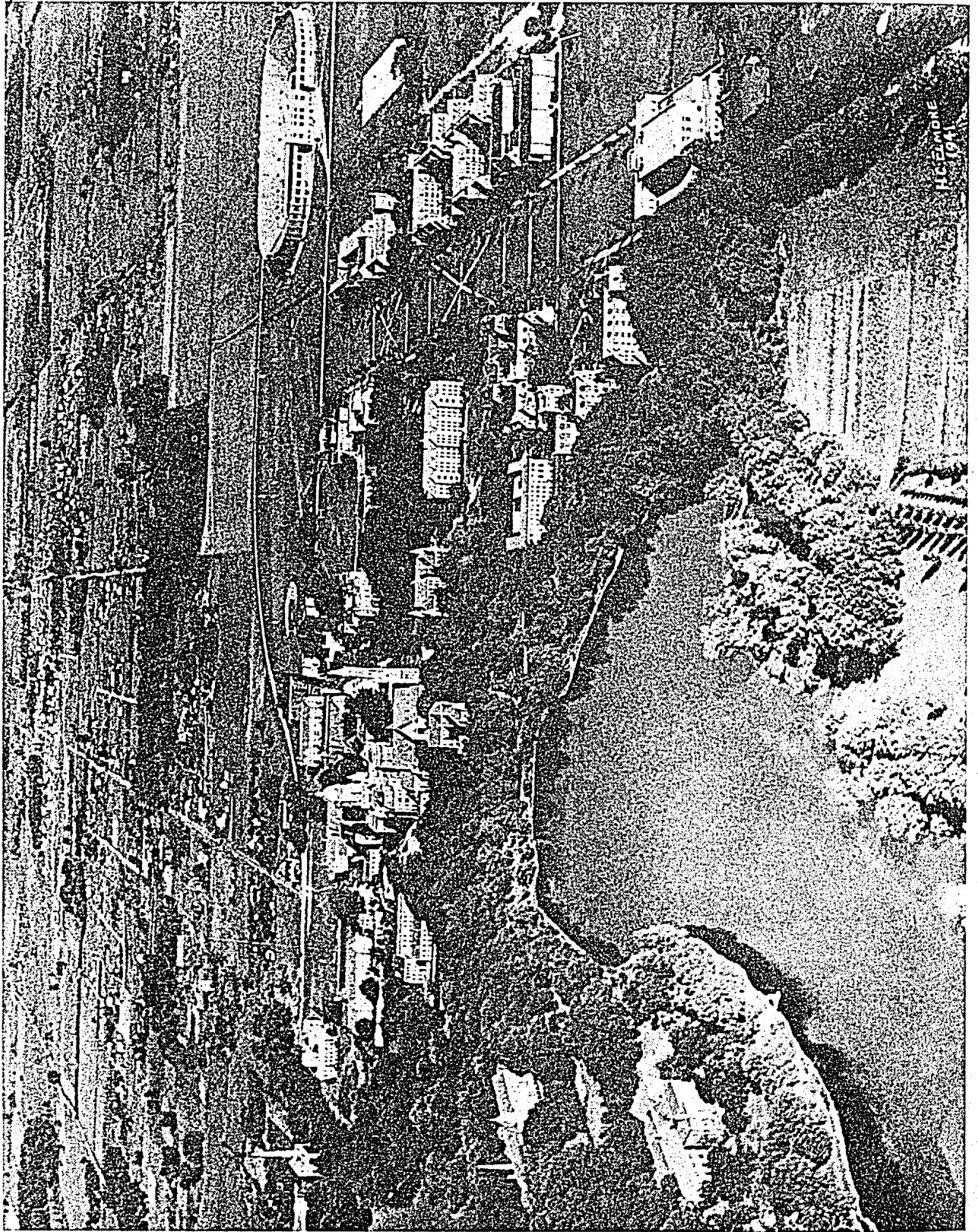
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In Appreciation

As the *Capstan* goes to press we wish to take this opportunity to thank the many who have helped in its compilation.

A large vote of thanks goes to Lt. (jg) Vincent C. Conlan and Ens. Charles L. Latimer, Jr., for the full cooperation and aid they gave to this publication. Their work as editorial advisers was invaluable.

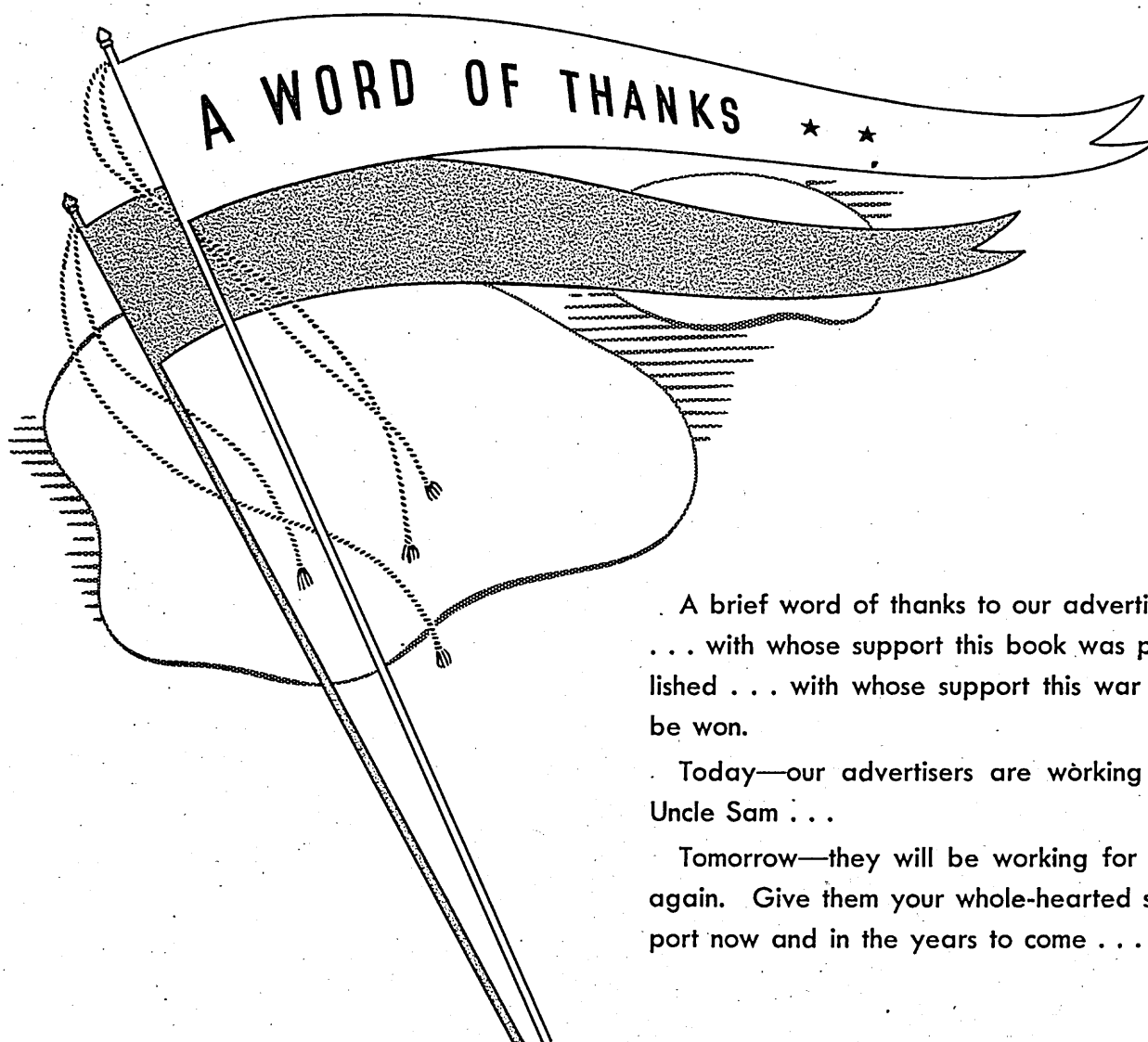
Although Lt. Kenneth G. Pearce left early in our training period, we tender thanks to him for setting up the business staff as an efficient organization before he reported for sea duty.

Mr. Ray Moran, our publisher, contributed immeasurably with his advice and cooperation during the many days spent on the layout of this book.

Lt. (jg) Paul T. Sprinz, public relations officer, is due thanks for the information and pictures he contributed. And we really appreciated the typing done by the Waves in the Administration Office.

To *Esquire* go orchids for the use of their cartoons and we also thank C. G. Conn, Ltd. for the art used on the inside cover and page 214.

Last, but not least, we sincerely thank the officers and midshipmen for their cooperation when we needed it.



A brief word of thanks to our advertisers
 . . . with whose support this book was published . . . with whose support this war will be won.

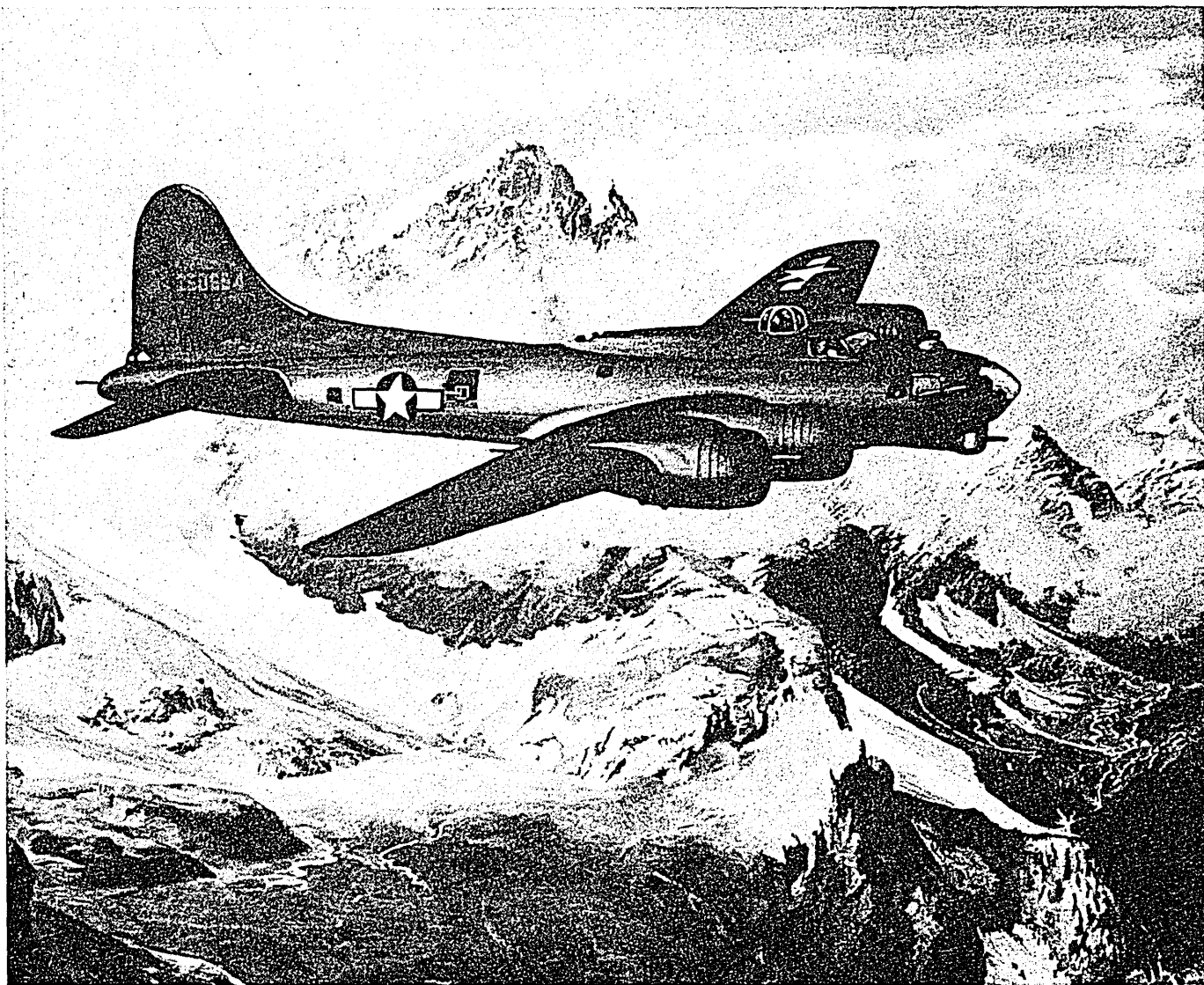
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 Wyman's Department Store
 Yellow and Indiana Cab Companies Transportation



© 1944 The Studebaker Corporation

"Those engines sure have the power!"

THE brother of a waist gunner on a Boeing Flying Fortress wrote Studebaker quoting him as saying:

"Those Wright Cyclone engines that Studebaker builds are really dependable and sure have the power."

Comments like that are fully appreciated, of course. But Studebaker men and women know that what count most are the accomplishments of the stout-hearted air crews and rugged ground crew of our country's warplanes and the achievements of our fighting forces everywhere.

In fact, whatever amount of satis-

faction the Studebaker organization may derive from the extent and consequence of its war work is always tempered by the realization that Studebaker is only one unit in a vast American fighting and producing team where everyone's effort is important.

Studebaker takes pride in its assignments on that team. Huge quantities of Wright Cyclone engines for the Boeing Flying Fortress—big multiple-drive military trucks—and other units of vital war matériel continue to stream forth from the five great Studebaker factories.



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Aerial radio gunner in a Navy dive bomber! One of the toughest jobs of all! Let's show him we're for him and

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Commissioned Officers' Service Blue, \$40

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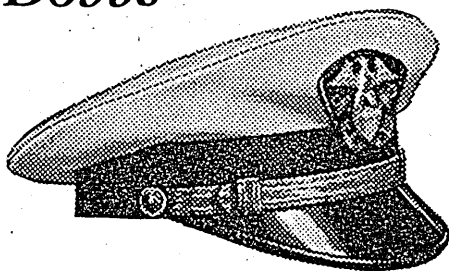
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SMARTNESS is natural to a naval officer. His clothes are as much a part of it as his thoughts and actions. There's nothing finer than Hickey-Freeman civilian clothes . . . there's nothing finer than Hickey-Freeman Navy Officers' uniforms, either . . . the same great hand needling and the same famous customizing skill go into both.

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DOBBS Naval Officer's Cap—100% lighter to wear—100% easier to change! Dobbs quality, styling and workmanship, of course.

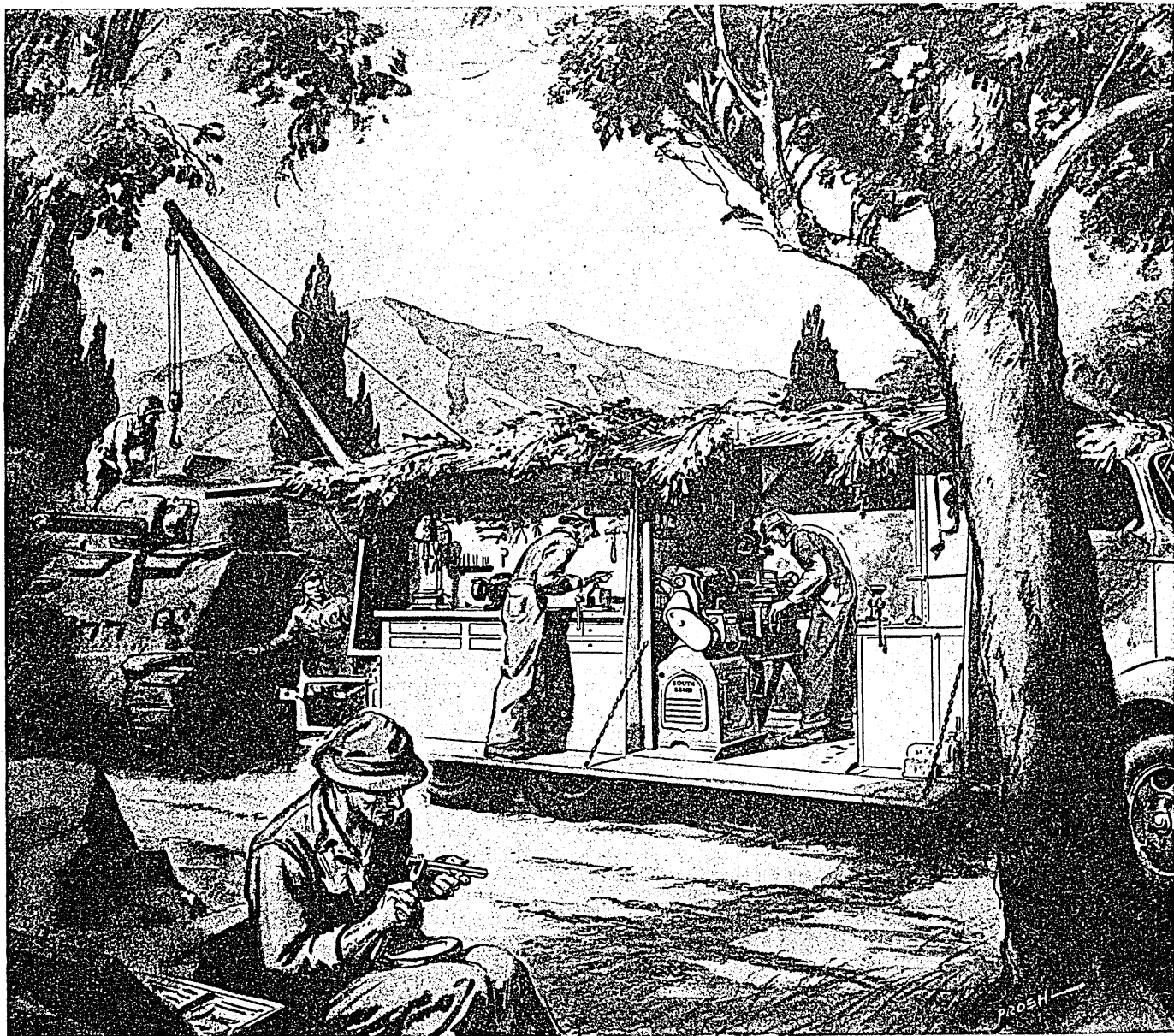
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SOUTH BEND LATHE WORKS
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Hurting at top speed over rough terrain, fighting dust and dirt as well as enemy shell fire, even the toughest of tanks may occasionally call for mechanical first aid.

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An essential tool in the mobile shop is the lathe. We are proud that one of our wartime assignments is to supply South Bend *Precision* Lathes for these indispensable units in America's motorized army.

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THE SCHOLASTIC * THE GOLF SHOP

*Extend Congratulations to the Graduates
of the May, 1944, Class of the United
States Naval Reserve Midshipmen's School*

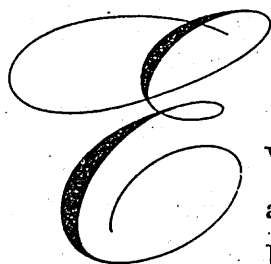
IT IS THE hope of Notre Dame that your training period on the campus has been as pleasant for you as has been the entire relationship of the University and the Navy. These relations extend, officially, back to the inauguration of the Naval R.O.T.C. unit in September, 1941. Unofficially, they reach back to the Christian concepts of our country's founding fathers, which are so completely in accord with the spiritual, academic and cultural objectives of the University. Notre Dame, with your country and your Navy, is proud to share, in a modest degree, the reflected credit of your participation in the fight to preserve these principles.



*Congratulations
and Best Wishes
to the
U. S. N. R. Midshipmen
of Notre Dame*



*FROM YOUR JOLLY LITTLE
TAILOR AND HIS ENTIRE
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EVERY Naval Officer knows the importance of smart appearance—that's why so many Officers are partial to Ed. V. Price Custom Uniforms. They know that each uniform is cut and tailored to their own individual measurements—and they know that each uniform is meticulously tailored by the same skilled craftsmen who have been serving America on the Civilian front for almost fifty years.



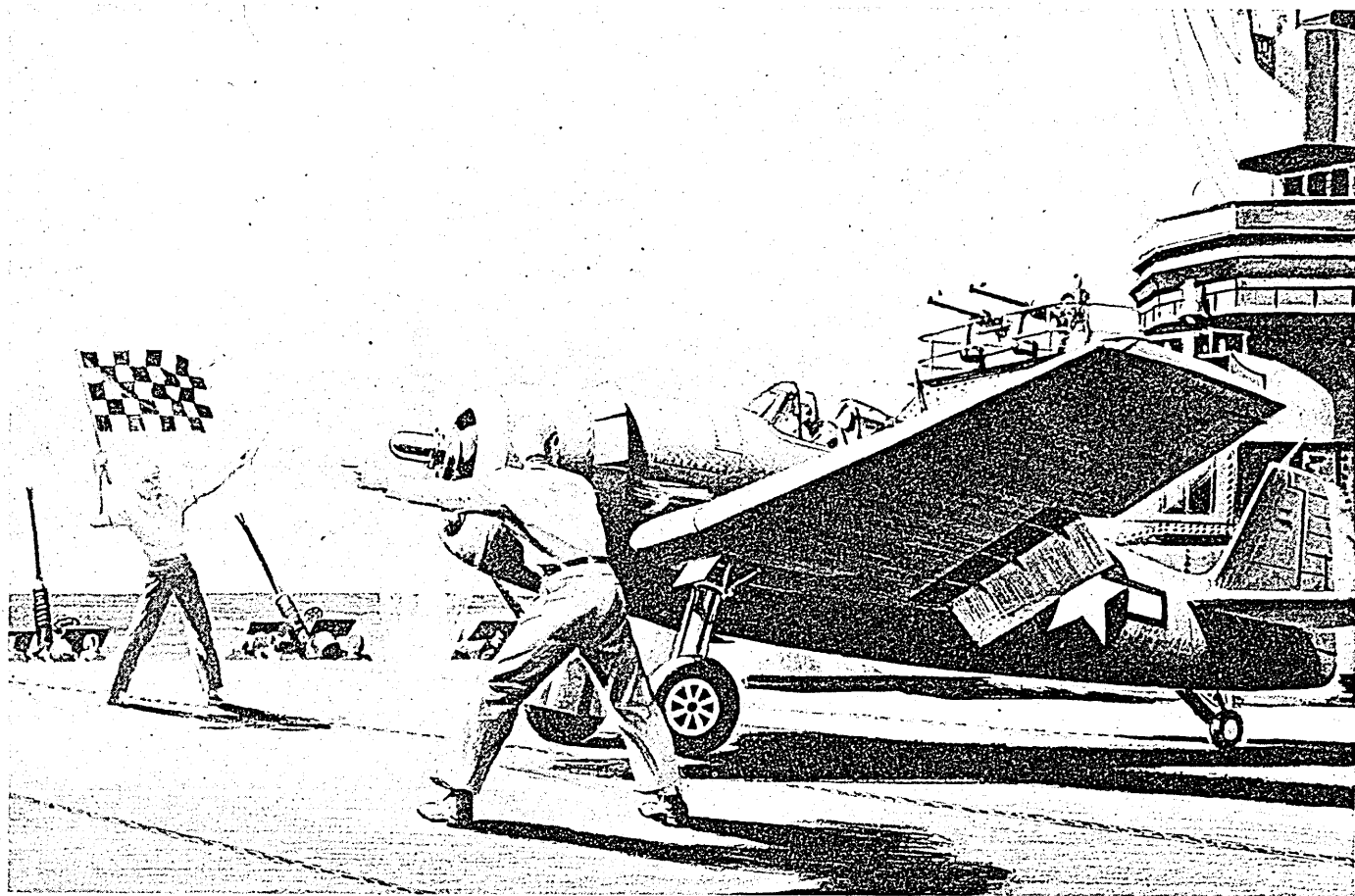
*Your measurements are on
file and reorders for custom
tailored uniforms will be
shipped to any part of the
world.*

227 WEST
VAN BUREN
CHICAGO

Ed. V. Price & Co.

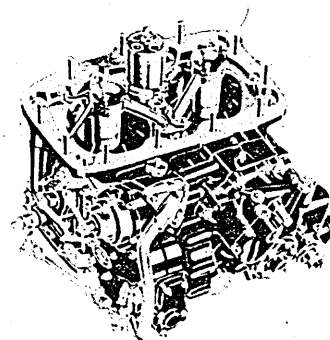
Custom Tailored Since 1895

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LA SALLE AVE.
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**STROMBERG CARBURETION HELPS GIVE
THE NAVY'S FASTEST FIGHTER UNMATCHED**

Striking Power!



Stromberg *
**INJECTION
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The Stromberg Aircraft Carburetor is an important member of "The Invisible Crew" . . . precision instruments and controls, which more than 30 Bendix plants from coast to coast are speeding to our fighting crews on world battle fronts.

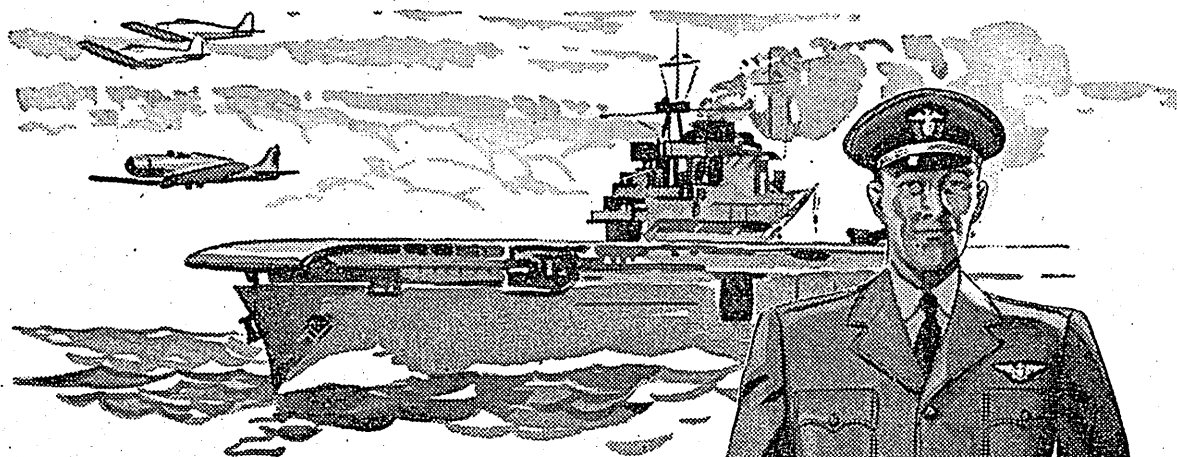
When the new Grumman "Hellcat" goes roaring from carrier decks to knock Axis planes from the sky, Stromberg* Injection Carburetors assure constant power flow under all flying conditions. Compensating instantly for changes in altitude, attitude, or temperature, Stromberg Carburetors help give the "Hellcat" more climb and speed, and greater maneuverability. Automatic fuel metering permits lightning-fast acceleration and deceleration of the motor.

In the light of laboratory research and battlefront experience, Stromberg Carburetors are constantly being improved to give the planes in which they fly still greater striking power.

*Trademark of Bendix Aviation Corporation



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CONSIDER THIS

You will have no problem whatever in buying your officer's uniform if you will simply be guided by the same standards of worth and excellence which you employed in the purchase of civilian apparel.

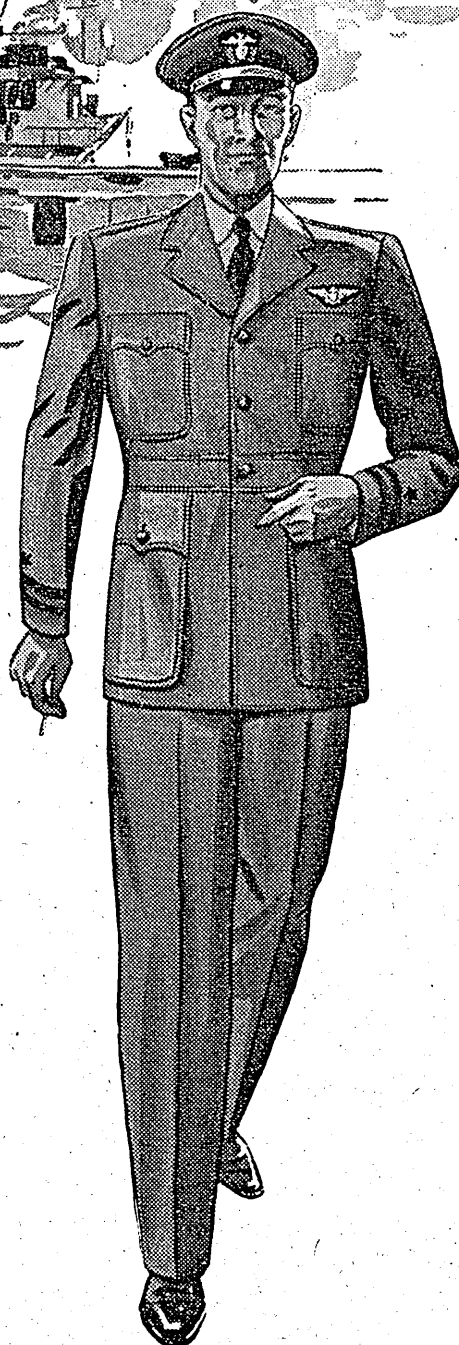
When you buy Finchley Uniforms you secure in their fullest measure, the incomparable degree of character and distinction for which Finchley apparel has been famous for over a quarter of a century.

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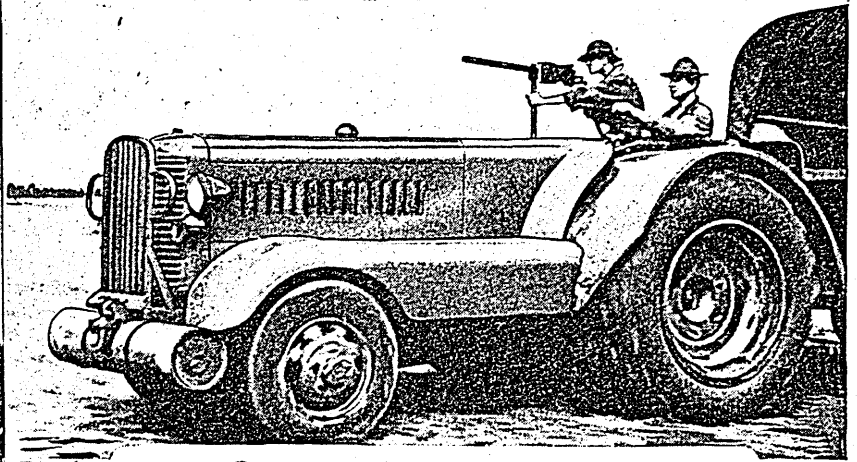
CORPUS CHRISTI
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BEEVILLE
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San Carlos Hotel

PALM BEACH
Phipps Plaza

*But our light won't stay **UNDER**
the Bushel...*



THE *Original* "JEEP" ... a child of Minneapolis Moline

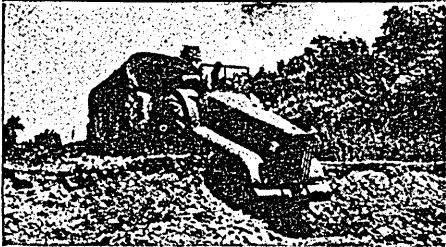
Current national publicity has obscured the fact that the first war machine named "JEEP" was born at Minneapolis-Moline and christened at Camp Ripley, Minnesota (with apologies to Ripley—"Believe it or not").

Back in 1938 Minneapolis-Moline engineers were already experimenting with the conversion of a farm tractor to an artillery prime mover; and in 1940, collaborating with Adjutant General E. A. Walsh, Commander of the Minn. National Guard, models were tested in maneuvers at Camp Ripley.

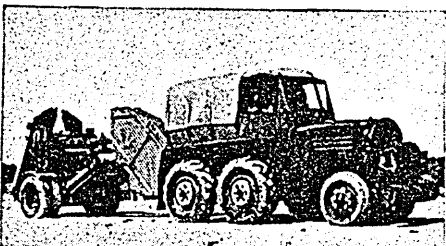
This new MM army vehicle was not a crawler tractor, truck nor tank, and yet it could do almost anything and it knew all the answers. Because of this, it brought to mind the Popeye cartoon figure called "Jeep" which was neither fowl nor beast, but knew all the answers and could do most anything. The National Guardsmen therefore named the MM vehicle the "Jeep". The "Jeep" name therefore is not a contraction of the term General Purpose (GP), and if it really had been, no doubt "Jeep" would have been spelled "Geep".

Since the original MM Jeep, Minneapolis-Moline has designed several additional models of Military tractors in cooperation with Army and Navy officials. Several models of MM Jeeps are now being produced in quantity for the Armed Forces of the United Nations, and in use throughout the world.

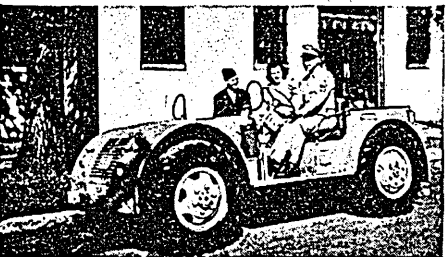
MM
MINNEAPOLIS-MOLINE
MM
MODERN FARM MACHINERY



The Original Jeep on maneuvers in 1940



Six-wheel Jeep pulling anti-aircraft gun



Sergeant O'Brien at the wheel of new four-wheel Jeep

MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
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Italian Style Spaghetti

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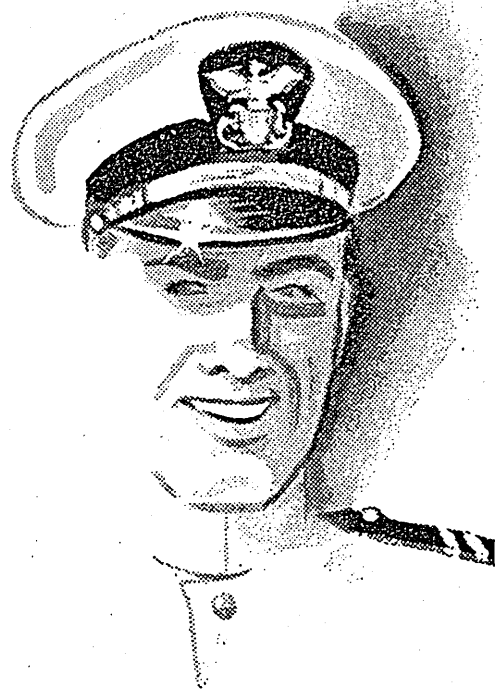
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Congratulations

to all New Officers

Midshipmen Essentials

Wyman's Men's Shop carries complete stocks of the regulation socks, neckties, and T-shirts you need. And when it comes to buying gifts for the girl friend, you'll find plenty of gift ideas on Wyman's main floor.



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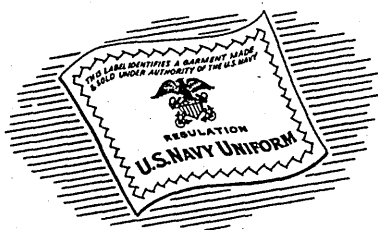
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U. S. NAVY
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For Commissioned Officers

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*Expertly Tailored and Styled
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ELASTIQUE—WIDE WHALE SERGE
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TROPICAL WORSTED
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Knox
OFFICERS' CAP
Complete with 3 Covers
\$18.50
Premier Quality

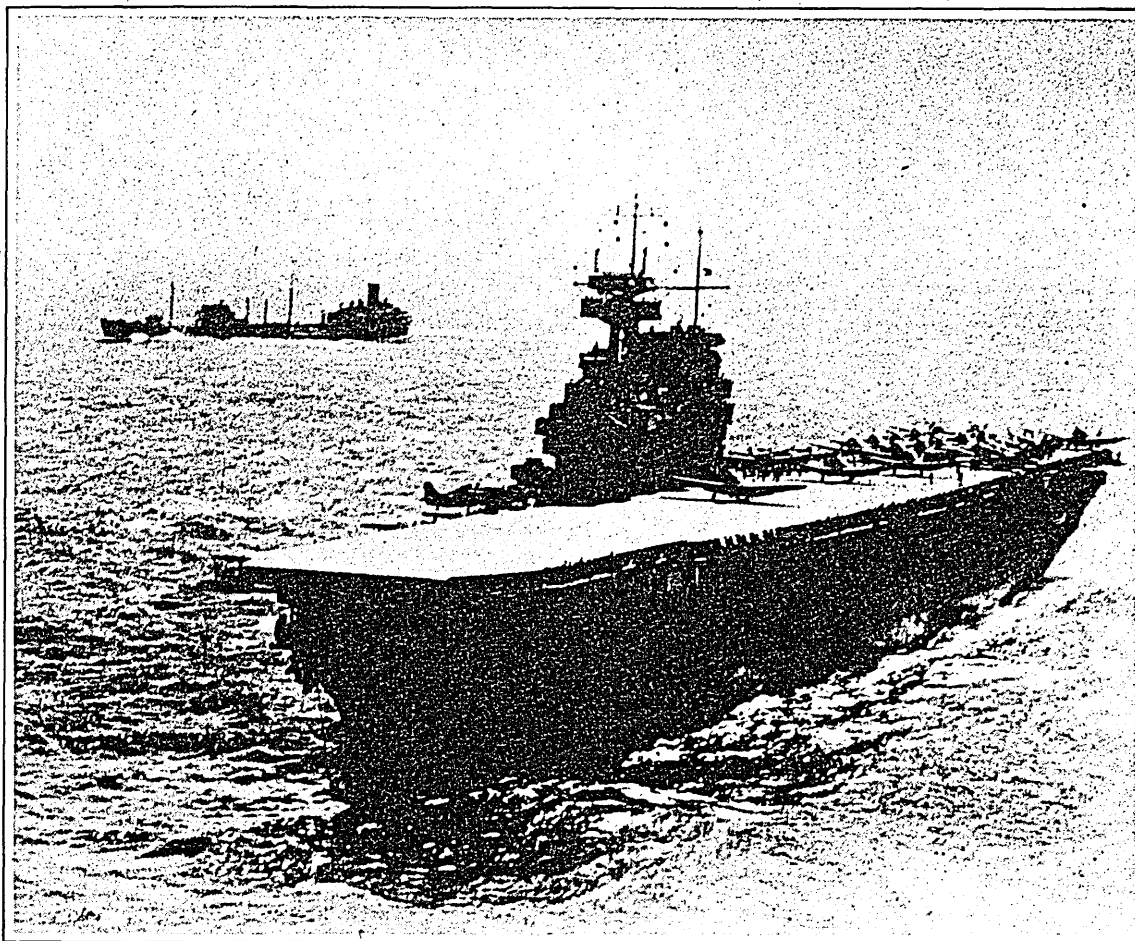
TERMS TO SUIT YOUR CONVENIENCE
No Interest or Carrying Charge

MAX ADLER

"ON THE CORNER"

Michigan at Washington

"IF IT DOESN'T FIT WE WON'T LET YOU WEAR IT"



*Congratulations
Officers*

M^AX ADLER

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IT MAY HAVE TO LAST 'TILL VICTORY

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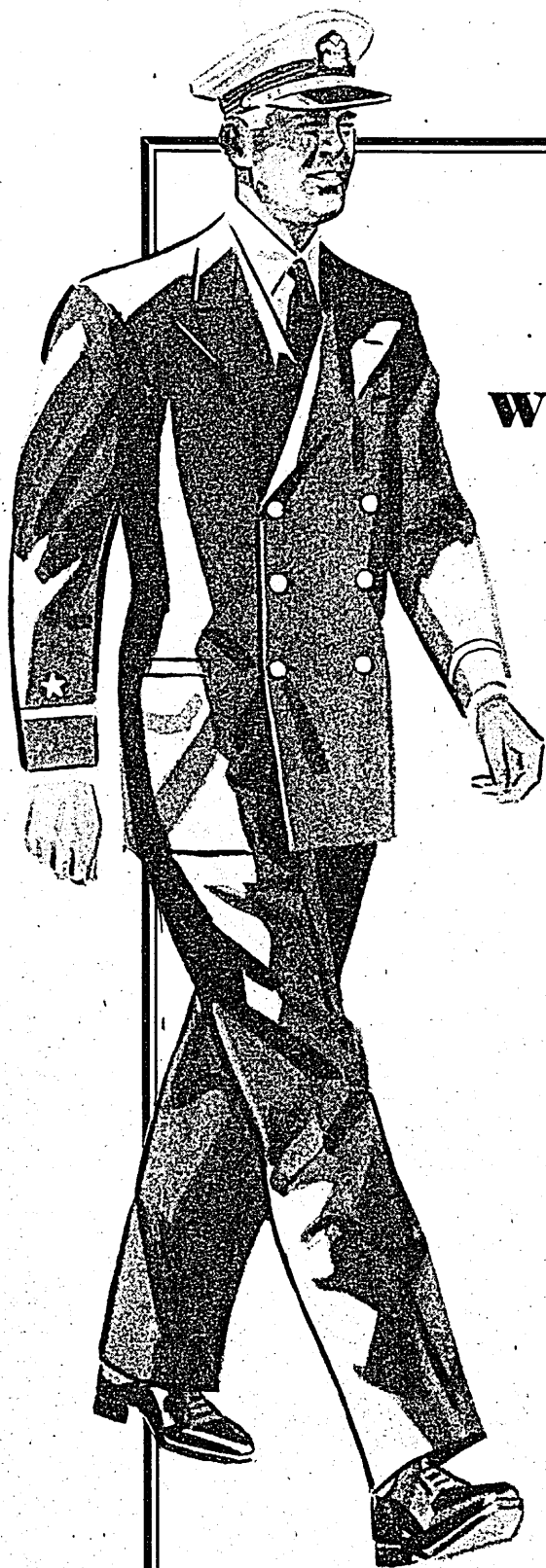
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Naval and Civilian Tailors
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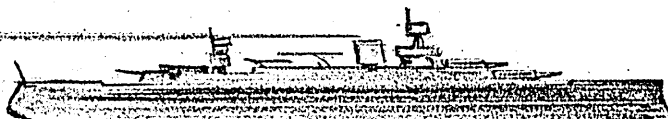
A National Tailoring Organization,
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★ TO YOU ALL

In upholding the Proud and Gallant Traditions of
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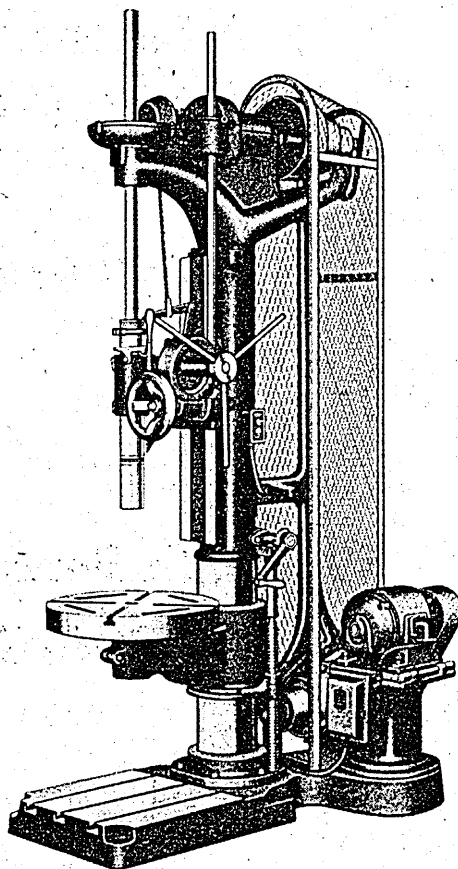
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Machine tools form the basis for a war production
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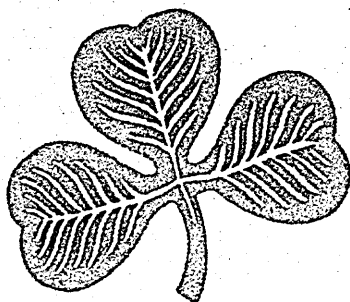
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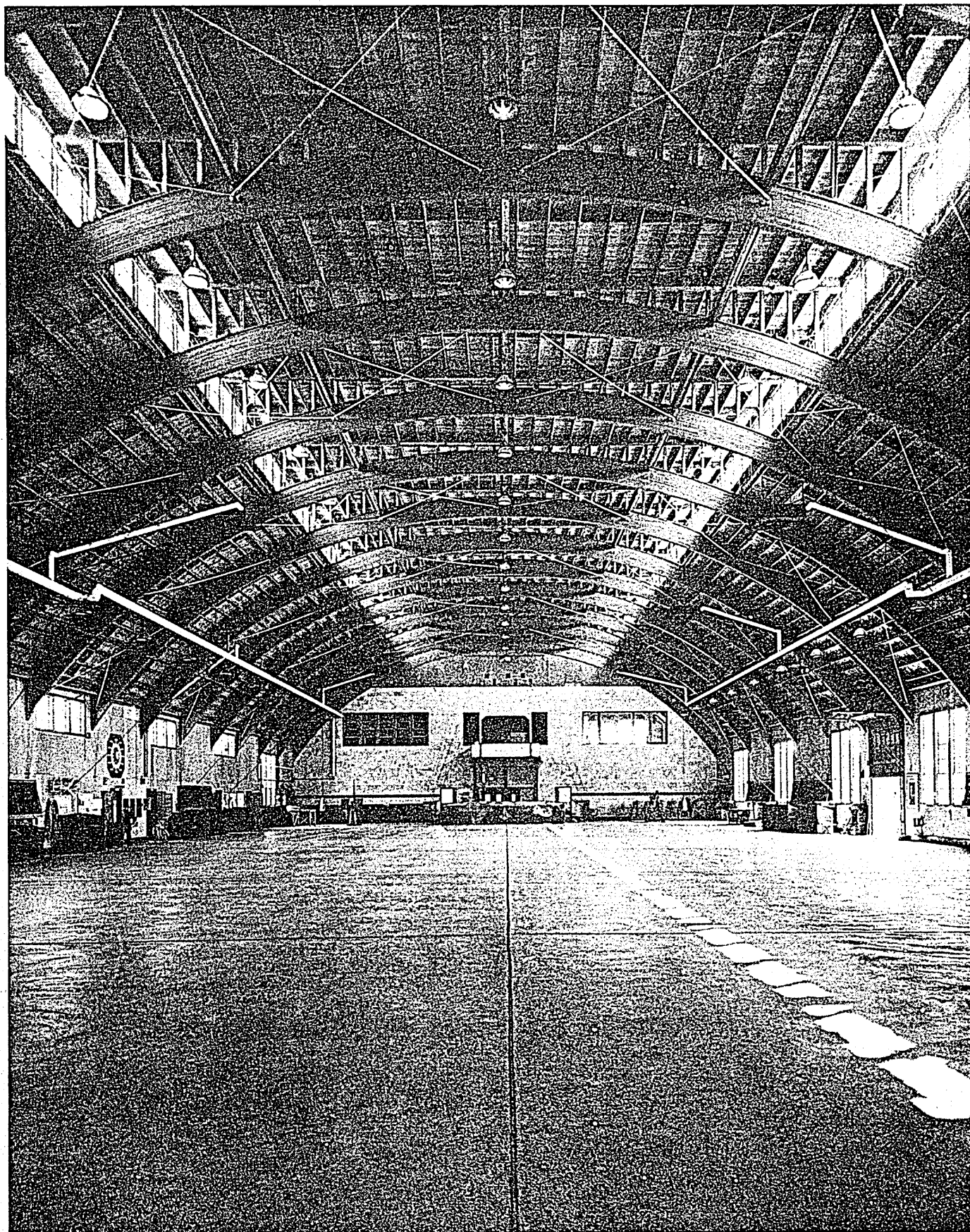
Complete facilities for the manufacture of *precision* wood parts—in any quantity
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TO ALL OF YOU



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Interior view of the United States Navy Drill Hall erected for the United States Navy at the University of Notre Dame in 1942

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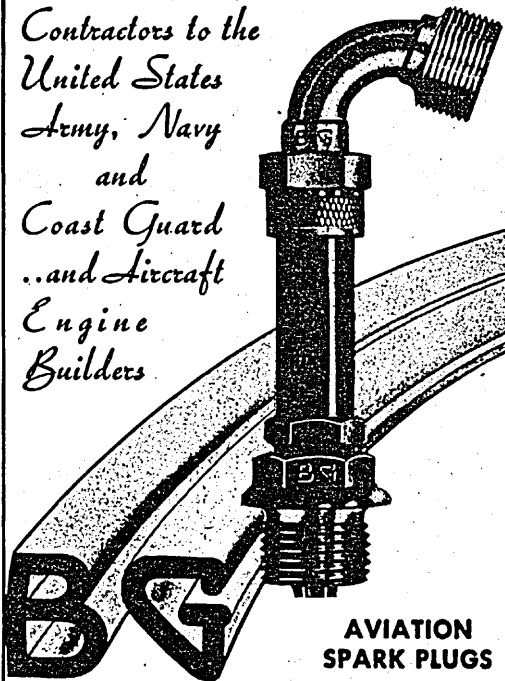
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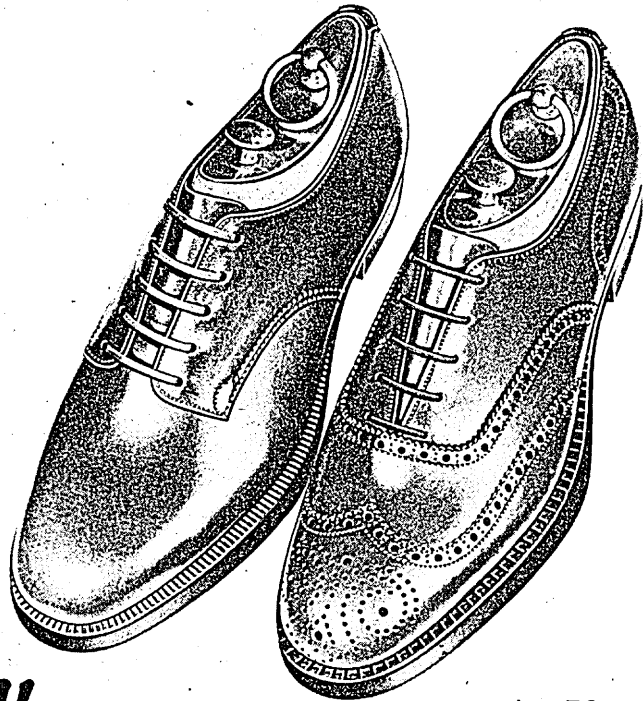
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WE herewith acknowledge our sincere thanks and appreciation to the Advisory Officers and Midshipmen of the Capstan staff for their efforts and co-operation in developing this May issue of the Capstan --- an outstanding achievement and contribution to the Fifth Class of the U. S. Naval Reserve Midshipmen's School.

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