

*The*  
**HAWSPIPE**  
*1946*

EUGENE HARNWELL

*Welcome Aboard*



*Eugene Harnwell*

# The HAUWSEPIPE 1946

LD 721  
C 6 H x 2  
1946  
Ref.



PROPERTY OF THE  
CALIFORNIA MARITIME ACADEMY  
MIDSHIPMEN'S LIBRARY

1946 - C. 1

PUBLISHED BY  
THE MIDSHIPMEN OF

**CALIFORNIA MARITIME ACADEMY**

# FOREWORD . . .

This book is published with the idea of helping our class recall their days at the Academy as the years pass by.

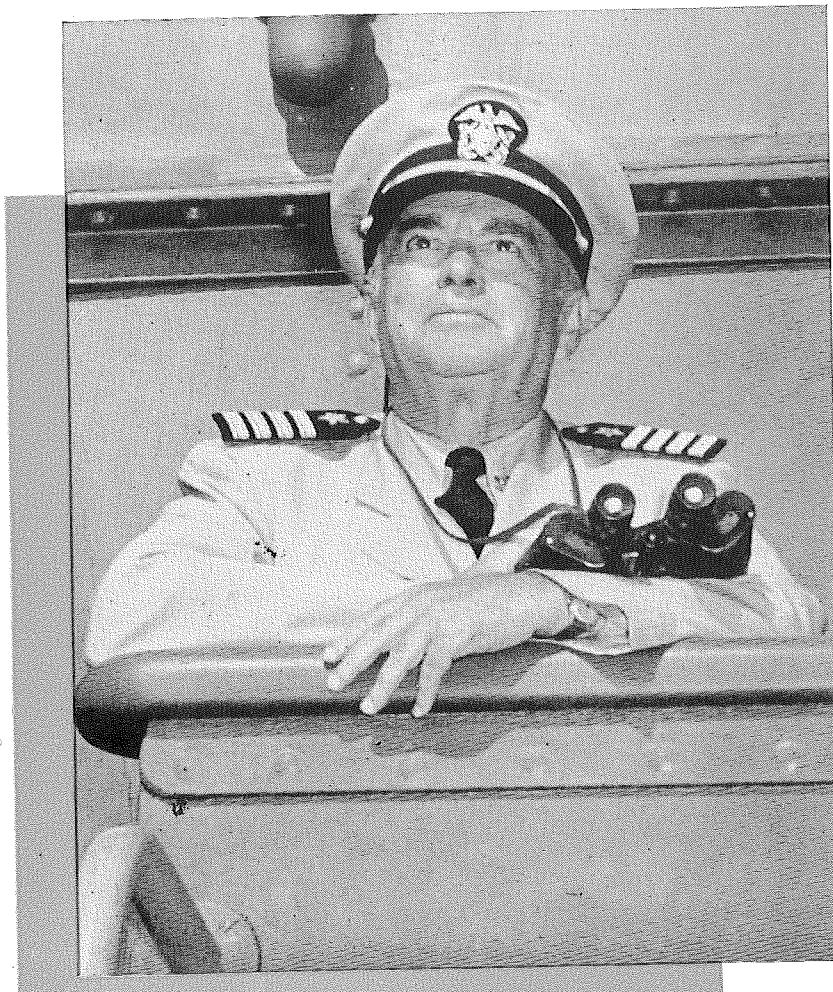
The shipping world, probably more than any other field of endeavor, compells its workers to break their ties and take up a nomadic existence.

The bond we have formed, fostered by twenty-six months of comradeship, we are reluctant to part, but through the nature of our chosen careers it is inevitable. Some day as you thumb through these pages, the memories of CMA will be kindled again. As you glance at the pictures of your classmates, perhaps you will remember the studies, the pranks, the working, the liberties together. Maybe you'll remember the dances in Acapulco, the steaks in Lima, the parties in Valparaiso, or will it be the crew races, the basketball games, the handball tournaments, or the graduation dance or that night at Phil's.

If this book serves just once to bring someone a pleasant memory of CMA, then it has fulfilled its purpose.

# CONTENTS . . .

- Ship and Base . . . . 7
- Administration . . . . 17
- Graduates . . . . . 29
- Under Grads . . . . . 55
- Cruise . . . . . 61
- Activities . . . . . 81
- CMA Life . . . . . 89
- Athletics . . . . . 95
- Advertisements . . 105



CAPTAIN CLAUDE B. MAYO, USN (Ret.)  
Superintendent

## DEDICATION

We respectfully dedicate the 1946 Hawsepipe to Captain Claude B. Mayo as a token of our appreciation of his tireless efforts in behalf of the California Maritime Academy.

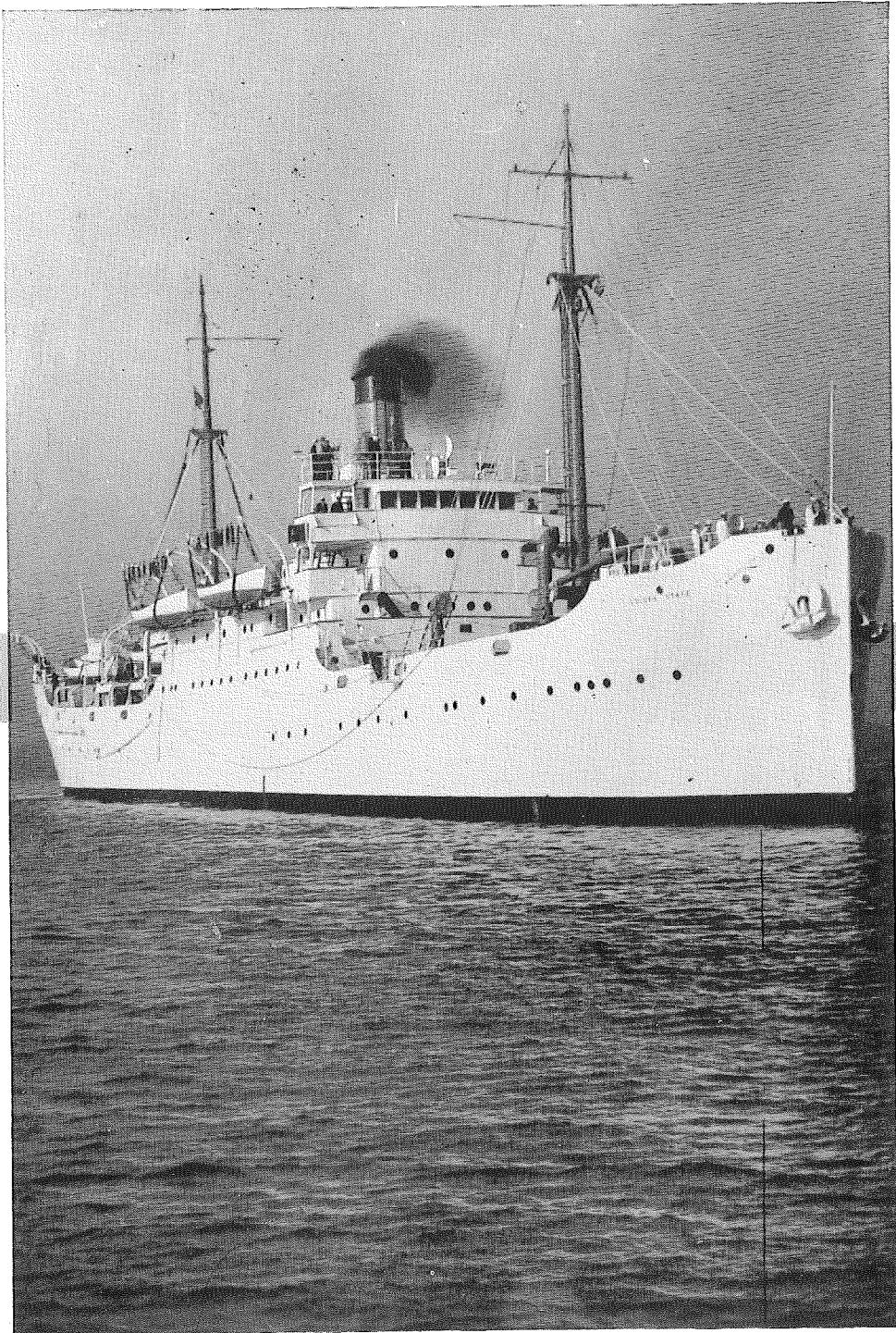
Captain Mayo was retired at his own request from the United States Navy after 38 years of service to take the appointment as Superintendent of the California Maritime Academy. Captain Mayo was well fitted for this position as may be seen by his previous record not only as an instructor at the United States Naval Academy but as founder of the Navy Volunteer Education Courses.

Through his efforts the Academy received the land base at Morrow Cove and an appropriation from the State of California to build temporary facilities and also for the construction of permanent buildings. The Academy has just recently received a new ship, the "Golden Bear," formerly the "USS Mellena," from the Navy through the efforts of Captain Mayo.

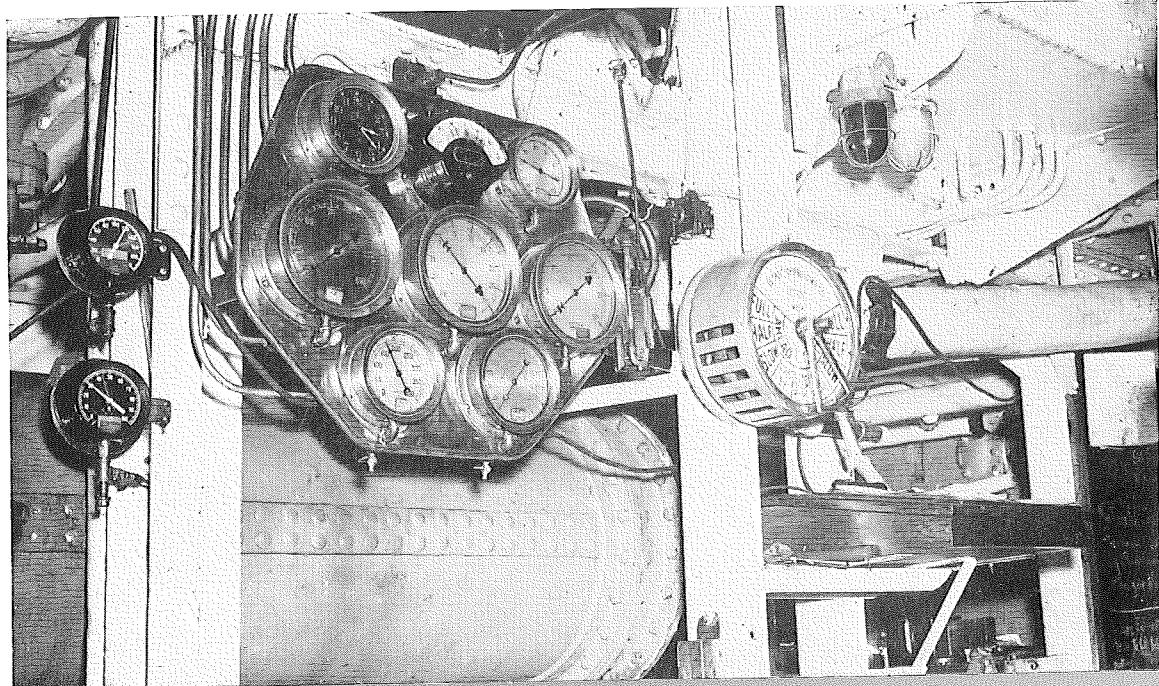
For these things and many others we are truly grateful.



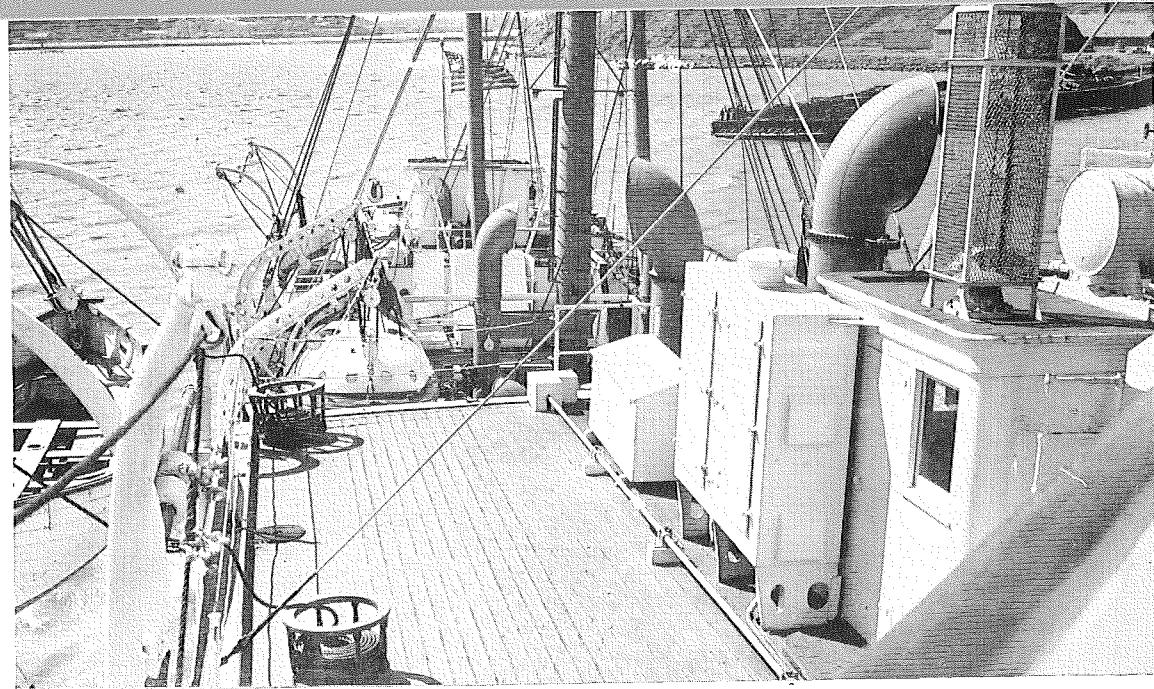
*The Ship and Base*



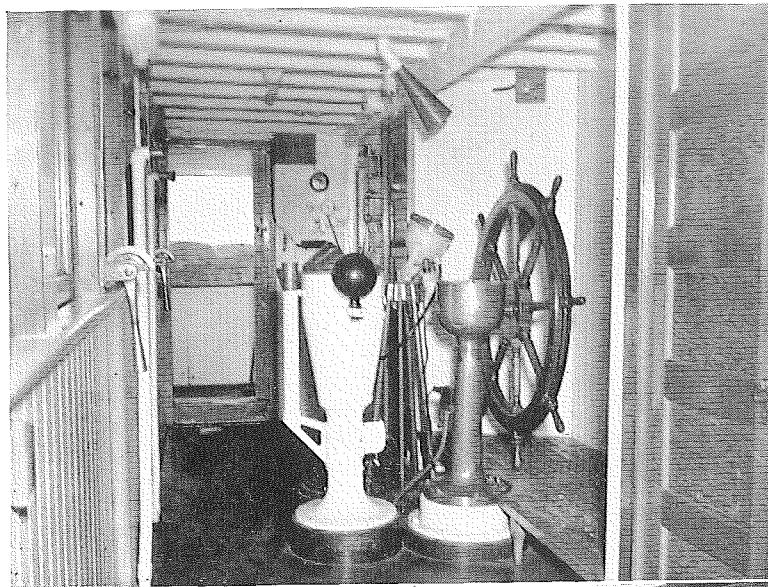
THE TRAINING SHIP



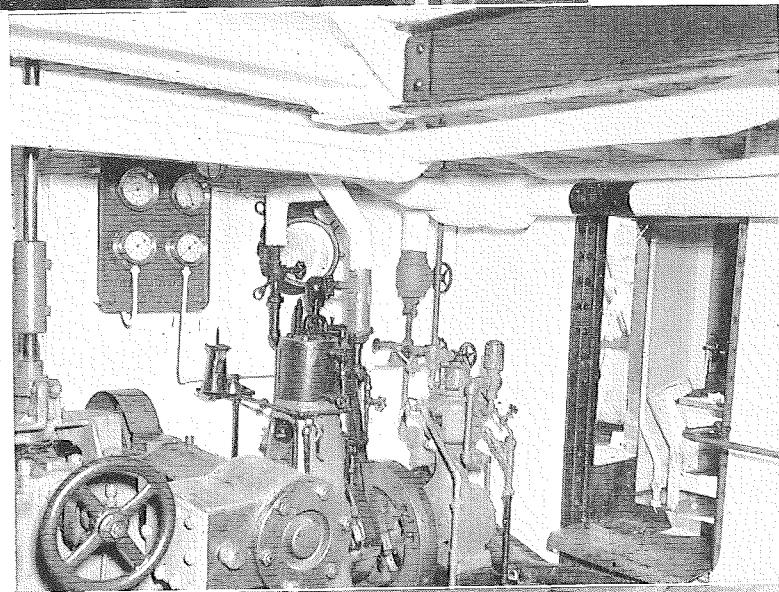
**BELOW DECKS**



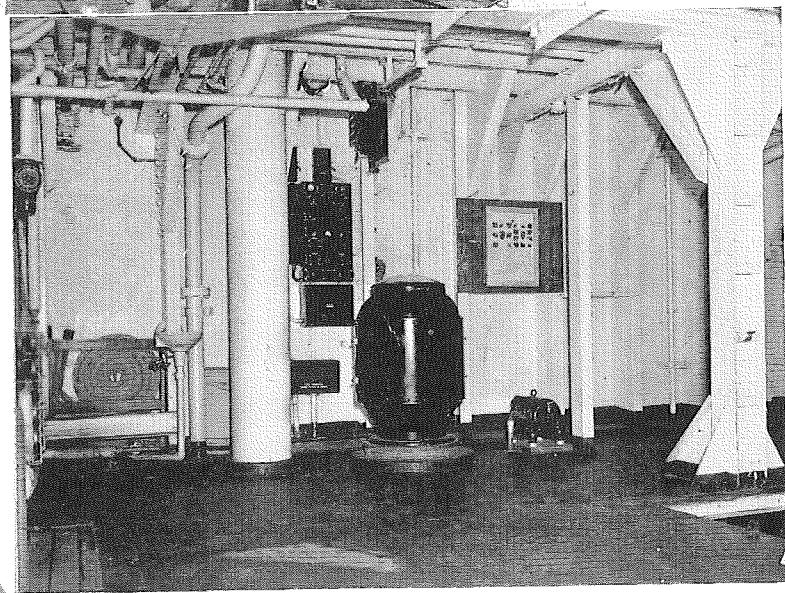
**TOPSIDE**



GOD'S COUNTRY



ICE MACHINE FLAT



CHET'S PET

PIPS AND PUMPS

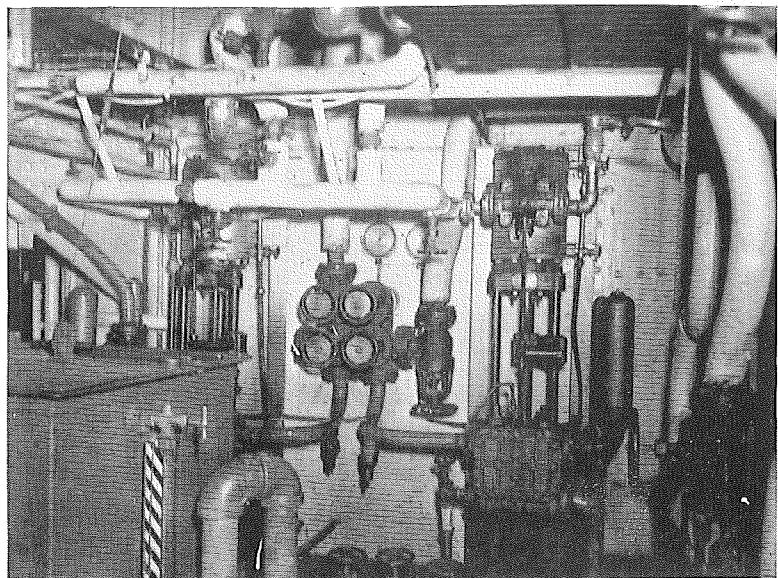
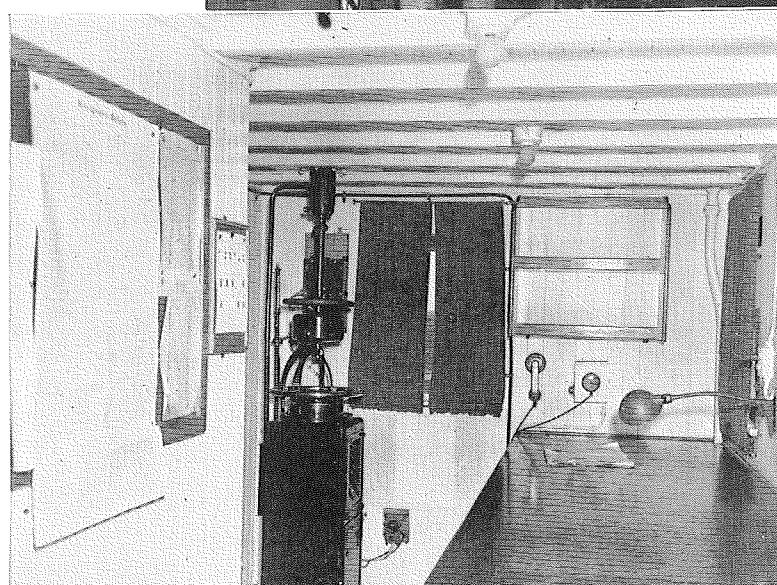
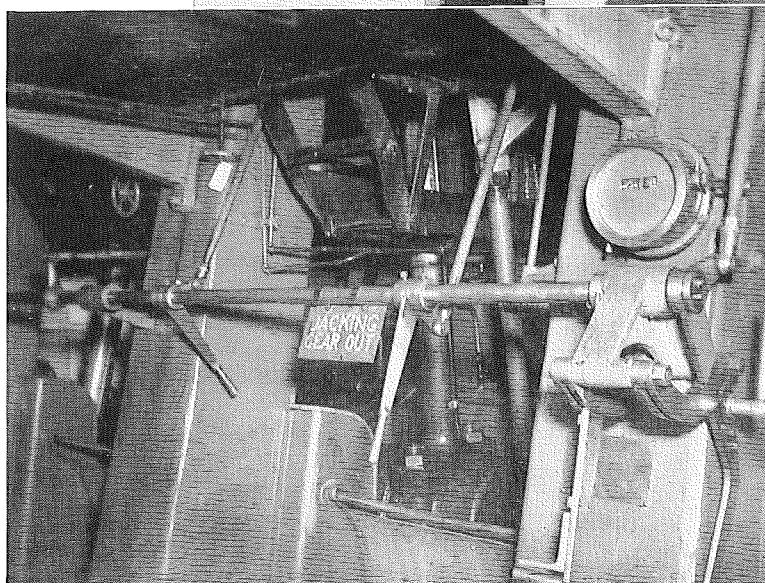
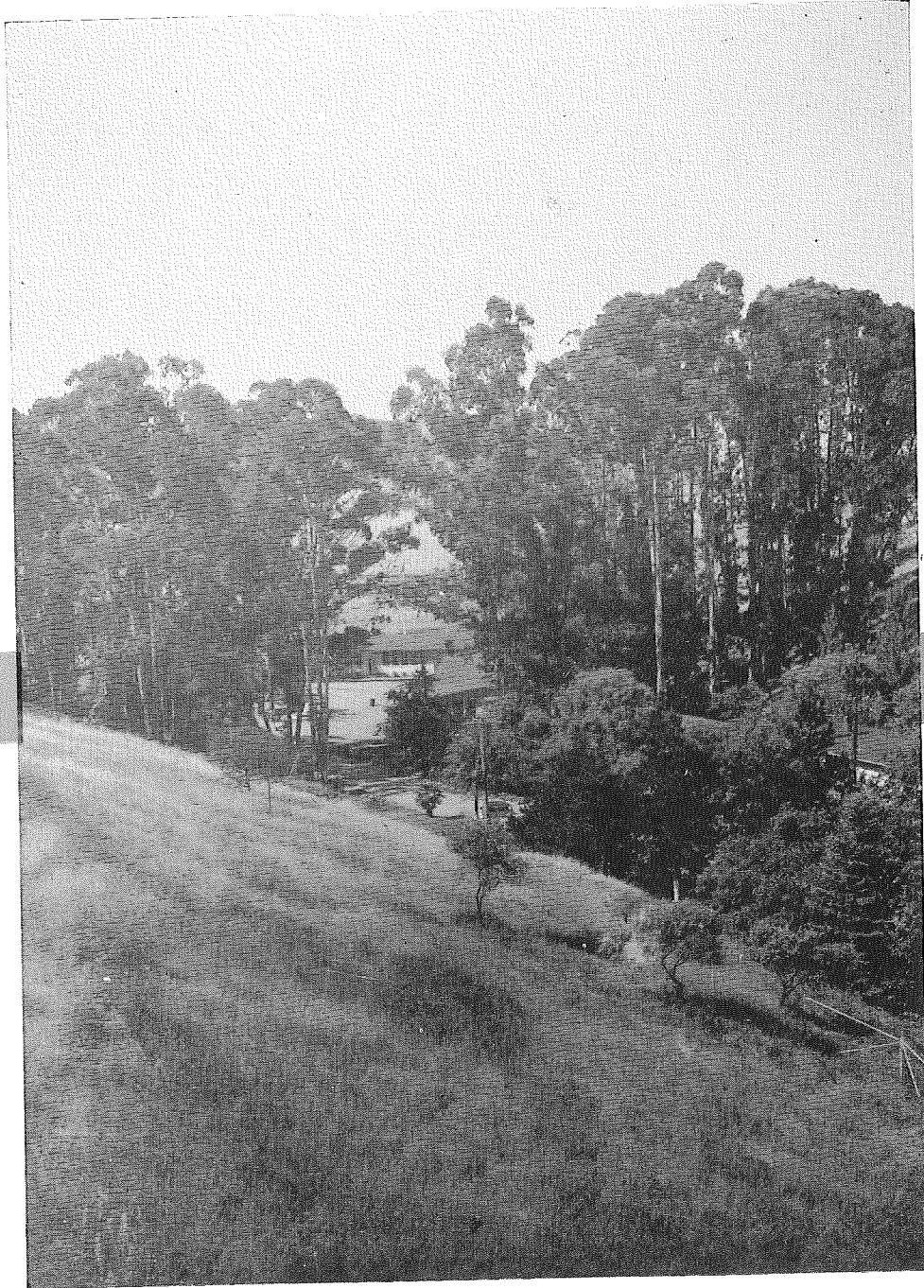


CHART ROOM



OLD FAITHFUL





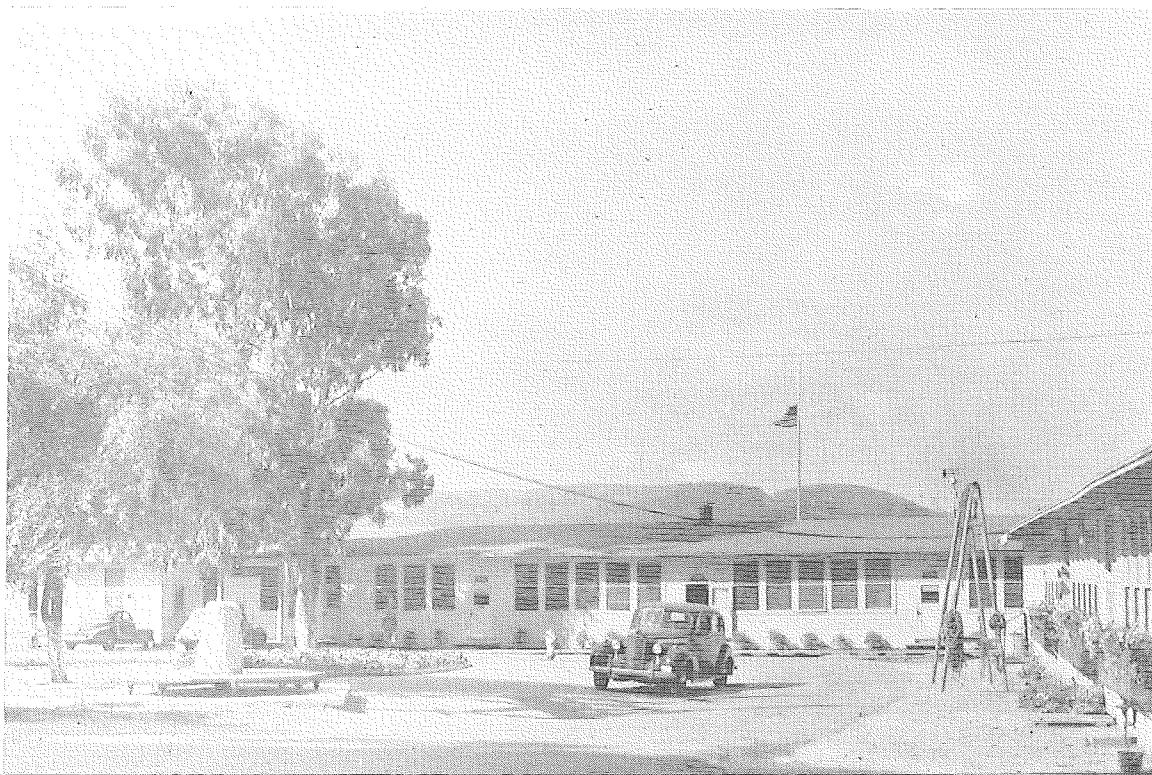
THE BASE



THE GYM

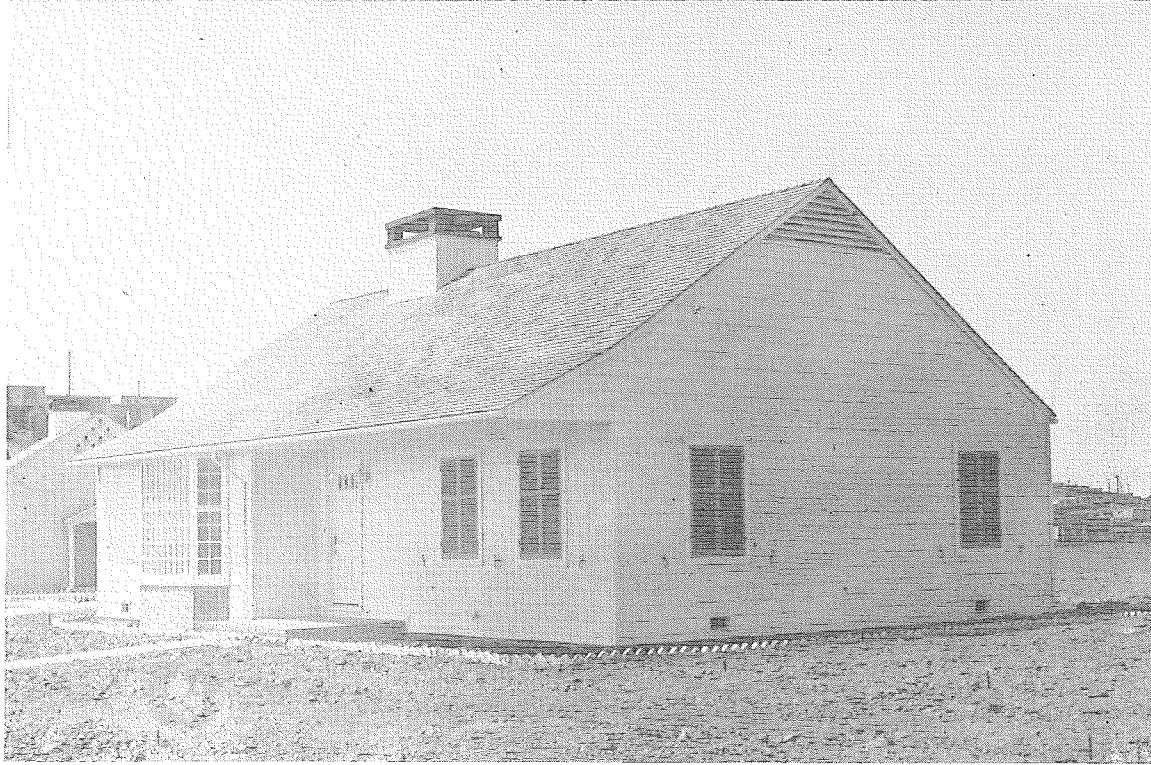


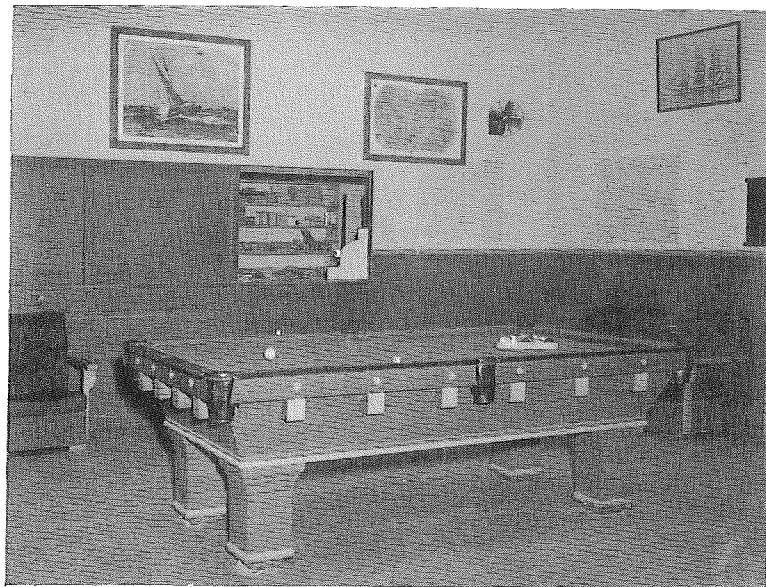
LAYING CORNERSTONE



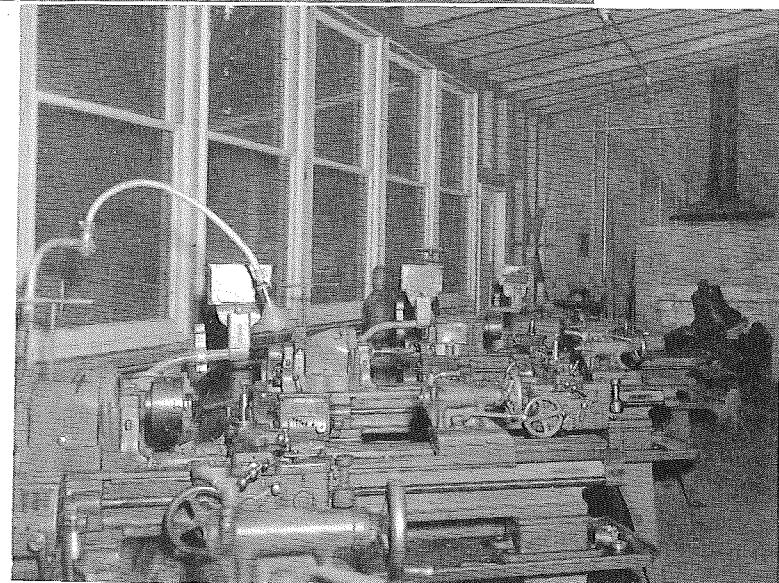
CLASSROOMS

ON THE HILL

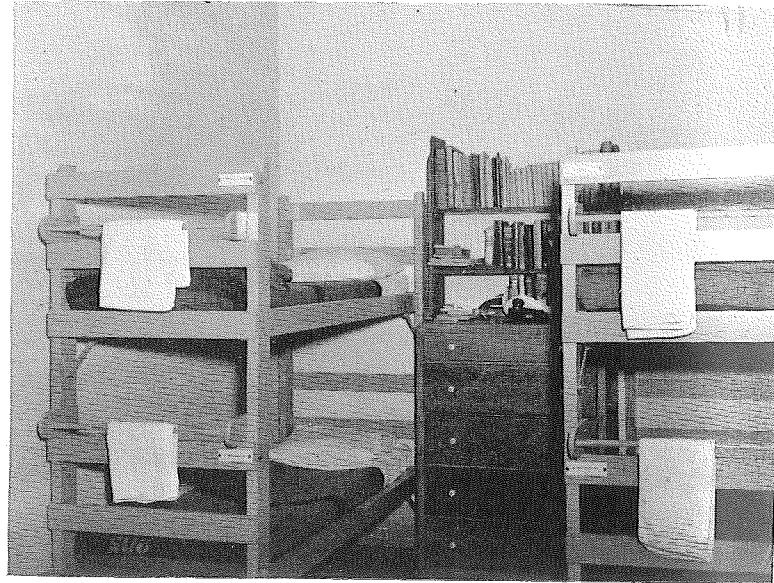




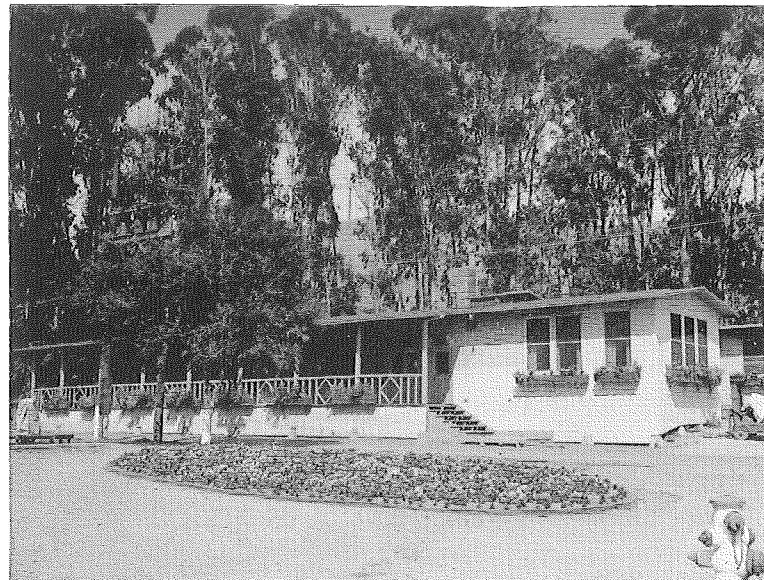
TRAINING AID



TINKER'S HOLLOW



HOME SWEET HOME



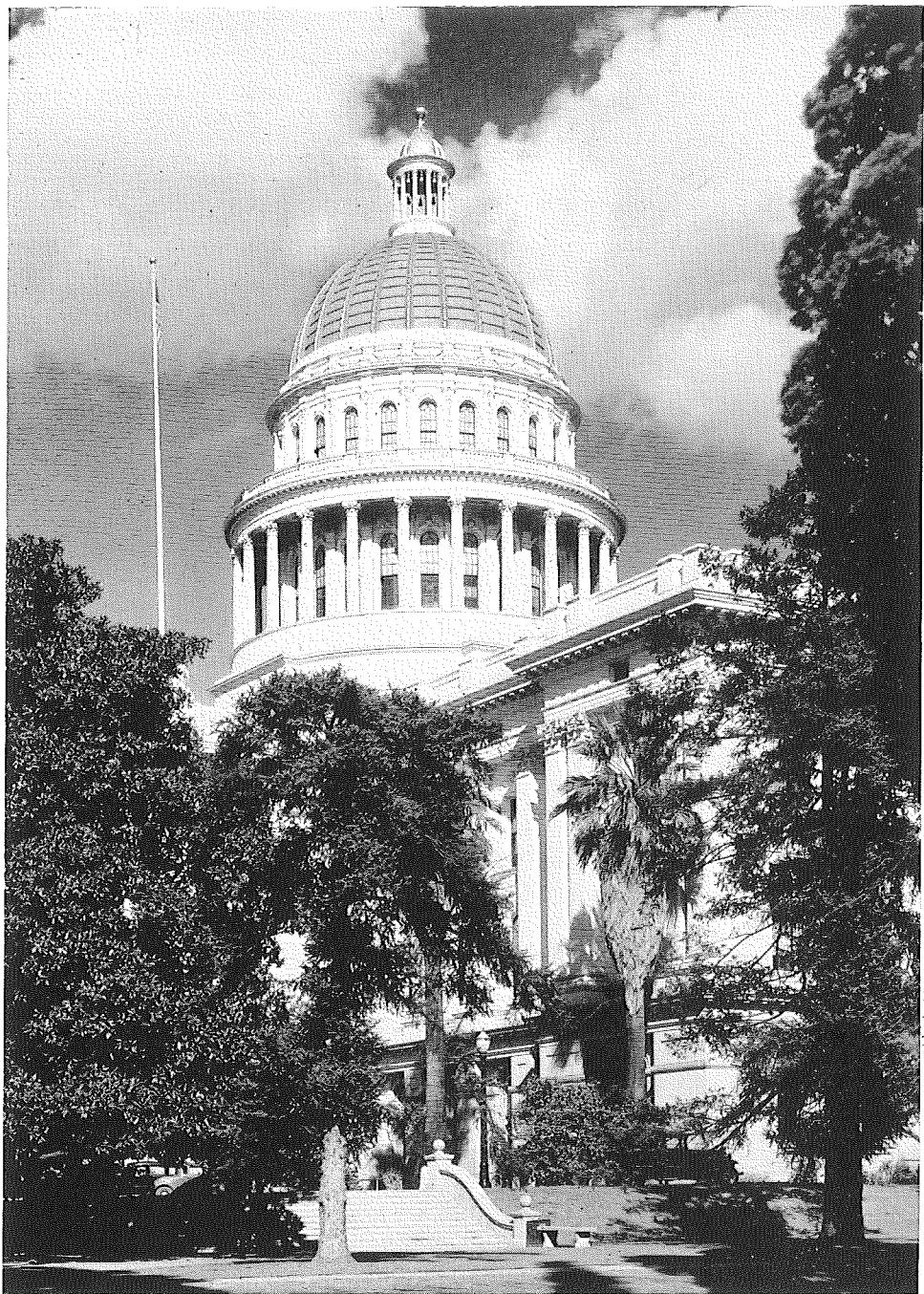
MESS HALL



BARRACKS



MACHINE SHOP



# *Administration*



**EARL WARREN**



EARL WARREN  
GOVERNOR

State of California

GOVERNOR'S OFFICE

SACRAMENTO 14

May 29, 1946

To the Members of the Graduating Class  
California Maritime Academy:

I am pleased to have this opportunity to extend  
my best wishes to the Midshipmen now graduating from Cal-  
ifornia Maritime Academy.

America today is the leading maritime nation of  
the world. In the years to come we can confidently look  
forward to a tremendous expansion of our trade with other  
nations.

As officers of the American ships which are to  
carry our products to all parts of the world, you will  
also serve as emissaries of good will.

The arduous training you have successfully com-  
pleted has well fitted you for the task that lies ahead.  
California is proud of the high standards of the graduates  
of its State Maritime Academy and justly proud of the  
splendid contribution which men from the Academy helped  
our State make to the recent war effort.

You enter your chosen profession with the best  
wishes of all Californians.

Sincerely,

Governor

EW:mb

**THE GOVERNOR'S MESSAGE**



STANDING: Capt. Brenner, Capt. Blackstone, Mr. Gibson. SITTING: Dr. Burkman, Mr. Sweeny.

## BOARD OF GOVERNORS

The California Maritime Academy, being a State institution, is part of the educational system of California but is under the direction of a board of governors of five members. Four of these are appointed by the Governor of California and the fifth is the Superintendent of Public Instruction and Director of Education (ex officio) of the State.

The members of the board of governors serve without pay and are generally chosen as representative citizens having an interest in education and in the shipping world.

All policies governing the Academy are laid down and approved by the board of governors which meets periodically for this purpose. The members of the board are vigilant in the interests of the Academy, take a keen interest in its affairs and are pledged to see its work go forward with its high standards maintained.

The board feels that it is responsible not only to the people of California in general but also to the shipping interests of the State in particular to see that good sea officers are graduated for future service in the Merchant Marine. It is responsible to the Navy Department that excellent young Merchant Marine Naval Reserve officers are ready in time of war. The board cooperates with the U.S. Maritime Commission in seeing that proper standards are maintained.

In laying down the regulations for the admission of midshipmen by severely competitive examination the board of governors guarantees an equal opportunity for every candidate without favor. It welcomes those young men who wish to follow the sea as a profession and to this end desire sound technical training as sea officers.



CLAUDE B. MAYO  
Captain, USN (Ret.)  
Superintendent

## *Farewell . . .*

You people of the Class of 1946, CMA are singularly fortunate. You are beginning your career in the American Merchant Marine on the eve of a great expansion of our foreign trade especially with the lands to the West. Across the Pacific Ocean over one billion prospective customers are keen for American products. Every soldier and every sailor who has been stationed in the Orient has been, in no small way, a trade agent for this country. Our treatment of the Filipinos has helped us with the countries of the East Indies, India and Siam. Our Open Door Policy in China (since 1792), our Missionaries, our student exchanges and our deep altruistic interest in China has given us the sincere affection of the Chinese. Fourteen million customers in the Philippines for many years gave us a balanced export and import trade of one hundred millions annually. Now the market is seventeen times broadened. Experience has proven that we must carry sixty percent of this trade in American ships. The ocean freighter is by far the most economical means of transportation; it costs fourteen hundred times as much to carry a ton by air as by freightship.

With all this in mind be of good heart and keep the faith during these sometimes sad times of shipping strife. These are but the birth pains of the great future American Merchant Marine just now aborning. The future is dear and certain. Do not falter. Do your job. You are well trained. You are fit. Face your ancient profession with high head, clear brains and a stalwart heart.



**Dr. Richard C. Dwyer**

*Dean of Education*

**Richard D. Heron**

*Lieutenant Commander (DM), USNR*

Dr. Dwyer has been with the Academy since December of 1931. His first post here was as Chief Engineer. Dr. Dwyer has had much experience in the field of engineering. He holds a Chief Engineers' license, is a member of the Society of Naval Architects and Marine Engineers and is author of "Marine Steam Engineering" which is in wide use as a text of Maritime Academies. He was awarded the Doctor of Laws degree in 1942 for his work on this set of books.

He teaches metallurgy and math at the Academy.

Mr. Heron graduated from CMA with the class of 1938. After graduation, he worked with the Union Oil Company for two years. In January, 1942, he was called into the Navy and served 27 months in the Mediterranean and European theatres.

Mr. Heron has been with the Academy since January of 1945. He serves as Commandant of Midshipmen as well as backing the Camera Club and advising the "Hawsepope" staff. He teaches Naval Science and Communications.

Mr. Heron expects to stay on at the Academy as one of the permanent staff.

Captain Martin arrived at CMA on May 7, 1945 to take over command of the training ship. His experiences and accomplishments are many and varied. Captain Martin began his seagoing career when he was 18 years old. After much hard work and study he was able to acquire his second mates license.

During his 20 years service in the Merchant Marine, Captain Martin has seen service on all types of ships. In 1941 he was called to active duty with the Navy as navigating officer of the "USS Tangier" and later as commanding officer of an LSD.

At the Academy Captain Martin instructs in ship handling, at which art he is an expert and also instructs in ship's business and stability.

Commander Flanner came to the Academy in January of this year to take over the post of Chief Engineer. Commander Flanner is an old hand aboard the training ship having graduated from the Academy in 1935.

Upon graduation, Commander Flanner shipped with Union Oil Company for several years and in 1942 was called to active duty with the Navy and was an engineering instructor at the Cadet Basic School in San Mateo and was then transferred to CMA. Commander Flanner teaches G.R.&R. and electricity.

**Lester Martin**

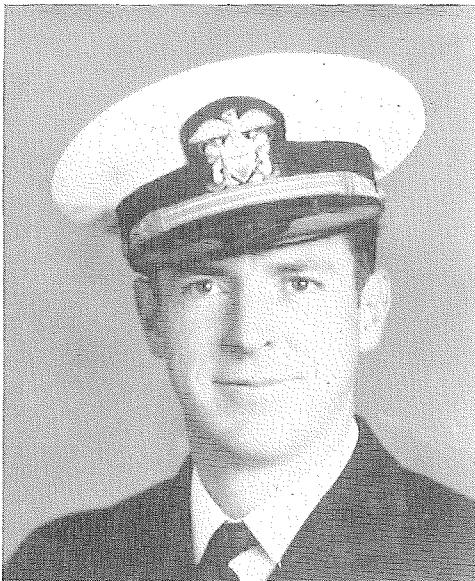
*Captain (DM), USNR*



**Frank Flanner**

*Commander (EM), USNR*

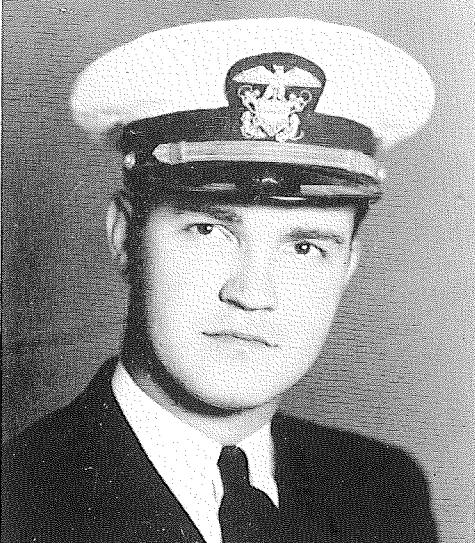




**Chester H. Tubbs**

**Lieutenant Commander (DM), USNR**

Ship's navigator—home town, Santa Paula. Experience: Graduate of CMA 1938, shipped three years with American Hawaiian, holds chief mates license (unlimited) has B.S. degree. Teaches navigation, and math. Has been at the Academy since May, 1941.



**John F. Summerill**

**Lieutenant Commander (DM), USNR**

First Lieutenant, left in July—home town, Los Angeles. Experience: 10 years at sea, graduate of CMA 1938, licensed chief mate, author of "Tanker Manual," B.S. degree. Teaches seamanship, G.R.&R., Law, cargo, meteorology, and tankers. Has been at the Academy since April, 1942.



**John S. Bailey, Jr.**

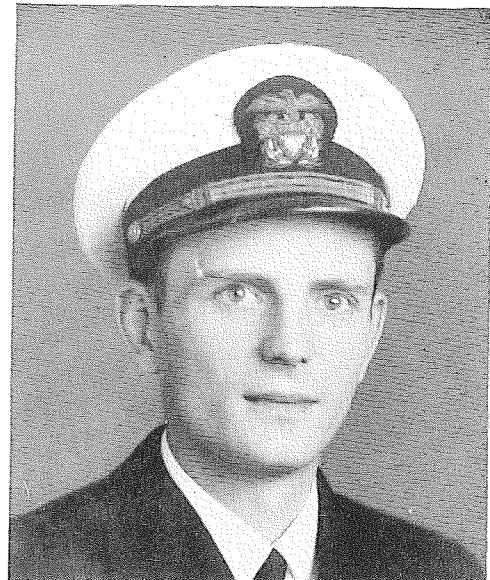
**Lieutenant (DM), USNR**

First Lieutenant — home town, Los Angeles. Experience: Graduate of CMA 1938, 6 months with Coast and Geodetic Survey, APL till 1944, ordered to active duty with Navy, served on APA as 1st Lieut., navigator and executive officer, holds master's papers. Teaches general deck subjects. Ordered to CMA October, 1945.

### **Adolph J. Erickson**

**Lieutenant (EM), USNR**

Engineering instructor — home town, Palo Alto, California. Experience: Graduate of CMA, 1939, shipped with Matson until August, 1942 and then went on active duty with the Navy. Was an instructor at Officer Candidate School, Alameda, and instructor for 15 months at Kings Point. Teaches—G.R.&R., Reciprocating engines. Joined CMA November, 1945.



### **Clifford W. Rice**

**Lieutenant, USN**

Engineering watch officer and instructor — home town, Fair Oaks, California. Experience: 27 years in U.S. Navy engineering—served on battleships and destroyers, of which he was chief engineer. Teaches auxiliaries.

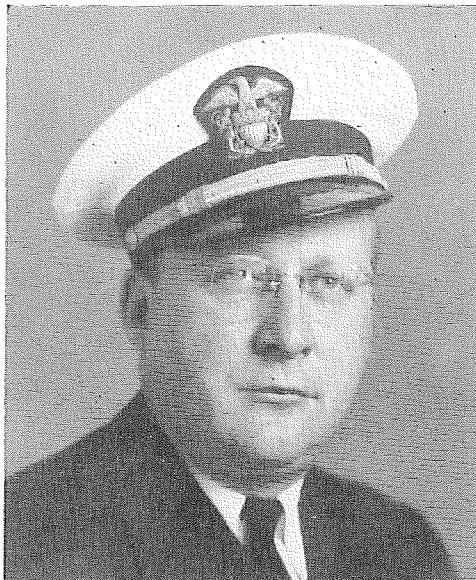


### **George W. Koski**

**Lieutenant, USN**

Engineering watch officer and instructor — home town, Brooklyn, New York. Experience: 17 years in the U.S. Navy. Has served on all types of Navy ships. Teaches turbines and reciprocating engines. Has been with the Academy since December, 1945.

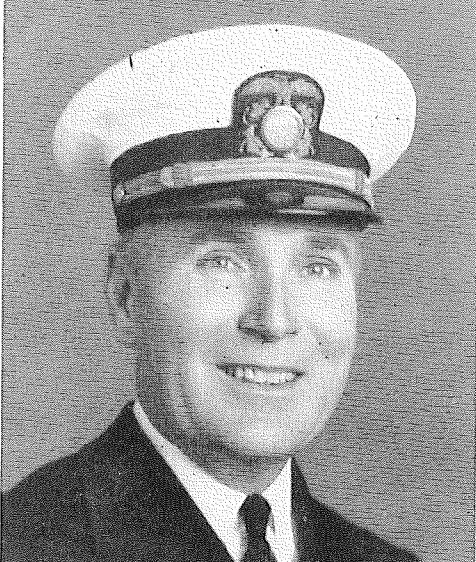




**Sylvester P. Norman**

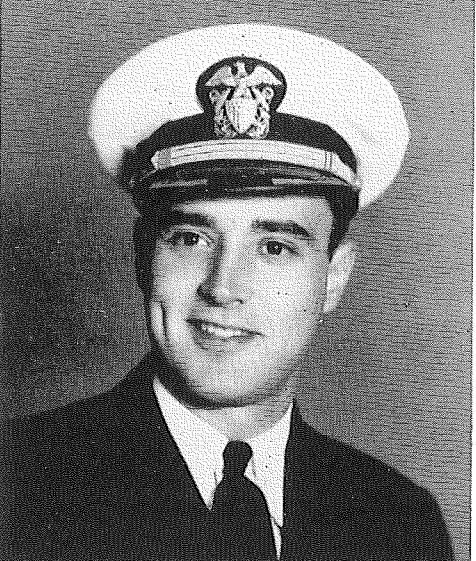
**Lieutenant (MC), USNR**

Medical Officer—home town, Long Beach, California. Experience: Attended the University of Nebraska as a medical student; had a private practice for 5 years in Long Beach; served with U.S. Navy for 5 years. Teaches First Aid and ships' medicine. Has been with the Academy since September, 1944.



**Jarrett M. Cadwell**

Supply Officer, State of California—home town, San Francisco, California. Experience: University of Texas—16 years with the U.S. Navy. Has been with the Academy since May, 1931.



**Alton M. Barlow**

**Lieutenant (DM), USNR**

Captain's Aide — home town, North Hollywood, California. Experience: Graduate of Kings Point 1943, has served on Merchant and Navy ships. Has been in U.S. Navy since 1943. Teaches communications. Has been with the Academy since October, 1945.

### **George W. Myers**

*Lieutenant (j.g.), USN*

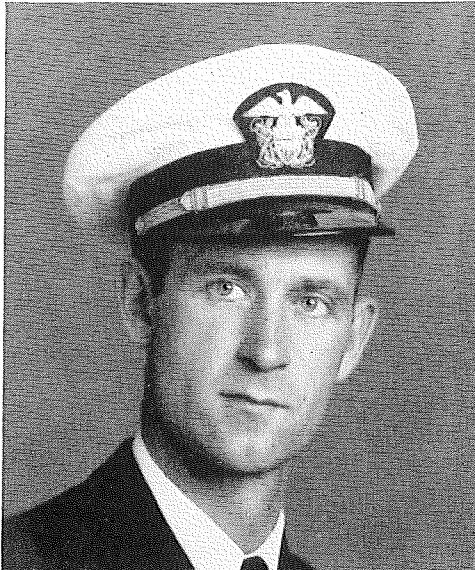
Engineering Instructor — home town, Atlanta, Georgia. Experience: 17 years in the U.S. Navy on all types of Naval craft and all branches of engineering. Teaches diesel engineering. Has been with the Academy since November, 1945.



### **William Esch**

*Ensign, USN*

Engineering watch officer and instructor — home town, New York, New York. Experience: 16 years in the U.S. Navy in all branches of engineering. Taught boilers. Recently transferred to duty on atom-bomb test. Came to the Academy November, 1945.



### **Hall M. Newhall**

Chief Warrant Bosun, State of California. Instructor and ships' bosun—home town, San Francisco, California. Experience: Bosun, 3 years sail, 7 years steam—4 years chief bosun, USS California. Teaches practical seamanship. Came to CMA May, 1946.





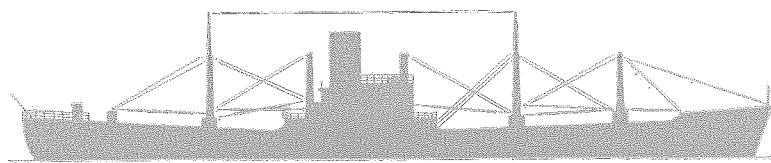
**Clarence A. Morgan**

Warrant Officer, Chief Steward, State of California—home town, Candler, North Carolina. Experience: 23 years as chef and cook and in management of restaurants. Has been with the Academy since May, 1939.



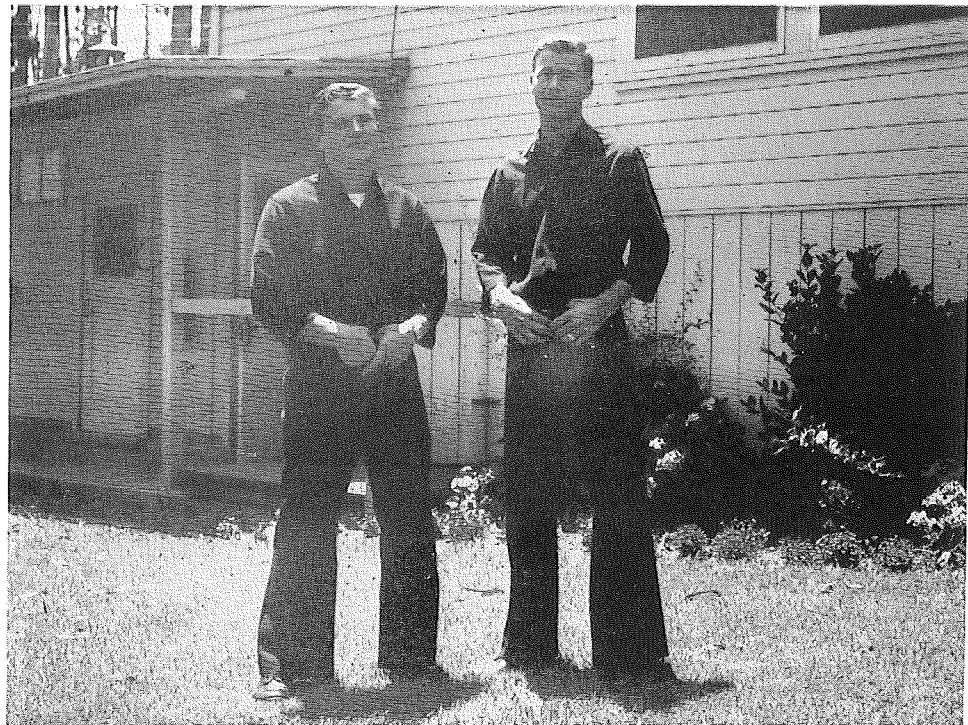
**Eugene Harnwell**

Warrant Officer, Ships' Carpenter, State of California—home town, Sausalito, California. Experience: 46 years as carpenter and boat builder. Has been at the Academy since October, 1935.





*Graduates*



CLASS OFFICERS

LEFT TO RIGHT: Richard Valentine, Vice-President; Ruston Backer, President; (missing) Bud Corlett, Secretary.

## FIRST CLASS HISTORY

The class of '46 and CMA first met on a cold, bleak and hectic July 10th, way back in 1944. Ever since, the class has continued to grow in the ways of the world as well as in the bond of friendship and understanding that exists, so that as the day of graduation and separation comes upon us we are filled with a sadness as well as with excitement and anxiety as to what the future holds in store. From that first never to be forgotten day of our arrival, each day has brought something new.

First it was becoming accustomed to the alien atmosphere into which we were swept. The wide assortment of civilian clothes were soon packed and sent home and in their place appeared dungarees and squared sailor hats. Swab rules and matches became an absolute part of every person. Shoes were polished three and four times during the day, uniforms kept spotless. Hitting the hay at will and rising with a stretch and a yawn existed only as memories, seemingly out of reach for eternity. The terms and phrases were as foreign as the rules and regulations thrust upon us. The floor became a deck, the mop a swab, the walls became bulkheads and on and on.

By some coincidence, all of us seemed to have a close shave with our respective barbers on our first week-end liberty, for we all returned with  $1/4$ " hair cuts. All track of time seemed to be lost with the ending of our first week and before we knew it we had a

cruise under our belts. Many of the problems of the classroom no longer remained a burden after actual application. Our cruise was highlighted by a trip to Stockton, where we were given a most hospitable reception. The annual boat races took place at this time and though defeated by the second class we were proud of our showing.

The termination of life aboard ship meant more books and final exams. This was all right though, because it meant the days as swabs were rapidly drawing to a close, and finally the eventful day itself was upon us. After bidding the First Class "bon voyage" we joyously gathered together and celebrated our advancement with a bonfire, where we departed with our much needed and burdensome swab rules and matches.

With the arrival of the new third class a few responsibilities began to come our way. No longer was leniency given when we showed improper performance of duty for we were now second classmen. It was our job to teach and supervise the underclassmen and in order to obtain the results we wished it was necessary for our own conduct to be the example. Yet it can't be said that our routine became one of just work. We began to take advantage of our privilege of organizing as a class and planning extra curricular activities of our own. The unanimous wish of all was that our first social event be a dance.

Through the efforts of Ralph Hoyt we were generously given the use of the Berkeley Yacht Club. Its salty atmosphere combined with soft lights and music was ideal, and the end of the evening found everyone anxious for many more such good times.

The saying that your second class year goes by even faster than the swab term was only too true, for we found ourselves first classmen without having another party. So a banquet was held at "Tiny's" with the officers as our guests. Everyone left feeling that there existed a high spirit of coöperation and good will between the officers and the first class.

The "between semester leave" was followed by a beer bust at Lake Anza. We upheld the reputation of all seafaring men by doing away with the better part of two kegs in fine style. Not even rain could break the spirit of the occasion, for we simply built a larger fire.

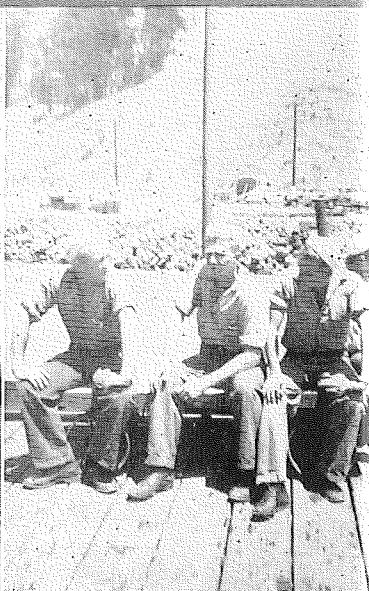
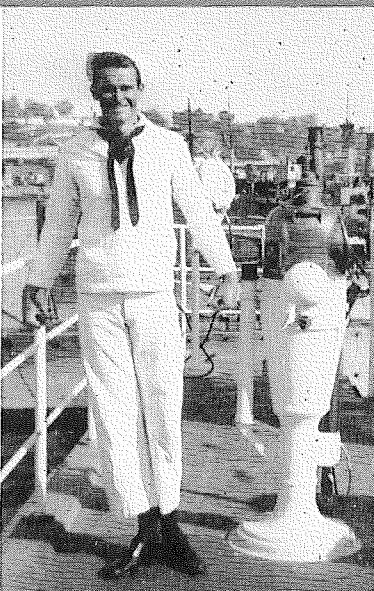
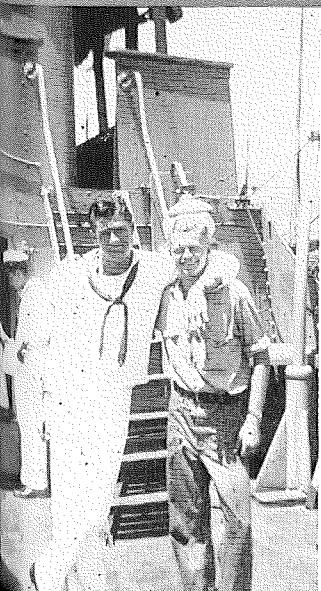
As first classmen we found our responsibilities mounting constantly and our studies growing more difficult. The days of asking questions were far less in number, for we were now expected to produce the results. Woe be unto the fellow who slipped up in tying a knot or in any other practical demonstration to underclassmen.

BUDDIES

THAY NOW

SIESTA

TURN-TO



The days until cruise were anxiously counted and final preparations made. Finally the 10th of January was at hand and the farewells of midshipmen and their families sent the T. S. on its way.

The first few days the first class had several weighty problems on their minds. Uppermost was the thought of seasickness and then there were important watches to be stood and our nervousness as to our ability was plainly visible. Sun bathing predominated during the majority of free hours and a frequent topic of conversation was who had the best tan. The hospitality extended in every port we visited was deeply appreciated. In L. A. the boys from the southland had to prove their many boasts to the northern gang and few first classmen failed to hit "Roadside-Rest" or vicinity. Our last party in L. A. was held for the entire class at Dick Miller's. Nothing could have been more fun than to bring to a close our cruise with such a party.

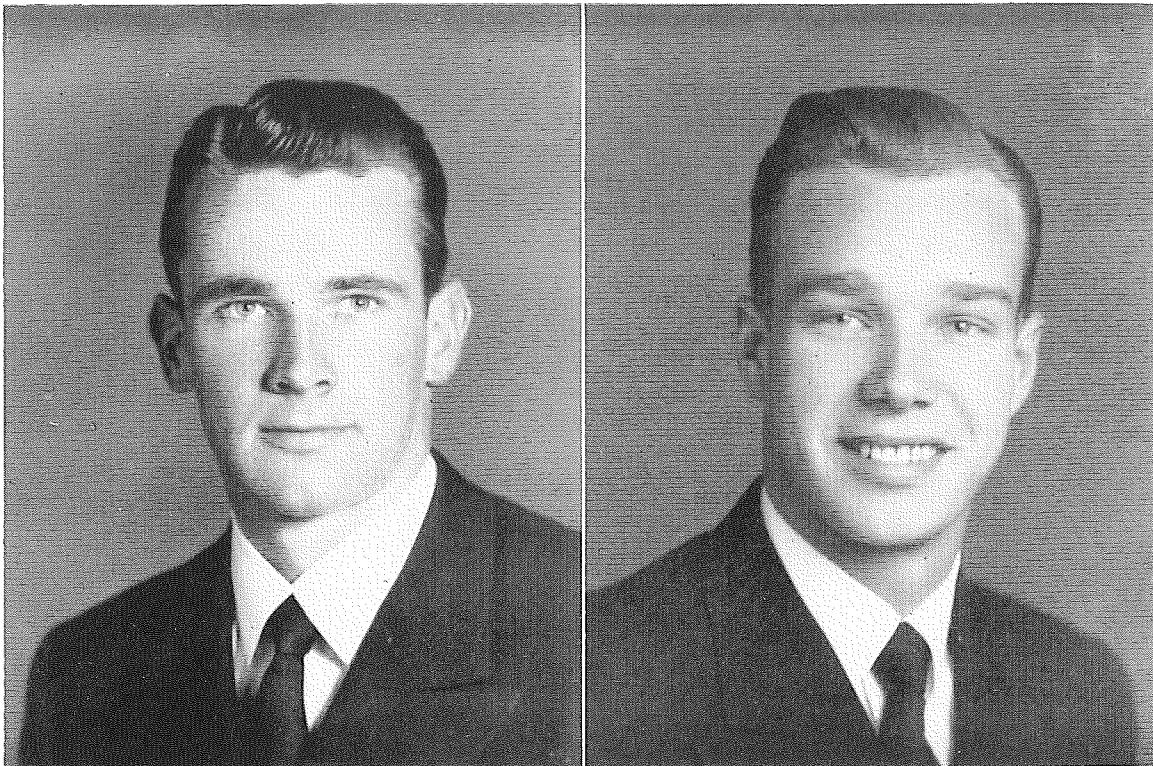
Very much impressed with how fast the cruises had passed, we became more than a little concerned over the feared license examination with which we had a date in three months or so. Aside from taking time out one week-end in May for a repeat on our first beer bust, studies occupied most of our time.

Nothing remains now but to take leave of CMA and of each other. Saying good-bye means some of us who have worked, studied, and played together as close as any group of fellows possibly could be, may never meet again. It's been a great experience and one we shall never forget.

PETTY OFFICERS

BACK ROW, left to right: Miller, Dickinson, Clendenny, Hoyt, Karasky, Fogelman, Chambers, Vandegrift. FRONT ROW: Dreyer, McLeod, Schill, Kollasch.





**William F. Schill**

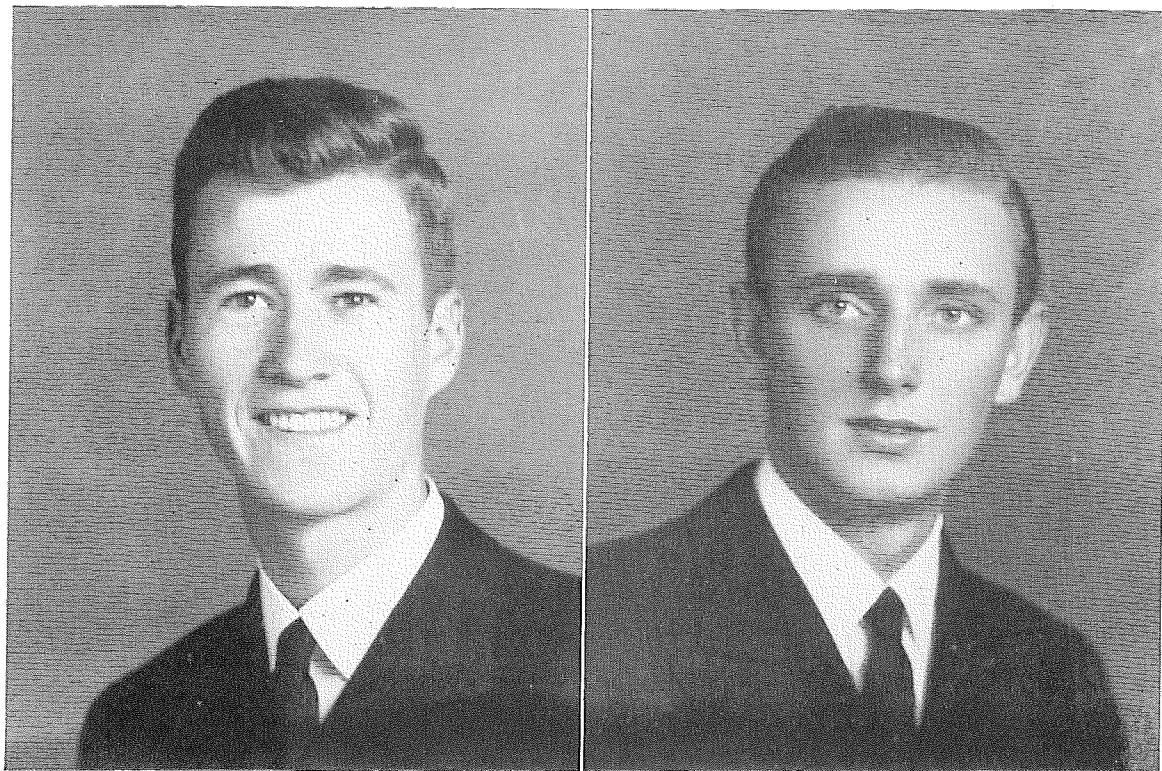
*"Big Bill"*

**Denny A. McLeod**

*"Mac"*

"Indian Bill" has acquired the respect of all his classmates through his tireless efforts to do his very best in everything he undertakes. The position as cadet Captain came naturally to "Big Bill" as he is a true leader of men. The sea will be his life for years to come and if his showing at the Academy is an indication of his ability, he will surely do well. A true sailor and staunch friend. Smooth sailing to you, Bill.

As the outstanding member of the tinker class, Mac was chosen as our Chief Engineer. "Tex" duly deserved this honor for he is not only outstanding scholastically, but he is a real leader and a tireless worker. "The Legs" was elected president of our second class year which verifies the fact that he is a friend to all and a genuine good fellow. In the shipping world Denny is a sure thing for success. Good luck, Mac.



**Rushton Backer**

*"Rush"*

**Wallace Virgil Baitinger**

*"Hawk"*

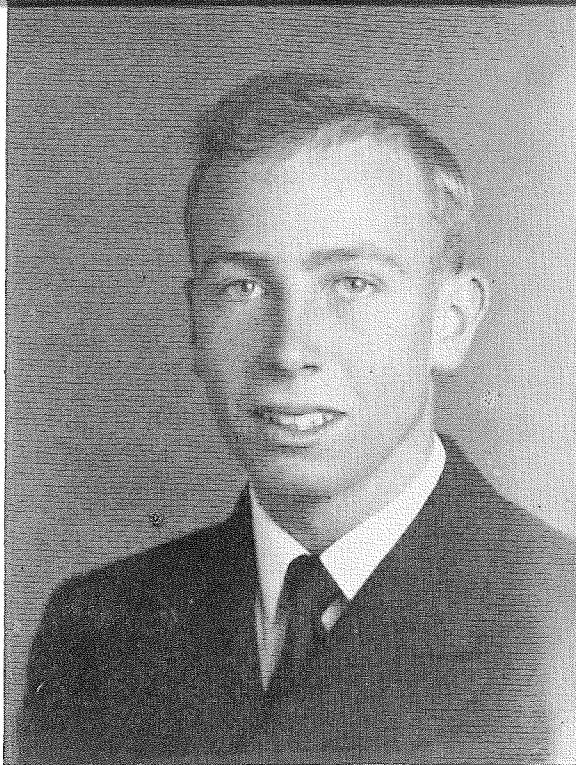
Rush, recognized the world over as John Wayne's double, will long be remembered for his smile for everyone and his ability to help in any need. Soon after his arrival at CMA, his "golden" trumpet brought him great popularity by blowing reveille \$%&{@# ?, but he soon overcame this disadvantage and was elected First Class President this year. Here's the best of luck to one of the most respected and best liked men at the Academy.

Wallace Virgil Baitinger, more familiarly known to his friends as "The Hawk," was the possessor of one of the most versatile personalities ever at this Academy. Well liked by everyone, Wally was co-captain of the basketball team and leader of the school band in his first year besides being one of the best tennis players at CMA. "The Hawk" plans to follow the sea for a few years and after that his plans are indefinite, but it is certain that he will be successful in any undertaking.

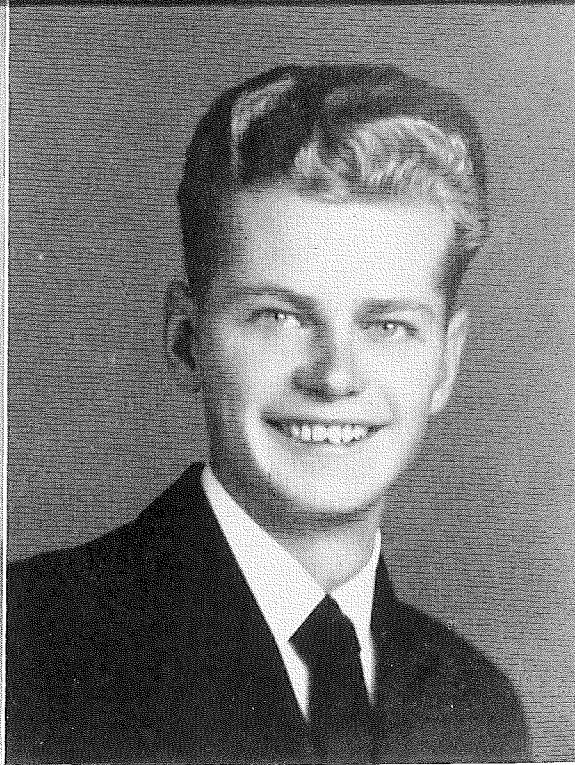
"Ding Dong," unlike most of his classmates, entered CMA with some experience at sea—USC. Endowed with the sea fever blood prominent in his Norwegian ancestors, he spent his childhood days building model ships and reading sea stories. Al plans to make the sea his lifetime career, shipping out on an oriental run, making master and then someday settling down as a Yangtze River pilot.

L.A.'s loss was CMA's gain, when the "Thin Man" came North. Spending a good portion of his adolescence at Dorsey High, he soon tired of trivial things and sought higher learning at CMA. While being initiated into the world of engineering, women, and cerveza, no harm was done to his character. A clever man with a wrench as well as a book, he can fix anything that runs. May "Lady Luck" be kind to him always.

**J. Albert Bergum**  
"Ding Dong"



**Charles William Bradley**  
"Shadow"





**Joseph F. Brodsky**  
"Joe"

**James R. Chambers**  
"Gopher"

Joe hails from L.A. High, where he was a great leader in student government. In class, Aristotle, as he is sometimes called, is unsurpassed. His short, snappy, answers will always be remembered. Joe's talents are unlimited—he reads, draws, and even writes. The latter fact is substantiated by his CMA Handbook, a little treatise on the history and traditions of the Academy. With such abilities Joe will go a long way in the shipping world.

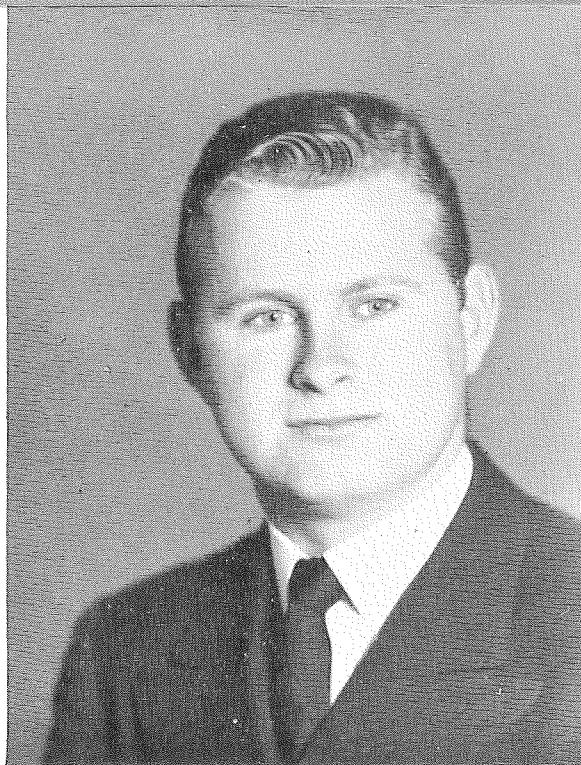
Jim, who comes from Beverly Hills, has had a lot of experience that helped him become one of the best engineers aboard. A hard worker with a good head on his shoulders, he got his stripes in his first class year and has always done a good job on everything he tackles. Jim pulled a mean oar on the class crew and is a good all-around athlete. We all wish him even more success with his career than he has had in his twenty years to date.

Perhaps the most fitting evidence of the energetic determination and capability which have always characterized "Clink's" doings, is the year's publication of the BINNACLE which he so skillfully edited, while at the same time carrying out the duties of petty officer and reaching the top of his class scholastically. "Clink's" ready smile and quiet manner have caused all midshipmen to enjoy working with him, and to believe that in not too many years his name will be one of prominence in the shipping world.

Don is one of those rarely gifted people of quick wit and ready smile who always manage to put a laugh into the darkest situation. This popular midshipman came to us after two years at UCLA and has proved himself an exceptional student. His success can be attributed to a desire to get things done right, a devotion to hep music, and a locker door full of beautiful blondes. His wide experiences and ability to think things through will carry Don on to success and happiness.

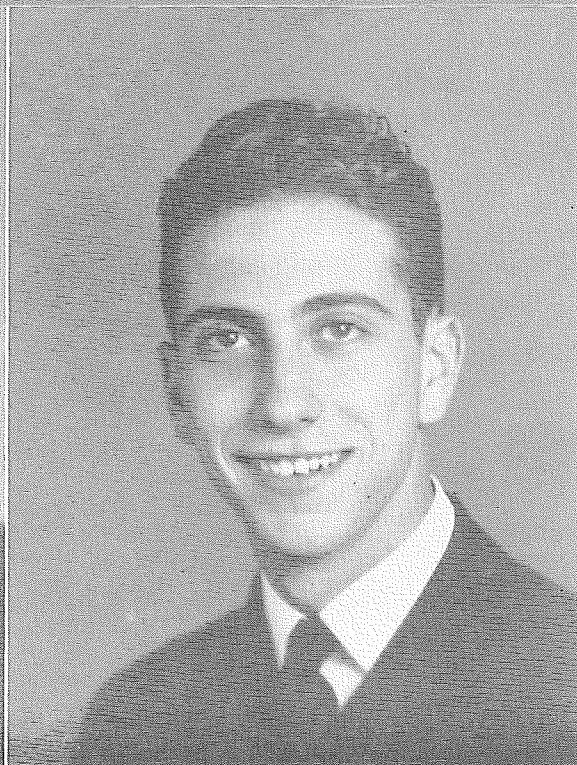
**Carlton H. Clendenny**

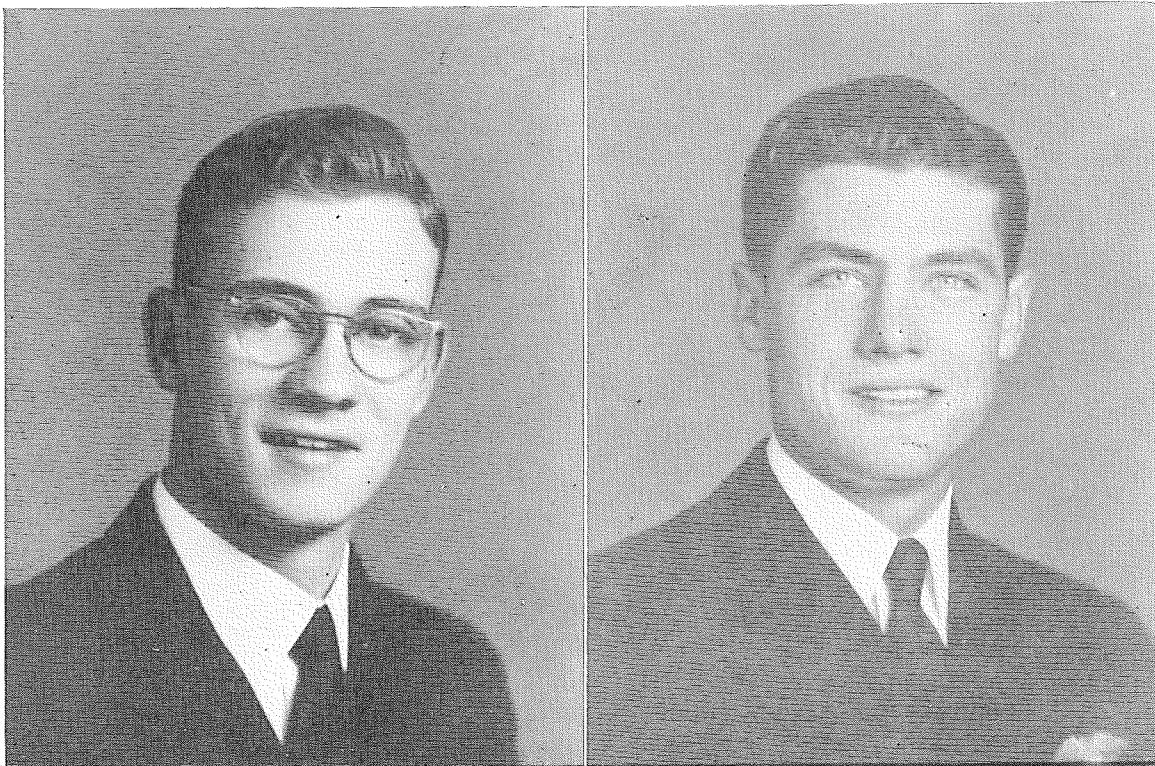
"Clink"



**Donald B. Cohen**

"Don"





**Benjamin Corlett**

"Bud"

**William H. Cree, Jr.**

"Bill"

"Bud," "Benny-Buddy" to his intimate friends, is the only midshipman that hails from Napa, California. This "Napaoneon," living up to his high school record as a fine athlete, excelled in all of CMA's sports, and was voted captain of our championship basketball team. "Bud" was the efficient chief of our canteen, and holds the title of one of the best liked fellows of the first class. Upon graduation he has hopes of shipping on a C-3 combination. We wish him luck in his venture.

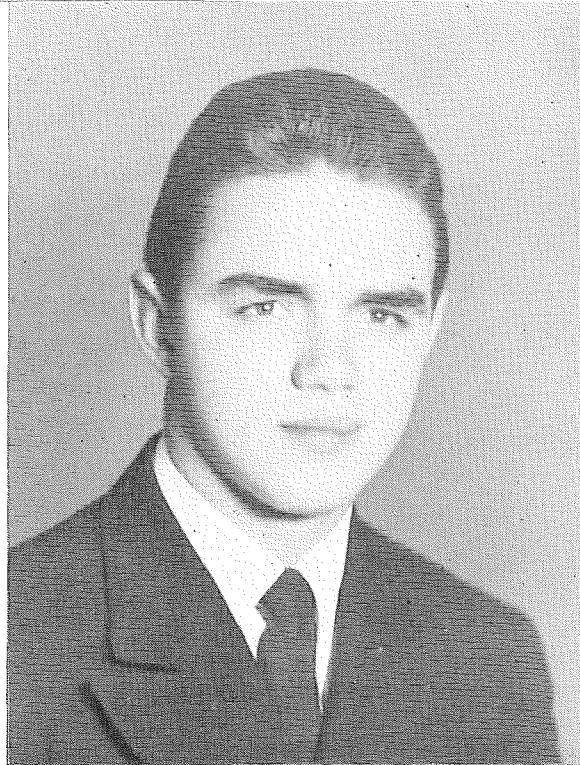
As long as Bill is around, your woman is in danger—they can't resist this Long Beach brute. Bill seems to see the "right" side of things, and is a pal to everyone, no matter what his position at the Academy. A hard worker, who likes to see things done right, he has competently handled the Cadet Service Fund and Laundry Fund for the boys, and his friends have increased with his reputed bank account. Lots of luck and happiness, Bill.

Befriended and well liked by one and all, Frank made his presence at the Academy known through his colorful and amiable personality as well as a strong desire to do well by his shipmates. Versatile means Frank as his interests and activities are numerous as well as varied. It is his easy going manner that has won the friendship and high esteem of all acquainted with Santa Monica's gift to CMA. Frank's sterling qualities as proven here at the Academy will go a long way toward attaining his goal.

CMA first caught a glimpse of George "F"ine "O"fficer Dickinson rolling up to its Pearly Gates in his brown phantom. From that day forth he has proceeded to win the friendship of all and establish an enviable record as his title denotes. Just ask George and "Scratch" about the stability of the TSGS. With the rough seas of South America impressed upon their memories, they can paint a most vivid picture. Whatever George's future endeavors may be, we know his pleasing personality and ability will bring success.

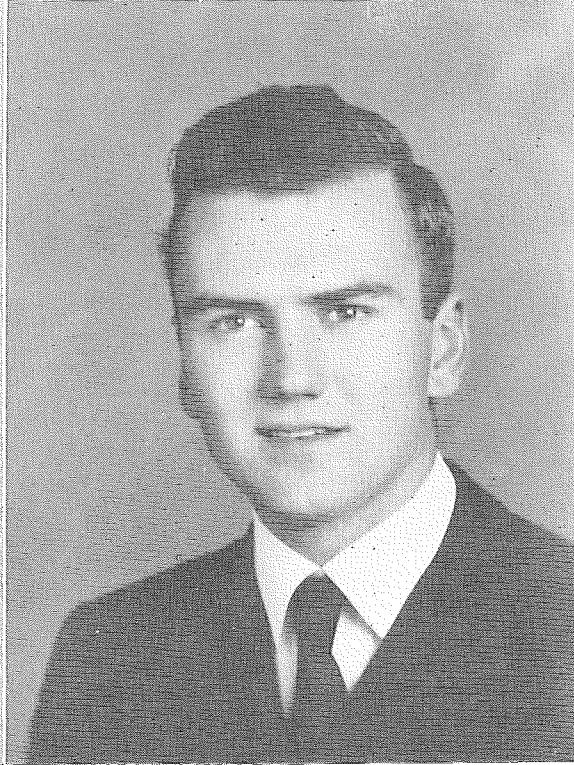
**Frank Dazey**

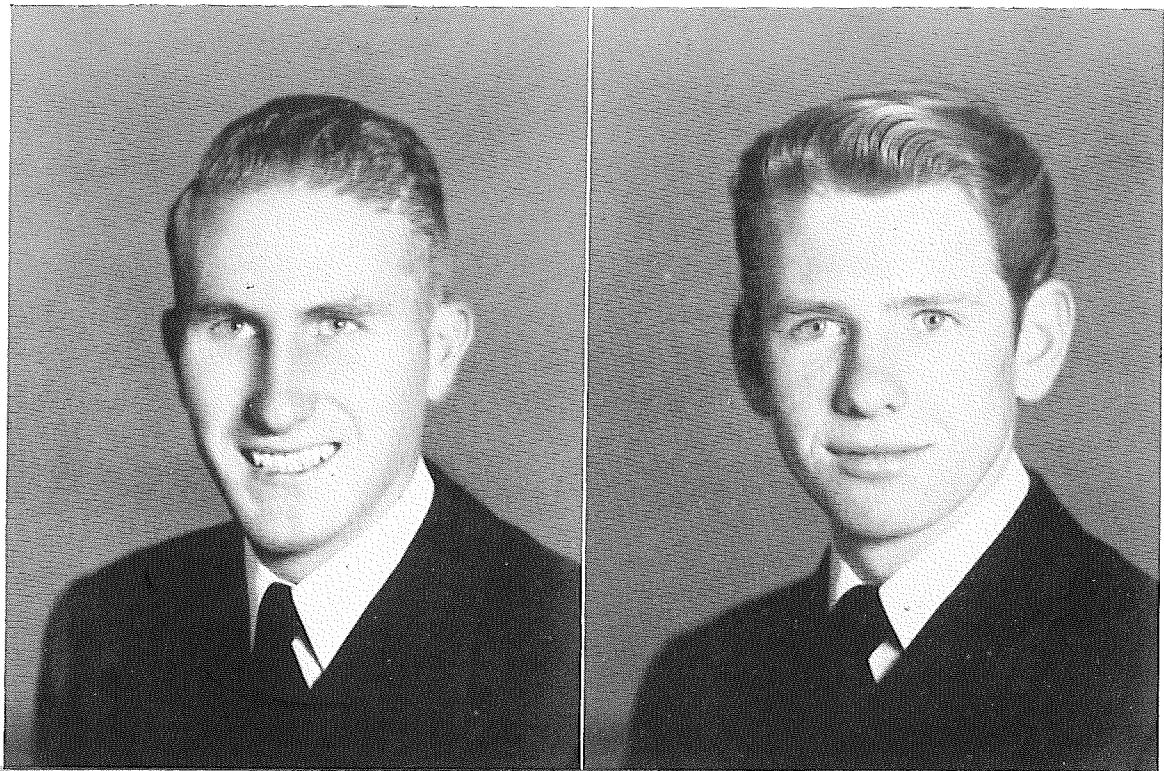
*"Daisy"*



**George W. Dickinson**

*"Scar Nose"*





**Curtis Dreyer**

"Buzz"

**Donald B. Everson**

"Don"

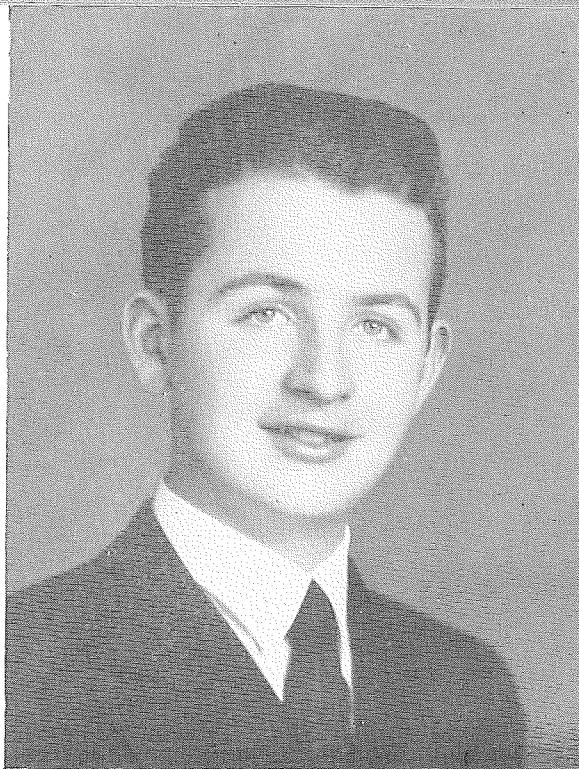
The newest edition of the Dreyer family came bouncing into the world with a smile that has somehow always charmed the fairer sex. The town, Oakland, California; the year, 1925. Then began the life of a future engineer, whose personality and quick-mindedness have contributed immensely to this endeavor. Noteworthy of mention have been Curt's commandery of "C" Division, his addition to the first class crew, and his fair and square dealing with everyone.

Don is well fitted to be one of our rank of engineers as ever since his early high school days he has been vitally interested in various types of motor vehicles. He has carried this interest with him from his home town of Oakland to the Academy. Besides being a "rod" artist he is also an able student and plans to further his studies after graduating. Best of luck and clear sailing, Don.

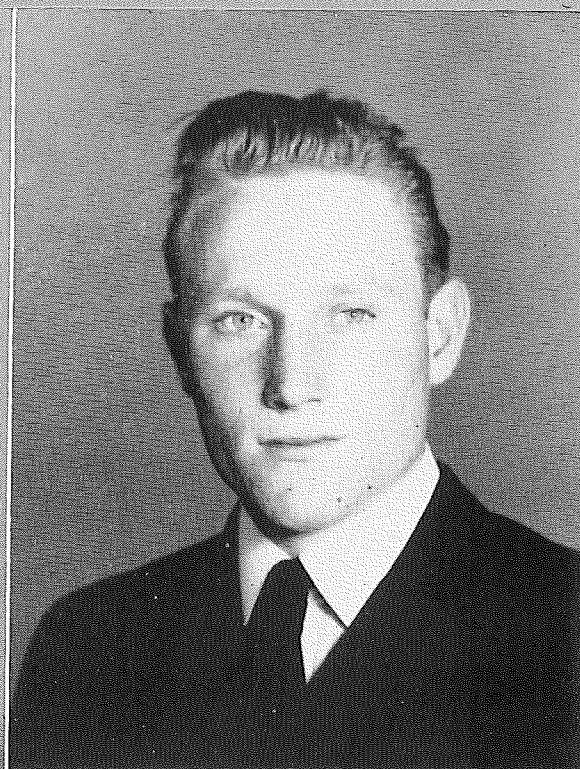
Known far and wide as "Doc," Bill easily takes his stand as one of the most traditional CMA characters. Carrying on the precedent of the "Doc's" of past years, he has brought spirit and good fellowship to many a dreary and lifeless evening. But this Altadena lad will be remembered longest for his kind-heartedness and good nature, and he leaves deep in the memory of all his classmates his wistful frown and sympathetic smile.

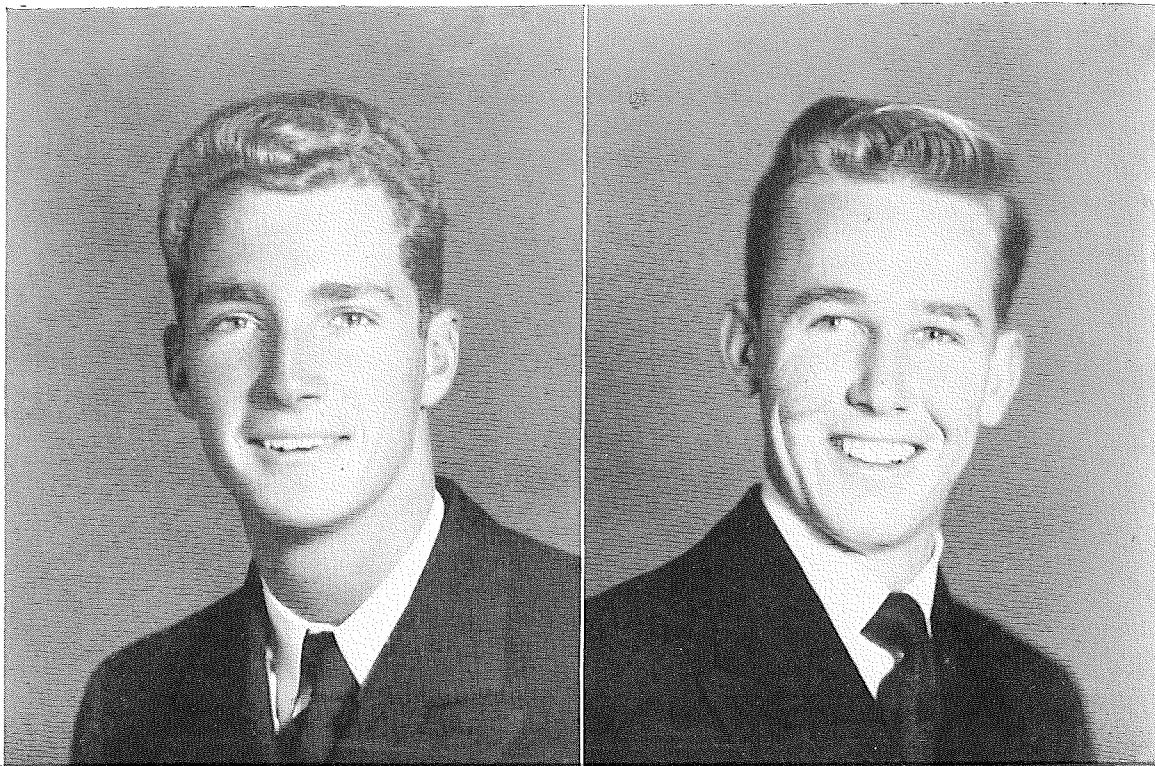
Regardless of the activity, "Fogie," our Chief PO, has always shown an interest. He has excelled as one of our finest handball players. As a practical man his skill was demonstrated by several successful overhauls on the forced draft blower, despite 140° F. and tropical humidity. In studies, "the Fink" just can't be surpassed. You'll generally find him with a Navy pamphlet and a flashlight. With his conscientious attitude, "Fogie" should have a successful life.

**William H. Ezell**  
"Doc"



**Samuel Franklin Fogleman**  
"Fogie"





**Willis Clark Graves**

*"Clock"*

**Robert Hughes Hadfield**

*"Bob"*

Clark hails from down L. A. way but has stronger ties in Berkeley at present. Indeed, Loie has her man. Clark came to CMA in a black coupe which has been constant transportation for many as he's most conscientious comes liberty. Clark has been an able engineer and plans to further his education at Berkeley. Lots of luck to a carefree and happy character in whatever he may attempt; all who know him, know he'll succeed.

Bob came to CMA from a long line of "hot rod" enthusiasts. Keeping this in mind when he came in, he became an engineer and one of the most practical ones ever seen around these parts. Outside of the engine room, Bob's interests lie in telling jokes. Whenever there's a crowd of fellows you can bet Bob's in the center telling a joke or making with an imitation. Here's success to one of the swellest fellows we'll ever sail with. Good luck, Bob.

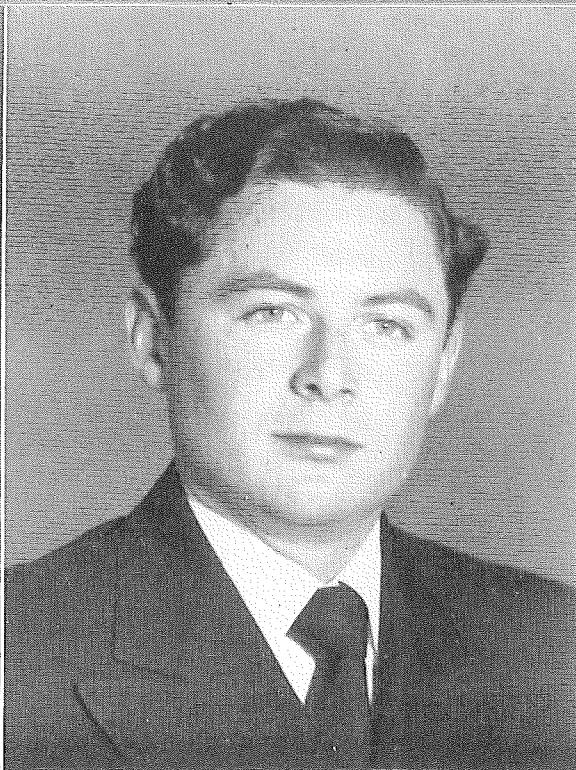
Curtis Baxter Harrison came to us from the beautiful town of Orinda. He is a quiet guy who is known by many as "Baldy" for obvious reasons. "Harry," as he is generally called, is noted for being a very practical engineer who will get a job done if he has to use bailing wire and chewing gum to do it. We know he will make good on any P-2 he sails on—Good luck and smooth sailing.

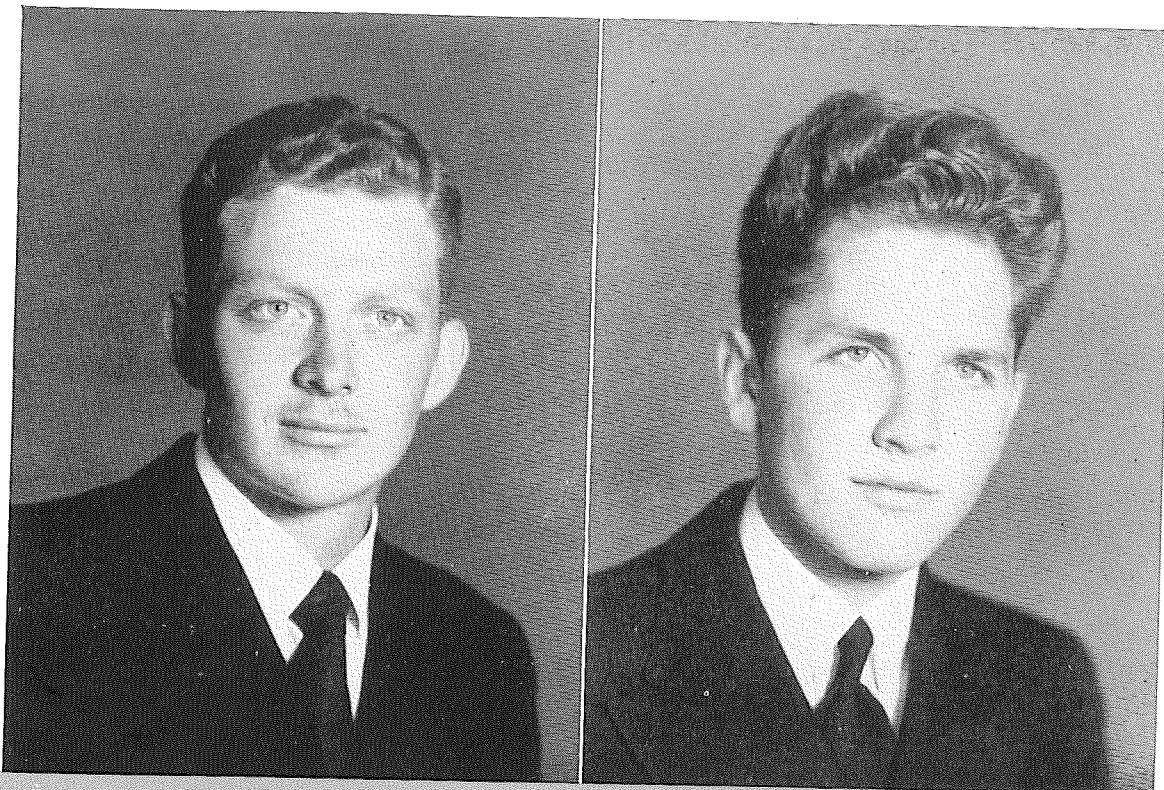
Short and good natured "Hatch" bid South Pasadena adieu after TALKING his way into CMA and rapidly became a member in good standing of the black gang. That he has the ability to cope with any engineering problem that comes up has been proven many times. However, every man has his Waterloo and his is tall girls. His plans include shipping on a T-2 turbo-electric job, so here's wishing him a continuance of his present success.

**Curtis B. Harrison**  
"Harry"



**James Lionel Hatcher**  
"Hatch"





**Ralph B. Hoyt**

*"Butts"*

**J. Craig Karasky**

*"Nails"*

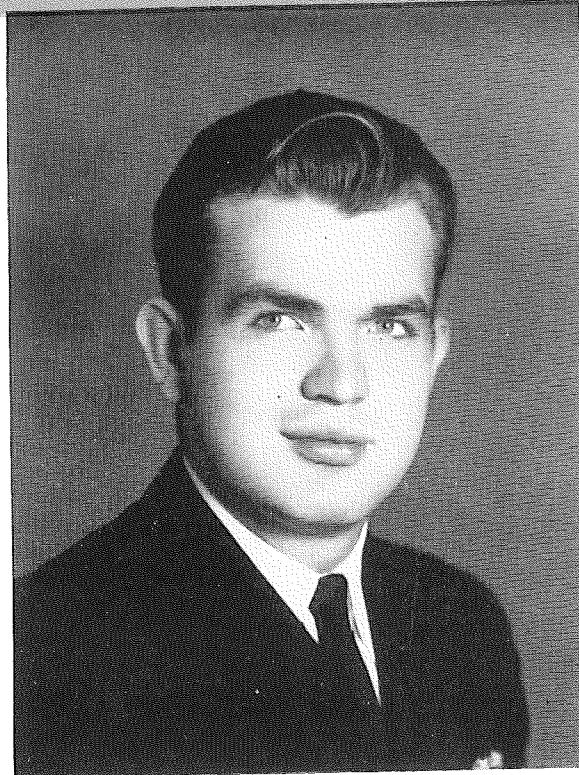
"Butts can do it" is the familiar phrase around CMA—this Berkeley boy, division officer of "B" division, seems to have a knack of getting things done. His practical ability and matter-of-factness have won him a reputation of being a good man to have on the job. "Salty" Hoyt, with a year and a half in the Coast Guard behind him, has found the Academy to be "right up his alley," and his success at sea is certain to all his classmates.

Another one of the local boys, Craig hails from Oakland, and is always ready to speak for his fair city. At the end of his second class year, "Nails" was given the thankless job as "A" division commander for his outstanding work. J.C. plans to ship for several years, and then work his way into a shore job. It is agreed that he will have no trouble getting along wherever his career may take him.

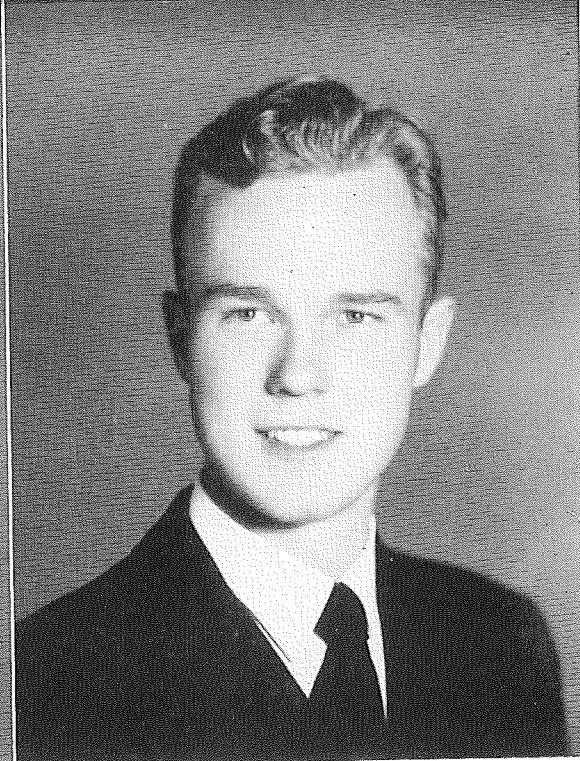
Paul made himself known to the boys of CMA by his baritone voice which came to us each night through the ventilators. He is a valuable member of the first class crew. Due to his fine scholastic standing he was made a first class petty officer and has done a fine job in this capacity. His one drawback is his inability to hear reveille in the morning. Here's wishing Paul the best of everything in his career on the seven seas.

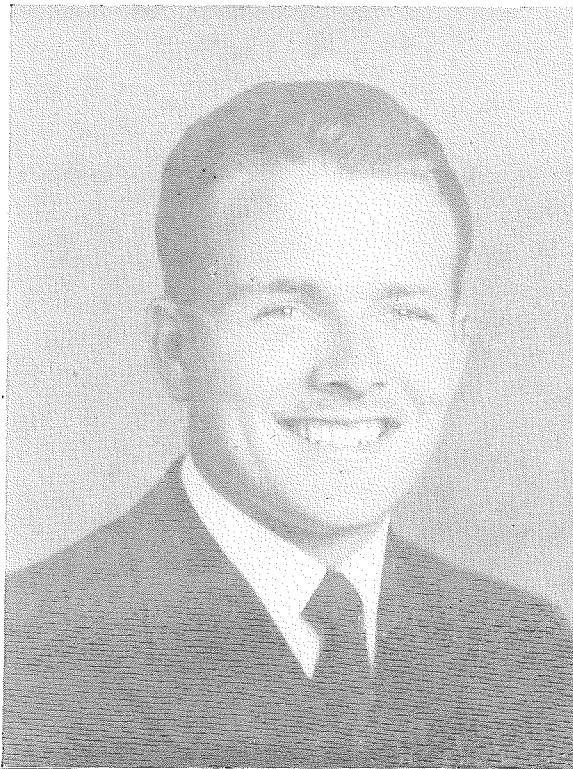
This handsome chap from San Diego is well known for his ability to see humor in almost any situation. This may well be because his perspective is greater than any of his classmates due to the fact that he is the tallest man in his class. He has distinguished himself by his interest in engineering subjects and his determined perseverance in carrying his engineering tasks to a successful conclusion. Bob hopes to eventually find a career for himself in Uncle Sam's fighting regular Navy.

**Paul Duane Kollasch**  
"Paul"



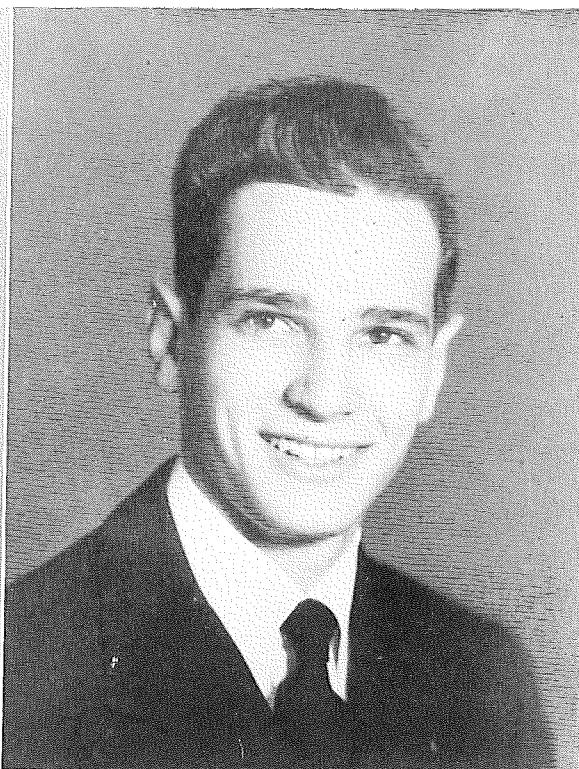
**Robert E. Lawrence**  
"Bob"





**Bruce A. Leavitt**

"B.A."



**Ralph C. Levin**

"Dave"

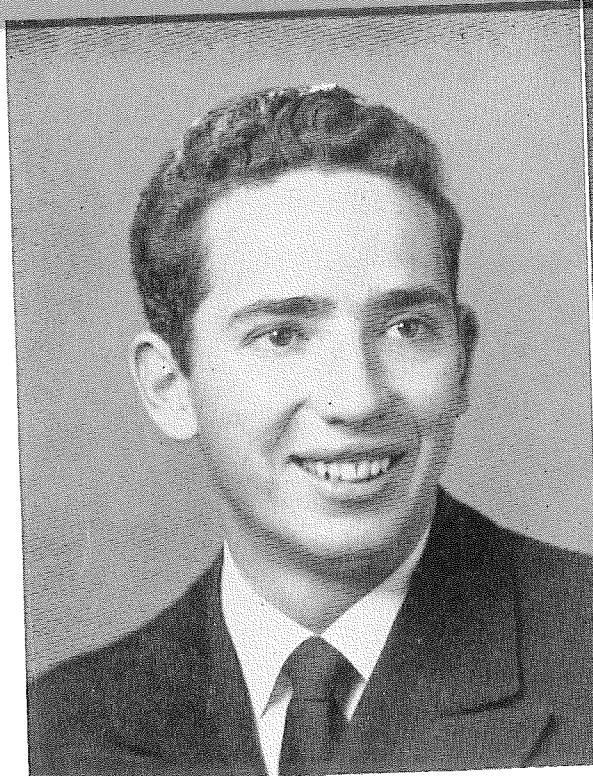
Bruce came to us from an extremely salty atmosphere, namely, the Long Beach waterfront where he gained a good deal of experience in handling small boats and acquiring a seagoing background. As one of the most intent members of his class on going to sea, he should turn into a good tanker man. He will be well remembered for his golden mustache. Good luck, Bruce, here's hoping you'll never have a "spill."

From the southern part of this great state where the natives are distinguished by their dark glasses and long, black limousines, i.e., Hollywood, comes Ralph Levin, leading proponent of modernism and modern living at CMA. Ralph is independent, quick, intelligent, possesses a natural aptitude for engineering and a natural antipathy for study. "Dave," so called because of his former shipmate of the same name, who had a quality that definitely set him apart, goes forth into the shipping world a living example of the modern approach.

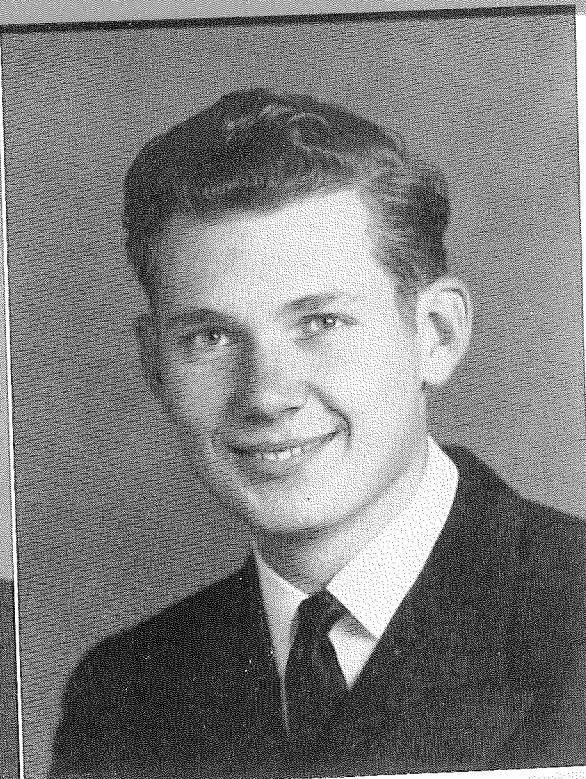
The question was, did San Diego win or lose with the addition of this male to its population? "Chesty," having a natural ability for golf, made quite a name for himself at an early age and the future looked bright. With the war progressing he planned to attend Annapolis but by some quirk ended up at CMA. This likeable lad soon became popular with his fellow classmates. He is still in doubt as to a Navy or Maritime career but we know he will be welcome wherever he goes.

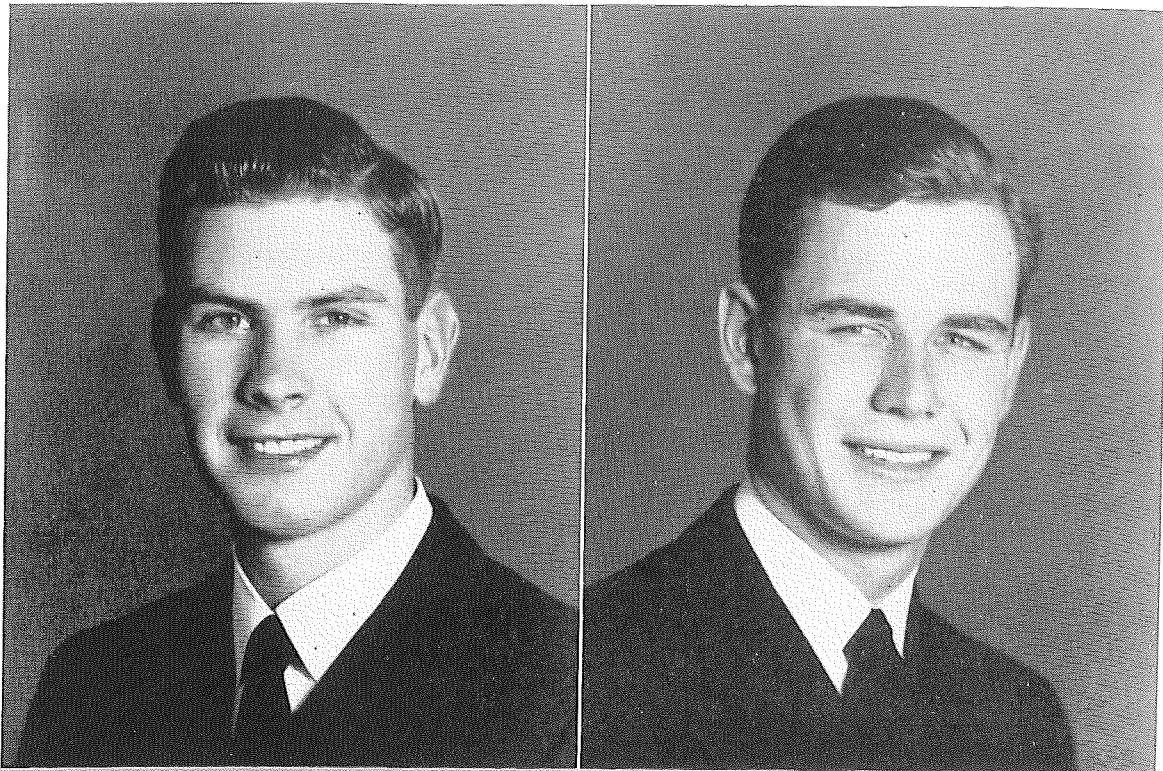
"The Bull" hails from San Diego. He has distinguished himself at the Academy in his capacity as a non-conformist which has often proved the wisest path. The ability to stick to his guns in the face of the high school opposition is admired by his friends. A non-conformist to the end, Ed plans to make the sea his career. Here's wishing fair winds and smooth sailing to a good man.

**Donovan Stanley Love**  
"Chesty"



**Edward E. Marsh**  
"Bull"





**Richard A. Miller**

*"Dick"*

**Anton R. Mirkovitch**

*"Mirk"*

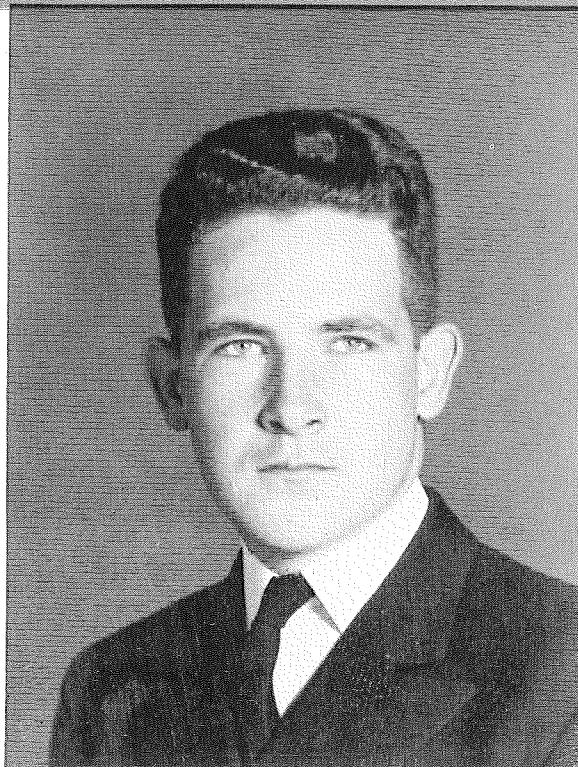
Continuing his fine high school record, Dick has been a standout in studies and athletics at CMA. His pep, enthusiasm, and ability have quickly gained the respect and friendship of all. In addition to his petty officer duties he has taken up the responsibility of business manager of this publication and so to him goes the credit for its financial success. To one we will always remember and whose party for the first class in L. A. will remain as a bright spot in the memory of the cruise, the best of luck and smooth sailing.

Cadets from San Pedro have seemingly been an essential constituent of previous classes. With a great deal of pride can we say that "Mirk" has contributed to our class through his profound convictions on lower class "education." Being an individual with an inquisitive and persevering mind, confidence of his eventual success is widely assumed among those who know him. After completing his course here at CMA and shipping on his license he has his sights on CIT and a degree in chemical engineering.

Harold is popularly known around CMA as "Barnaby" due to his remarkable resemblance to the world renowned character of the comics. He is noted for his logical thinking, even temperament, and "show me" attitude inherent to most from Missouri. Being of rather strict disciplinary principles, his guidance has done wonders toward keeping lower classmen in line. Just what strange power Harold holds over women seems to be a well guarded secret, however, he does have dark wavy hair.

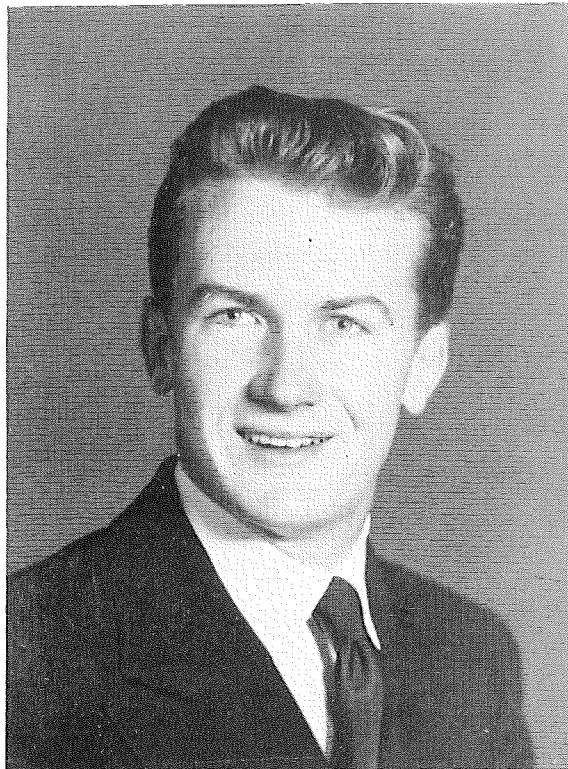
Quiet, sober, and steadfast, Merritt Nickerson might be said to be the Dr. Watson of his class. Speaking seldom, thinking often, he is by nature neat and orderly—not only in outward appearance, but in inward mental arrangement. "Nick" has a serious outlook on life, and has since childhood been intensely interested in the scientific approach. With one of his choice English pipes in hand, one can picture him sitting back from the fire and talking "steam boatin'" with his colleagues.

**Harold Nay**  
"Barnaby"



**Merritt R. Nickerson**  
"Nick"





**James E. Shrader**

*"Jim"*



**Craig J. Swenson**

*"Swede"*

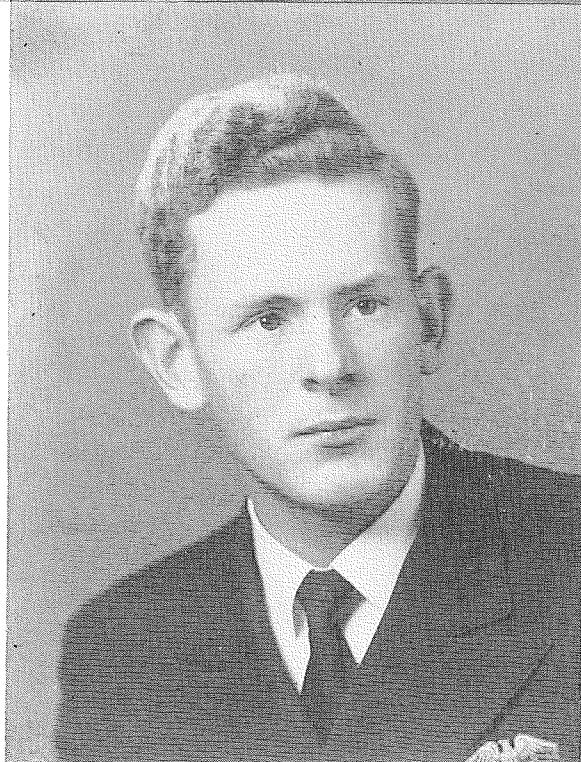
This boy has been known during his stay by several names which generally had reference to either his stocky build or his attitude of profound self-assurance. The latter kept him in continual hot water as a swab, but certainly left him undaunted for a useful upperclass career. Jim never claimed anything less than he knew exactly where he was going; that, no one denies. After better than two years of cadet life together, there's not a man among us who doesn't wish him the best of luck.

In early life Craig, hailing from Colorado, established his residence in Southern California, and in later years, desiring to acquire knowledge in the field of engineering, landed at CMA. Besides adapting himself well to his studies he has made a name for himself by expertly supervising proceedings in the canteen and doing an equally fine job bugling on all occasions. If "Swede's" reputation at CMA is any indication of later life he will without a doubt succeed in whatever field of endeavor he should pursue.

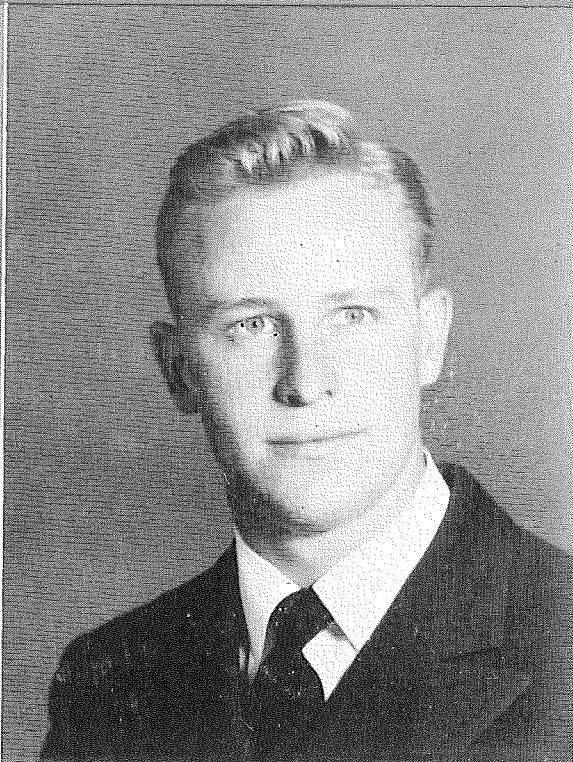
Pasadena's "little man about Northern California" is "Ears." "Red," something he picked up on cruise, has quite a number of accomplishments—his pride and joy, however, being his pilot's license, attained while at CMA. His sketches of new small craft which occupy most of his spare time, have on numerous occasions been a center of interest and criticism. Upon completion of his tour of duty at Pneumonia Gulch, "Ears" intends to resume studies in college for a degree in naval architecture.

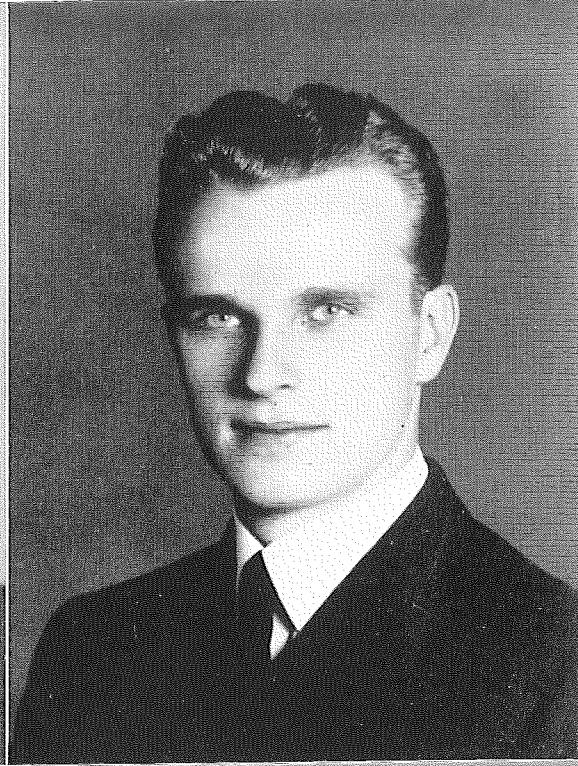
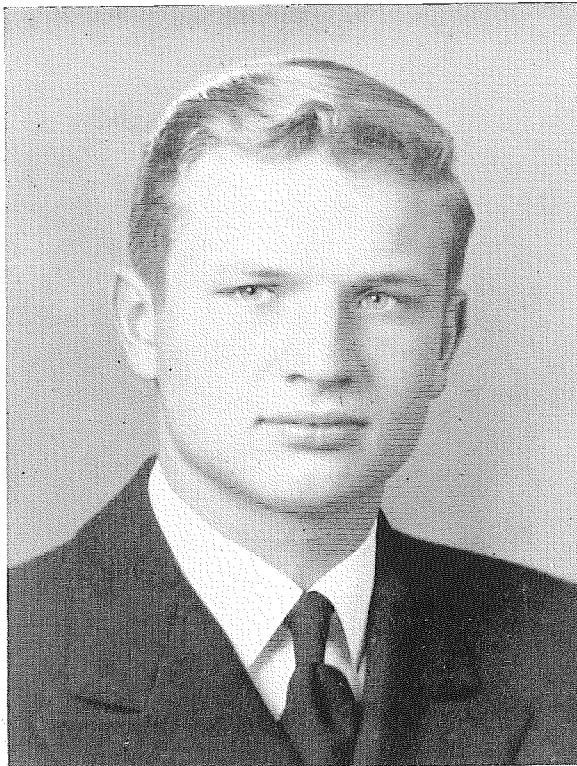
Anytime one passes room 58 after taps, the whispering voice of Van can be heard unfolding tall tales of 50 pound turkeys and white possums with 20 foot tails. In the true sense of the word, story teller Vandegrift is a natural outdoorsman. Van is a well liked leader, being able to get eight oarsmen to break their oars and sometimes their backs for this salty coxswain of the first class crew. A sizeable amount of engineering reasoning power is also packed into Van. Good hunting, Van.

**Richard Spencer Tobey**  
"Ears"



**L. B. Vandegrift**  
"Van"





**Richard Valentine**

"Val"

**Maurice Thomas Wahlgren**

"Wally"

Val hails from San Francisco, where he was attending USF before the urge to go to sea overcame him. He received this incentive for going to sea by working his way through college as a longshoreman. This "heavy bearded" youth is well noted around CMA for his good nature, pleasing personality, and athletic prowess. After shipping for a short time, Val plans to finish his college education before continuing his maritime career.

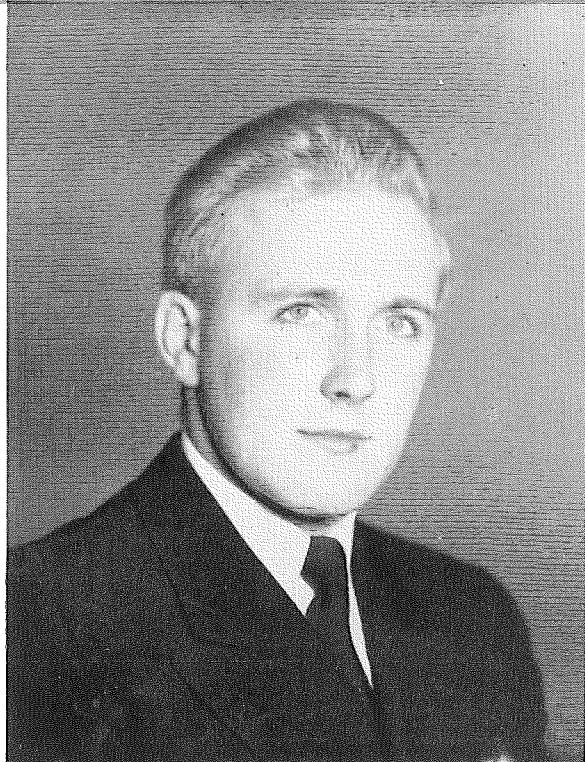
That call of "make way" very often announces the arrival of that good natured engineer, "Wally," who is always welcome wherever he goes. With his disarming personality and ready wit, he will argue any point, and very ably, usually in favor of Glendale, his home town. Also his Monday morning tales of good times at "Charlie's" or "Loval's" indicate that "Wally" could get along anywhere, at sea or ashore. Choosing a tanker as first berth he will leave us all with sad hearts and hopes of a speedy reunion.

An ever ready smile and jovial sense of humor has made this salty San Francisco lad one of the most well liked, non-college, non-pledge signers in our class. His work on this edition of the Hawse-pipe deserves and has won the gratitude of everyone. He hopes to get a berth on a combination ship on a run to the east coast of South America. May he have smooth sailing on his sea-going career.

From the Metropolitan City of Oakland comes that fair-headed engineer, "D.J." After spending some three months of his life on Clear Lake, it was only natural that he should come to CMA. Commuting from Oakland to San Jose and Clear Lake has taken up that time not used for "dental" specials. Always ready with a joke or to put in some sack time, "Curley" will long be remembered. Upon graduation he hopes to ship on a diesel to South America. With his ready grin and capable manner he will be liked wherever he goes.

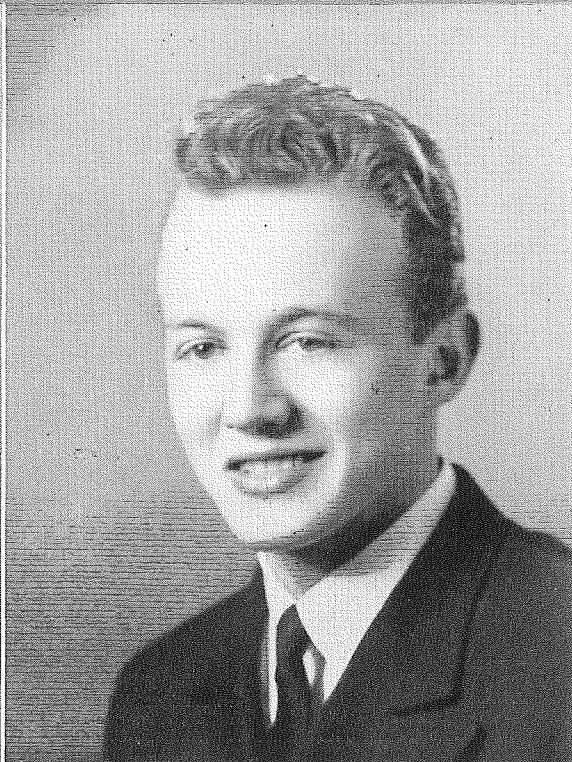
**John W. Wieland**

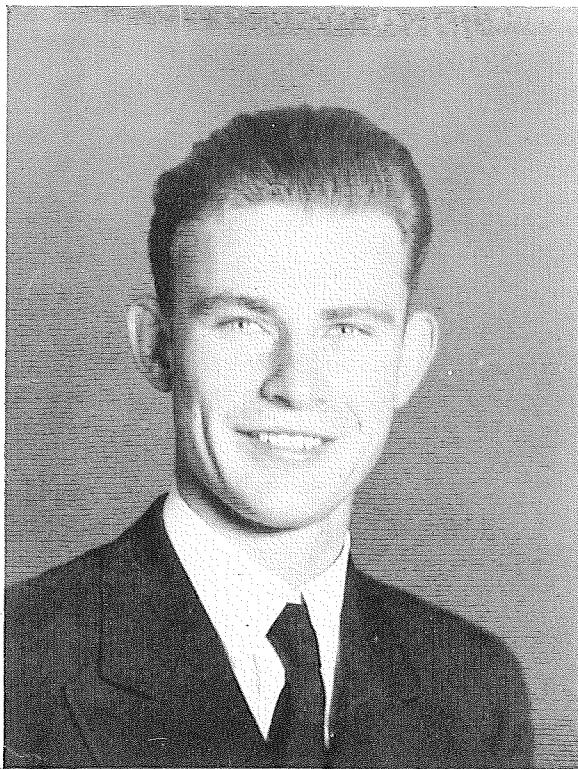
"Dutch"



**Donald James Wilson**

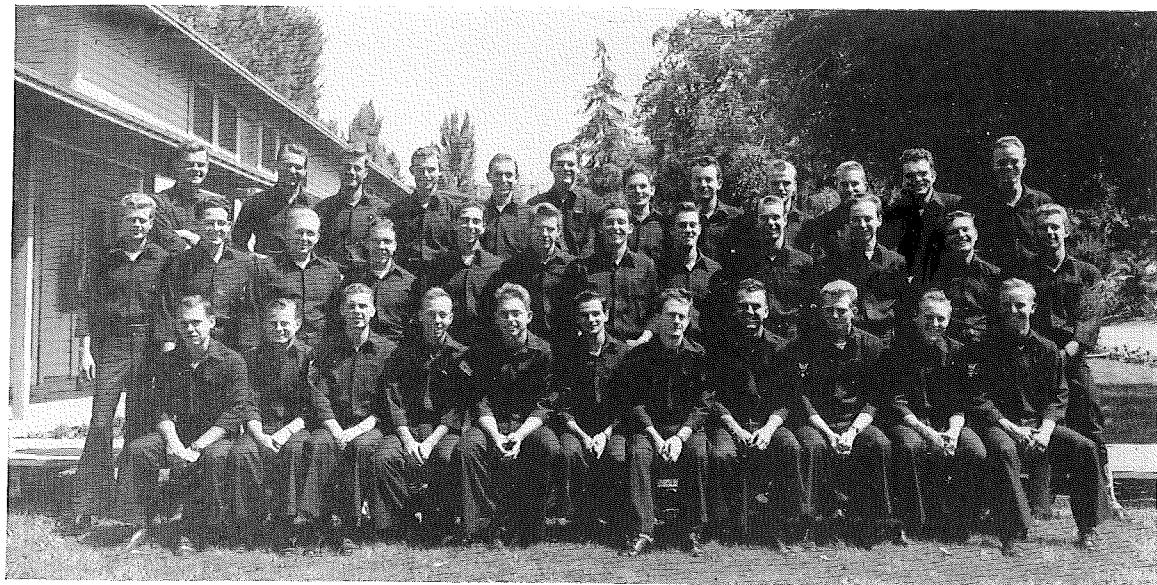
"D.J."





Although the lad from Clarksburg with the lady-killing smile, gave up his life on the farm for the seagoing training of CMA, he still keeps a windowbox of sugar beets outside his room. He has made himself known for his hard work and perseverance, his "zoot" slate greys, and his easy-going personality. "The sweetest gal in Sacramento" shares the opinion of his shipmates that "Willie" can't help but make good. Smooth sailing to you, "Willie."

**George D. Wilson**  
"Willie"



BACK ROW: Mirkovich, Schill, Backer, Wilson, G. D., Baitinger, Cree, Karasky, Ezell, Whalgren, Dreyer, Kollasch, Lawrence. SECOND ROW: Bradley, Nay, Wieland, Nickerson, Cohen, Everson, Love, Corleff, McLeod, Harrison, Valentine, Graves. FRONT ROW: Chambers, Clendenny, Miller, Bergum, Swenson, Levin, Shrader, Dickinson, Hoyt, Fogelman, Vandegrift.



*Under-Grads*

## SECOND CLASS



BACK ROW, left to right: Fitzgerald, Brune, Froelich, Alford, Kuykendall, Welch. SECOND ROW: Hecey, Amsberry, McCullough, Quandt, Thomsen, McLachlan, Cunningham, Fiedler. FRONT ROW: Walsh, Whalen, Snow, Rogers, Hargis, Ursich, Rall, Yee, Holmgreen.

The class of September, Nineteen Forty-Seven, is a class that is growing up with CMA. When we first entered, on January eighth, nineteen forty-five, the Academy was operating under very limited wartime conditions. All buildings were temporary, a permanent staff of officers had not been obtained, and the training ship, *Golden State*, was hidden under a thick layer of wartime camouflage grey paint.

All this is responsible for the class of forty-seven being in many ways different from the other classes the Academy has seen. Maybe there is a certain something different among the men themselves, too. Anyway, they have more and broader aspirations than many other midshipmen have known.

Soon after the arrival at the Academy of this interesting class, the signs of reconversion began to show. Here and there a bit of polished brass began to glint on the ship. White paint began to be seen spreading its brilliance once more over the fittings to smarten up the appearance of the "Iron Mother" of the midshipmen corps. The class, too, began to show the effects of the greater burden of thoughtfulness that reconversion was placing on them. Every phase of the operation and management of the Academy was discussed in class "bull sessions" until they knew the "why" and "how" of everything, from shiphandling and turbo-electric jobs to discipline. Although they learned, and well, how to tie knots, oil the main engine, scrub decks, chip paint and follow orders, their interests were not confined to these fields.

No ship's landings were ever more carefully scrutinized for the fine points than were the landings of the TSGS on her spring cruise, nor ever was instruction in adding the

logs of hrversines more diligently followed and painstakingly checked than was that of the third class in early nineteen forty-five.

As that cruise saw the class of forty-seven receiving its first actual sea experience, so it saw the first work done on permanent buildings on the Academy grounds, for the foundation for the gym was being laid. This work progressed while the first class gave a memorable example of what studying for the third's examination can mean, and in September, when the first class graduated, the cornerstone was laid for this, the first permanent building of the Academy.

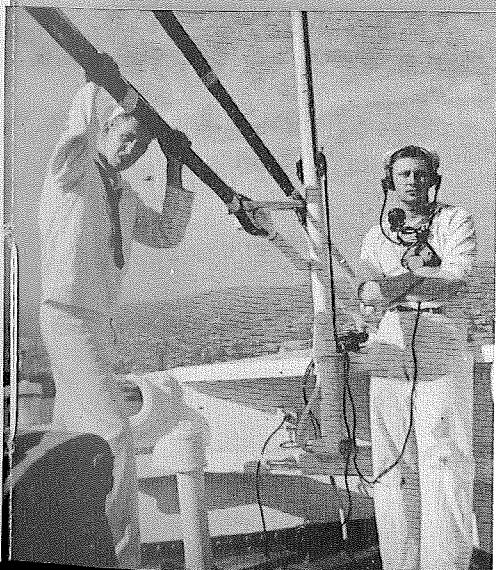
In October, the training ship went to drydock for a thorough overhaul and to become one of the first ships back in its peacetime colors—in this case sparkling white. And at the same time the new second class took on the new responsibility that came with its increased authority and voice in midshipmen affairs. About this time, too, there was quite a revision in the relationships of the midshipmen among each other, leading to a new and healthier attitude, one which the class hopes will continue to broaden itself throughout the years.

By this time the Academy was beginning to acquire its staff of permanent officers. Although there had been a great deal of turnover, Lt. Comdr. Heron and Lt. Bailey had come to stay, and the position of bosun had been re-established, a position which, with one change, was to be filled permanently.



Class Officers Snow and Tinsman.  
Missing: Kotelnikoff.

LOOKOUT

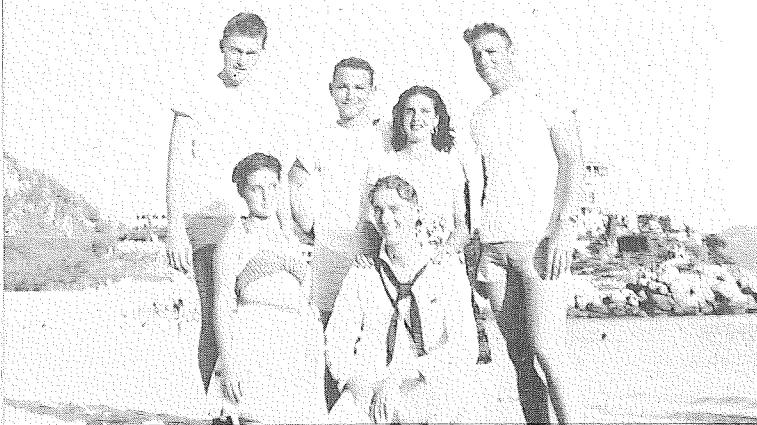


BEACH BOYS

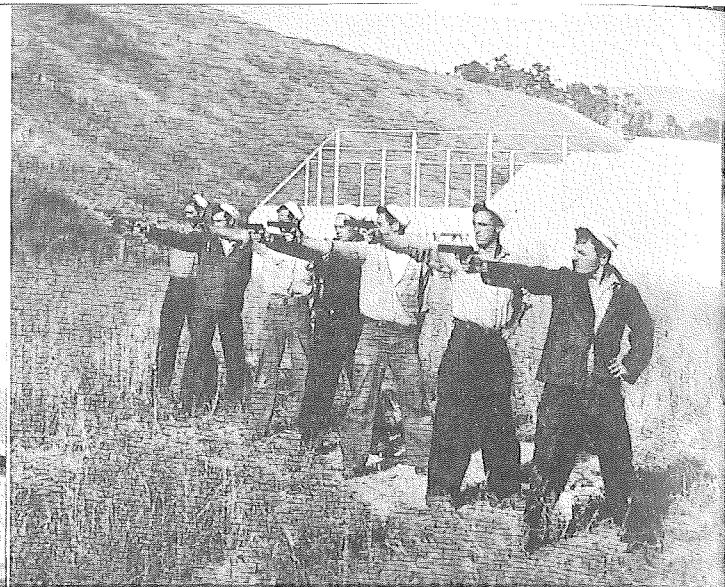


CAN YOU DO BETTER?





SEÑORES Y SEÑORITAS



THE RABBIT GOT AWAY

Extensive studying followed throughout the fall, preparing the midshipmen for their first blue-water cruise. This cruise, which occupied from January to April of this year, was to be a growing up experience for all the midshipmen, not this class alone. Here was an entirely new phase of a seagoing career being unfolded—the beauty of foreign shores, the sound of foreign tongues, and, perhaps most important of all, the necessity of getting along on a friendly basis with citizens of foreign countries. In this last respect, it may certainly be stated that the midshipmen made a most creditable showing.

The cruise brought up something else that cruises on San Francisco Bay had never given anyone cause to consider—seasickness. Fortunately, the cruise was a relatively calm one, but the corps soon found its sea legs and had another phase of sea life under its control.

Upon the return to the base, the gymnasium was found very nearly completed, and a new seamanship building about half done.

Summer brought with it increased studies and the responsibilities and experience gained from finding the way around a new ship—renamed the "Golden Bear" to be in accord with the great traditions of California's background.

For the future, one can see the completion of the present buildings, erection of more, and accompanying this physical growth of the Academy, the growth and maturing of this class to its graduation to the position of Third Mate or Third Assistant Engineer, United States Merchant Marine.

## THIRD CLASS



BACK ROW, left to right: Meyers, Ford, Bacon, Cole, Carney, Swain, Harvey. MIDDLE ROW: Cummings, Christensen, Ball, McCullough, Buck, Rowe. FRONT ROW: Dux, Wilkey, Lean, Davies, McBride, Otto, Gibbs, Parker.

"To be or not to be" was the question that ran through our minds that first night at CMA, September 5. Would we ever be capable of running the Golden State? Would we ever be officers of the midshipman corps? Would we ever be perfect "swabs"? The latter seemed our nearest goal as we were already termed "swabs" but according to the upperclassmen, the worst they had ever seen—even worse than the second class, according to the first class, and vice versa.

Matches, swab rules, the laundry, the "approved rules of tradition and courtesy," we took in our stride, but it was with a heavy heart and choaked voice we ordered our tresses clipped to the unheard of length of  $1/4$  inch.

Came the day when our long awaited dress blues arrived and we were midshipmen and gentlemen if in appearance only.

After five weeks of "saw" oil and soogie, the TSGS was ready to make the voyage to Alameda for its annual overhaul. The experience of salt spray, even if from the bay, was for many an exciting first.

Life aboard ship proved different and interesting if not luxurious. Three weeks later we returned to Vallejo and classes with plans for our swab smoker burning in our brains.

Swain's clarinet with Bacon's drums, the boxing match between Wilson and Jacobs, Bowersox and Davies "emceeing," Rollins and Gibbs authentic portrayal of cigarette girls, combined with other acts made what many upperclassmen said was the best smoker ever to hit CMA.

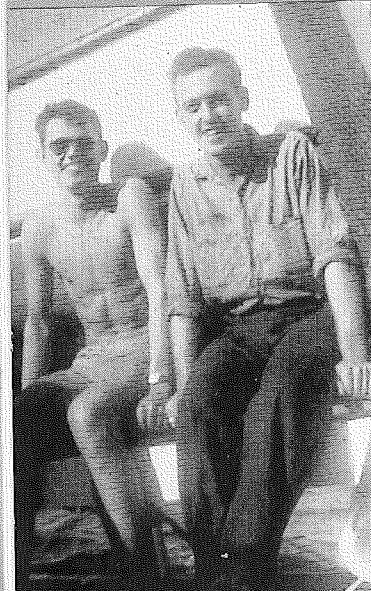
The following months found us at classes and turn-to in the afternoon in preparation for the forthcoming cruise with time out for Thanksgiving leave and dinner with Captain and Mrs. Mayo. With the midterm finals came the feeling that the officer-instructors were intent on nipping our maritime careers in the bud. It was only with ten minutes of diligent study that the formidable barriers were passed.

The leave period at Christmas went all too fast and January 7, we went aboard the Golden State for the cruise. It is with pride that we boast of no seasick members as we left the Golden Gate behind. No other class can make that statement.

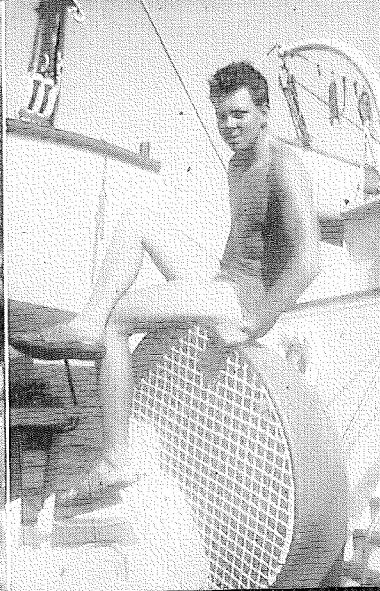
Among many incidents of the cruise was James' test of the safety valves, invaluable service rendered by all members at the ice cream freezer, and the Magdalena Bay smoker. At the latter, all heartily approved Ford's impersonation of Mr. Rice. Our crowning triumph came the following day when our crew, with Bowersox as coxswain, nosed out the second class.

The remainder of the voyage was without incident and the first hour following the docking at the base found many inspecting the new gym. Classes came and we renewed our studies with new vigor in anticipation of our new ship and becoming second classmen.

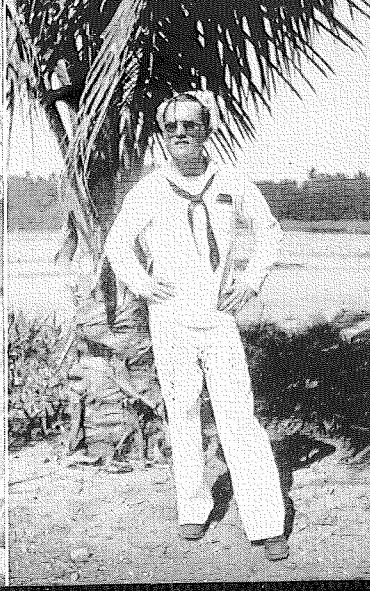
HAPPY



SUNNY

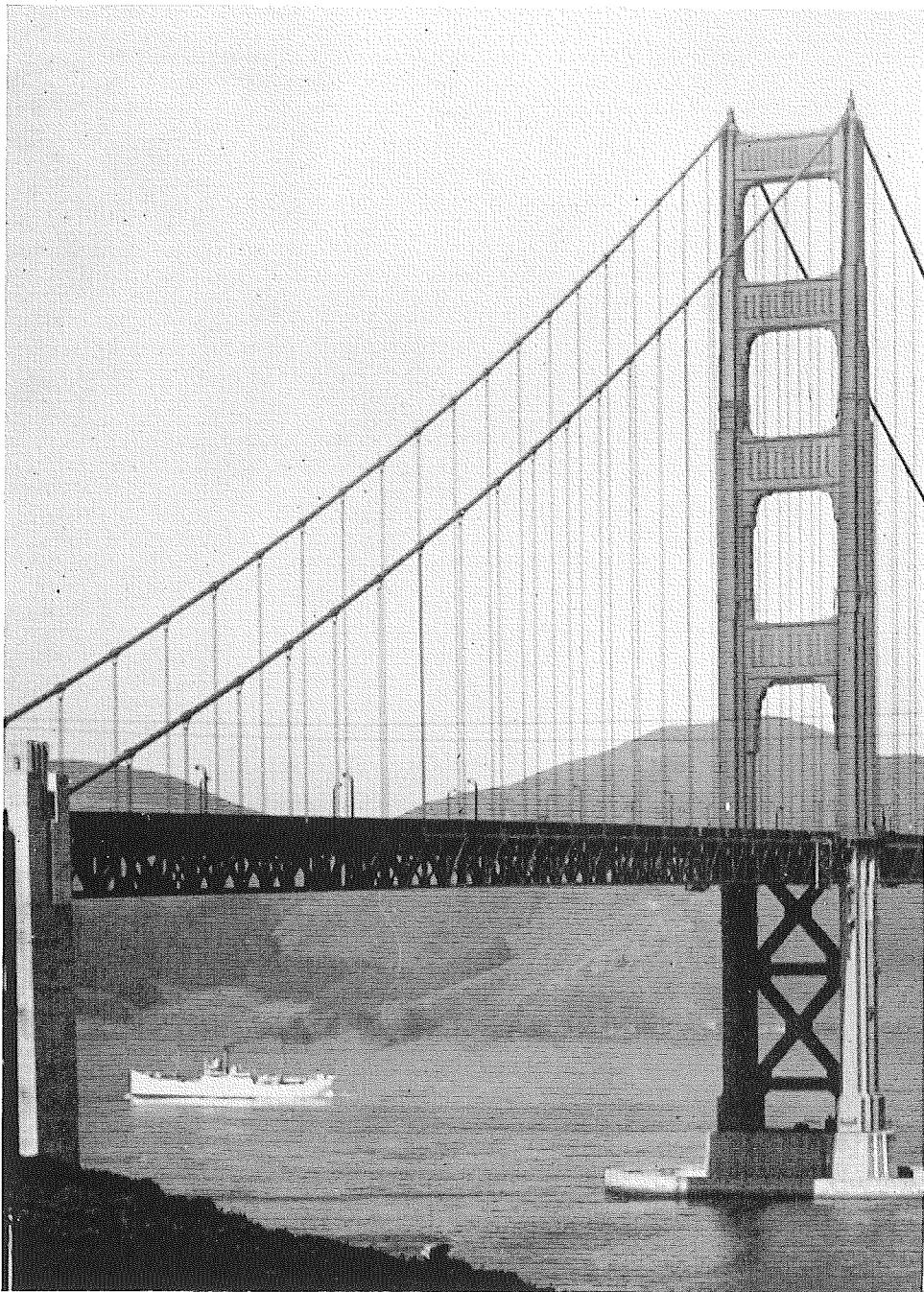


HOT



BEWILDERED



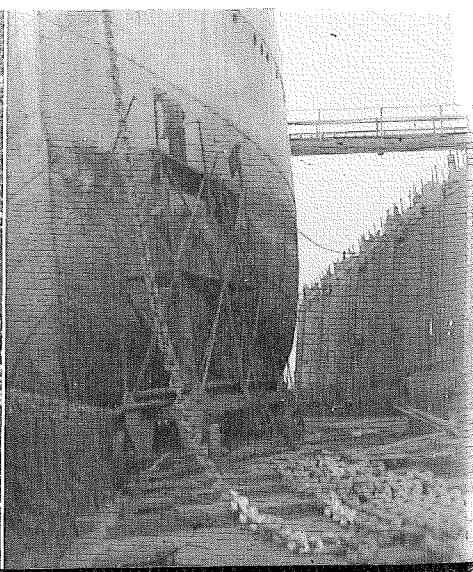
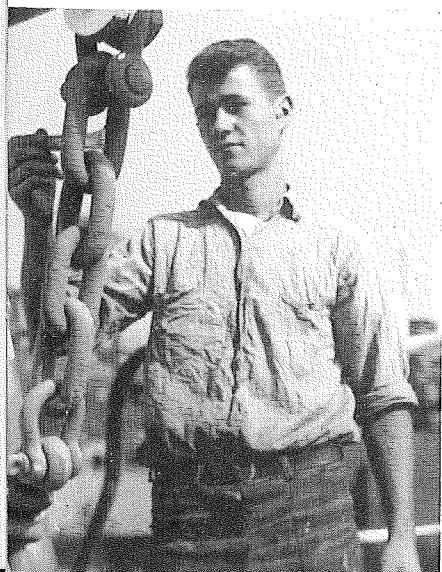


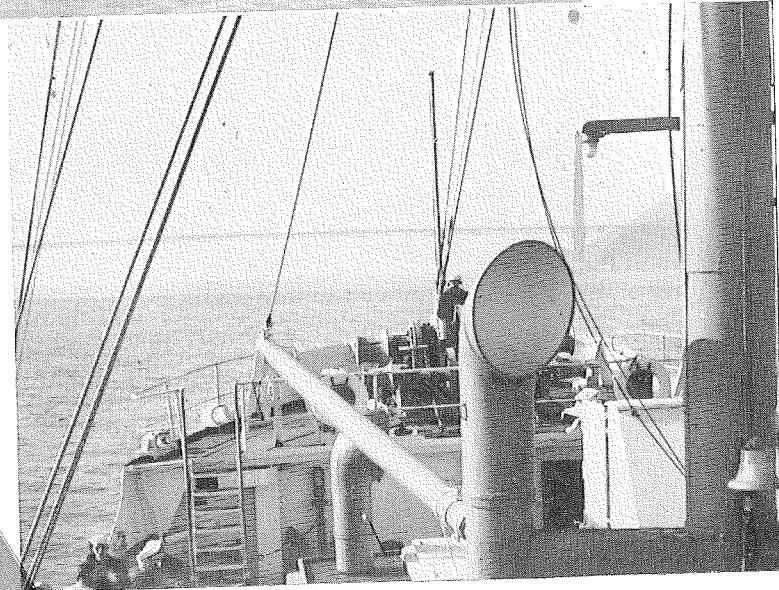
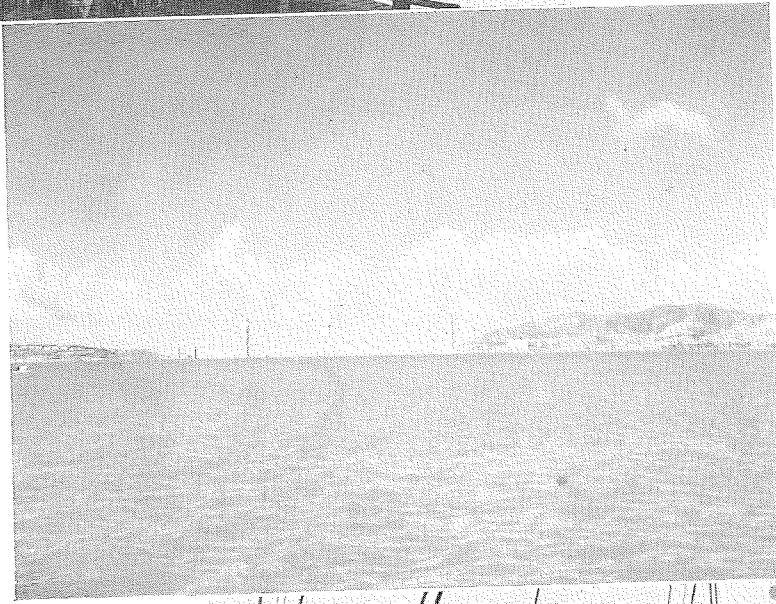
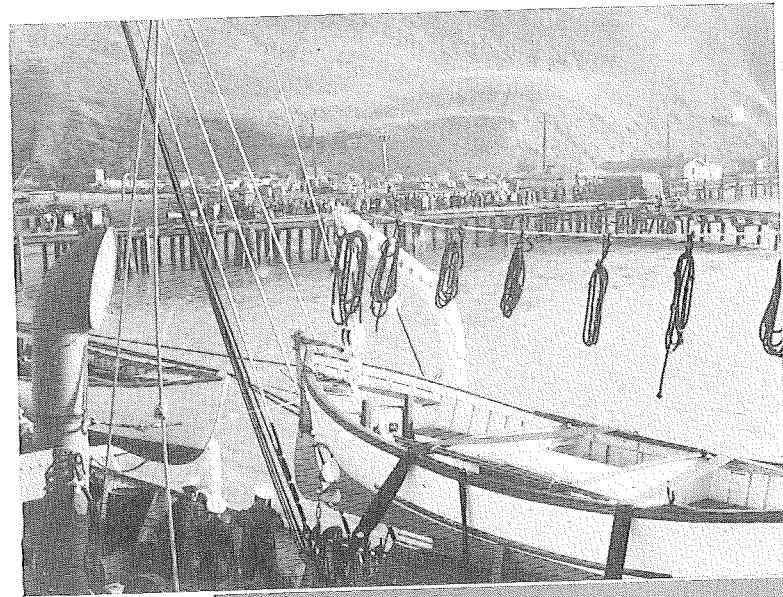
*Cruise*

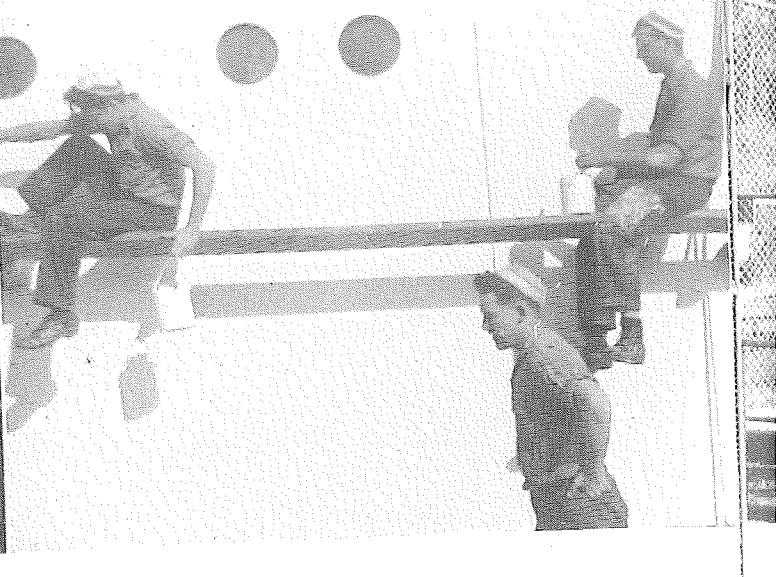
## FITTING OUT



On the morning of October 4, the Golden State nosed down the bay to Alameda for her annual overhaul prior to the cruise to South America. The ship was shuttled about for several days but eventually was taken out at General Engineering. The hull was painted by the yard crew as the midshipmen were kept quite busy taking care of the decks, house and masts. The main engine was partially overhauled, several pumps replaced, one of the cold storage boxes relined, the sickbay remodeled and enlarged, and the port bridge wing enlarged. The work on the ship was completed on Thursday, October 25, and we steamed back to the base with our prewar white and buff colors in anticipation of the long awaited cruise.







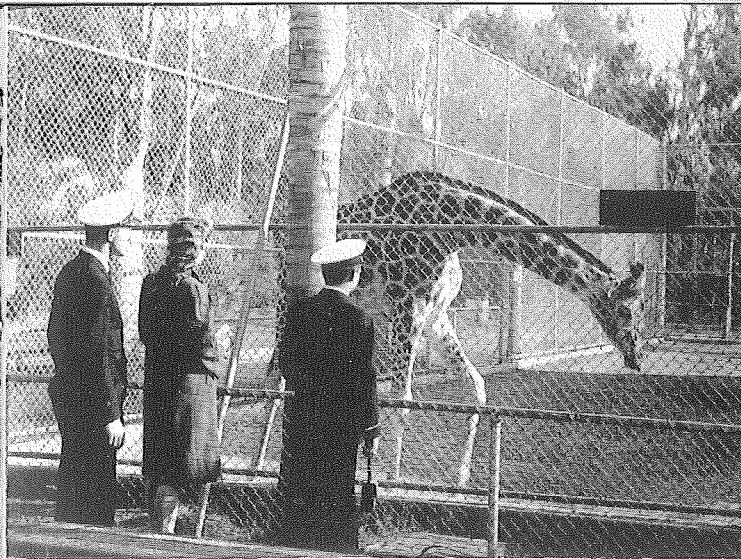
## LONG BEACH

Departure 1220, January 10, 1946, from San Francisco and the Southern Cal lads could be heard making joyful daydreams of Roadside Rest, "Bal," Arrowhead, Pasadena, and all only two days away. Down south, the sun would be shining faithfully for the return of its long lost and chilled sons. But ah, t'was a sad day that 12th of January, as the TSGS tried first its RDF and then its Loran but no radio wave could penetrate the solid fog which had settled around Long Beach. The "beach boys" let out a groan with hopeful talk of, "Well, this is only Long Beach. Wait until you see L. A. Better take your dark glasses along." And with this last word of advice, the southern boys streaked over the gangway, and settled back to enjoy overnight liberty.

Probably first choice of both North and South was the "Grove" with Freddy Martin giving out with strictly sentimental dance music out there on Wilshire Boulevard. From the "Grove" the Bay region boys had their glimpse of what a real drive-in looks like out on the "strip" (Sunset, of course). And then the usual groups of tourists took in Main Street, Griffith Park, and the old standby, the Palladium.

Five very short days later, after putting a new coat of Dulux on the port side of the hull, the Golden State took in her last line and shoved off for San Diego, leaving a throng of people on the dock.





## S A N D I E G O

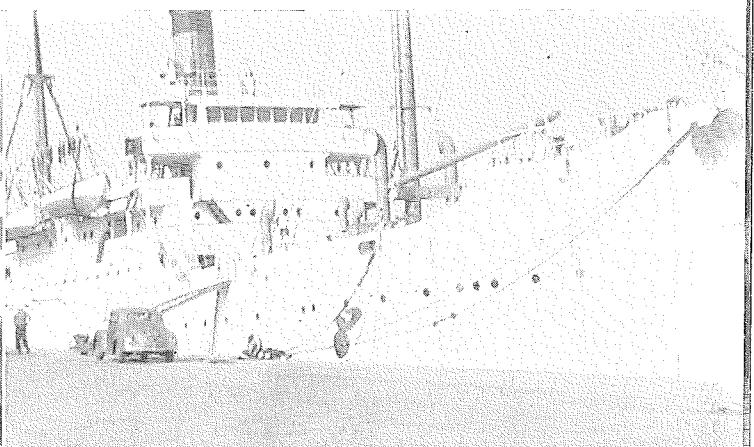
Shortly after the sun had started its journey in the heavens on the 17th of January, the Golden State plowed its way into the smooth waters of San Diego Bay and "nosed in" at the B Street pier.

Only after the deck hands had soogied the side of the ship was liberty granted. The cadets from San Diego quickly rushed off to their homes or to see the "Local Miss" while others rambled off to see relatives, friends or what-have-you.

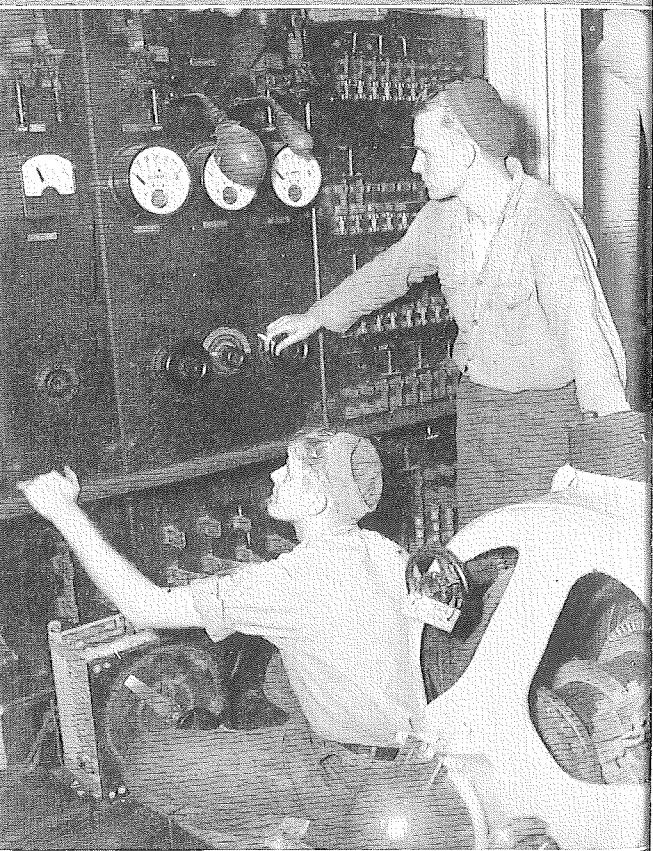
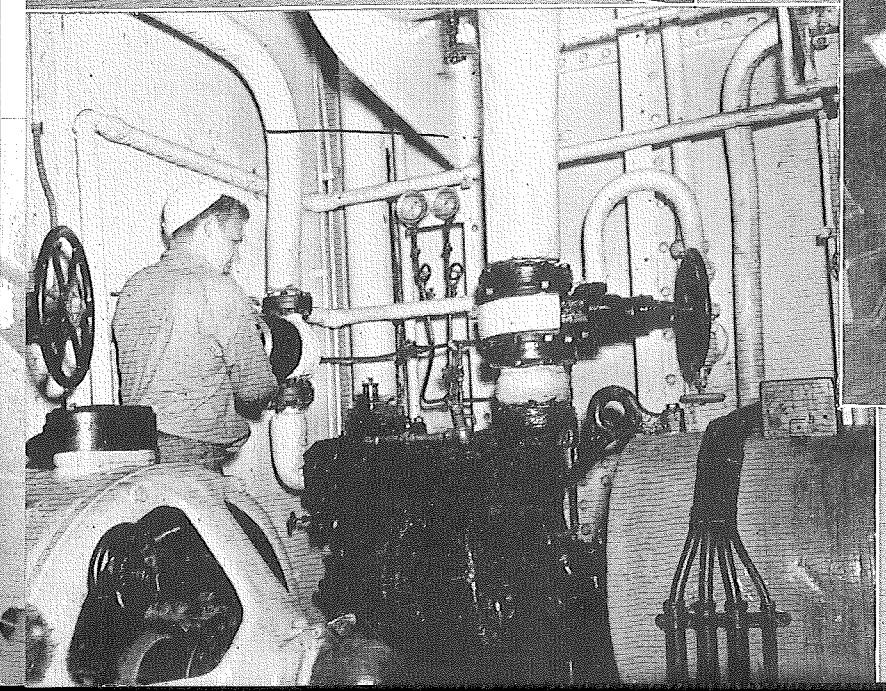
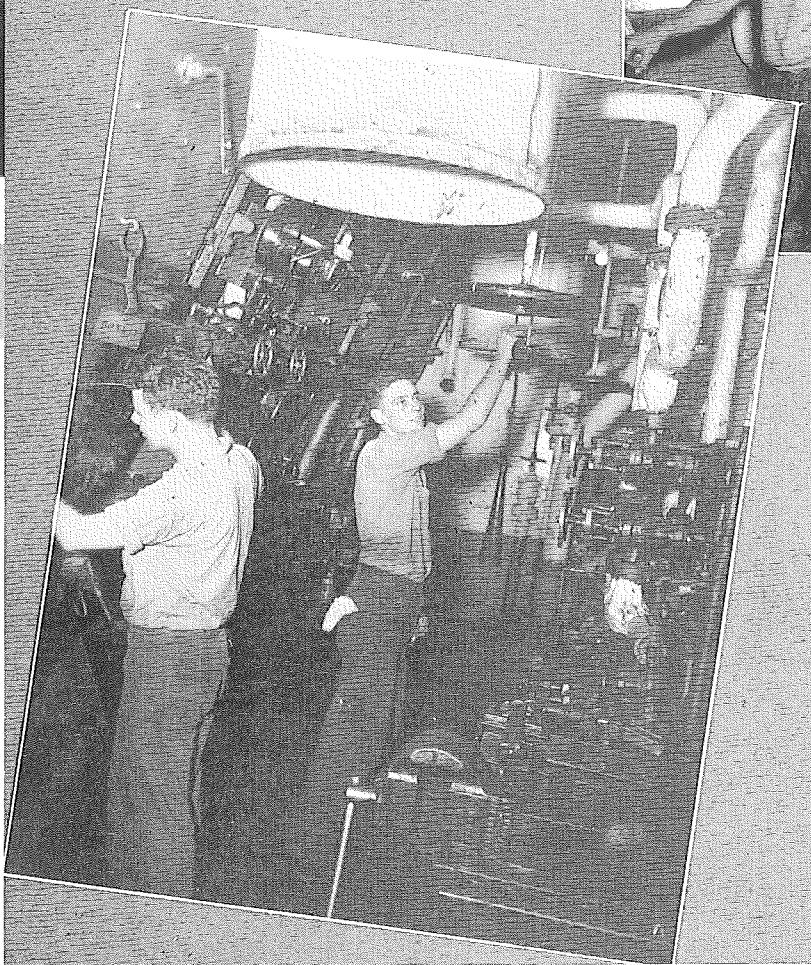
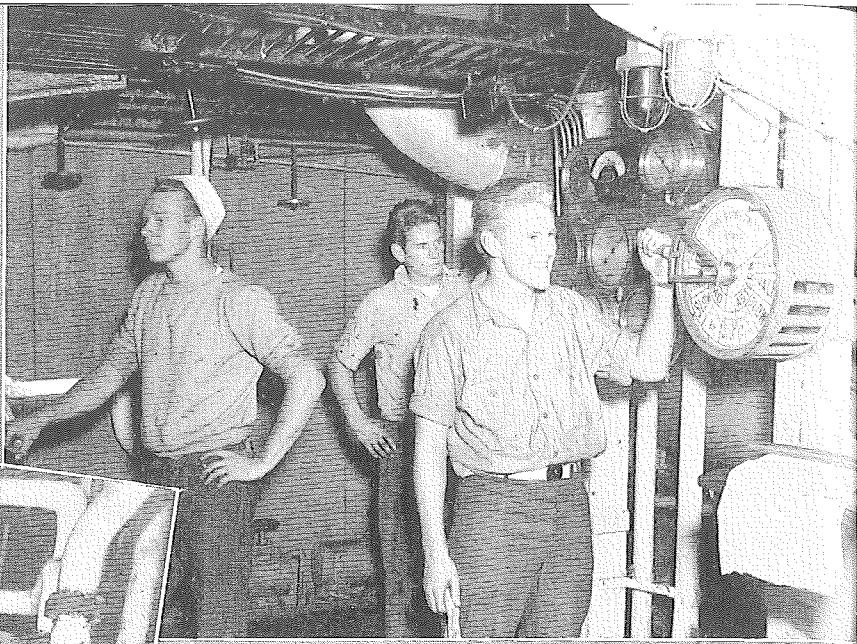
The "Schoolship" men could be seen at any time taking in the sights of the zoo, Coronado, La Jolla, or other places of beauty and interest. However, the largest crowd could be found by night enjoying the stage show behind the portals of the "Hollywood Review."

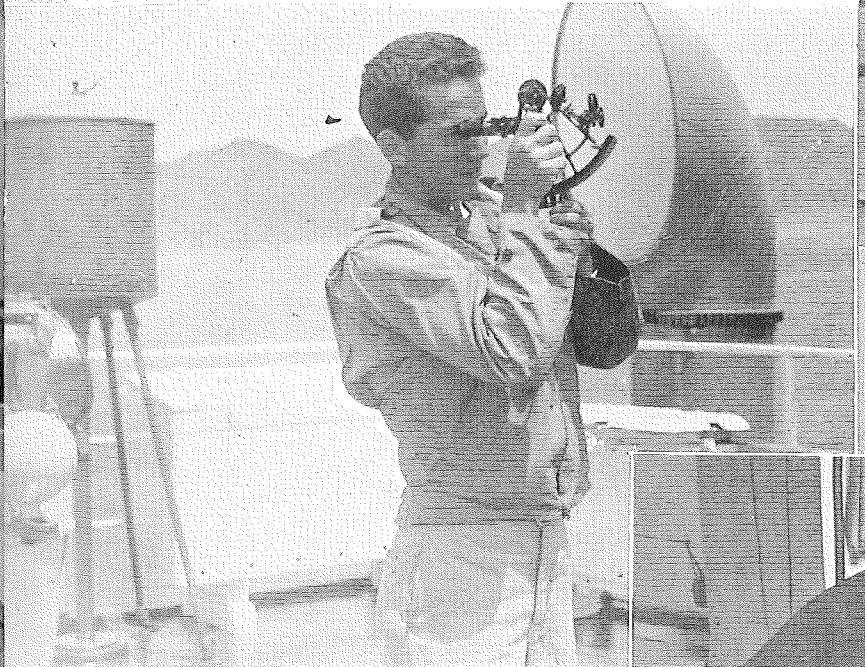
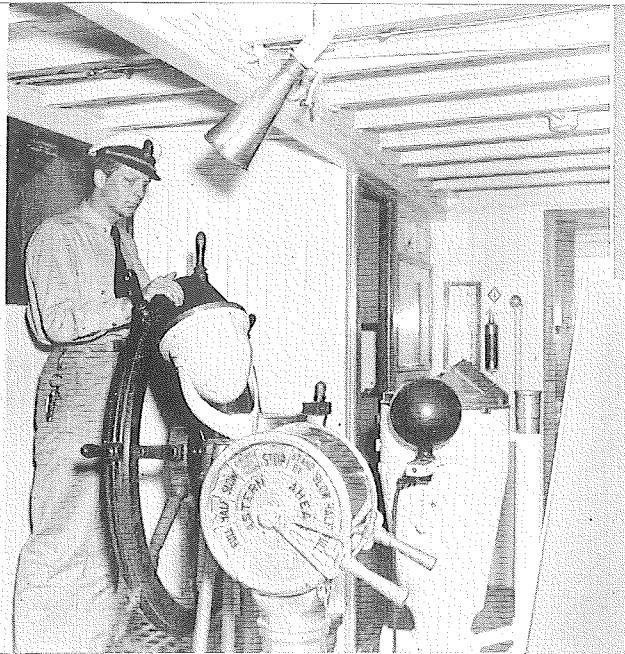
On Friday night, the 18th of January, all the cadets attended the dance given by the "Chamber of Commerce" in the Chamber of Commerce building. Under the combination of girls, music, cokes and Mr. Summerill's chaperoning the evening was soon swished away with the cadets quickly returning to a much-needed rest aboard ship or heading for their more comfortable sacks at home.

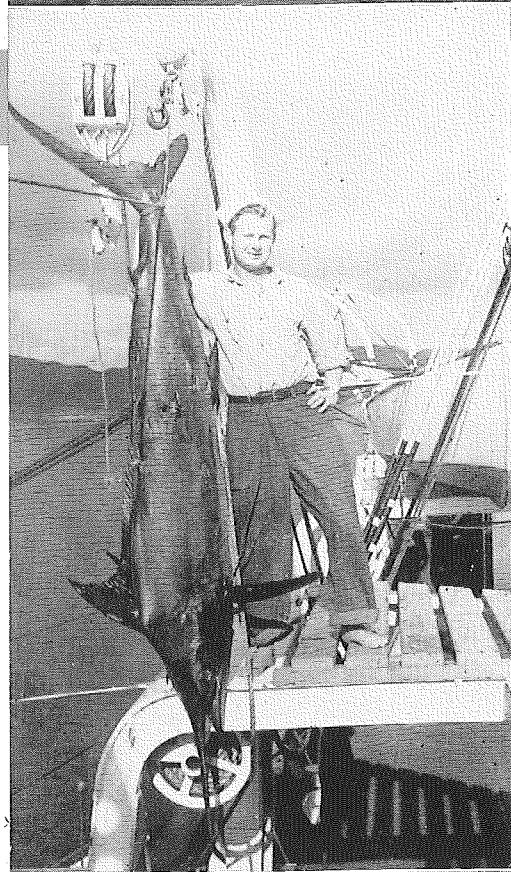
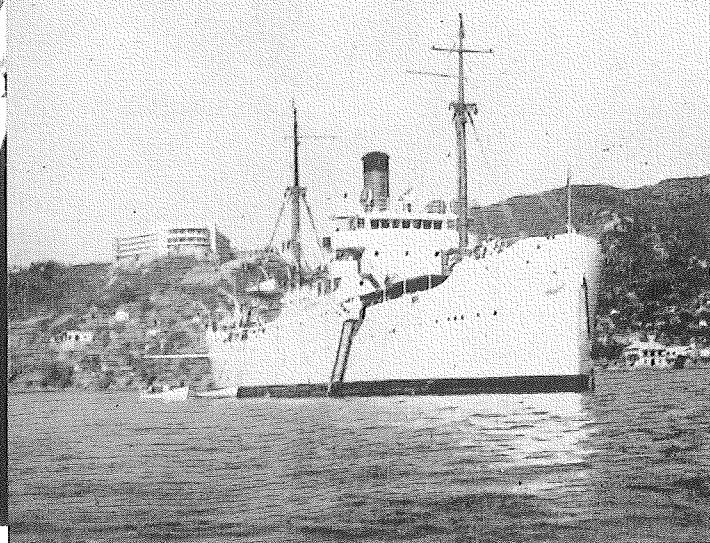
With a freshly painted side and visitors shooed ashore the TSGS hauled aboard her last line about 1630 Saturday, the 19th of January, and bidding adieu to a crowd of relatives and friends anxiously shoved off for Acapulco and sights unknown.



# *Watches*







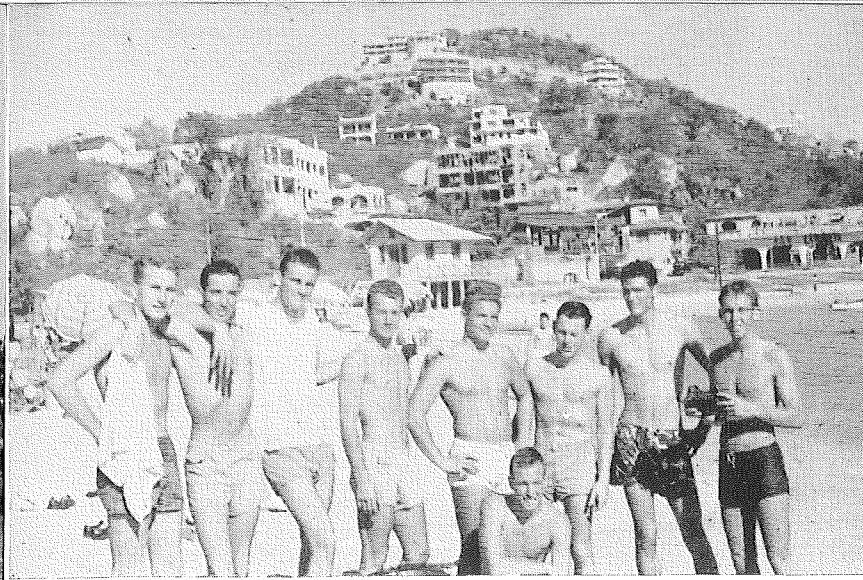
## ACAPULCO

It was a bright and sunny Saturday morning, January 26, 1946, when the TSGS anchored in the clear, blue waters of Acapulco, the first foreign port of the cruise.

No sooner had the anchor struck the water than dugouts manned by natives surrounded the ship in an effort to sell or beg whatever they could. Natives' mud huts, the "haciendas" of the wealthy Mexicans, and the modern, luxurious hotels, made our first glimpse of Acapulco a pleasing one indeed.

The first liberty boat being at 1100 was filled to capacity by midshipmen who after being at sea for six long days were anxious to touch Mexican "terra-firma." Undoubtedly the first few hours were occupied in drinking ice-cold beverages, coca-cola, and cerveza in an effort to escape the heat. The rest of the day was spent in viewing the world-famous beaches and the old Spanish fort, "San Diego," along with the other sights of this beautiful harbor.

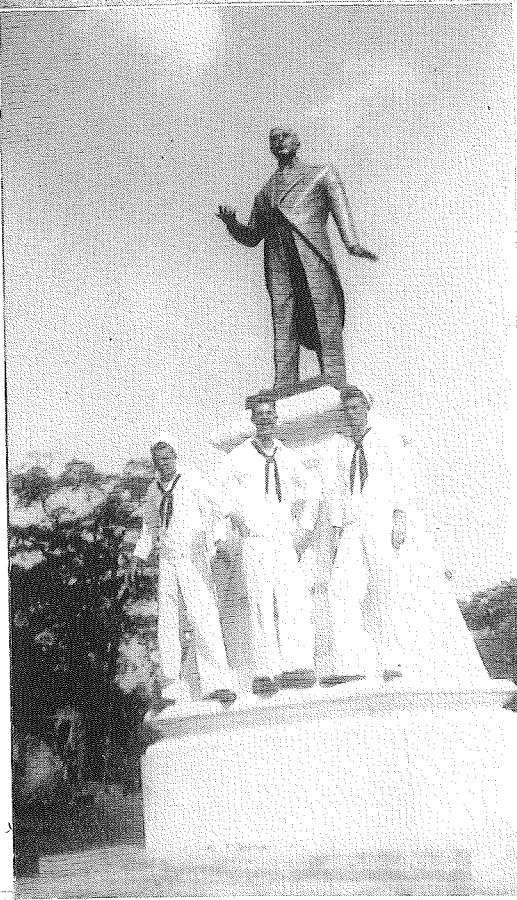
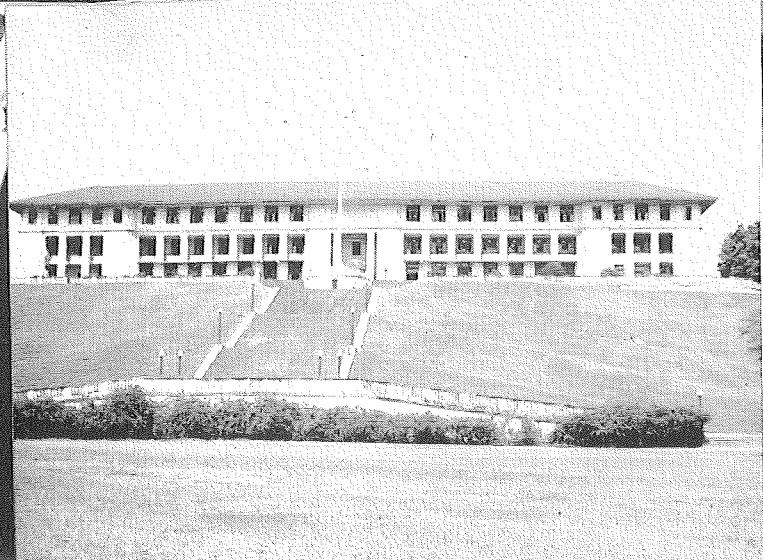




Most of the roads in Acapulco were unpaved so it was not uncommon to find yourself engulfed in a cloud of dust from a quickly passing auto whose driver relies on his horn instead of his brakes. Since undress whites was the uniform until 1800, the heat of the sun did not affect anyone's activity. The evenings will be remembered by all. They were cool and beautiful. Most of the midshipmen ventured to the exclusive tourist hotels to relax over a Spanish meal and to converse with "senoritas" who proved to be very friendly, making our stay most enjoyable. The exchange rate being 4.80 to one American dollar gave us that extremely pleasant wealthy feeling. Soon, the local shops were crowded by midshipmen anxious to purchase Mexican filigree silver and other souvenirs. The Mexicans were good business men, but the midshipmen thought themselves better.

The people of Acapulco were very kind to us in every way. All of us will never forget the bus tour of the local surroundings, crystal blue waters of the beaches, the exclusive Latin-American night life of the hotels, and the dances given in our honor. When our stay in Acapulco was at an end, all of us found it very difficult to leave this Mexican tropical paradise.





## BALBOA

Seven days from Acapulco, the TSGS, flagship of the California Navy, ploughed into formation with numerous other vessels which were anchored awaiting permission to enter the limits of the Canal Zone.

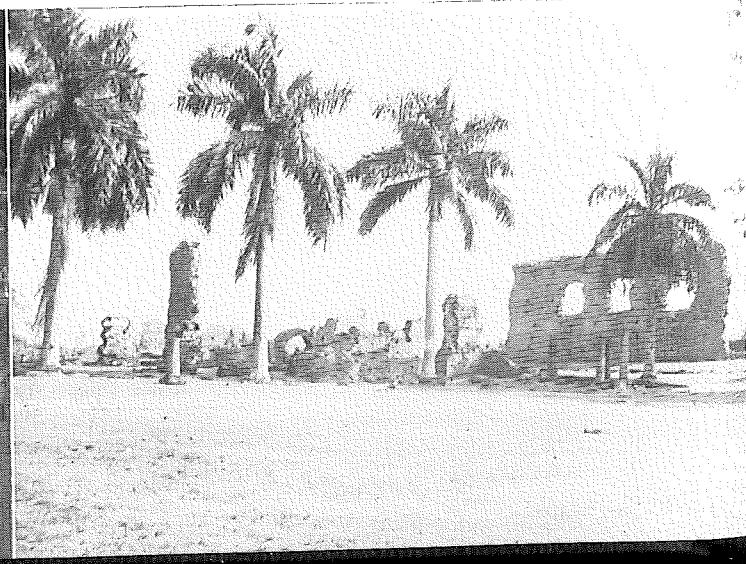
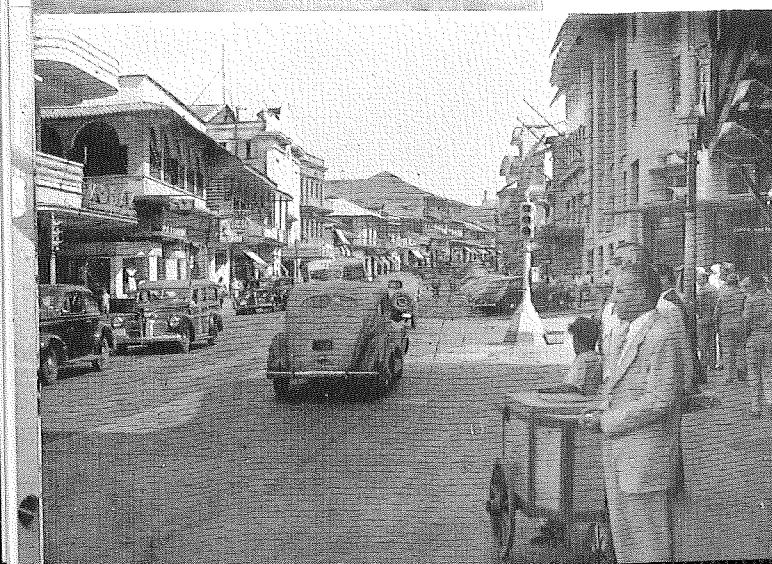
Five hours after dropping the hook, we were checked off the undesirable list, the pilot came aboard, and despite the fact that everyone was reading his mail, the Golden State went in to dock.

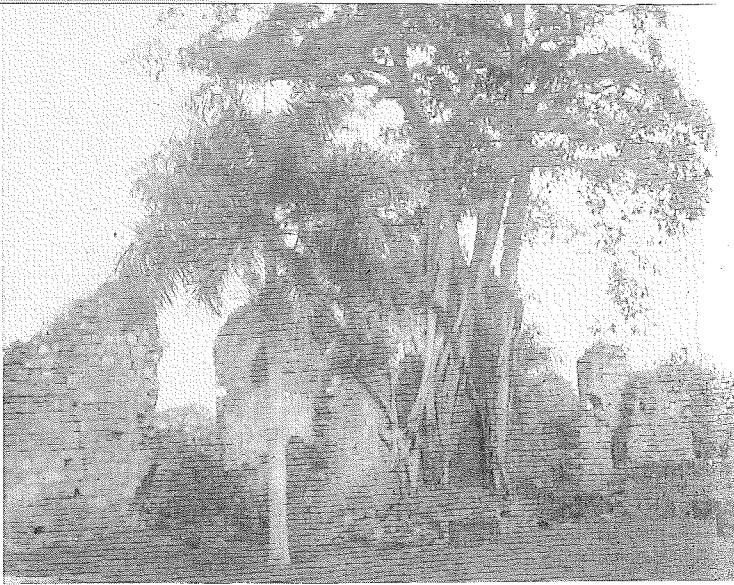
T'was rather a ruthless lot that made liberty formation that night as for the past week the water had been low, the laundry had been disintegrated, and worst of all, the scuttlebutt refused to resist the heat of the sun and all had been drinking  $H_2O$  slightly below boiling point.

The Propeller Club, Balboa branch, had arranged a full program for the future seadogs, and the first night, the midshipmen made up for lost time with the Balboa belles at a fine dance held on the roof of the Atlas Club.

Really doing things in a big way, the Propeller Club had arranged for midshipmen to traverse the "big ditch" via escort carriers. Four carriers were available on different days so that all had a chance to make the trip.

The long trip as well as the CVE proved to be very interesting.





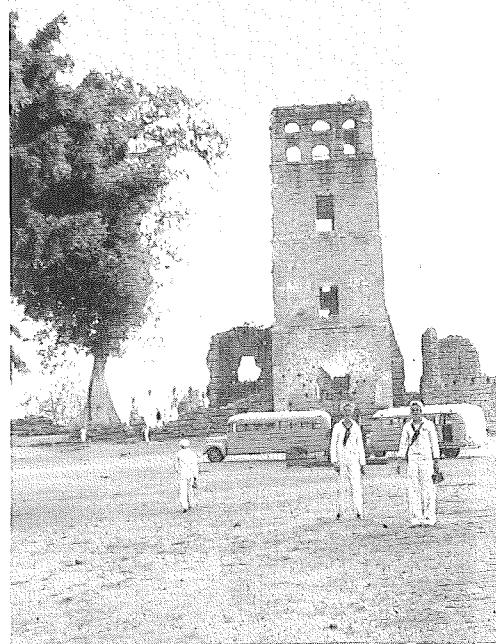
The city of Colon on the Atlantic side, offered many diversions—all pleasant. Jazz bands, soda fountains, and night clubs occupied most of the time of travel weary cadets. The canal travelers returned across the Isthmus via railroad in oil-lighted coaches.

Besides all that had already been done for the Maritime trainees, bus tours were furnished by the Propeller Club to Old Panama and other interesting spots.

Next to women and places of refreshment, shops attracted the most attention. Mr. Summerill has assured us that the Hindus were shrewd characters. Nevertheless, one may be assured that the sons of the Golden State were not suckers. Only the fine watches bought at bargain prices which stopped on the way to Callao, and perfumes of rather uncertain origins supply basis for this hypothesis.

Among other things, the fire watch of the Golden State rendered assistance in extinguishing a fire aboard a C-3 which was carrying dynamite. Also, the sea hounds managed to lose a baseball game, but made up for the loss by reducing the other team's reserve of cerveza to a negligible quantity. Cadets of the hardwood proved more successful and defeated a championship five at the Amador USO.

Came the day for our departure and it was with a reluctant heave that lines were cast off. A final wave to the pilot as he headed shoreward and a last listen to the Armed Forces radio station, and we were on our way to Callao!





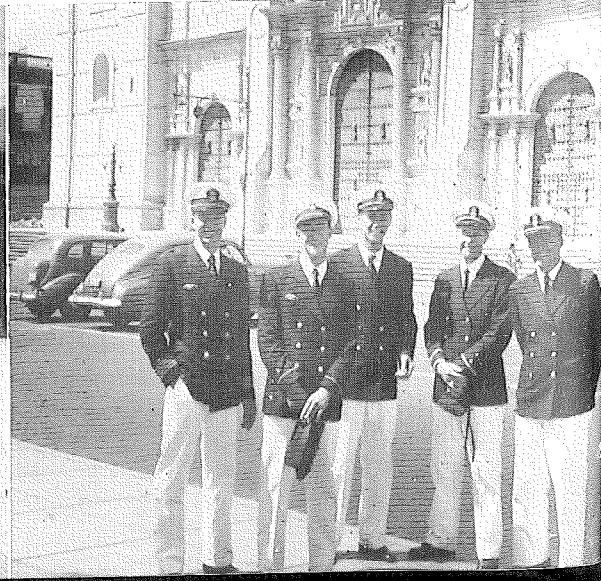
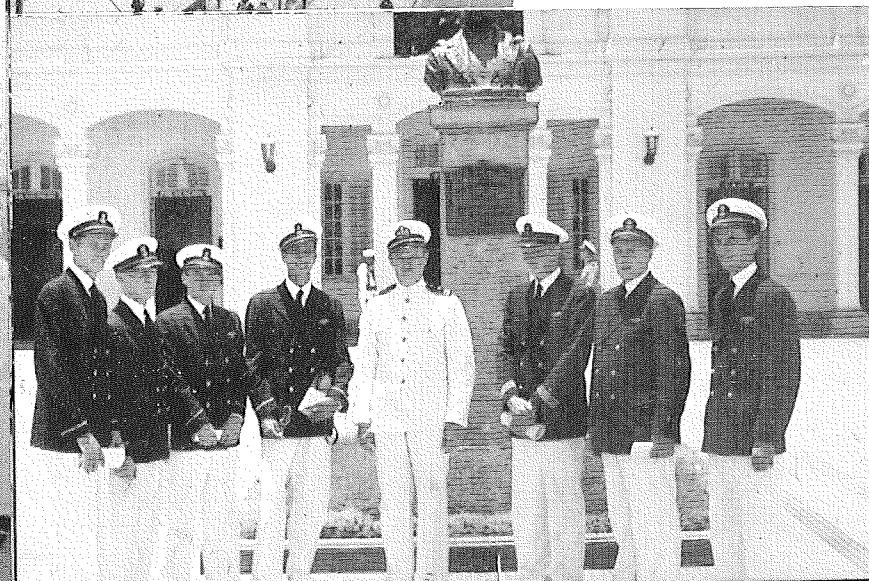
## LIMA

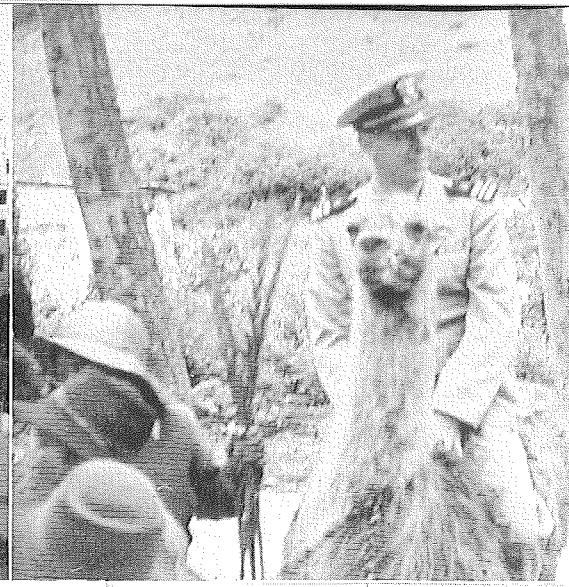
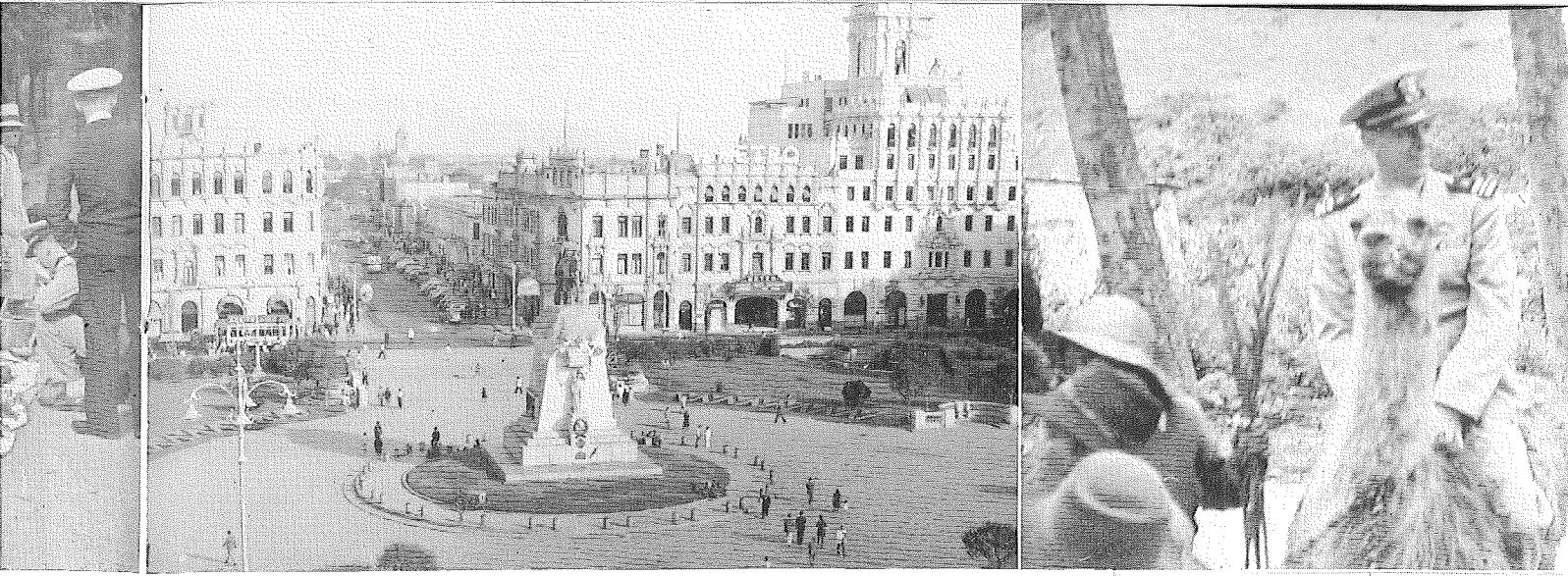
After seven days of "steaming" through equatorial waters, the renowned and much-painted TSGS nudged the dock at Callao and with a tremendous sigh of acceptance, settled down to a much-needed six-day period of hibernation.

But, hibernation was far from what the 130-odd middies had in mind. The gangplank was lowered and as each middie stepped ashore he was surrounded by smooth English-speaking Peruvians who offered to be his personal banker, chauffeur, guide, informant, and man Friday. After the usual haggling and money changing, the boys were off to see the beautiful city of Lima as Callao is nothing more than a suburb to it.

Taxis were always available but some of the more courageous midshipmen preferred to investigate the merits of the 60-mile per hour electric railway running between Callao and Lima. As a consequence, the fun-seeking middie spent the better part of his small liberty time in Lima.

At first glance, Lima is a surprising change from any of the foreign cities visited elsewhere on the cruise, with a warming similarity to cities of the U. S. and yet with a generous dispersal of the contrast and color typical of South America. One finds himself in a land truly as enticing as any travel poster ever portrayed.





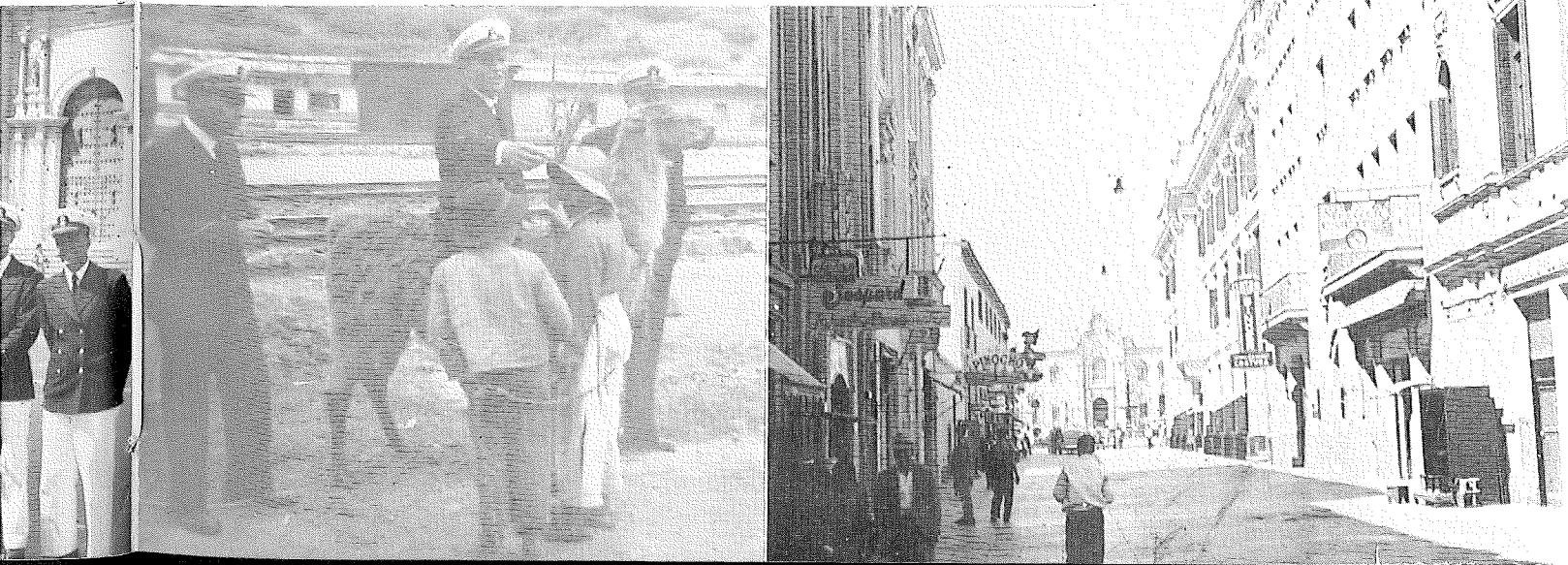
Conveniently criss-crossed with large double arterials for the modern car and alligated with the narrow "ox-cart" alleys of yesteryear, one views a captivating contrast between past and present. The renowned Cathedral containing Pizzaro's bones, the Presidential Palace, both bordering on Plaza de Armes were positive "musts" for the sight-seeing cadet. Hotel Bolivar facing San Martin Plaza, where the best in food and gargantuan bottles of beer were served, made millions through CMA's patronage.

Peruvian silver, alpaca rugs and blankets, being what Peru is famous for, were consequently in the limelight as the souvenir buyer ravaged the city.

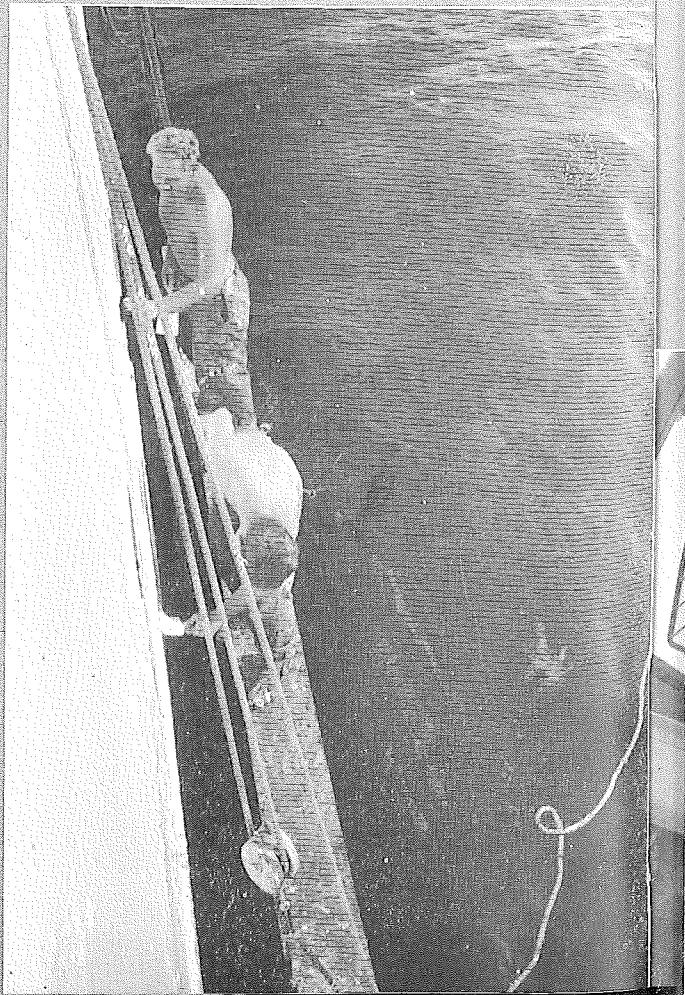
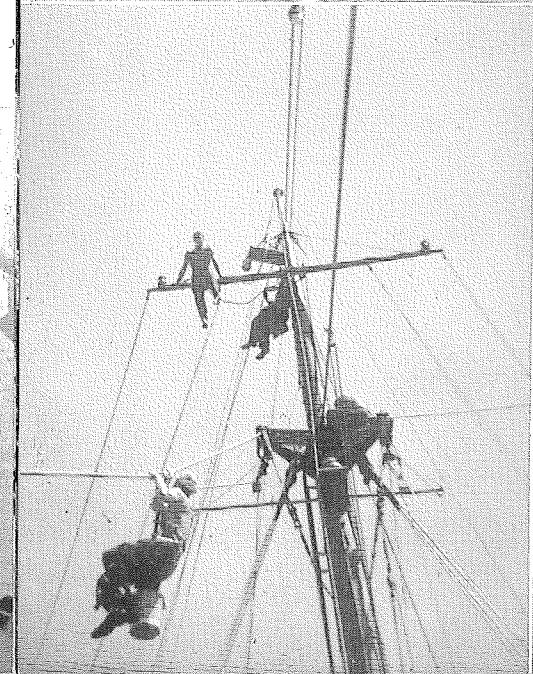
Taxis in Lima were cheap and it was not uncommon to see a cab bulging with cadets dashing madly around in a manner most complimentary to the harrassed driver. In addition, the around-town sight-seeing trips were: the Inca ruins, the beautiful country club, wax museum, and assorted beaches, all of equal merit.

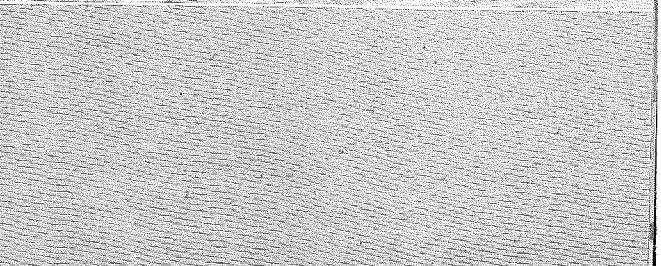
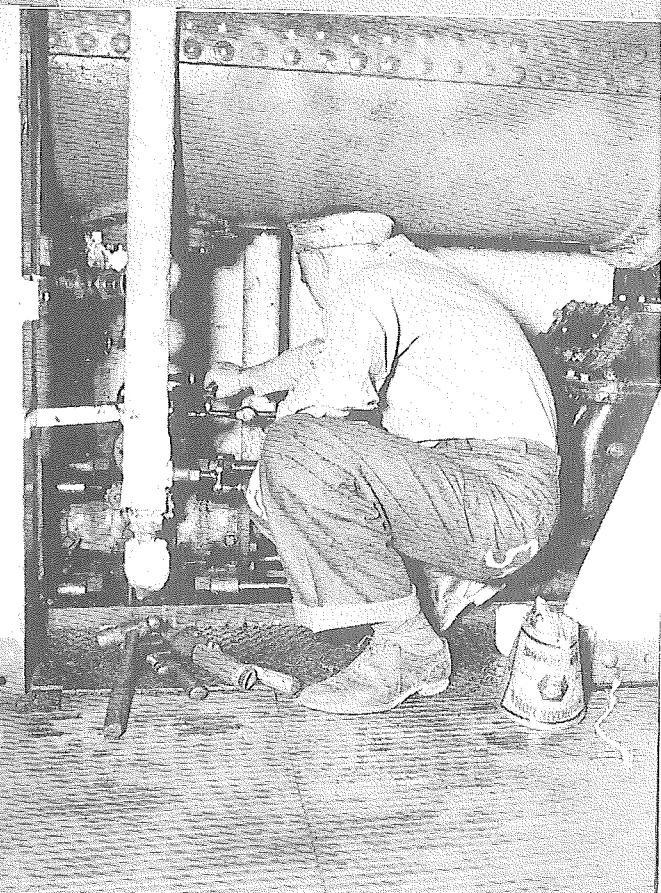
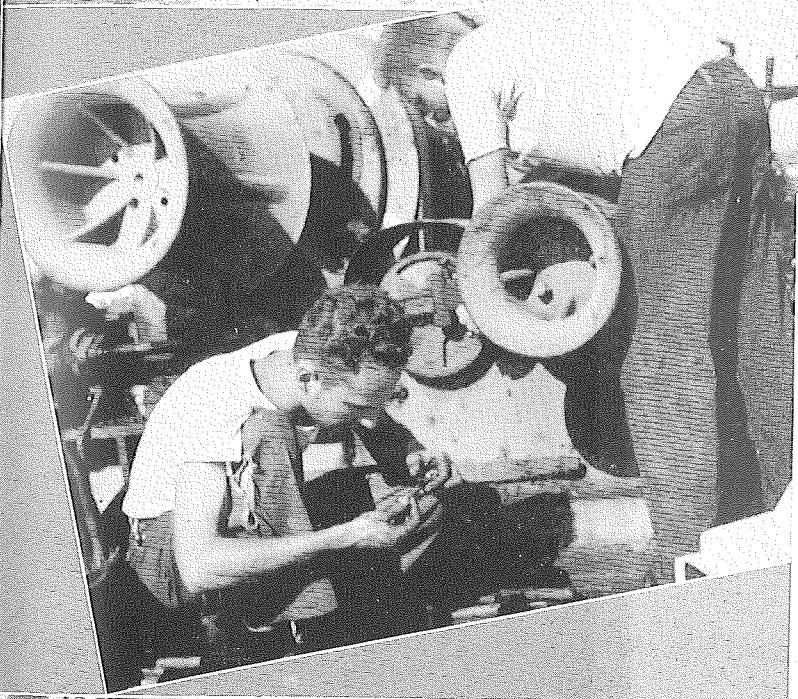
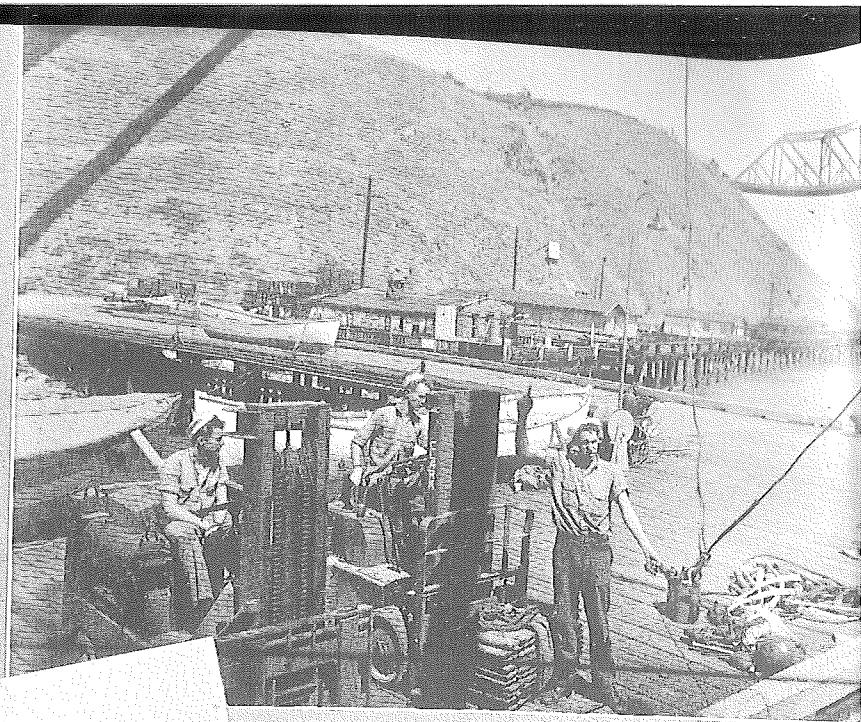
Peruvian hospitality was climaxed by an unsurpassed trip over the Andean railway to Rio Blanco—elevation 11,500 feet, and a reception given by the U. S. Ambassador for the officers and midshipmen of the TSGS as well as the officers of the visiting U. S. cruiser, Little Rock. A "high" affair indeed.

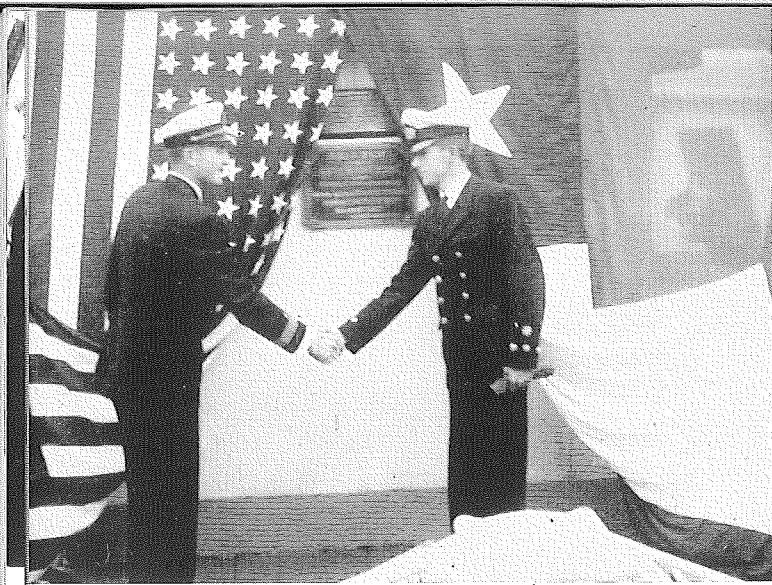
With headaches galore, many a middie could be seen with his eyes fastened longingly on the "City of Kings" as a rested and invigorated TSGS shoved on to Valparaiso.



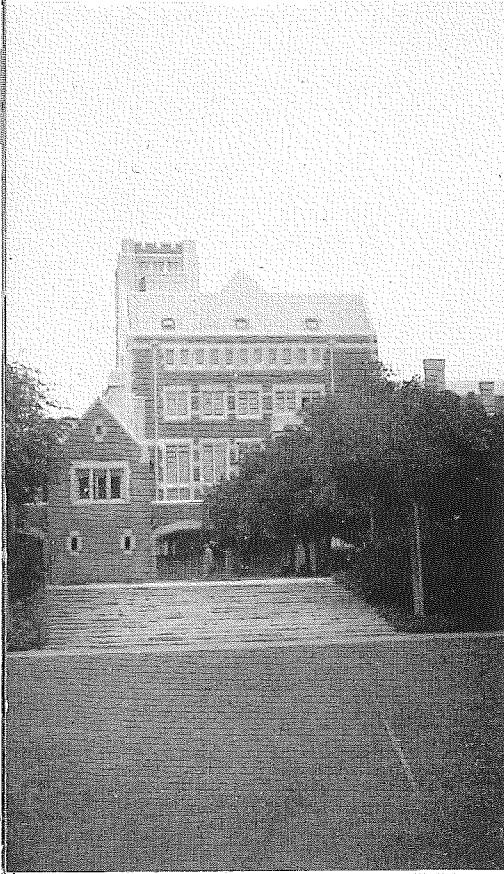
*Turn to*







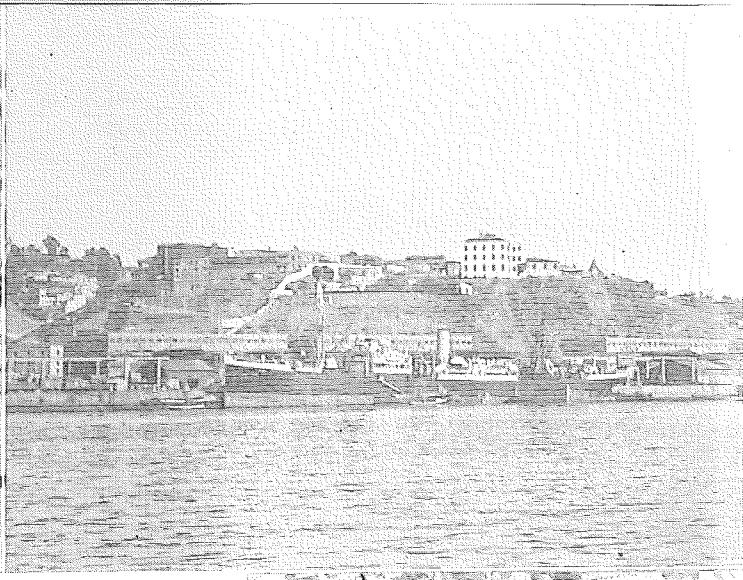
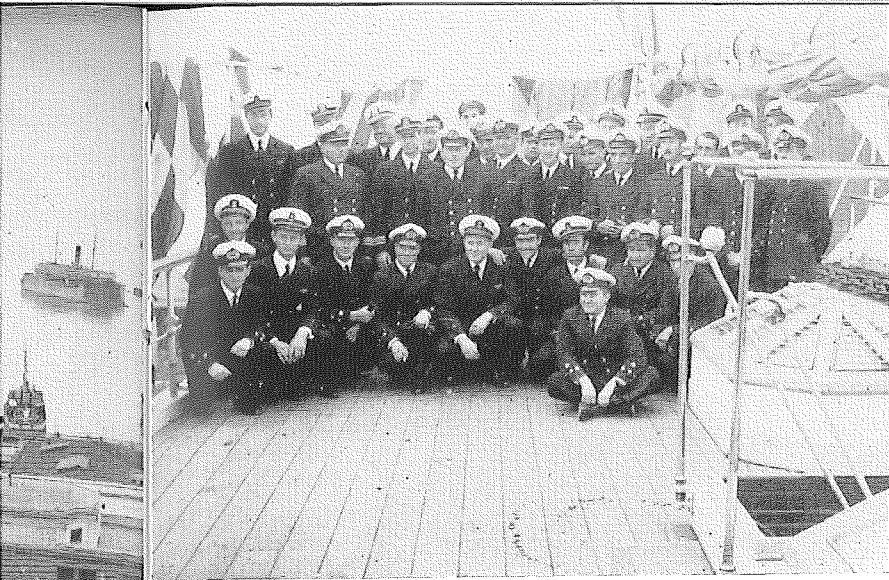
## VALPARAISO



Monday noon, March 4, marked our arrival at the southernmost port we were due to hit on the cruise. Our arrival at that hour was rather unexpected as a heavy fog had set in that morning and did not lift until we had steamed up to the very entrance to the port. As the fog cleared about noon, the city of Valpo loomed up dead ahead and although we hadn't realized it, we were there. After a short delay, the pilot boat came alongside carrying the port officials. Our ships' papers were brought out and we were granted permission to enter.

We were greeted in a very friendly manner and the Chileans treated us royally. They had just about one event of entertainment planned for each day of our stay and they went all out to make our visit an enjoyable one. The first two days, tours were conducted for the cadets and officers through Santa Maria University and the Chilean Naval School. Both proved to be very interesting. The next day the University there invited us to give an exhibition baseball game and afterwards to engage their basketball team in a match. We found little difficulty in recruiting players and we already had a basketball team. The second class demonstrated their prowess in baseball by defeating the first class by a not-too-narrow



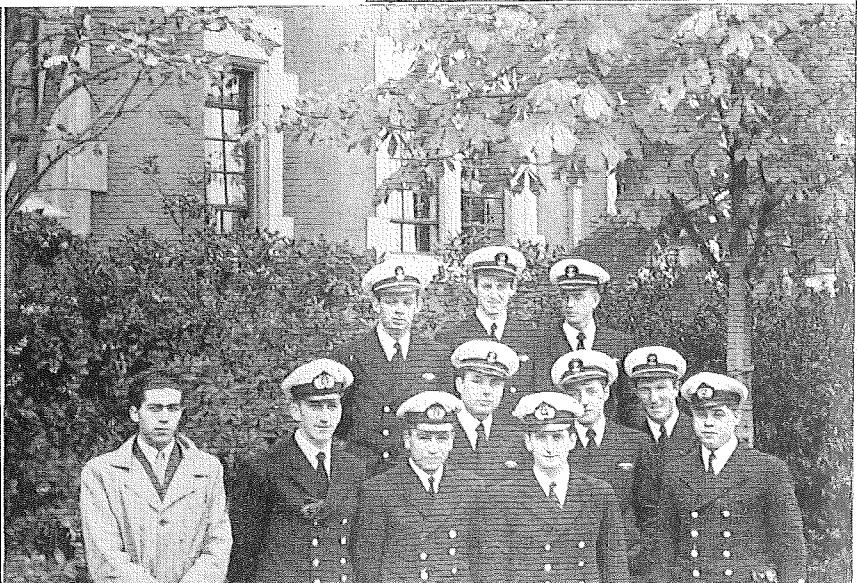
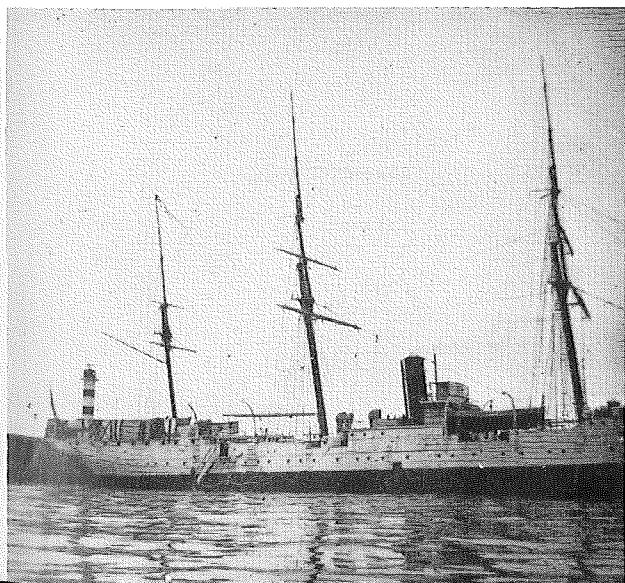
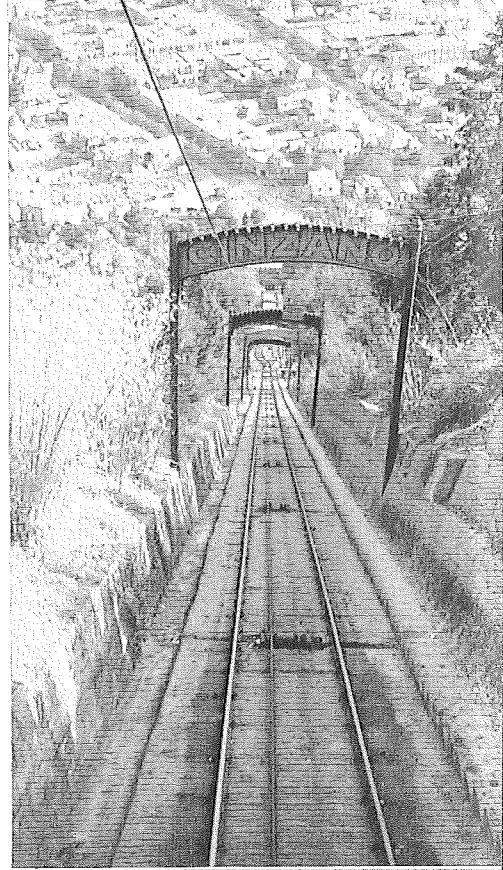


margin of 7-0. However, the Chileans demonstrated their version of basketball and defeated the unconditioned cadets by a score of 27-23. That night, a dinner was given by the Chilean Maritime School in honor of the officers and first class midshipmen. All hands present seemed to agree that this was one of the most successful parties that they had ever attended. Two cocktail parties followed—one at the Merchant Marine Club and another aboard the Chilean Merchant Marine training ship. A dance the following Sunday climaxed the entertainment program.

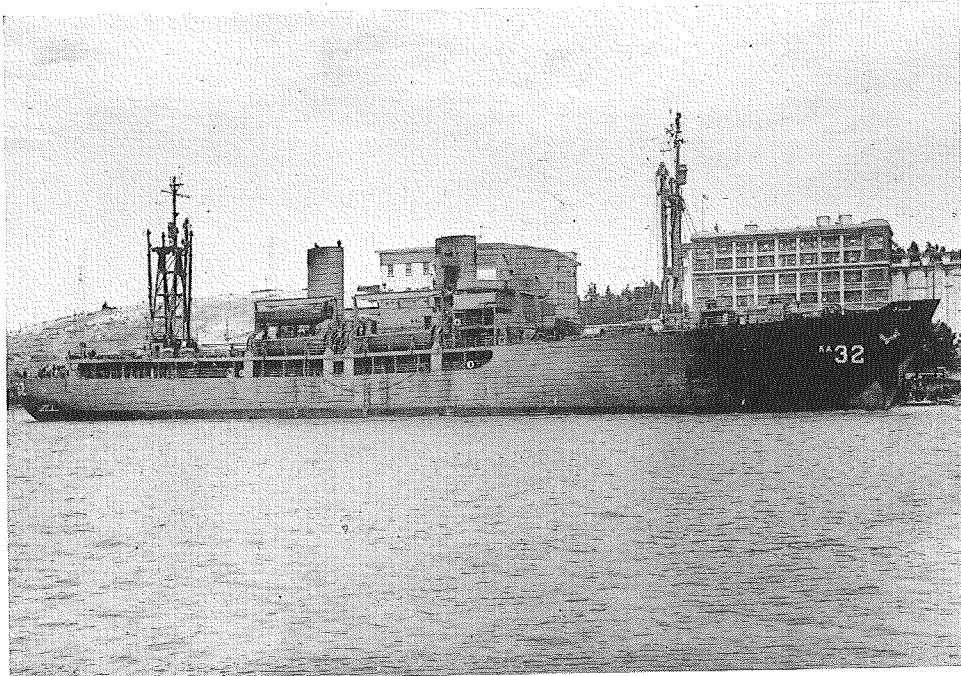
The cadets found plenty to do to entertain themselves when not attending official functions. The Casino at Vina del Mar near Valparaiso was usually occupied by a good percentage of the midshipmen. Here they found dining and dancing in the true Latin-American way. Many cadets could often be found at the Cafe Neptune whose cheap and delicious dinners, typical of Chile, ran Mr. Morgan's meat balls a very close second.

The trip originally planned to Santiago was called off by the American Ambassador because of the unsettled political situation there, so all of our liberties were spent in or near Valparaiso. Here we planned our time as in other foreign ports—making feminine acquaintances, buying souvenirs, and in seeing the town.

With all hands aboard, we sailed on the 11th, just a week after we had arrived.



## THE NEW SHIP



### MELLENA

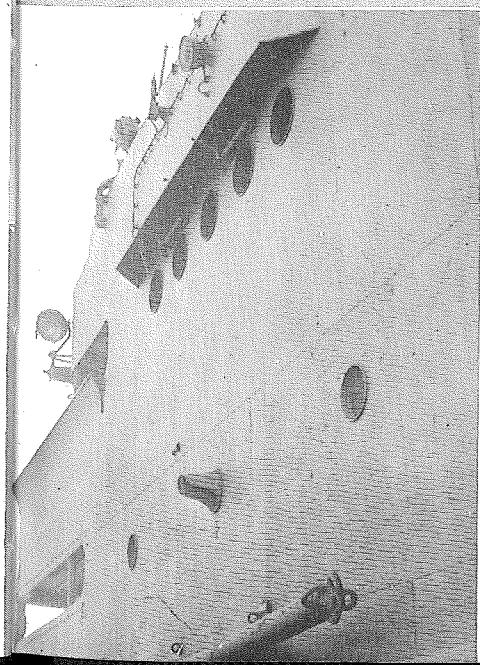
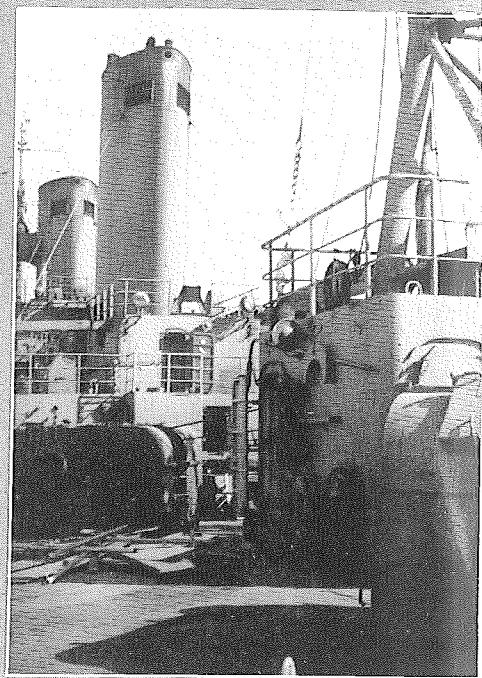
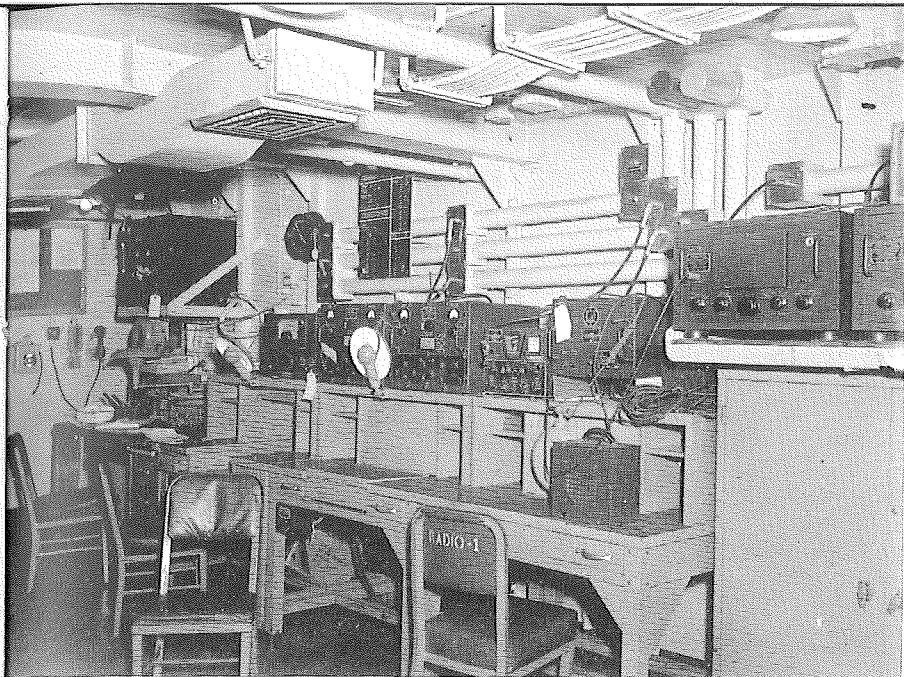
Upon our return from cruise, the long-awaited new training ship had become a reality. The new ship, the USS Mellena, is a 426-foot turbo-electric twin screw vessel built in January of 1945.

The engineers were the first to come in contact with her as they moved aboard while she was in drydock at Mare Island to become acquainted with her plant. The entire corps went aboard the Mellena when all repair work in the engine room had been completed to take her on trial runs in the bay. Having completed the trial runs successfully, the Mellena was then turned over to the Academy and she became officially ours.

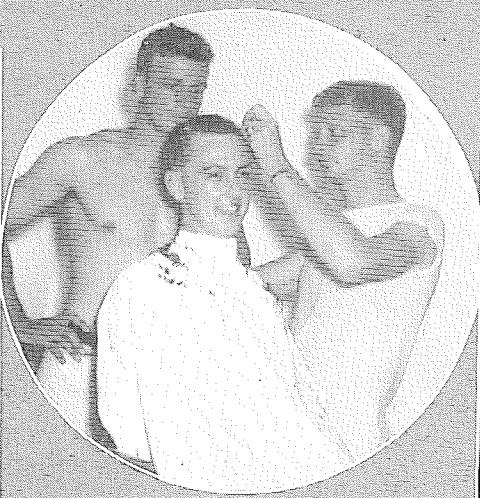
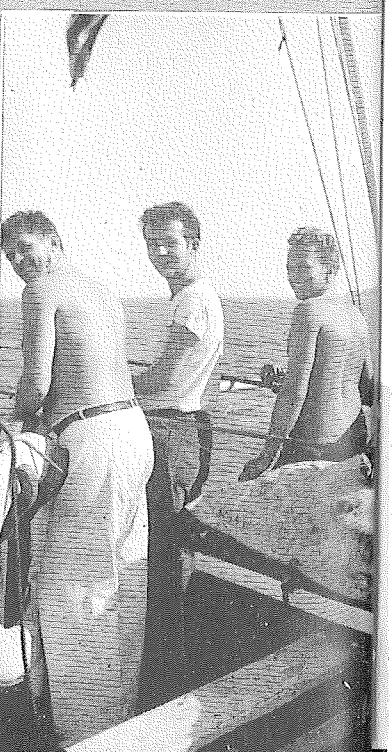
The Mellena was then moved to the Sperry Flour Mills dock at Vallejo where the lower-classmen began the preliminary work of reconversion. Bulkheads were torn out, troops' bunks removed and all unnecessary equipment taken off.

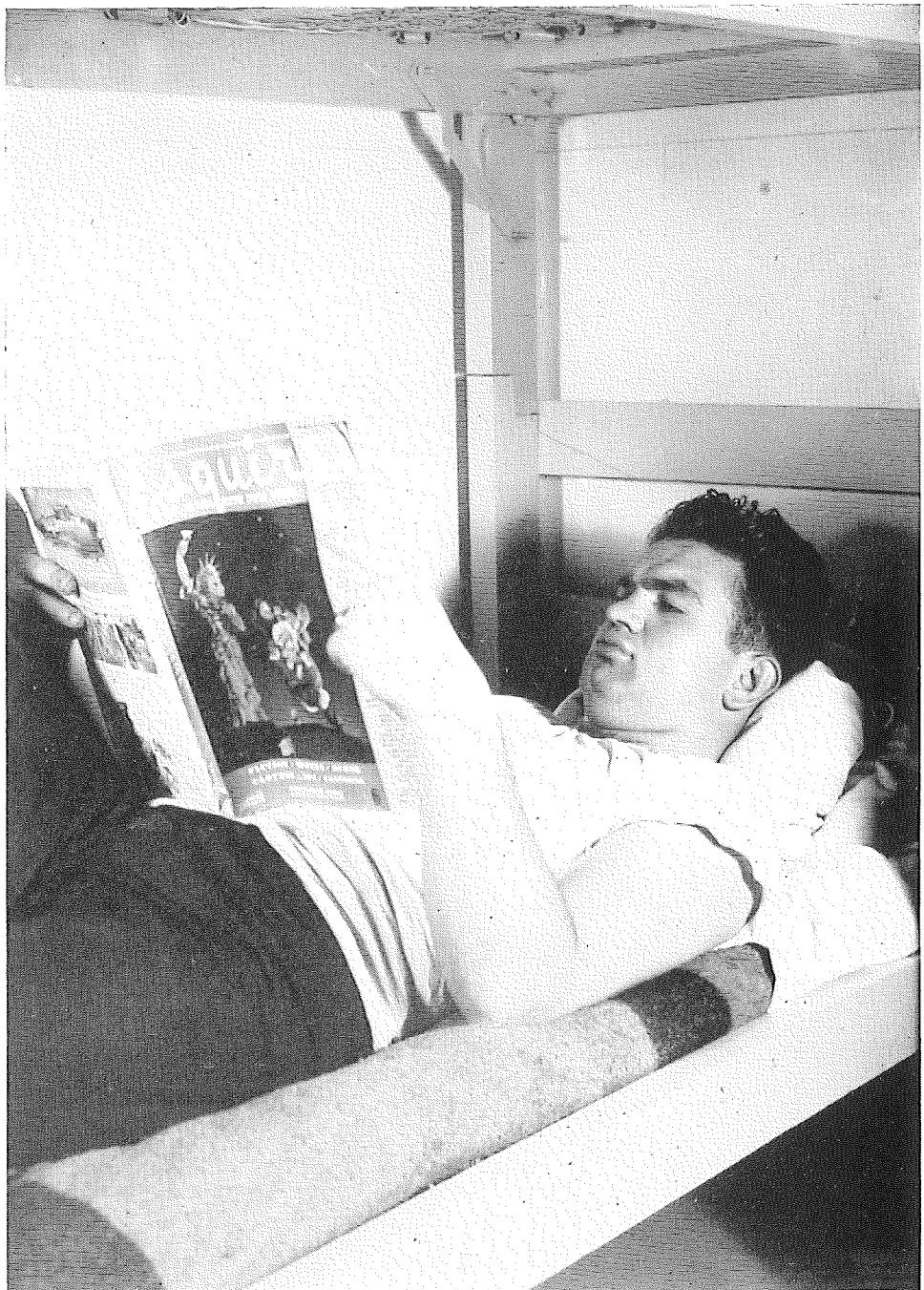
The plans call for midshipmen's berthing forward with large washrooms, showers, and heads—the conversion of the holds into classrooms, study halls and a library.

The Mellena with all her up-to-date equipment on the bridge and in the engine room will aid tremendously in training the midshipmen for the modern Merchant Marine.



# Off Watch





## *Activities*

## HAWSEPIPE STAFF



LEFT TO RIGHT: Cohen, Miller, Corlett, Wieland, Dreyer, Hoyt, Bradley.

### HAWSEPIPE STAFF

John W. Wieland.....	Editor
Ralph B. Hoyt.....	Associate Editor
Richard A. Miller.....	Managing Editor
Bud C. Corlett.....	Advertising Staff
Curtis Dreyer.....	Advertising Staff
Robert A. Kuykendall.....	Advertising Staff
Charles W. Bradley.....	Photographic Editor
Donald B. Cohen.....	Proof Reader
Lt. Comdr. Richard D. Heron.....	Advisor

### ASSISTANTS

Backer, Clendenny, Cree, Valentine, Alford, Beek, Froelich, Nevins, Quittner, Richardson, Snow, Yee, Carney, Bowersox.

## BINNACLE STAFF

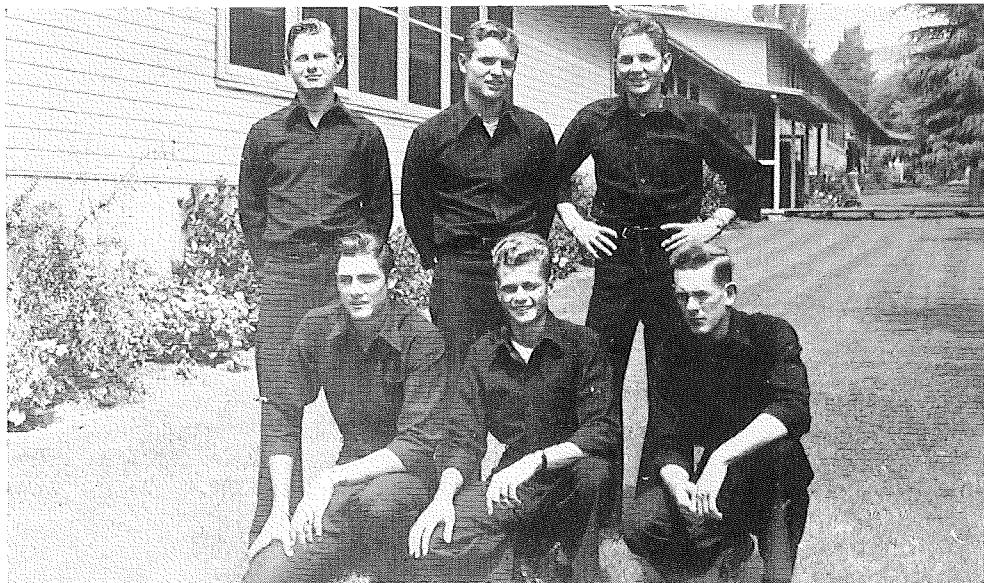


CARLTON H. CLENDENNY  
Editor-in-Chief

found interesting accounts of happenings around the base, personal interviews of the officers and midshipmen as well as numerous other articles that depict the color and drama that make the life of a midshipman. An indication of the fact that graduates of the Academy though long since gone are by no means forgotten, is the alumni section, devoted to those who have gone on to take their places in the maritime world.

In its earlier days the Binnacle took on the form of a mimeographed sheet. In the course of years this gave way to the smoother editions that have been printed from the outside sources. With each successive year improvements in size and quality have made themselves noticed in the paper's make-up. This year's paper is no exception as is evidenced by its thoroughness. The degree of success of current editions is a direct result of the present staff's earnest endeavors towards their school paper under the guidance of its editor, Carlton Clendenny. Being a true representation of the Academy, it may be said that as the Binnacle goes, so goes CMA.

STAFF  
STANDING: Clendenny, Valentine, Karasky. KNEELING: Cree, Bradley, Tobey.



## CAMERA CLUB



The past year has paid off big dividends for the CMA Camera Club. Early in the year a wealth of material and equipment was obtained from the Navy, including a 4x5 Speed Graphic camera, print washer and a dryer for prints. With all of this "gear" most of the labor and drudgery was taken out of the production of pictures and interest in the club became more intense.

Cruise period provided a camera fan's paradise. The interesting and picturesque background of South America made good, sharp pictures the order of the day.

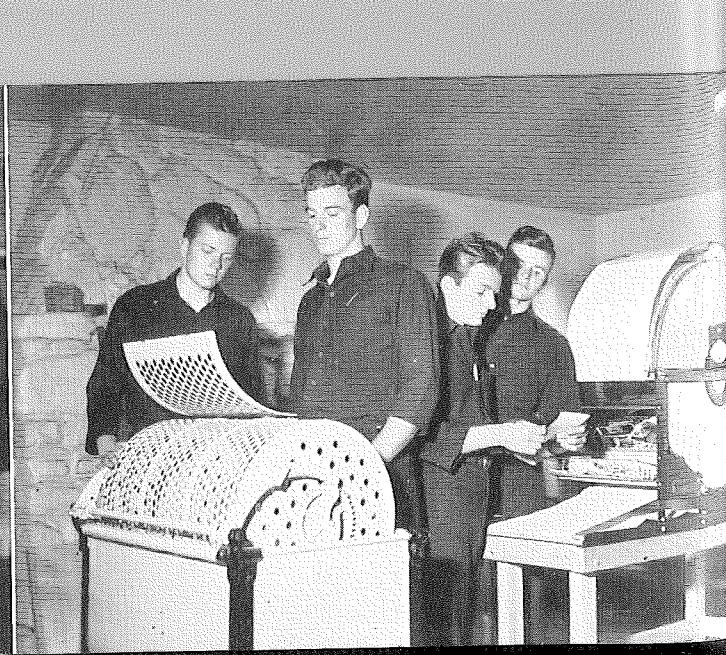
Just after the completion of cruise the shack was knee deep in prints of porpoises, peons, paisanos and persons unknown exhibiting a look

that was definitely South American.

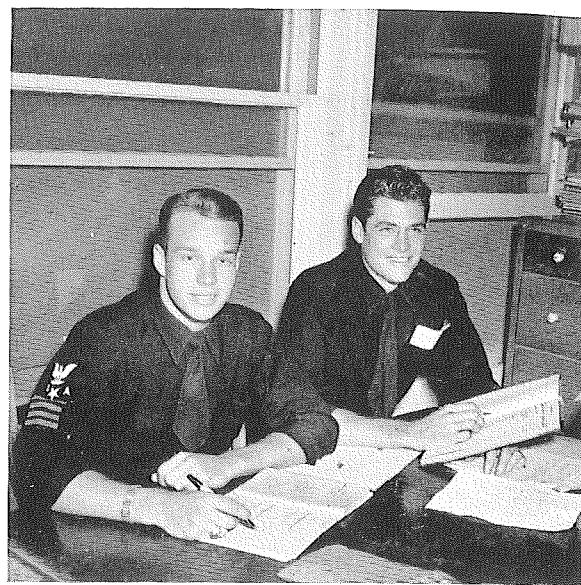
In addition to taking pictures for entertainment, the club provided many pictures for the purpose of publicizing Academy affairs. All of the Binnacle and Hawsepipe pictures were taken, developed and printed by camera club members.

Many of the club members owe much to such leading photographers as Bill Bradley, Dick Nevins, and Arnold Quittner for the time which they have devoted to teaching some of the newer fellows some of the tricks of the trade. President Dan Yee has spent many long hours in the interest of the club, both in work around the camera shack and in getting some of the much needed interest from the powers that be.

Plans for next year are to do everything possible to keep the camera club on its meteorous climb upward. In the short year and a half of its existence the club has become a strong part of the Academy and this tradition is going to be continued if the present enthusiasm and interest of the Cadet Corps remains strong.



## CADET SERVICE FUND



McLeod and Cree.

The Cadet Service Fund is the financial backer for all Academy functions and furnishes to the midshipmen almost anything they may desire. Upon entry into the Academy each midshipman contributes a standard amount to this fund and in addition pays his annual laundry fee.

Each year the Midshipmen's Service committee of two men is appointed with the approval of the Commandant to administer this fund and represent the Cadet Corps. This year Midshipman Chief Engineer Denny McLeod ably filled the post of Secretary and Bill Cree signed checks in the capacity of treasurer. These men are responsible to the Commandant for the financial status of the fund at all times and have proven themselves able accountants in their untiring work for the Midshipmen Corps.

Among the many services rendered by the Cadet Service Fund are: Magazine subscriptions to all popular current publications, athletic equipment for the various sports, accident insurance, dances, picnics, and administration of the Cadet Laundry Fund.



Valentine and Wieland.

## PROPELLER CLUB

The Propeller Club was founded by a group of men interested in the expansion and maintenance of the American Merchant Marine. The labor these men rendered for the development of this organization was not for their own benefit. Their goal was to acquaint the people with the facts, namely that the American Merchant Marine was for the welfare and safety of our country.

The first class was admitted to the Propeller Club as junior members shortly after the beginning of cruise while at Long Beach. A luncheon was held aboard the Golden State for prominent members of the Port of Long Beach Propeller Club. Later in the cruise, the entire Midshipman Corps enjoyed a tour and dance, compliments of the Port of Panama Propeller Club.

## SOCIAL

The social year at CMA was quite a success. It was ushered in by a First Class dinner given at Tiny's on August 29. The dinner was attended by Captain Martin, Dr. Norman, Mr. Brackett, and Mr. Summerill, who brought movies of previous cruises for us to enjoy.

This event was followed by another dinner given by the First Class engineers to bid farewell to their departing instructors, Mr. Brackett, Mr. Pederson, Mr. Dunlop, and Mr. Arnold. This took place on November 8 at the Casablanca Club and was enjoyed by all the attending "tinkers."

The first dance was held at the Berkeley Yacht Club for the members of the first class. This was the second time we had used the yacht club, but we still found it just as pleasant with its salty atmosphere and marine view.

Our next event was an Academy Dance given at the Town and Gown Club in Berkeley. This was the pre-cruise dance which is given annually. The music was rendered by Bill Rice and his band. Captain and Mrs. Mayo and other officers were present to help make the evening a success.

In the latter part of May, the first class had its beer bust at John Garber Park in Berkeley. Naturally it rained, but the spirits of the crowd were not lowered. The gear was taken to Curt Dreyer's house where the party continued until late that night.

The second class gave a ring dance which is expected to become a CMA tradition. This was held on July 3 at the Claremont Hotel for members of all classes. The Spanish Room was the setting and the dance was a pronounced success.



## SMOKER

Can you imagine a tropical setting with a large perfect Mexican moon hanging high in the sky? Those were the perfect conditions that prevailed in Magdalena Bay on the evening of 5 April 1946 when the annual cruise smoker was held.

Relieving the tension brought on by the proximity of home, the smoker was immensely enjoyed. Third classman Ford's impersonation of Lieutenant Rice was enjoyed by officers and midshipmen alike. On Bowersox and Davies' "Truth or Consequences" program, Levin brought down the house with his shaving of Commander Flanner. Smith and his nimble wit was matched only by Hadfield's tremendously humorous version of that old movie classic, "Hell's Angels." Wilson, Hatcher, and Valentine put on an exhibition of Latin dancing.

After the traditional singing of the school ship song, ice cream and cake were served with Mr. Morgan officiating, bringing to an end a very enjoyable evening which will be long remembered by all.



## ALUMNI ASSOCIATION

President..... E. L. Johanessen '43 June

Vice-President..... J. R. Shafer '35

Secretary-Treasurer..... C. H. Tubbs '38

Meetings second Friday of every month, Army-Navy Club in San Francisco; Lafayette Hotel in Long Beach.

With the graduation of the class of 1946, the Academy's first peacetime class in five years, the ranks of the CMA graduates swell past the six hundred mark.

The Academy is faced with the problems of reorganization and returning to normal operating procedures, the conversion of a new training ship to meet the particular needs of the new operators, self adaption to an ever-growing base, and the training of officers who can competently undertake the many phases of operating the post-war fleet and who will compare favorably with the pre-war product of the Academy.

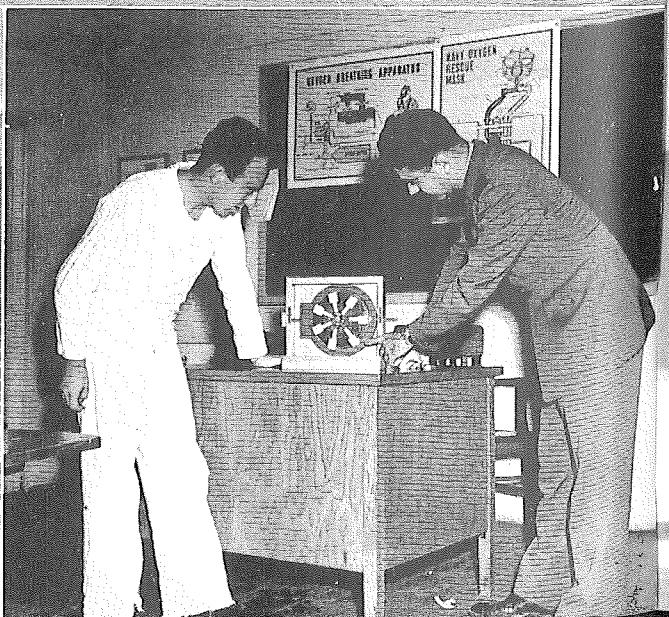
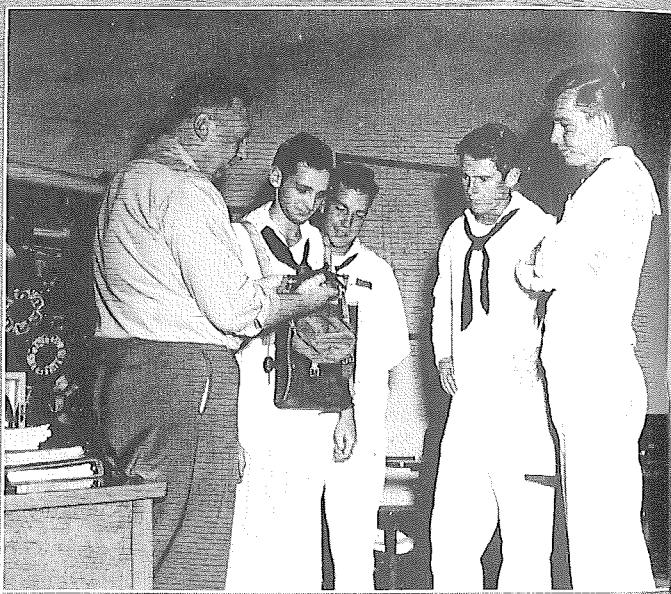
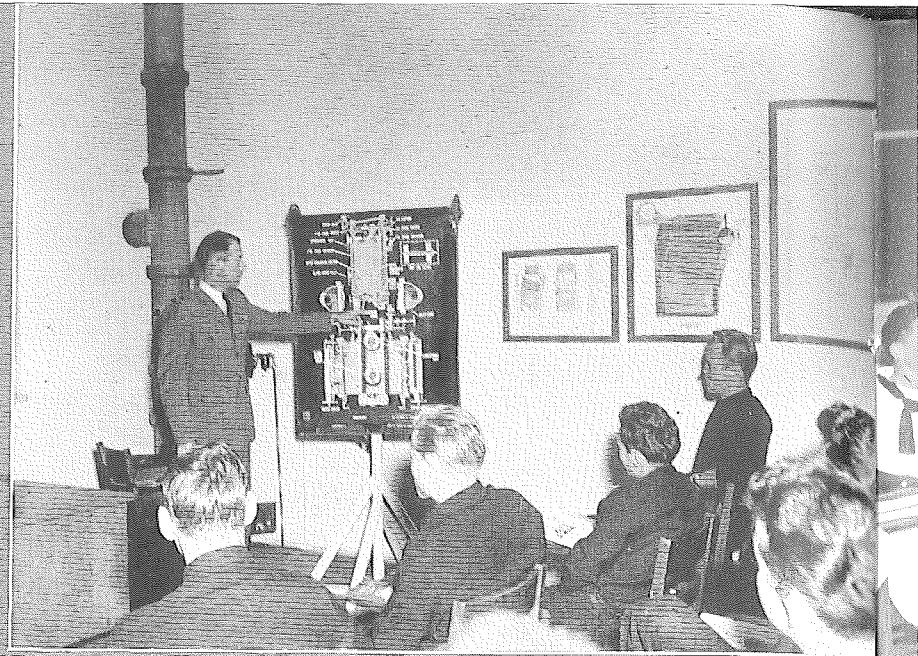
Our Alumni Association is in the midst of reorganizing its program, enlarging its functions, planning peacetime projects and looking towards the future. We have high hopes and big plans for that future, and they include us ALL. This Association is OF and FOR you and the shipmates that have preceded you under the graduation arch.

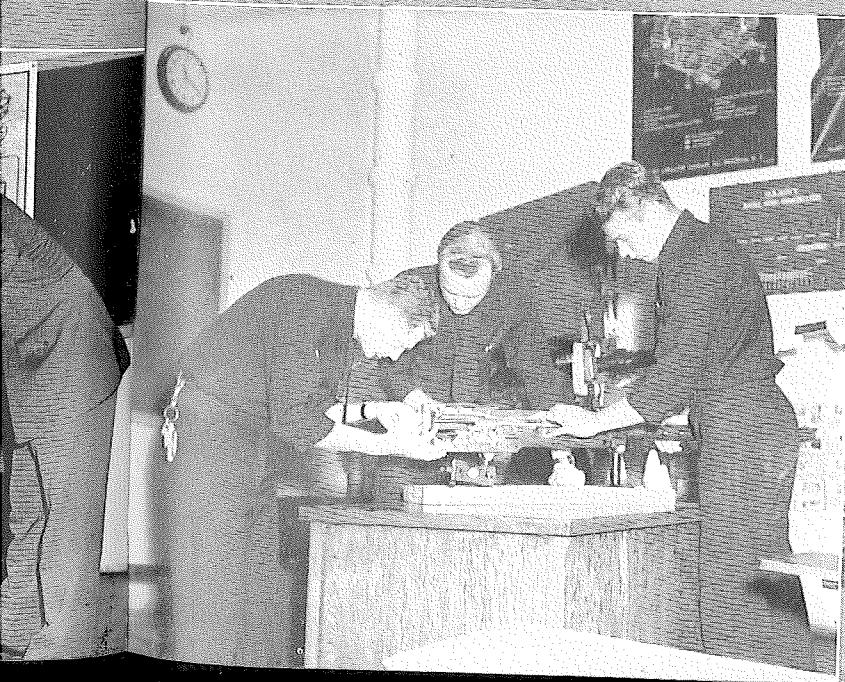
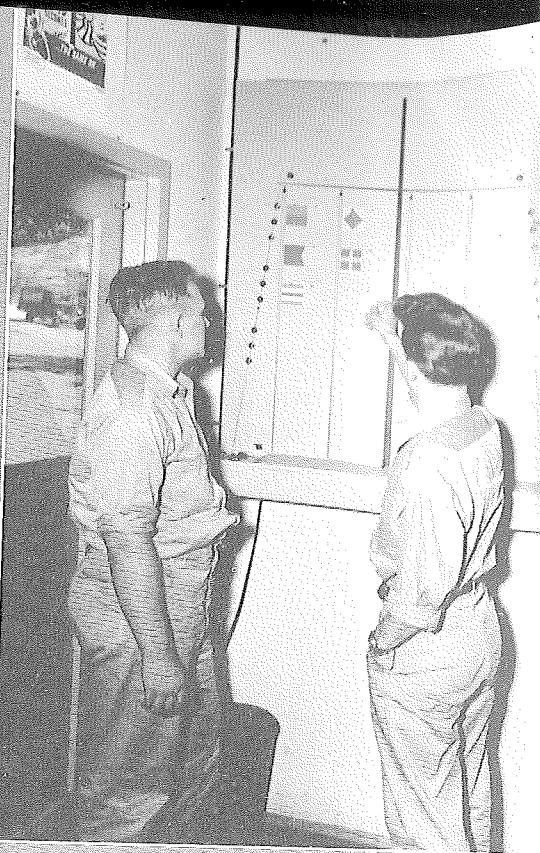
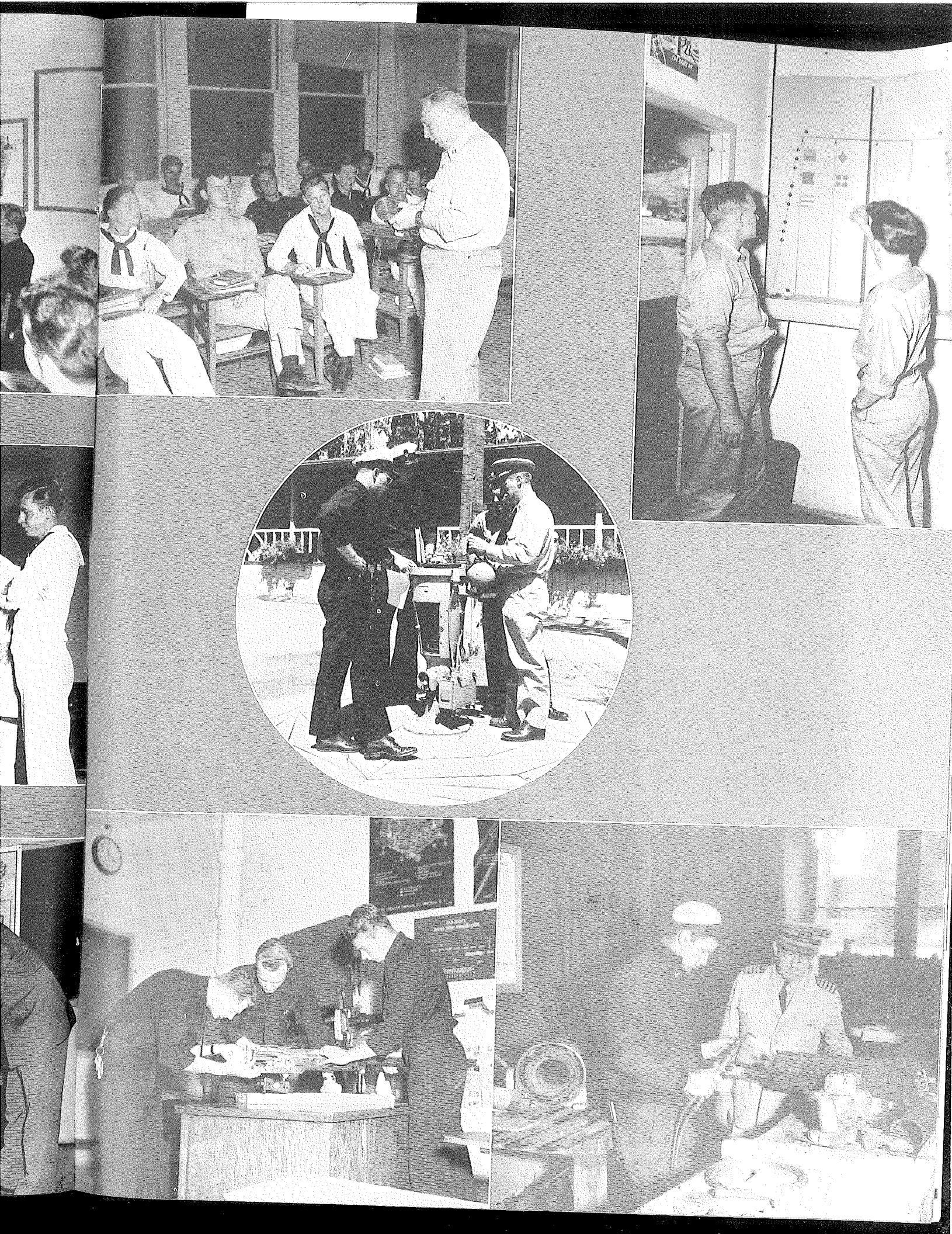
"We, the graduates of the California Maritime Academy, in order to form a more lasting bond of fellowship, render professional service, promote the interest of the California Maritime Academy, increase our technical skills and foster the supremacy of the American Merchant Marine, do hereby unite in the formation of an Alumni Association." So speaks the preamble of our Constitution. You have earned the right to join us in subscribing to these sentiments. We welcome you as shipmates and fellow graduates. To each and every one of the class of '46 we say "Well done, we are glad to have you aboard."



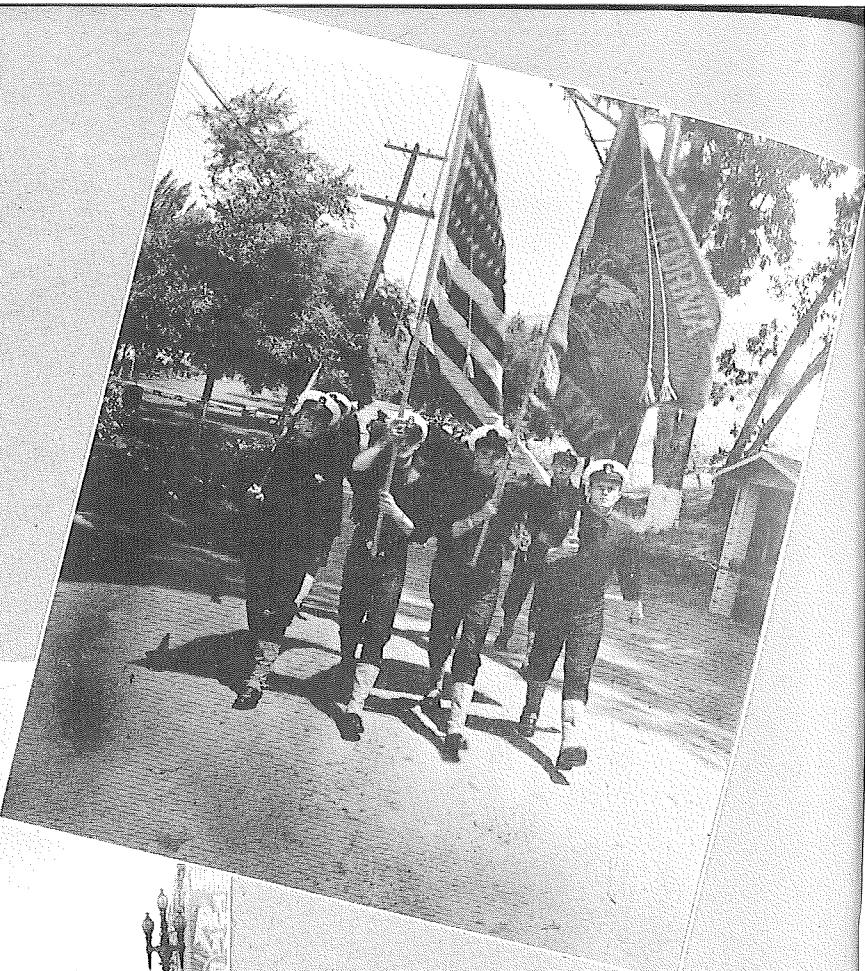
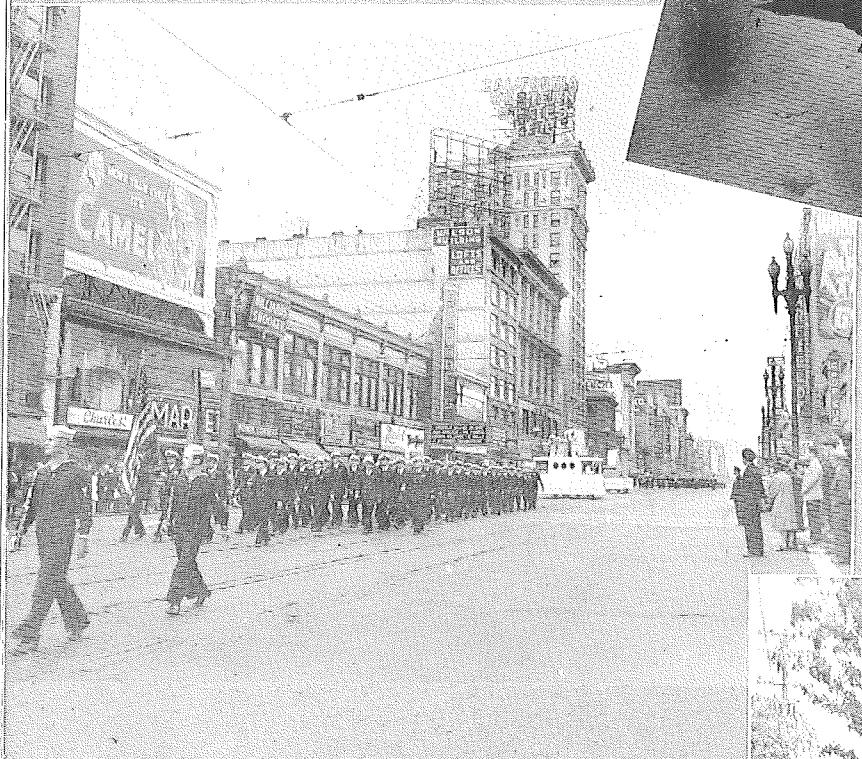
*on a life*

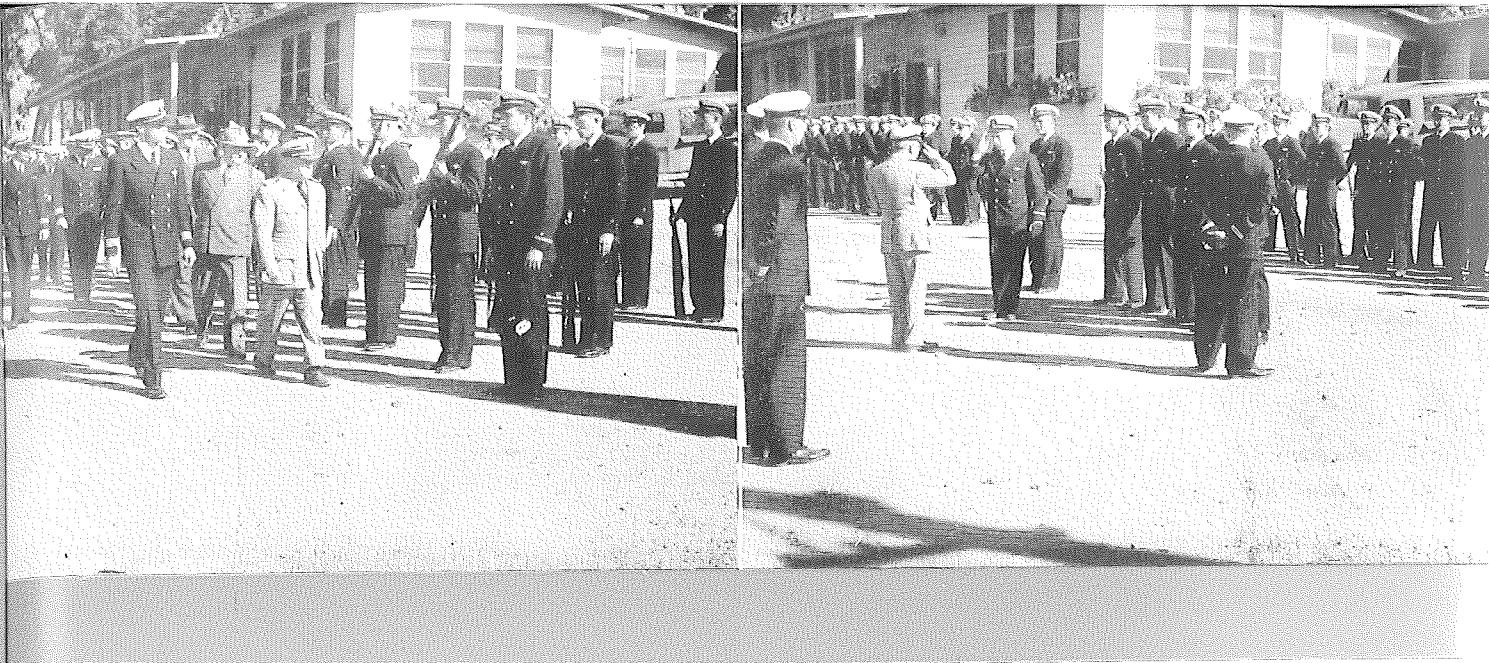
# Classes





# Drill





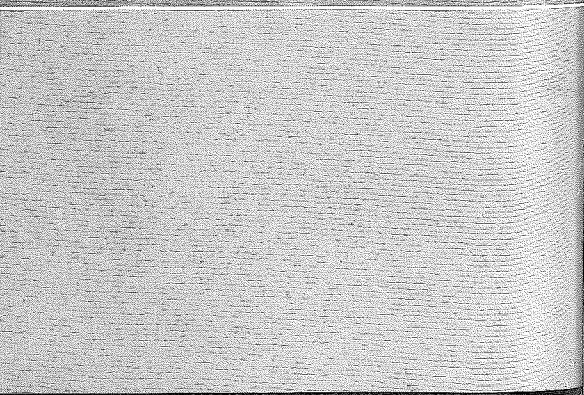
Military drill, the primary factor in the development of discipline, plays an important part in the training of the midshipmen. The efficiency and morale of an outfit can easily be judged by the manner in which it carries on its drill routine. The sharpness with which commands are executed, the posture or bearing of the men in ranks is directly related to the discipline of the group, not only in drill but in all of its undertakings.

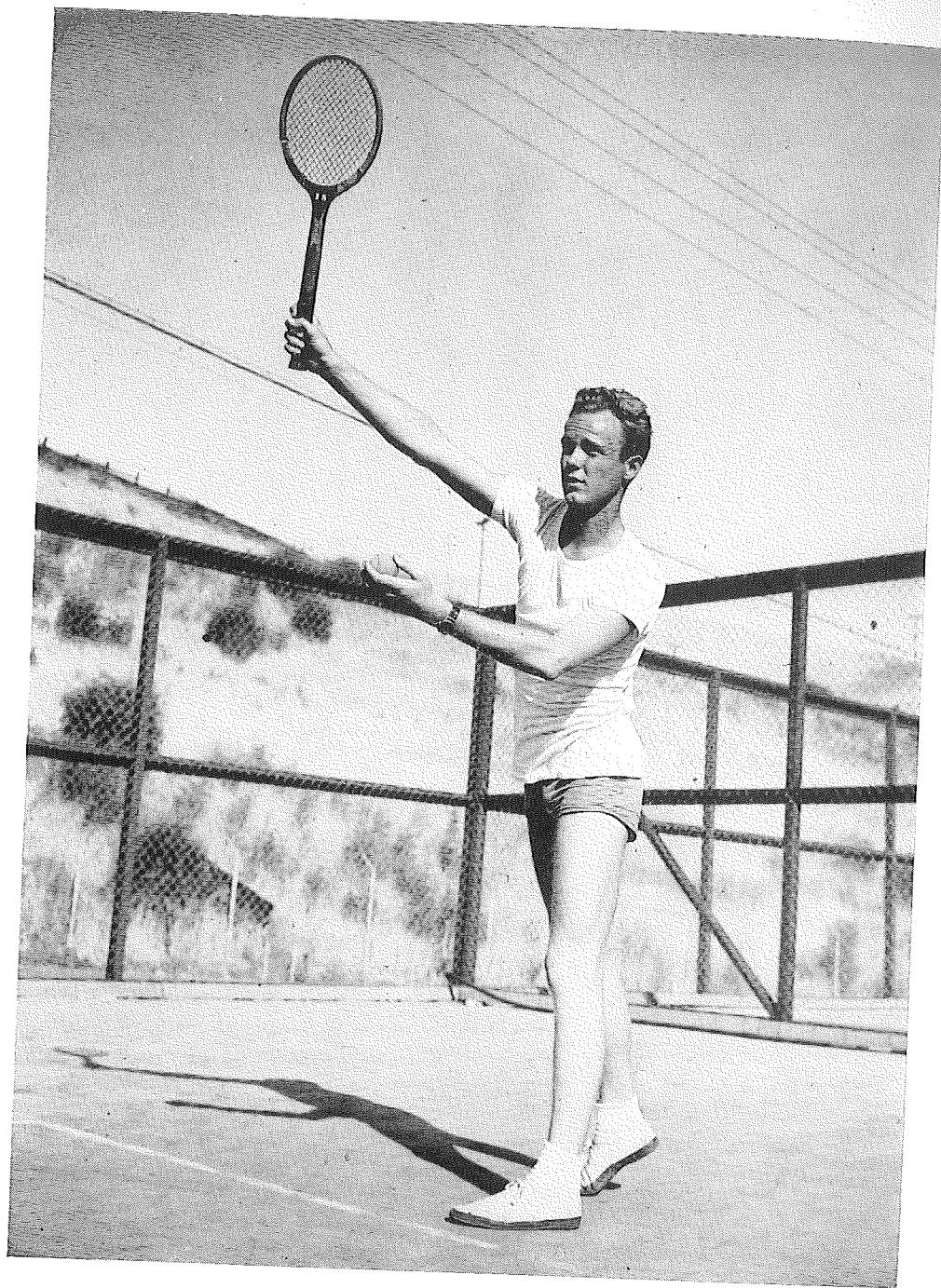
Two hours a week is spent in carrying out the drill routine. Through the coöperation and hard work of the midshipmen, much is accomplished in shaping the corps into a fine drilling unit. The results of this training were shown in the last Maritime Day Parade in San Francisco. Though spending a comparatively small amount of time in drill training, the Academy was able to give as fine a showing as some of the other units which spend much more time at drill practice.

Saturday morning at 0930 the Midshipmen assemble for drill practice. During the first hour the company is divided into three divisions, each division marching separately. The division officers review their men in all the basic maneuvers and in the manual of arms, correcting mistakes and ironing out the wrinkles when necessary. After a ten minute knock-off the divisions reform for inspection and presentation of colors. This is an important part of the routine, for it is on this inspection as well as on its marching ability that one of the three divisions is chosen as being outstanding for the day, thus rating an hour extra liberty. After the colors have been presented the company marches off on parade accompanied by the drum and bugle corps.

Although a little weary after two hours of marching each man has benefited from this drill as discipline and military bearing has been instilled a little deeper into all.

# Boats





*Athletics*

## ATHLETIC COMMITTEE



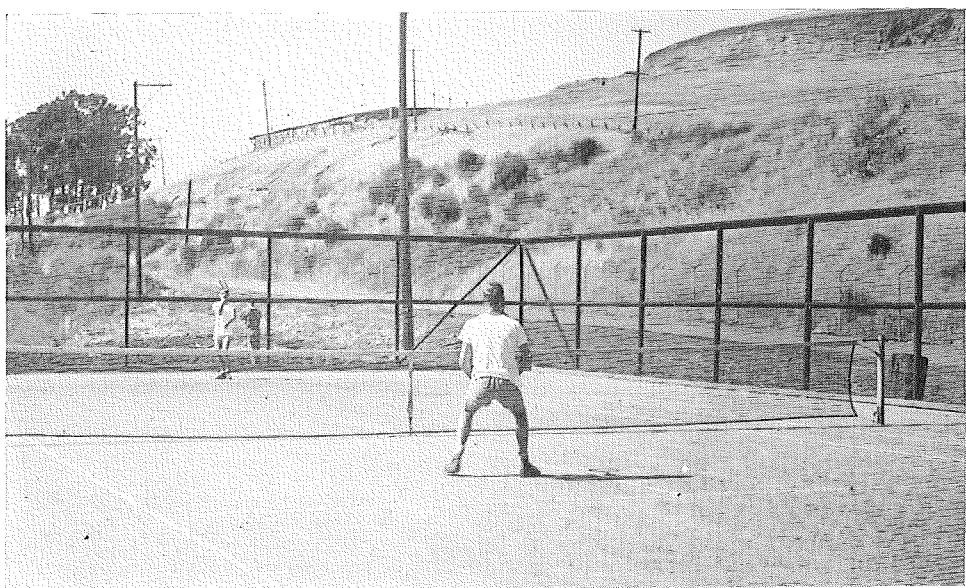
STANDING, left to right: Valentine, Chambers, Dickinson, McLeod, Davies. KNEELING: Christensen, Quandt, Welch.  
MISSING: Richardson, Krambuhl, Olson.

The Athletic Committee consists of an even number of members from each class, deck and engineer. Its objective is to regulate the athletic diet of the midshipman corps. Each week its twelve members meet to discuss ways and means by which the athletic program may become improved. Intramural games and tournaments are arranged in basketball, softball, "beach" football, tennis, handball, etc. It is also their task to maintain athletic gear and determine the type and amount of new athletic supplies necessary. The results of these weekly meetings are then brought to the athletic officer for his approval.

Upon the completion of the new gymnasium, the scope of the athletic activities of the Academy will hardly be limited. The physical training program as well as the sports played strictly for relaxation and enjoyment will be able to compare possibly with any college program.

The burden of arranging these activities so as to keep competition and interest at its peak will fall upon the athletic committee. It will be this keen feeling of competition that will assure the graduates of this Academy of being sound in body as well as in mind.

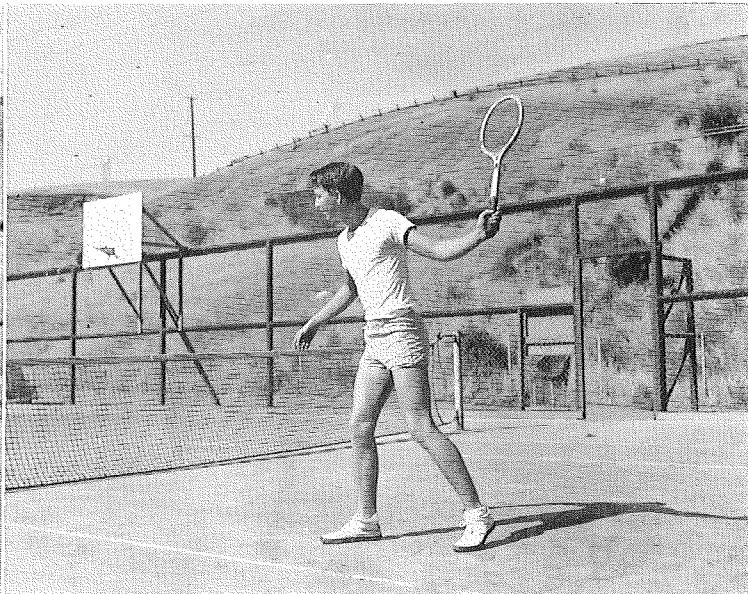
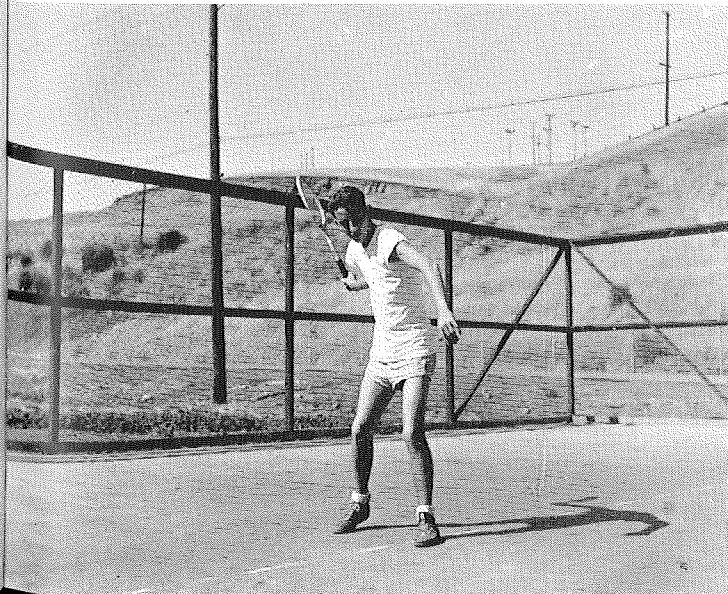
# TENNIS



Among the first additions to the base here at Vallejo, were the tennis courts comprising our so-called athletic slab. This asphalt surface which covers the same area as two regulation size tennis courts is laid out end to end and so designed that two basketball games can be played across one court while the other court is being used for tennis. This arrangement has proven very satisfactory and tennis is fast becoming a popular game enjoyed by all.

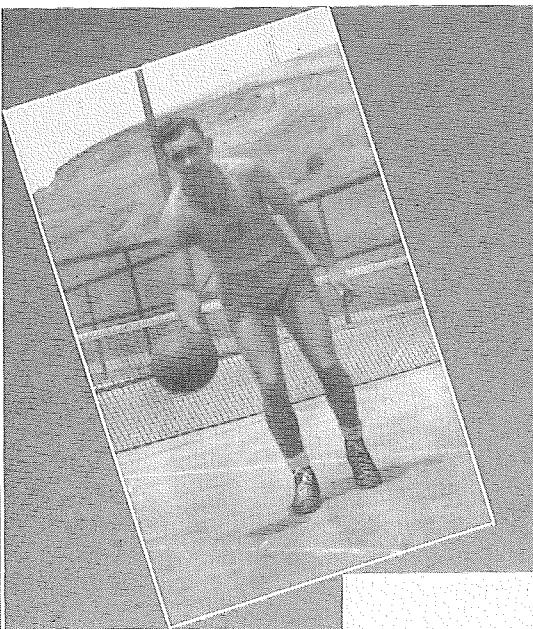
Our interest in tennis has been greatly increased by the presence of Captain and Mrs. Mayo on the courts at frequent intervals. Many of the midshipmen have played with and against them and have found them to be experienced and lively players. As yet tennis matches have not been organized to select our best players but Frank Dazey has proven himself unofficial champion, closely followed by Wally Baitinger, Don Love, Don Cohen, Roscoe Wilkie, and Chris Christensen.

We are still hoping to produce some day in the near future, a tennis team that will be able to have scheduled matches with nearby schools and colleges. Each year brings us closer to this goal but the meantime is not being wasted and the courts are constantly the scene of lively action and much enjoyment for all.

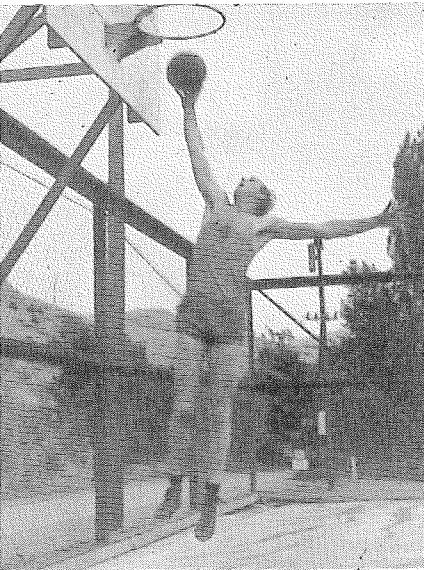


# Basketball

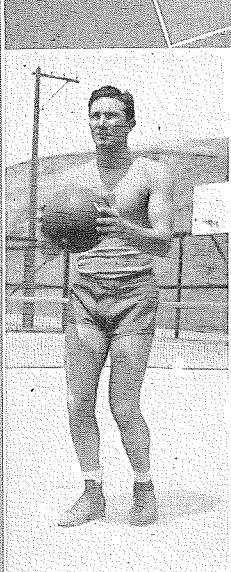
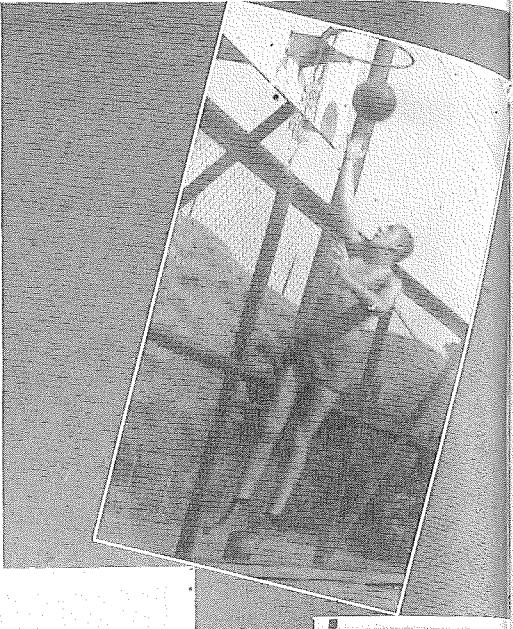
RICHARDSON



WELCH



BATINGER



KOTELNIKOFF



BACK ROW, left to right: Olson, Davies, Christenson, Cree, Williams, R. M., Porterfield. FRONT ROW: Kotelnikoff, Love, Corleff, Welch, Richardson.

LOVE



## SCORES

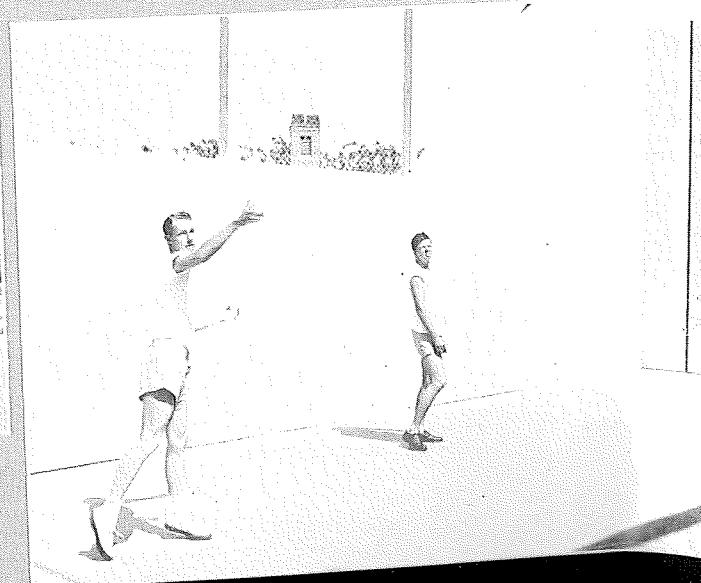
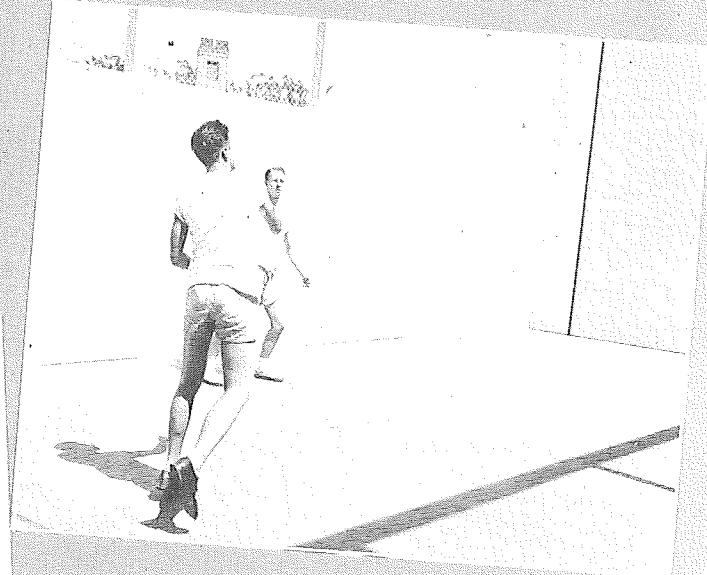
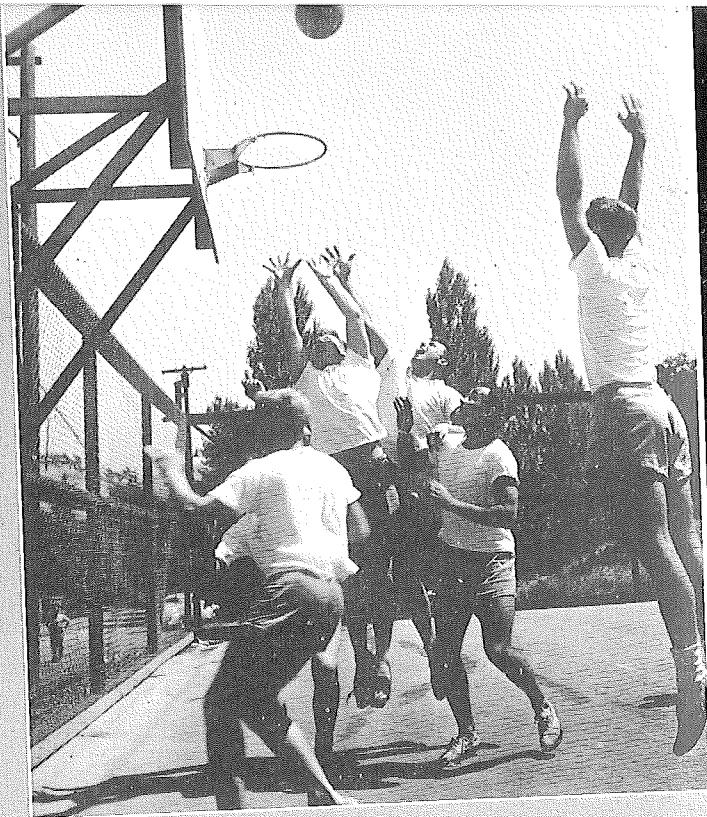
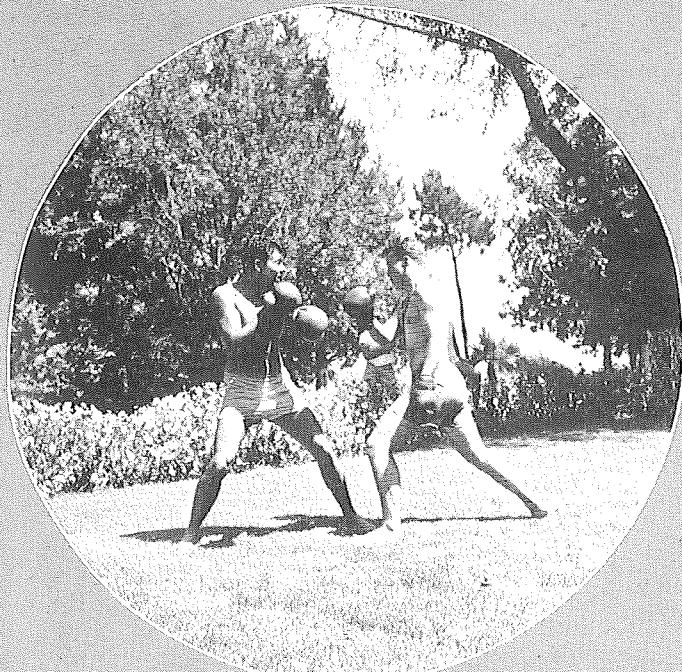
### CMA

47	Hillside Cubs, Vallejo.....	39
43	Mare Island Navy Yard.....	48
23	Napa Junior College.....	22
20	San Diego Training Center.....	26
27	Sixth Air Force H.Q., Balboa, C. Z.....	23
30	Santa Maria U., Valparaiso.....	43

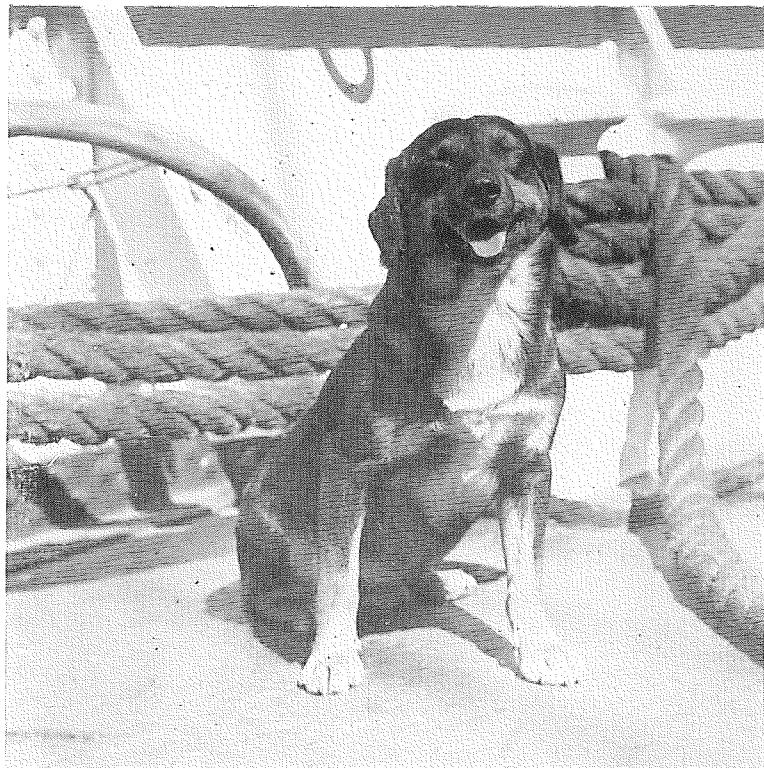
### OPPONENTS

39
48
22
26
23
43

# General Athletics



LOVE



## MASCOT

One of the most prominent memories for us of CMA will be "Scratch," our "salty" mascot. Scratch was born aboard the training ship in July of 1943 and has since seen five classes graduate from the Academy.

Scratch is noted for his swims in the icy waters of Carquinez Straits during which time he puts on an able exhibition of aquatic accomplishment.

Scratch's "dog's life" is enviable as he receives no end of attention from his 130 devoted "subjects" besides sleeping at will and unlimited liberty.

His downfall is a 50-pound log on the fill which he has tried to move every day since we have been here.

We will all miss Scratch's personal inspections of the Midshipman Corps and expect that he will be here to greet us when we return for visits.



*The Finish*

# ROSTER OF

## FIRST CLASS

Backer, Rushton O.	516 Alandele, Los Angeles, California
Baitinger, Wallace V., Jr.	232 Aragon Blvd., San Mateo, California
Bergum, J. Albert.	1811 Shenandoah, Los Angeles, California
Bradley, Charles W.	5301 Rimpau Blvd., Los Angeles, California
Brodsky, Joseph F., Jr.	5029 Auckland Ave., North Hollywood, California
Chambers, James R.	1821 Benedict Canyon Drive, Beverly Hills, California
Clendenny, Carlton H.	Star Route, Santa Barbara, California
Cohen, Donald B.	2228 Nella Vista Ave., Los Angeles, California
Corlett, Benjamin C., Jr.	1830 Gough St., San Francisco, California
Cree, William H., Jr.	4256 Pacific, Long Beach, California
Dazey, Frank C.	10 Uplifters, Santa Monica, California
Dickinson, George W.	423 South Lafayette Park Place, Los Angeles, California
Dreyer, Curtis.	6021 Rockwell, Oakland, California
Everson, Donald B.	1943 Ninth Ave., Oakland, California
Ezell, William H.	1517 New York Ave., Altadena, California
Fogleman, Samuel F.	1501 West Central, Newport Beach, California
Graves, Willis Clark, Jr.	306 South Citrus, Los Angeles, California
Hadfield, Robert H.	5571 Olympic Blvd., Los Angeles, California
Harrison, Curtis B.	39 Via Floreado, Orinda, California
Hatcher, James L.	1725 La Senda Place, South Pasadena, California
Hoyt, Ralph B.	89 Hillcrest Road, Berkeley, California
Karasky, Joseph Craig	5483 Taft Ave., Oakland, California
Kollasch, Paul Duane	333 Liberty Avenue, Petaluma, California
Lawrence, Robert E.	4525 Date Ave., La Mesa, California
Levin, Ralph C.	2105 Ames St., Los Angeles, California
Love, Donavan Stanley	4315 - 33rd St., San Diego, California
Marsh, Edward E., Jr.	3834 Florida Terrace, San Diego, California
McLeod, Denny A.	Sunrise Camp Resort, Lakeport, California
Miller, Richard A.	320 South Highland, Los Angeles, California
Mirkovich, Anton R.	1322 Leland St., San Pedro, California
Nay, Harold E.	390 North Chester, Pasadena, California
Nickerson, Merritt R., Jr.	1819 1/2 - 20th St., Sacramento, California
Schill, William F.	3209 Monte Vista, Alameda, California
Shrader, James E.	716 North Maclay, San Fernando, California
Swenson, Craig J.	768 East San Joaquin, Tulare, California
Vandegrift, Lucian B.	2777 Woodshire Drive, Hollywood, California
Valentine, Richard A.	1115 Holloway Ave., San Francisco, California
Wahlgren, Maurice T.	364 West California, Glendale, California
Wieland, John W.	2035 Lyon St., San Francisco, California
Wilson, Donald J.	4619 Edgewood Ave., Oakland, California
Wilson, George D.	Clarksburg, California

## SECOND CLASS

Alford, Robert E.	4261 Van Dyke, San Diego, California
Amsberry, Dale S.	2841 Fourth Ave., Sacramento, California
Beek, Joseph Allan, Jr.	528 South Bay Front, Balboa, California
Brennan, Fred C.	1801 Pacheco St., San Francisco, California
Brown, John Q., Jr.	2750 Montgomery Way, Sacramento, California
Brown, Richard H.	4686 Van Dyke, San Diego, California
Brune, Alan H.	1317 Spruce St., South Pasadena, California
Chamberlain, H. Kenneth.	4360 Oregon, San Diego, California
Cunningham, Robert W.	837 Oakdale Ave., Monrovia, California
Fiedler, Richard D.	1894 Woodlyn Road, Pasadena, California
Fitzgerald, William G.	Box 241, Los Altos, California
Froehlich, Billy A.	Route 2, Box 739, El Cajon, California
Hargis, Jackson B.	2021 1 St., Sacramento, California

# *American-Hawaiian Steamship Company*

Oldest and largest of  
the intercoastal lines



Offices in all principal  
American ports



San Francisco  
215 Market Street

New York  
90 Broad Street

# OLYMPIC STEAMSHIP CO., INC.

PACIFIC COASTWISE SERVICE

Steamship Operators - Agents - Brokers

PIER 57, SEATTLE I, WASHINGTON

BERTH 50, LONG BEACH, CALIFORNIA — 64 PINE STREET, SAN FRANCISCO, CALIFORNIA

*An Assurance of  
Dependable, Safe  
Shipping*

Just as the trade marks in your hat, shirt, or automobile signify products of known, dependable quality, so the funnel marks of Pope & Talbot lines stand for experience, performance and intelligent handling of shippers' problems.

## POPE & TALBOT LINES

461 Market Street

San Francisco

## AMERICAN MAIL LINE

SAN FRANCISCO (4)

369 Pine Street—EXbrook 1468

SEATTLE (1)

Stuart Building—SEneca 4400

PORTLAND (4)

Pacific Building—BRoadway 5447—Terminal No. I-B

NEW YORK CITY (4)

17 Battery Place—Bowling Green 9-1960

CHICAGO (1)

Room 2116—333 No. Michigan Ave

VANCOUVER, B. C.

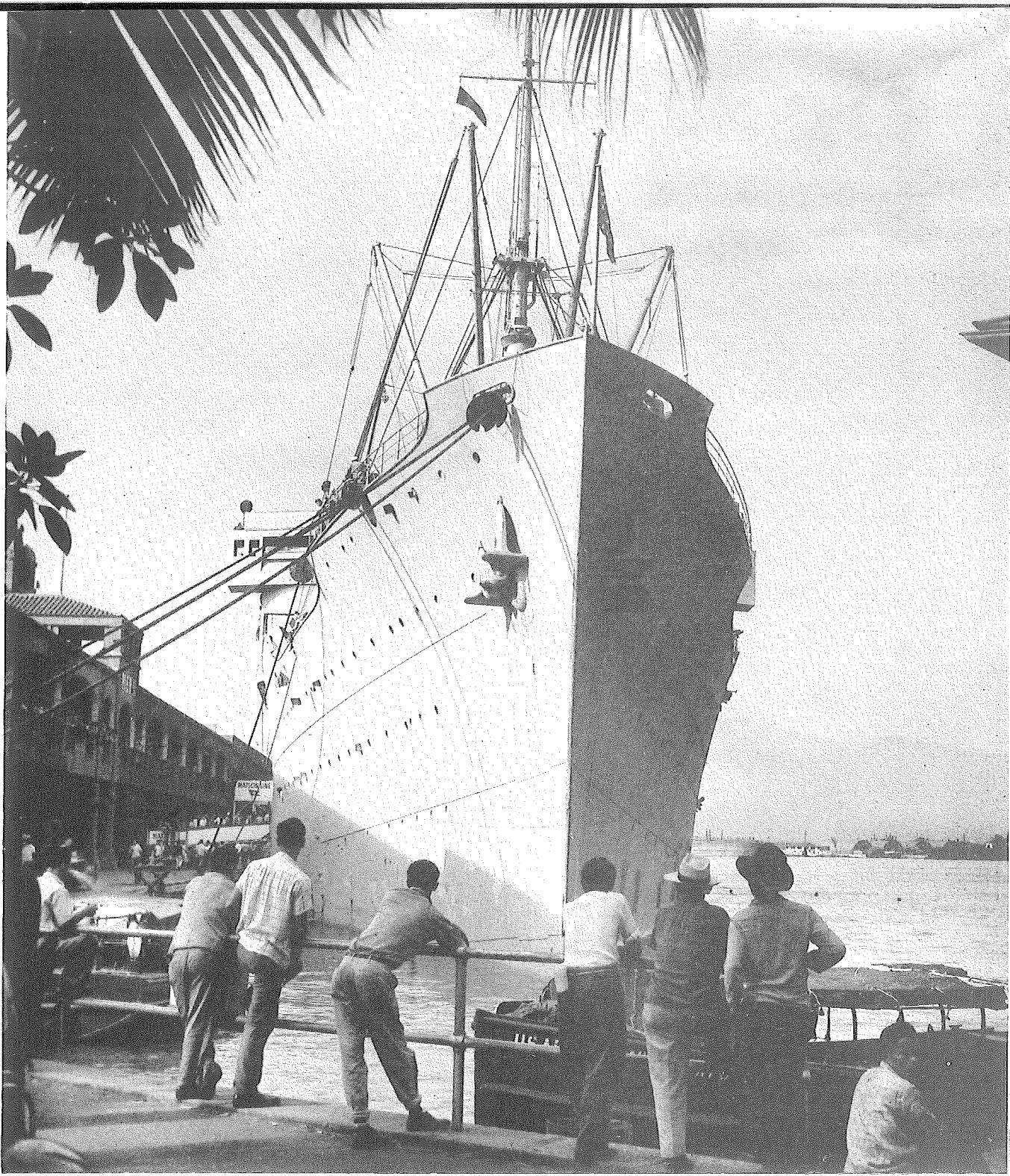
Marine Building—PAcific 2157

## W. R. CHAMBERLIN & CO. STEAMSHIP AGENTS

San Francisco

Room 338, Merchants Exchange Building

Phone YUkon 0543



*Courtesy of Matson Navigation Company*

## 1946 - A BOW TO THE FUTURE

As this great ship, and a thousand others resume their peacetime voyages, the future opens up to the merchant marine and its officers. **GOOD SAILING—WITH PMR!**

PACIFIC MARINE REVIEW ★ 500 SANSOME STREET ★ SAN FRANCISCO

COMPLIMENTS of  
**Bowes & Andrews**  
SHIP REPAIRING

Shipwrights - Caulkers and Sparmakers  
Office and Shop - 153 Steuart Street  
Telephone EXbrook 1445 San Francisco, Calif.

**Hagan Corporation**

Combustion Engineers

**Hall Laboratories, Inc.**

Hall System of Boiler Water Conditioning

**CONGRATULATIONS**

and

**BEST WISHES**

to the

**California Maritime Academy**

CLASS OF 1946

From

**C. C. Moore & Co. Engineers**

Representing

The Babcock & Wilcox Co.  
Airetool Mfg. Co.  
Cochrane Corporation

Dampney Co. of America  
Dravo Corporation, Tri-Lock Div.  
Northern Equipment Co.

COMPLETE LINE OF NAVAL and  
MERCHANT MARINE BOOKS

Technical and Scientific Books

If you are interested in any special line of  
business, profession or industry and there is  
a book published on the subject, you will find  
that book here.

**TECHNICAL BOOK CO.**

407 Market Street Phone YUKon 2262  
San Francisco 5, Calif.

**United Fruit Company**

STEAMSHIP SERVICE

1001 Fourth Street San Francisco

# THE MANUFACTURERS LIFE INSURANCE COMPANY

*Established 1887*

Specializing in  
FULL COVERAGE LIFE INSURANCE  
for the  
MERCHANT MARINE OFFICER and MIDSHIPMAN  
offers  
SIMILAR FORMS TO THOSE AVAILABLE  
UNDER THE NATIONAL SERVICE ACT  
With Lump Sum and Other Very Flexible  
Arrangements for Payments to  
Your Beneficiary

UP TO AGE 44 OUR FIVE YEAR TERM RATE IS ACTUALLY LOWER THAN N. S. A.  
ALSO ENDOWMENT, PENSION, AND SAVINGS FORMS  
ALL PERMANENT POLICIES GIVE YOU LIFE INSURANCE PLUS THE PRIVILEGE  
OF TAKING CASH OR PENSION AT RETIREMENT  
OUR COMPANY HAS "BEST'S" HIGHEST FINANCIAL RATING

Please Call on Us or Mail Inquiries Giving Date of Birth to

**GEORGE W. E. WOOLDRIDGE**  
THE MANUFACTURERS LIFE INSURANCE COMPANY

111 Sutter Street - San Francisco 4, California  
Telephone DOuglas 6686

The Following Types of Insurance Are Available:

ORDINARY LIFE  
5-YEAR TERM

TWENTY PAYMENT LIFE  
LIFE INCOME AT AGE 60

THIRTY PAYMENT LIFE  
LIFE INCOME AT AGE 65

In writing please indicate the amount and type of policy in which you are interested

Depository for  
CALIFORNIA MARITIME ACADEMY  
Mechanics and Merchants National Bank  
MARIN AT VIRGINIA - VALLEJO  
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

*Congratulations and Best Wishes*  
to the  
CLASS OF 1946

REVEL MILLER & CO.

INVESTMENT SECURITIES

Members Los Angeles Stock Exchange

Los Angeles 14, California

*Compliments of*  
JAMES V. O'HARA REALTY CO.  
VALLEJO - CALIFORNIA  
Established 1909

628 MARIN STREET

PHONE 3-5627

F. W. Woolworth Co.

RAY BECK

VALLEJO

CALIFORNIA



VALLEJO'S LEADING STATIONERY

336 Georgia Street

Vallejo

*Compliments*

of

VALLEJO  
GENERAL  
HOSPITAL



Phone 3-7544

524 Capitol Street

Vallejo

CHISHOLM & DICKEY  
FUNERAL HOME

"DEPENDABLE SERVICE"

Established in 1921

W. H. WIGGINS

E. H. CASE

United Floor Covering  
Company

MORRIS CHRISTENSEN

VALLEJO

CALIFORNIA

SALES - SERVICE - SUPPLIES

Harold Beasley

PLUMBING

REPAIR WORK OUR SPECIALTY

916 Tennessee St. Vallejo, California

Dial 3-4264 or 2-0137

Serving the Marine Trade for 45 Years

## THE AMERICAN MARINE PAINT CO.

Has Established and Maintained a Reputation for Quality Coatings

DEPENDABLE PROTECTION FOR EVERY SURFACE OF THE SHIP

For Underwater Surface . . .

"GERMICIDE"

Anti-Corrosive—Anti-Fouling

CAPE COD COPPER PAINTS

## THE AMERICAN MARINE PAINT CO.

BEST WISHES

of

## ISTHMIAN STEAMSHIP LINE

BALTIMORE	HONOLULU	PORLAND, ORE.
BUFFALO	HOUSTON	PHILADELPHIA
CHICAGO	LOS ANGELES	SAN FRANCISCO
CLEVELAND	MOBILE	ST. LOUIS
DETROIT	NEW ORLEANS	SEATTLE
GALVESTON	NORFOLK	

## Pacific Stevedoring and Ballasting Co.

(Chas. deB. Haseltine, owner)

Predecessors:

Chas. E. Haseltine Co. (1850)

Chas. W. Haseltine Co. (1895)

24 California Street EXbrook 0980  
SAN FRANCISCO

## Swett & Crawford

Pacific Coast General Agents

STANDARD MARINE INSURANCE CO., Ltd.

NEW ZEALAND INSURANCE CO., Ltd.

THE MERCANTILE INSURANCE CO. OF

AMERICA

GLENS FALLS INSURANCE CO.

R. J. LUTICH, Mgr.

Pacific Coast Marine Department

100 SANSOME ST., S. F.

Los Angeles

San Francisco

Seattle

Sutter 4400

Portland



# Alcoa Steamship Company, Inc

PIER "K" WEEHAWKEN, N. J.

TEL: LONGACRE 5-1441 • UNION 7-1500  
CABLES: ALCOASHIP

F. C. THEOBALD  
MANAGER MARINE DEPARTMENT

## SHIPS ON THE HORIZON

Most of the men of this company entrusted with personnel, maintenance, repairs and general husbandry duties of our fleet have had wide sea experience and, while most of us were denied the wofth-while initial training which you are getting as members of the Maritime Academy, our feelings upon joining our first ship were very similar to yours on that day. The same can be said of the officers of the ship to which you are appointed and we mention this that you may know their keen understanding of your thoughts, even though not expressed, as you report aboard.

You will judge and be judged. Our port staff will see in you our future Captain or Chief Engineer, the men upon whom will rest in no small degree the Company's reputation. The ship's officers will size you up, expressed in the saying that has come to us from sailing-ship days, "Does he pull his weight on the rope." If an affirmative answer is possible, no finer compliment can be paid by a seaman. Working, eating and sleeping in the narrow confines of a ship allows for a true picture to be quickly formed of you yourself, the men about you and your chosen occupation. The complement of a merchant vessel in peacetime allows for few extras. Every man is needed and the failure of one can only be at the expense of the whole.

We predict you will like the people who man the American Merchant Marine, officers and men alike. Almost at once you will realize the meaning of the word "shipmate." You will not be pampered; neither will you be abused. With a man's work before you, you will be treated as a man. It is our opinion that the training of your home, school and the Academy will stand you in good stead.

You are joining an honored profession; the record of its men in wartime being so vividly before us. That these men have accomplished so much is in itself an index to the character of the men who go to make it up.

Sincerely,

*F. C. Theobald*  
Manager Marine Department

FCT:KA

Compliments of

AMERICAN TRUST  
COMPANY

*Banking Since 1854*



WE SALUTE YOU

COSGROVE & COMPANY, Inc.

Insurance Brokers ★ Average Adjusters

343 SANOME STREET, SAN FRANCISCO 6

Los Angeles

Seattle

Portland

New York

London



Compliments of

J. Aron & Company, Inc.

COFFEE IMPORTERS

242 California Street  
San Francisco 11, California

Cable Address: ARONCO

L. G. Balfour Company  
Jewelers

233 POST STREET

SAN FRANCISCO

Manufacturers of the  
CALIFORNIA MARITIME ACADEMY  
CLASS RINGS

DIAMOND SET MINIATURE RINGS  
Now Available

Factories - Attleboro, Massachusetts

GREETINGS  
ALL HANDS  
  
from  
  
GRAHAM  
DRY DOCKS  
INC.

Foot of Adeline Street

SINCE 1888

Over 56 Years  
Forging Experience

together with modern and adequate equipment are offered to the marine and industrial fields.

We make forgings for Diesel Engines, Turbines, Gears and Pinions — Marine Shafting — Pipe Flanges — Press Forged Bars and Billets — and Drop Forgings of a thousand and one machine parts and tools.

# AMERICAN FORGE COMPANY

BERKELEY, CALIFORNIA

George E. Swett & Co.  
*Engineers*

## SALES and SERVICE

Refrigeration	Soot Blowers
Pumping Equipment	Heat Exchangers
Deck Machinery	Control Specialists
Ventilation	Repairs

256 Mission St. San Francisco 5  
YU 2100

## NAVAL UNIFORMS

## CAPS and EQUIPMENT

### To Meet All Requirements of the

Navy

## Coast Guard

and

## Merchant Marine

# JOE HARRIS

Telephone SUTter 6286  
6308

16 Sacramento Street

San Francisco



TO A SUCCESSFUL FUTURE FOR THE  
**GRADUATING CLASS OF 1946**  
OF THE  
**CALIFORNIA**  
**MARITIME ACADEMY**



MAY OUR COMPANY LOOK FORWARD  
TO BEING OF SERVICE TO YOU IN  
YOUR YEARS AS SHIPS' OFFICERS



*Ship Chandlery*                            *OVER*  
    **75**    *Ship Service*  
    *YEARS*



*Complete Complements*  
DECK, ENGINE ROOM & STEWARD  
SUPPLIES

**C. J. HENDRY CO.**

SAN PEDRO  
111 SO. FRONT ST.

SAN FRANCISCO  
27 MAIN ST.

SAN DIEGO  
930 STATE ST.

Congratulations to  
**California  
Maritime Academy**  
from  
**Vallejo Fox West Coast Theatres**

**Biddle-Shaw & Company**  
Insurance Brokers  
Counselors on  
**ALL FORMS OF INSURANCE**  
NOBLE T. BIDDLE • MILTON A. SHAW  
Telephone EXbrook 4078  
444 California Street San Francisco 4, Calif.

COMPLIMENTS OF  
**BASALT ROCK COMPANY, INC.**

NAPA - CALIFORNIA

Manufacturers of

**B A S A L I T E**

LIGHTWEIGHT CONCRETE BUILDING UNITS

FOR THOSE WHO  
DEMAND THE BEST  
**PAUL'S  
CLEANERS**

312 Tennessee Street, Vallejo, Calif.

COMPLIMENTS  
of  
**Vallejo Steam Laundry  
and Dry Cleaner**

301 PENNSYLVANIA STREET

# United Engineering Company

SHIPBUILDING, DRY DOCKING  
MARINE REPAIRS

## SHIPYARD AND DRYDOCK:

Foot of Main Street, Alameda  
LAkehurst 3-0321

## SAN FRANCISCO PLANT:

298 Steuart Street  
GArfield 2300

*Tools - Metals  
Industrial Supplies*



C. W. MARWEDEL

1235 Mission  
San Francisco

11th & Alice  
Oakland

## *Maritime Academy*

made valuable contributions  
World II and I know you will  
ny of you also will distinguish  
a credit to the Academy  
those who follow.

*wishing you*

**AND SUCCESS**

Sincerely,

*Marcus M. Laub*

*Best Wishes to the Class of 1946*

**OLIVER J. OLSON & CO.**

Congratulations to You

# GRADUATES

*of this fine Maritime Academy*

Your predecessors have made valuable contributions in the winning of World War II and I know you will maintain that tradition. Many of you also will distinguish yourselves and become a credit to the Academy and set a fine example to those who follow.

*Here's wishing you*  
**GOOD LUCK AND SUCCESS**

Sincerely,

*Marcus M. Laub*

**THE TOGGERY**  
UNIFORMS OF ALL DESCRIPTIONS

423 Georgia Street

Vallejo, California

Compliments  
of  
J. C. PENNEY  
COMPANY

ROOS BROS.  
carries a  
complete stock of  
Naval Officers'  
Uniforms



*Roos Bros*  
Since 1865

San Francisco - Oakland - Berkeley  
Palo Alto - Fresno - San Jose

CONGRATULATIONS  
TO THE GRADUATING CLASS OF  
NINETEEN HUNDRED & FORTY-SIX



Vallejo Times Herald & News Chronicle  
Luther E. Gibson, Publisher