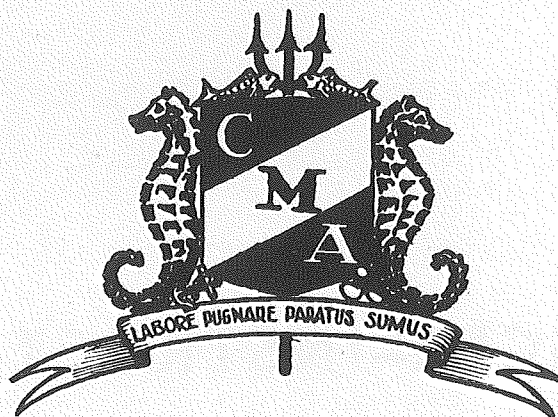
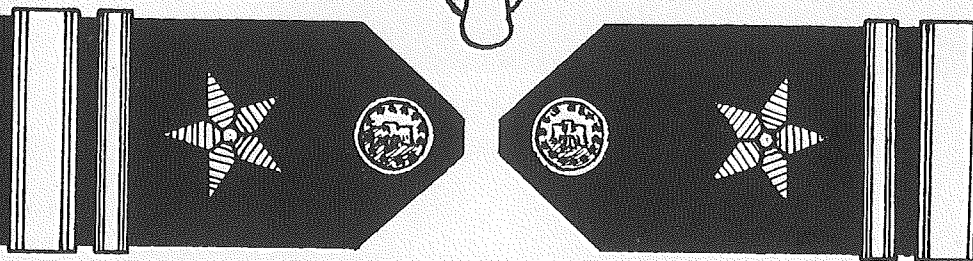
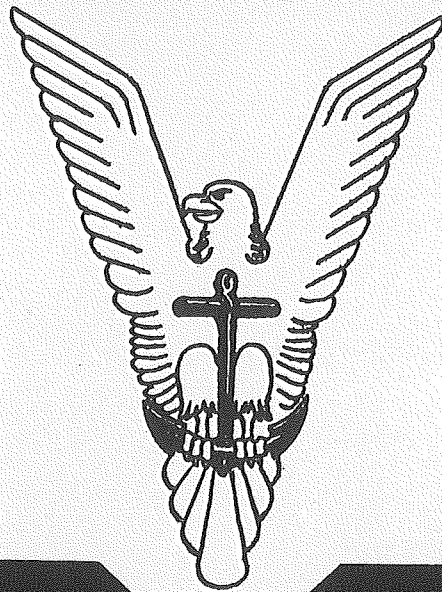
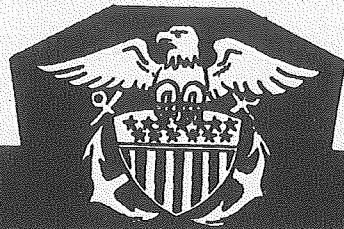


OFFICER-INSTRUCTORS







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

TO THE GRADUATING CLASS
(A Message from the Superintendent)

The world is aflame with war. The ancient struggle for freedom is here once more. Men are fighting on the surface of the sea, in the depths beneath and in the skies above. You will soon be leaders in these battles beyond the sea horizon of your native California.

No other group of young men has so great an opportunity for direct and immediate service. The winning of this war, "God's war," lies largely in your strong and skillful young hands joined in a fighting brotherhood with your comrades of the Navy.

The American war industry is performing miracles of production but its planes and tanks and guns must be carried in ships to the free hands outstretched throughout the world. The navigation of those vessels, the driving of their engines will be your duty. You have been well trained for this duty. You have earned the respect and commendation of your Superintendent and of your officers by your devotion to work and by your splendid conduct here at the California Maritime Academy.

We wish you "Happy Landings." We are confident that you will do your duty well. We will follow with interest your careers on the bridges and at the throttles of our ships on every sea.

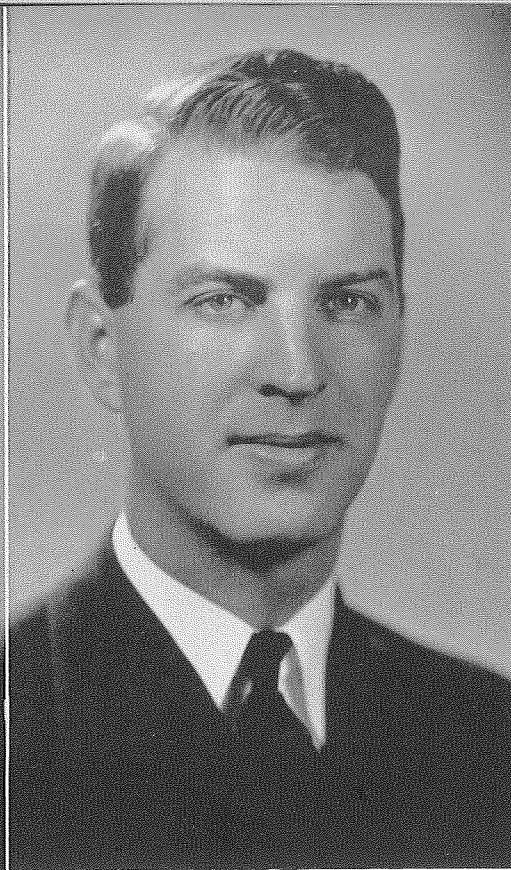
We know that you will be cool and skillful in emergency, steady, faithful to your country in her time of need.

"Pipe down Cadet Days!"

"Station the Sea Watches!"



MR. DODSON



MR. MILLER

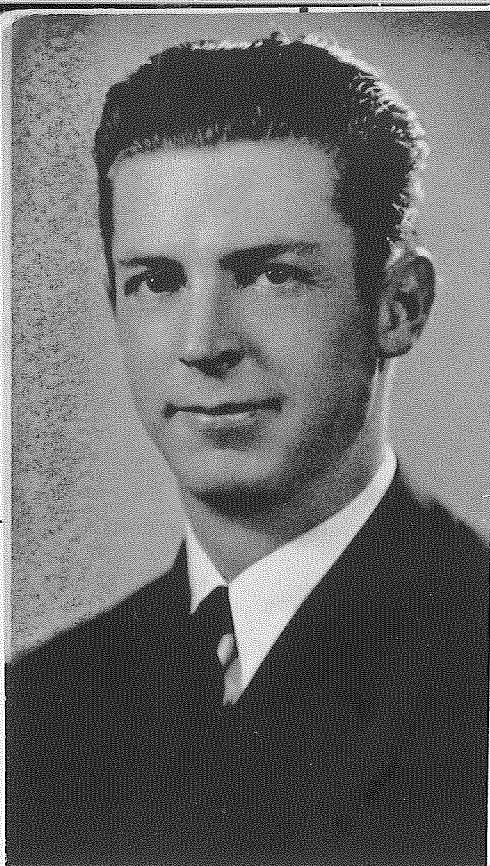


MR. SEVERIN

Lieutenant Commander Bennett M. Dodson, D-M, U. S. N. R. (active), Executive Officer—Home town, Glendale, California . . . Experience: Merchant seaman, seaman U. S. N., midshipman U. S. Naval Academy, merchant marine officer, fourteen years at sea . . . Licensed master (unlimited) . . . Teaches mathematics, spherical trigonometry, navigation . . . Has been at the Academy since May, 1936 (with exception of 1940, when he served on active duty on U. S. S. Vega).

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

Lieutenant Hugh Severin, D-V (S), U. S. N. R. (active), Deck Watch Officer—Home town, San Francisco, California . . . Graduated U. S. Naval Academy, 1923; resigned commission, 1924; returned to Navy, June, 1941 . . . Teaches naval science, ordnance and gunnery, tactics, military and international law, naval history, and regulations . . . Has been at the Academy since October, 1941.



MR. TUBBS



DR. DWYER

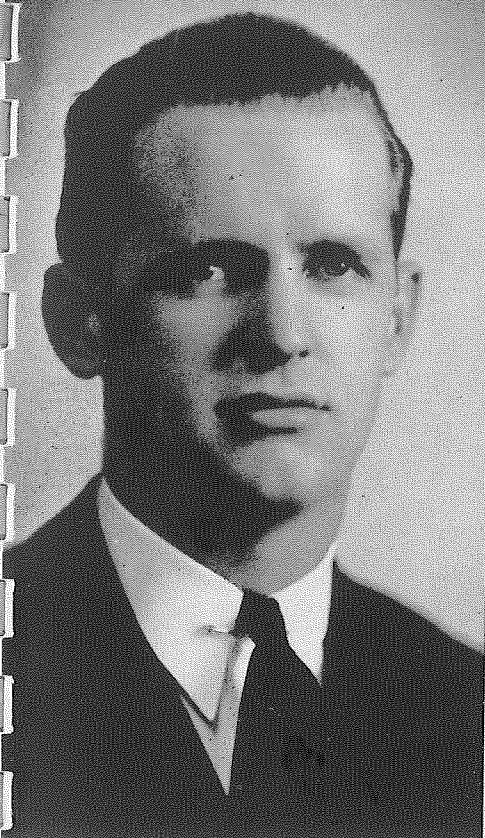


MR. WARWICK

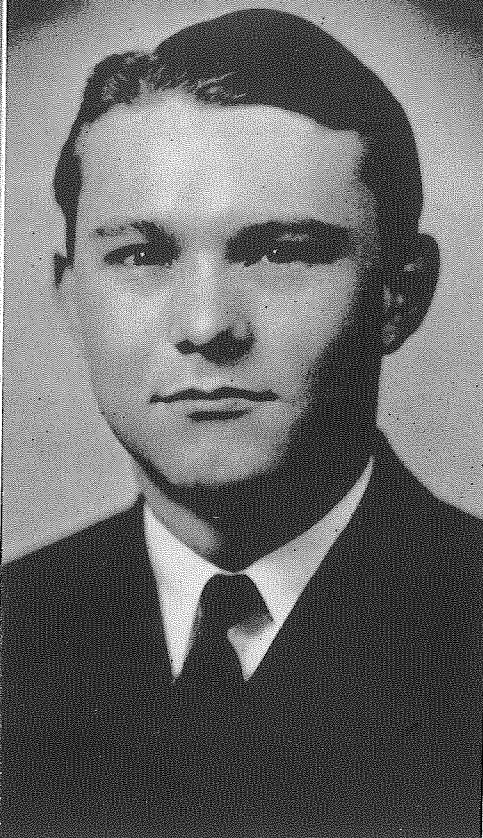
Lieutenant Chester H. Tubbs, D-M, U. S. N. R. (active), Navigator—Home town, Santa Barbara, California . . . Experience: Small boats and yachts, C. M. A. (graduate), merchant marine officer, fifteen years at sea (1927-1935, part time) . . . Licensed chief mate . . . Teaches navigation; has taught law,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

Dr. Richard C. Dwyer, L. L. D., Chief Engineer—Home town, San Francisco, California . . . Experience: Preparatory branch of University of West Virginia, machinist trade, chief engineer (merchant marine), quartermaster, guaranty engineer at Newport News Shipbuilding and Drydock Co., author of "Marine Steam Engineering" (D. Van Nostrand Co.), thirty-four and a half years at sea . . . Licensed chief engineer (steam and diesel) . . . Teaches marine steam engineering, metallurgy and mechanical processes, engineering chemistry . . . Has been at the Academy since December, 1930.

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



MR. BELLAMY



MR. PUTNAM

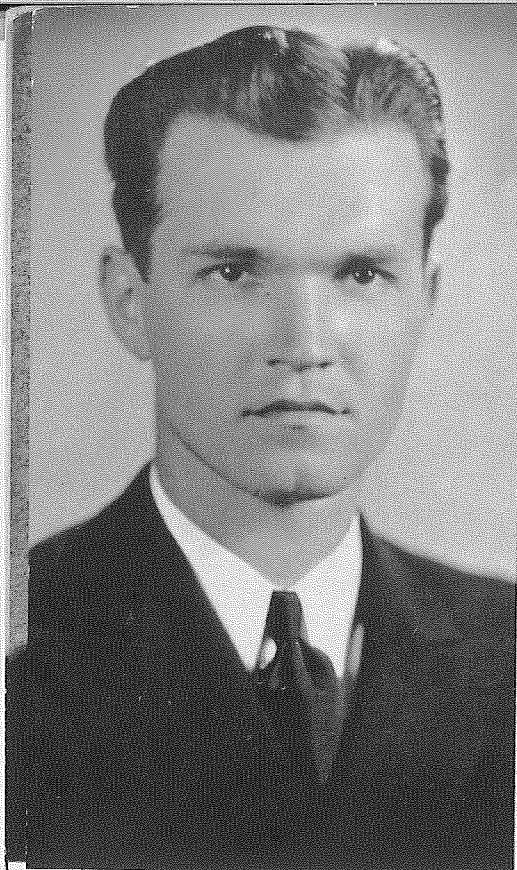


MR. CADWELL

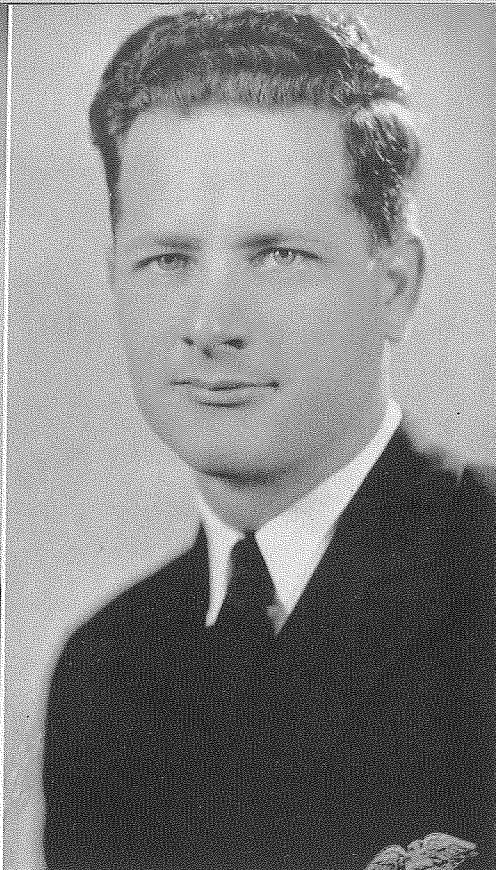
Lieutenant (j. g.) W. B. Bellamy, E-M, U. S. N. R. (active), Engineering Watch Officer—Home town, Carmel, California . . . Experience: C. N. S. (graduate), fireboats, city of San Francisco; at sea six years . . . Licensed first assistant engineer (steam, unlimited), chief engineer (750 tons and under) . . . Teaches boilers, general rules and regulations, diesel, physics . . . Has been at the Academy since September, 1941.

Ensign William M. Putnam, E-M, U. S. N. R. (active), Engineering Watch Officer—Home town, San Francisco, California . . . Experience: C. N. S. (graduate), merchant marine officer, at sea six years . . . Licensed first assistant engineer . . . Teaches electricity, auxiliary machinery . . . Has been at the Academy since December, 1941.

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



MR. SUMMERILL

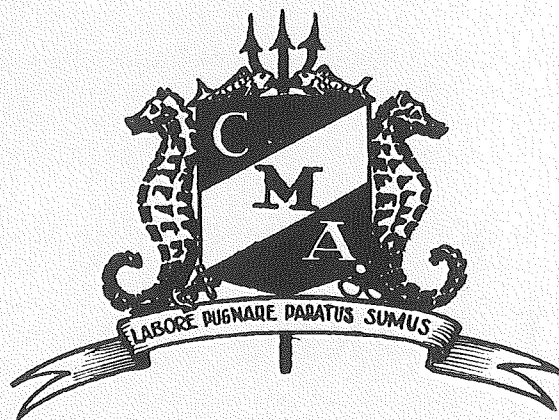


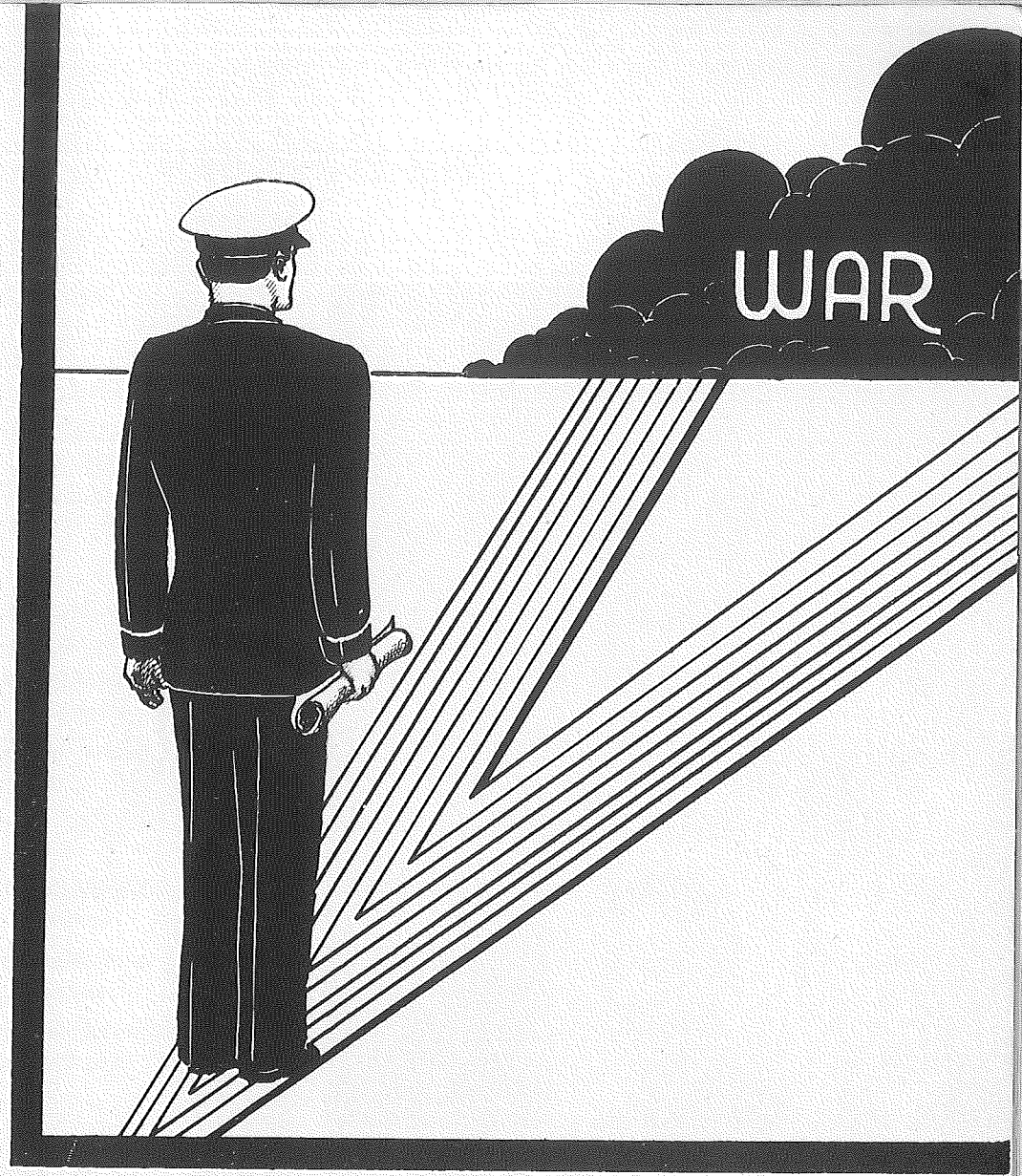
MR. ENGS

Lieutenant (j. g.) John F. Summerill, Deck Watch Officer—Home town, Los Angeles, California—Experience: Merchant seaman, C. M. A. (graduate), merchant marine officer, seven years at sea . . . Licensed second mate . . . Teaches admiralty law, general rules and regulations, ship's business, stowage and handling of cargo, communications, meteorology and currents . . . Has been at the Academy since April, 1942.

Lieutenant (j. g.) Madett N. Engs—Home town, Oakland, California . . . Experience: C. M. A. (graduate), merchant marine officer, twelve years at sea . . . Licensed chief mate . . . Taught navigation and mathematics. When, early in 1942, Mr. Engs was stricken by an illness of the lungs which will keep him bedridden for some time, C. M. A. suffered a blow from which it will take long to recover. Mr. Engs endeared himself to everyone on the schoolship. His earnest, good-natured, intelligent personality will long live in the minds and hearts of all who have known him.

CADET CORPS





THE CLASS OF '42

JANUARY

Deck

Aker, Ramon L.
Atherton

Blankenburg, Theodore
Berkeley

Dasso, Robert W.
Los Angeles

Dietrich, Irving C.
Dixon

Heard, Paul W.
Alameda

Kehlor, James M.
San Francisco

McAllister, Robert W.
Alameda

McCaffrey, William D.
San Pedro

Mead, Paul S.
Los Angeles

Meairs, Laddin M.
Chino

Nied, Frederic A.
San Marino

Petersen, Fred R.
Taft

Quinn, Michael N.
San Francisco

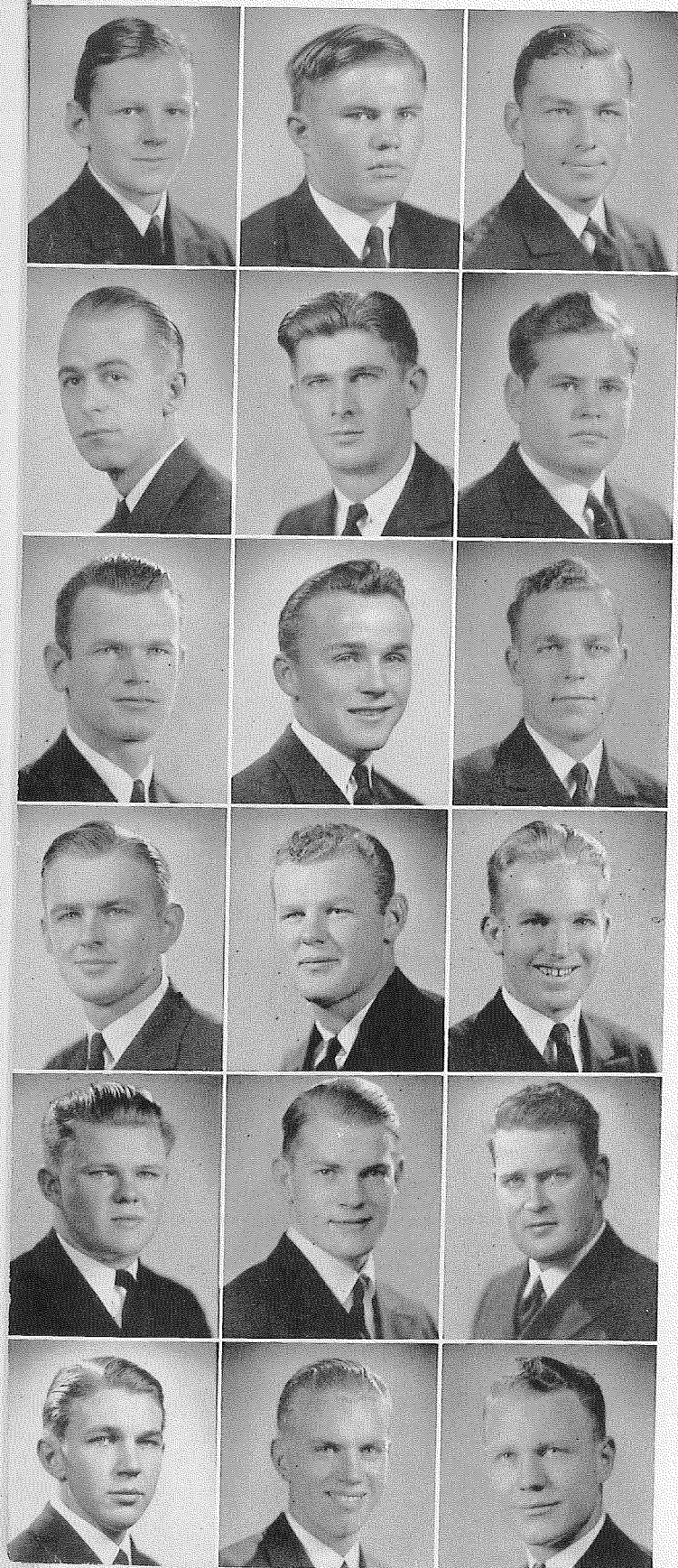
Rhoads, Robert L.
San Francisco

Smith, Charles F.
Whittier

Smith, Robert L.
San Leandro

Stendahl, Stanley J.
San Francisco

Welch, Bob C.
Ventura



THE CLASS OF '42

JANUARY

Wilson, Robert C.
Los Angeles

Zenor, Jack L.
Los Angeles

Engineering
Behm, Arthur S.
Oakland

Connell, Ralph D.
Los Angeles

Durning, Richard F.
Los Angeles

Feuille, Fred
San Pedro

Freeman, Benjamin W.
Los Angeles

Harvie, Alan L.
Sacramento

Horn, Erwin T.
Los Angeles

Huldtquist, Rudolph F.
Balboa, C. Z.

Karr, Homer C.
Los Angeles

Marton, Phillip C.
Los Angeles

McCarty, John E.
Mountain View

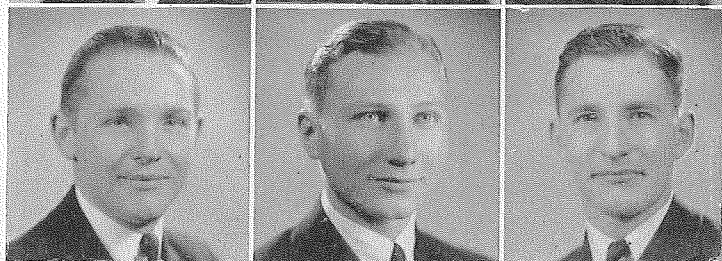
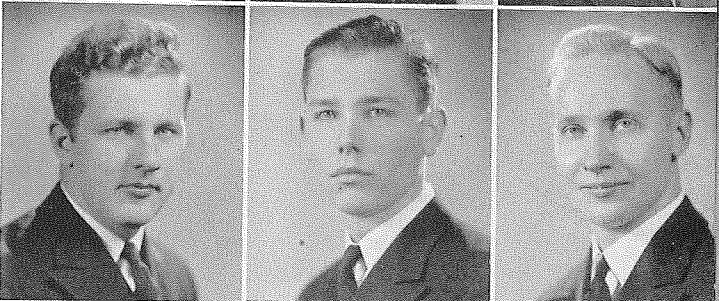
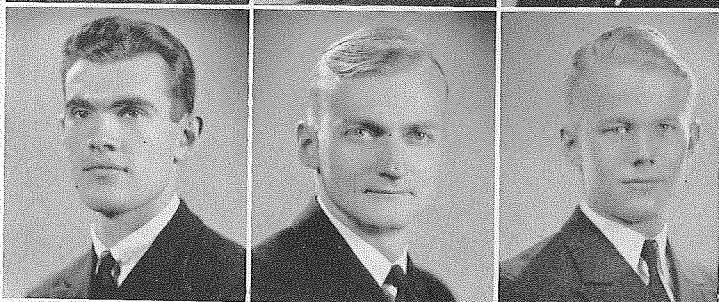
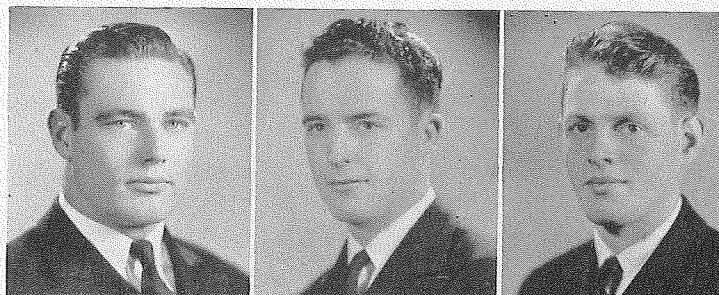
Pyle, Charles E.
Lodi

Rasmussen, Anders K.
Berkeley

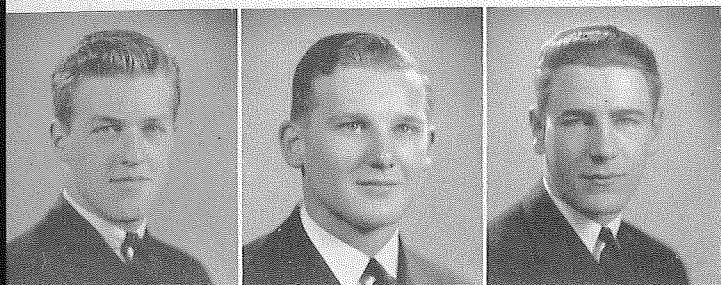
Rocca, Andrew H.
San Francisco

Sattler, George H.
Fullerton

Severance, Carlton S.
Sacramento



THE CLASS OF '42

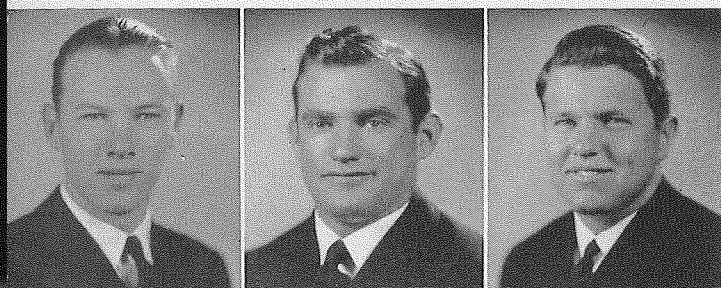


JANUARY

Towar, James W.
Los Angeles

Weeks, Lloyd M.
Richmond

Young, Robert L.
Los Angeles



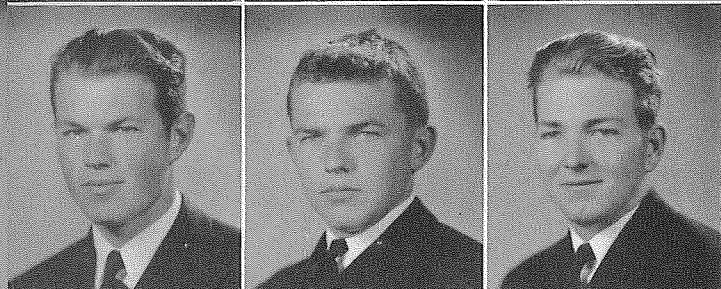
JULY

Deck

Barrett, James T.
Los Angeles

Canepa, Italo
Capitola

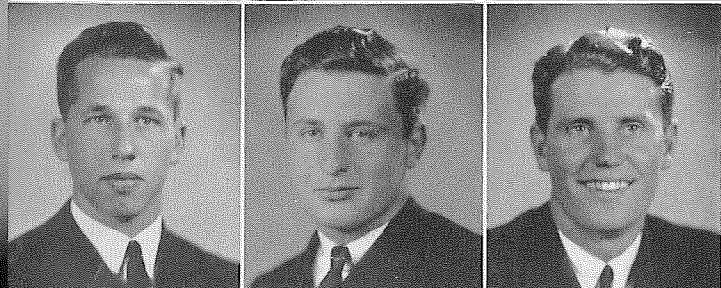
Cleary, Joseph P.
Los Angeles



Crutcher, William E.
Alameda

Dorcey, William J.
Stockton

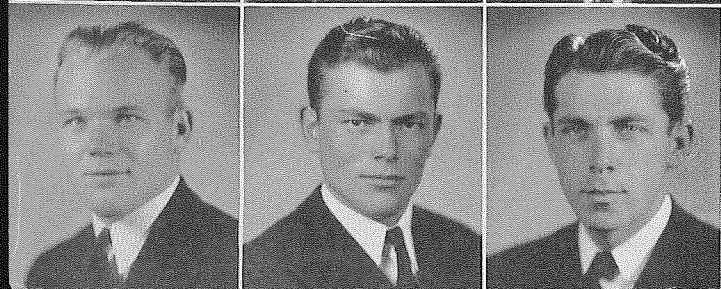
Dunn, Milton C.
Cristobal, C. Z.



Fennick, William J.
Los Angeles

Fillipow, Francis A.
Long Beach

Gates, John E.
San Diego



Guertin, Frank D.
Hollywood

Hall, Harlan O.
Diamond Springs

Hansen, John
San Pedro

THE CLASS OF '42

Hargrave, Seth E.
San Francisco

Hulme, Allen K.
Belvedere

Kofoid, Donald N.
Fresno

Luchsinger, Frank C.
Los Angeles

Martin, Noel B.
Glendale

Moon, Ralph L.
Fresno

Muirhead, Ronald H.
Los Angeles

Oldfield, Harold L.
Altadena

Oliver, Edward F.
Redondo Beach

Peck, Leonard S.
Vallejo

Petersen, Lothar R.
San Francisco

Robinson, Gordon O.
Los Angeles

Roche, Richard M.
San Francisco

Starratt, Worth A.
Oakland

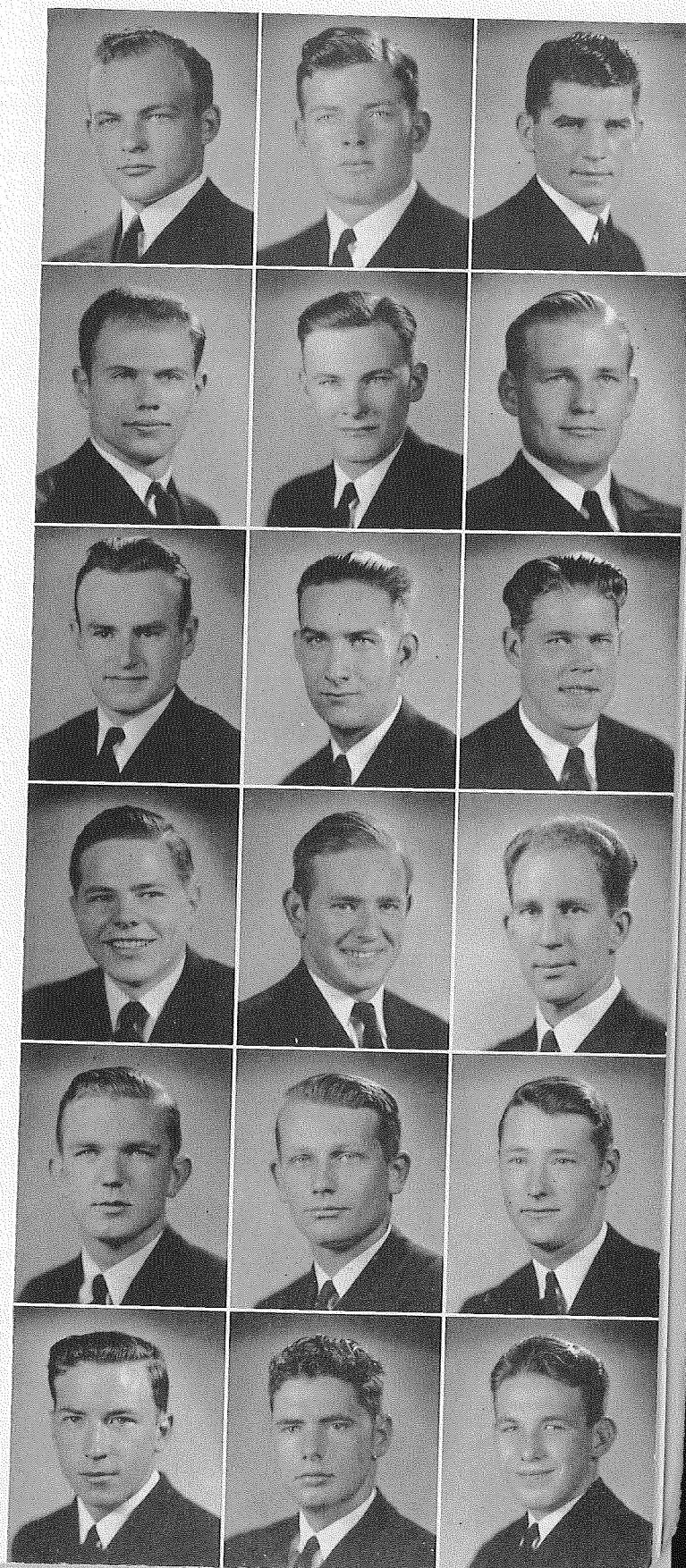
Swain, Roger H.
Sacramento

Engineering

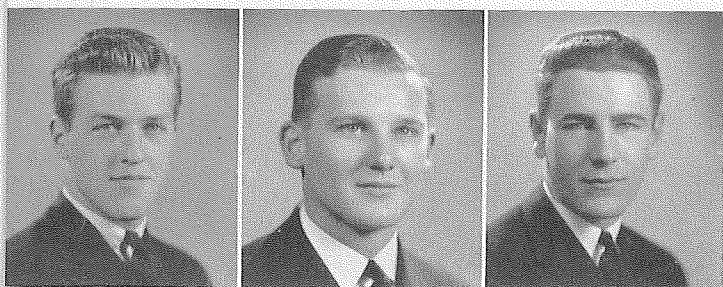
Anderson, C. Robert
San Francisco

Berryman, Edward B.
Ontario

Carlson, Benjamin R.
Fontana



THE CLASS OF '42

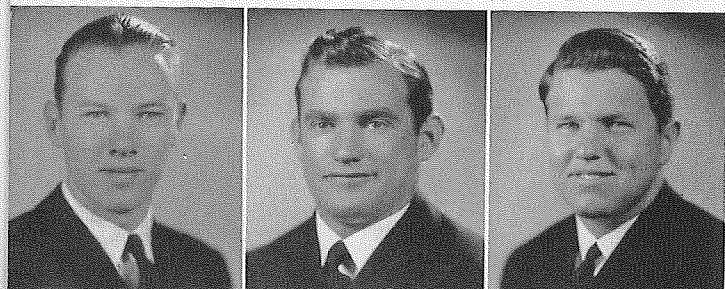


JANUARY

Towar, James W.
Los Angeles

Weeks, Lloyd M.
Richmond

Young, Robert L.
Los Angeles



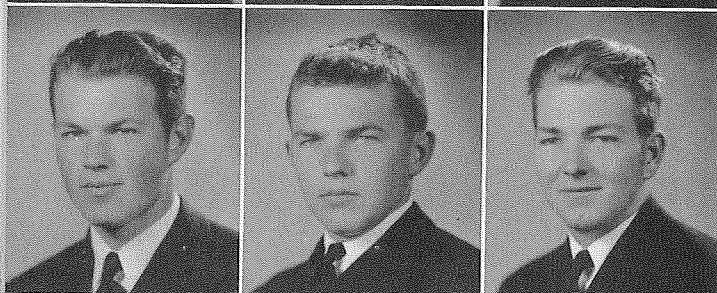
JULY

Deck

Barrett, James T.
Los Angeles

Canepa, Italo
Capitola

Cleary, Joseph P.
Los Angeles



Crutcher, William E.
Alameda

Dorcey, William J.
Stockton

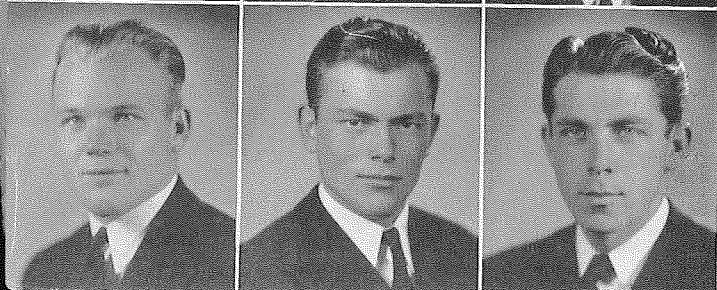
Dunn, Milton C.
Cristobal, C. Z.



Fennick, William J.
Los Angeles

Fillipow, Francis A.
Long Beach

Gates, John E.
San Diego



Guertin, Frank D.
Hollywood

Hall, Harlan O.
Diamond Springs

Hansen, John
San Pedro

THE CLASS OF '42

Hargrave, Seth E.
San Francisco

Hulme, Allen K.
Belvedere

Kofoed, Donald N.
Fresno

Luchsinger, Frank C.
Los Angeles

Martin, Noel B.
Glendale

Moon, Ralph L.
Fresno

Muirhead, Ronald H.
Los Angeles

Oldfield, Harold L.
Altadena

Oliver, Edward F.
Redondo Beach

Peck, Leonard S.
Vallejo

Petersen, Lothar R.
San Francisco

Robinson, Gordon O.
Los Angeles

Roche, Richard M.
San Francisco

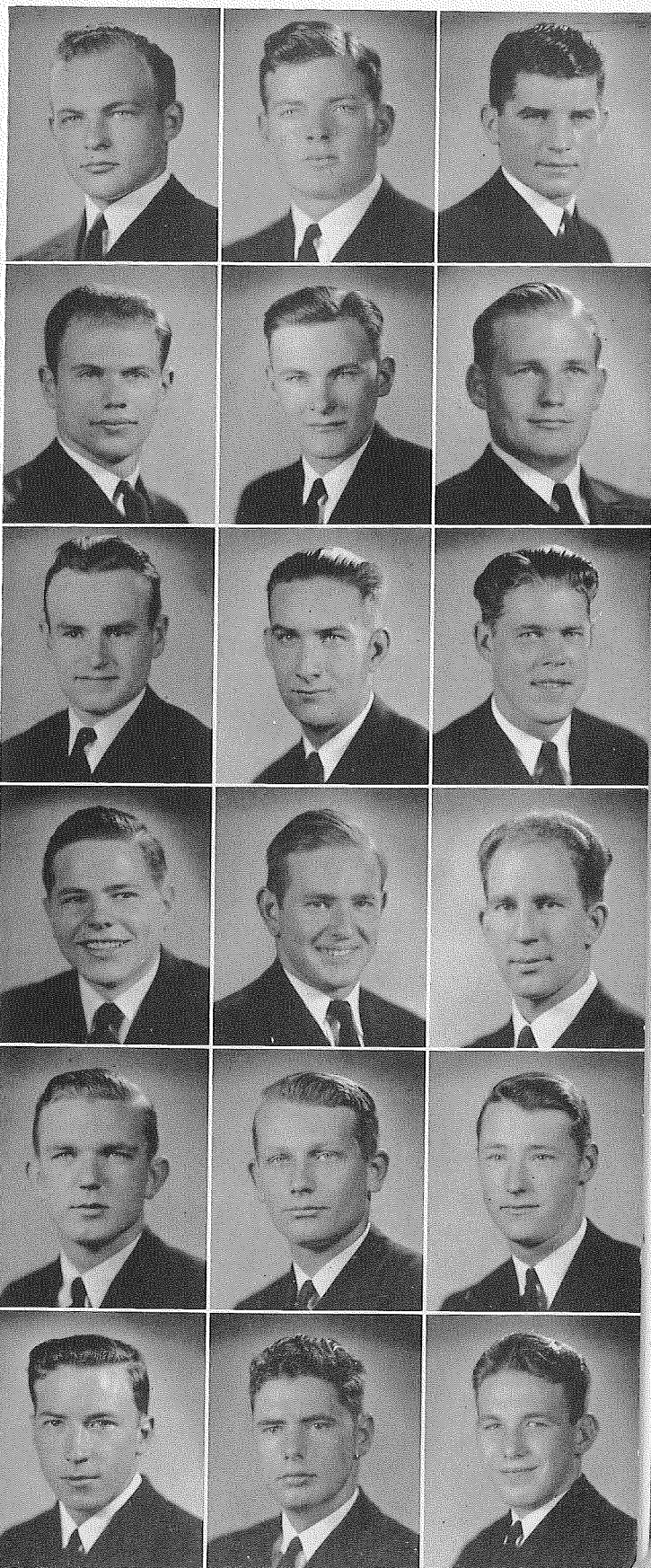
Starratt, Worth A.
Oakland

Swain, Roger H.
Sacramento

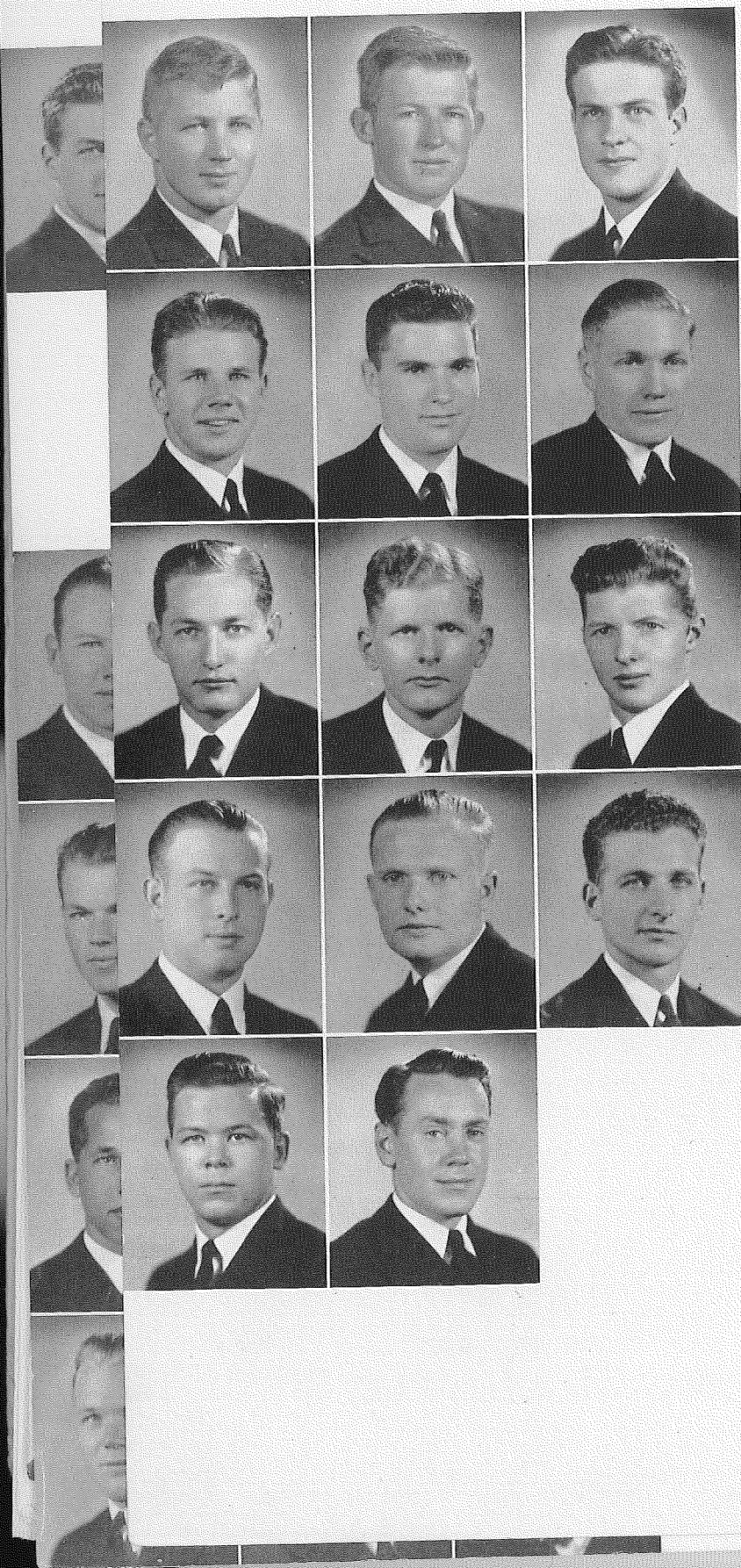
Engineering
Anderson, C. Robert
San Francisco

Berryman, Edward B.
Ontario

Carlson, Benjamin R.
Fontana



THE CLASS OF '42



Davidson, Robert M.
Oakland

Dougall, Alan
Los Angeles

Geandrot, Weston C.
Oakland

Gregory, Leonard L.
Glendale

Haas, George E.
San Francisco

Lafrenz, Glen
Oakland

Maland, Theron C.
San Pedro

McCullam, Robert M.
Van Nuys

McDermott, John E.
Mill Valley

Medina, Earl M.
Lodi

Thomas, Owen S.
Los Angeles

Tourfillotte, William C.
Atherton

Woods, Learnard D.
Burbank

Woods, Thomas J.
Long Beach

THE CLASS OF '42

School Term Fall '39

In late summer 1939, as it did every year, the antiquated Greyhound from Sausalito pulled into Tiburon with another load of swabs. Big fellows, little fellows, tall ones, short ones, from the Canal Zone to Northern California, these men came to learn the ways of the sea. Through the next new days these budding mates and engineers underwent a complete acclimatizing. Bewildering and almost disheartening it was. But before many weeks rolled by they were "schoolship." And the class of January '42 came into being. Soon after these lads joined the ship, the school ceased to be C. N. S. and acquired the dignified name of California Maritime Academy.

And the school term went zipping along, taps merging into reveille and again into taps, day after day until the late fall rolled 'round and drydocking time was come. Soon the workers of Mare Island were swarming over the ship and the cadets were swarming into the Marine Canteen. This period was highlighted by the dance given by the younger Vallejo set for the cadets. All too soon Christmas leave was over and our young seafarers were eagerly looking forward to their first cruise.

1940 Cruise

The easily shifting deck of the training ship was soon giving sea legs to these young lubbers. By the time the ship had berthed in Long Beach the lee rail was forgotten and the members of the class of January '42 were beginning to feel a bit salty. Quickly they assumed the travelling lecturer's attitude as hordes of visitors came aboard to see the "mighty yacht." After the southern cadets had visited at home and the northern men had seen the so-called "solid southland," the training ship moved out and steamed southward.

Soon the deep blue Mexican waters were slipping past the bow and into the wake. Baja California was left behind and Cape San Lucas faded into the distance. With the cadets basking in the southern sun and admiring the Mexican coastline, the training ship neared Acapulco. Her anchor securely buried in Mexican sand, the training ship found herself in this picturesque little land-locked harbor. For two days the cadets enjoyed the hospitality of this little old Mexican town. The swimming, found to be excellent, was enjoyed by all hands. Then, with the wildcat groaning her complaint, the anchor was secured in the hawsepipe and the "California State" was Panama bound. After a few welcome liberties were made in this ancient cross-roads

THE CLASS OF '42

of the world, the ship traversed the famed Panama Canal and nuzzled her bow into the blue Caribbean. Long will those who made that cruise remember the West Indian ports of San Juan, Puerto Rico and Havana, Cuba. The towering fortress of El Morro, which guards San Juan harbor, and the swaying, shady trees of Havana's Prada, promenade which fronts the sea, are truly memories worth while.

The passage to Florida was a rough one and the weather became progressively more cold as the ship approached the vaunted Miami. Shivering beside the snow-refugees from the Bronx, the cadets cased the noted winter resort.

Next on the itinerary was Newport News, Virginia. At this famous shipbuilding center the cadets toured the "Santa Teresa" and the "America," as they neared completion. Some of the merchant-officers-to-be got up to picturesque Williamsburg, colonial capital of Virginia.

As the ship moved northward the weather man went berserk, the spray froze on the shrouds and extra blankets were issued to all hands. Washington, D. C., was the next stop and the cadets made the tourists' rounds of our capital. Mount Vernon, Washington Monument, Lincoln Memorial, the Capitol Building, the White House and all the other myriad points of interest suffered the curious stare of the California sightseers. A forty-eight-hour liberty was granted in the nation's capital and a few of the "better heeled" cadets took in New York City and the Great White Way. The middies up Annapolis way played host to the budding merchant officers and the young students of both branches of the seagoing profession compared notes.

The long trek back to Panama and then up the west coast to San Diego set the boys for another glimpse of the good old U. S. A. A short sojourn with the hospitable citizens of Santa Barbara followed the stop in "Diegoland." Then, enshrouded in a fog which made navigation unsafe, the ship waited outside the Golden Gate for the "San Francisco sunshine" to lift. A short while later, as the fog cleared away, the ship made her way to the old home base, California City.

The class of '40 was soon graduated and the twenty-day leave was enjoyed by the two remaining classes. Then, as the summer term began, came Captain Claude B. Mayo to replace Captain Nichols as Superintendent-Commander. (N.B.M.)

Class of July '42 Enters

On August 6, 1940, the California Maritime Academy received the severest shock in its history. On that day fifty-three recruits from all over the state and one

THE CLASS OF '42

long drawl from Panama crossed the gangway of the training ship "California State" to become officers in the American merchant marine.

Shipmates were introduced and the matters of signing up were taken care of by the officers. As soon as the new "swab" entered the berth deck, a change for the worse came over his shipmate. He was no longer the smiling buddy, but a fiendish-looking menace who gave orders in a loud voice. That night the class was taken to the classroom to "get acquainted" with the upperclass cadets.

School Term for Fall 1940

The first few weeks were spent learning how to drill, row, and serve mess. The new class learned rapidly and it wasn't long before they could tell the bow from the stern, because it was the sharp end.

Soon our young heroes started to school, where the education needed in going to sea was administered to them in large gulps. What with smokers and joint meetings with the third class, the new class was kept busy with extracurricular activities. Finals arrived at last, and the new class learned that grades aren't everything (just try to tell your folks that).

With school over and Christmas leaves in order, the Cadet Corps again looked like a group of human beings. Then the mass migration started. The Navy took over California City, and the Maritime Academy had to remove most of its supplies.

The class of July '42 took its first cruise when the "California State" went for its annual overhaul at General Engineering in Alameda. Four days were spent there and then the ship moved to Moore's in Oakland. Here Christmas leaves started and the members of the new class from Northern California went home to explore the mysterious joys of civilian life. They returned December 21 and the Southern California boys went home to food and sleep.

When the "California State's" overhaul was completed, the old ship was fitted with better quarters in the berth deck. New washbowls, tile deck in the washroom, clothes racks, and ventilators were put in for the cadets. The "California State" moved to Pier 54 in San Francisco, where she awaited the start of the cruise.

Cruise of 1941

On January 6, 1941, the southern cadets returned and work to get the "California State" ready for the cruise was started. On January 15 there was a lot of excitement at Pier 54 as the "California State" made ready to leave. At 11:00, amid the shouts of cadets, parents and friends, the "California State" pulled away from the dock and started toward the Golden Gate.

THE CLASS OF '42

Large swells outside the Gate set the ship to pitching and it was here that the real salt (and that isn't all) came out of the cadets. Bodies were lining the rails, wishing that they had taken up some less punishing profession. Two days later the ship tied up in Long Beach. Liberty was granted and the cadets from the south started going home. The ten days spent there were highlighted by tours through the Metro-Goldwyn-Mayer studios, Hollywood Bowl, Griffith Park planetarium, and the California Institute of Technology.

Finally all the cadets' money was spent and the "California State" left for its first foreign port of call—San Diego. Seven days were spent there and the cadets used up the rest of their money and wrote home for more.

Six days after the ship left San Diego it anchored in Acapulco, Mexico. Here the cadets went ashore to help Pan American relations and themselves. Two days were spent in swimming, eating and generally tearing the town apart. All the way down the coast to Panama the sound of huaraches was heard in the berth deck.

On February 19 the "California State" tied up in Panama and our long drawl went home on native liberty (from all reports he really went native). In Panama the cadets spent their time at the Balboa clubhouse, open air restaurants, and the Hindu gift shops.

On Washington's Birthday we left Panama for Callao, Peru. It was during this passage that the "California State" crossed the equator and the pollywogs got double-crossed. Elaborate plans were made for the initiation and the pollywogs knew it when they became shellbacks.

On the last day of February the "California State" anchored off Callao. Six days were spent seeing sights, buying presents and wondering what to do with all your soles (Peruvian dollars). The stay was topped off with a party at the Lima Country Club given by the American Ambassador. On Sunday the cadets went to see a bullfight and almost started a revolution by shouting "Viva el toro!"

The "California State" stopped at Balboa, C. Z., for three days on the way back, at which time the cadets toured the S. S. "America." On March 22 the school-ship tied up again in Long Beach and the unloading of presents began. Most cadets spent their time in the theatres, catching up with the new movies. The "California State" stopped off in Santa Barbara for two days and on March 28 the ship tied up in San Francisco, after a cruise of some 10,000 miles.

One week later the "California State" journeyed to Stockton and stayed there for six days. On the return to San Francisco the class graduated, May 5, and the summer leaves started.

THE CLASS OF '42

Summer and Fall of 1941

Cadets returned on May 29 and the members of the class of July '42 were now second classmen. In June a class hayride was held in Sacramento and the Capital City is still suffering from the shock.

School started again and everything was fine until August 5, when the new class entered. Here a new low was found.

In September a class party was held aboard the ship and a boat ride around the bay followed. Later in the fall the training ship moved from Pier 54 to the Ferry Building, where new classrooms and a gymnasium were located. Finals rolled around and again the cadets received their severe jolts. On December 5, Christmas leaves started and on December 8 the "California State" moved to Union Iron Works for its annual overhaul. Due to the war, the first class (January '42) was called back to graduate early. On January 10 the class of '43 became the class of July '42, as the January class took its place in the war effort. The name of the ship was changed from T. S. "California State" to "Golden State," and the ship was painted gray.

Cruise '42

School started immediately and the new first class really went to work. Due to the emergency the new class entered in groups of about six. Finally they all were in and the cruise started.

Due to war conditions the "Golden State" was restricted to the bay. The cruise was based on practical training and what was missed by actual sea experience was made up in drills, piloting and handling of the ship.

The "Golden State" again went to Stockton in March and stayed there for a week. After returning from Stockton the ship resumed its cruising in the bay until June 15, when the cruise officially ended. A hayride was held on the Peninsula as the last big get-together. On July 11 the class of July '42 graduated to take its place in the American merchant marine. (W. J. D.)



SECOND CLASS

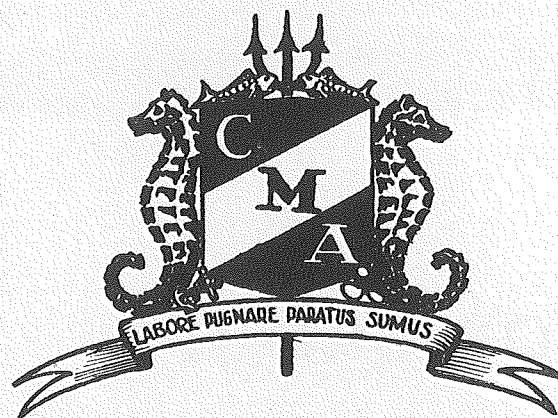
December 1942? only picture!

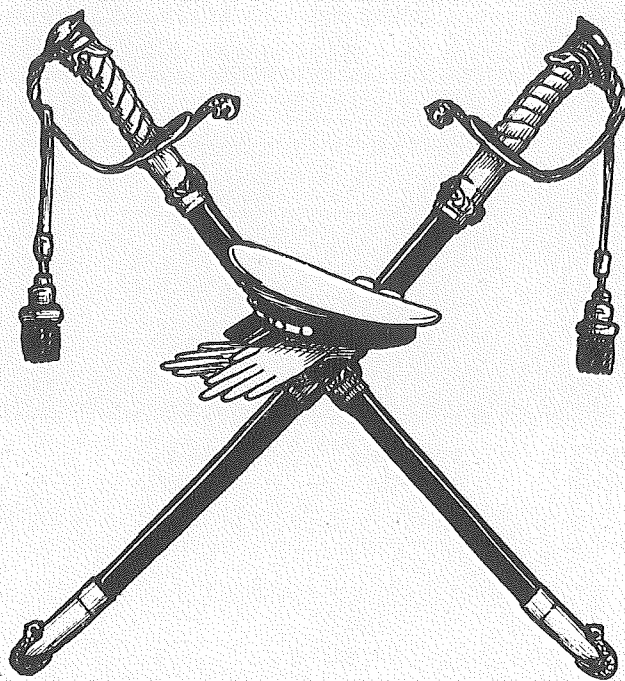
Top Row (l. to r.): Kelly, (D); Peterson, (E); Waddell, (D); Pringle, (E); Cranston, (E); Karl, (E); Harrison, (D); Hitchcock, (D); Rambo, (D); Franklin, (D); Conklin, (D); Donohue, (E); Haddow, (E); MacFadyen, (E). **Center Row** (l. to r.): Shaw, (E); Reilley, (E); Harrah, (E); Cole, (D); Wentworth, (D); Savage, (D); Marohn, (D); Viegas, (D); Waller, (D); Brookover, (E); Hickman, (E); Carnahan, (E); Dempsey, (E). **Bottom Row** (l. to r.): Wimpres, (D); Jacobsen, (E); Platz, (E); Beaumont, (D); McLaughlin, (E); Widell, (E); Gielow, (D); Walsh, (D); Doan, (D); Sinnes, (D); Braly, (D); Maul, (D); Rankine, (D); Kellam, (E). **Not Shown:** Byrne, (D); Dapena, (E); Drake, (D); Geldert, (E); Harlander, (D); Welch, (E).

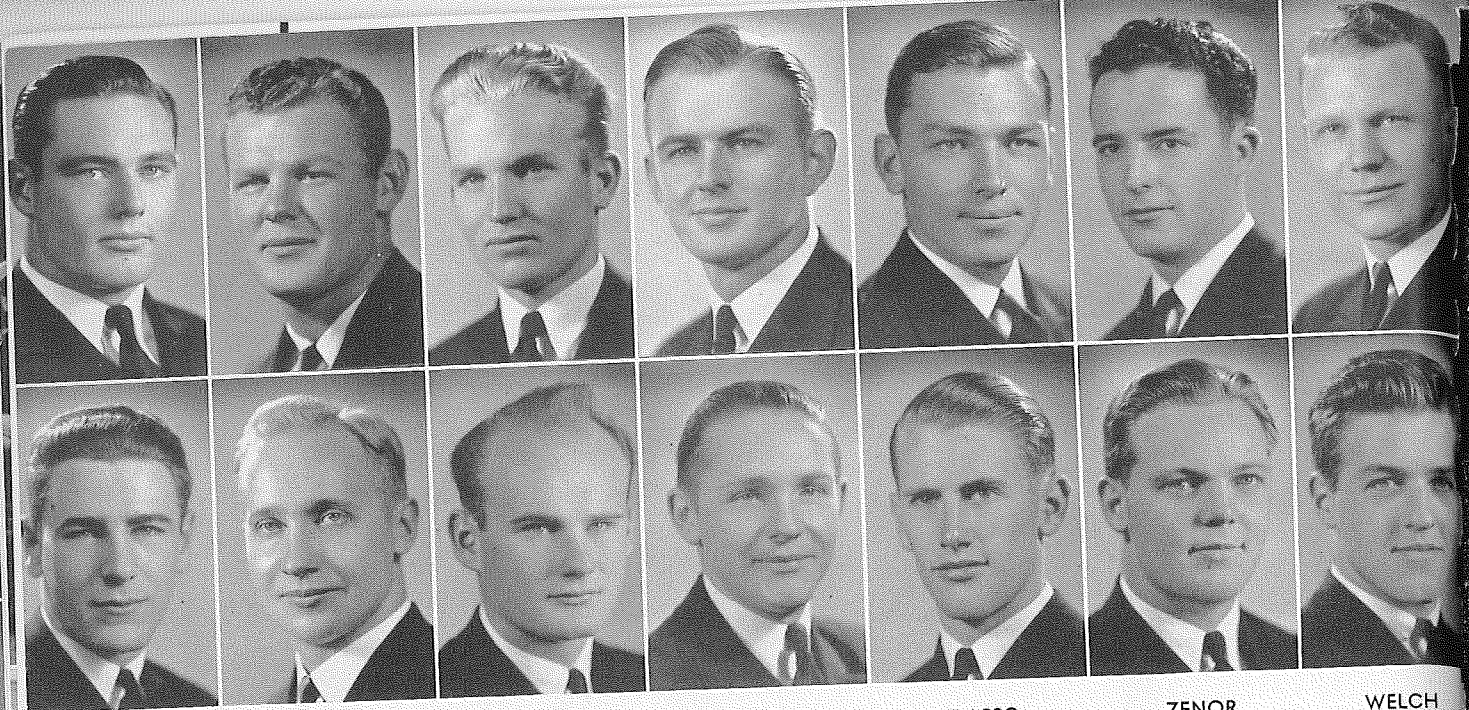
THIRD CLASS

Jan 43
Top Row (l. to r.): Cook, (E); R. W. Moore, (D); Bennett, (E); A. Riggs, (D); D. Riggs, (D); Reed, (D); Carnahan, (E); Ramezane, (D); Uman, (D); Daily, (D). **Center Row** (l. to r.): Burkdoll, (D); La Fitte, (D); Johannessen, (D); Main, (E); Short, (D); Elliott, (E); Obrikat, (E); Thomas, (D); Shallenburger, (D). **Bottom Row** (l. to r.): Flynn, (D); Taylor, (E); Doerr, (D); R. L. Moore, (E); Campbell, (E); Ruth, (D); Devine, (D); Morrison, (D); Harwood, (D); Segar, (E); Burford, (E); Scott, (D). **Not Shown:** Baird, (E); Brick, (D); Clark, (E); Cowan, (D); Colfax, (D); De La Montanya, (D); Evans, (E); Pennebaker, (E).

HONOR GROUPS







WILSON
YOUNG

NIED
HORN

PETERSEN
MARTON

MEAIRS
ROCCA

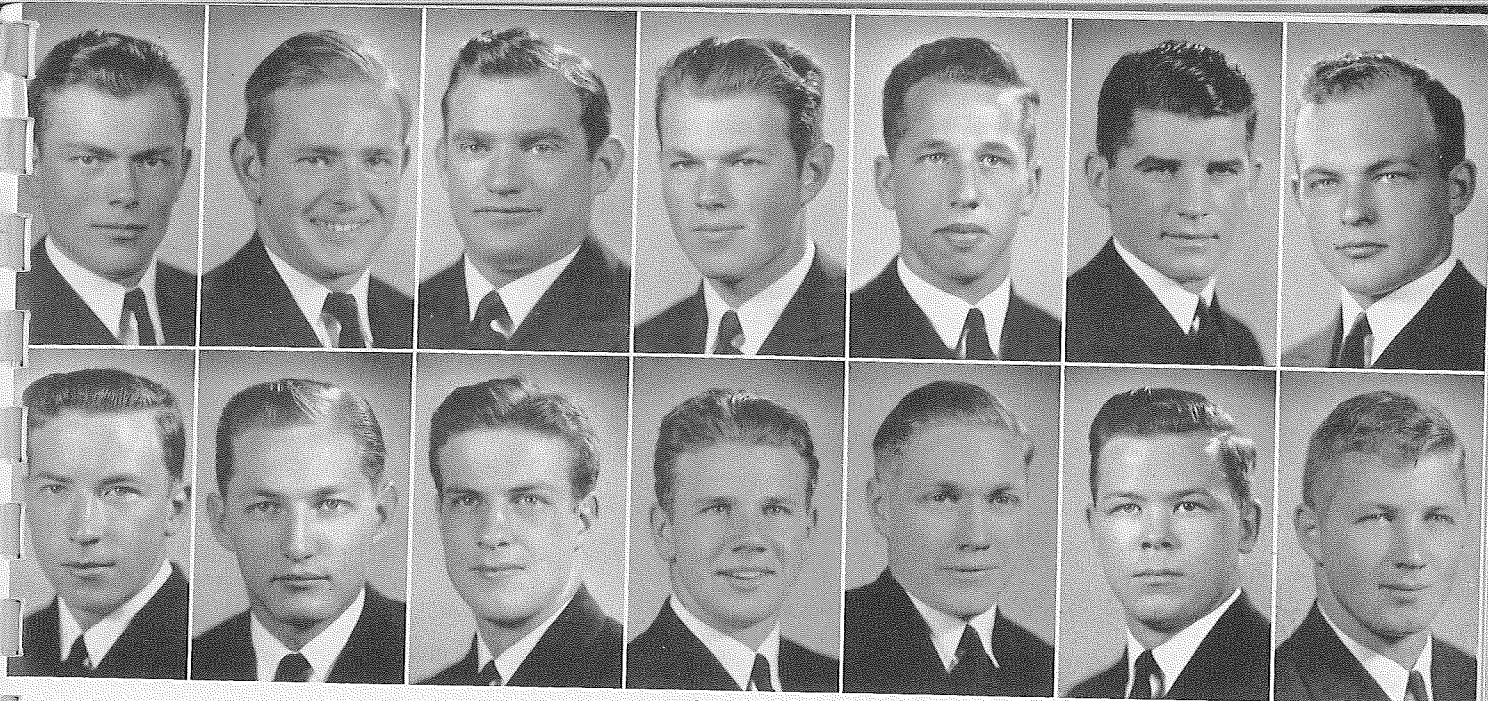
DASSO
KARR

ZENOR
HULDTQUIST

WELCH
TOWAR

CADET OFFICERS OF JANUARY CLASS

These cadet and petty officers—headed by Robert Wilson, Cadet Commander, and Robert Young, Cadet Chief Engineer—ably led the Cadet Corps from May, 1941, until January, 1942. These men, whose record at the school merited this distinction, are remembered well by the officers, their classmates and lower classmen alike—a fact which speaks for itself as to the timbre of these young officers.



HALL
ANDERSON

PETERSEN
MALAND

CANEPA
GEANDROT

CRUTCHER
GREGORY

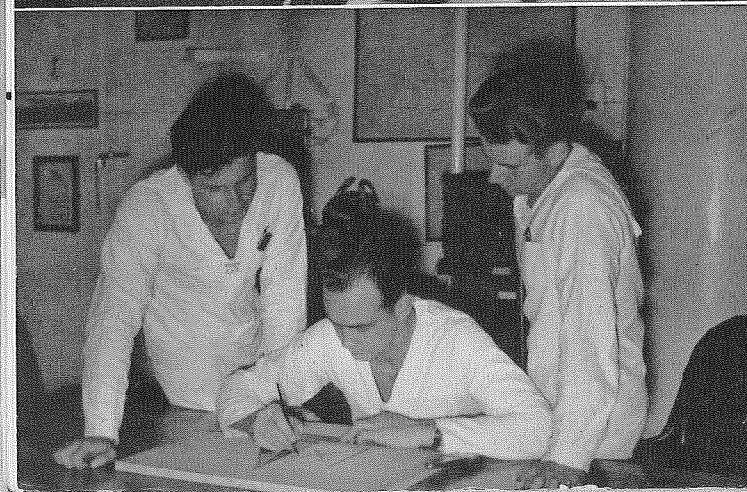
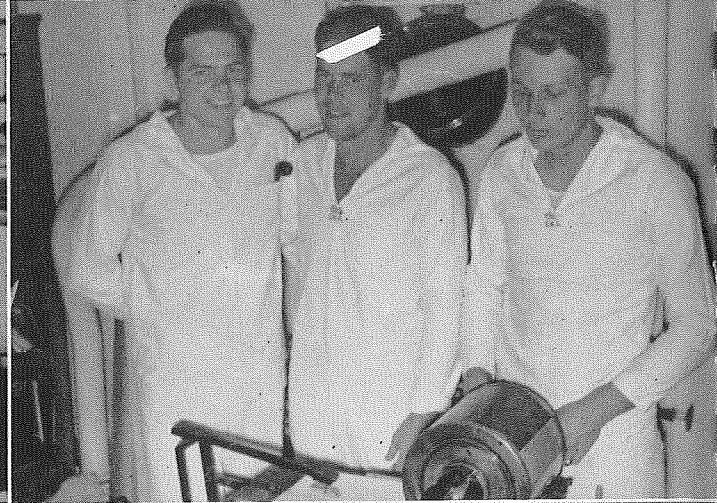
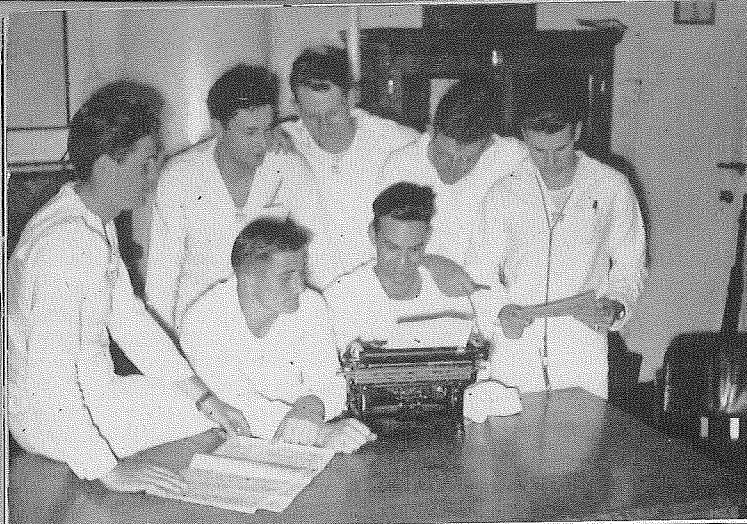
FENNICK
LAFRENZ

KOFOID
WOODS

HARGRAVE
DAVIDSON

CADET OFFICERS OF THE JULY CLASS

The cadets pictured above led the Cadet Corps from January until July, 1942. Cadet Commander Hargrave and Cadet Chief Engineer Davidson and their staff of cadet and petty officers took over when the U. S. entry into the war made necessary the early graduation of the January class. Under their able leadership the school moved easily into its new wartime routine.



THE BINNACLE WATCH

Cadets come and go, but the Binnacle, C. M. A.'s monthly publication, goes on forever. I'll admit publication is not always according to schedule, but that's due more to the fast pace of studies than the fault of the staff.

First of all, a sincere "Well done!" to the whole staff, including all who participated in the Binnacle's publication.

Individual bouquets to these, who did most in keeping the paper going through a speed-up course of study: Editor-in-Chief H. L. Oldfield, "slave driver" of the staff; Feature Editor J. E. Gates, who, along with Cartoonist L. L. Gregory, believes in the motto, "Keep 'em laughin' "; Alumni Editor J. G. Ellis, graduate and former officer of C. M. A.; F. A. Fillipow, front-cover man of the past term; A. L. Dougall, Business Manager, who kept the figures straight; and W. A. Starratt, Production Manager, who kept the wheels of our ancient mimeograph turning.

With the June publication, a new staff took over the Binnacle. At this writing it was not complete. Editor will be P. F. Franklin; Associate Editor, F. G. Doan; Feature Editor, D. R. Beaumont; Staff Artists, K. F. Rambo and N. C. Elliott. (P. F. F.)

THE HAWSEPIPE STAFF

Editor	N. B. Martin
Advertising Manager	H. O. Hall
Business Manager	W. A. Starratt
Staff Artists	F. A. Fillipow L. L. Gregory N. C. Elliott
Photographer	F. G. Doan

It is the duty of the Hawsepipe staff to organize and publish a year-book that will give a portrayal of cadet life at this Academy. We sincerely hope that this duty has been performed. If any success has been achieved, the staff owes it to the generosity of the cadets for their contributions and to the friends of C. M. A. who aided financially by their advertisements.

Opposite Page: Top Left, Binnacle staff; standing, Fillipow, Starratt, Dougall, Gregory; seated, Gates, Franklin, Oldfield. **Top Right**, Franklin. **Top Center Left**, Oldfield. **Top Center Right**, Peck, Oliver, Starratt, the venerable mimeograph. **Bottom Center Left**, Martin. **Bottom Center Right**, Doan. **Bottom Left**, Fillipow, Elliott, Gregory. **Bottom Right**, Hall, Starratt.



Above: Standing, Harrison, Hargrave, Shaw. **Seated,** Davidson, Swain. **Not Shown:** Members from January class—Wilson, Rocca, Petersen, Maland, Cleary.

SERVICE COMMITTEE

It is the purpose of this committee to maintain control over the allotments and expenditures of the Cadet Service Fund. This fund is kept up by the cadets for the use of the Cadet Corps as it sees fit in the purchasing of athletic equipment, repairs, recreational facilities and the planning for and supervision of Academy dances.

There are two representatives from both upper classes; one from the engineering department and one from the deck department. The Cadet Commander is the chairman and a treasurer is elected from the first class. Each member is elected to represent his section of his class for one year, and he may be re-elected if his class chooses.

The members of the Service Committee are:

Chairman	S. E. Hargrave
First Class Deck	R. H. Swain
First Class Engineers	R. M. Davidson
Second Class Deck	G. K. Harrison
Second Class Engineers	W. L. Shaw



Above: Standing, Tourtillotte, Franklin, Roche. **Seated,** Swain, Phillipow, Sinnes.

CADET ATHLETIC BOARD

During February of this year the Academy was offered a large amount of floor space on the lower floor of the Ferry Building and half of it was subsequently allotted to athletics. Not only the space was offered but money to build was also made available. Accordingly, the Cadet Corps elected the Cadet Athletic Board which immediately set to work planning the gymnasium. A large, three-walled handball court and two single-walled courts were built. Two badminton, a paddle tennis, and a ramapo court were laid out. In an adjoining room two pool tables and a ping pong table were placed. Right alongside an athletic locker was constructed. In a parking lot beside the ship a full-size outdoor basketball and volleyball court was built. In the meantime a large quantity of new athletic equipment was purchased and during the months of February and March tournaments were sponsored, with enthusiasm running high among the classes in intramural sports. (F. A. F.)

PROPELLER CLUB

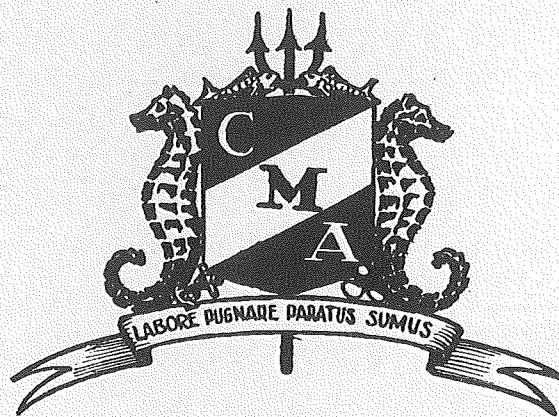
During the decade preceding the war the American merchant marine reached an all-time low. The cutthroat competition of nations using cheap labor had even stolen the products of our own nation from the bottoms of American ships. The high standards of living in this country had raised the costs of operation and construction so much that U. S. ships could no longer operate at a profit. Consequently, the condition of our merchant marine became steadily worse.

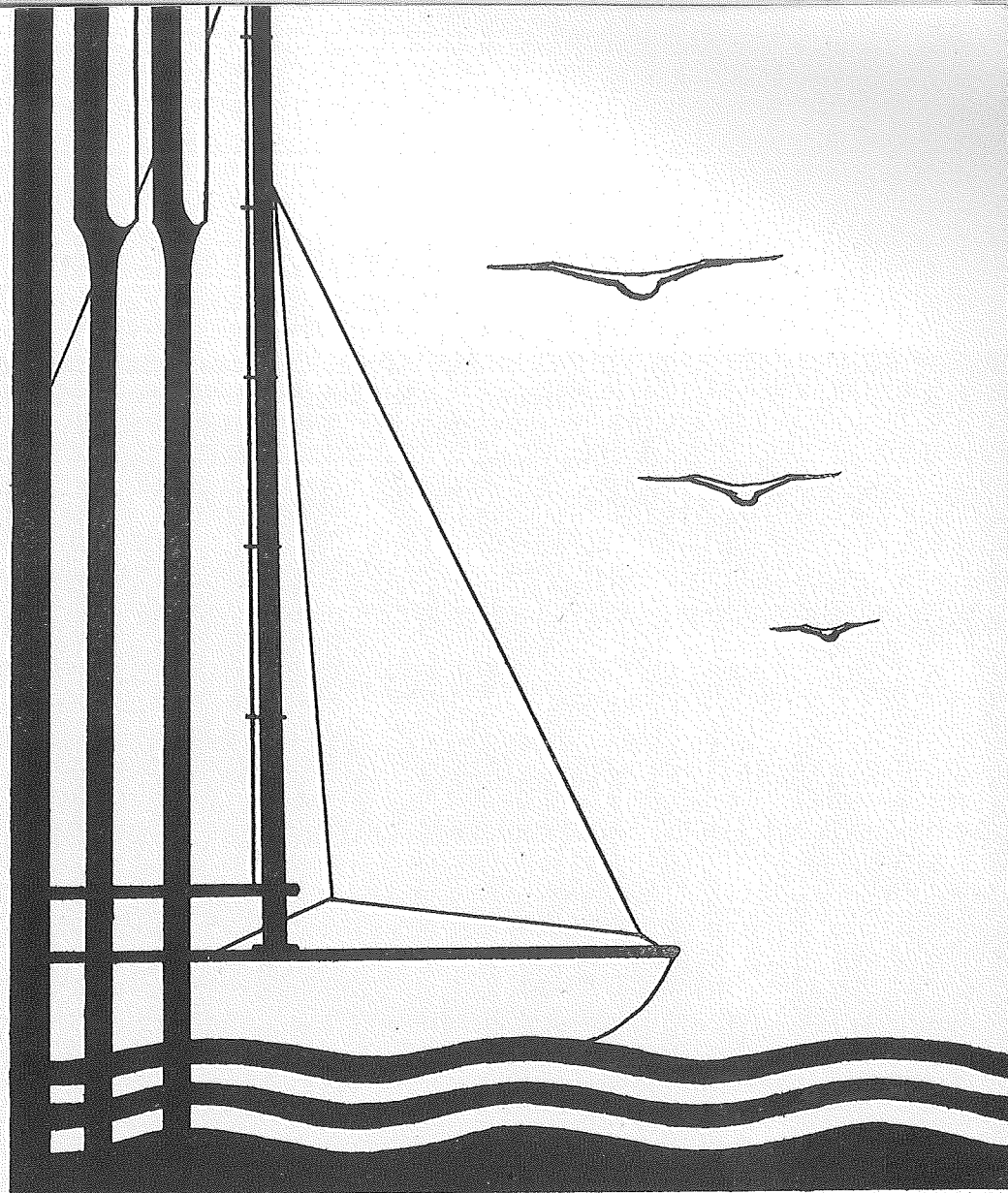
Then, in 1936, a new era was begun. The Merchant Marine Act of 1936 provided for government subsidy to the capsized merchant marine concerns. Its theory was to make up the difference in cost between our labor and material and those of our competitors, thus making it possible for the U. S. to build better, faster ships which could operate at a profit for their owners. Since that time, interest in the merchant marine has grown incredibly. One of its most ardent boosters is the Propeller Club of America. To the end that the U. S. merchant marine may achieve once more the grandeur of the days of the Clippers, the Propeller Club is dedicated.

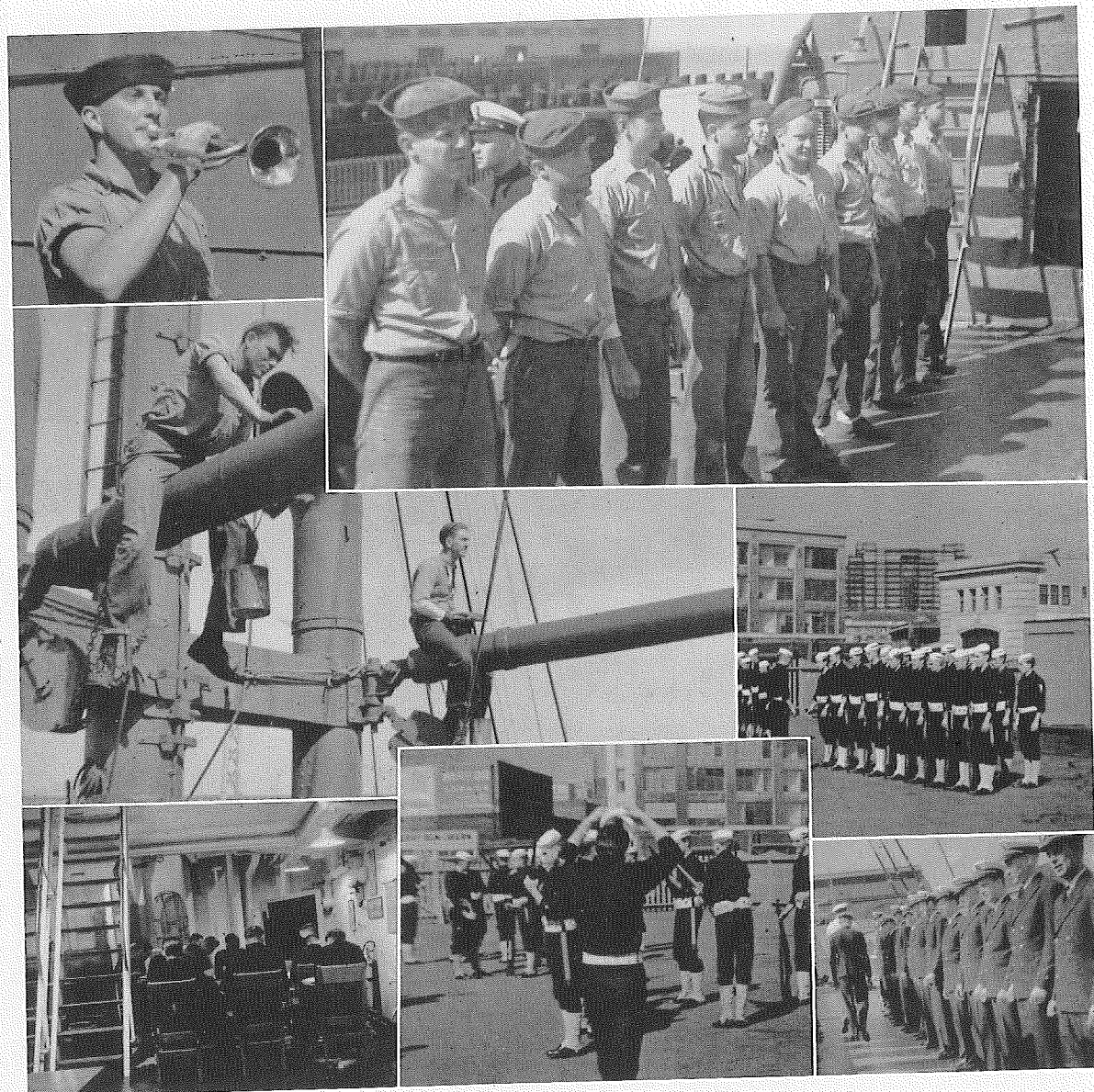
This club has seventy-eight ports throughout the world. The port of the California Maritime Academy ranks as a student port. In the past the port of C. M. A. has been very active, but the increased work and accelerated routine of wartime have made it impracticable for the cadets to have many extracurricular activities. However, it is anticipated that as time goes on, interest will be renewed and the Propeller Club, port of C. M. A., will again be active as before the war.

CADET LIFE

CADET LIFE







Above: **Top Left**, bugler, all-important in school routine. **Top Right**, turn-to formation. **Middle Left**, Hall and Roche paint booms during turn-to. **Middle Right**, second platoon at military drill. **Lower Left**, first class cadets at study aboard ship. **Lower Center**, Crutcher squares hat before "fall in" is given. **Lower Right**, liberty formation.

SCHOOL ROUTINE

"Life aboard ship differs from the more irregular life ashore." These words, conceived countless years ago, are very applicable today to life and routine aboard the schoolship "Golden State."

Coming aboard the ship for the first time, after leaving the happy, easy atmosphere of home, results in an immediate apathy to the endless procession of incidents one on the other, all of which evolve the routine of the schoolship.

However, it isn't long before the individual feels used to it and, when at home, marvels at the easy way of life he had before he left, when there was always a tomorrow in which to do something.

This routine has become even more stringent the last few months, now that a three-year course is condensed into sixteen months, and as a consequence, the individual must even ration out his time for sleep.

A typical day is as follows:

- 0600 . . . Reveille; all hands roused out except night watches.
- 0615 . . . Coffee and smoke finished, setting up exercises.
- 0625 . . . Cleaning stations.
- 0700 . . . Knock off cleaning stations.
- 0730 . . . Breakfast.
- 0815 . . . First period of school commences or, if on cruising status, ship leaves dock and school immediately after.
- 1200 . . . Dinner.
- 1300 . . . Drills; i.e., abandon ship, fire and small boat practice.
- 1330 . . . School.
- 1600 . . . Knock off from school.
- 1615 . . . Extra duty for violators of regulations.
- 1800 . . . Supper.
- 1900 . . . Study or first aid instruction.
- 2130 . . . Taps; all hands turned in.

As on all ships, a continuous watch must be kept, both in the engine room and on deck, whether under way or at anchor. This necessitates a deviation from the above routine for approximately half the cadet corps while under way and about one-quarter when in port. When under way, the first class cadets are in charge in the engine room and on the bridge and are responsible for the carrying out of duties of lower class cadets.

A system of watch rotation results in liberty on alternate weekends for third class men and more often for those cadets in the upper classes. Serious infractions of regulations and failure in any examination result in loss of liberty. It is apparent, then, that each cadet anticipates his liberty after each week's routine is over.

All in all, this constant unrolling of each day's program, punctuated at intervals by the raucous call of the bugle, tends to make days melt into weeks, which melt away into months and years. Time passes quickly at the academy, for everyone is busy. The cadet realizes now more than ever before that he has an important mission in aiding his country to overcome the malignant plague that is threatening the entire world and to establish trade relations in the post-war era advantageous to this country. As a result, there is but one alternative: Study and preparation. (E. F. O.)



Above: Clockwise from upper left, Andy, Jake, and Buzz stand by main engine. Soogie is chief leadsman. Braly, Harlander and Petersen pose for seamanship shot. "Soogie" supervises man-overboard drill. Kofoid takes charge.



Above: Clockwise from upper left, Andy, Jake, and Buzz stand by main engine. Soogie is chief leadsman. Braly, Harlander and Petersen pose for seamanship shot. "Soogie" supervises man-overboard drill. Kofoid takes charge.

THE CRUISE OF 1942

Due to wartime restrictions the 1942 cruise was limited to San Francisco Bay and its tributaries. The most distant port reached was Stockton, California. On March 17 the ship sailed for South Bay and it seems now that it did the same thing a hundred times. During the first few weeks we varied the cruising by sailing into the northern latitudes of North Bay (San Pablo Bay). However, a daily trip from North Bay to the Ferry Building and back proved too much for our launch and motorboats when the mail and rubbish had to be brought back, and we subsequently made it part of our routine to go to South Bay instead. There were also too many restricted areas in North Bay to make extensive maneuvering practicable.

The week ending with Easter found us in Stockton, the only port other than San Francisco in which the cadets made a liberty. Sailing up the river and through the truck gardens may not have been exactly "salty," but it showed us some valuable pointers in handling a ship in narrow channels. The week spent in Stockton was quiet although not without incident. About seventy-five high school students were shown around the ship and served with refreshments afterwards. On Sunday, Captain Mayo was host to a number of the city's leading citizens and on this occasion the guests were also shown about the ship. Weekend leave over the Easter holiday was granted according to custom.

The cruise routine finds us pretty well on the move. Monday morning we make preparations for getting under way. We back out of the slip and if the tinkers have enough steam up, we give a long blast on the whistle. If we back out stern to port in spite of all efforts to go stern to starboard, we make a semicircle and set the course on 180 degrees. About 11:30 we drop the anchor for dinner; 13:00, under way for ship handling; 16:00, let go the anchor for the night. Thursday evening or Friday morning we sail back to the Ferry Building. This cruise gave the engineers more throttle practice and work than probably all the rest of the cruises put together. As for the deck department, a great deal of small boat work and ship handling was practiced. Though it may be attested to the contrary, we are learning and doing things on this cruise that had been little done on previous ocean cruises; things which are valuable experience for us. The only things really lacking are night cruising and some chance to get sea legs. However, it won't take long to make that up after graduation.

That sums up the cruise of '42. It won't be remembered for interest in visiting world ports but it will be recalled that it gave us in a short while the thorough training necessary to meet the needs of our country as it called for so many merchant marine officers. (F. A. F.)



Above: Center, varsity basketball squad: Back row, Lafrenz, Savage, Gates, Gielow; front row, Geandrot, Woods, Braly and Welch. **Clockwise from upper left:** Second class practice rowing, star-board tack, more rowing practice, Bones is happy, Swain dumps one in, port tack, Gates makes a set up.

SPORTS

This year sports in the academy reached a new high in the life of the Cadet Corps, because, although the academic year was shorter, there were more facilities available. In the Ferry Building the energetic Cadet Athletic Board planned and built a gymnasium in which handball, badminton, paddle tennis and ramapo were played. In adjoining quarters, pool tables and ping pong facilities were placed and outside, between Slips Two and Three, a full-sized basketball and volleyball court was constructed. At the nearby "Y," swimming and diving were enjoyed. Rowing and sailing were as popular as ever and during the last part of 1941 baseball and football were played in nearby parks. Another addition to the program this year was pistol practice on the Yerba Buena range.

Basketball was the year's outstanding sport and here class enthusiasm ran highest. An intramural tournament was sponsored by the Athletic Board and for three weeks there were some pretty hot contests out on the court. The second class deck emerged the winner of the tournament.

The volleyball tournament immediately followed basketball. The beach boys were right in there at this seashore sport. Evidently a large part of the second class deck had lived on the Southland beaches, for they won this tournament also.

Over in the pool room it was not only a few cadets who knew the game, but Mr. Tubbs, Mr. Bellamy and Mr. Putnam were seen over there as much as anyone else. Mr. Tubbs' sharp eye and steady skill carried him above the others when anyone challenged him to a game of pool or snooker.

Among the sports in the gym, ramapo and handball were the most popular. Undoubtedly, some of the fastest games in handball were held in the three-walled court, because the court is a little short. Ramapo is a game originated by Captain Mayo when he commanded the U. S. Navy tanker "Ramapo," from which the game derives its name. It is similar in most respects to volleyball, the sole difference being the substitution of a medicine ball for the volleyball. This makes the game adaptable to restricted playing spaces. The game is very popular among our muscle men and body-builders.

Two sports that fit perfectly into our nautical life are rowing and sailing. Off and on during the year we have had crews in perfect condition for keen competition but no races could be arranged. Every week during the cruise, boats were lowered and all hands got a few hours on the oars. Sailing has been rather restricted because of the war, but prior to hostilities a crew went out twice a week on weekdays and also on weekends in the standing lug rig. Early this year we obtained a new boat with a centerboard keel and many ideas blossomed forth for its rig when it came time to make the sails. A sliding-gunter rig with an oversized jib was decided upon after much discussion. Mr. Miller, M. C. Dunn and L. A. Harlander set to work on it, and several weeks later we all saw a beautiful piece of work finished. The new rig and boat can now sail circles around any of the old boats. (F. A. F.)



Above: Top Left, Harlander, June Rogers; **Top Center**, Starratt, Arilee Hansen; **Top Right**, Elaine Gordon, Gates; **Foursome Upper Right**, Mary Craig, Waddell, Vera Broder, Hall; **Inset at Right**, Kathleen Wardell, Hargrave; **Threesome at Left**, Braly, Savage, and Friend; **Bottom Row (l. to r.)**, Alf's plenty smooth; June Goodfellow, Geandrot; Isabel Stone, Franklin; Thelma Gates, Maland.

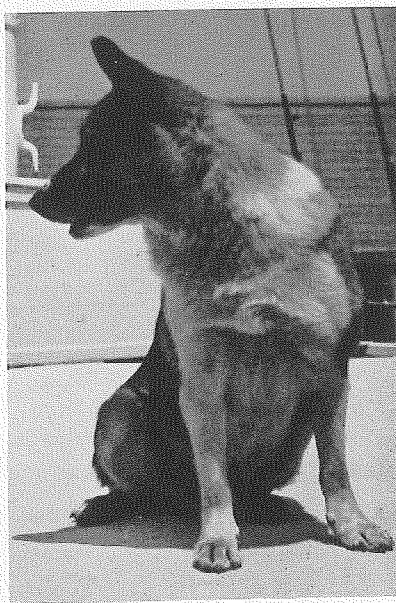
DANCES

Early in October of last year the new third class was welcomed by a semiformal dance at the Aquatic Park. While Fred Casella's twelve-piece orchestra provided the evening's music, intermission individualities included Berryman and Rasmussen with a drum and piano duet. Although Berryman excelled in tricky rhythm, Rasmussen took all honors in producing volume. L. R. Petersen was the soft drink "bartender" on the top deck; it was a mean drink that he served. Fred Nied was the chief organizer of the whole affair, which was a most successful evening. The U. S. O. received the full gratitude of the Cadet Corps for extending them the use and privileges of the new Aquatic Park on that evening.

On Saturday evening, February 7, 1942, the Cadet Corps of C. M. A. held their first formal dance of the new year at the Palace Hotel in San Francisco. The Concert Room was the setting and Homer Cockrill and his musicians supplied the music. Although his music was a bit on the sweet side, jive was not entirely omitted. Punch was served during the intermissions and a pictorial record of the dance was kept (see opposite page). Captain Mayo, the officers and their ladies were present and the party carried on until 1:30, with everyone agreeing that it was an excellent evening.

Again, on April 18, Homer Cockrill played for the Cadet Corps, this time at the Italian Room of the St. Francis Hotel. This was an informal affair, and even though there were numerous intermissions, everyone enjoyed himself. While Homer and the boys took a rest, the cadets and their girls wandered to the Mural Room, where Harry Owens and Hilo Hattie were entertaining. As no punch was served at this dance the couples had to go elsewhere for their refreshments, but they didn't have far to go. A lengthy and gay La Conga, the feature dance of the evening, turned out to be a real work-out. Even though an alert stopped traffic on the Bay Bridge for four hours after the dance, leaving the East Bay people stuck in the city, the affair was deemed a success by all attending.

All the dances this year and last fall have been successful. They have been the principal form of cadet social life and our only wish is that they could be held more frequently. Many thanks go to John Hansen and the dance committee for a first class performance. Dances are our best entertainment! (F. G. D.)



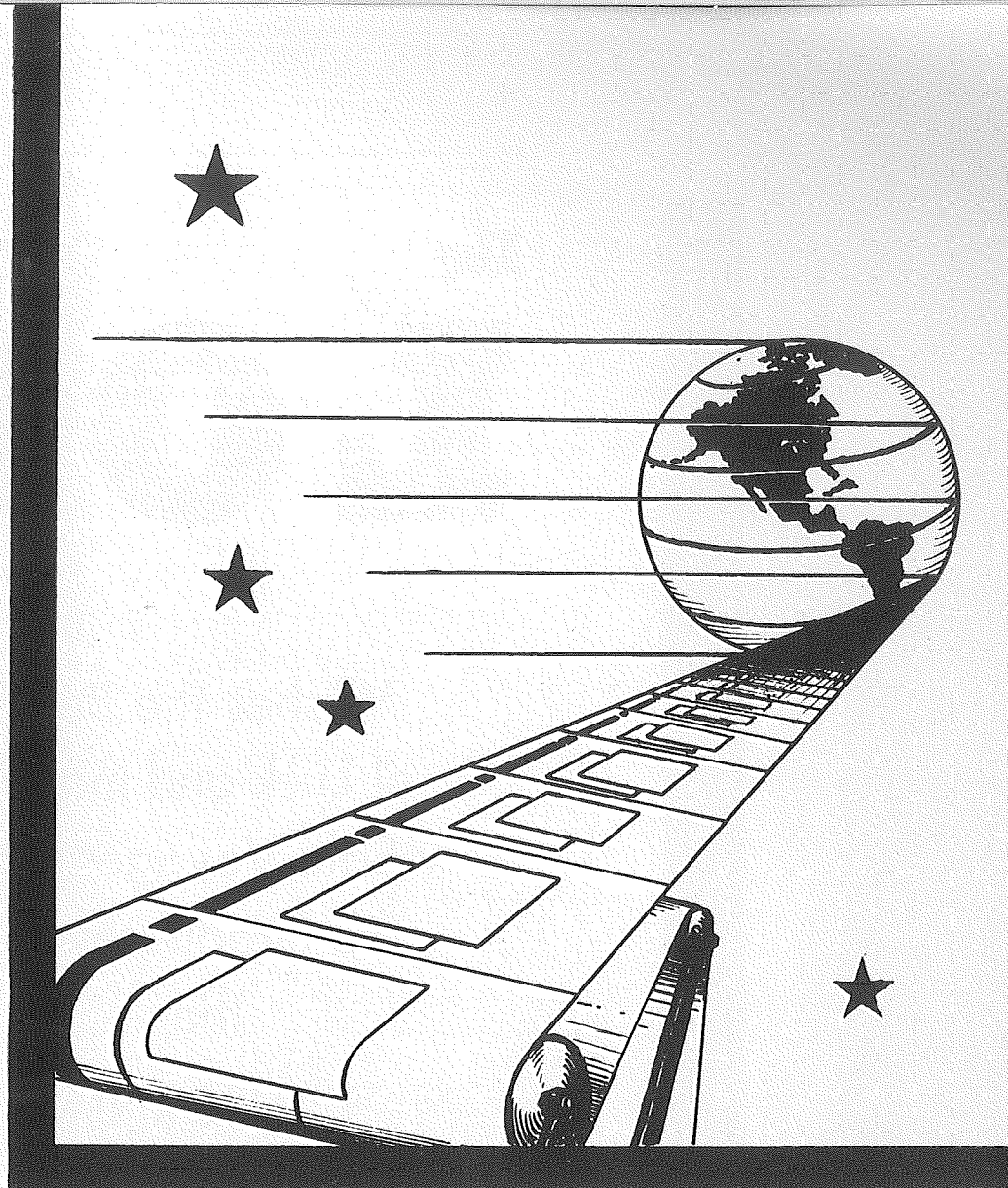
SOOGIE

As much a part of C. M. A. as the schoolship itself is Soogie, our Malamute mascot. "Soogie" was born in 1936 at California City and has been with the Academy ever since. He has crossed the equator six times and has been ashore in many a foreign port. In fact, he is just about the most traveled dog you'll find anywhere!

Soogie's is an ever-changing master—the Cadet Corps. Each cadet, whether he be first classman or swab, is Soogie's pal. When the going gets rough, Soogie is still the same unquestioning canine friend. The entire personnel of the T. S. "Golden State" join in this tribute to a fine "hound-dog."

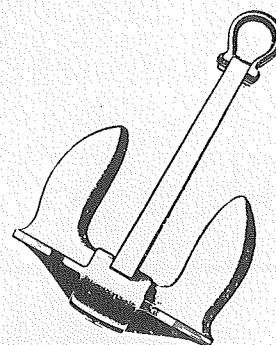
ADVERTISEMENTS



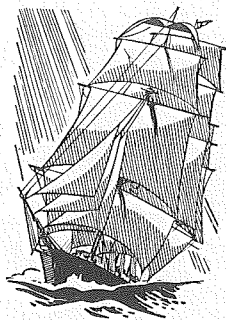


The **LOG**

Wishes the Best
of Luck and many
Safe Voyages to
the Graduates of
the
CALIFORNIA
MARITIME
ACADEMY



A MILLER FREEMAN PUBLICATION
121 Second Street • San Francisco



Since the days of the
CLIPPER SHIPS

This bank has
been serving the
shipping industry

**Wells Fargo Bank
& Union Trust Co.**
San Francisco

WE SALUTE...

The Cadet Corps and graduates of
the California Maritime Academy
... carry on with you the heritage
of the American Merchant Marine!



TUBBS CORDAGE COMPANY
SINCE 1856

Manufacturers of Extra Superior
MANILA MARINE ROPE

CADETS

Of the class of 1942
of

**THE CALIFORNIA
MARITIME
ACADEMY**

We wish you success
on the Seven Seas



McCORMICK STEAMSHIP COMPANY
Division of Pope & Talbot, Inc.
SAN FRANCISCO, CALIFORNIA

L. G. BALFOUR COMPANY

Manufacturers of the
OFFICIAL ACADEMY RING



MINIATURE RINGS
Now available

233 Post Street, San Francisco

RIZNIC & SON

**UNIFORM
TAILORS**



171 Grove Street, San Francisco

COMPLIMENTS OF
THE SAN FRANCISCO
STEVEDORING
COMPANY

SINCE 1894



MATHEWS AND LIVINGSTON

INSURANCE UNDERWRITERS

OCEAN MARINE • INLAND MARINE • FIRE AND AUTOMOBILE

SEATTLE

SAN FRANCISCO

LOS ANGELES

Compliments of
**AMERICAN TRUST
COMPANY**



BANKING SINCE 1854

PIERCE BROTHERS

Offer

"THE PERFECT
TRIBUTE"

to

Southern California Families

Services Including Casket from \$70



PIERCE BROTHERS

The Leading Funeral Directors of the West

Courtesy J. B. DOAN, Vice President

If you have any difficulty saving Money, read the booklet
"YOUR SAVINGS GOAL AND HOW TO REACH IT"

Free at any Branch

Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION
Member Federal Deposit Insurance Corporation

SCATENA-GALLI FRUIT COMPANY

GENERAL COMMISSION MERCHANTS

100-106 WASHINGTON STREET • SAN FRANCISCO, CALIFORNIA

KEEP 'EM SAILING

GRACE LINE



Compliments of Your Insurance Broker

BIDDLE-SHAW & CO.

Every Known Kind of
INSURANCE

444 CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA • EXBROOK 4078

TECHNICAL BOOK COMPANY

407 MARKET STREET
SAN FRANCISCO, CALIFORNIA

The most complete line of
MARITIME BOOKS
in the West

✧ American-Hawaiian's ships and men are now serving their country's cause on all the waters of the world. They will continue to do so without limit or reservation.

✧ Learned in eight decades of intercoastal operation, American-Hawaiian's training and experience today play their part in the National effort, and American-Hawaiian is proud and glad that it is so.



AMERICAN-HAWAIIAN
STEAMSHIP COMPANY

215 MARKET STREET

SAN FRANCISCO

Congratulations and all good wishes to the Class of 1942



UNITED STATES LINES COMPANY

222 Sansome Street, San Francisco, California



Compliments of Dan McLean's

EMBASSY THEATRE

1125 Market Street
San Francisco

THE ADVERTISING

in these pages has made this
publication possible

PATRONIZE THESE ADVERTISERS
whenever possible

CALIFORNIA STEVEDORE AND BALLAST CO.

At San Francisco Since 1852 (including predecessors)

METROPOLITAN STEVEDORE CO.

At Los Angeles and Long Beach

Bulk Copra at San Diego

MECHANICAL EQUIPMENT

of the most advanced type including:
light and heavy tractors... light and
heavy-lift cranes... lift trucks... mag-
nets... clam shells... orange peels
... chutes... bulk elevator... pneu-
matic copra blowers... etc., etc.

UNDER COMPETENT EXPERIENCED SUPERVISION

SAN FRANCISCO · 311 California Street
Phone SUtter 6737 · Cable address "CALSTEBAL"

LOS ANGELES · 139 N. Avalon Blvd.
Phone Wilmington 18 · Cable address "METSTECO"

KEMP-BOOTH COMPANY · LIMITED

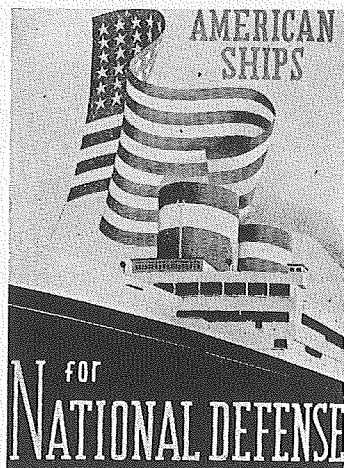
153 Kearny Street, San Francisco, California

DISTINGUISHED WOOLENS



WHOLESALE DISTRIBUTORS OF FINE WOOLENS

Loyally Yours...



FOR ALL YOUR YEARS AT SEA!

Your choice of a future is commendable, and it is our sincere wish that this future fulfills your every hope... We'll be available every month to do what we can to help you on your way.



PACIFIC MARINE REVIEW

500 SANSOME STREET • SAN FRANCISCO

Congratulations and best wishes to the
CALIFORNIA MARITIME ACADEMY
Class of 1942



C. C. MOORE & CO., ENGINEERS

REPRESENTING

Babcock & Wilcox Co.
Airetool Manufacturing Co.

Cochrane Corporation
Dampney Co. of America

Dravo Corporation
Northern Equipment Co.

The Officers and Engineers of
Moore-McCormack Lines, Inc.
extend the hand of welcome
to the graduates of the
California Maritime Academy
into our ancient and
honorable calling.



MOORE-McCORMACK LINES, Inc.
200 Pine Street
San Francisco, California

NAVAL UNIFORMS CAPS AND EQUIPMENT

To meet all requirements of the

NAVY, COAST GUARD
and
MERCHANT MARINE



JOE HARRIS

16 Sacramento Street
Phone SUtter 6268
San Francisco, California

GENERAL STEAMSHIP CORPORATION LIMITED

WORLD WIDE FREIGHT
AND PASSENGER SERVICE

from

PACIFIC COAST PORTS

Steamship Agents and Operators
Brokers, For Sale
Purchase and Charter



For Information Call

GENERAL STEAMSHIP CORPORATION
LIMITED

465 California St., San Francisco
Telephone EXbrook 4100

Los Angeles • Portland • Seattle • Vancouver, B. C.

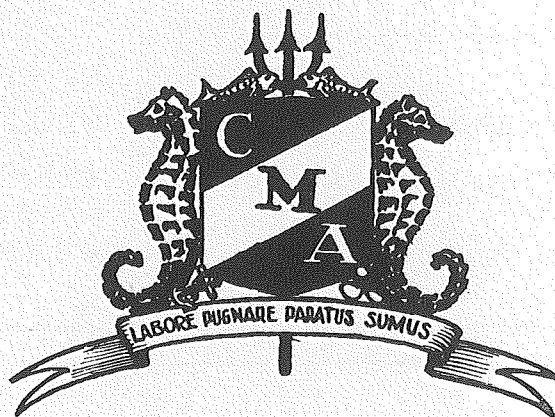
Compliments

of

W. R. CHAMBERLIN CO.

by

W. R. CHAMBERLIN



ACKNOWLEDGMENT

Many thanks go to Horn, Connell, Severance, Behm, and Sattler of the January class for a great deal of invaluable advertising sales. These men would have formed the nucleus of the Hawsepipe staff had they not been called away to war early in 1942. To all the others who contributed by the sale of ads, a grateful "Well Done!"

And as a final word, the sincere gratitude of the entire staff goes to those companies and individuals who made this yearbook possible by their generous buying of advertising space.

The Editor