

Oct 28, 1940?

# Maritime School to Be Ready June 1

\$7,500 Will Be Spent At Morrow Cove Site Of Sea Academy

Rodeo-Vallejo Ferry Company Buildings Will Be Used

Expenditure of approximately \$7,500 will be made for the construction of the California Maritime Academy, which will be located at Morrow Cove, beneath the Carquinez bridge.

Announcement of selection of the Morrow Cove site was made yesterday at a meeting of the board of directors in San Francisco, which had been considering three possible places for the Academy.

It was announced by the board that buildings of the Rodeo Vallejo Ferry Company would be used and a new dock would be built.

## READY JUNE 1

Under present plans the school would be ready when the schoolship California State returns from its annual cruise about June 1. The school is forced to move from its present location near Tiburon because the Navy is in need of the present site.

An Academy spokesman said several conditions were attached to the final choice to be met by March 15. He did not anticipate difficulty in meeting them, however.

Chairman Robert H. Fouke, of San Francisco, said construction is expected to be started by March 15 with expenses to be shared by Solano county and the City of Vallejo.

## SITE IS IDEAL

Mr. Fouke added, however, that use of Morrow Cove is subject to ratification by both the state and federal government because the Academy charter requires that it be located in San Francisco Bay. Mr. Fouke said that since the land was received on a straight transfer involving the state purchase of Carquinez bridge, the board expects the ratification to be a mere formality.

The Academy, meanwhile, will remain confined to the training ship, California State, now berthed in San Francisco.

The Academy site, covering 35 acres, is ideal, Mr. Fouke said. It requires no channel dredging and being with proximity of highways and railroads. The students also will have access to certain Mare Island navy yard facilities.

## IT'S RICH

Oct 28, 1940

(Continued from Page 1)

toll bridge, it acquired Morrow Cove and the fact that it was state-owned property was one of the selling points in landing the state nautical school here. The additional land needed was purchased by the Vallejo Chamber of Commerce, the City and the County and deeded to the state.

Now that a new pier has been constructed and built

## DOGWATCH DECK

May 1939

yes Talk to  
graduates of  
school Ship

By FRANK KESTER

Friday night graduation exercises of the California State Nautical School were held in the California Building on Treasure Island

the principal speaker was John E. Sheehan, president of the American President Lines. His talk to 45 graduates was of such interest that The Dogwatch has let me take the deck. In part President Sheehan said:

gentlemen should be happy and proud, because of the knowledge that you have mastered the art of instruction you understand to assimilate, and proud, because you are now definitely associated with something which has a tradition older than anything else in the United States. There are many colleges and universities in our country which are holding graduation exercises this month and which are proud of their tradition. You

men, however, have for three years lived in an atmosphere which traditions older even than Harvard, the oldest college we have, in the atmosphere of the American Merchant Marine. Many, if not all, of you are of the same stock which produced the young men of similar age who created the first American Merchant Marine, and possibly a tendency from the men who founded ships around the New England shores 400 years ago, long before the 13 original colonies were settled.

you may be familiar enough with history of our country to know that the colonies produced the greatest sailors the world had ever seen to that time. There were two reasons for this; one was that the men of those days were so minded that they probably would have sailed ships in any event, but secondly, the early colonists had to have ships or they could not have existed, and history records that as early as 1677 350 vessels were engaged in fishing off the Newfoundland Coast.

## IDEAS BEGINNINGS

all of the vessels of those days were small and clumsy. Few were larger than a good-sized modern boat. They were poorly designed, roughly built, and I have read that sometimes it was necessary to use ropes about the hulls to keep them from falling apart. They all had high bows and sterns, relics of days when ships carried castles either end in which armed men fought naval battles while slaves rowed the hulls. Also these vessels imposed inhuman living conditions on their occupants. Crews and the deeds and reats which founded the world were accomplished by young men just about

you. The best officers and men that can be found in the world, and is so today, regardless of what may hear or read.

do not know what your impressions are of American seamen. In

of much that has been said about them you might feel that they do not measure up to the standards of old days, but I want to tell

that there is nothing fundamentally wrong with the American

board ship and if I am ever so

unfortunate as to be involved in a marine disaster, I hope I have an American crew around.

## BETTER CONDITIONS

Conditions on board American merchant vessels are today much better than they were a few years ago. For centuries many steamship operators gave scant consideration to the men who manned their ships. The steamship business for years has been subject to periodical cycles of expanded business and depressions and during the latter it was the practice to effect economies on board ship and frequently at the expense of the personnel. The last example we had of this was in 1921 when the world-wide depression started and the American Merchant Marine was so disproportionately large that operators in their attempts to save money reduced the salaries of seamen to such point that in some cases they were receiving around \$25 a month. A condition such as this could, of course, not last very long and the conflicting ideas and philosophies of unions and management resulted in the unpleasant period from which I am confident we have completely and finally emerged. I believe that maritime union leaders realize just as much as do steamship operators that a successful merchant marine is as important to the one as to the other.

## FUTURE BRIGHT

The training which you young men have had in the past three years places you among the ranks of the more fortunate of those who will be at sea for years to come and I know that you will take advantage of the opportunities that have been and will be yours to do all in your power, first to help the American Merchant Marine, and secondly, to help your fellow workers and yourselves. You will, of course, become members of unions, and I trust that you will recognize that you have very decided responsibilities to those unions. The unions have accomplished much for their members, and all steamship operators cannot but admit this fact.

The Board of Governors of the California Nautical School

requests the honor of your presence at a Company Dance

to be given in honor of the Officers and Sailors of the

California Nautical School

sponsored by the California Nautical School Association

to be held in the

California Building, Treasure Island, San Francisco

Wednesday evening, May 24th, 1939, at eight-thirty o'clock

Admission by card only

Semi-formal

Admit one couple

WITH BILL, MARY, LORE.