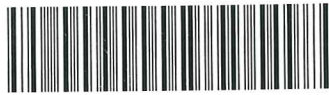


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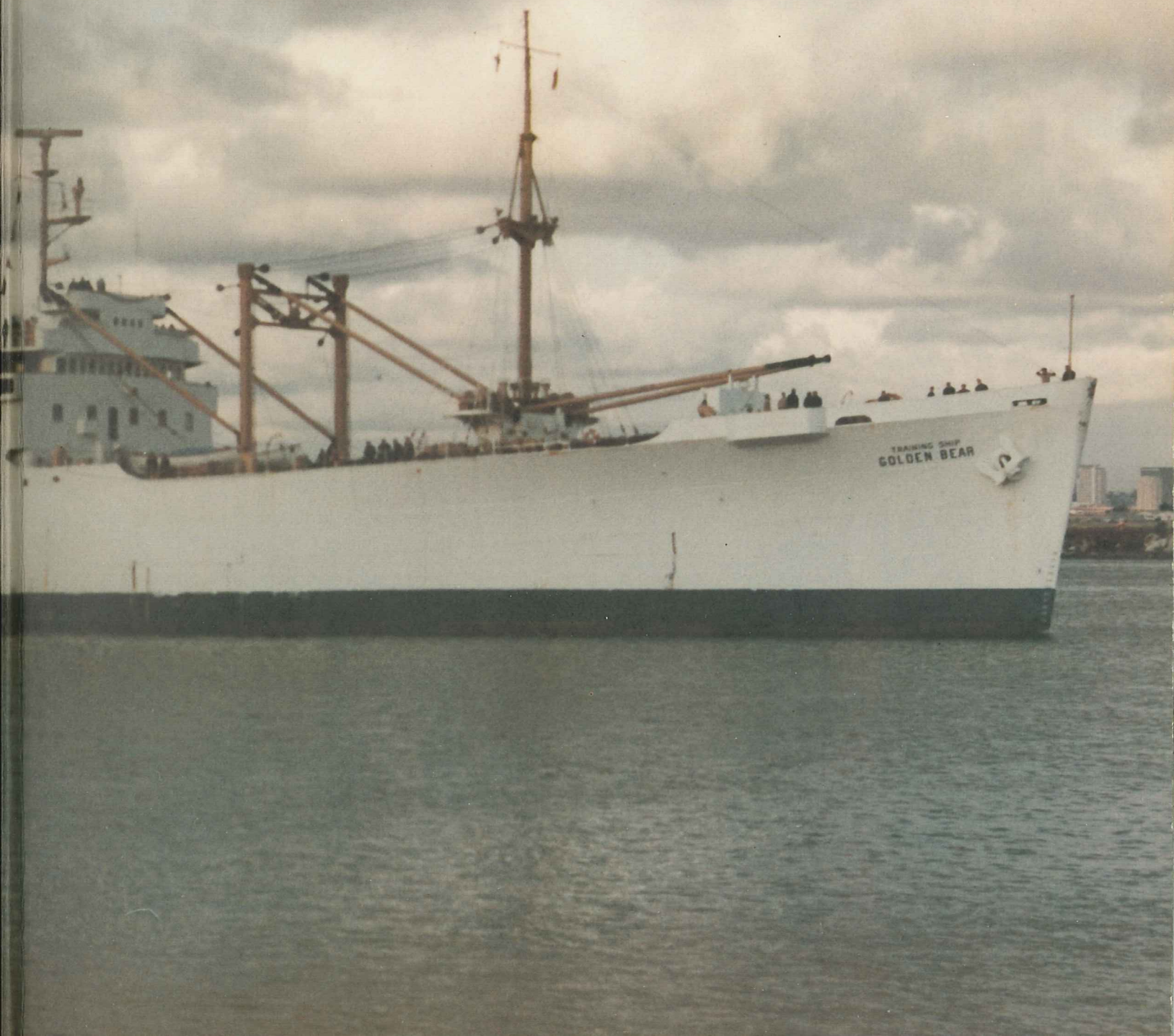




California Maritime Academy Library (CSU)



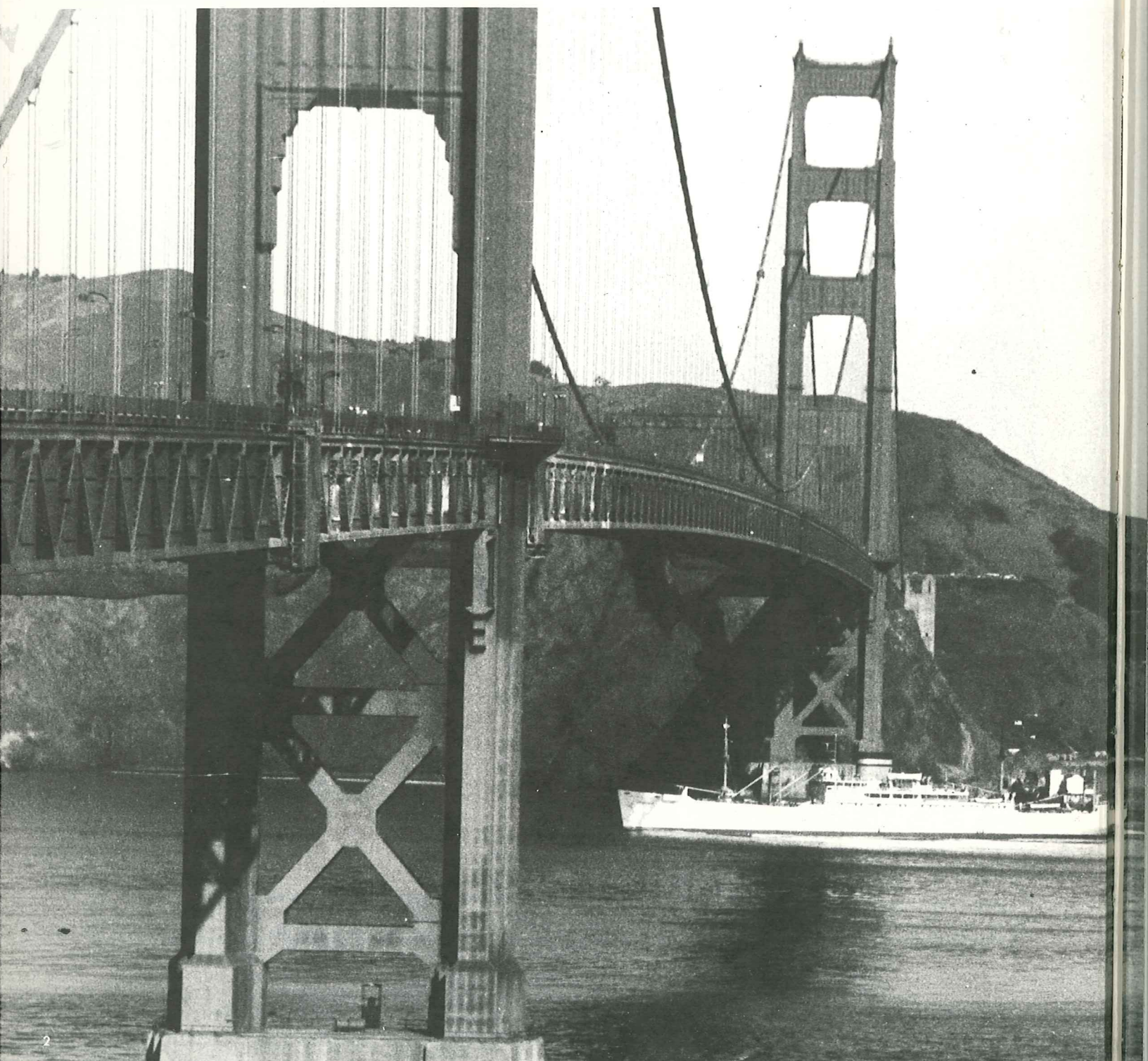
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HAWSEPIPE

1976







Nineteen Seventy-Six

HAWSEPIPE

Published by Students

California Maritime

Academy

Vallejo, California

Gary Lage

Editor-in-Chief

Vicki Poudrier

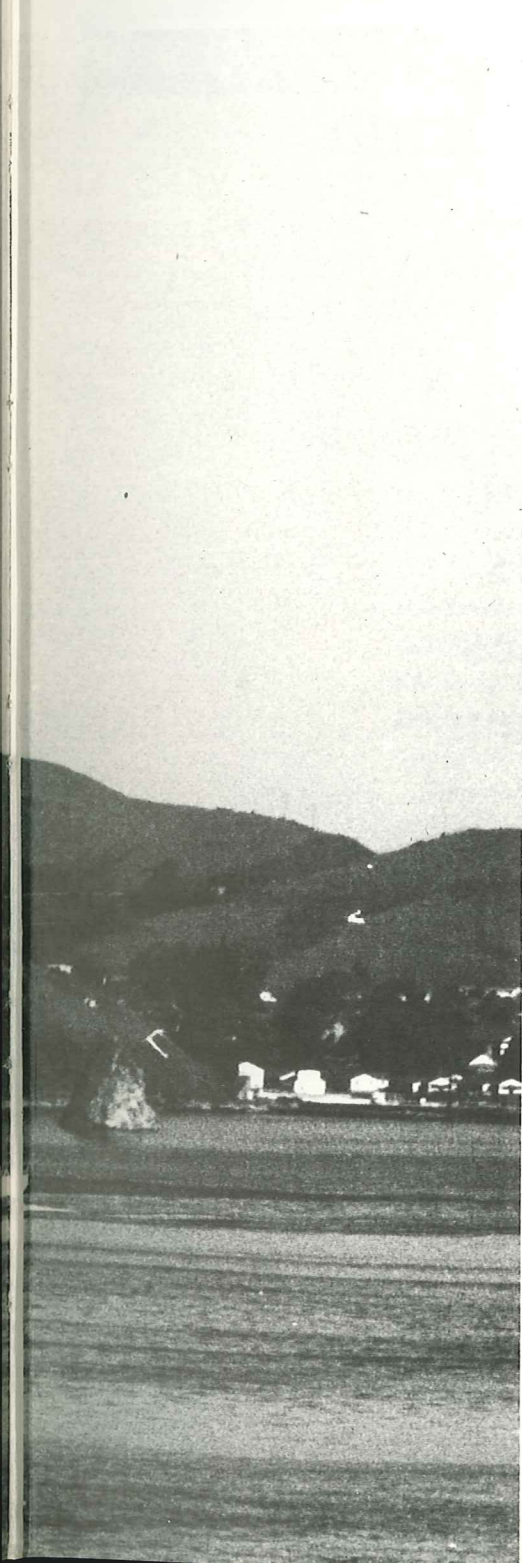
Production Editor

Linda Stich

Assistant Editor

Rene Viargues

Advisor



In Dedication
to
The Alumni of the California
Maritime Academy

Without the continuing
enthusiasm and support of
these merchant mariners
there would be no realities
for our present midshipmen.



CALIFORNIA MARITIME ACADEMY
OFFICE OF
THE PRESIDENT

April 27, 1976

LETTER FROM THE PRESIDENT TO THE STUDENT BODY

On the occasion of our Nation's Bicentennial, the California Maritime Academy finds itself on the threshold of a new era. During recent years, the Academy has undergone much change. These changes, which are now manifesting themselves, have greatly altered the face of this maritime training school. Members of the graduating class of 1976 were caught up in the midst of the "turbulence," but as a ship at sea which has weathered the storm, and sailed into the clearing horizon, they too met the challenge, head on, and are now moving into the horizon of their future. We wish them well!

The underclass, - the graduates of the future - are now being caught up in the sudden surge of growth which is flooding our campus and our daily life: the construction program is in full swing; curriculum changes are being made to keep up with an expanding technology; new sophisticated equipment is being added to improve technical training; and new faces, new tasks, and new opportunities appear every day.

Those of you who have been witness to the significant changes taking place, at the Academy will, in the years ahead, as you progress in your chosen professions, recall the impact of these years of "turbulence" on your life.

I wish you continued success in your studies, and in the pursuit of a vital profession which is as ancient as the sea itself and as modern as today's super-ships. Dedicate yourselves to professionalism and take pride in your profession.

I wish for you all . . . smooth sailing and following seas.

Sincerely,

J. P. Rizza
President

JPR:vt

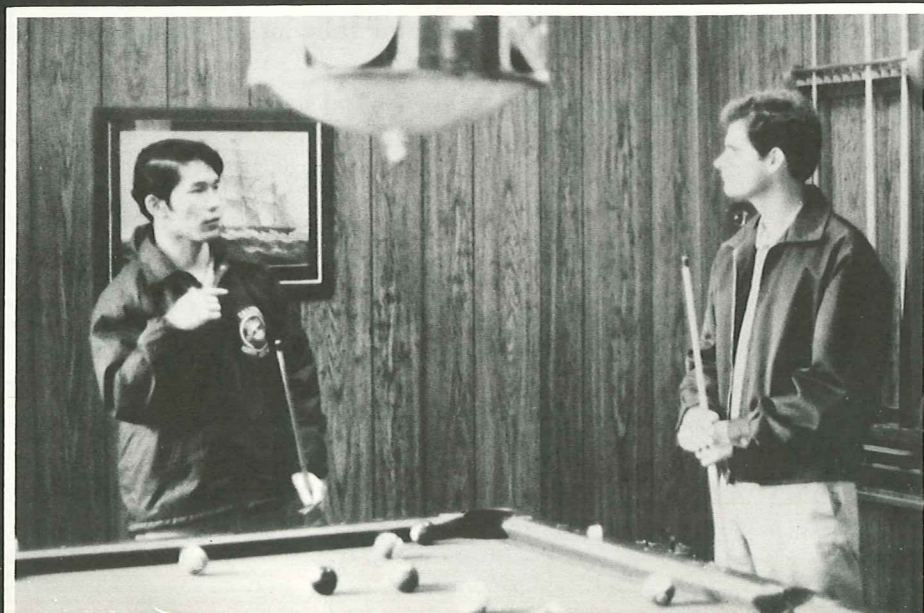
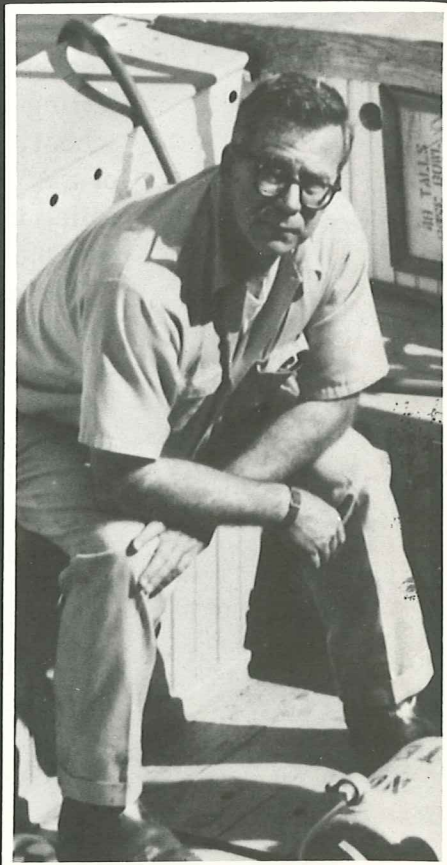
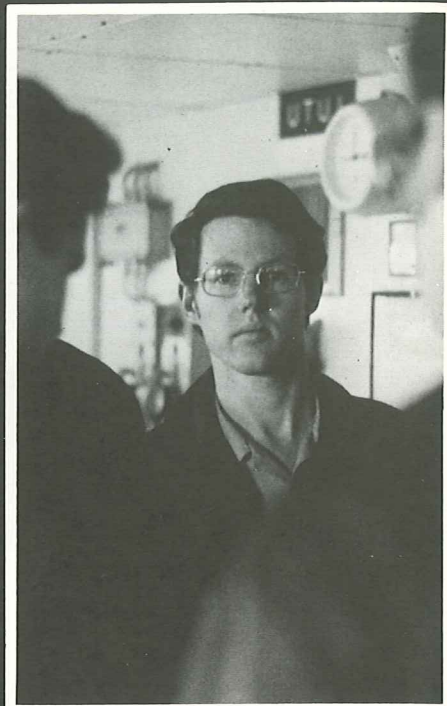
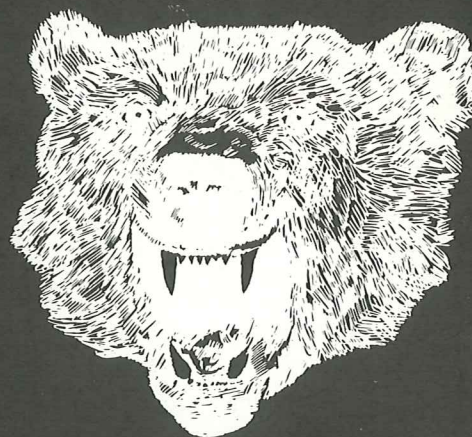




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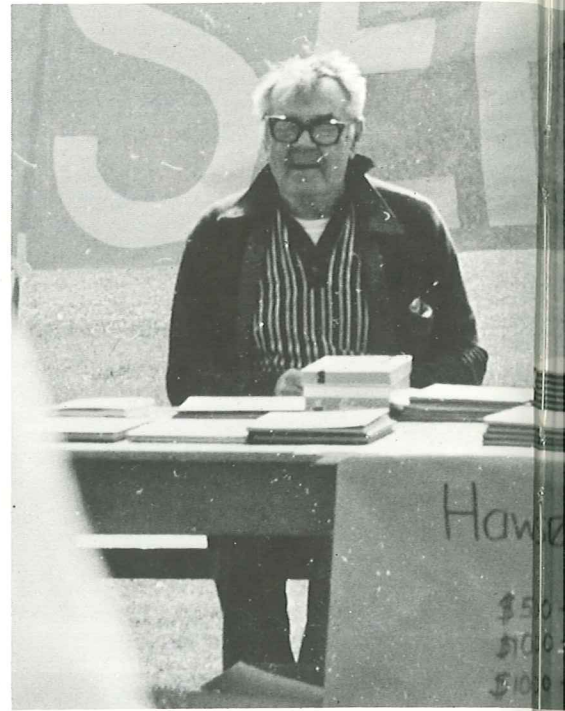
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HAWSEPIPE STAFF 1976



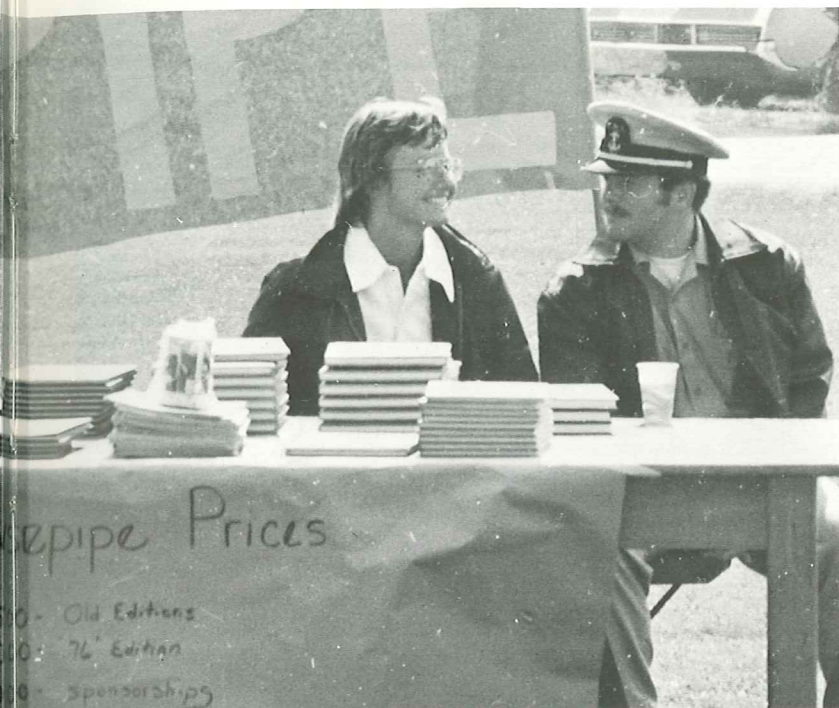
Vicki Poudrier



Linda Stich



Jennifer Peltier



Stewart McCombs - Photographer



Gary Lage

Many Thanks to . . .

Dana Noland
Bart Frankhouse
Jim Sweeney

. . . and to all those who gave advice and
ideas to the Hawsepipes Staff.

CAL MARITIME ACADEMY: KALEIDOSCOPIC HISTORY

"As man created the ship, the ship has shaped his course. Harbinger of civilization, agent of discovery and migration, it became the mightiest mobile creation the world has ever known."

- MEN, SHIPS AND THE SEA

The year, 1929. Our nation traveled on a course of depression. In the midst of this gathering storm the California State Legislature took a bold leap: the establishment of the "California Nautical School." Thus CMA was launched by Governor C. C. Young's signature on June 3, 1929.

After coming down the legislative ways 47 years ago, CMA has been charted through several dramatic geographic, philosophic and political changes. She exists the same today: a school in process. On the move.

CMA birthed modestly as the only academy of its kind in all of the western states at a former navy coaling station in Tiburon (adjacent to San Francisco). Her mission: the training of professional, self-disciplined officers for the American Merchant Marine service.

Tiburon was a likely location for the Academy's new life - on the edge of the sea where ships of commerce plowed in and out of the busy ports of San Francisco and Oakland. The first class of 56 students reported aboard in 1931 and began their studies on the Training Ship CALIFORNIA STATE (formerly the USS HENRY COUNTY, built in 1919 as a Great Lakes freighter).





The first cruise, beginning December, 1931, through May, 1932, covered 21,000 miles to New York, Magellan Straits and return via Panama. The second cruise was the only round-the-world cruise of the Academy's history, lasting seven months! In August, 1933, the first class graduated and 44 men took berths immediately aboard bay area steamship companies.



During the 30's, the school fought valiantly against closure repeatedly (being under fire much of the time from the legislature who gave her birth). Some opposition was launched from segments of the maritime industry who urged scuttling of the Academy in favor of "up the Hawespipe" training. But efforts mounted by dogged friends were successful - even through emergency appropriation bills, from one year to the next. CMA persisted!

In 1940, with war clouds boiling black on the world's horizons, the Navy reclaimed the Tiburon base and the school transported the training ship to pier 54 in San Francisco. The space proved insufficient for the academy's mission and so school officials hastily found more suitable facilities at the Ferry Building (with the ship being moored beside it). Old ferry waiting rooms became classrooms and the engineering laboratory was stored in the Alexandra Steamship Lines' former waiting room.

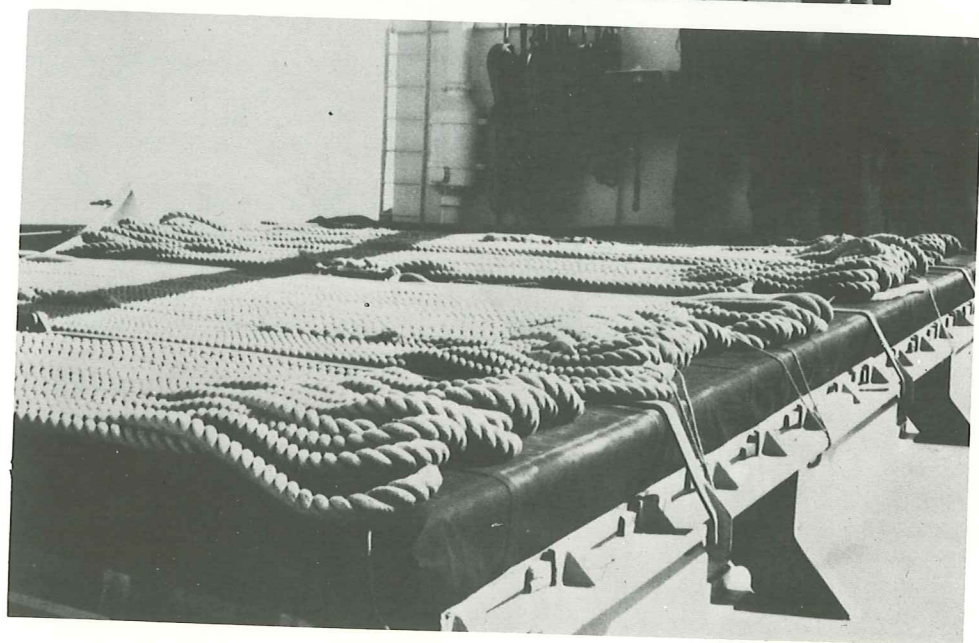
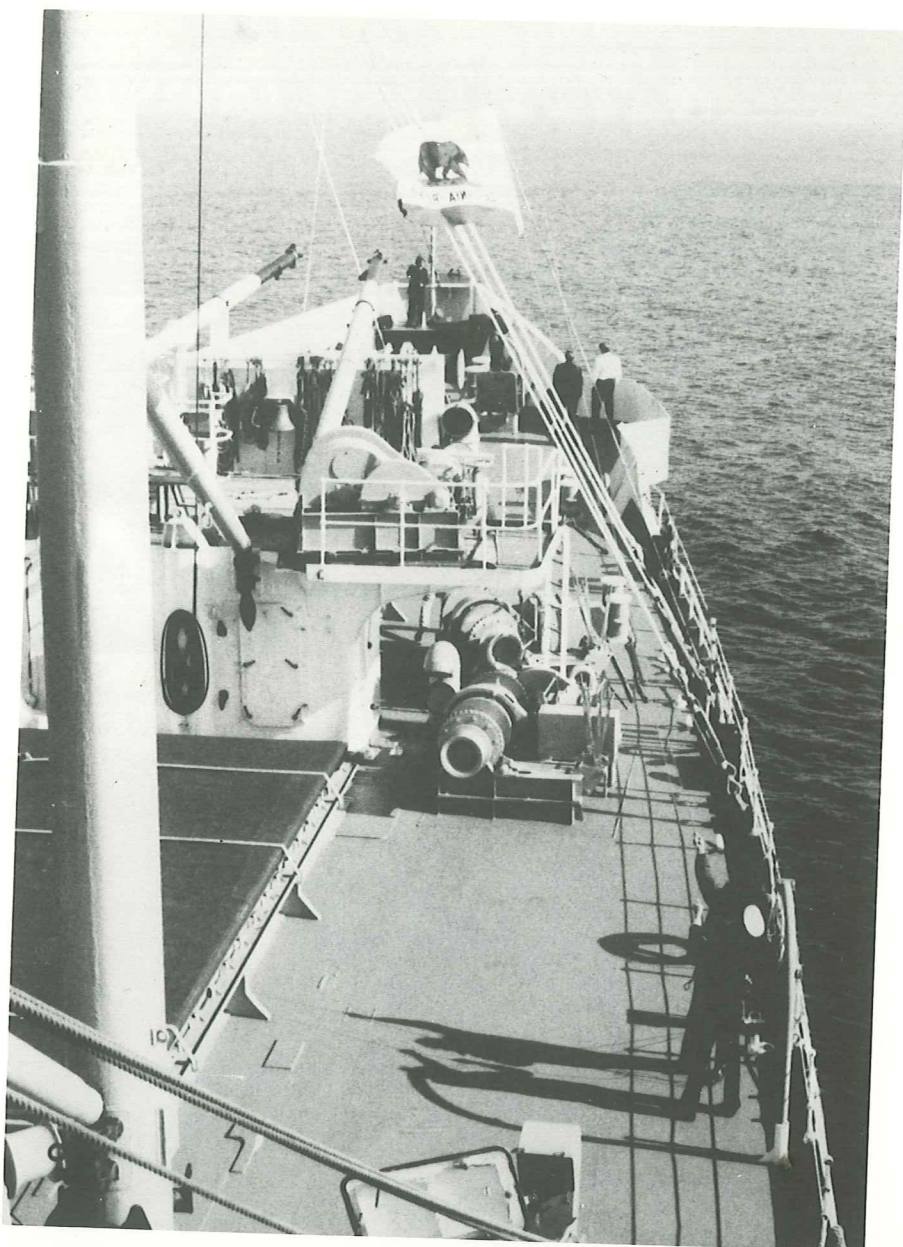
Fighting all the while for continuance, training midshipmen to be mates and engineers, academy officials initiated a

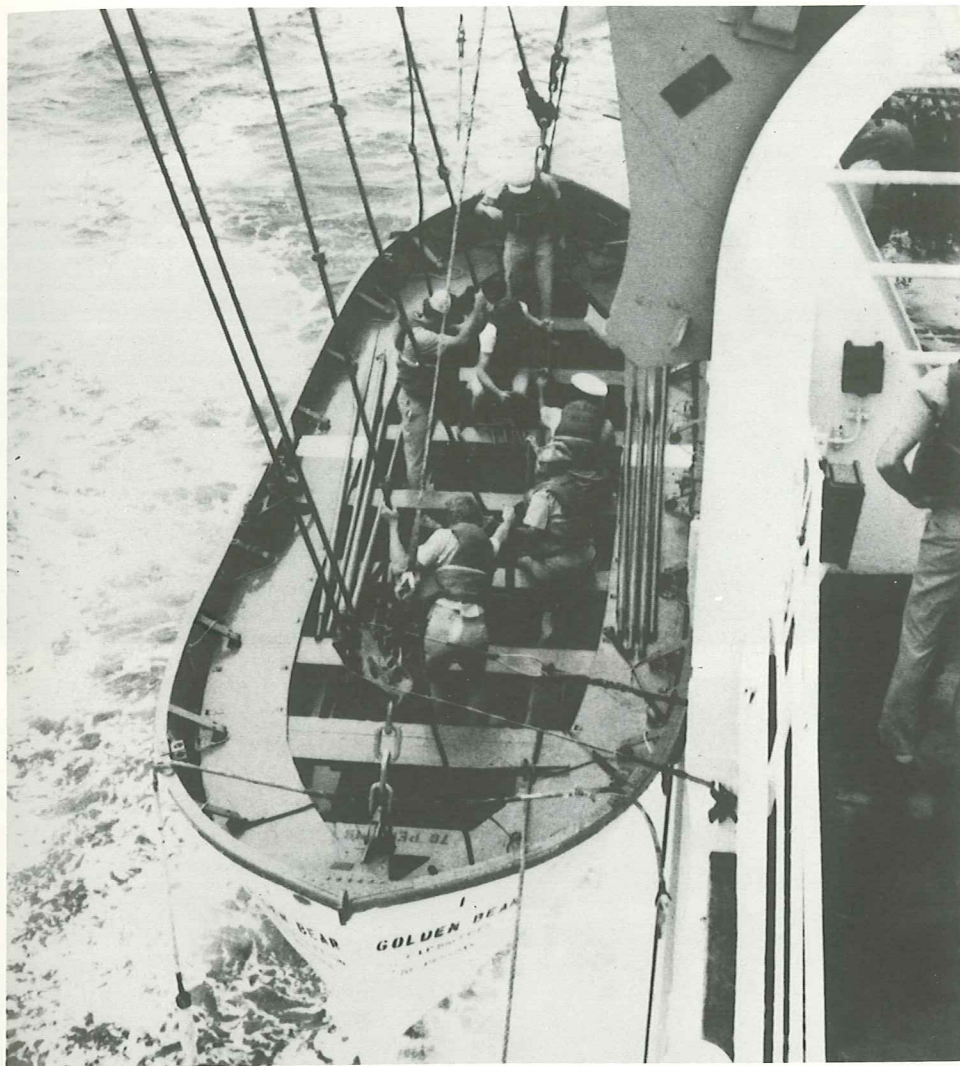
search for a permanent berth. After researching 40 sites during 1939 and 1940, Morrow Cove in Vallejo was selected. For years ferries barged back and forth across the straits at Morrow Cove every six and a half minutes. Then the Carquinez Bridge spanned the space. On September 16, 1940, the State took title over the bridge and surrounding 24 acres from the American Toll Bridge Company. The door for a secure site was flung open! Construction commenced on our present 67 acre site and in 1943 the first buildings were completed.

An "L" shaped pier to berth the training ship became a first project. Mayo Hall (gym) was the first permanent building, followed by the classroom building, "Green Building," and the Residence Hall in the next decade.

The federal government assumed training for the duration of the war and telescoped the training program to 18 months in order to graduate as many men as possible to assume commands for the war effort. Cruises were confined then to the San Francisco Bay.

In 1947 the Training Ship GOLDEN STATE was replaced by the Training Ship GOLDEN BEAR, a former Navy auxiliary cargo vessel. She served the academy for the next 23 years. In 1971 the CRESCENT CITY came out of the reserve fleet to be refitted and rebuilt by "mid-power" at CMA. She became the second T.S. GOLDEN BEAR. The CRESCENT CITY was launched in 1940 as the DEL ORLEANS for Delta Lines and transferred to the Navy in 1941. She compiled a heroic record as





troop transport (outfitted to bil-
let 4,000 troops) and cargo ship
during the war, supporting most
of the marine landings in the
Pacific beginning at Guadalca-
nal.

During the proceeding years,
CMA was buffeted and battered
by storms originating from an
unsympathetic legislature. In
the late 60's and early 70's the
order came to "Phase out.
Close up!" A full head of steam
was stoked up by alumni,
friends, labor, Propeller Clubs,
and the industry. The Academy
won a fragile mandate, and
from that legislative reprieve a
highly sophisticated school with
vision and realized dreams has
sailed.

Now we chart our course toward
accreditation, a fantastic new
building complex that will
transform the campus, and a
future of graduating men and
women officers steeped in
maritime technical course-
work, computer science, diesel
and gas turbine training, man-
agement and auxiliary programs
in dozens of inter-linked stud-
ies.

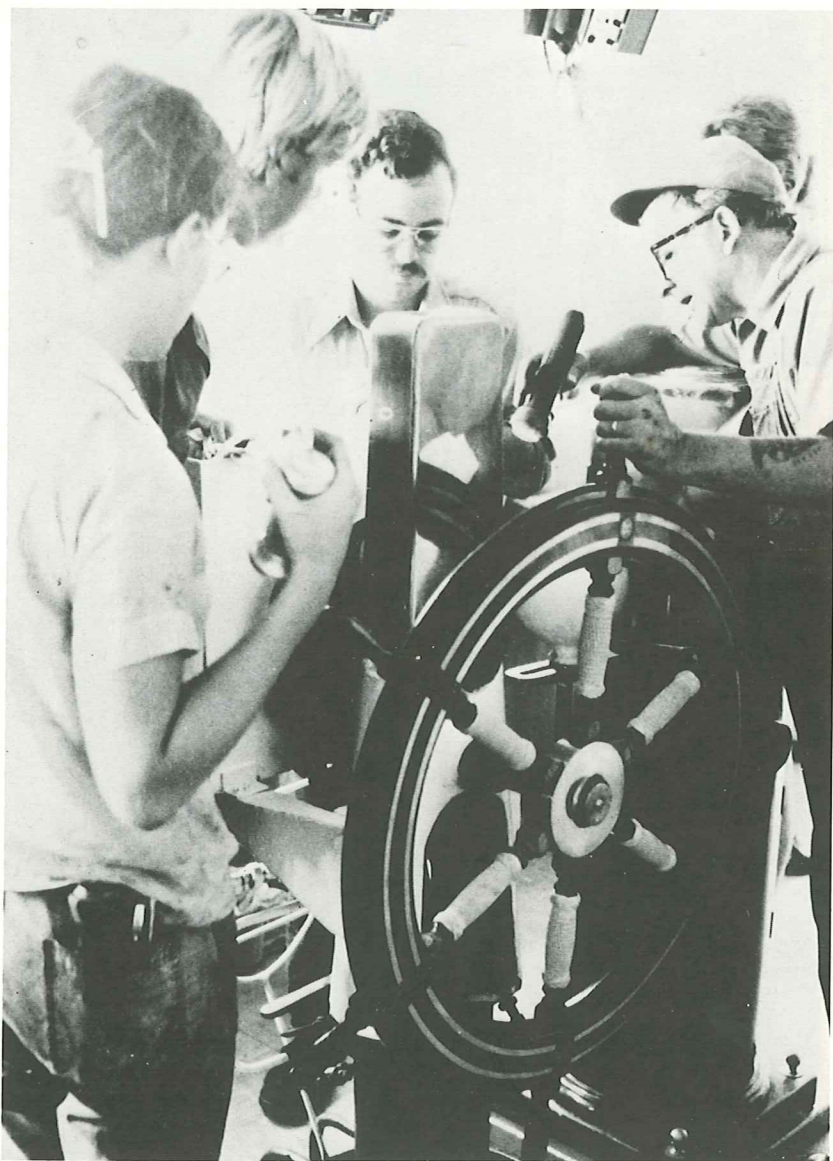
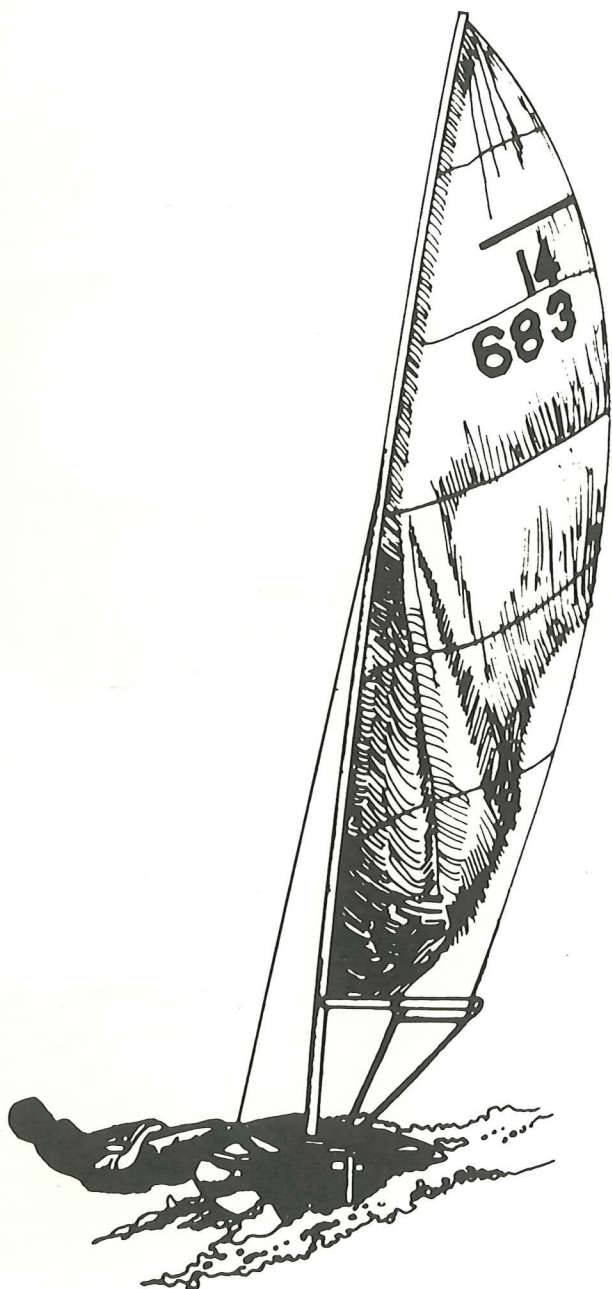
In her 47 years CMA has gradu-
ated nearly 2,300 officers who
have taken command of ship's
bridges, engine rooms, heads of
steamship companies, harbor
industries, oil rigs and scores of
other related commands (in
addition to vocational excel-
lence in many other fields).

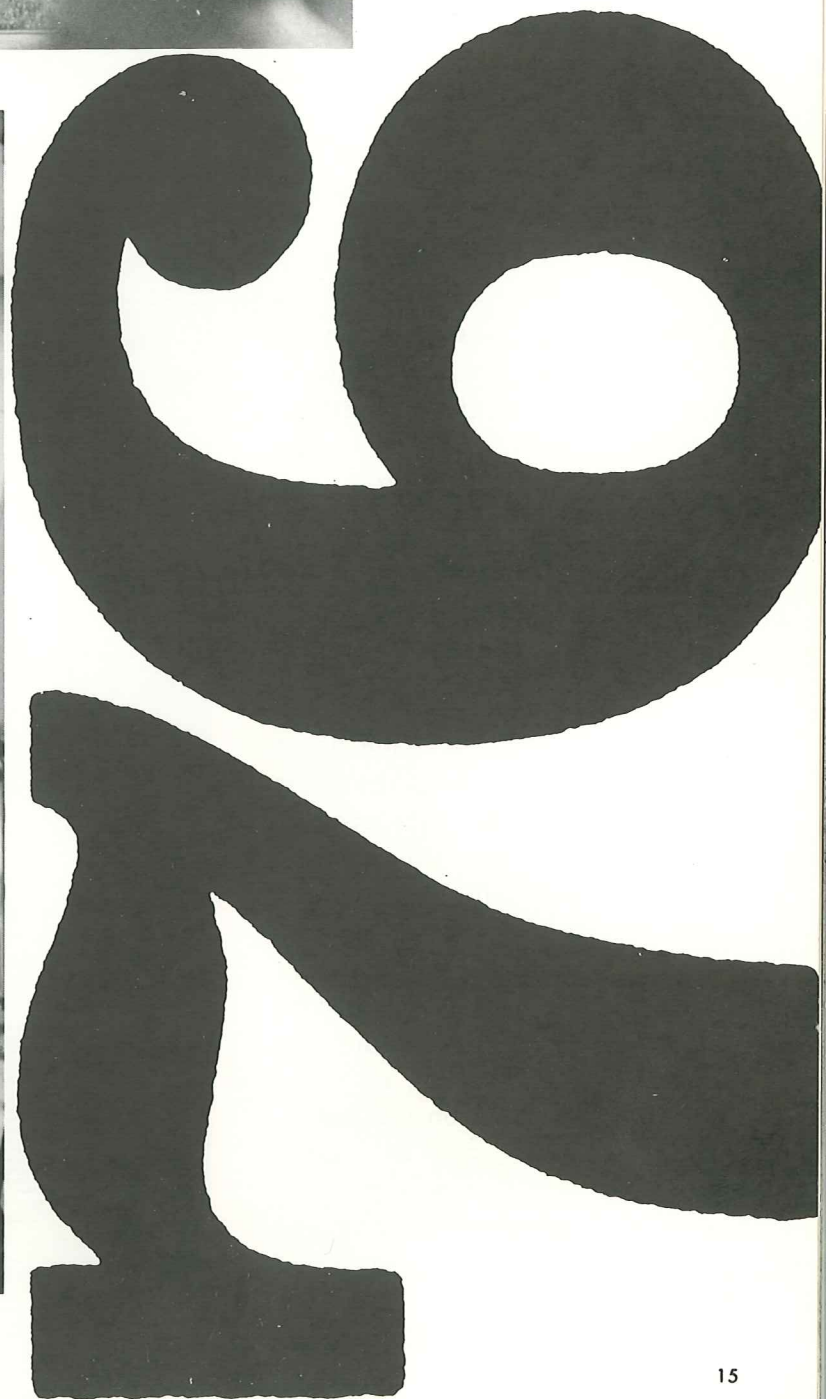
Our transformation from 1929 to
1976 is as dramatic as moving
from simple sailing barks to
nuclear powered vessels. By
1977 our enrollment will reach
468 midshipmen, recruited
from among the

top students of California and the nation.

Our horizons are like our nation's in her Bicentennial Year: unlimited. David Bohn said it straight: " . . . a harsh sea can yield great rewards in many ways, after a time."

by LT. Winthrop B. Yinger
Acting Commandant of
Midshipmen



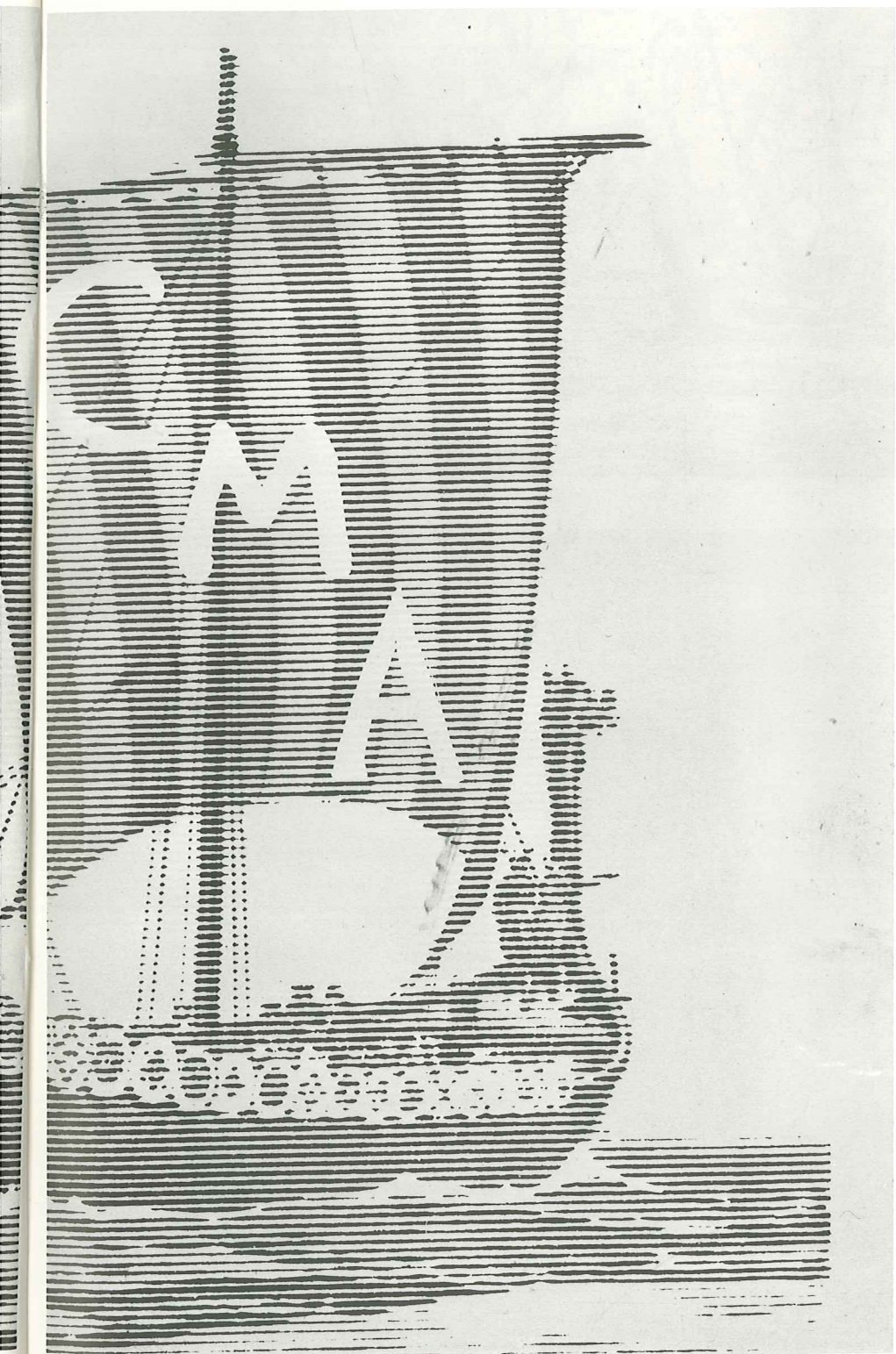


UNITED STATES MERCHANT MARINE HISTORY

The roots of U.S. Maritime heritage and the history from which it grew can be found in man's earliest explorations of the earth's seas. The oceans bestowed life upon the continents, and in a similar manner the vessels which have plied those seas have given economic life to mankind. Early Mariners, and the nations for whom they sailed, spawned mercantile-based societies on shores far distant from their own. As a result of this expansion, the American colonies were established, and almost immediately America's Maritime heritage began to emerge. Many of the varying lifestyles, cultures, and bodies of knowledge that have found their way into the fabric of the United States voyaged by sea.

A Merchant Marine is defined as, " . . . a fleet made up of any nation's commercial vessels and the personnel who operate them." In a historical perspective the Merchant Marine cannot be regarded as a separate entity, but rather as a locus of stimuli which responds according to forces in effect at a point in time. The forces with the greatest influence on the industry have been, and will continue to be, the government, the state of technological advancement, and the status of



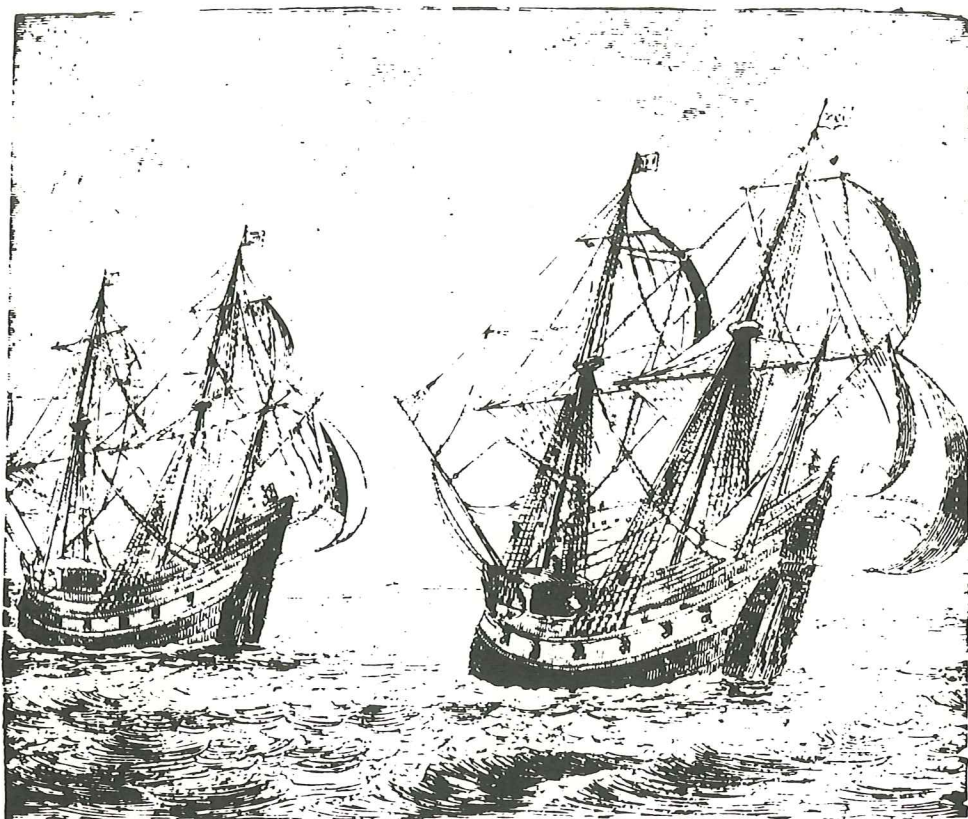


national and international economics. To avoid a cyclical repetition of errors, those in the industry must be familiar with U.S. Maritime heritage and the factors which have prevailed in its determination.

The American Merchant Marine began more than 300 years ago when colonists first started sending ships to sea. These earliest merchantmen were an outgrowth of the fishing industry. The exportation of fish to the Southern Colonies and East Indies and the resultant importation of saleable goods to avoid profitless return voyages established America's first trade routes.

The Revolutionary War put an end to a period of rapid growth and success for the colonial merchant marine. Large numbers of the existing commercial vessels at that time were diverted to usage as privateers. During the course of the war, ship casualties were high; consequently, the new nation was confronted with a decimated merchant marine. The privateers made a substantial contribution to the emancipation of the new nation from European ties, and, in so doing, earned worldwide respect for this fledgling nation's merchant marine.

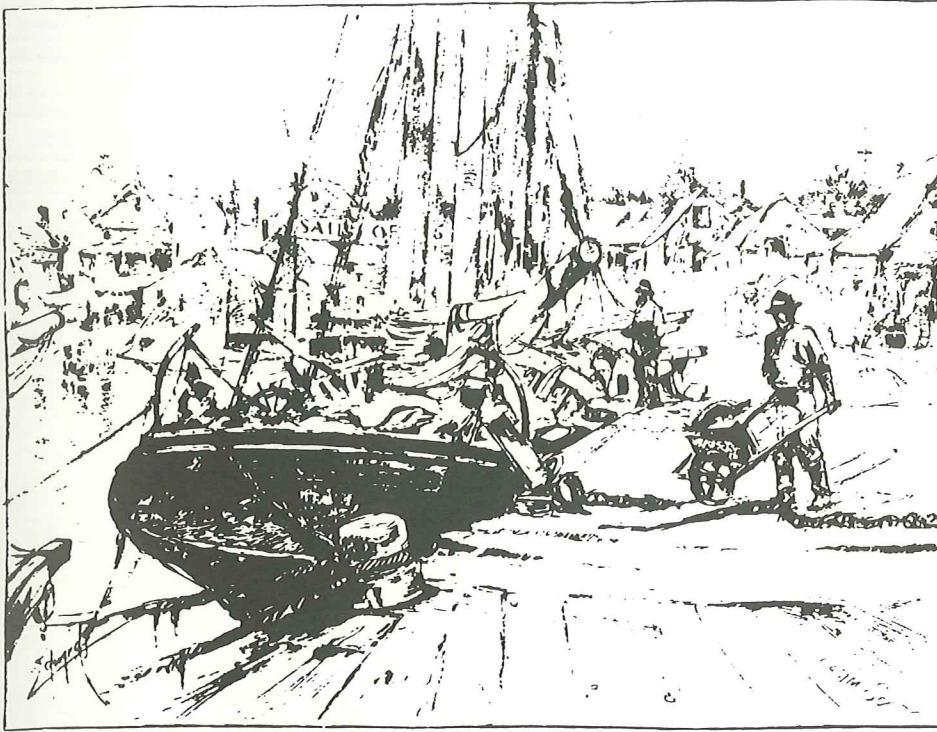
In the years following the Revolutionary War, the Merchant Marine expanded, and the period from 1816 to 1828 was possibly the most flourishing, to date, in American Merchant Marine history. American vessels were everywhere and carried nearly 100% of our country's own imports and exports. A major contributing factor was the advancement of American ship building and the evolution of vessels produced. The relationship between the Merchant Marine and its ship builders has always been a close one, and the development of vessel types and their means of propulsion has been a keynote in the status of the industry.



Around 1825, the packet line made regular service for freight and passengers available to all, as opposed to the previous practice of vessels carrying goods only for the owner and possibly a few others who shared in the proceeds of the voyage. The development of common carriers resulted in an increase of freight and passenger trade and correspondingly a growth in U.S. shipping. The Clipper ship brought a new era of speed and grace to shipping and carried vast numbers of settlers to the West Coast. From 1835 to 1845 the U.S. carried approximately 90% of its foreign commerce, and the entire period from 1800 to 1850 is sometimes referred to as the "Golden Age of the U.S. Merchant Marine."



By the 1860's, the Civil War, the advent of steam navigation, and the practice of foreign governments subsidizing their shipping industries had combined to do grave damage to the American Merchant Marine. Another important reason for its decline



at this time was the changing perspective of the American people. The nation turned its gaze from the international scene and channeled its energies to the exploration and development of the interior land areas. The government tried to stimulate the industry with mail subsidies, but this effort was of no avail.

By 1914, the nation was carrying only 9% of her foreign commerce, and was in this condition at the outbreak of World War I. A result of the war was a withdrawal of foreign shipping and resultantly the United States' inability to engage in large scale trade. To rectify this the government enacted the Merchant Marine Act of 1916, which vowed to build a "bridge of ships" to Europe and the war. The United States Shipping Board was established, which in turn organized the Emergency Fleet Corporation. By 1922, 2,300 ships had been built, many of which were delivered too late to contribute to the war effort and were sold or scrapped. The result of this surplus of ships and the post-war depression was to place the industry in a position where it was unable to function competitively without government assistance. The three factors which played a significant role in these difficulties were: "(1) much higher overhead and carrying charges on an average American vessel . . . , (2) increased costs in upkeep due to higher standards of subsistence and safety, (3) higher costs of labor on American vessels." The Acts of 1920 and 1928 were of little, if any, help in solving these problems.

The Merchant Marine Act of 1936 established operating and

construction differential subsidies. This act had the same preamble as that of the Shipping Act of 1916, which has established priorities that have remained in effect in all subsequent Acts. This preamble set goals for the industry in the following text: "It is necessary for the national defense and development of its foreign and domestic commerce that the U.S. shall have a merchant marine . . . capable of serving as a naval and military auxiliary in time of war or national emergency, owned and operated under the U.S. flag by citizens of the U.S. and manned with a trained and efficient citizen personnel." The 1936 Act established many parameters for the operation of subsidized vessels which have had a profound effect on the U.S. Merchant Marine. The industry was in a healthy condition through World War II and until late 1945.

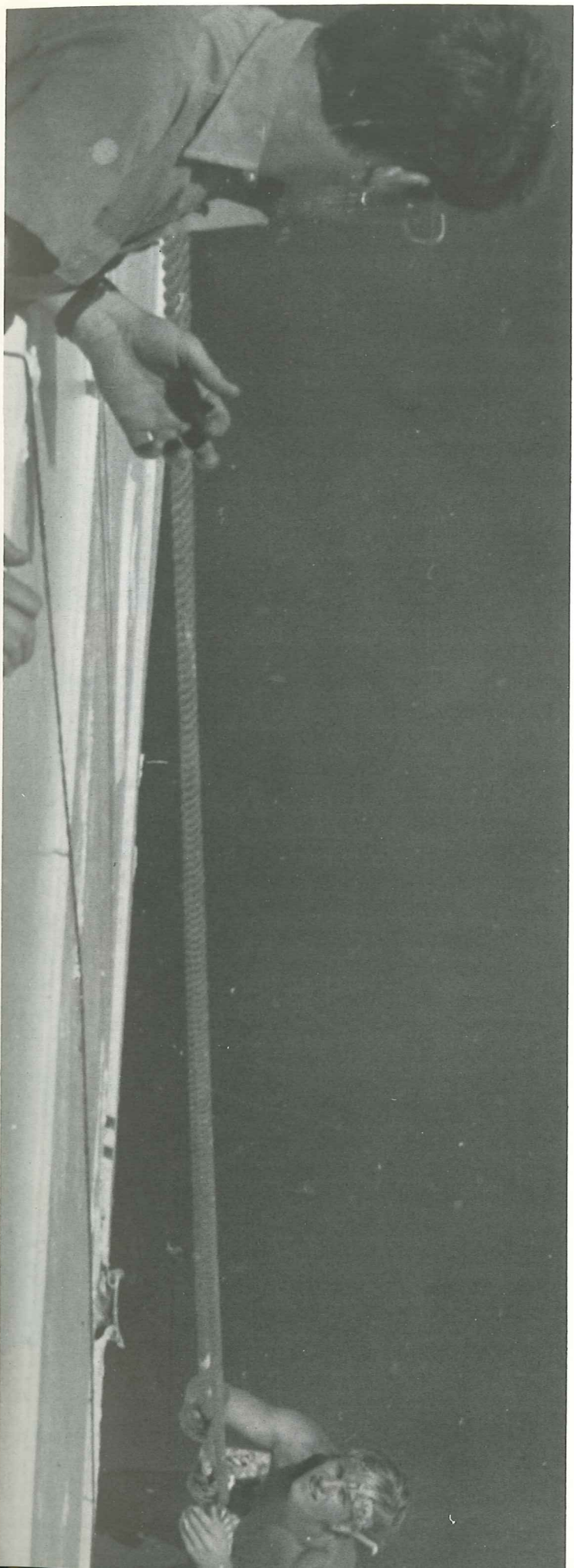
In 1946, the Merchant Marine Sales Act was passed to provide for disposal of excess tonnage. By 1950, 1,923 vessels had been sold, many of which were registered to foreign flags. As a result of the competition from these out-of-country sales and new foreign construction, the Merchant Marine began to decline in 1950; and this has continued up to the early 1970's.

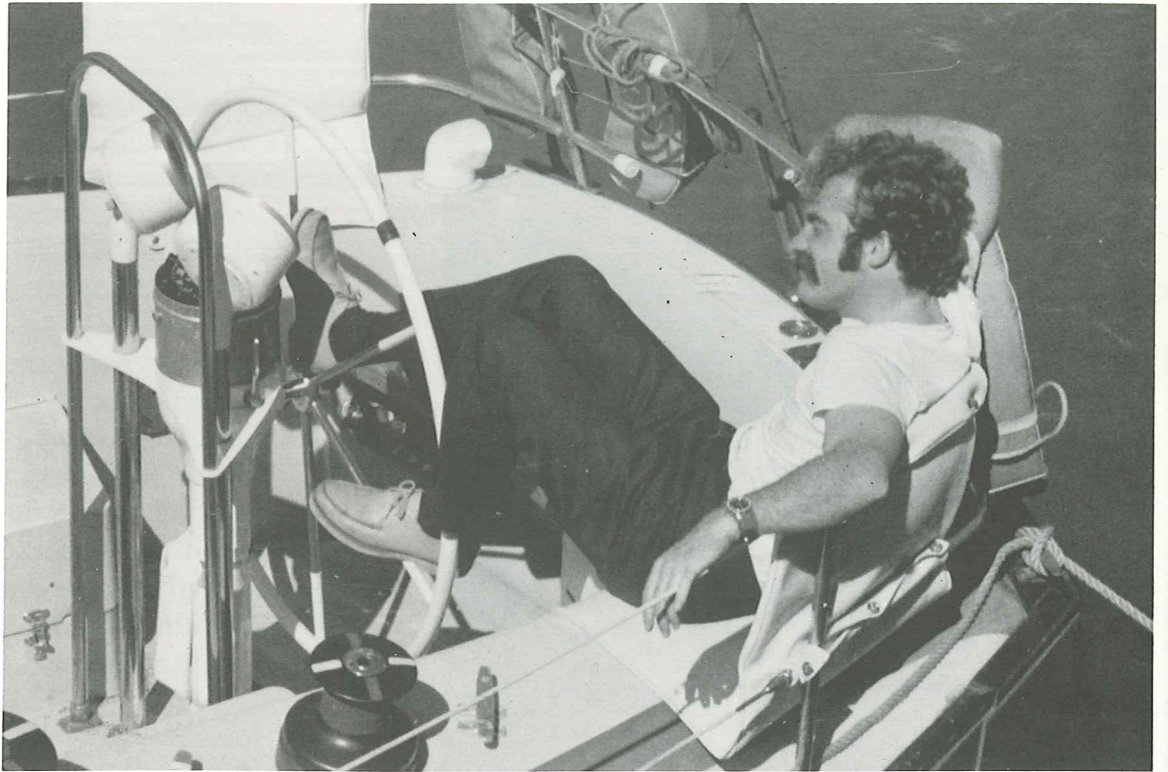
The recent Merchant Marine Act of 1970 was an attempt to: (1) establish a ten year building program in an effort to replace outdated vessels, (2) overhaul the operating and construction differential subsidies system, (3) expand indirect financial assistance, (4) provide an atmosphere for cooperation between labor and management, and (5) institute other provisions too numerous to list.

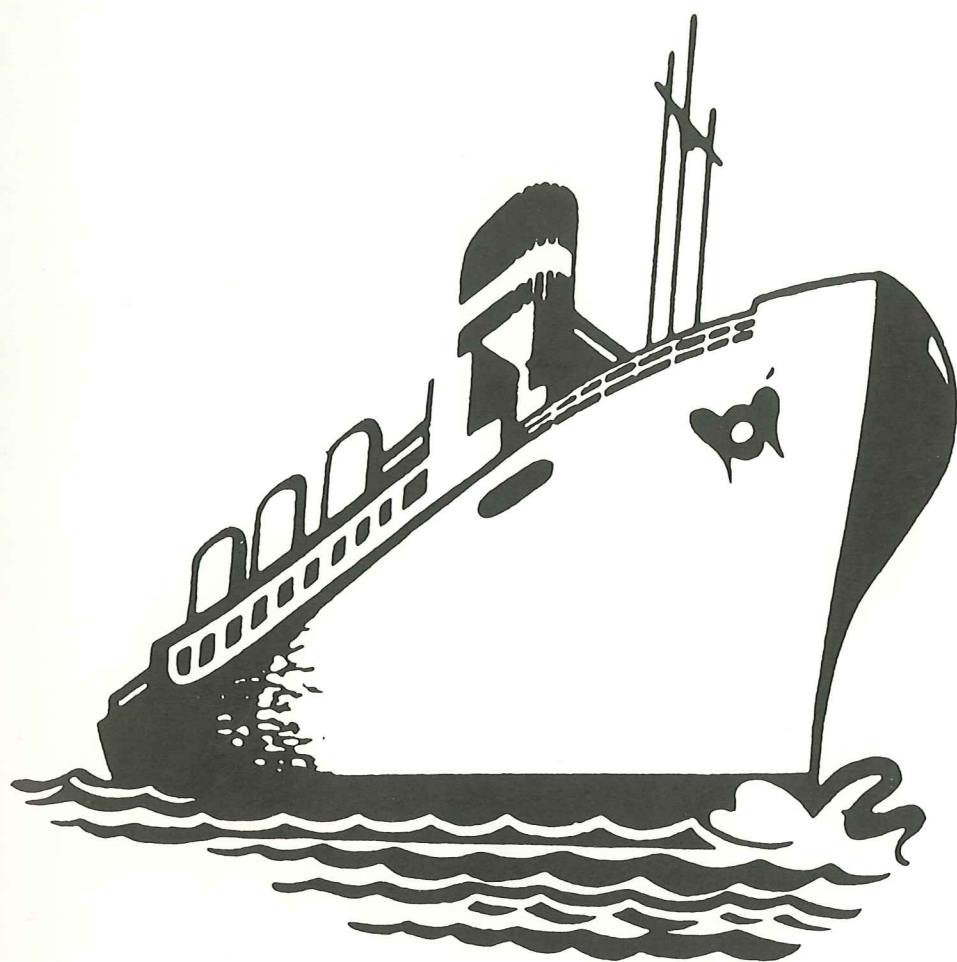
It is unfortunate that at this time it seems to be falling as short of its goals as have many other Acts. This failing is graphically demonstrated by the 1974 statistics which show that the entire U.S. Merchant Marine fleet of 568 ships with a composite tonnage of 12.5 million tons carried only 5% of all United States ocean commerce. This figure has risen slightly since; but, the impact has fallen short of the expectations of concerned individuals within the government and industry.

In the 200 years since the Declaration of Independence, many mistakes have been made by the industry, the government, and the multitude of other forces acting upon the merchant marine. In spite of the obstacles presented by these errors, the U.S. Merchant Marine is now approaching a point of competitiveness with foreign flag carriers. Advances in technology and management techniques are primarily responsible for this gain. Container ships, RO-RO's, LASH vessels, and Super Tankers are a few of the innovations which exemplify the advantages made in ship design. There is currently an effort to develop a computerized system which would integrate all aspects of our shipping industry and could possibly have as great an effect as the development of celestial navigation. The need for continuing change is upon us and some ill-informed individuals press toward the demise of our merchant fleet; but, if those involved with the industry can further learn the lessons history has to teach and the wisdom of mutual cooperation, the future of the U.S. Merchant Marine holds unlimited potential.

Jim Sweeney
Class of 1978 - Deck







FACULTY

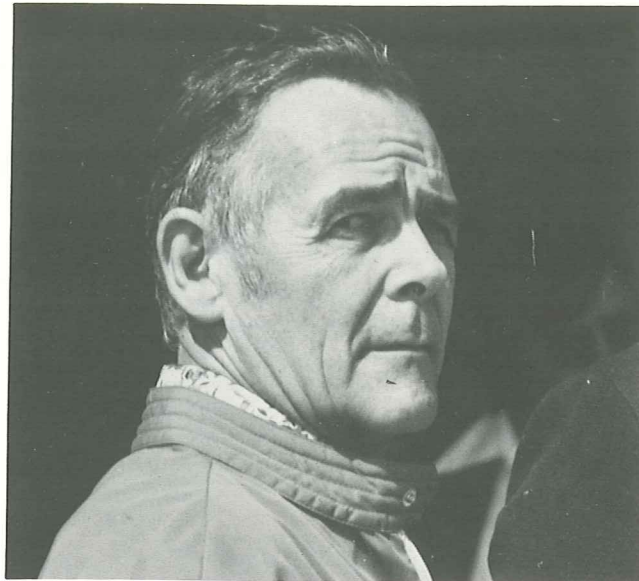


DEAN PARKS



MR. YINGER





CMDR. HERON



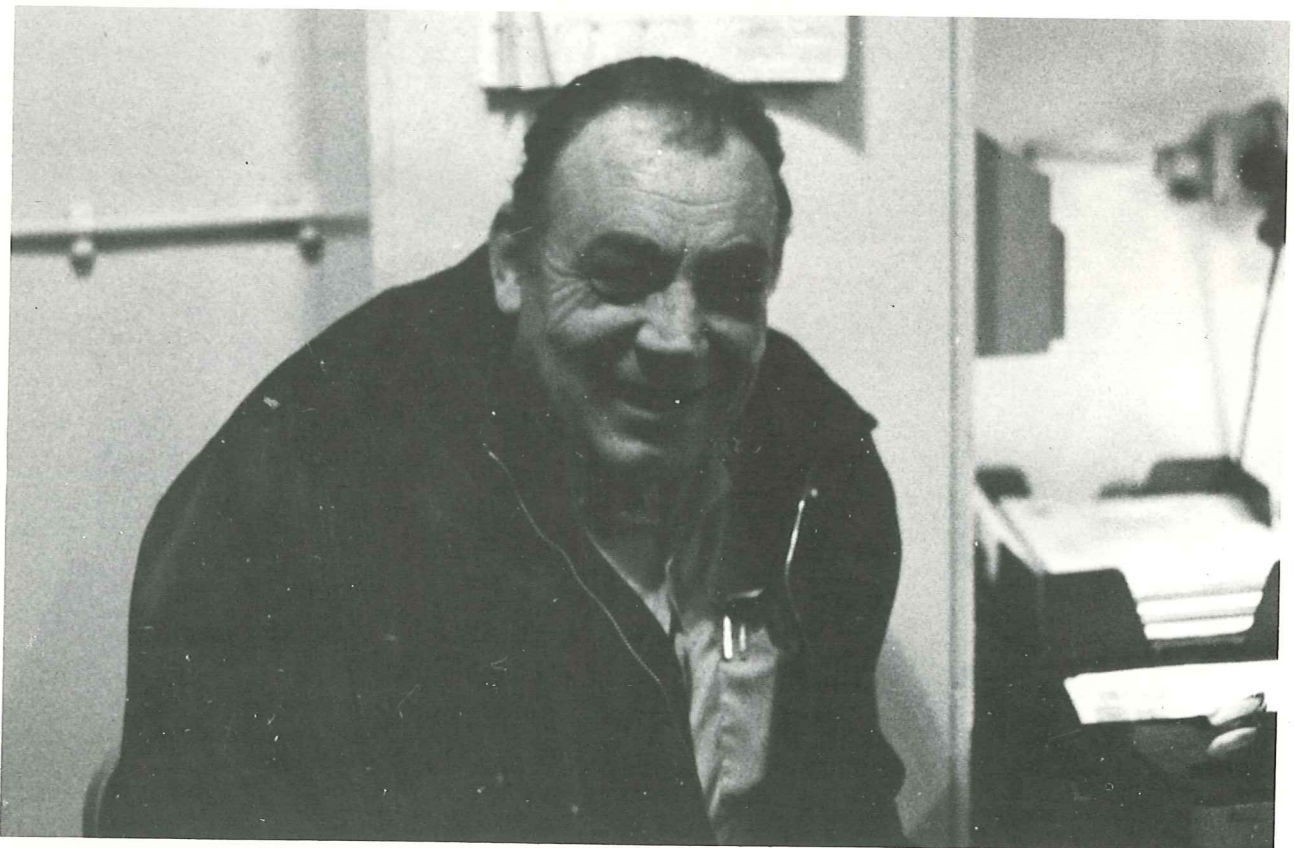
MR. McDERMOTT



DOC LENHART



CAPTAIN AGUILAR



CMDR. BRUHN

NAVAL SCIENCE



Lcdr. Thomas



Lt. Arnold



Lt. Yudes



Chief Pono



Qmi Dougherty



Mrs. Temple

NAUTICAL INDUSTRIAL TECHNOLOGY



Things can't be all that bad.



Mr. Keever trying to impress midshipwomen.



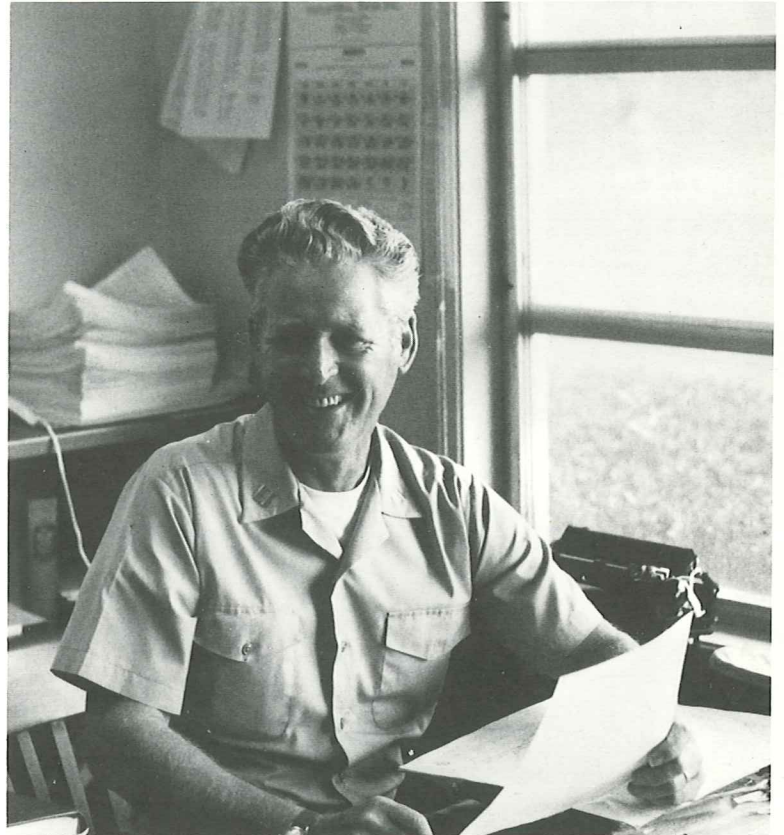
The two sides of Mr. Barron.



NAUTICAL INDUSTRIAL TECHNOLOGY



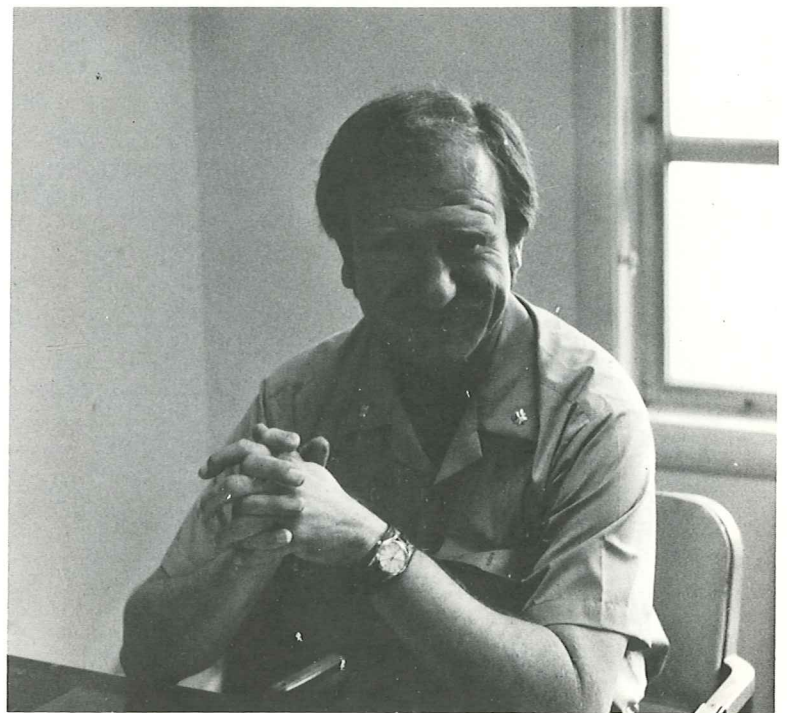
Mr. Hayler



Mr. Bourke hard at work - or hardly working?



Daydreaming again, Mr. Craig?

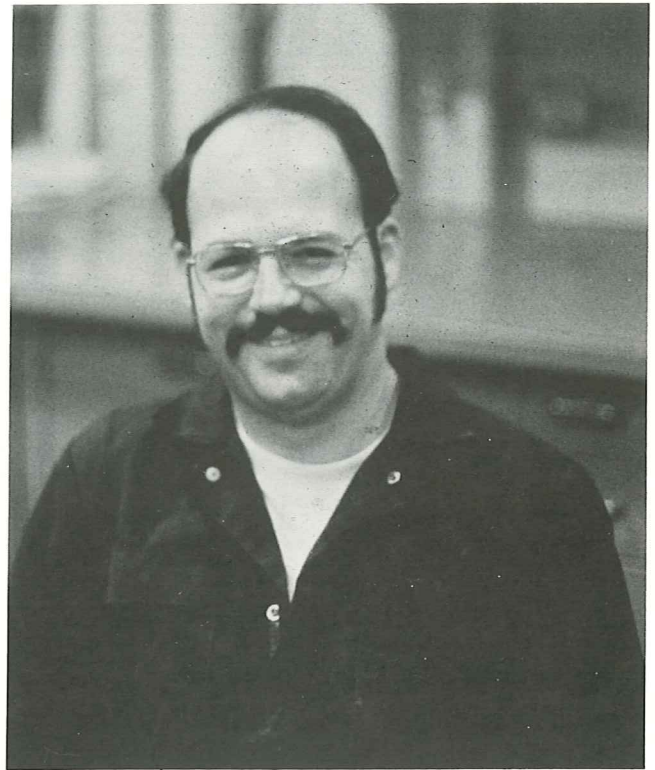


Yes, may I help you? Mr. Wise

MARINE ENGINEERING TECHNOLOGY



MR. BEHM



MR. DEAN



MR. THOR



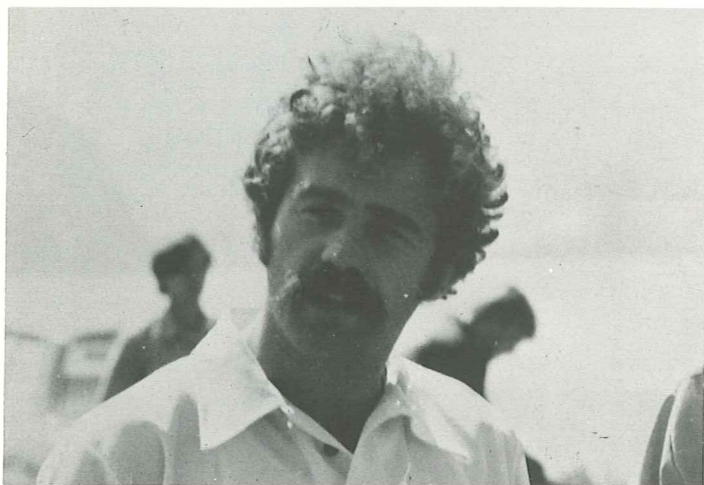
MR. BEHM



Is it that funny, Mr. Hart?



Mr. LaBombard



Mr. Donahue enjoying CMA life?



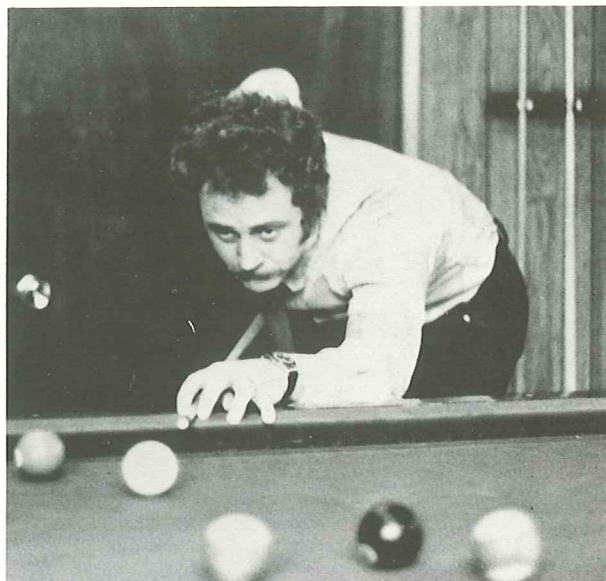
Mr. Kelly caught by surprise.



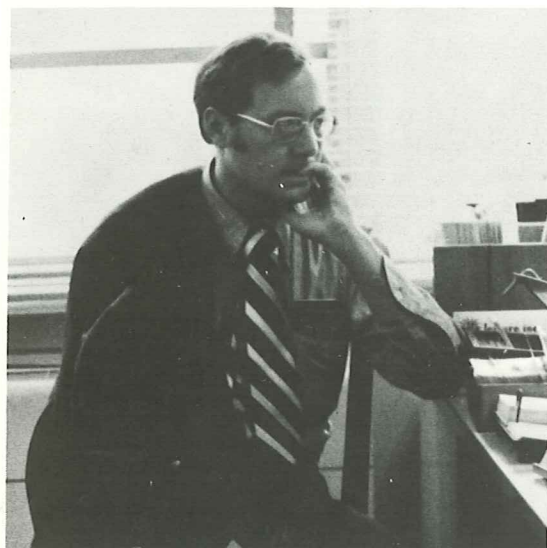
GENERAL EDUCATION



MR. VIARGUES



MR. BLASKOVICH



MR. MILLER

MR. HANSON



MR. DIAVATIS



Mr. Black



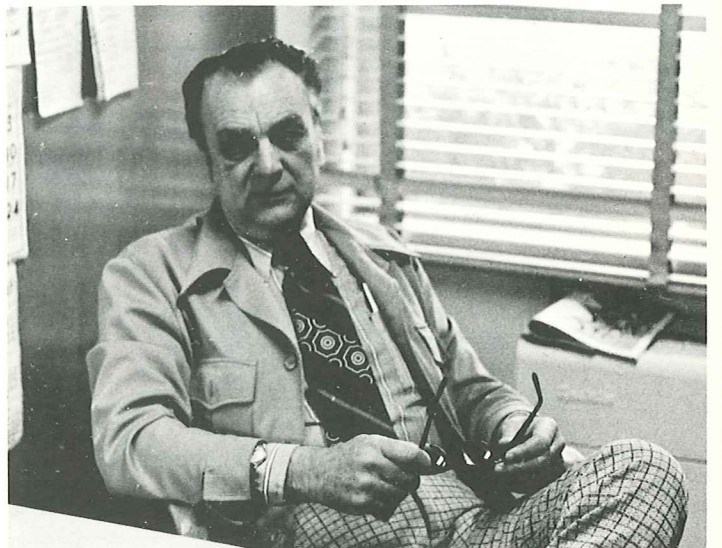
Mr. Saladin



Capt. Armbrust



Mr. Plotkin



Mr. King



LOIS ROSS



MAUREEN BROWNING



PAIGE GAY



ADRIENNE LEACH



ANNETTE TAYLOR



FAITH TAYLOR



DIANE HULLEN



CARENE MILLER



ALROSE REMINGTON



BETTY BROWN



MARGE TOPE



LILLIAN RUSSELL



FLOY ASHEMEYER



BETTY NEELY



DOROTHY BROSSEAU



GROUNDS PERSONNEL
 GALLEY CREW





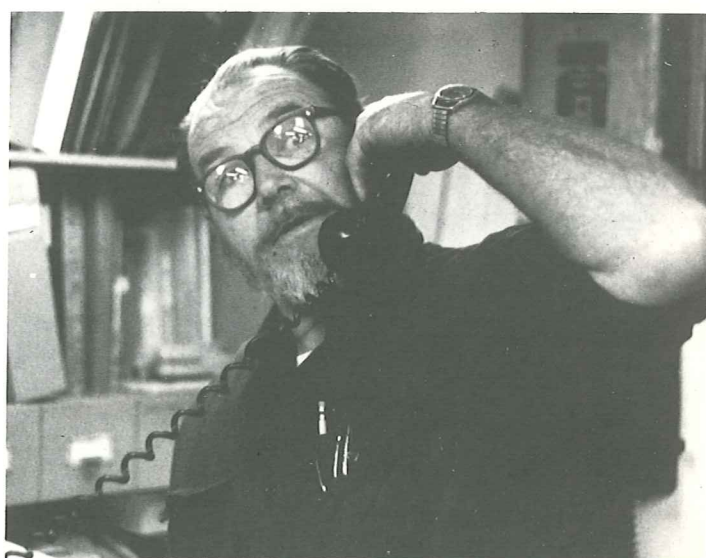
Mr. Cooney



Mr. Ludwig



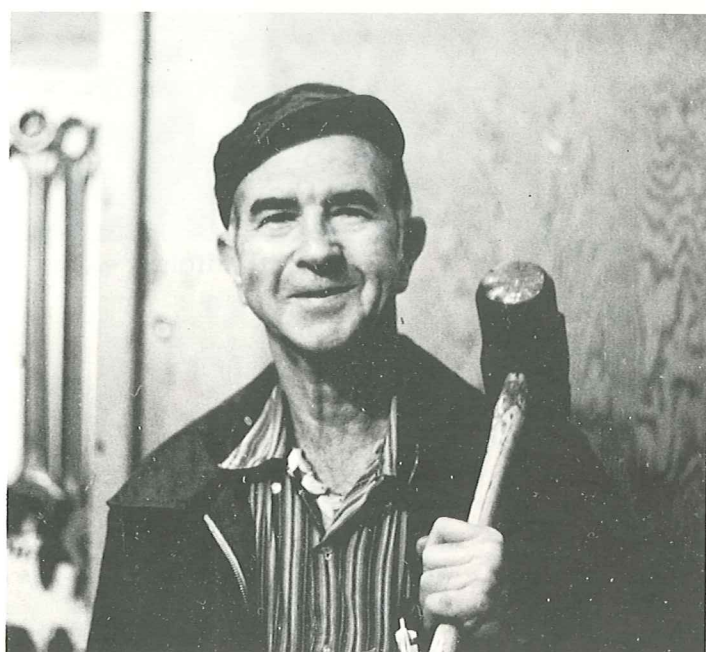
Mr. Pursell



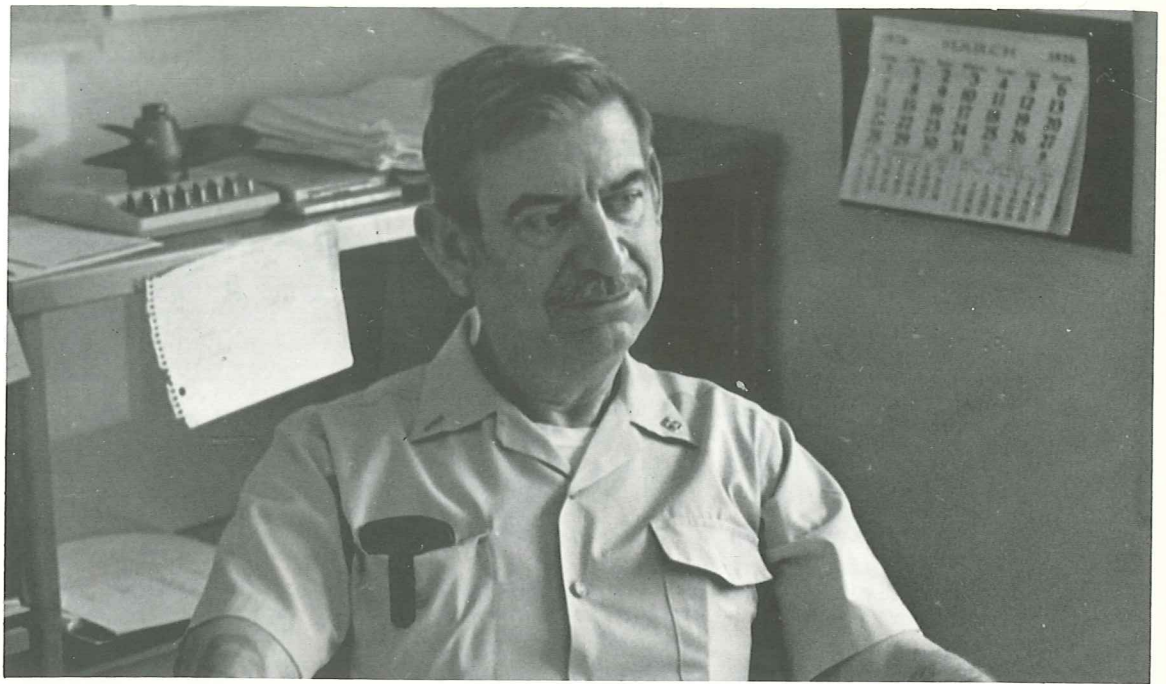
Mr. McWilliams



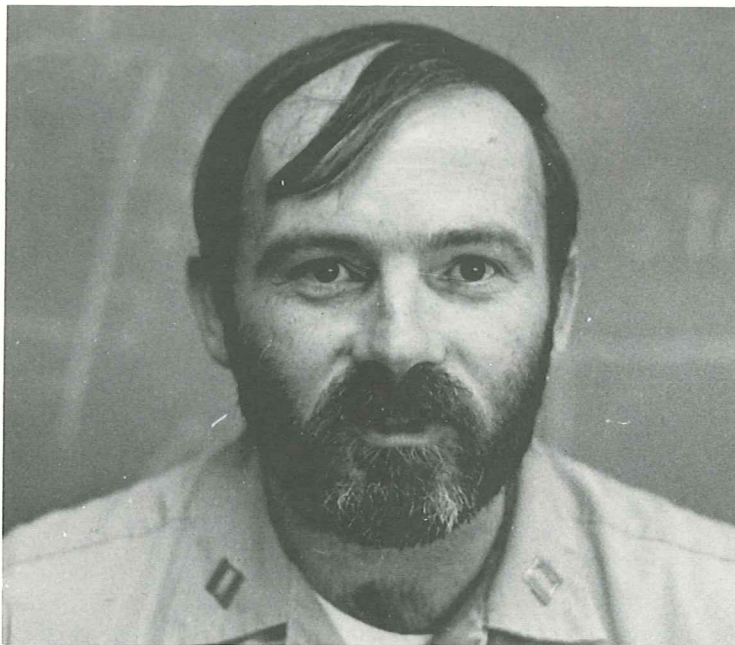
Mr. Daniels



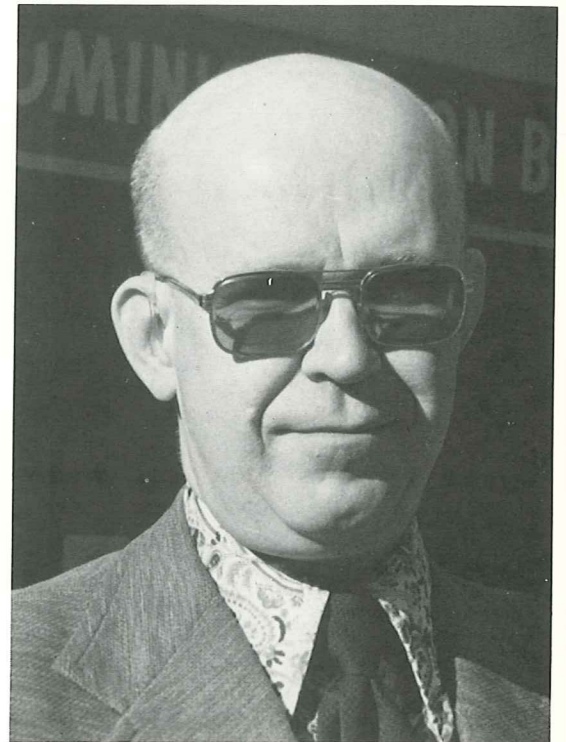
Mr. Nagle



Bos'n Seiler

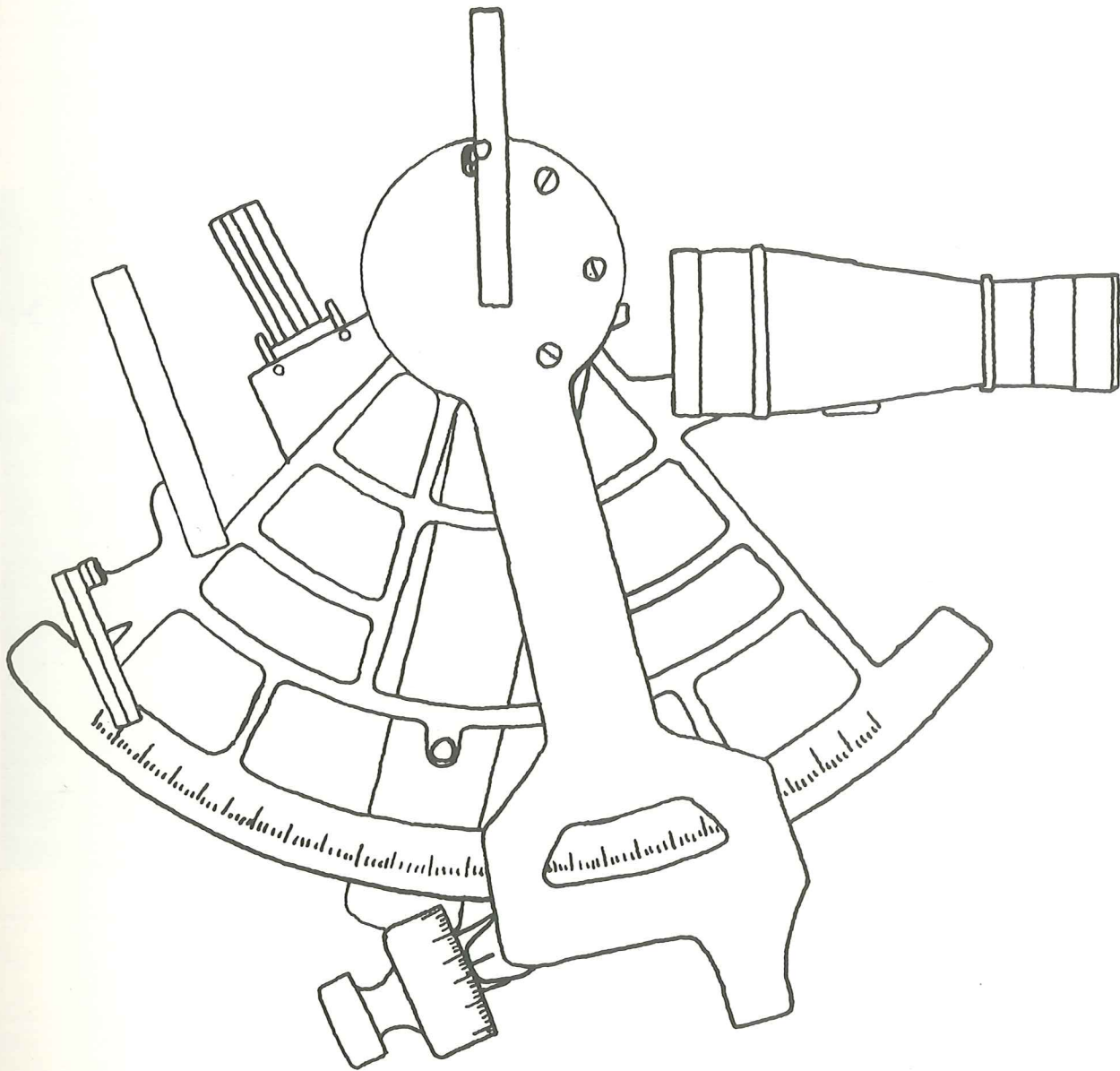


Mr. Pilcher

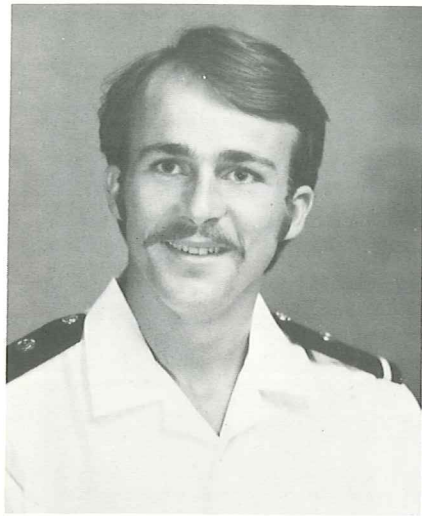


Mr. O'Bannon

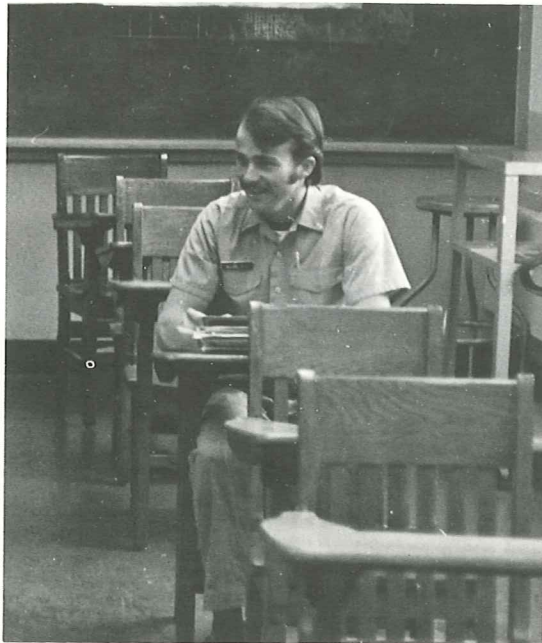
ACADEMICS



1976



MICHAEL ANDREWS
Engineer

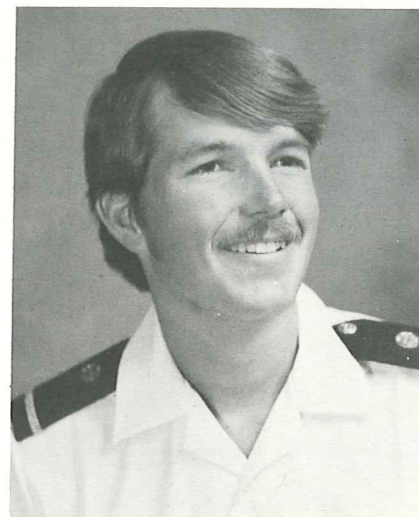
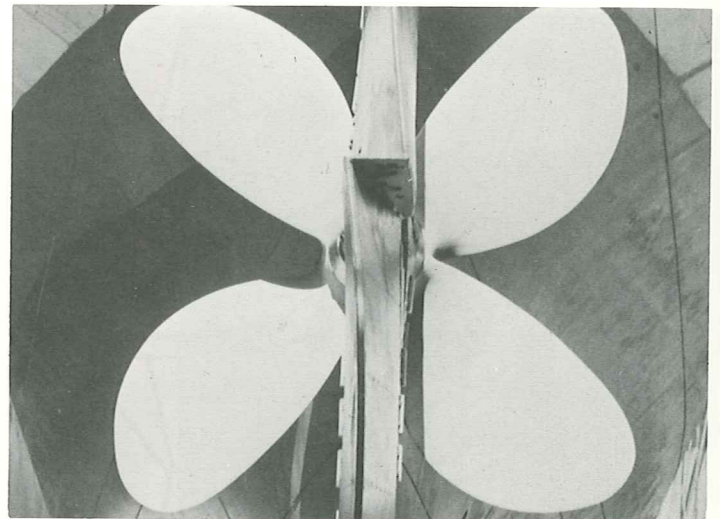


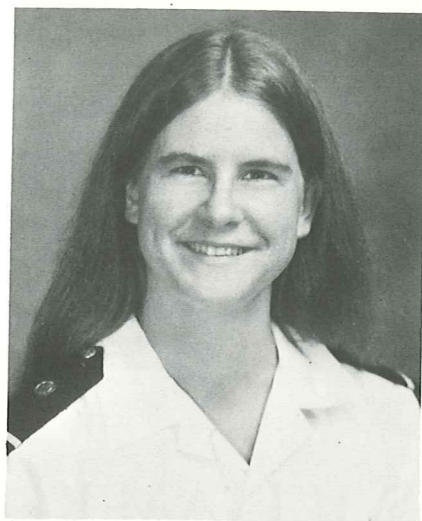
**RICHARD D.
ALLARD**

Sleepy
Division 1 deck

1-D football champs, soccer team, 50 shot club

Hey, did you hear the one about . . .
"Keep an eye out"





BOB ORION AUSTIN II

"Bob Bitchin," "Boob"

Division 3 deck

Member of El Compo Racquet and Country Club, member of ohh-ahhh squad, Captains Board Club fantail club

Most burned-out 3 years of my life. My love to the class of '76, ' couldn't have made it without ya.

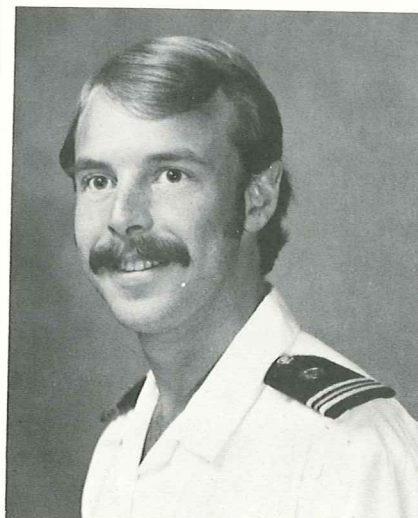
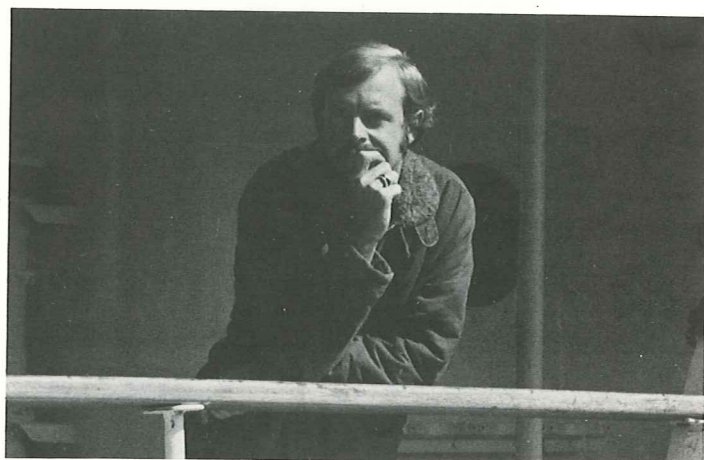
Return me to the Sea, I've been away too long. Arrr . . .

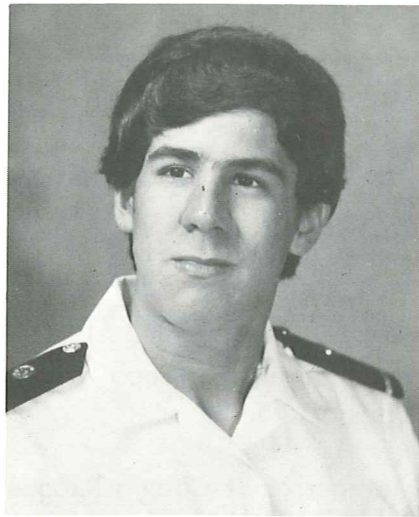


JEAN T. ARNOLD

Division 1 engineer

I'm looking forward to looking back.





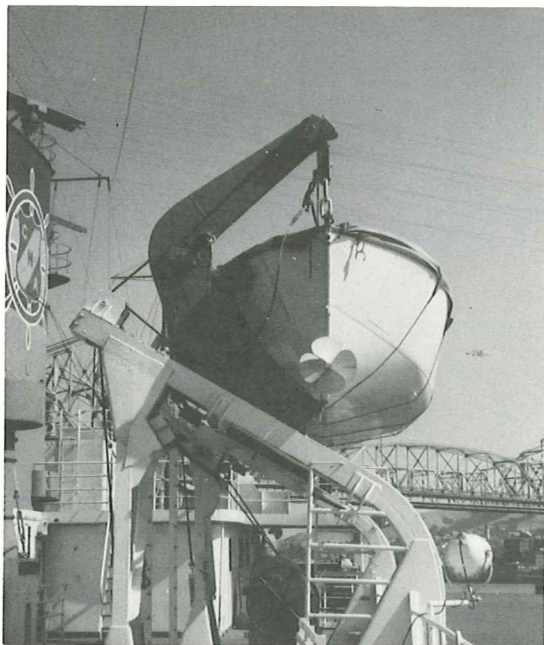
WILLIAM K. BAUER

Bill

Divison 3 engineer

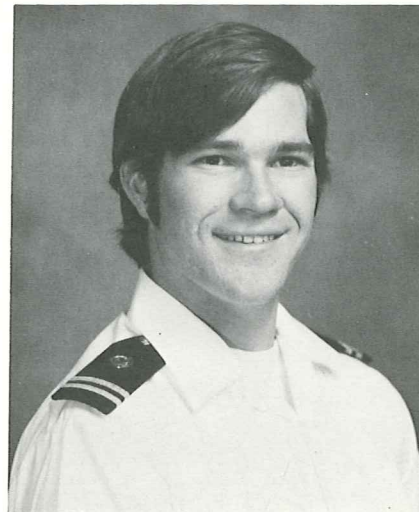
Low profile club, 3-E window divers

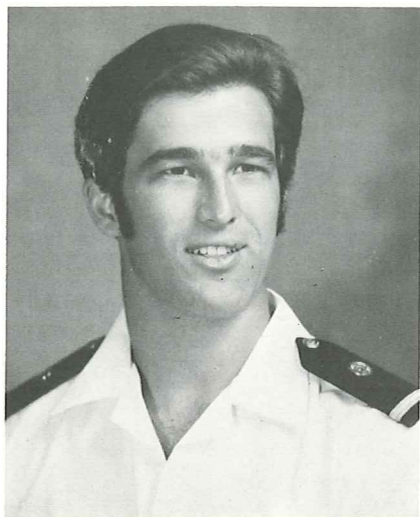
Out for some kicks in 76



MARK BAKER

Division 3 deck





JOHN RHODES BEATTIE

"JR," "Scoops"

Division 2 deck

2-D Chaplain, basketball, sailing club, scoop-
master, Vallejo Bar Pilots Assn.

One thing I can thank C.M.A. for is my friends.



JOHN BENTON BEARD

"JB," "Spike"

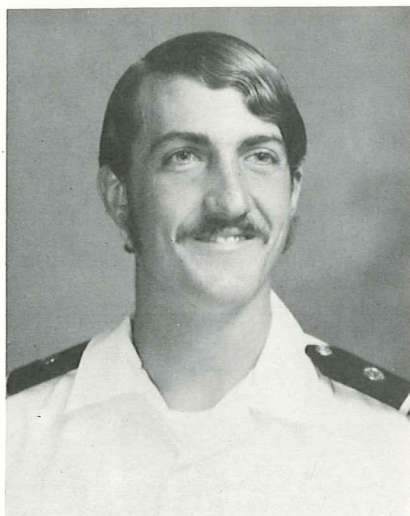
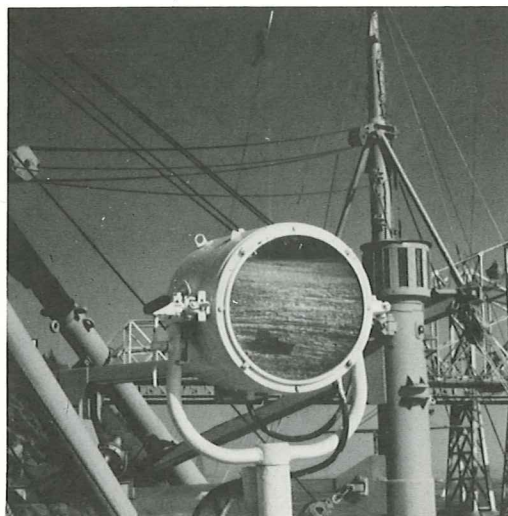
Division 1 deck

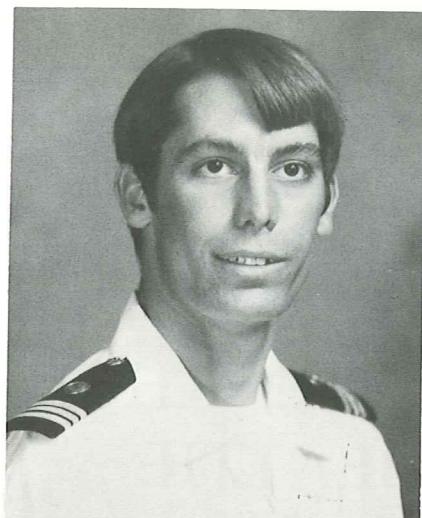
1st Class President

1-D football champs, member of student
council, president of corvette club, soccer
club, ooh-ahhh squad, liquid for lunch bunch

Good luck to EVERYBODY!

"Dive, Dive!!!"





WILLIAM BLOOM

"Bill"

Division 2 deck



JOHN MICHAEL BETZ

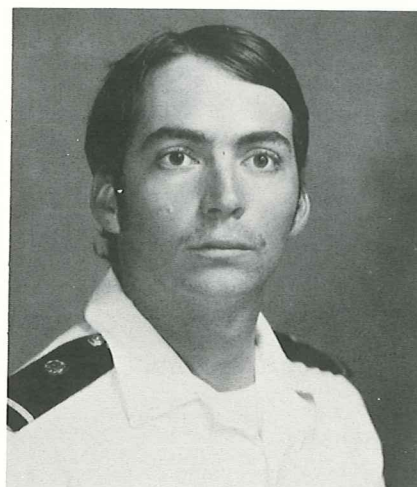
"Stick, eggman, ozarkian"

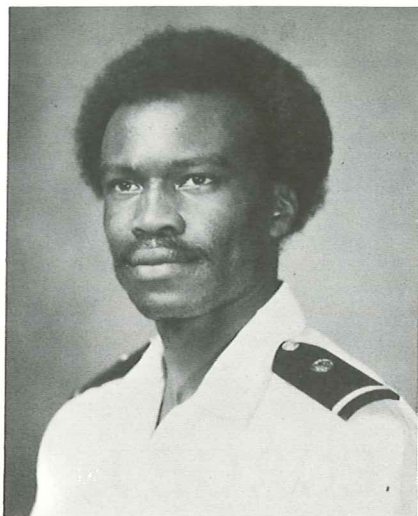
Divison 1 deck

CORP X.O.

Basketball, ooh-ahh squad, egg eating champion of CMA, down south club, Baruna

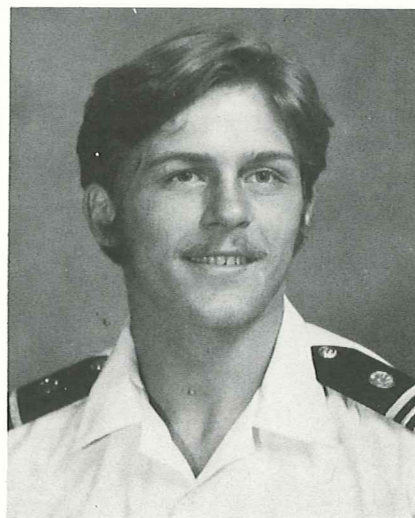
"Hey Bob"

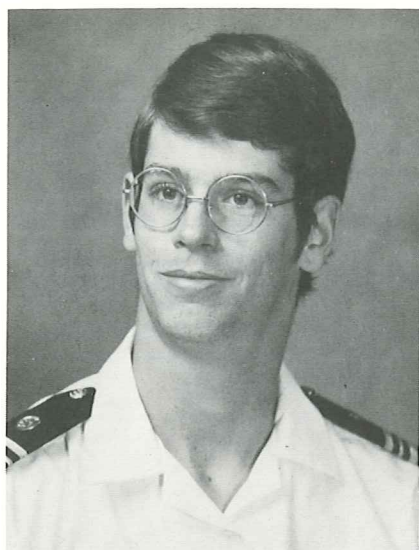




REGGIE BONNER
Engineer

JOSEPH BRIDGES
Division 4 deck





GEORGE J. BUCHOMAL

"Coconut Joe"

Division 1 engineer

Cruise MFA, Panama Bat Gang

"Off to another world"

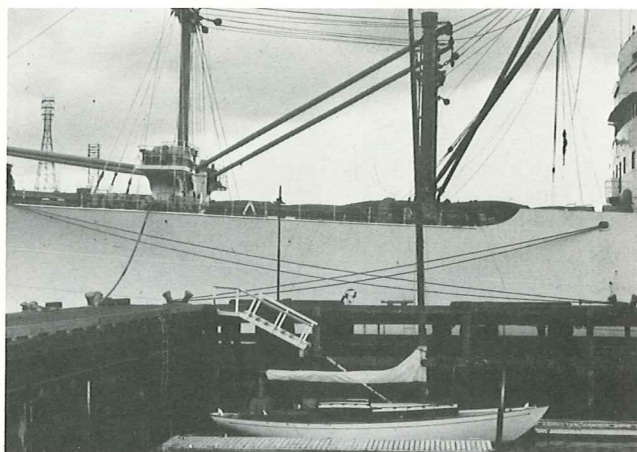


GORDON C. BROFFT

Division 4 deck

Division Commander

Gordon will always be remembered for his obsession of Jimi Hendrix at 7 am.





SUSAN A. BULLER

Division 3 deck

CORP ADJUTANT

Propeller Club, diving club, short lived crew coxswain

Let this be just the beginning of the good times to come.

GOOD LUCK TO ALL!

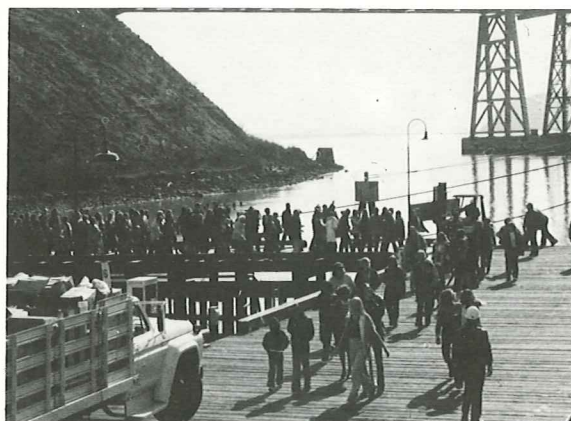
ALBERT W. BYEN

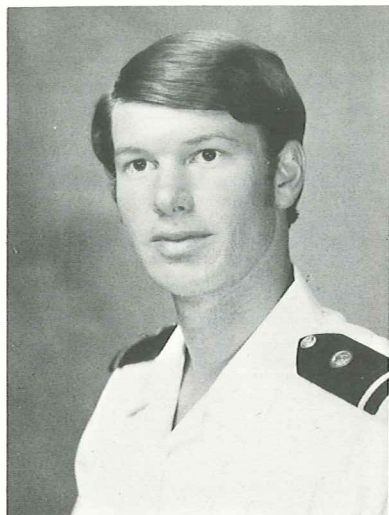
"A and W"

Division 1 deck

Camping, motorcycling, swimming

FUTURE PLANS: to make money and enjoy life, ride motorcycles and drive cars.





KEVIN J. CLAYPOOL

"Pool"

Division 1 engineer

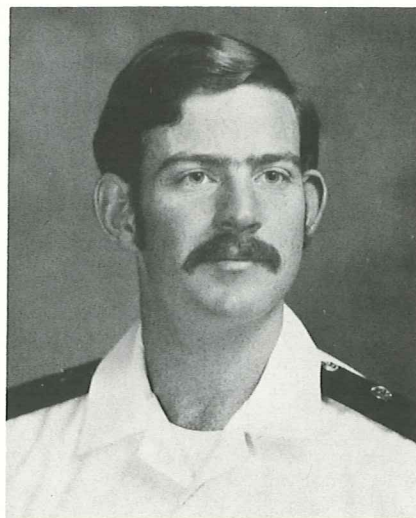
JAMES R. COPLEY III

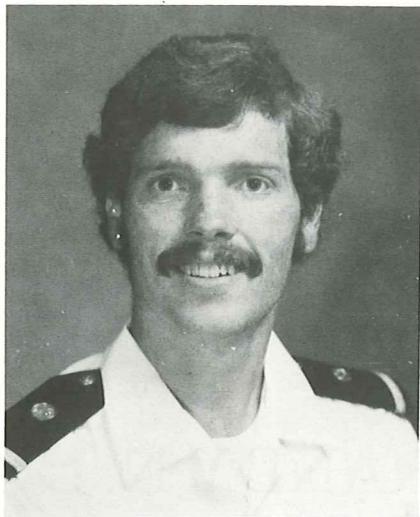
"Vegetable Jim"

Division 4 deck

4-D lifer, fantail club, Dean's List, member of Strother Martin fan club

C.M.A. is a memory that is best forgotten.





WILLIAM CURNOW

"Willy Soo Loo"
Division 4 engineer

Low profile club

Been a long time coming!

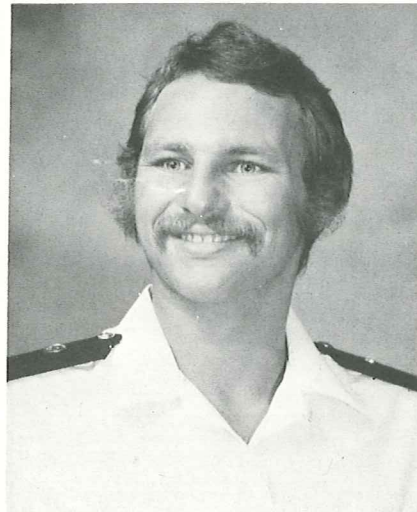


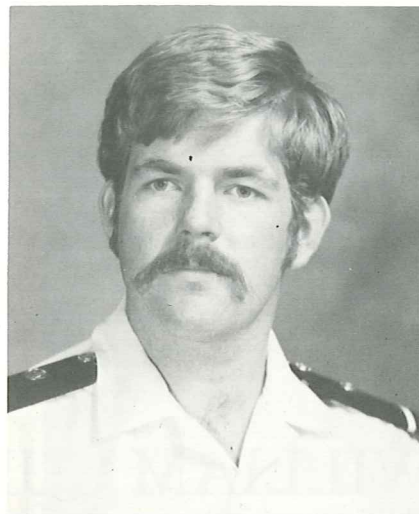
MARTIN CROWELL

"Flame-red"
Divison 3 deck

Soccer, gold card member, fantail club, softball team

Get rid of the green machine and the place will be all right!

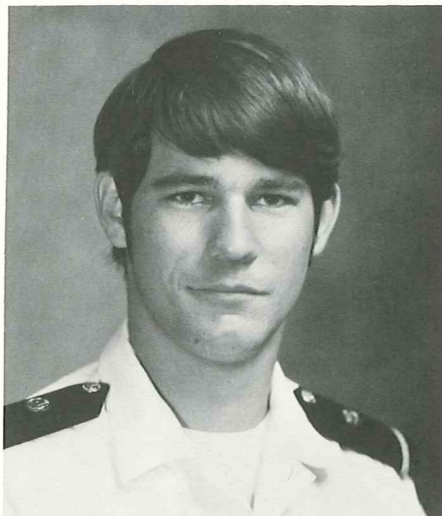
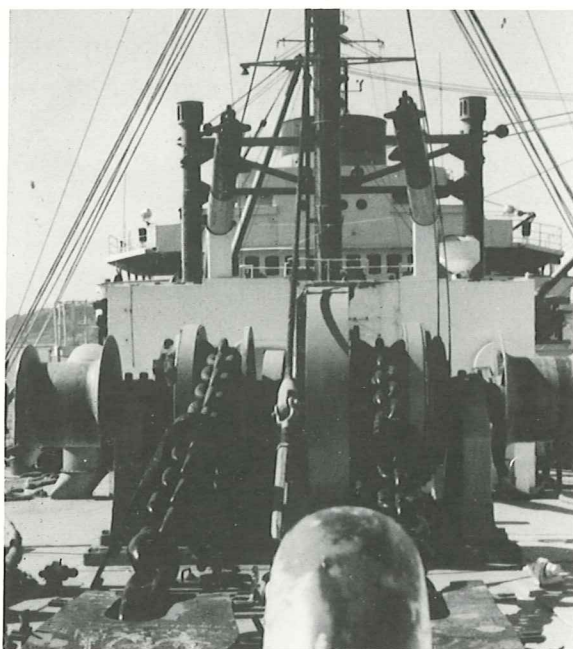




RANDY N. DORSEY

Division 3 engineer

Admiral of the space cadets, Dean's List



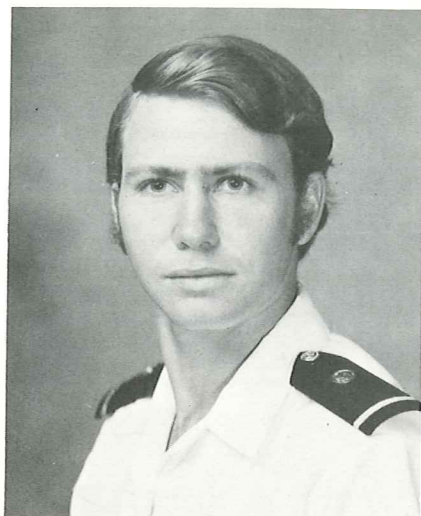
RICHARD B. DALTON

"Fred Schmertz"

Division 2 engineer

Joke committee, wine runners team, Mr. Wonderful

Roses are red, violets are blue; I'm glad to get out of here, how about you?



LYNN FELDMANN

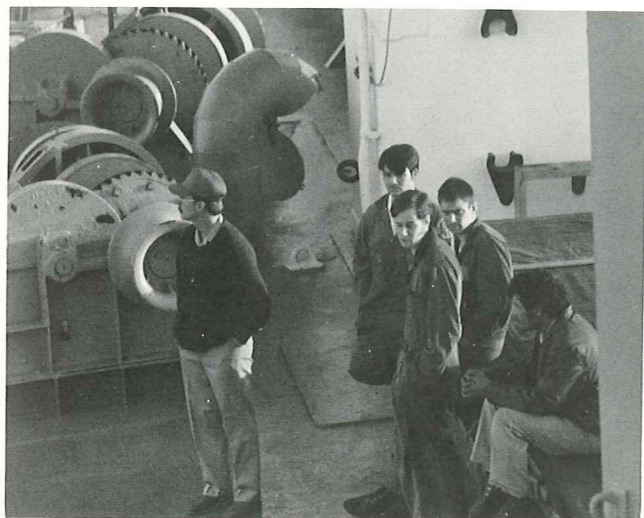
"Tex, cowboy"

Divison 1 engineer

CORP COMMANDER

3rd class president, down south club, Yerkes Fan Club, member of fantastic four handball

Lynn is best remembered for riding in the Livermore Rodeo and for when he and Korwatch transferred oil to the ocean on cruise.

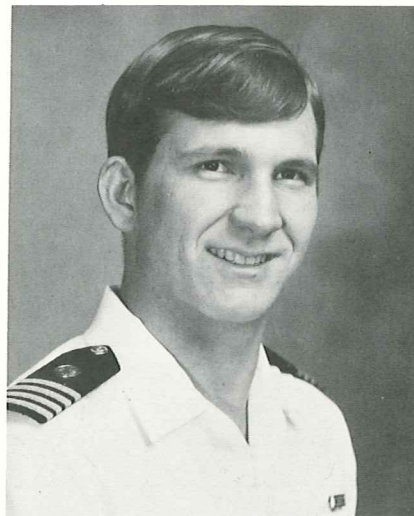


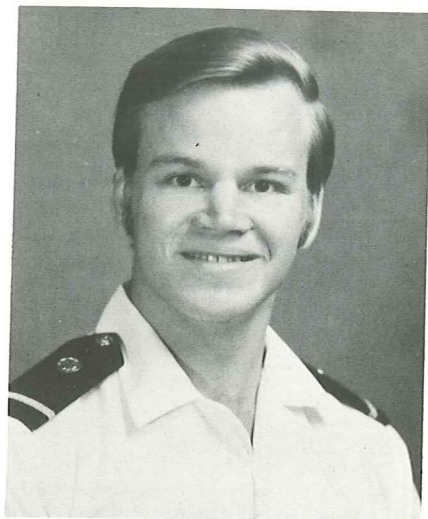
STEVE DAWKIN

"Dawk"

Divison 2 engineer

AAH





MICHAEL G. FISKE

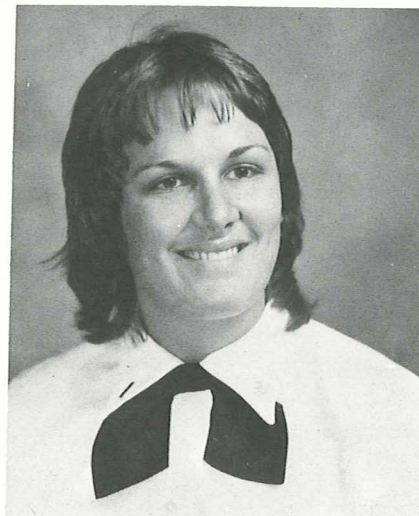
Marinite
Division 2 engineer

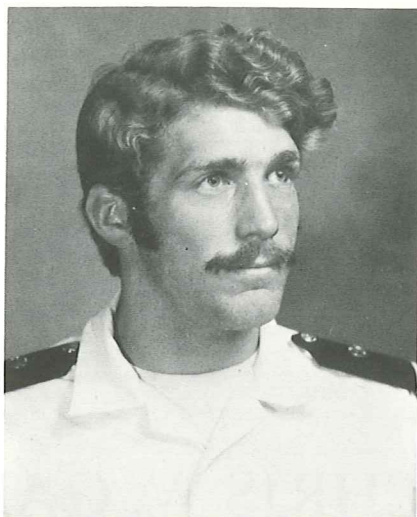
Drill team, propeller club

I would just like to wish everyone success in whatever they do.

LYNN FIVEY

Divison 1 deck





THOMAS M. FREEMAN

"Steamin' Freeman"

Division 1 engineer

Howie's summer study club, Carquinez straight swim club, crew team, Baruna crew, Panama Hat club

I certainly hope that the end justifies the means.
Thanks Keema, from the bottom of my heart.



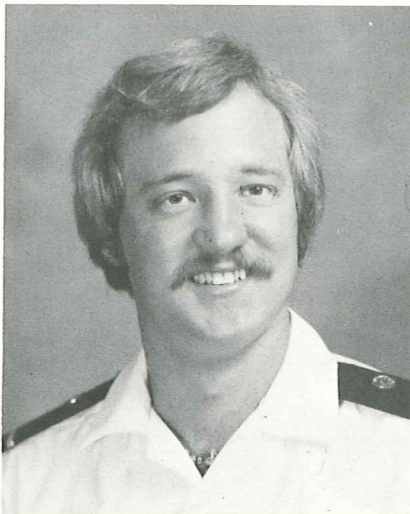
STEVE FOSTER

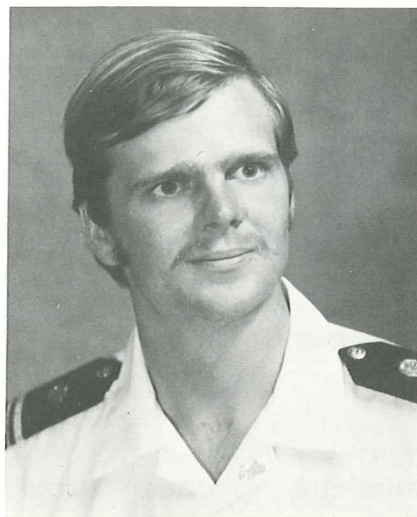
"Maddog"

Division 3 engineer

Space cadet, motorcycle riding

I love it here!





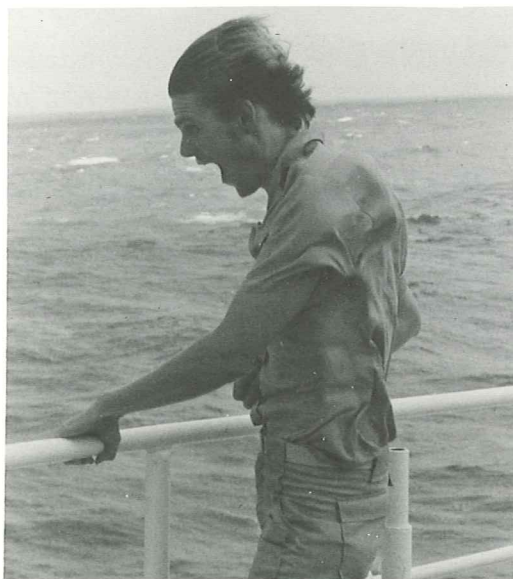
CHRIS W. GAY

"Gay Boy"

Division 4 engineer

LATENT XO OF 4E

No comments, they won't let me.



SEAN BARRETT

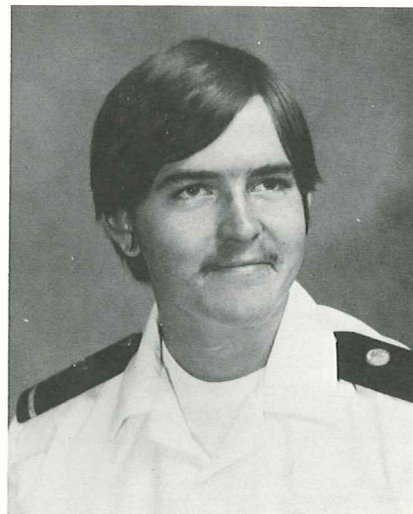
GABE

"Gawhbea"

Division 3 deck

DIVISION COMMANDER

Miller Malt Club, softball team, down south club,
Baruna crew





DAVID COLAY

Division 2 deck



GREGORY JOSEPH GEORGE

"Stump"

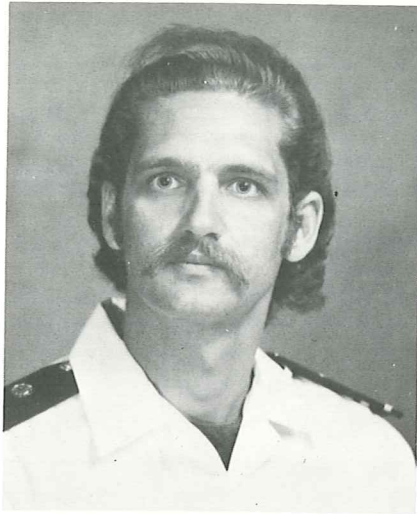
Division 4 deck

STUDENT BODY PRESIDENT

Student council, down south club, retread club,
scoops club, 709 club

Maybe we could send a man from earth to study
the stress on the waves, To chart the temper of the
wind and the temperament of the mountains, To
feed the gulls a balanced diet with mineral sup-
plements, And the sandpipers? Well, tune them in
to TV to hear the future of the tides. And then I
begin to wonder funny things like; Do sandcrabs
live in condominiums?





RICHARD MICHAEL GURRY

Division 4 deck

T-Boat Mate, Little Bear

Keema Crew Team, Softball, Color Guard, Propeller Club, Strother Martin Fan Club.



GUY GRAYSON

"ESE"

Division 2 deck

President of Veterans Club, color guard, Dean's List, circle K club, El Campo Racquet club, fan-tail club

"WE REAL COOL."

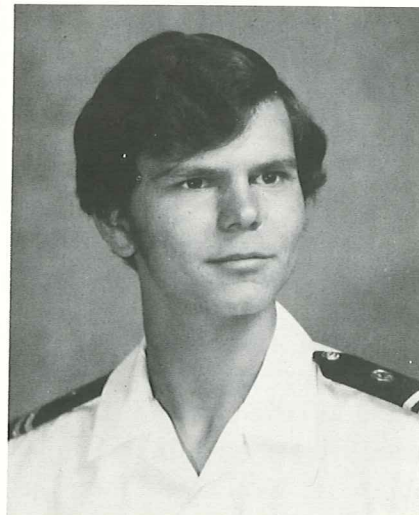
The Pool Players. Seven at the Golden Shovel

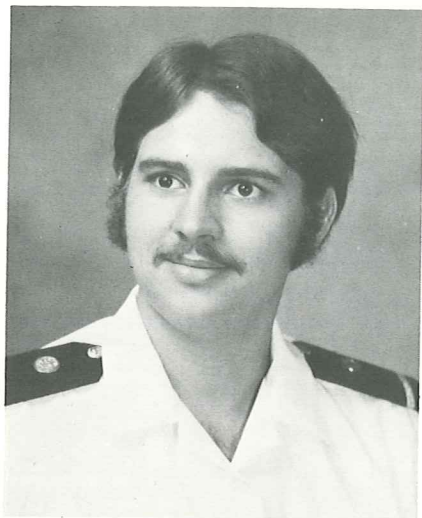
We Real Cool. We Left School.

We Lurk Late. We Strike Straight.

We Sing Sin. We Think Gin.

We Jazz June. We Die Soon.





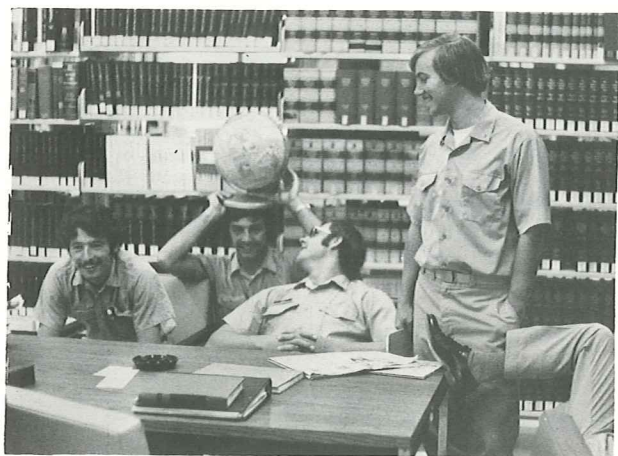
PHILIP C. HALL

"P.C."

Divison 3 - Engineer

Tennis Team, Co-Owner of 3-E Christmas Cards Inc., Acapulco Midnight Swim Team, Originator of cruise noon formation, No. 1 Club, Dean's List.

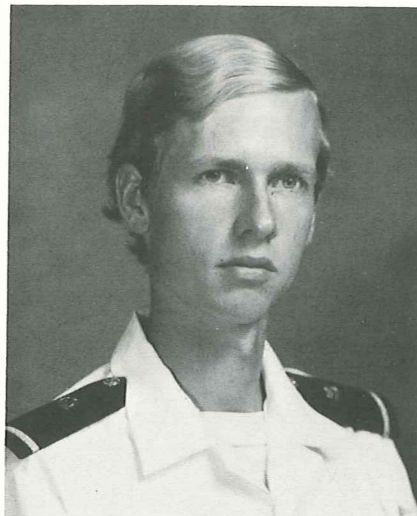
"Hope to make bucks, readjust to the outside world and enjoy life."

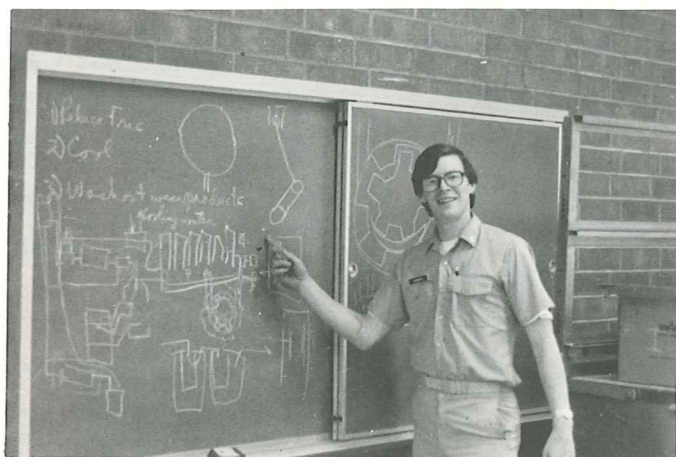
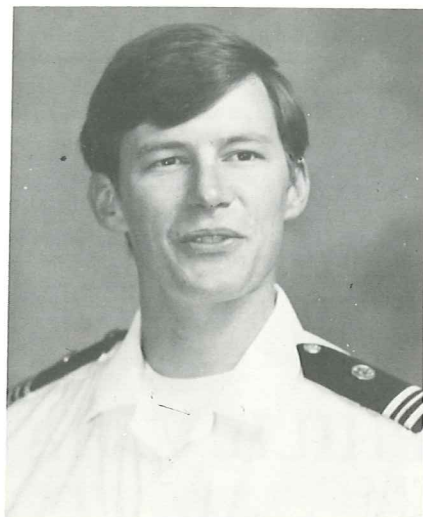


MARK GUY

"Porta Guy"

Division 2 - Engineer

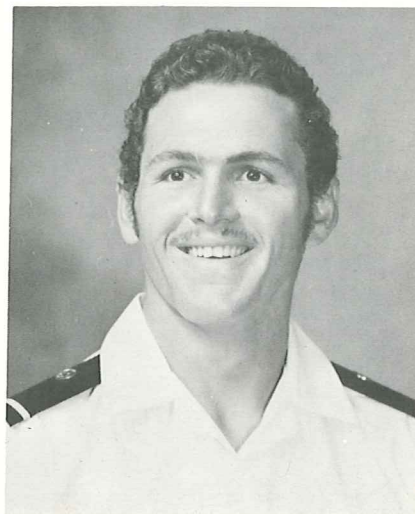




PAUL ALLEN HAMMOND

"Dirtball"

Divison 4 engineer



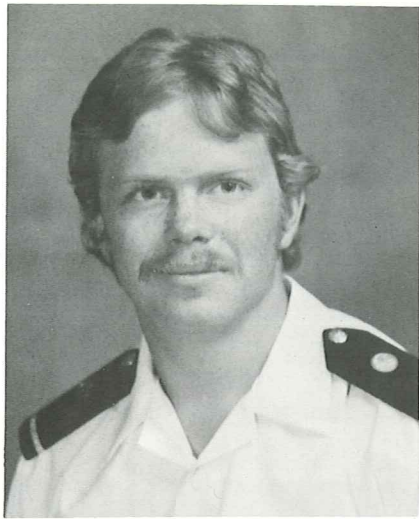
ROBERT HAMMAKER

"Humble Bob"

Divison 4 engineer

DIVISION COMMANDER

"Succeeding in your goals is in large part a matter of hanging on while others let go."



BILLY McGEHEE HARDY

"Pud"

Division 1 engineer

Panama Hat Gang

Goodbye forever chumps!

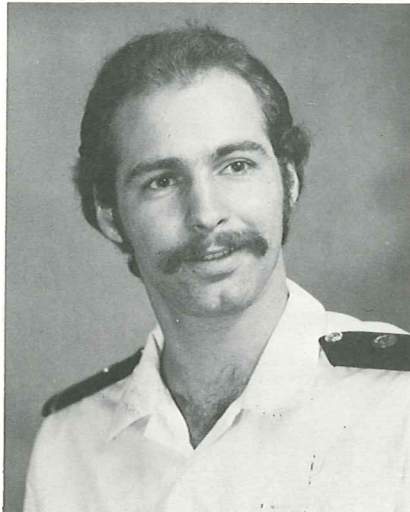
STEPHEN HARVEY

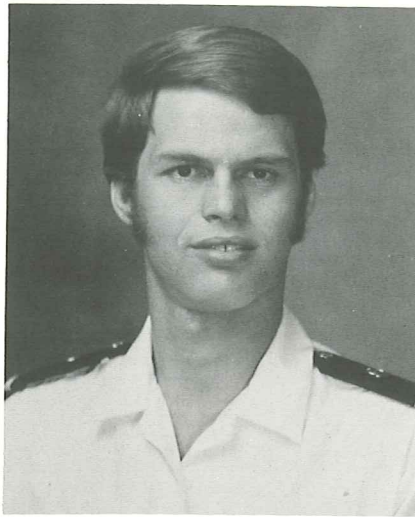
"Lowrider"

Division 3 engineer

Space cadet, 3-E window jumpers, local bartender and supplies

You ain't cool unless you cut school to play pool.





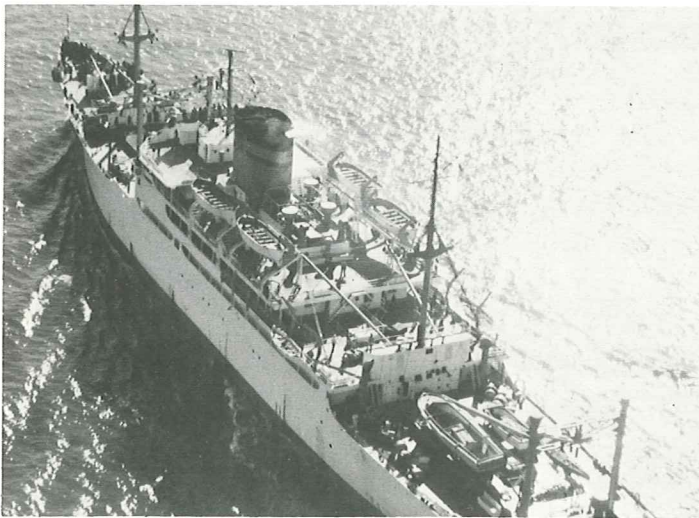
ALLEN D. HOCHSTETLER

"Hawk"

Division 1 engineer

Member of the Rainier Brewery guzzling team

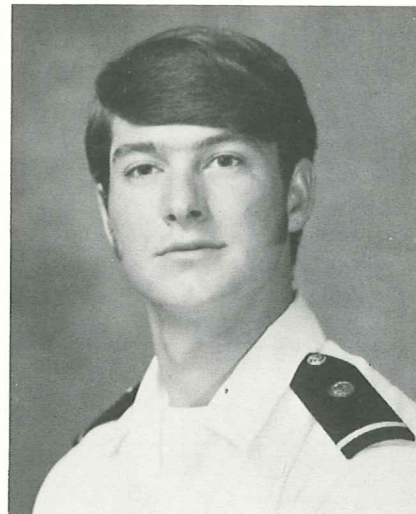
Sure glad we were on cruise most of the winter

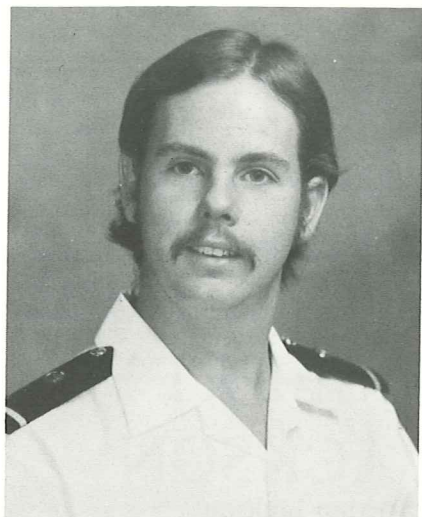


WALTER HEDLUND

"Bos"

Division 4 engineer



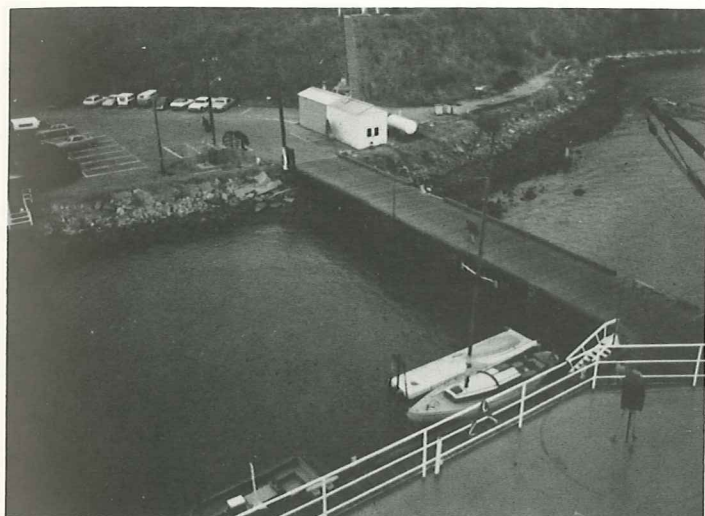


RAYMOND L. HOWELL

"Old man," Rottmer
Division 1 deck

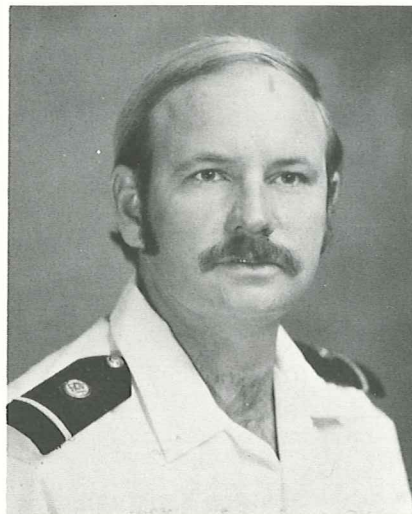
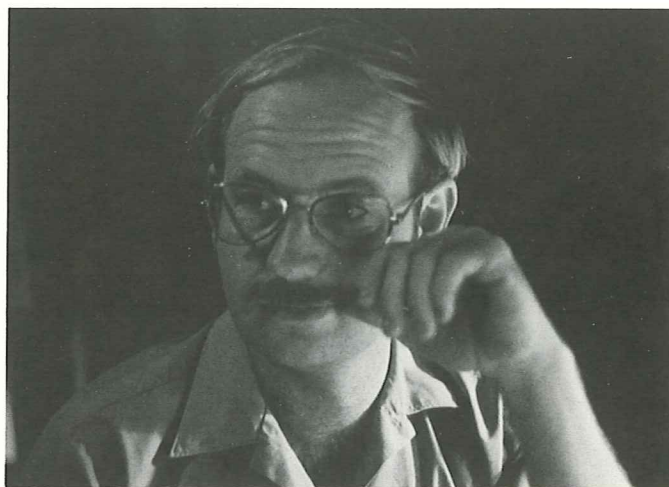
Baruna crew, sailing club, veterans club, ooh-ahh squad, Rat's Nest Crazy Eight's Club, manager of 1-D football team (too old to play)

Each man can interpret another's experience only by his own.



JOHN P. HOLIMAN

Division 1 engineer





ROBERT KENT JACKSON

"Action Jackson"
Division 3 Engineer

Yerkes fan club, scuba diving, Hart's advanced calculus club, Fuel oil strainer cleaning Union.



GARY DOUGLAS HURT

"Cool Breeze"
Division 2 Deck

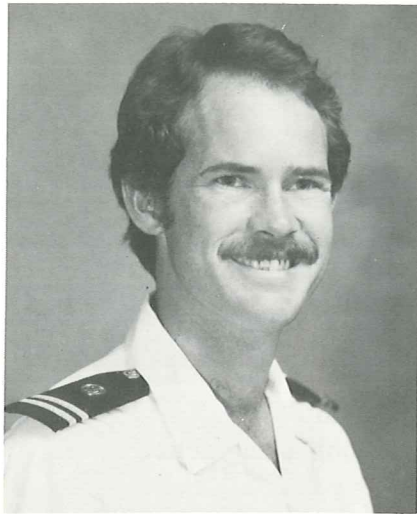
A-No. 1 Slider

Some day I'll walk away, and be free
And leave the sterile ones their secure
sterility

I'll leave without a forwarding address
And walk across some barren wilderness
To drop the world there
Then wander free of care
Like an unemployed Atlas

(James Kavanaugh)





SCOTT EDWARD JONES

Division 4 deck

Football

"C.M.A. Taxi Service"



JUSTIN DELBERT JOHNSON

"The Jap"

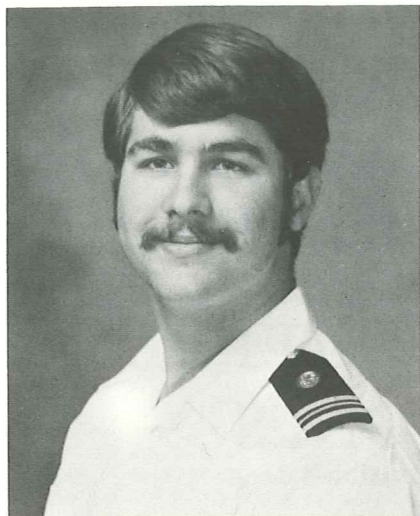
Division 2 deck

T-Boat Mate-CUB

Sailing club, Vallejo Bar Pilots Assn., 2-D football camps, down south club, morning coffee club.

I should write a book - "Three Years Before The Mast Board"





DAVID F. KNOPP

"Ka-nop"

Division 4 engineer

CORP FIRST ASSISTANT

Resident automotive grease monkey, Vice-President of corvette club

Sure Went Quick!



LAWRENCE KORWATCH, JR.

"KW"

Division 1 engineer

DIVISION COMMANDER

Yerkes Fan Club, Cupcake, drinking, dunking and emergency fun club

The only way out is through!





DOUGLAS P. LARSEN

"Pubes," Take your base Larsen
Division 1 deck

Division Commander

Sailing Club President, Indoc week organizer
1975, Baruna crew Fantail club, Down south club,
Softball team, Diving club

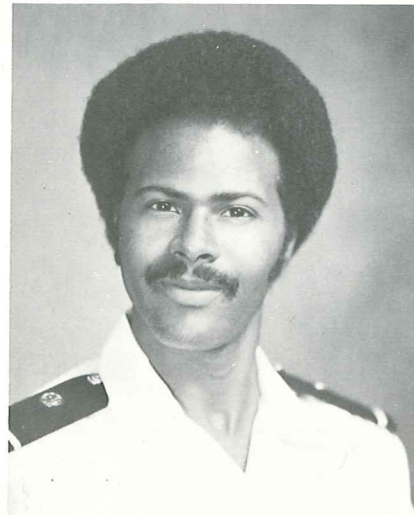
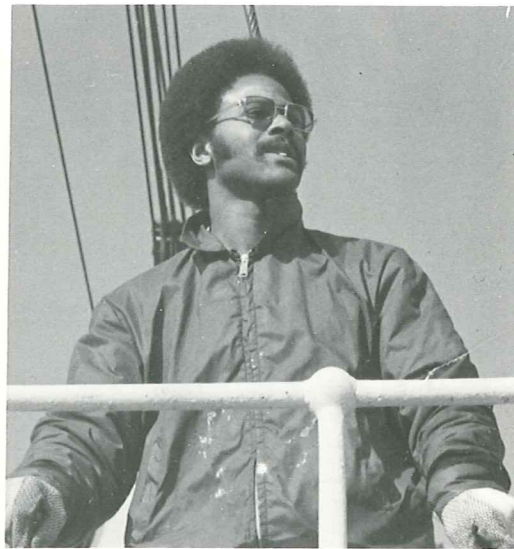
If a man does not keep pace with his companions,
perhaps it is because he hears a different drum-
mer. Let him step to the music he hears, however
measured or far away. - Thoreau

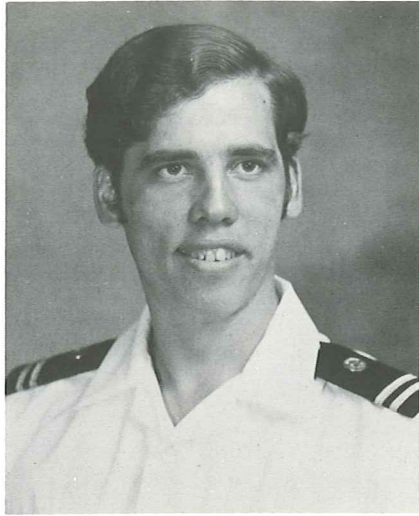
YA, Mike we never had any children.

KEITH LAWRENCE

Division 4 engineer

Sailing Club



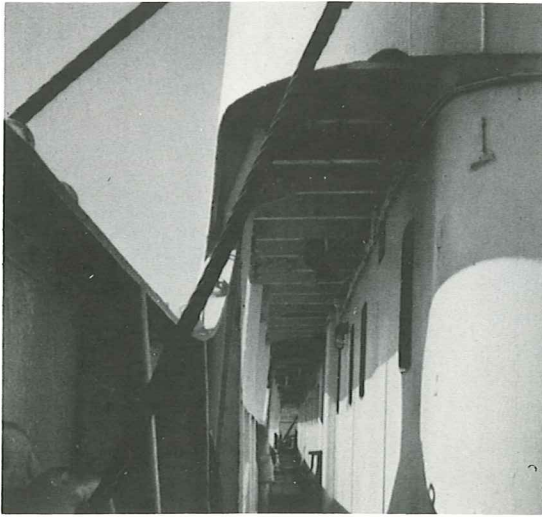


FRANK LINDSAY

Division 4 deck

Sailing club, Photo club, Sliding club, Wharf Rat Fishing club.

Three years pass in excitation only to find that jobs are exceptions?! Don't worry mates, CMA is expanding.



KENNETH P. LEVAN

"Van"

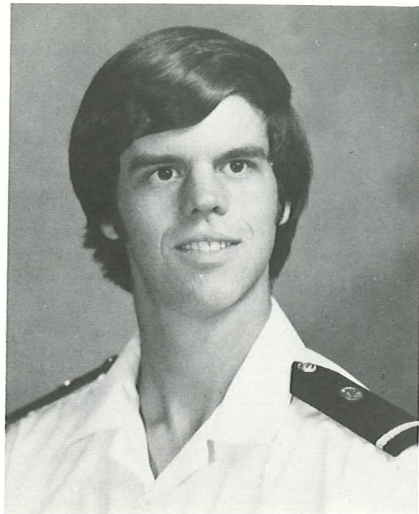
Division 4 engineer

Division XO

Cross country cruise club, Rainier Brewery guzzling team, Panama Hat Club

Van used to be in 1-E, but Howie finally made him an offer he couldn't refuse.





KEITH DALE MADDING

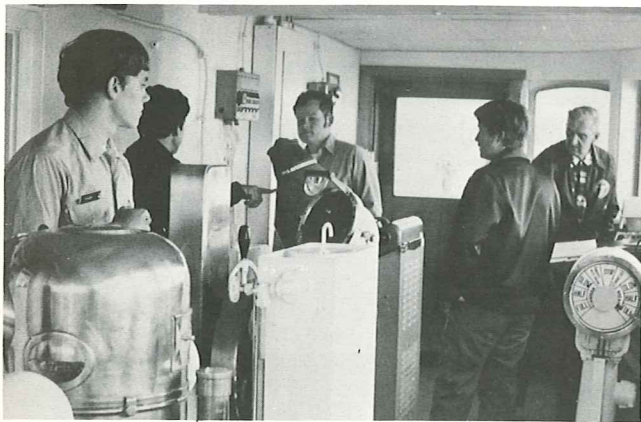
"Gomer"

Division 1 deck

Duchess Mate

Soccer, Duchess skipper, Baruna crew.

Thank you CMAAF, the big wooden boat was a lot of fun.



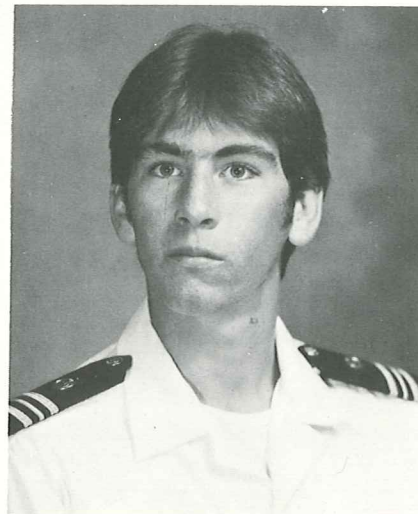
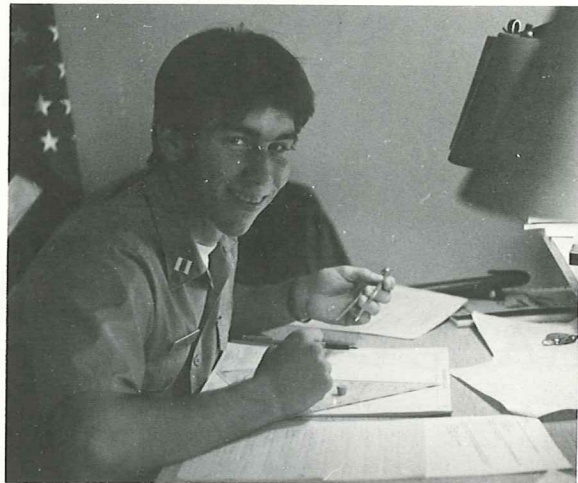
JAMES A. MACKROW

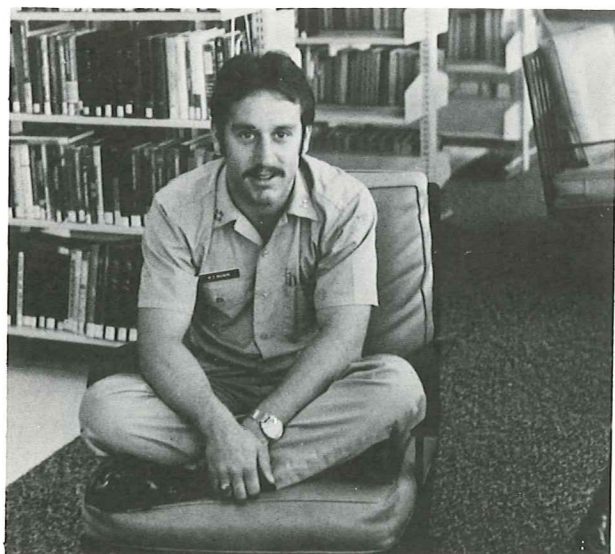
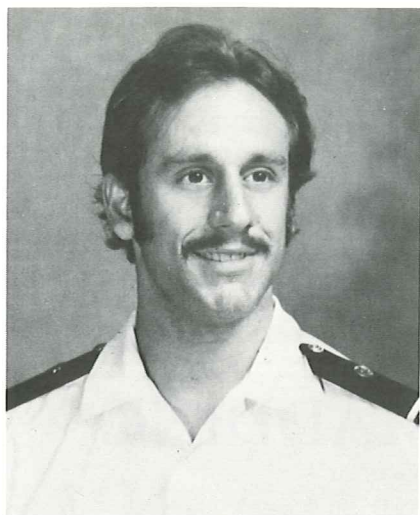
Division 4 deck

Ordinary 1st class

Member in good standing of the FUBAH soccer team and softball team. Color Guard.

It feels so good - to be free at last.





MICHAEL D. MAININI

"Miami - alias Ma Ma"
Division 3 engineer

Division XO

Intramural football, Space cadet

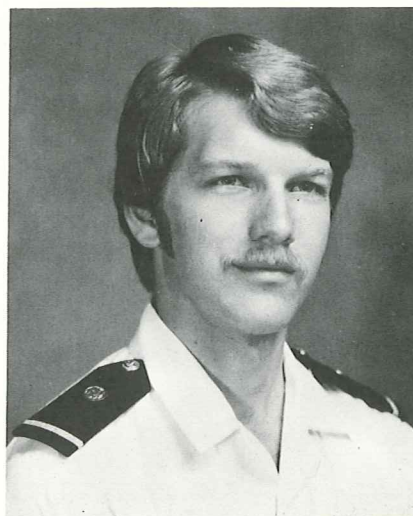
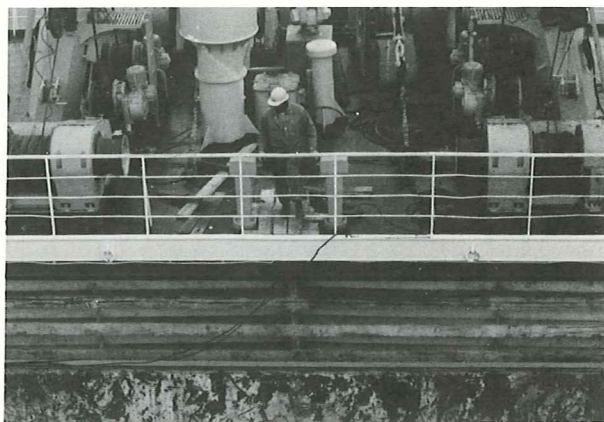
Plan to find a job, get some funds together and have a "Helluva" time.

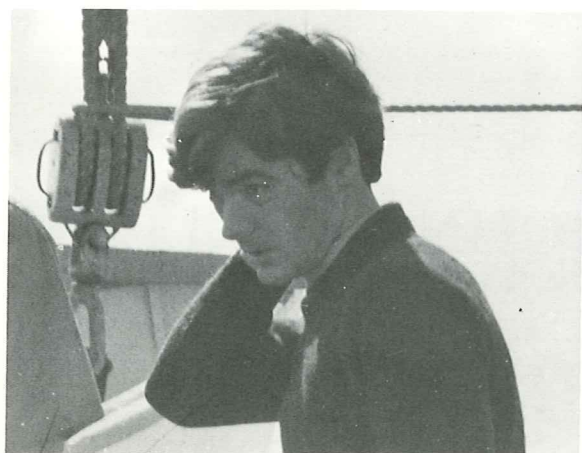
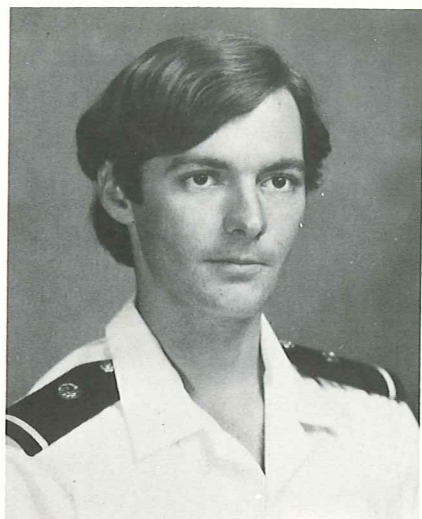
DENNIS D. MANARY

Division 3 deck

Crew team

"Good bye"





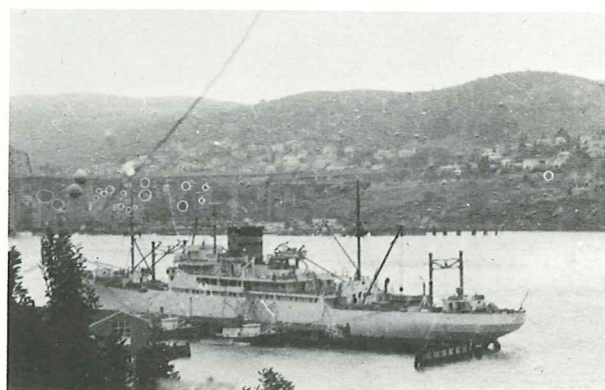
MARK D. MAY

"Wack"

Division 1 deck

Plain old 1st class

Intramural football



SCOTT RANDALL MARTIN

"Time"

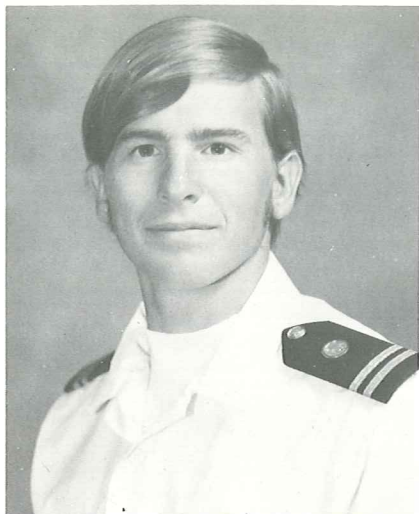
Division 4 deck

Midshipman

Sailing, lead guitar - Buckwheat and the Sawpepper bells.

This place is all right if you can swim underwater for three years.





STEWART C. McCOMBS

"Scooter"

Division 3 deck

Division XO

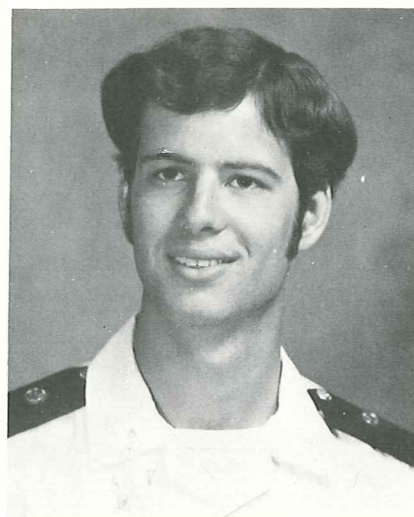
Baruna crew, Tennis team, Sailing club, Mast breakers anonymous, Photography club - president, Hawsepipe staff.

There is nothing more enticing, disenchanting and enslaving than the life at Sea.

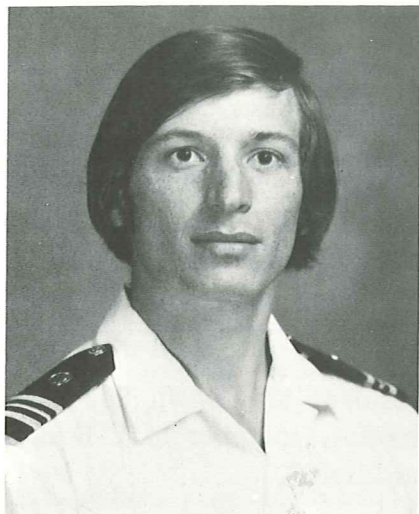
- Joseph Conrad -

JOHN McNALLY

Division 4 deck



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for



DANIEL J. MEDINA

"Muff-Diver"

Division 3 engineer

Division commander

Dean's list every trimester, member of 3E champs in football, intramural baseball, handball, Pres. of the "Trips to Chico" Club, Drinking team, Poker shark on cruise.

Best known for being able to relate to Frank. Plans for Dan are to kick back and make money.

JAMES M. MITCHELL

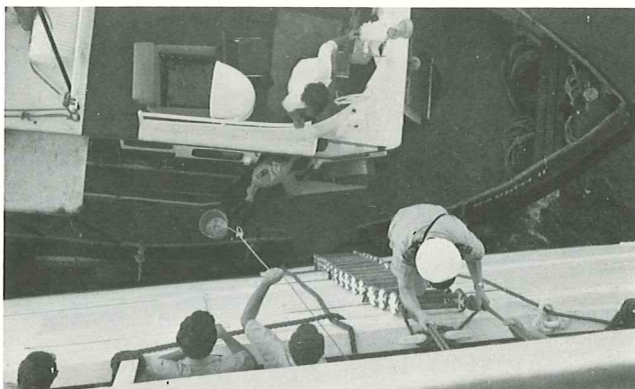
"Uncle Jim"

Division 1 engineer

Division XO

Member of the Yerkes Fan Club, Caterpillar destruction team, Mitchell-Moxon Mines, Rainier Brewery, Guzzling team.

Jim will long be remembered for his fine automobiles.





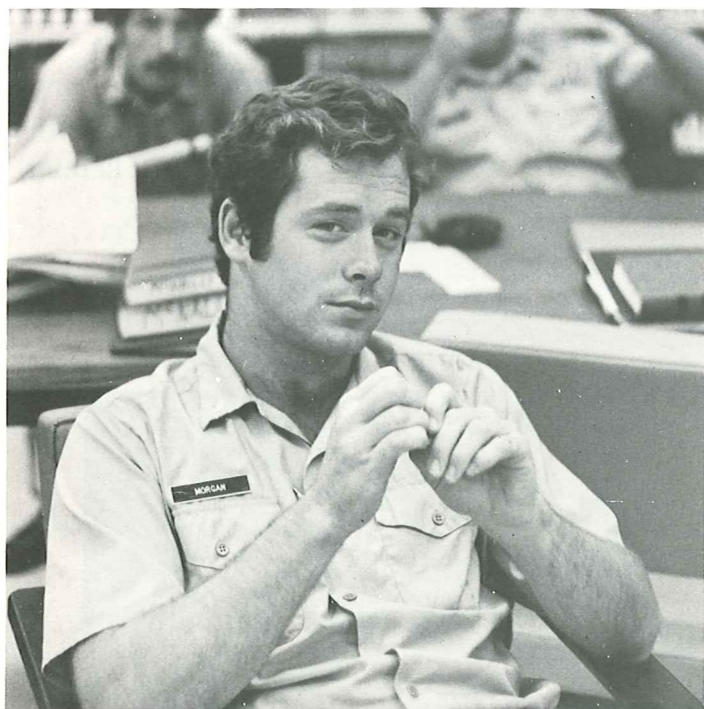
DAN MUSZYNSKI

"Ski"

Division 2 deck

Corp 1st Lt.

President of "Down South Club," 2-D football champs, member of 2-D coffee club, "Vallejo Bar Pilot."



JAMES MICHAEL MORGAN II

"Spooky"

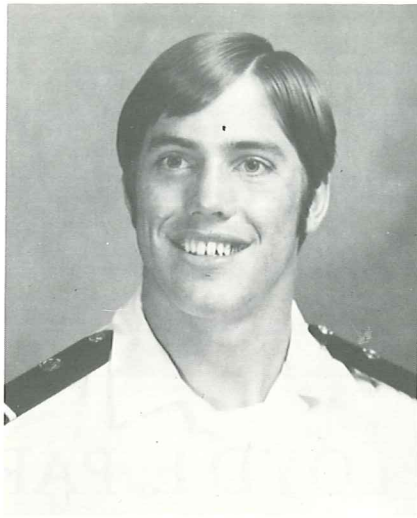
Division 2 deck

Division commander

Sailing club, Vallejo Bar Pilots, Duchess skipper, 2-D football champs.

Wine, Women and Song - When we're tired of that, we'll quit singing.





DENNIS KEITH O'LAUGHLIN

"McLocklin"

Division 2 deck

Anchor Man

Sailing club, 2D football, 2D coffee club, member of "o" brothers, Vallejo Bar Pilots.



TIM NEESON

"Gorilla Man"

Division 3 engineer

1st class

Handball champ, 3E football champs, low profile club, 3E window divers.





ROBERT RICHARD OWEN

Division 2 deck

Vallejo Bar Pilots Association, Sailing Club.

It's a wise person, I guess, who knows he's dumb,
and an honest person who knows he's a liar. And
it's a dumb person, I guess, who's convinced he is
wise, I conclude to myself (wisely), . . .

From "Something Happened"
Joseph Heller

FLOYD E. PARKER, JR.

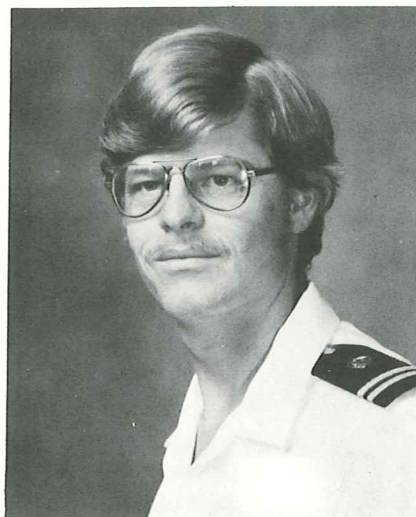
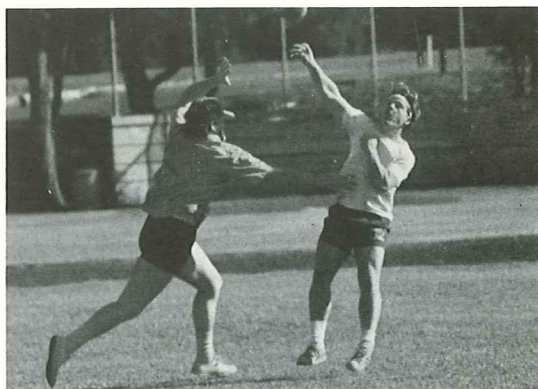
"Pink Floyd"

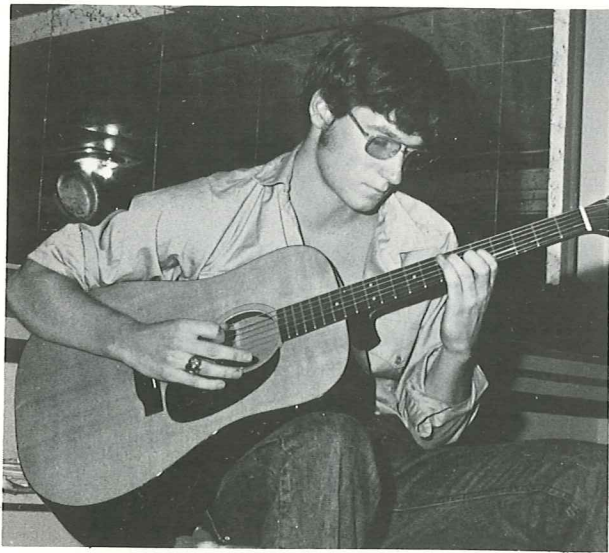
Division 2 engineer

Division XO

Advanced calculus club, 2E football, Cal Mari-
time - Seattle, Wash. - Streaking club president.

Floyd plans to ship for a while, make some money
and start life all over again.

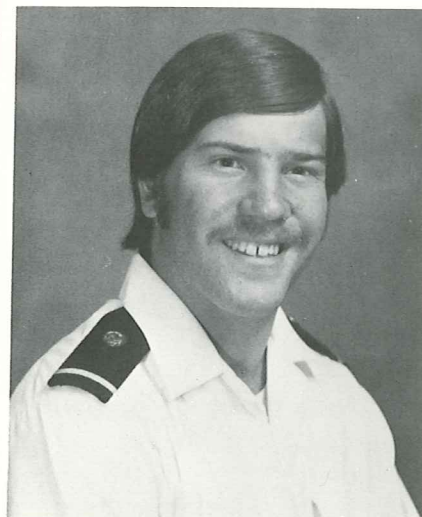


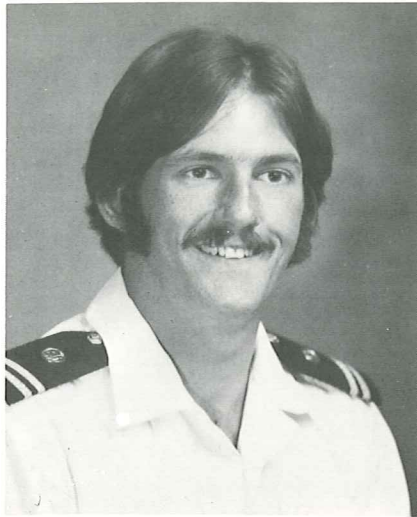


LEONARD PITTMAN
Division 3 engineer

JEFF PORTILLO

Division 2 deck





PETER L. RICHARDS

"Pete"

Division 1 deck

Division XO

OOOH AH club, Ring dance, Sailing club, 1-D glee club, "Duchess," Baruna and Rubber what, Crew team, fantail club.

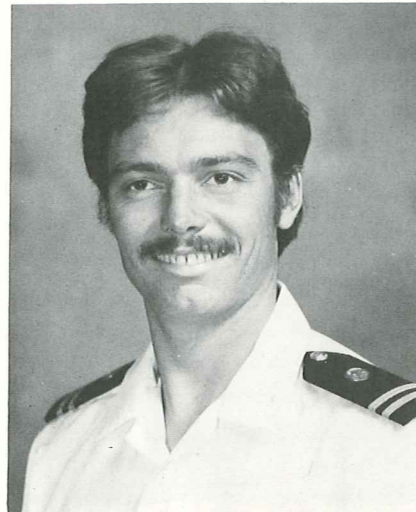
"We like it here . . ."

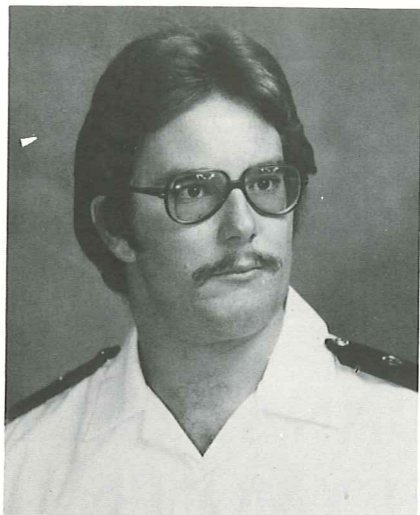
"Shut up, Baker."



ALAN REID

Division 1 deck





MICHAEL R. RUBINO

"Rubes"

Division 1 deck

Just Rank

Dean's List, Sailing club, Rubber Duck and Baruna Crew, ooh-ah squad, Diving club, Softball team.

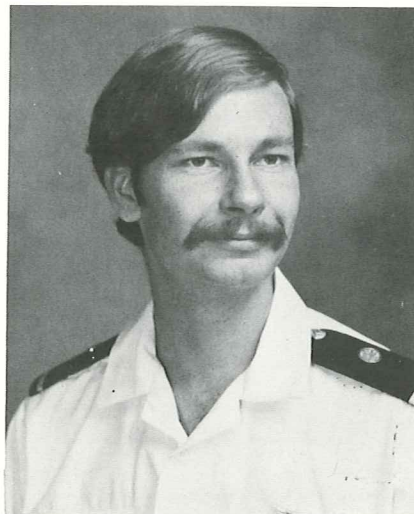
When all that holds you, is the horizon, that is called freedom . . . Good night Dick. There is only one thing I regret Doug . . .

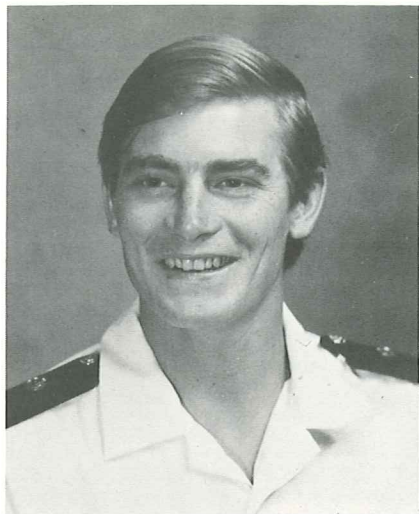
BROOKS W. SETZER

"Flex"

Division 1 engineer

Panama Hat Gang, Rainier Brewery Guzzling Team, Member of the Fantail Diving Club.





DANA FERRIS SEYMOUR

"Seymo" "blotto"

Division 2 engineer

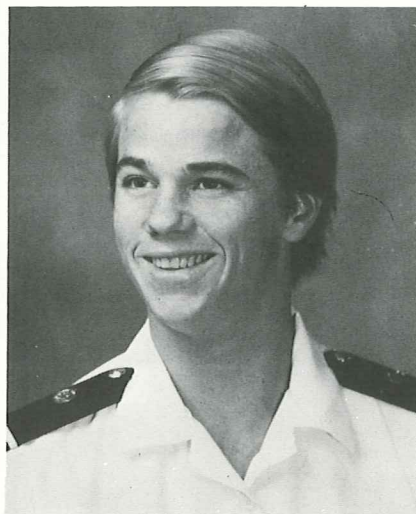
709 club, 10-speed wheelie club, sleeping

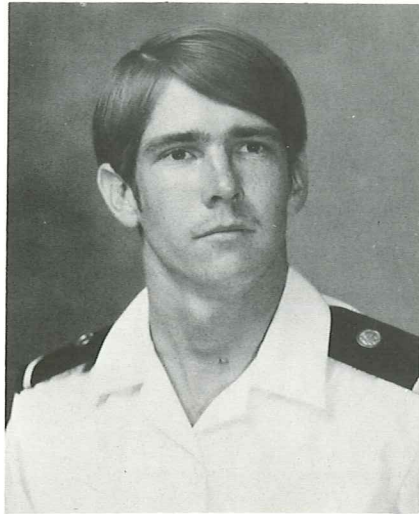
Being at C.M.A. is like being on Cloud 11, Farr-out.



MARK SCHIEDERMAYER

Deck





SAMUEL G. SHAW

"Shoot the Bull Shaw"

Division 4 deck

Division XO

Loser's Club, Lonely Hearts Club, 4-D football

If this place can't corrupt you then no place can!!

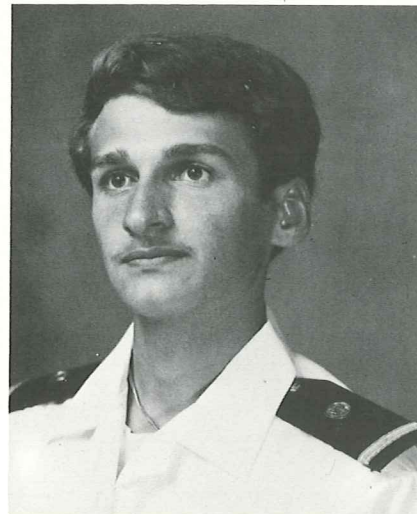
NIKOLAI SINKEVICH

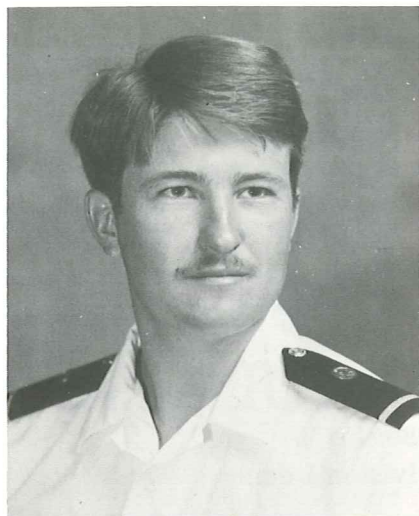
"Borshk"

Division 1 deck

Soccer team, member of ooh-ahh squad, member of the propeller relocation team

The best of luck to the under class!
Yeb Tibia!





KENNETH J. SPENGLER

"Large"

Division 4 deck

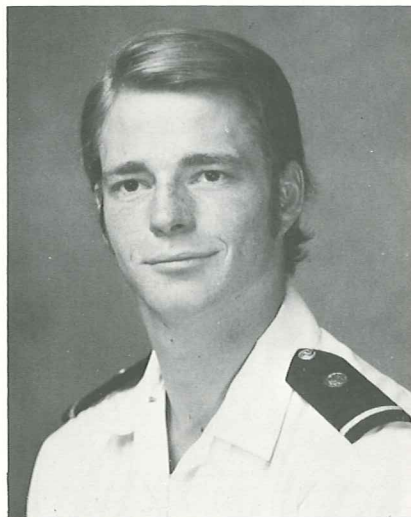
Member of the Strother Martin fan club, (keema branch)

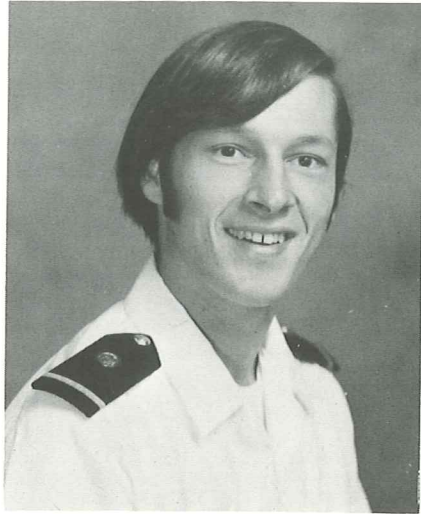
It is better to boogie (from C.M.A.) than not.



CRAIG A. SPENCE

Division 2 deck





NEIL J. STAPLETON

Division 2 engineer

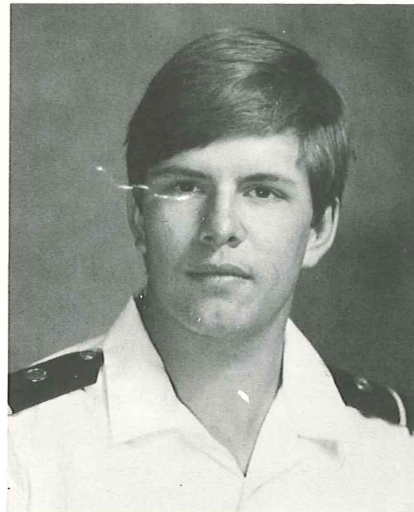
Ole's summer fun club, sailing club, fantail swim club

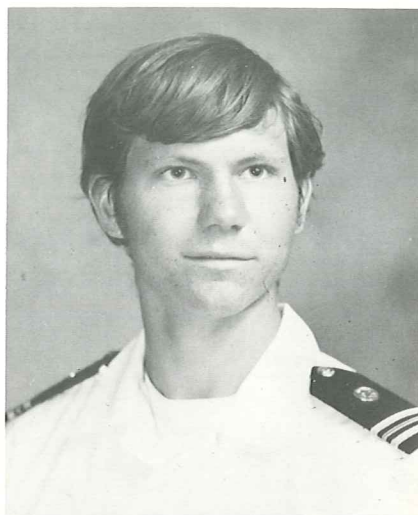
LIN TORBECK

"Seed"

Division 1 deck

Crew team, 1-D football, commodore S.F. Monomoy Association





JAMES DOUGLASS VAN ORDEN

Division 3 deck

SKIPPER - "Little Bear"

Scoops club, sailing club, Down south club, Mor-
row Cove Tug and Rigging, Free in three club

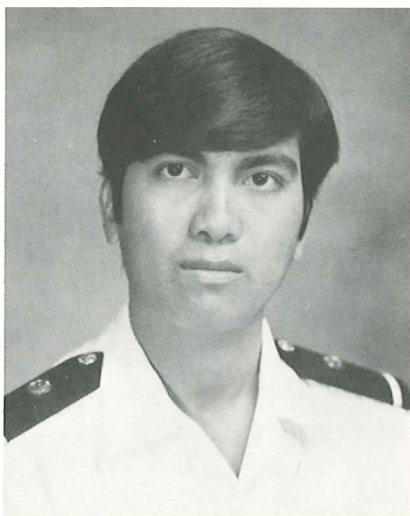
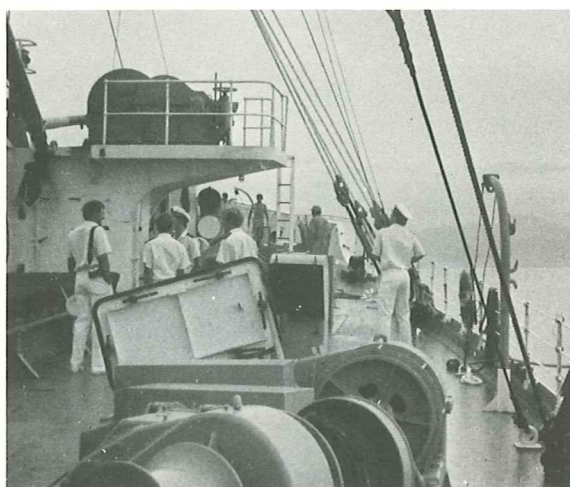
"If only the MARAD inspectors could live as the
4th class on the ship live . . . for one month out
of 12."

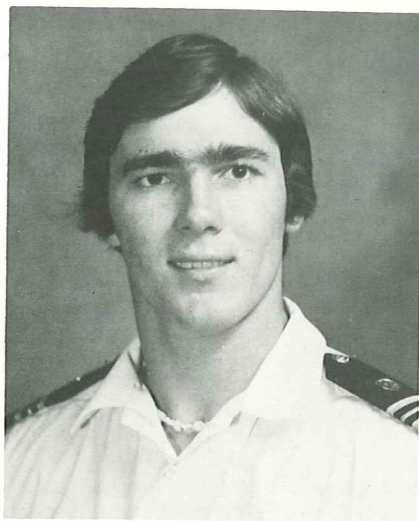
LUKNER WEILBACHER

"Luk"

Division 4 engineer

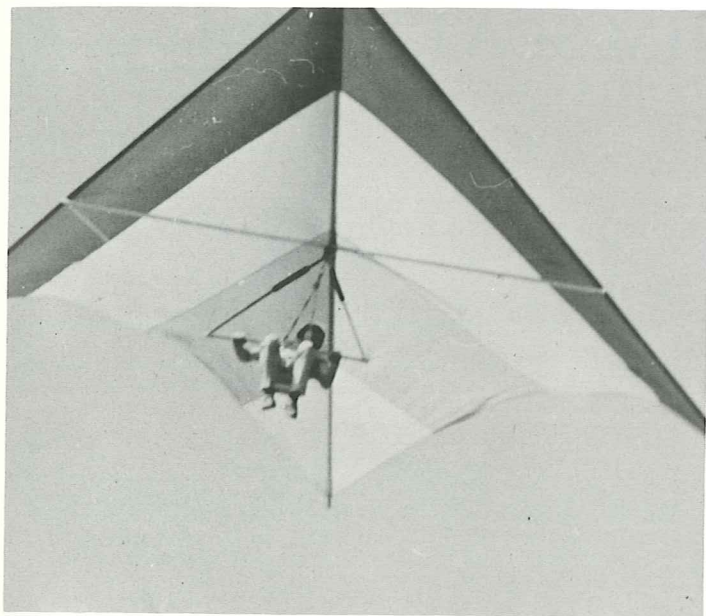
Hawsepipe





OSCAR ZERMENO

Division 3 deck

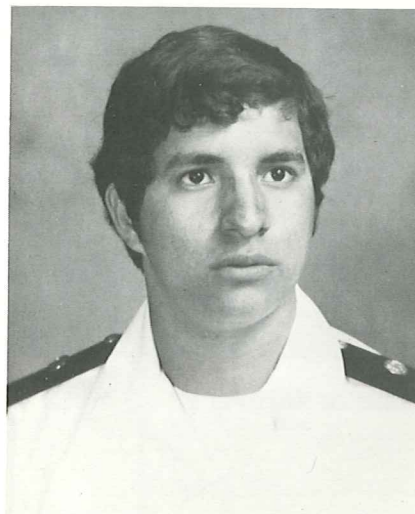
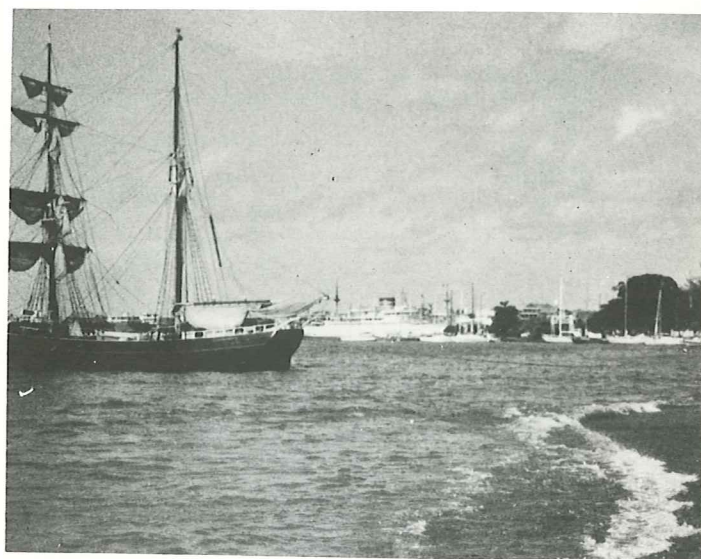


ROSS WILLIAM WILKINSON

"Stud"

Division 3 engineer

Hang gliding, general rowdiness,
Hallway Domineers Handball,
Fantail club, munchy monster



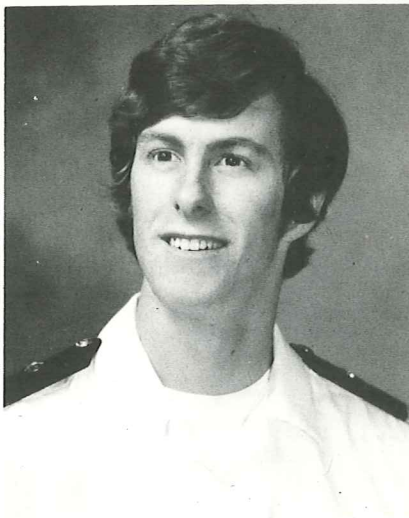
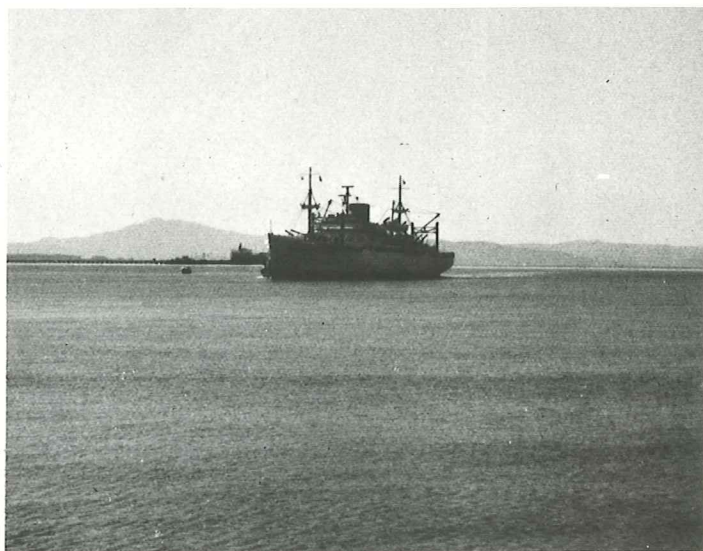


TIM DILLON
Division 3 Deck

JIM SLATTERY

Division 4 Engineer

Football, Basketball



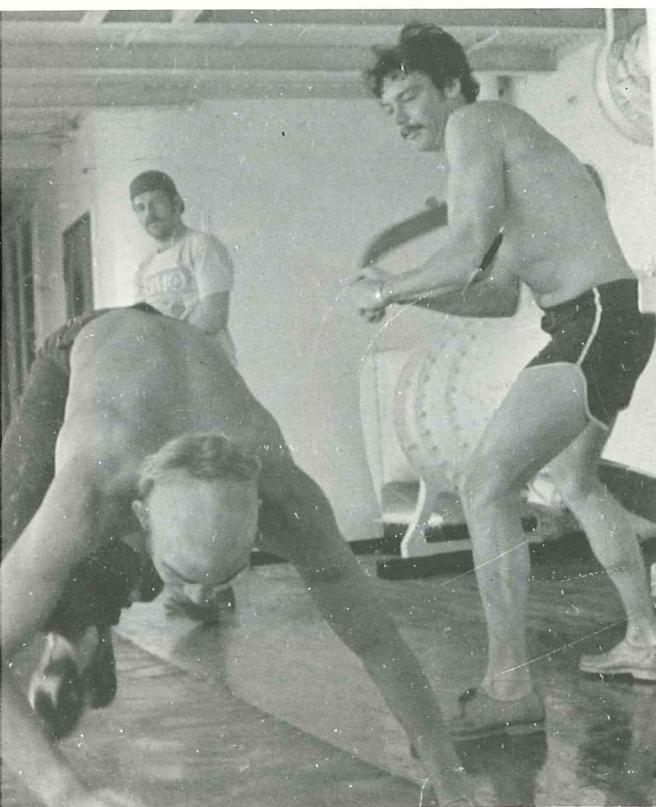
76

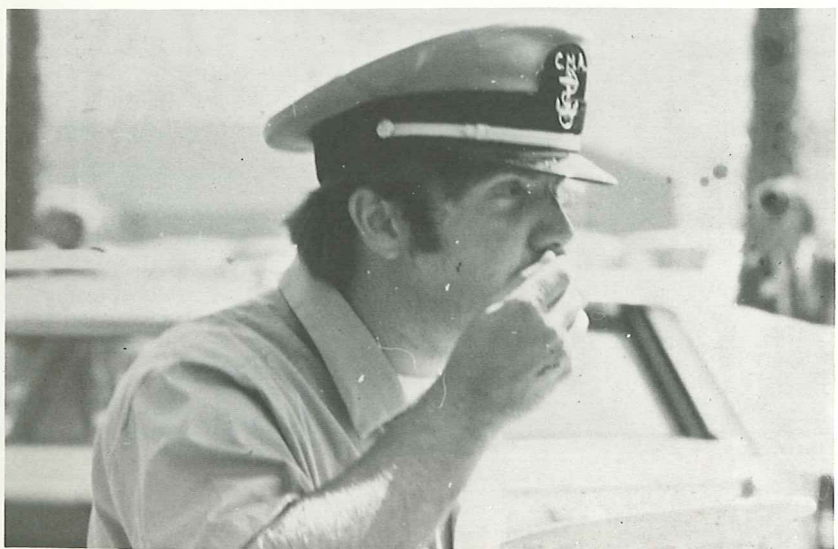
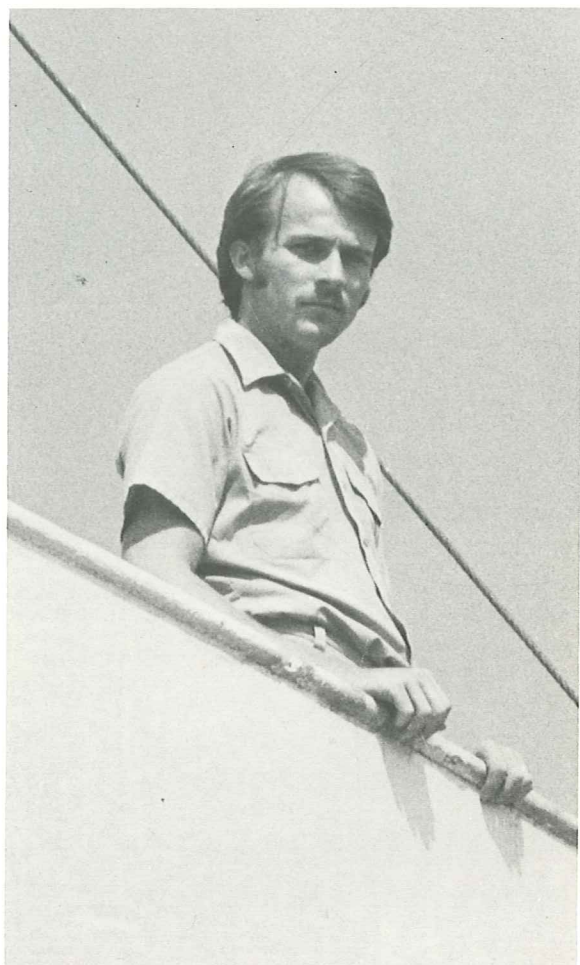
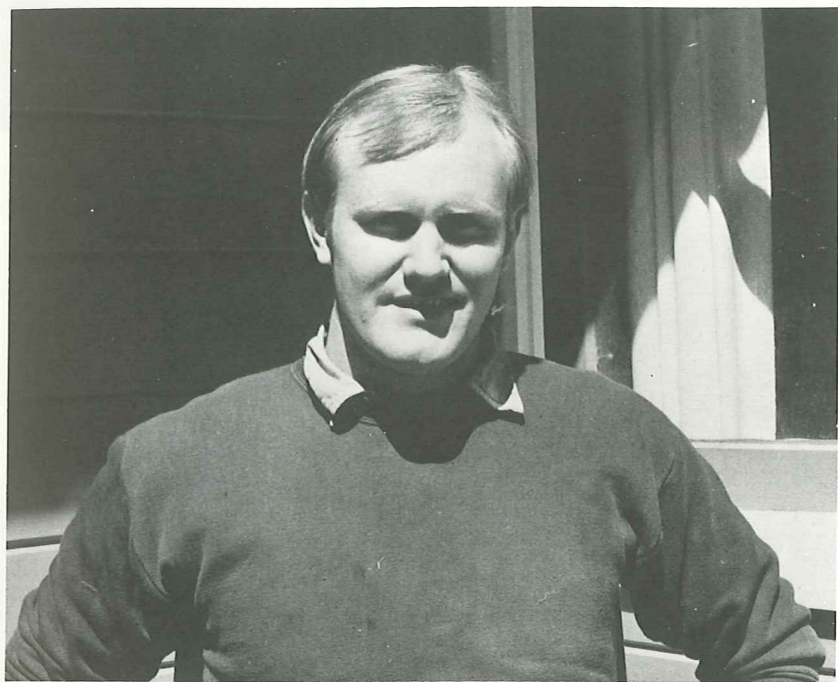


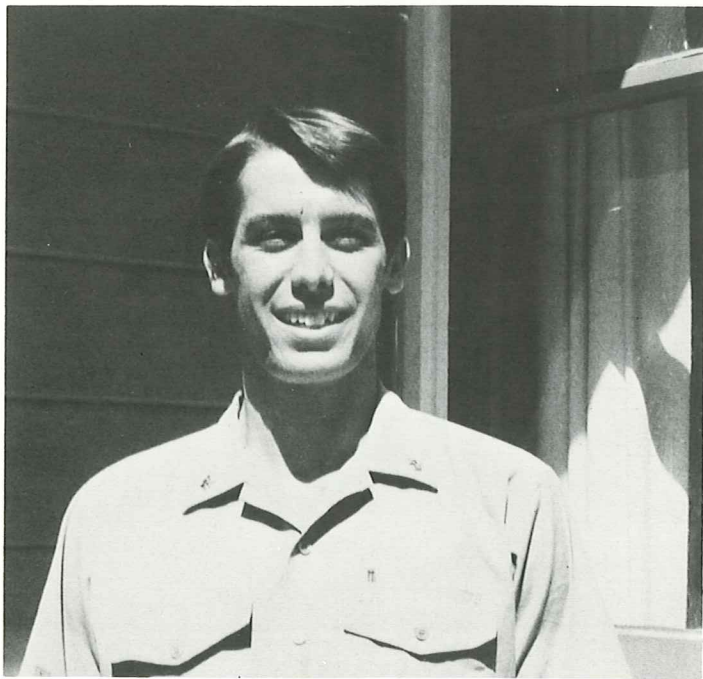
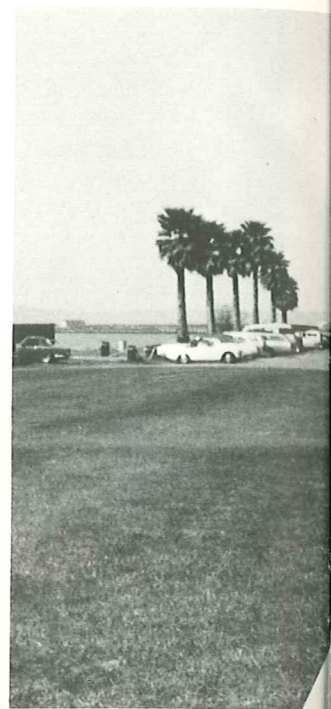
"QUACK"

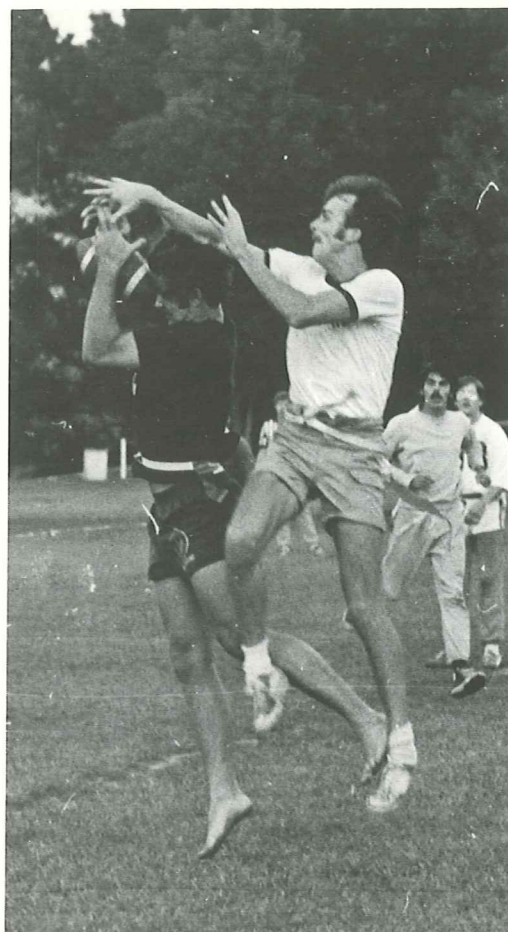


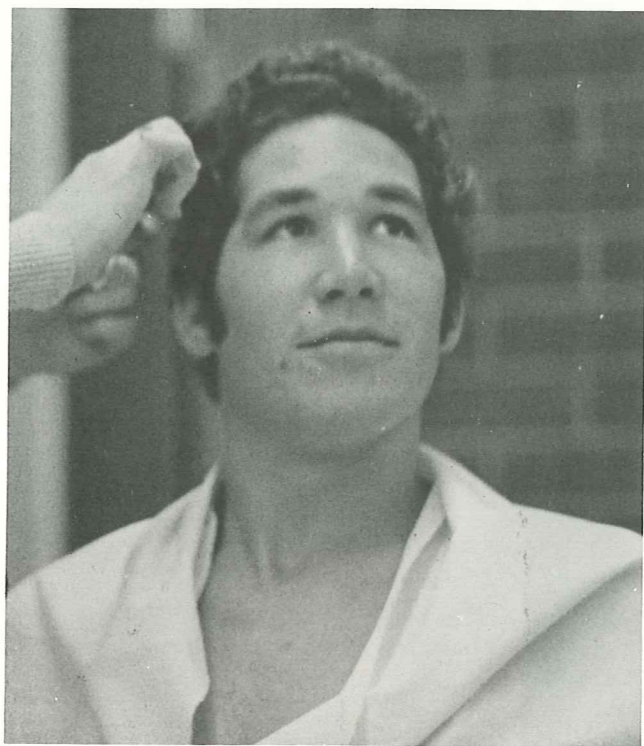
"I'll drink to that"

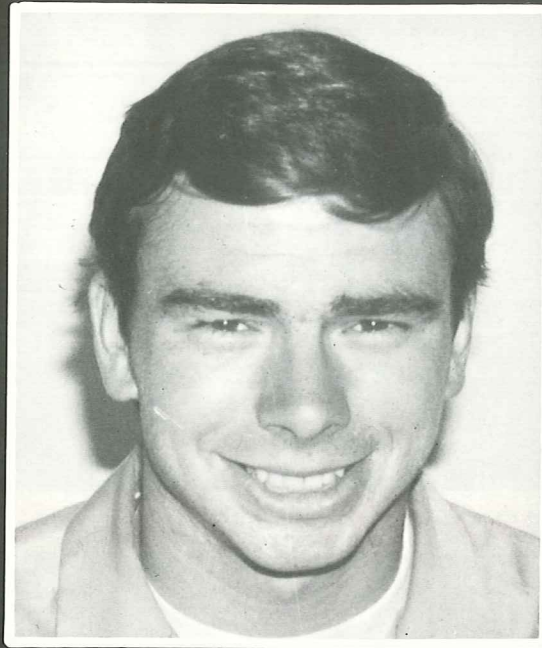












DAVID COSTA

1957-1975

The Eskimo sailor has a definition about his world: "We are a people defined by the sea." That can be said of all of us who have connections with the history and life of the sea and the maritime industry. Thus, the tragic death of David Costa affects us all. Saddens and quiets each one of us. "Any man's death diminishes me, for I am involved in mankind," John Donne rightly declared. It is certainly so with our lost shipmate.

There is both mystery and tragedy logged in the history of the sea and man and ships, for the sea is vast in both geography and experience. So, too, with each life. Each death.

We at the Academy affirm the preciousness of life - all life. We, therefore, affirm David Costa's life and death. We do so affirming the continuousness of life. That a life's gifts, powers, spirit, its ebb and flow remain forever in our midst.

In a fraternal spirit of concern we affirm the first stanza of the Navy hymn as our corporate benediction to David Costa's life:

"Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep:
O hear us when we cry to thee
For those in peril on the sea."

- Lt. Winthrop Yinger
Comandant



1-D



2-D



3-D



4-D



1-E



2-E



3-E

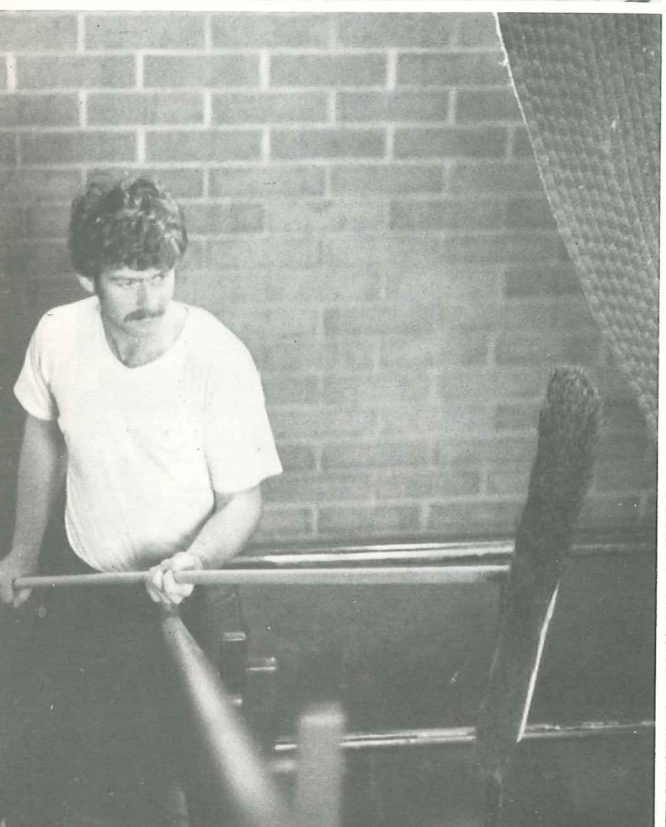
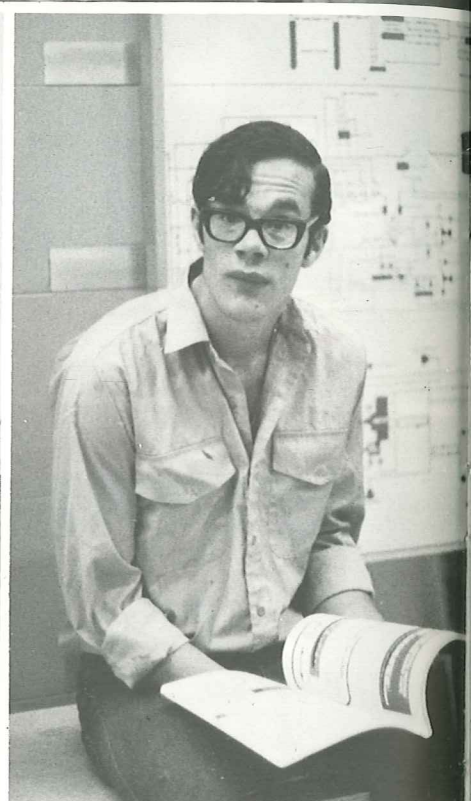


SECOND CLASS DECK



4-E





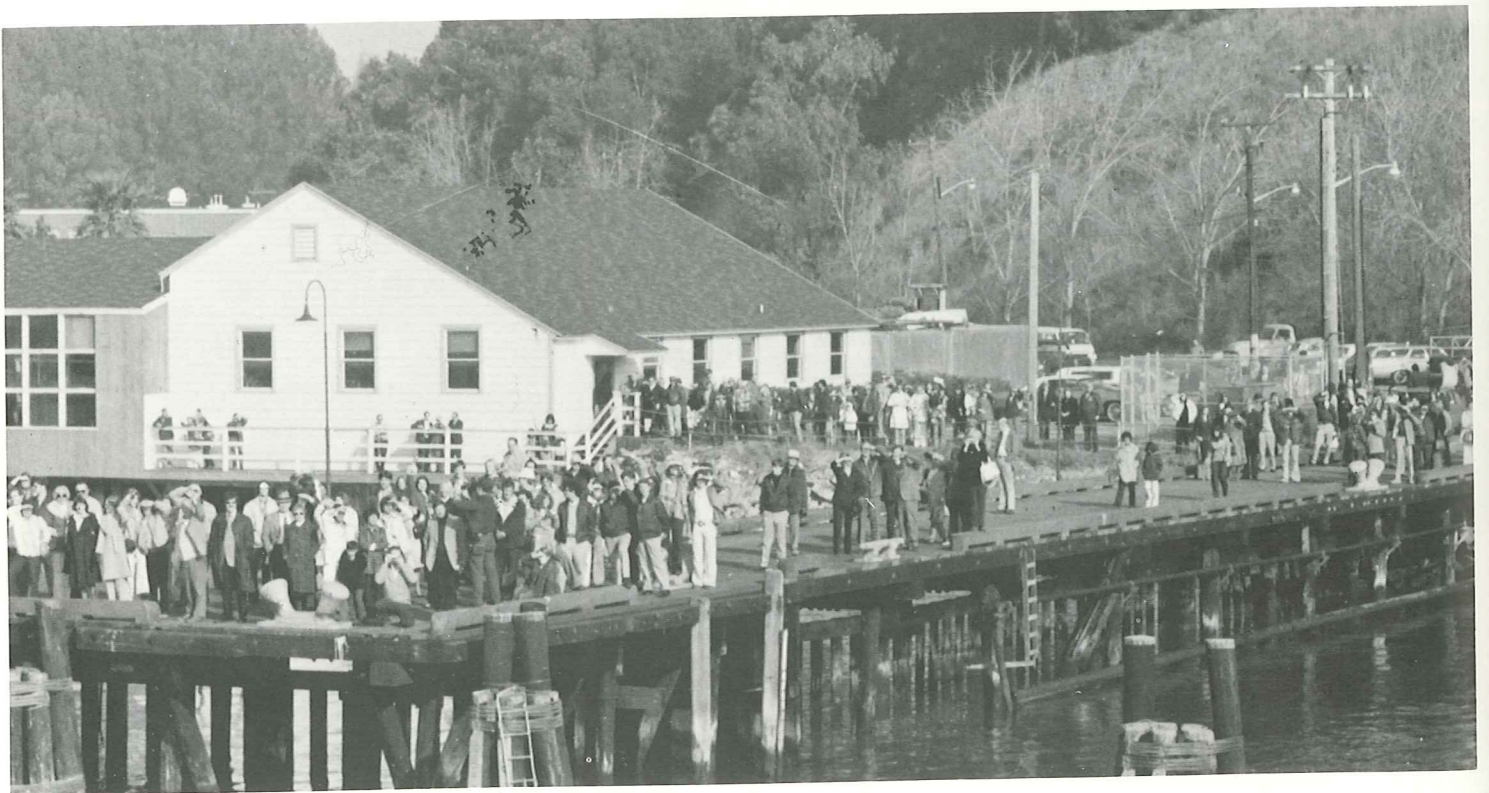


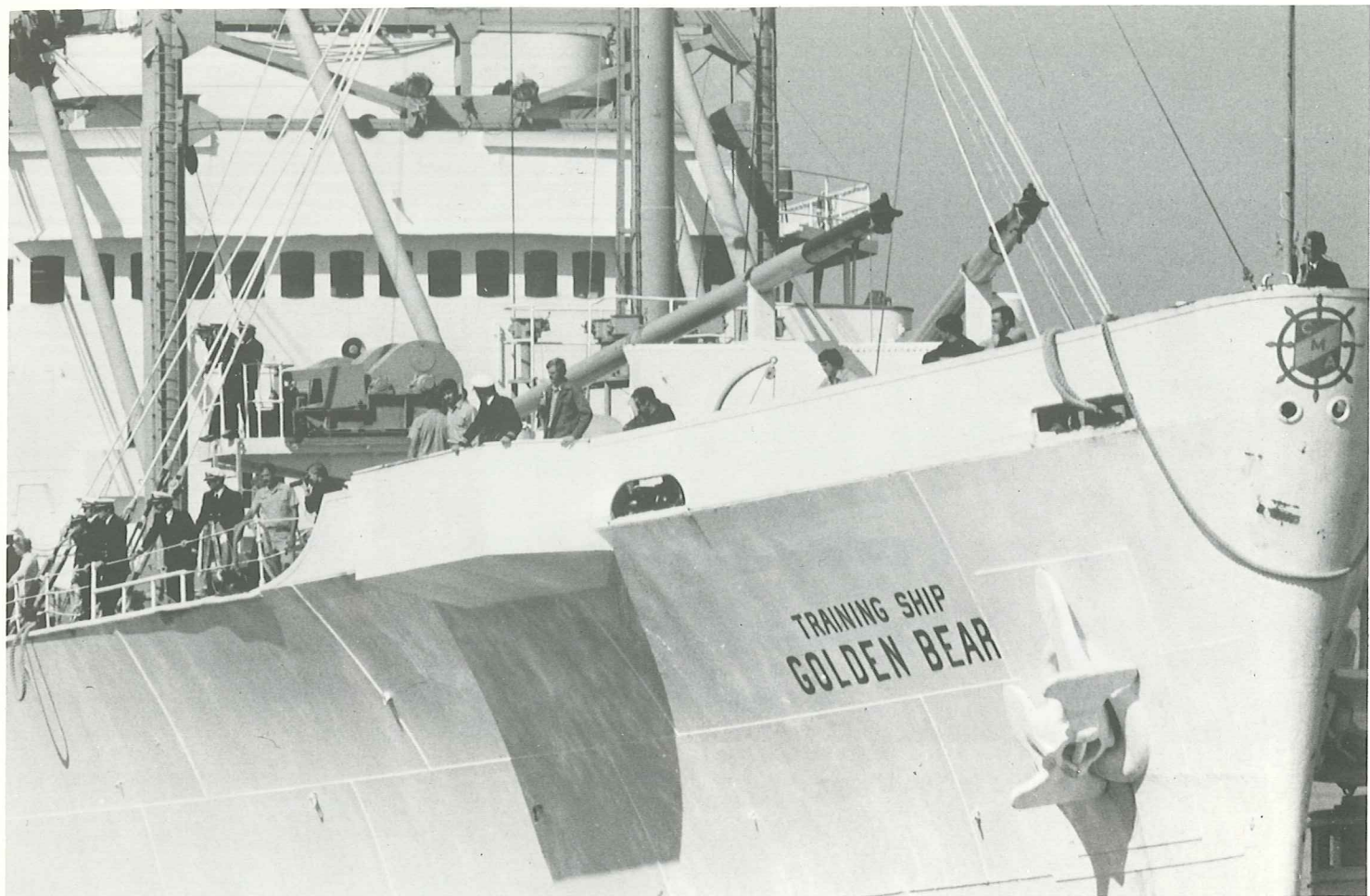
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“CRUISE” 1976

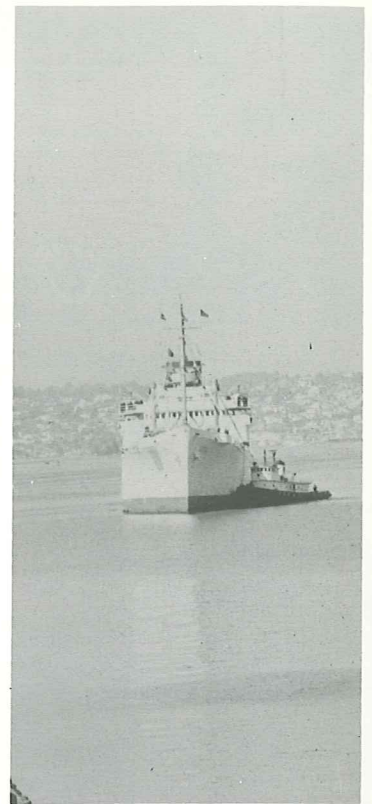


Through the hole, around the tree





BYE-BYE!



He did what in San Diego?

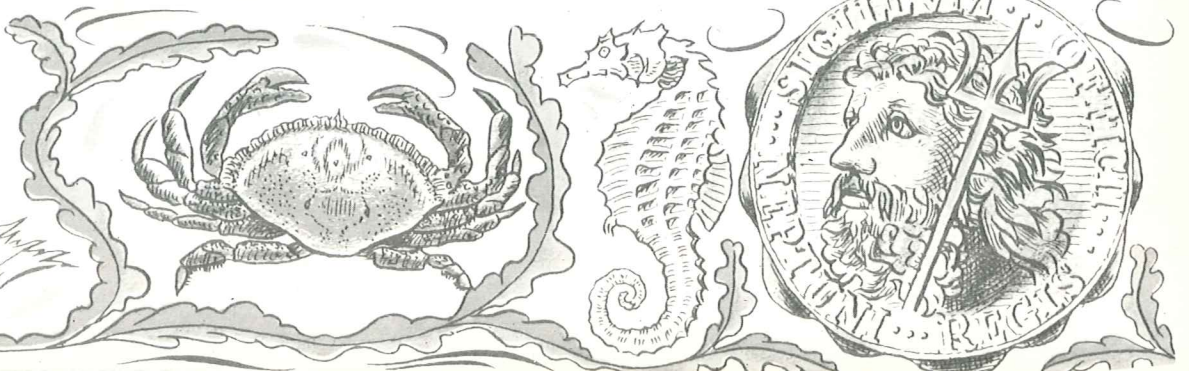


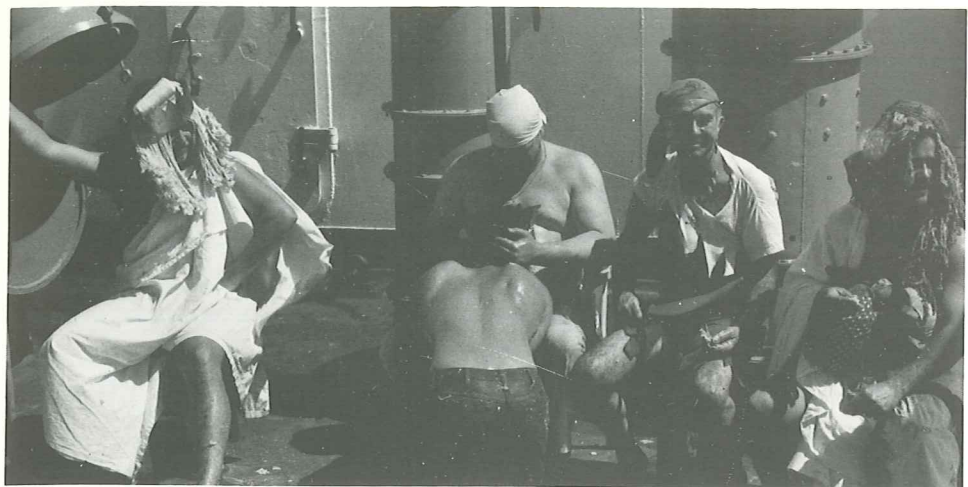


While the mice are away the "rats will play."

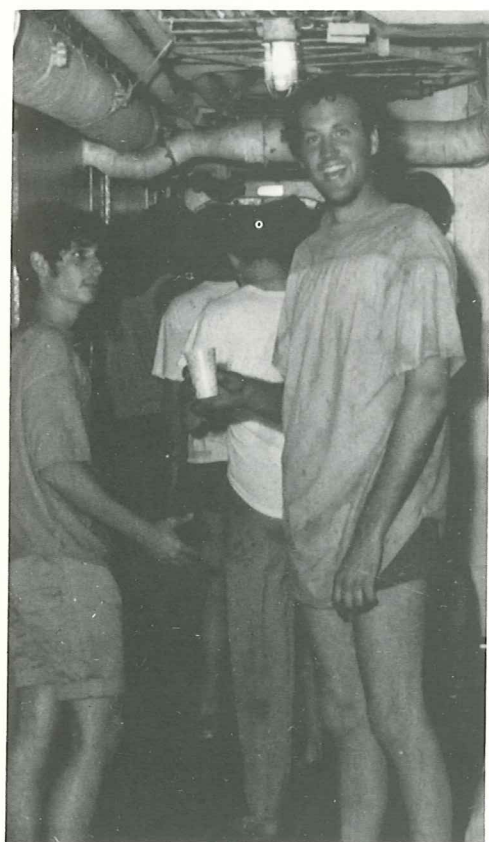


IMPERIVM NEPTVNI REGIS





EQUATOR CROSSING 1976



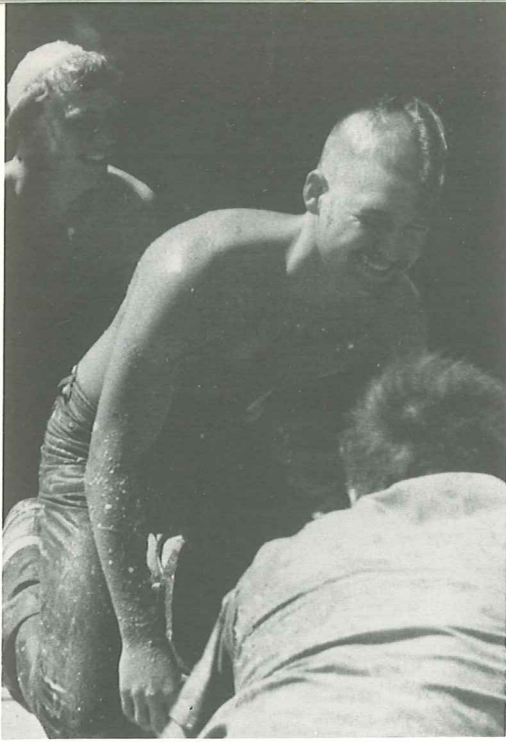
YECH!



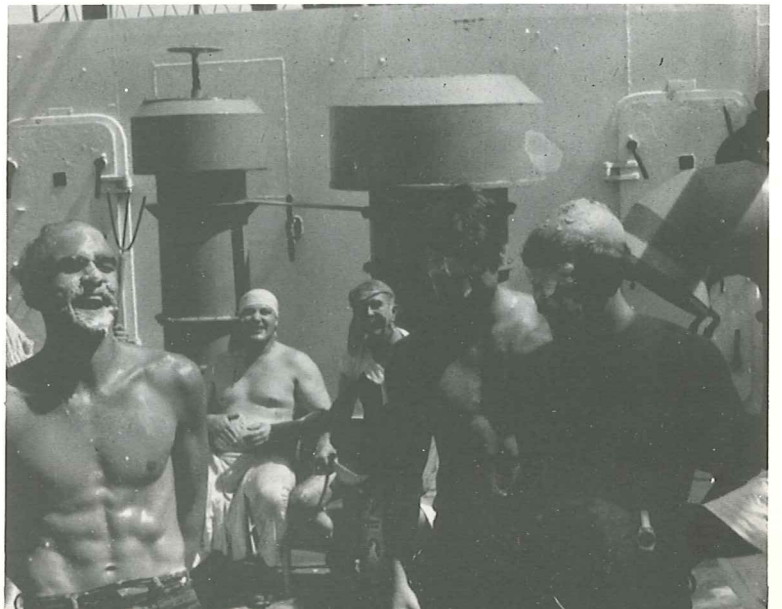
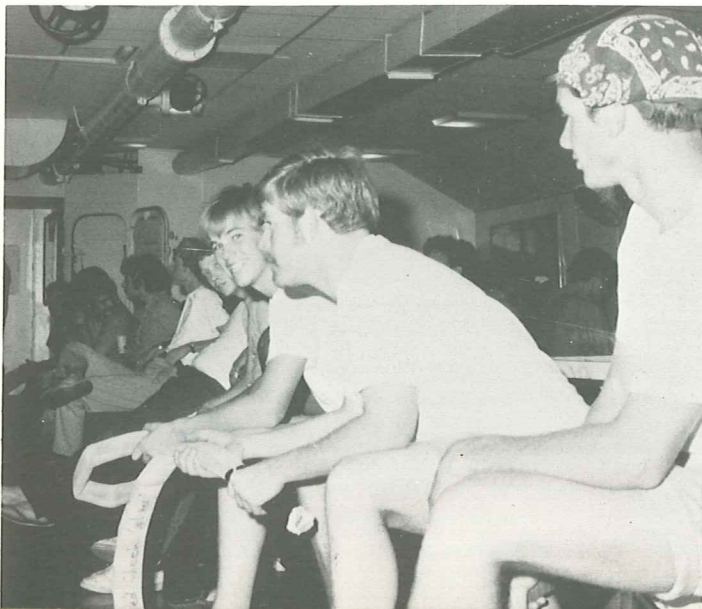
Come and get it

What's that perfume you're wearing?



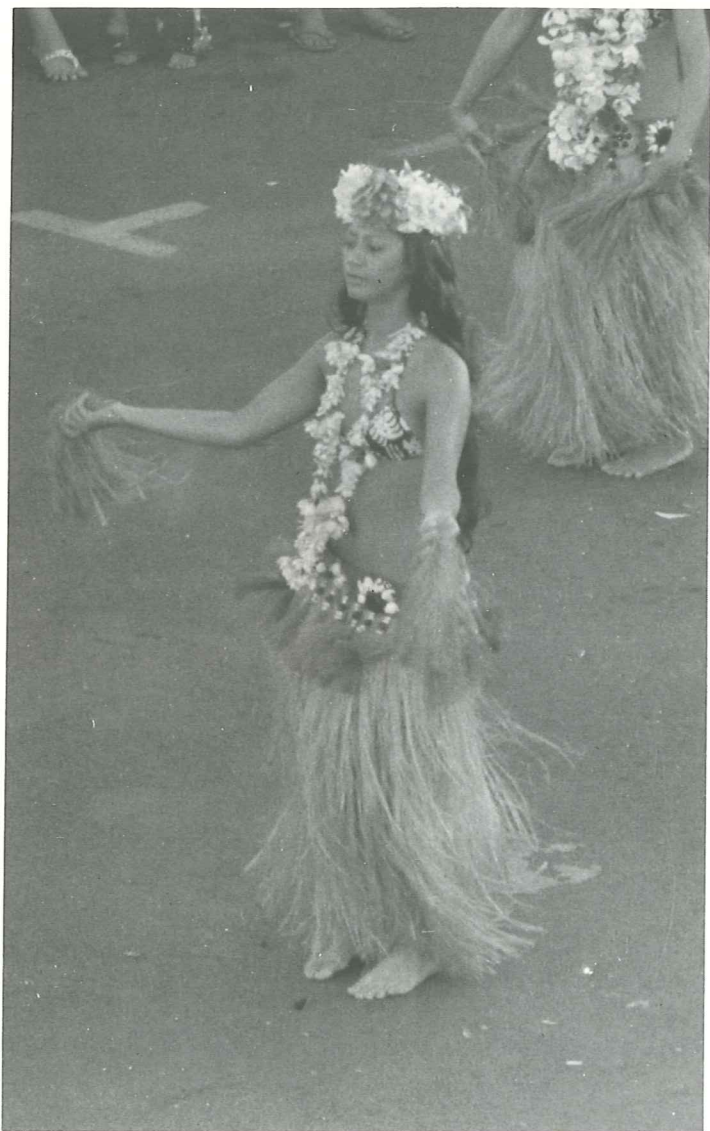


And to think that people are starving in Asia!





TAHITI





FUN,
SUN,
STAY,
PLAY



Beard checks a beard



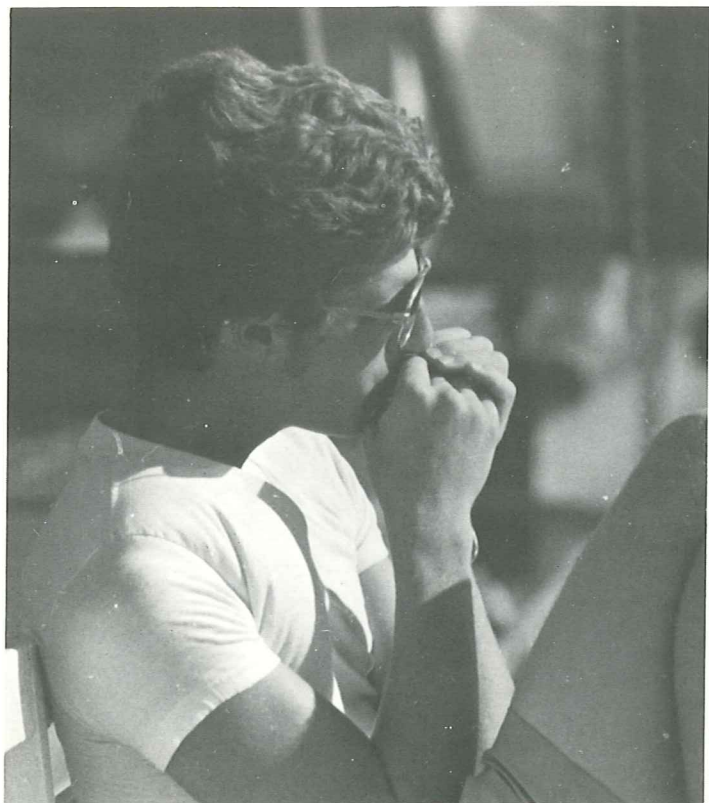


Cal

Take it from your old Sea Dad



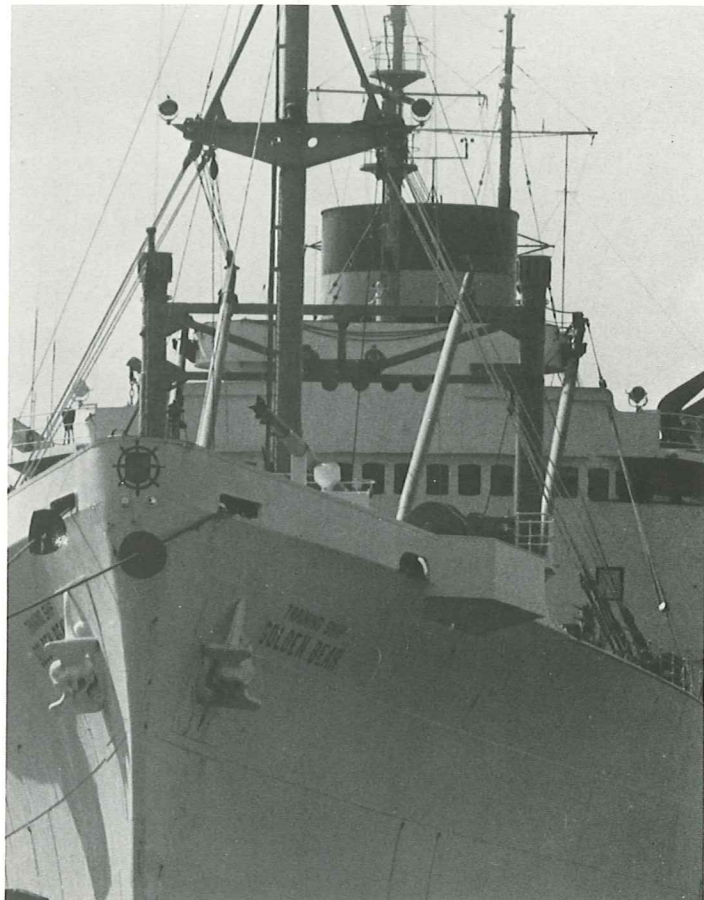
Harmony's Happening



Just Thinking



I'd give her an 8





Taking a sunline

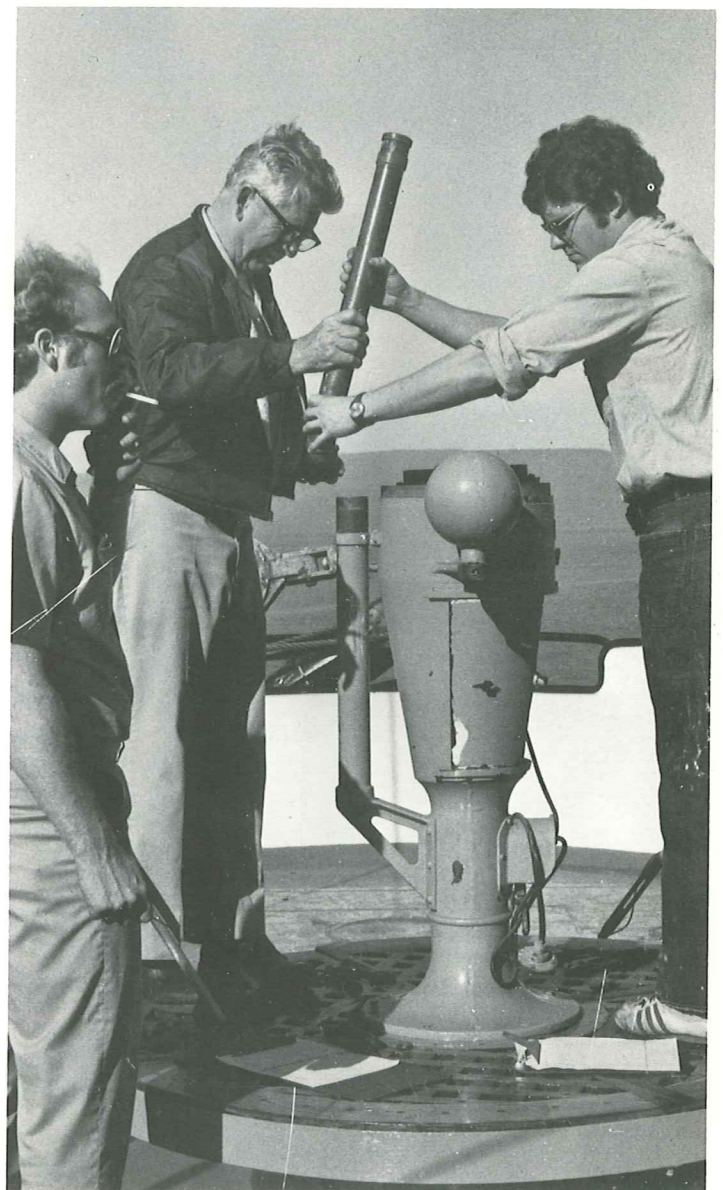
I think this is the way it goes



Recycling?



Let us pray.





If I were you . . .



Bu-Fu

Do you read me, over.



He went that-a-way!



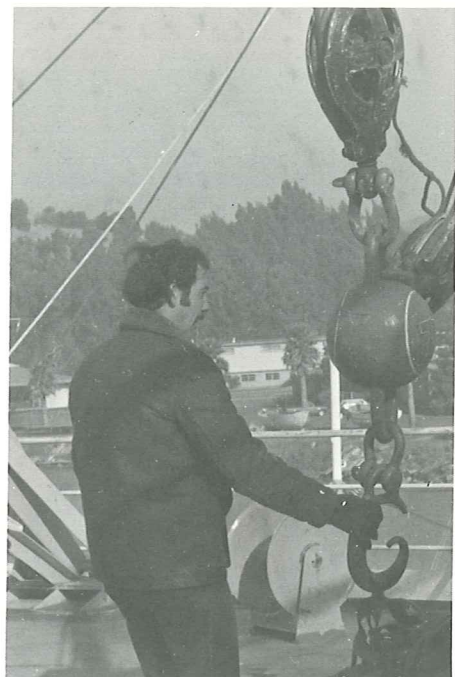
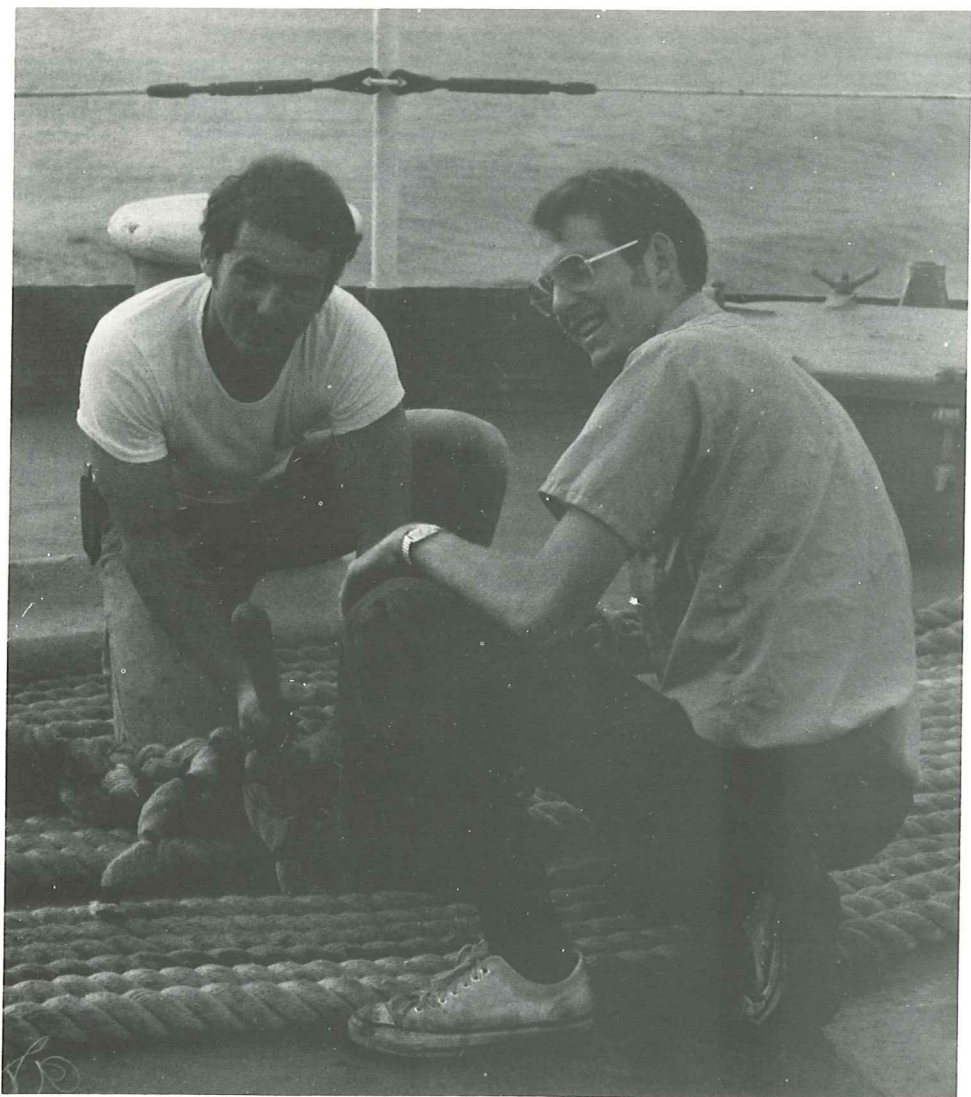
We made it!

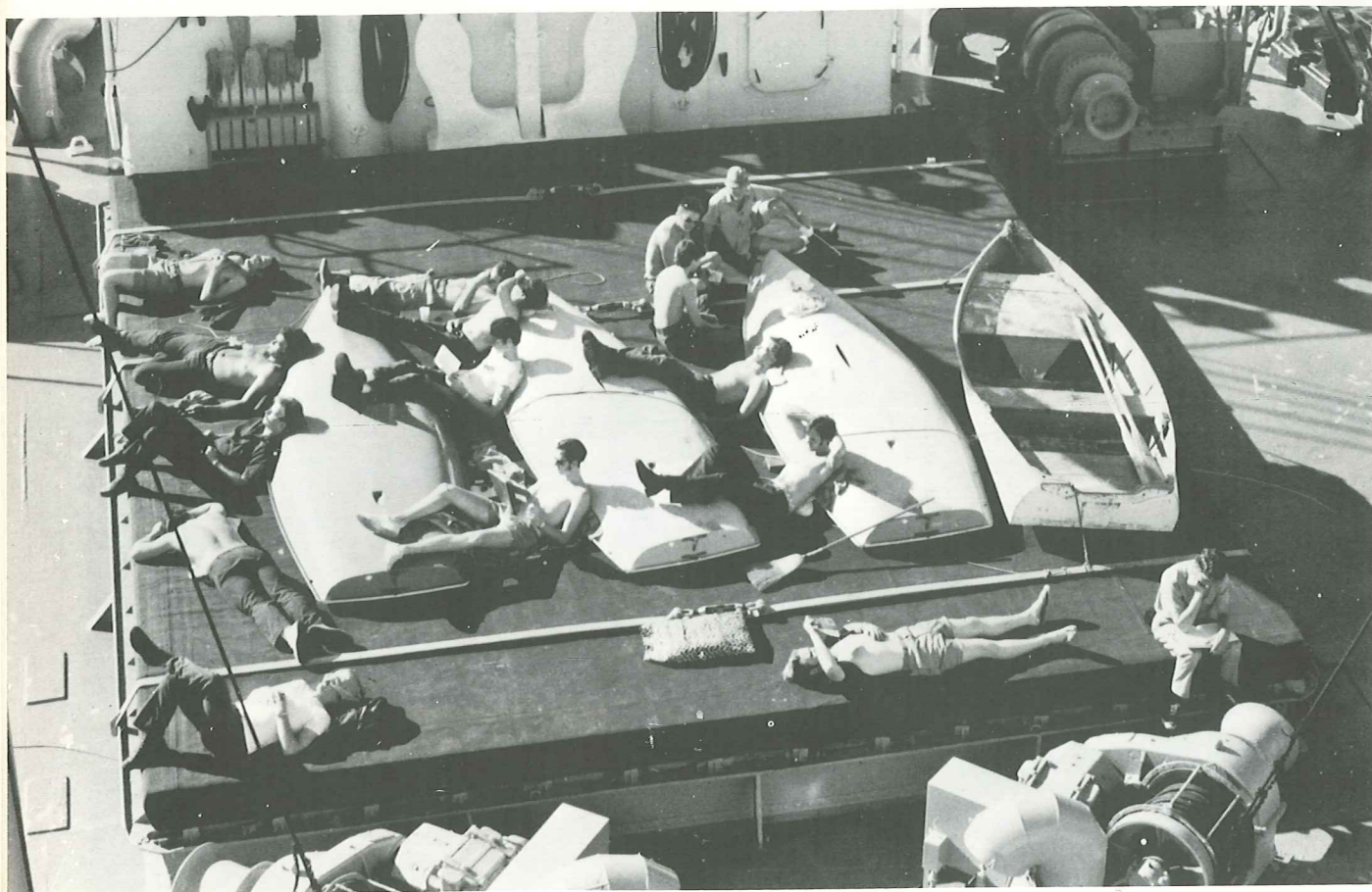




Captain's Inspection







The Easy Life

Take my word - Never wear a girdle to Ship's Ops.



Daydreaming again



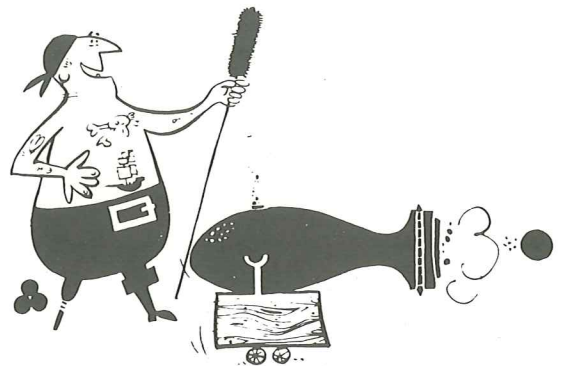
Now this is a sextant, it works like this -

S M O K E R

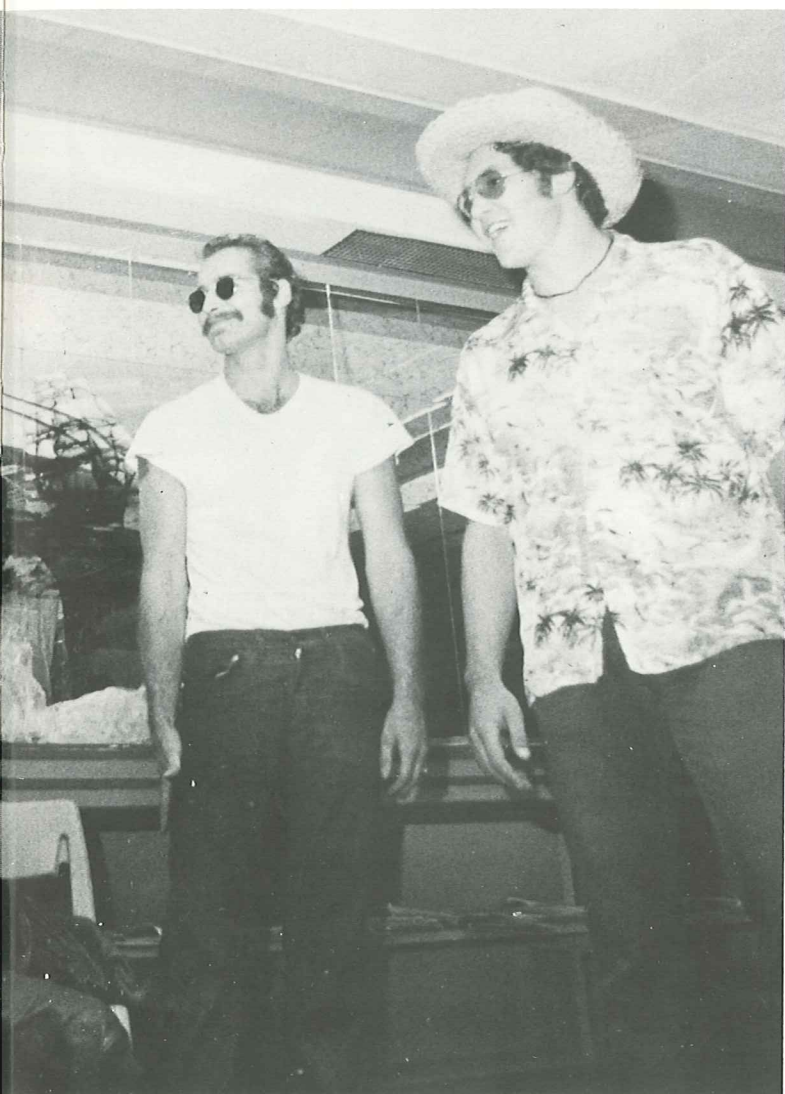


Hit him again

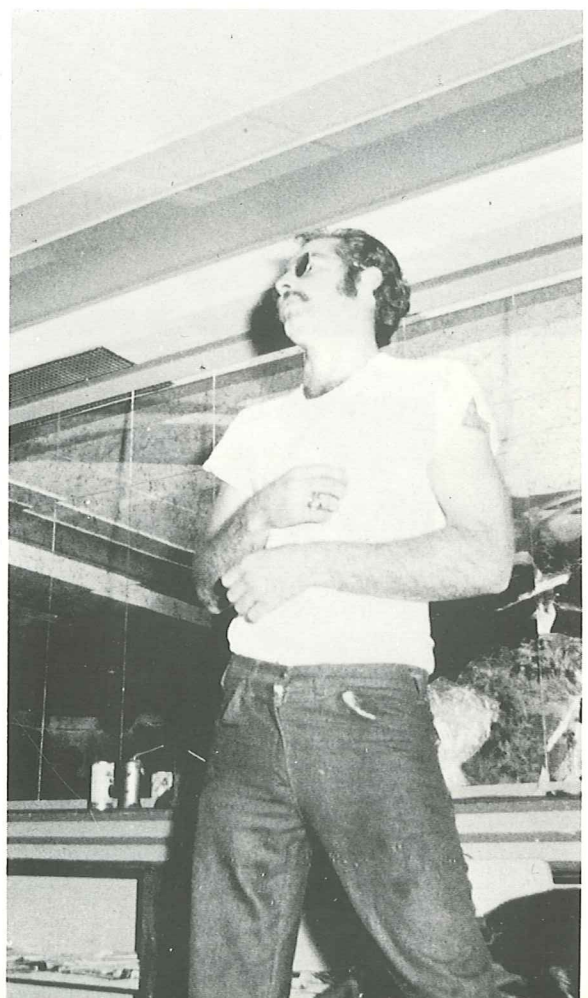




Hey, Man . . .

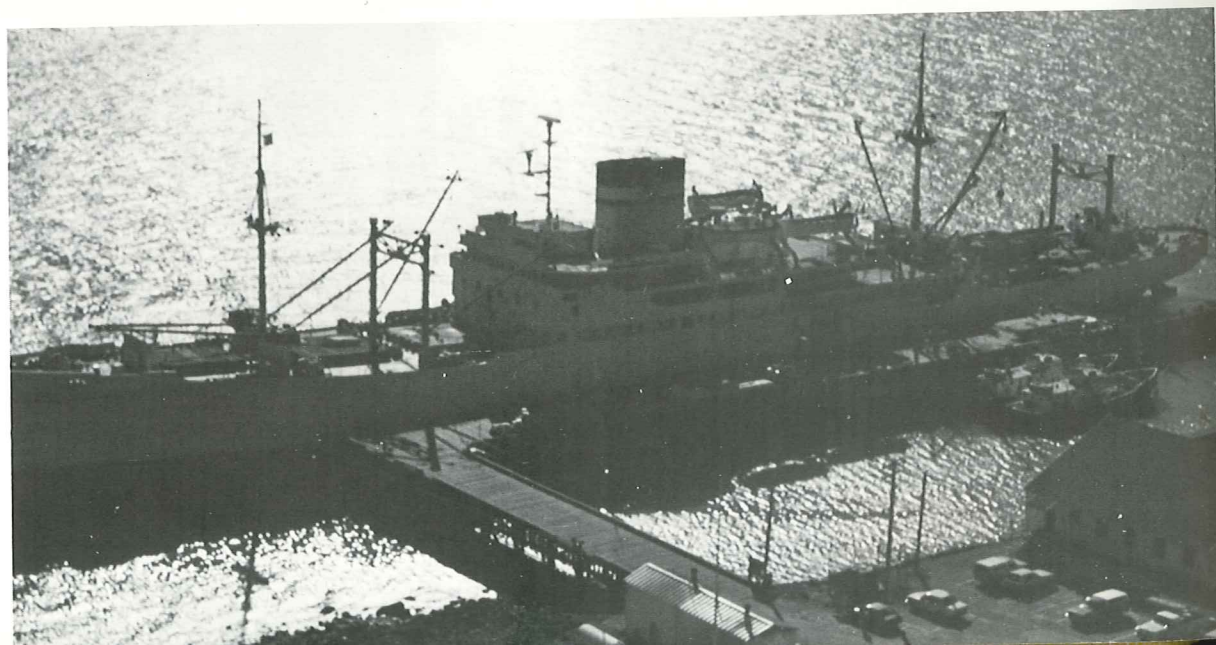
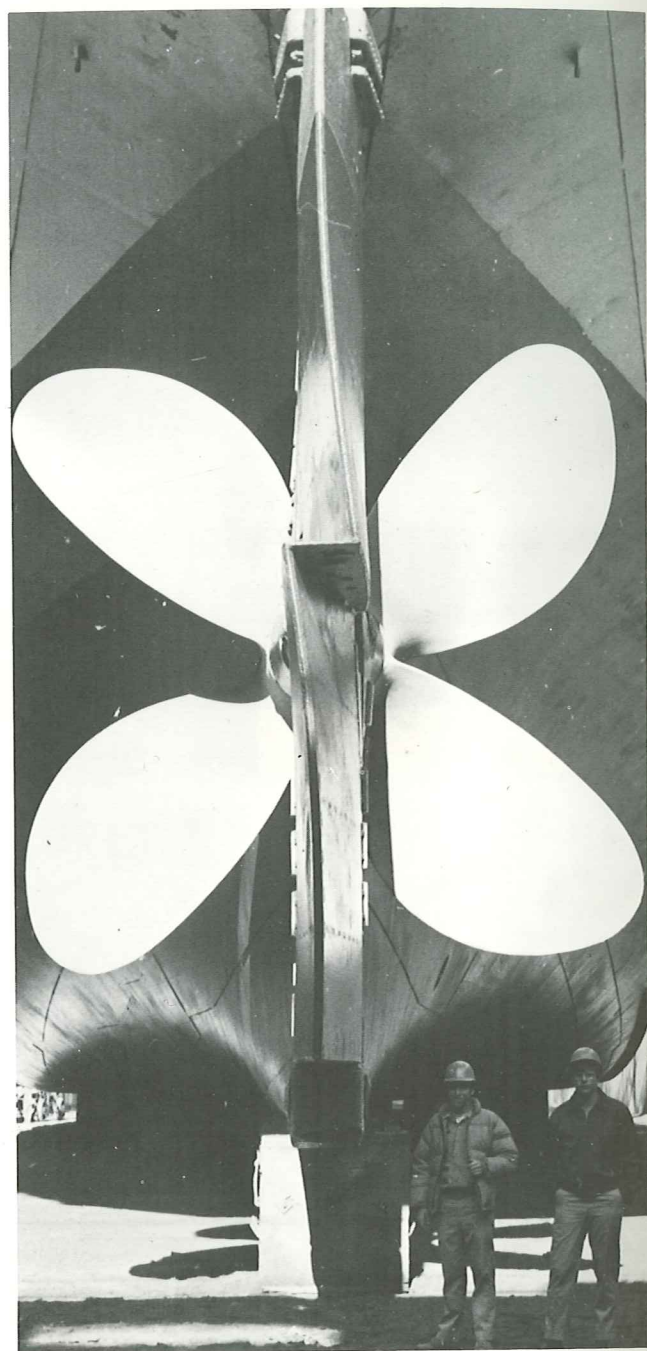


When I was in . . .





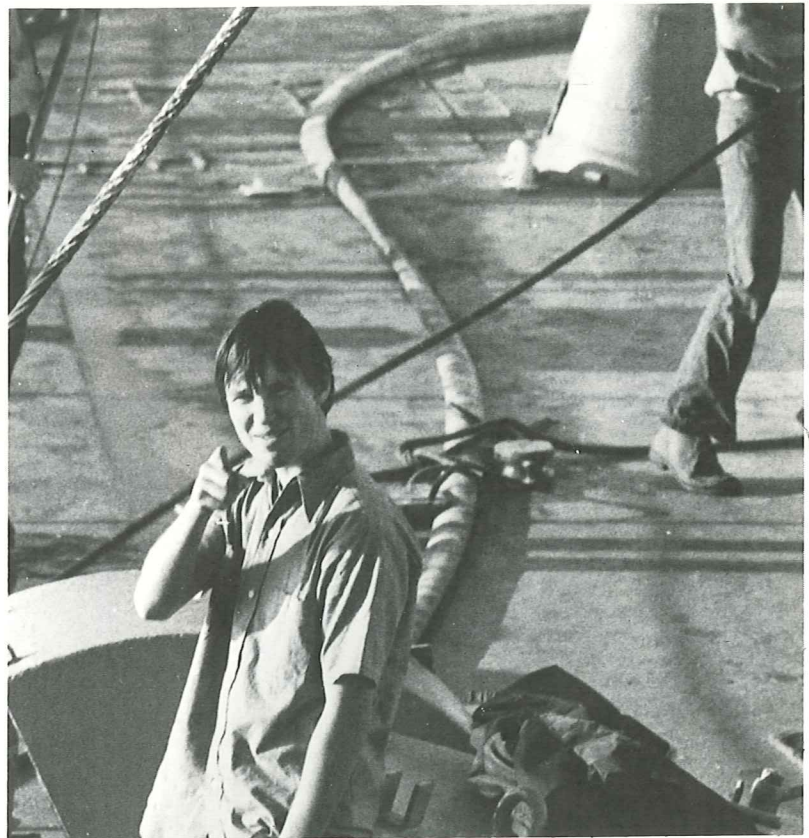
Hi there





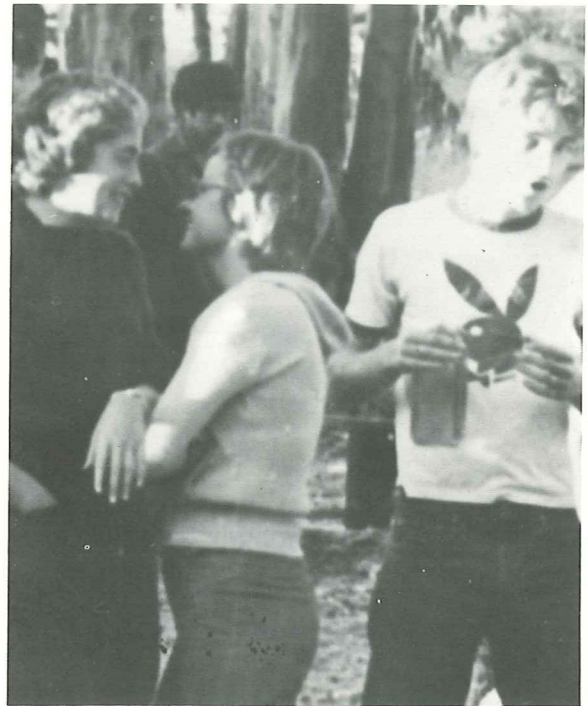
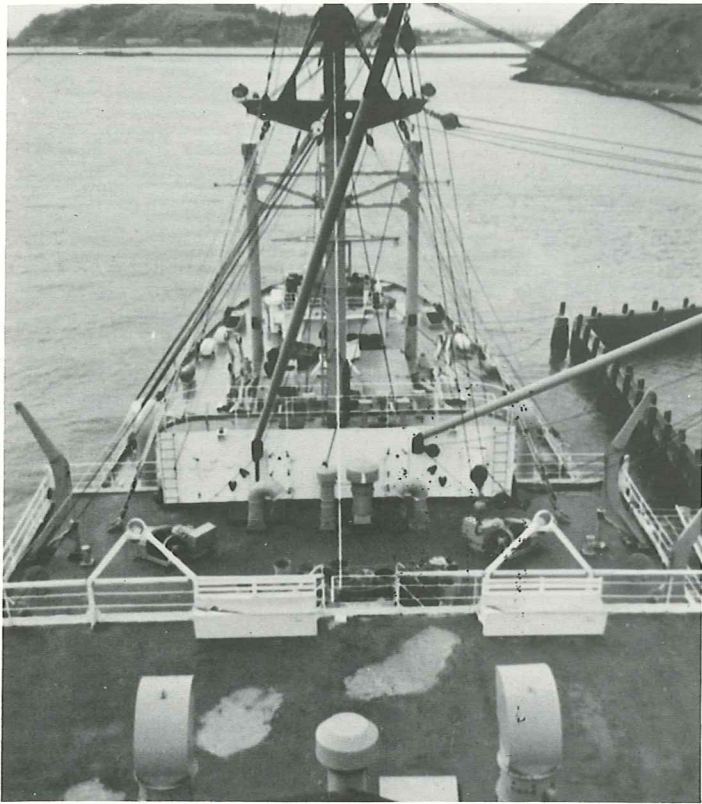
Working, making work

I saw that!

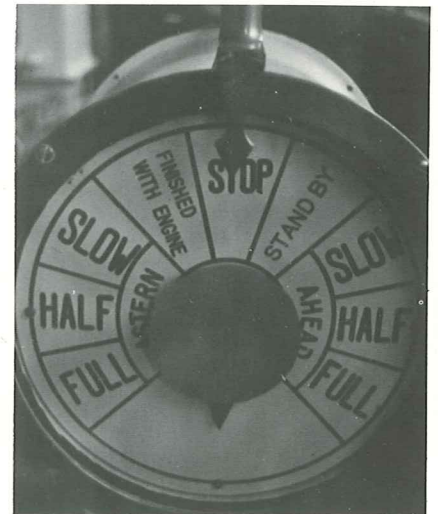


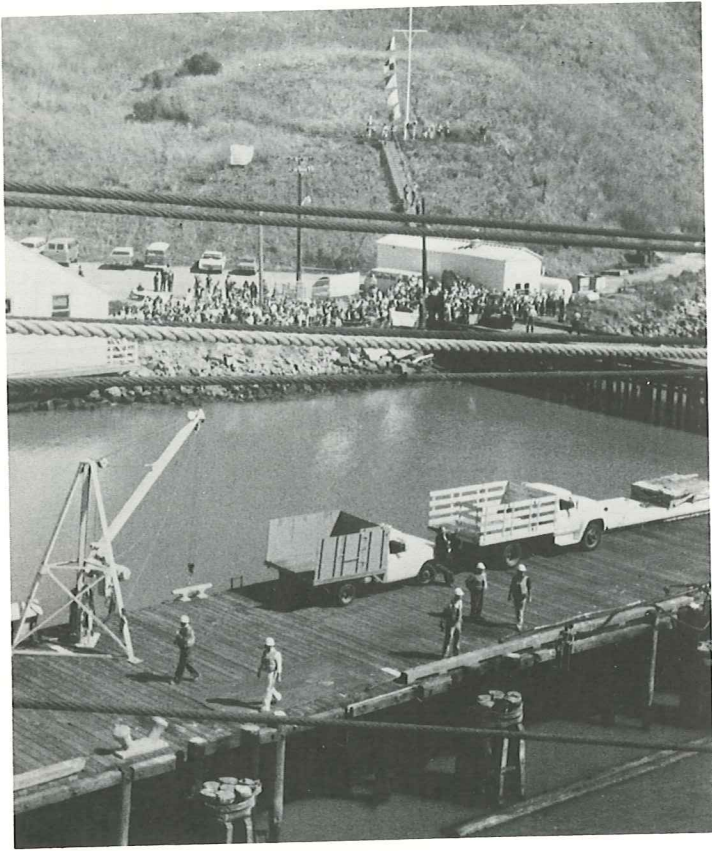
Who? Me?





Would you like to see my etchings?





Diana



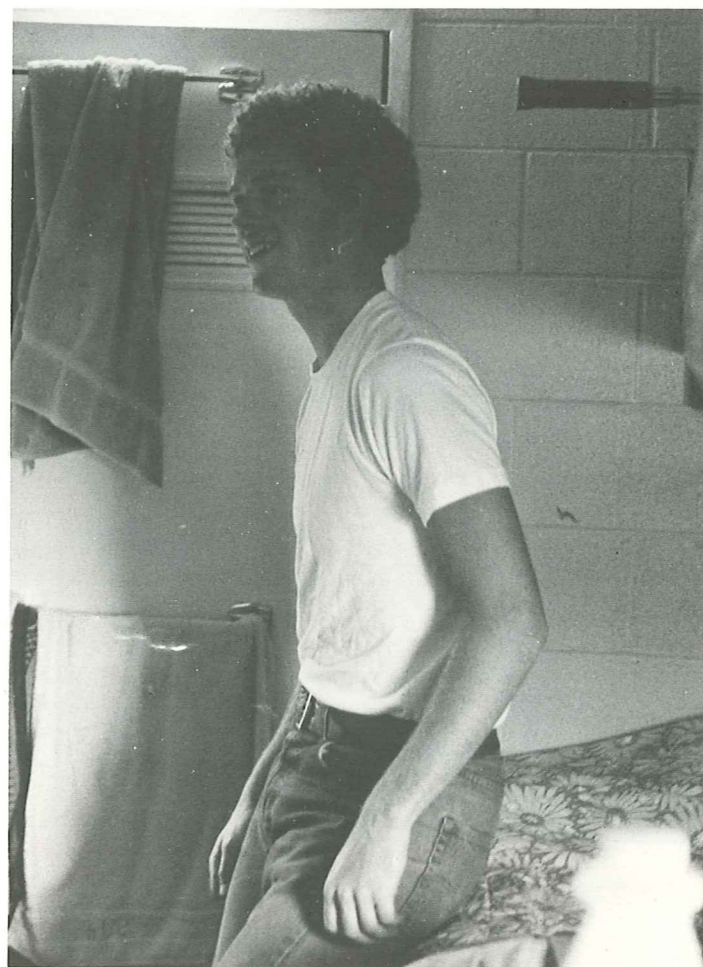
Eileen



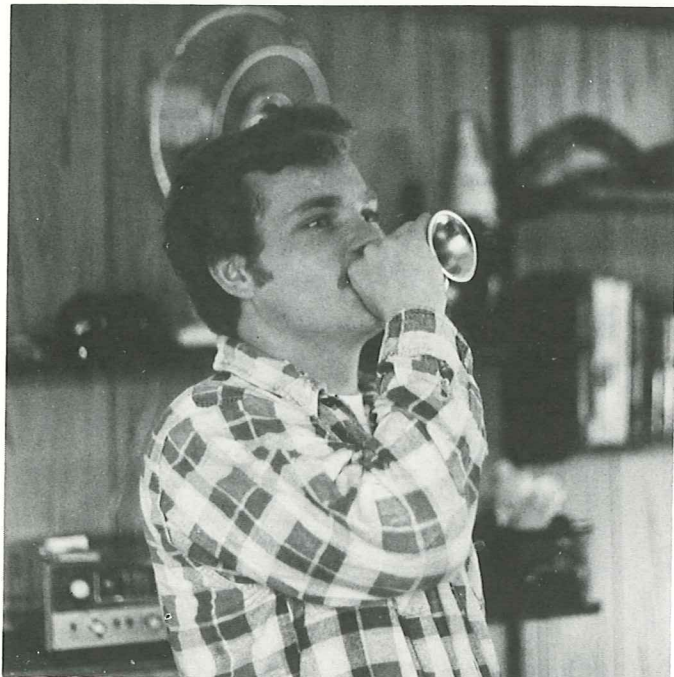
Busy, busy . . .



The Admiral and Friend . . .



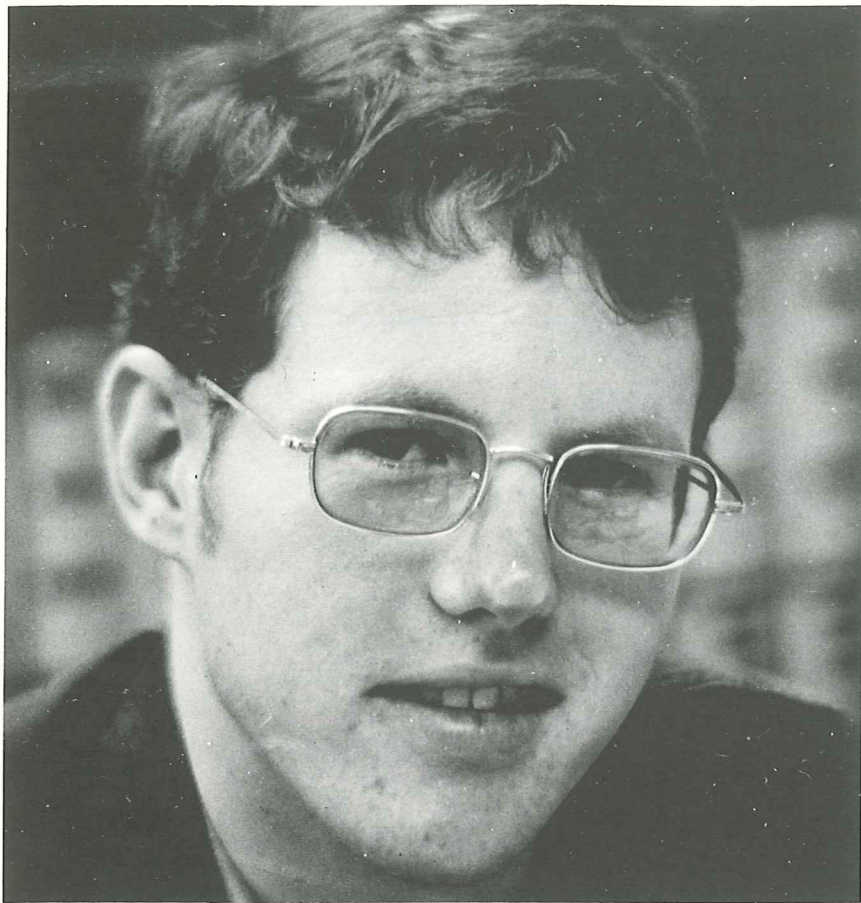
SNOW-TIME



Morning taps.



Relieving the pressure.



Eich



Brandy, being Brandy

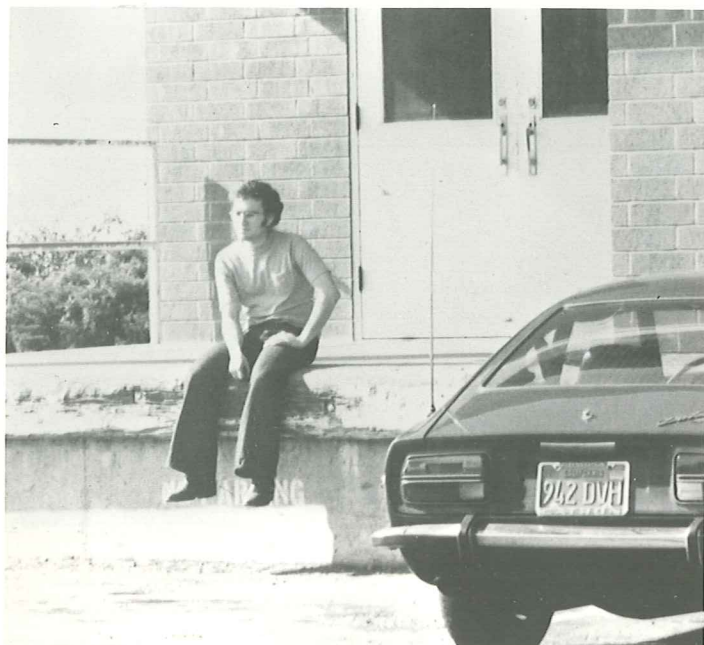
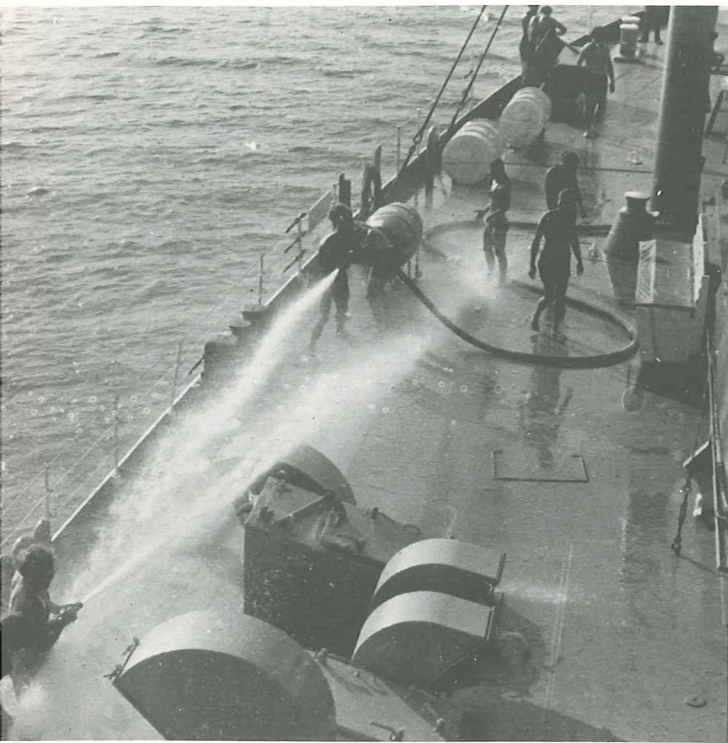


Snow Bird

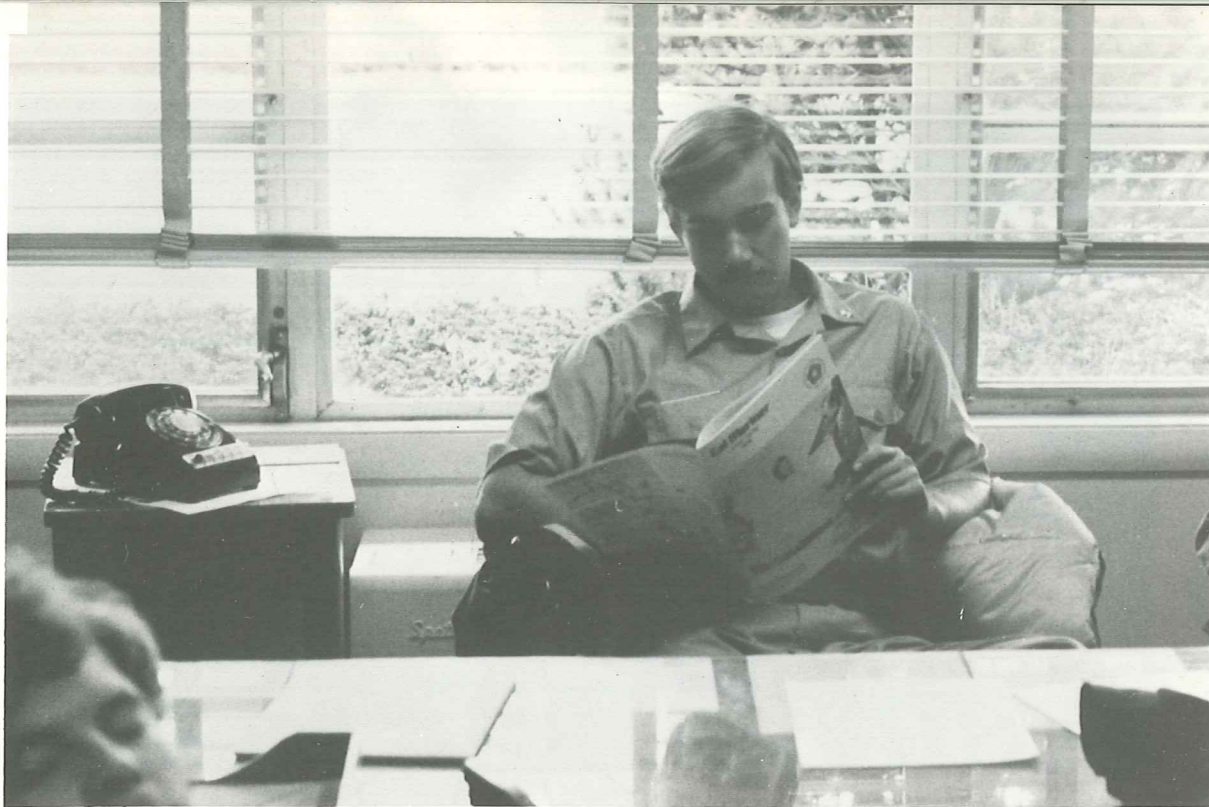




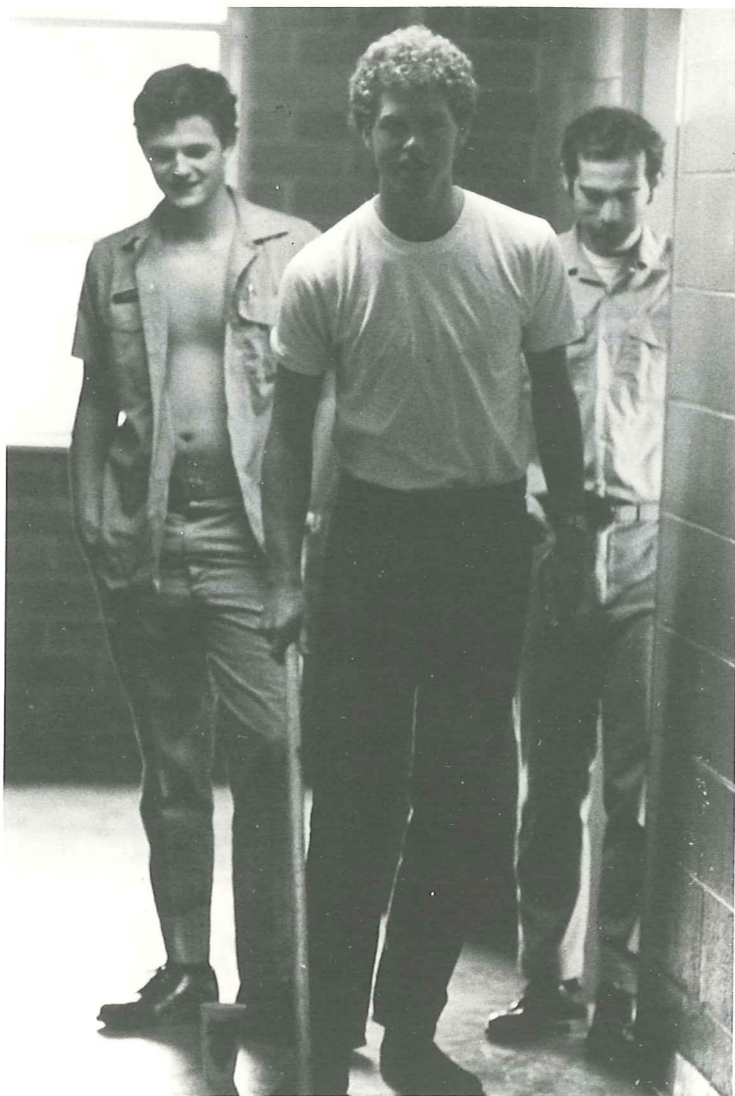
Snake



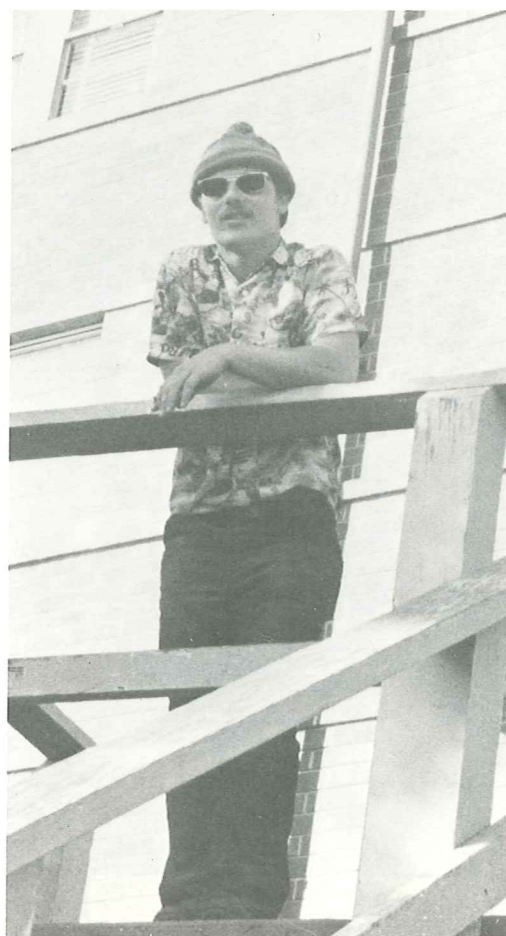
I'd rather be



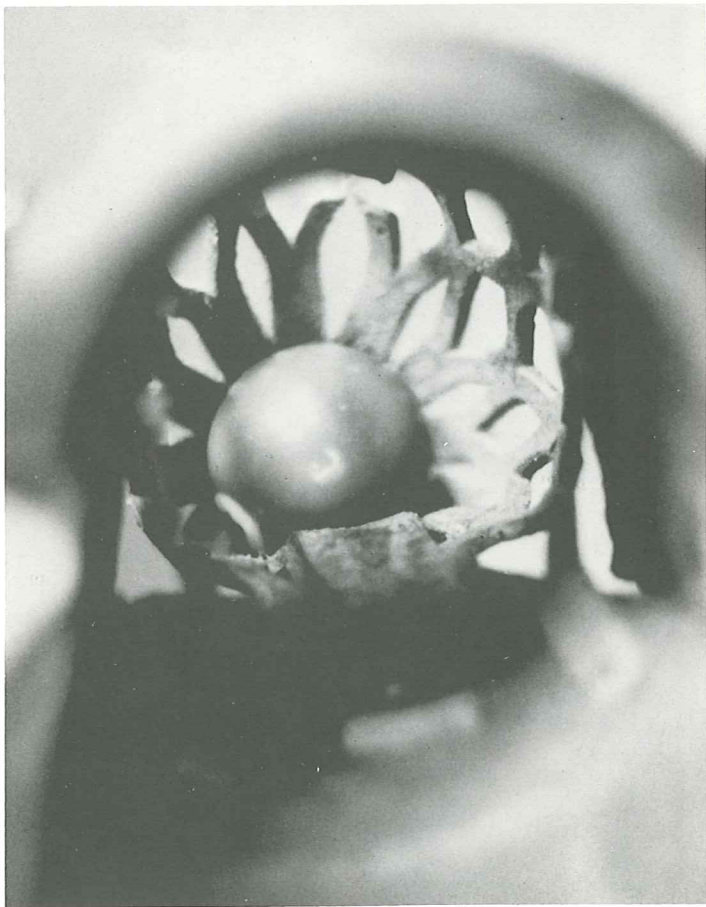
Isler taking over



When I say go . . .



Dozer





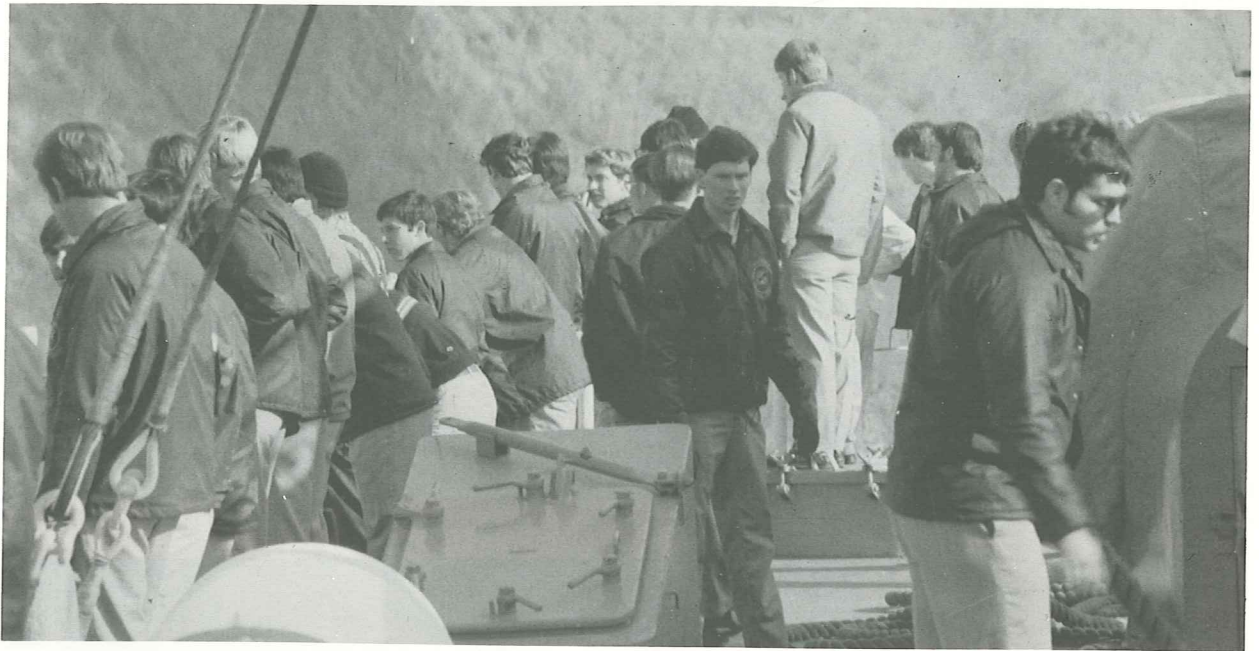
A
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STUDENT COUNCIL



Bob Hawke, John Beard, Greg George, Vince Bellonzi and Kim Estes.





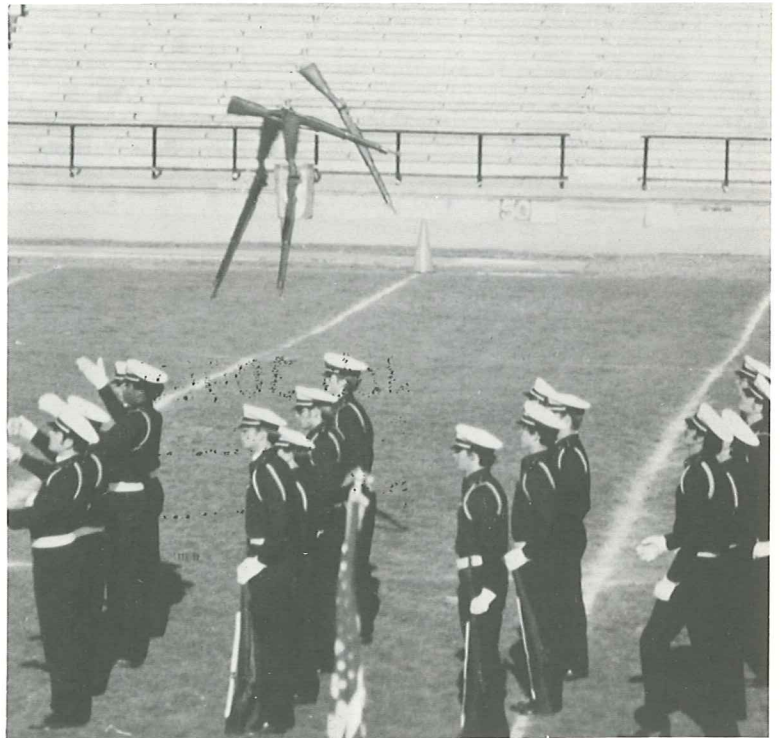
DRILL TEAM

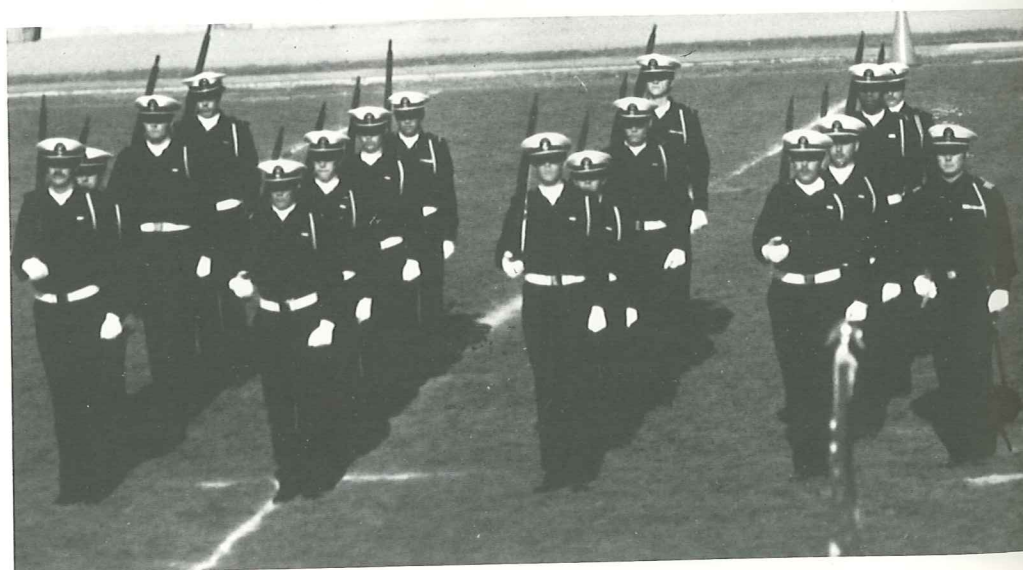


Paul Murk - Captain



Check those legs





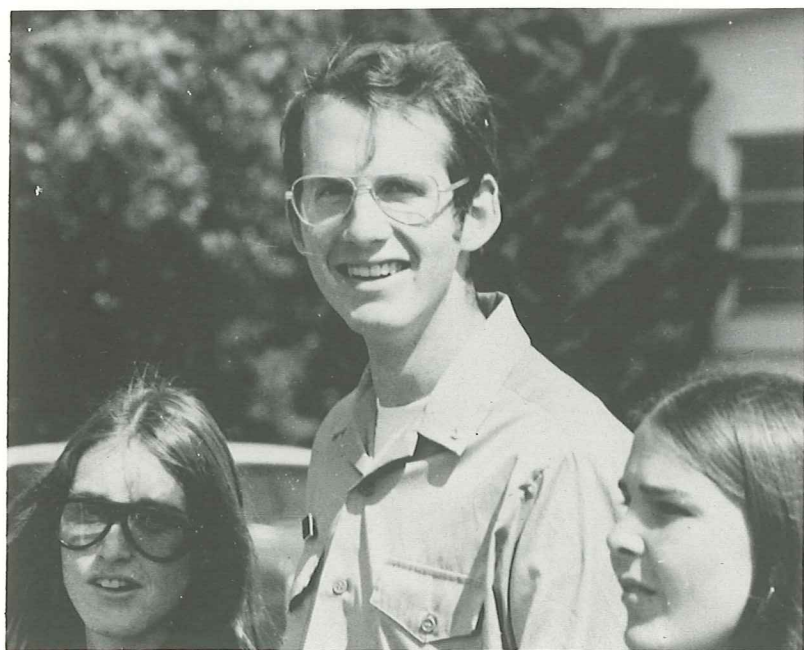
ALUMNI DAY 76



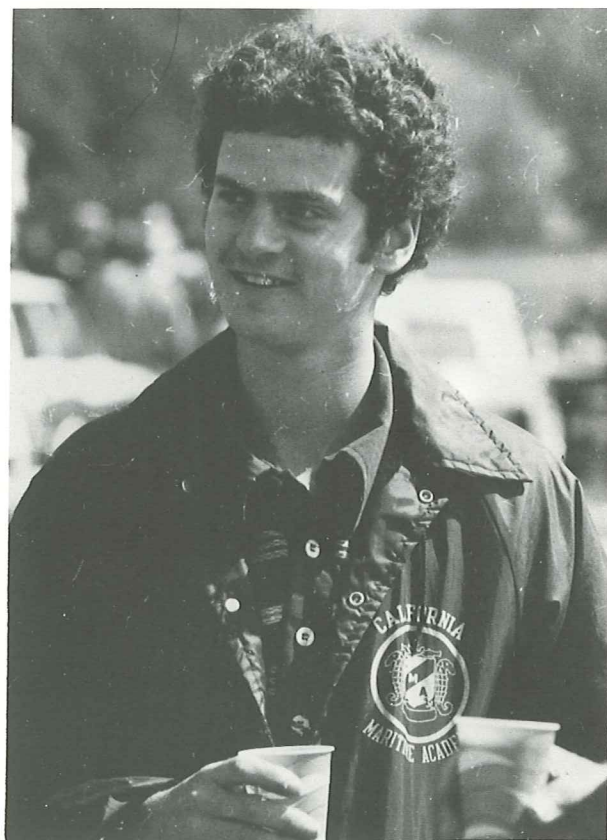
And I did it all by myself.



Mr. Aschemeyer and "Stump"



Enjoying Alumni Day?

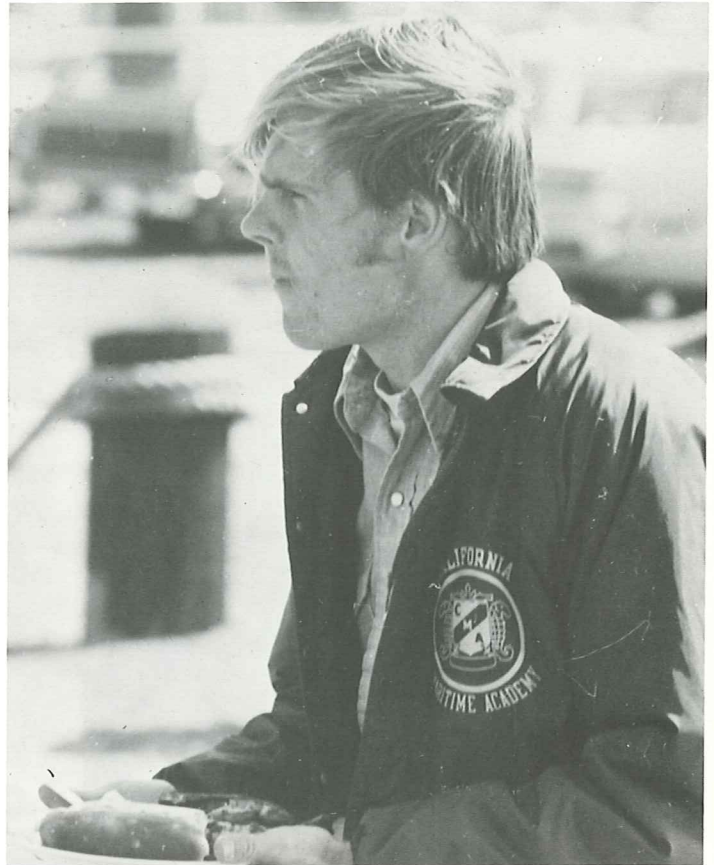


I'll drink to that!

IS EVERYBODY HAPPY?



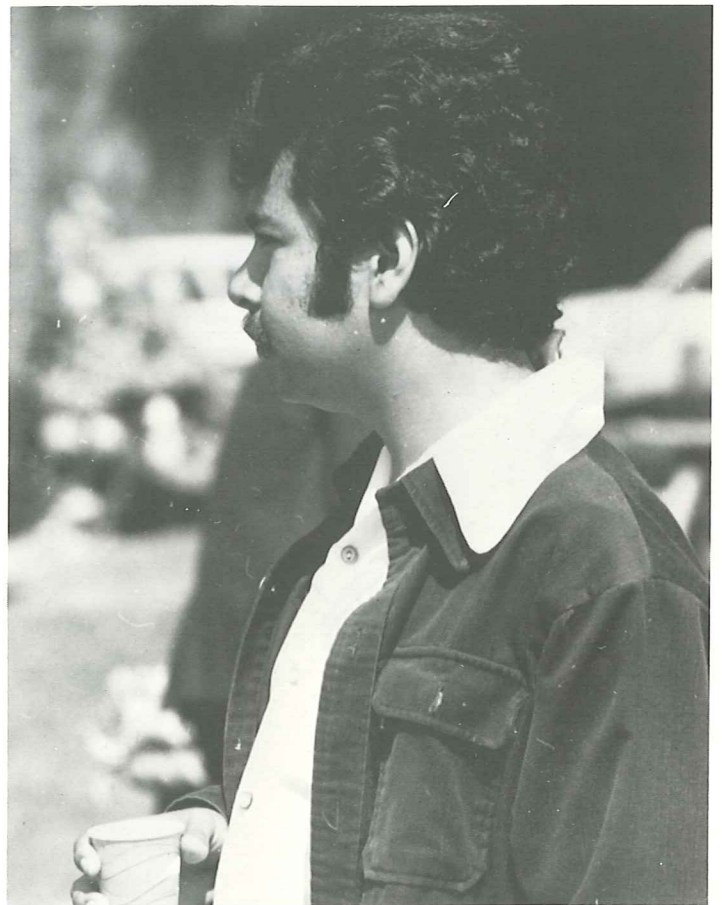
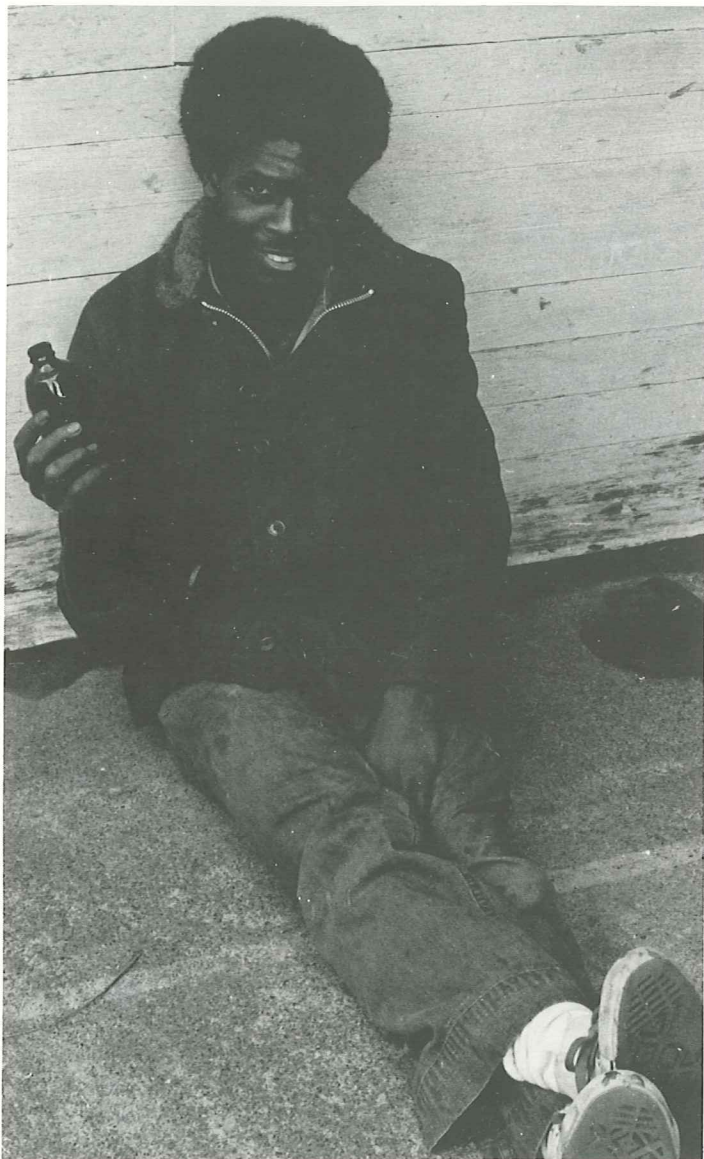
Smile Oscar



Chow time

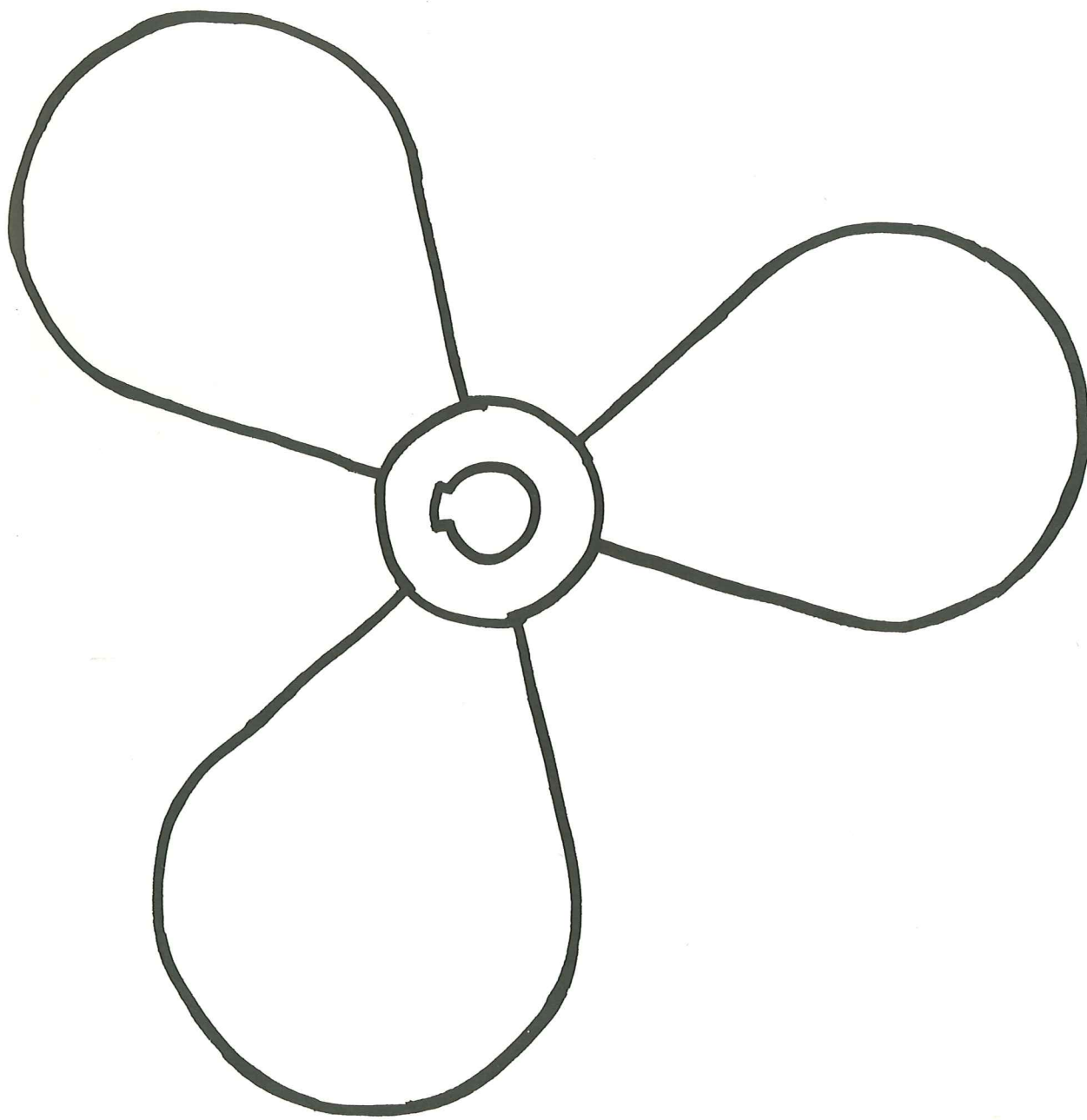
Only my hairdresser
knows for sure







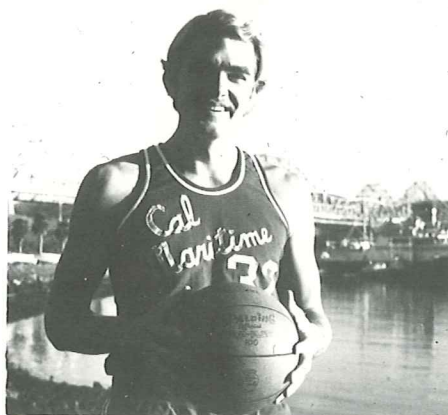
S P O R T S

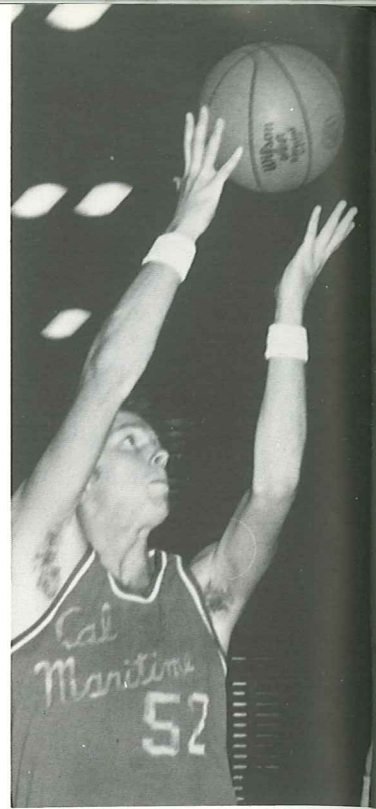
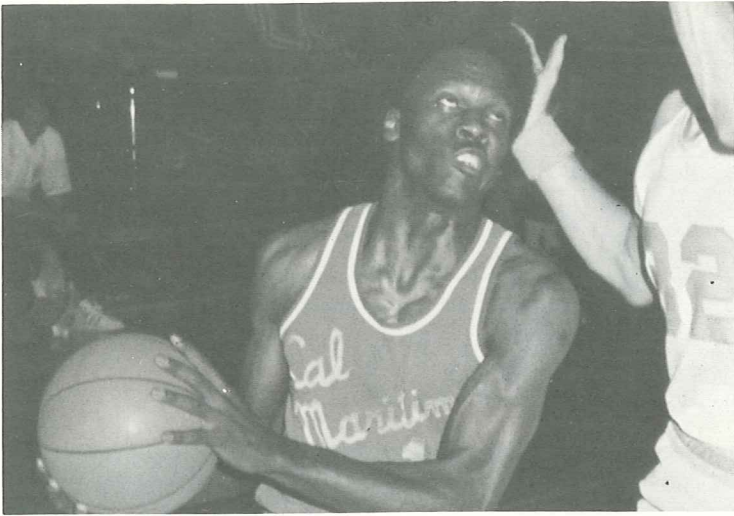


CAL MARITIME BASKETBALL

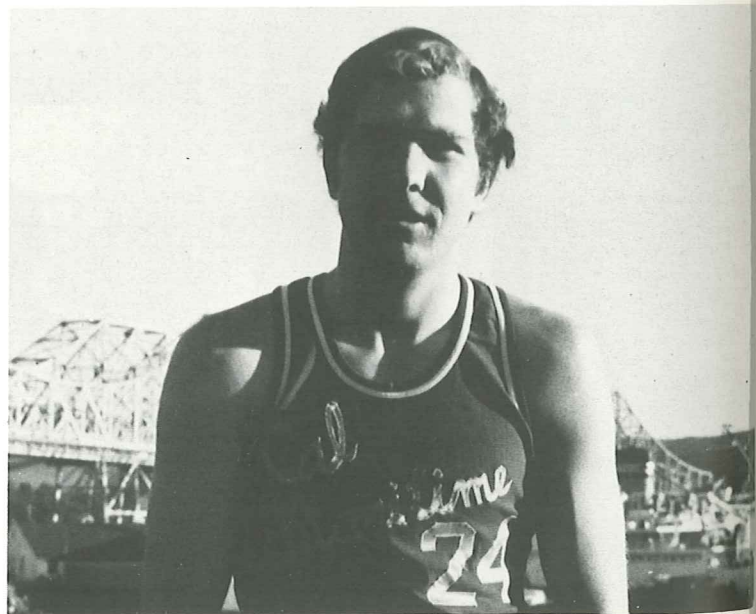
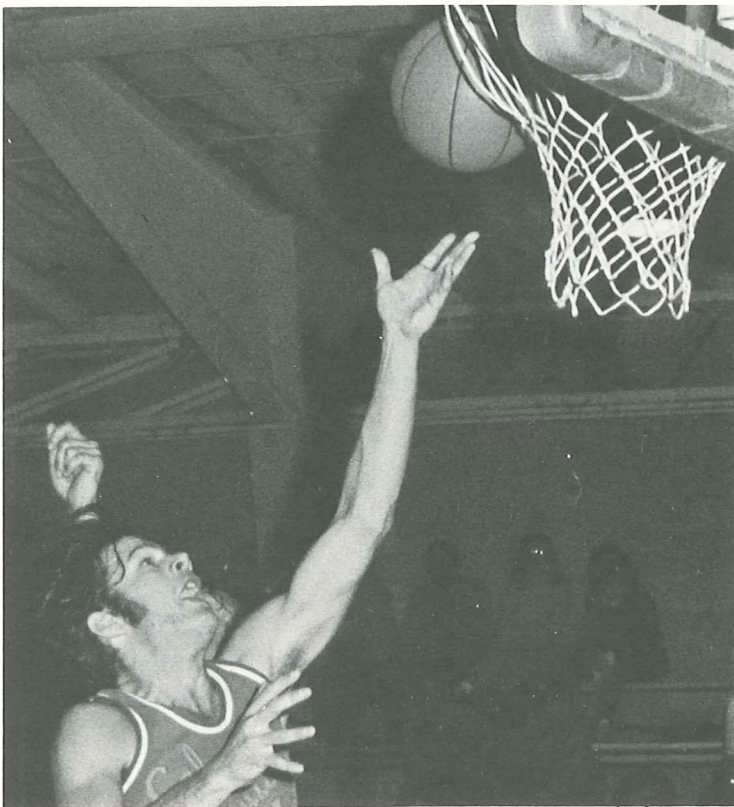
L to R: Coach Diavatis, Abel, Steve Wanderer, Scott Strong, Jeff Mudgett, Mike Betz, Stewart Potter, John Cronin, Chuck Noonan, Mike Hilgers, Tom Lane. Center: Kim Estes and Ron Manley.







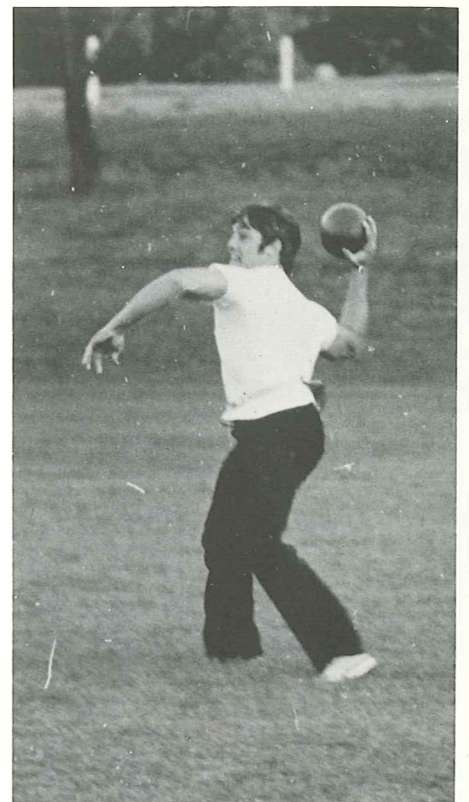
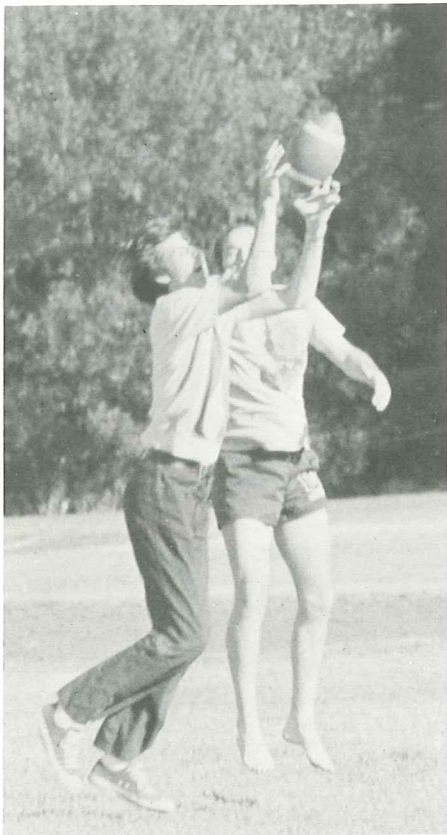
Big Ron



FOOTBALL

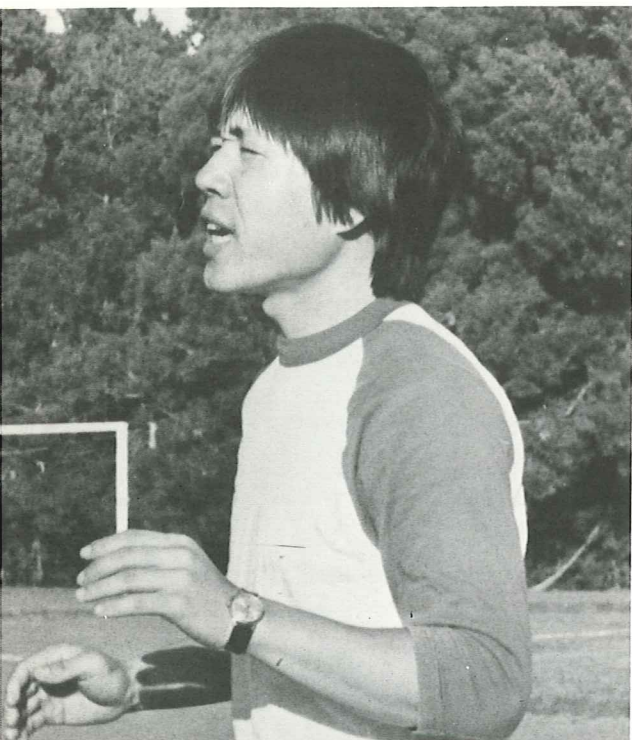


Give me that thing





SOCCER



Coach Kam Wong



Striker





SAILING DUCK STYLE

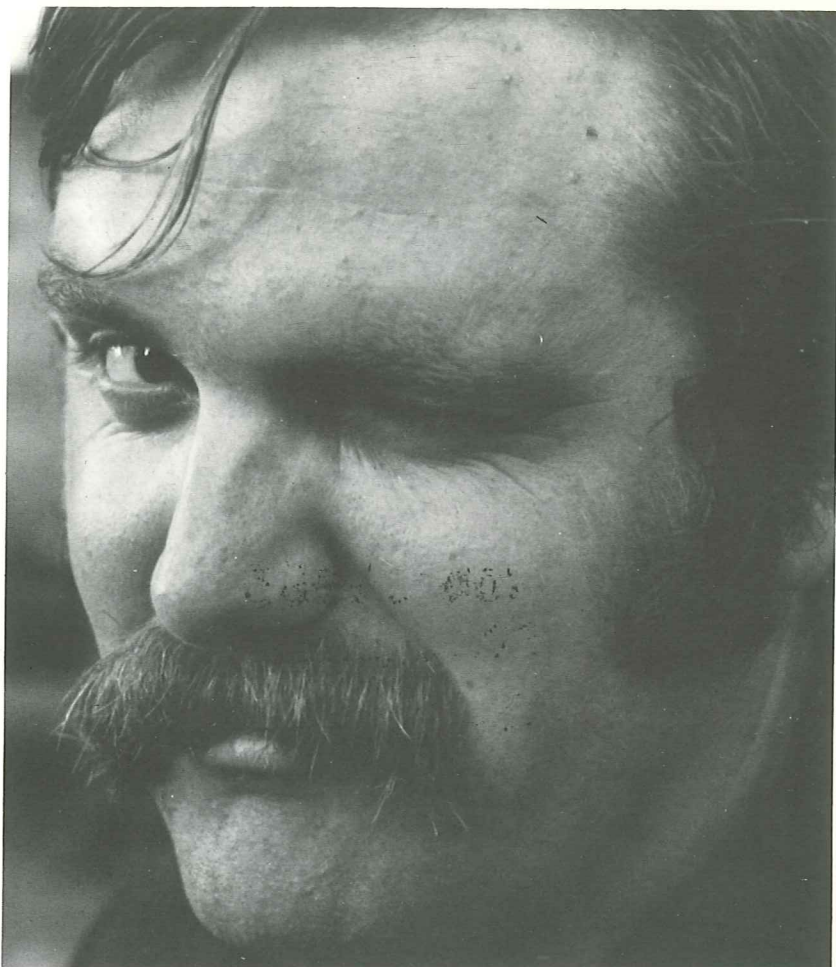
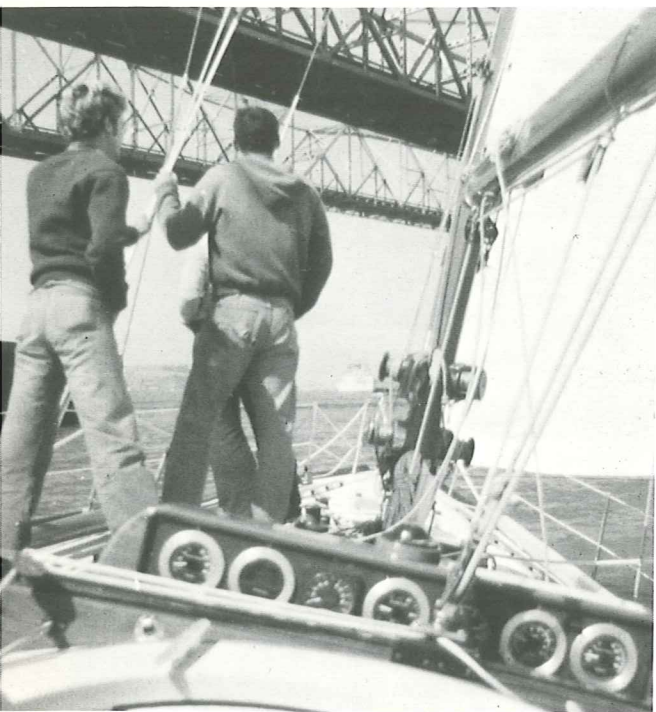


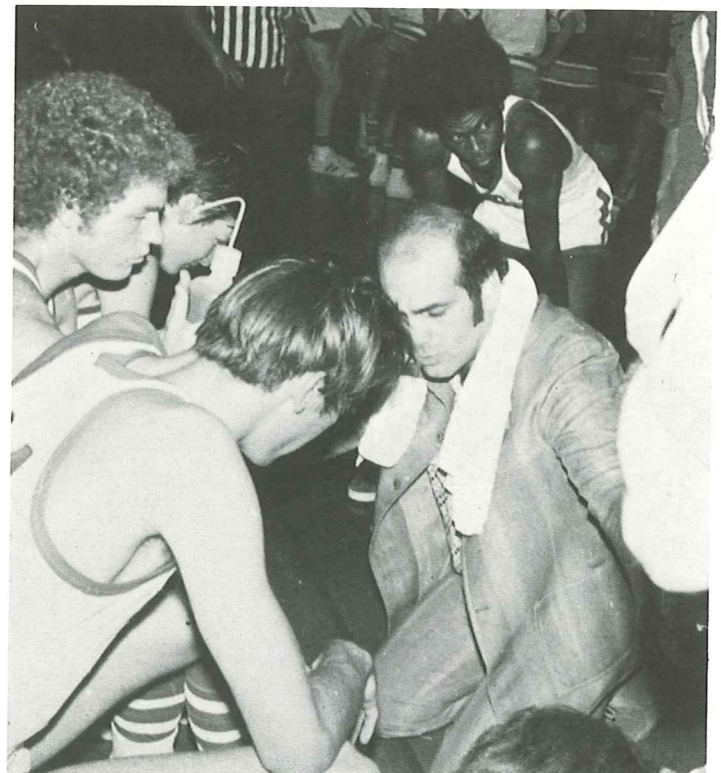
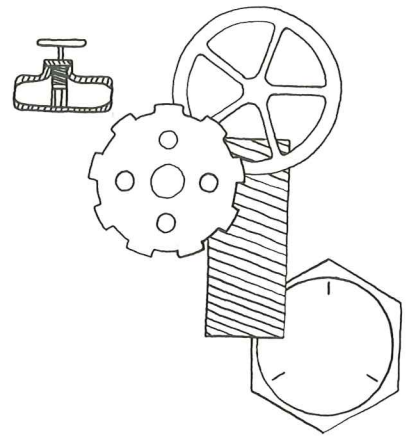


Rubber Duck is an Islander 41, donated to the California Maritime Academy Foundation by Mr. David E. Cuckler. She has an extensive inventory of sails, equipment and electronic gear.

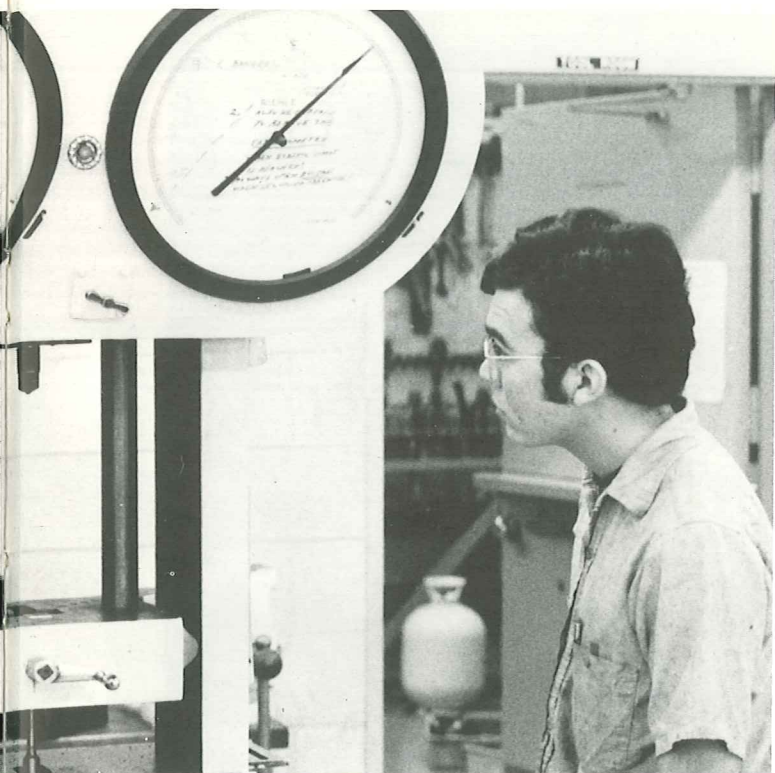
Rubber Duck is used by the midshipmen to train them in the skills of sailing and small boat handling. Though presently moored in Tiburon, there is future hope that the Rubber Duck will be moored in Vallejo for better availability to the corp of midshipmen.











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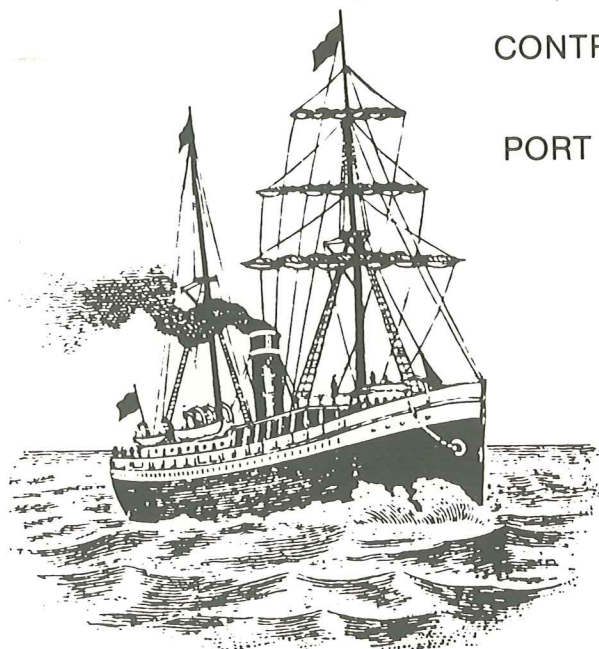
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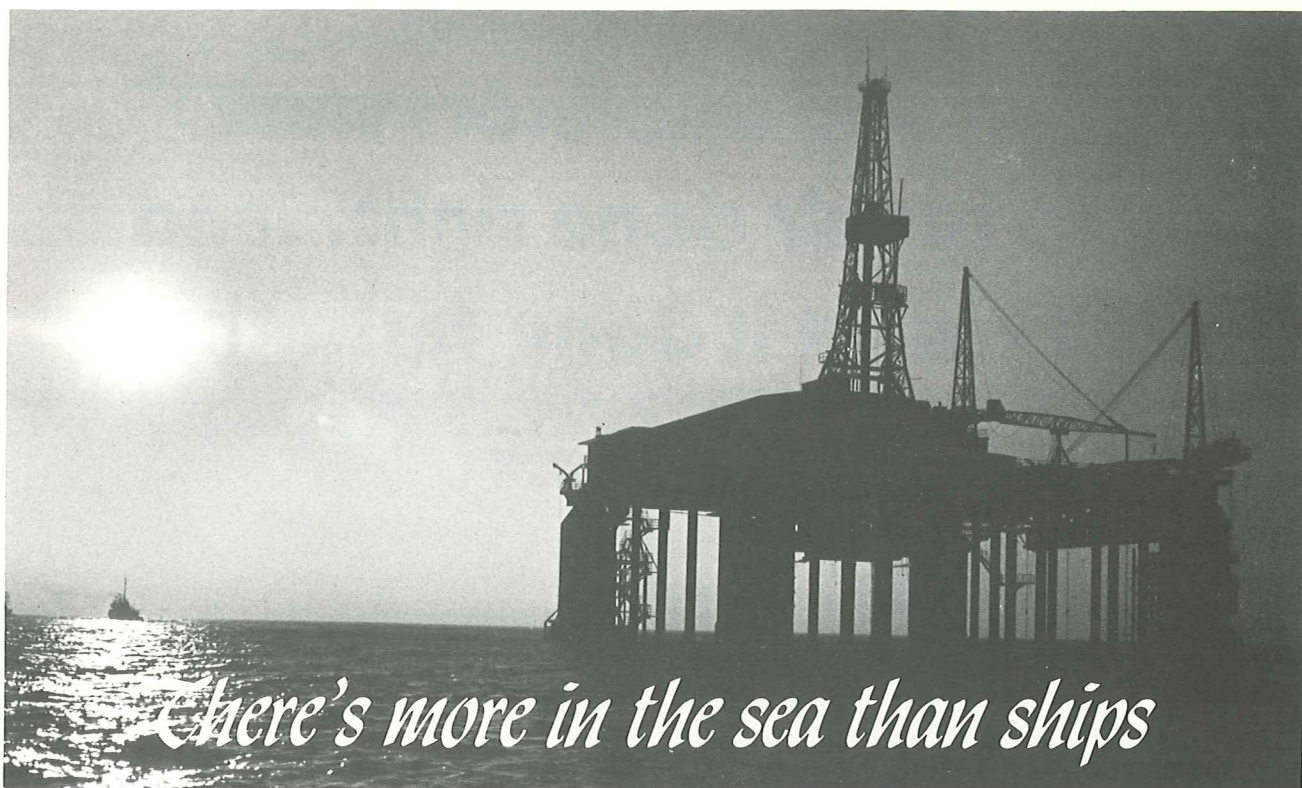
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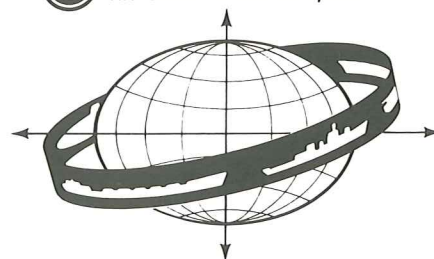
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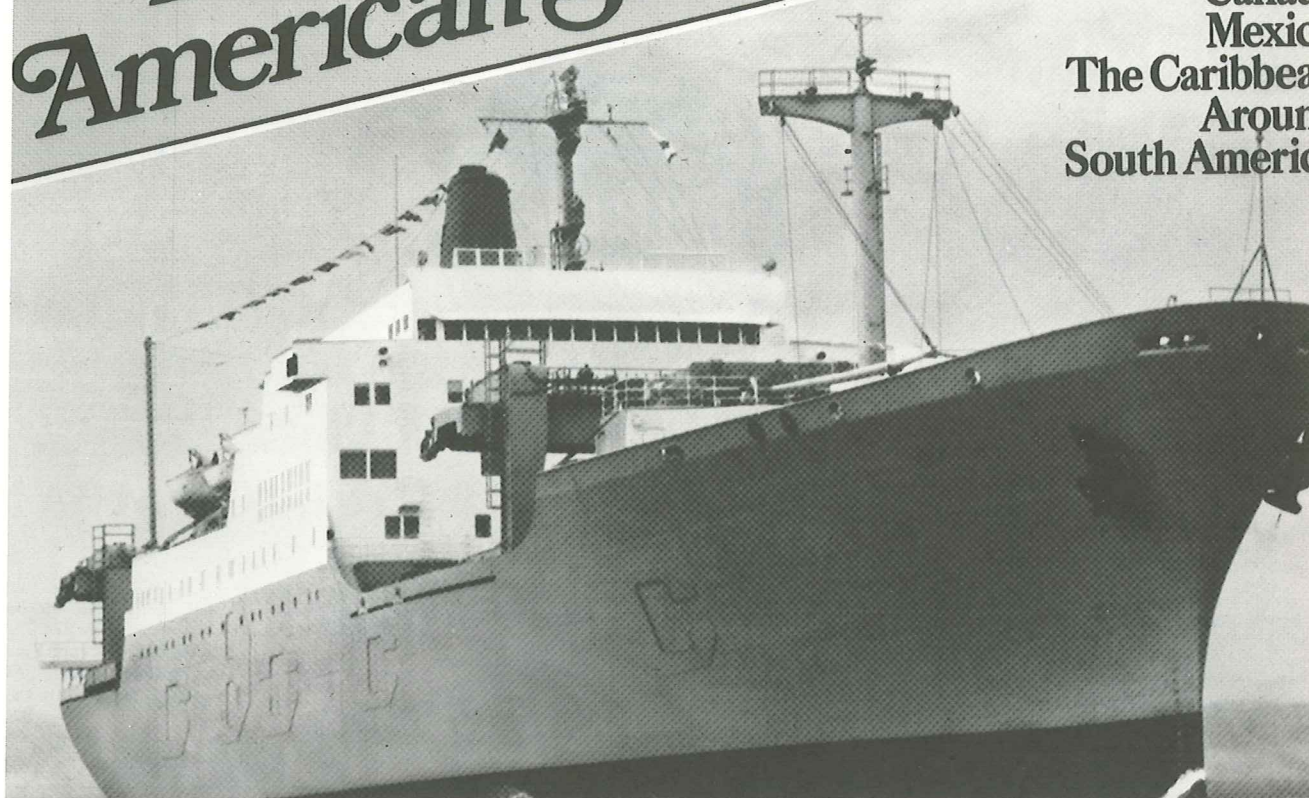


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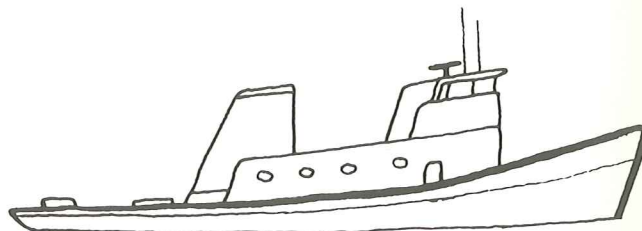
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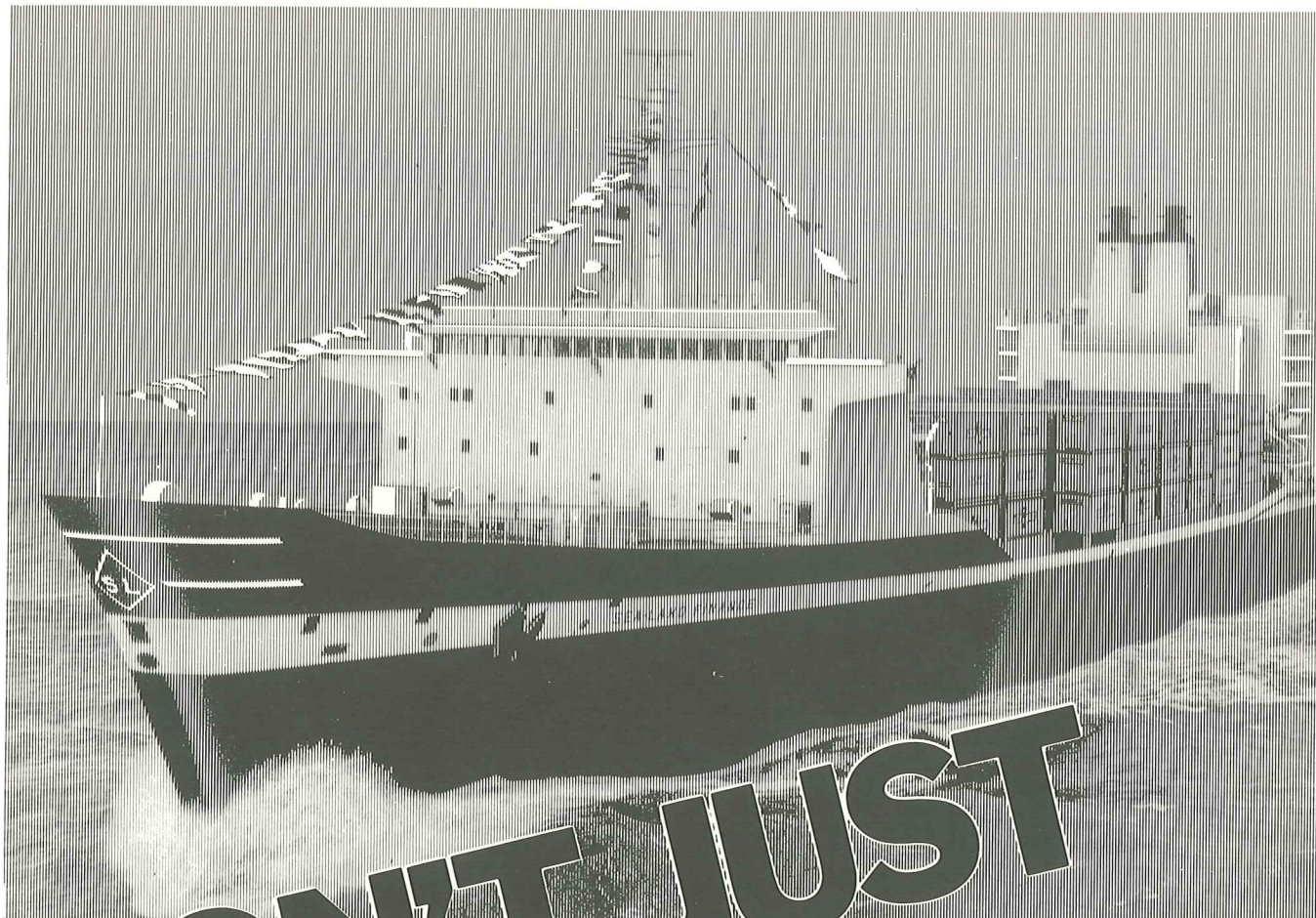
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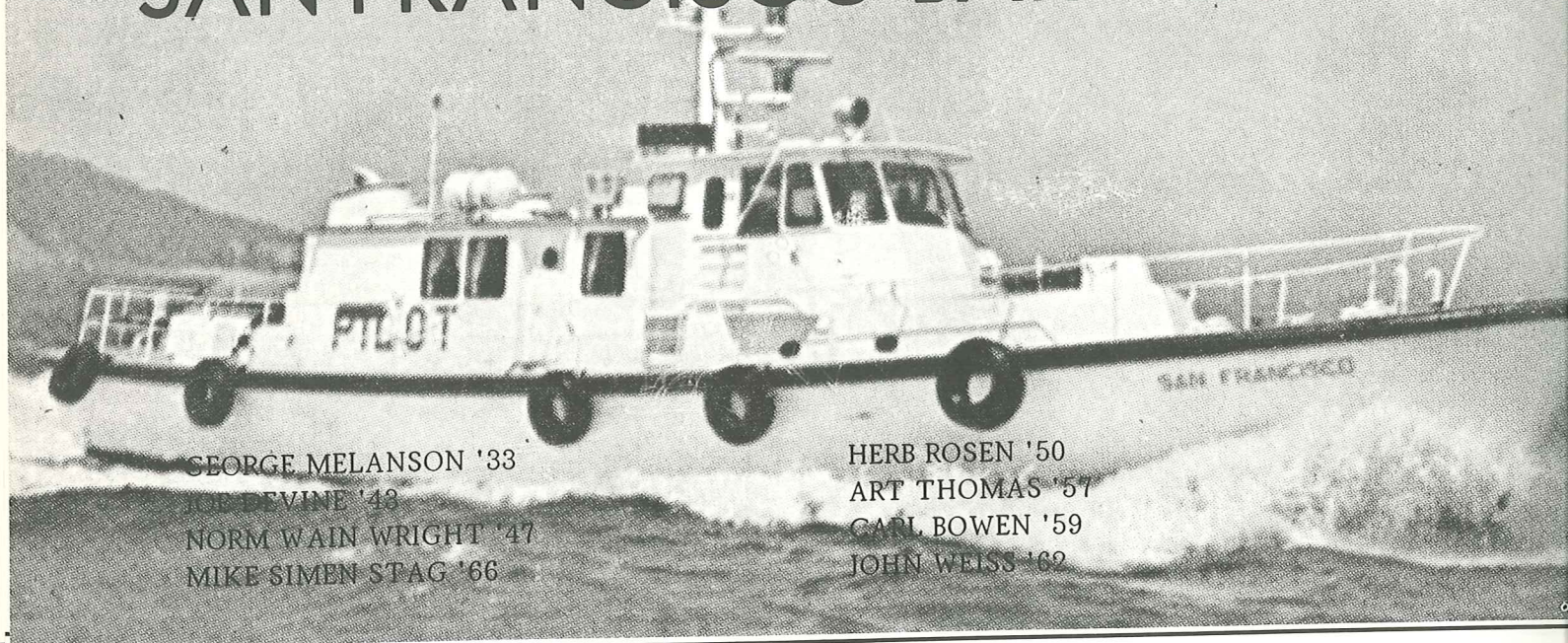
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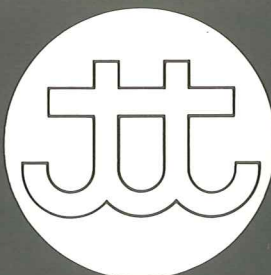
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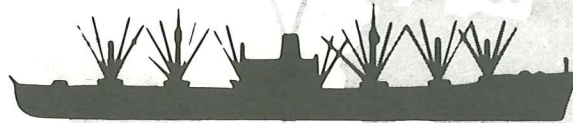
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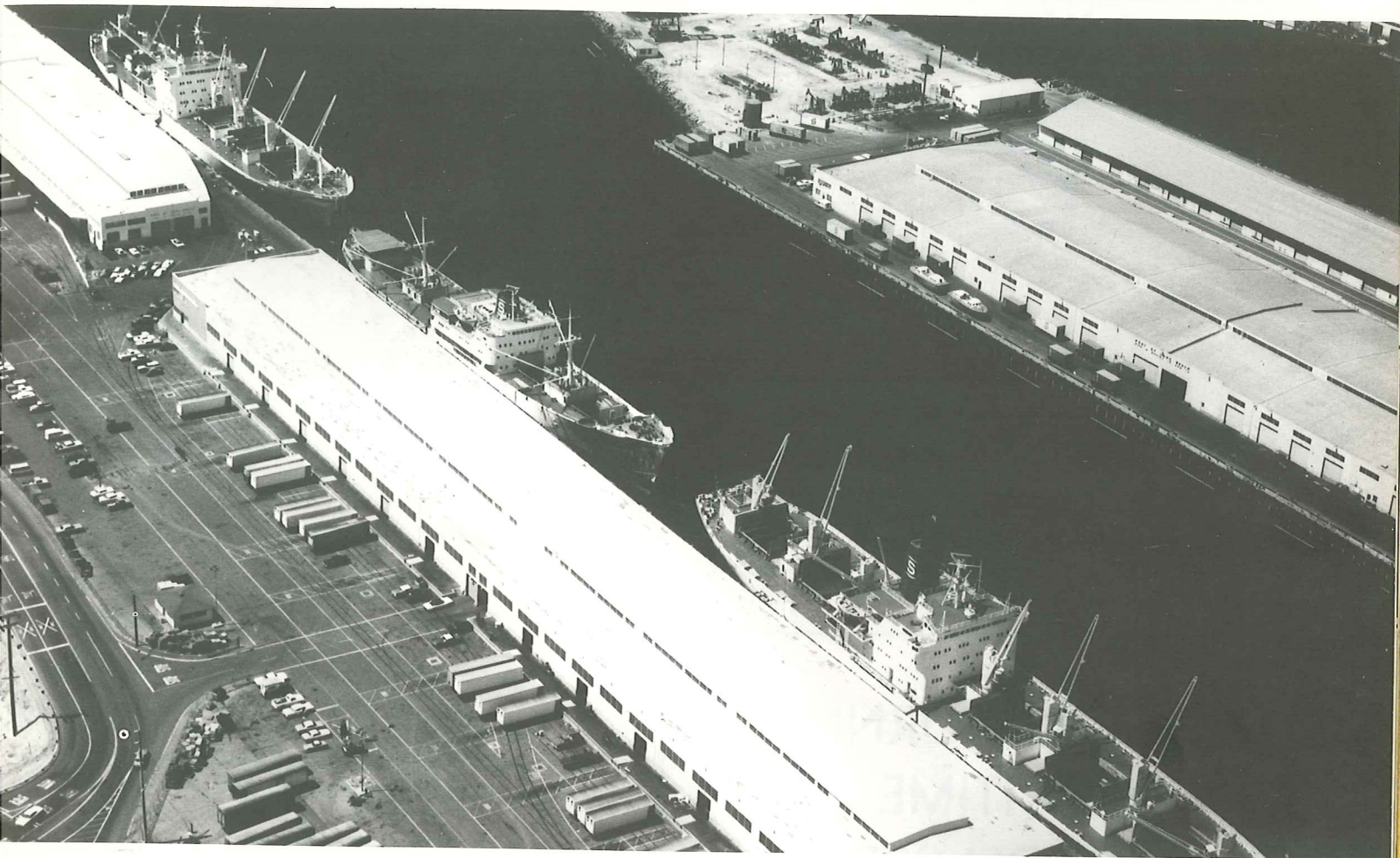
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The California Maritime Academy Drill Team and Color Guard has been very active this year representing CMA at many BAY AREA parades and functions. The Drill Team consists of 22 members. The Color Guard consists of 7 members, including 2 Midshipwomen. The Captain of the Drill Team is Paul Murk of Palo Alto, and the Captain of the Color Guard is Kim Estes of Oakland.

This past year we have participated in the following events:

- 4th July Parade in Sonoma, CA
- County Fair Days in San Anselmo, CA
- Admission Day in San Francisco
- Sugar City Festival, Crockett
- Field Competition, Crockett
- Walnut Festival, Walnut Creek
- Alumni Day, CMA
- State Field Championships, Santa Clara
- Parade of Champions, Santa Clara
- San Marin Halloween Parade, Novato
- Nevada Days Parade in Carson City, Nevada
- Woodland Bicentennial Parade

We're very proud of our accomplishments over the past year. Participating in 9 parades we took 1st place honors in 2 and placed 2nd in 6, against very tough and experienced competition. Our awards include 1st place in the Nevada Days State Parade in Carson City and a prestigious 2nd place win in the California State Field Championships and Parade of Champions held in Santa Clara.

This spring we performed in Torrance for their 17th Annual Armed Forces Day Observance and Parade. It's the largest civic sponsored military parade in the country. We performed again in the San Francisco Maritime Day Service and Luncheon. 27th of June found us performing in Pleasant Hill for their Bicentennial Parade and 4th of July in Vellejo.

The goal of our Drill Team and Color Guard is to enhance the visibility of, and alert the public to the California Maritime academy. Many times we are forced to refuse invitations to perform due to our very limited budget - You can be a part of your Drill Team by donation to the Drill Team, care of the Golden State Service Fund. This will help expand our performing areas and promote the Academy and the American Merchant Marine Industry.

Department of Adult Maritime Education



SINCE 1974

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Midshipment Field Trip Program
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Industry Liaison Office

Annual Maritime Industry Symposium

CONGRATULATIONS TO CLASS OF '76

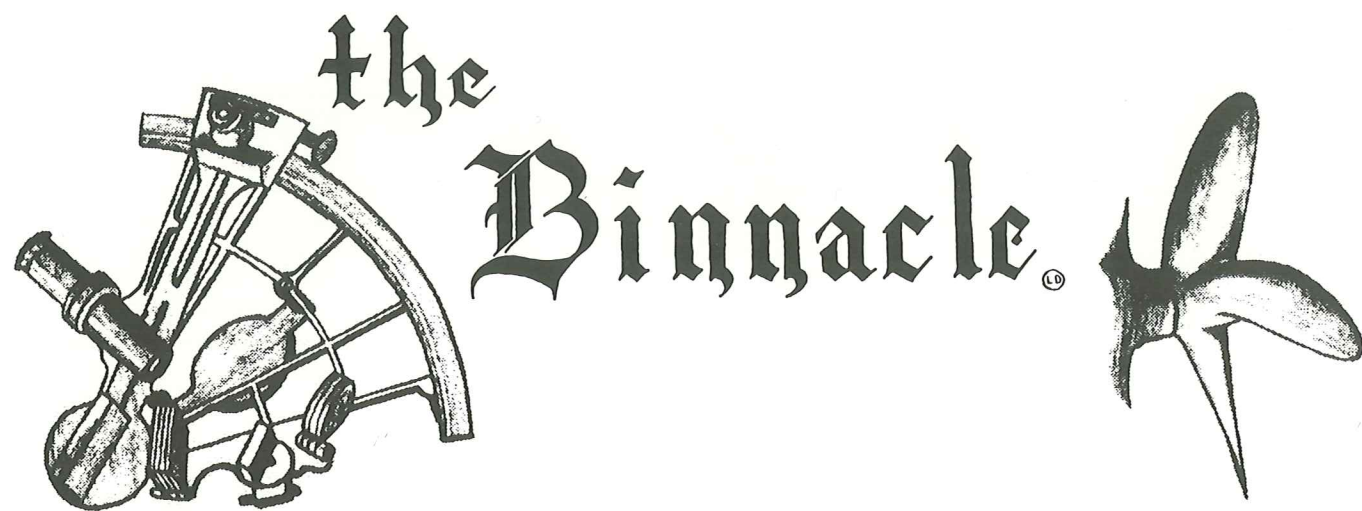
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the Binnacle®



"The Cal Maritime BINNACLE is a paper written BY the students, FOR the students; long may it remain. For if ever it succumbs to administrative policies rather than the editorial policies of the BINNACLE, the purpose of the Cal Maritime BINNACLE will be defeated."

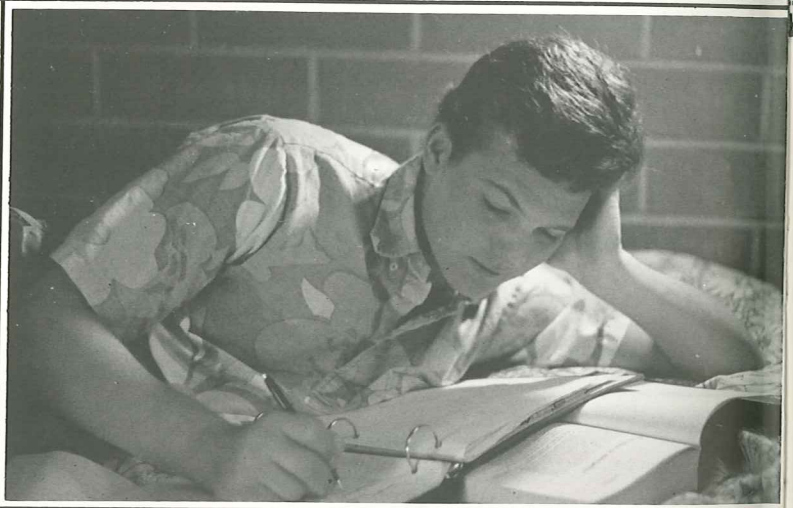
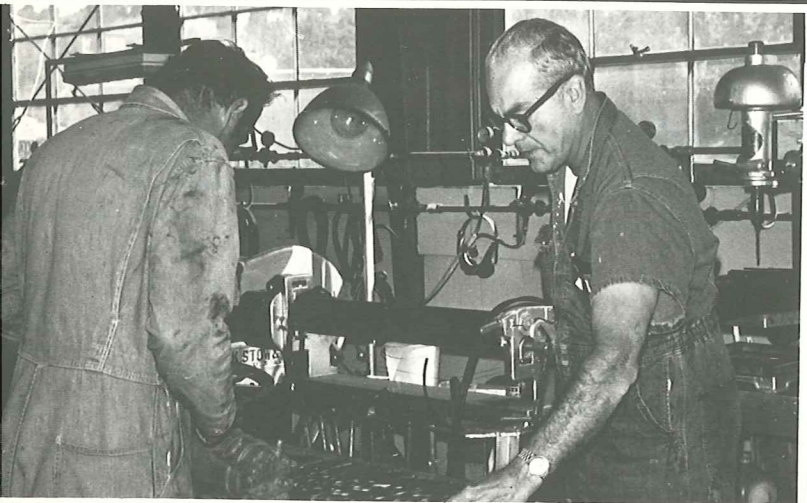
Kim Estes
Editor-in-Chief
Cal Maritime Binnacle

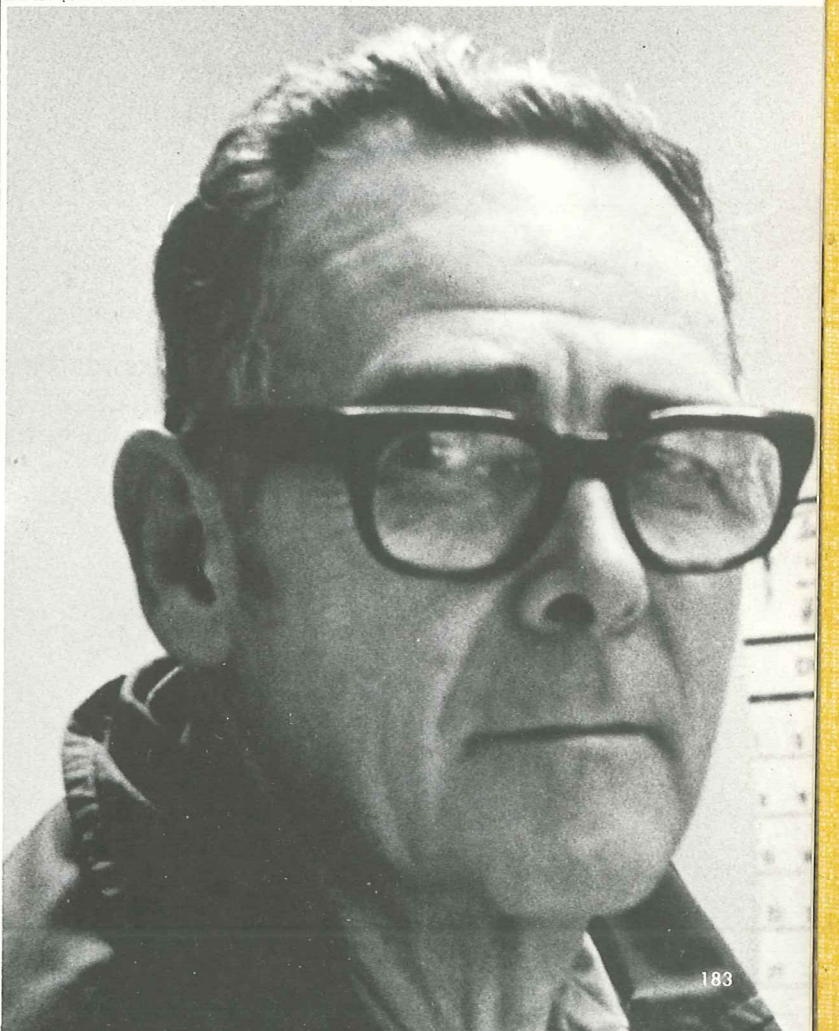
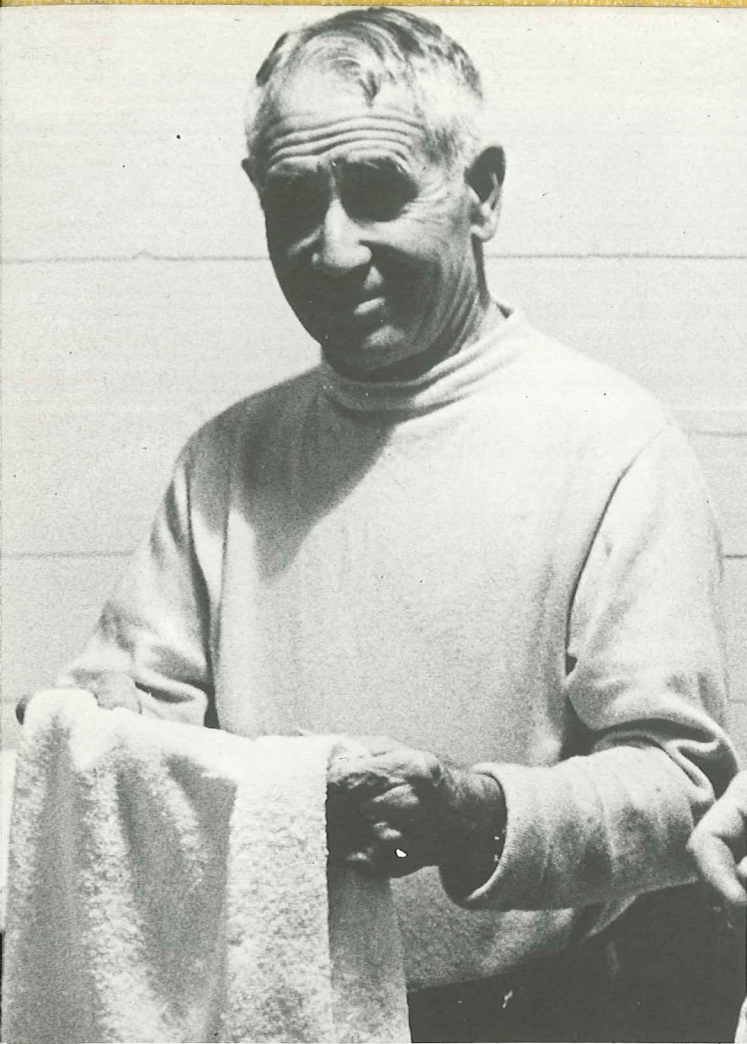
This year's BINNACLE will perhaps go down in Cal Maritime's history as the best to date. And as in all successful processes, "Not one editor does a paper make." My sincere thanks to the people who gave me the "kick in the pants" when everything around seemed to falter.

The following people have contributed to the BINNACLE in each of their own ways (advice, news, propaganda, slander, and / or painstaking labor).

Annette Taylor
R. Viargues
Betty Neely
Virginia Temple
J. Keever
W. B. Yinger
L. McDermott
R. K. Miller

B. Ferguson
R. Stratton
B. Gurry
L. Dolph
P. C. Delfin
Jennifer Peltier
G. Lage
Alrose Remington





As this book became a reality over the course of the year, many people involved themselves. Myself, along with Vicki Poudrier and Linda Stich, devoted ourselves to this project and thank those who pushed us along, gave us ideas, and produced results.

A special thanks to:

Floy and Manny Ashemeyer	Brian Fergusion
Doug Fiscus	Stewart McCombs
Randy Morton	Jennifer Peltier
Mayer Armbrust	Dana Noland
Rene Viargues	Bart Frankhouse
Win Yinger	Tom Freeman
Adrienne Leach	Jim Sweeney
Betty Neeley	Tom Brammer
Annette Taylor	Mark Brandenberger
Virginia Temple	Tom Edwards
Paige Gay	Joe Seller
Lois Ross	Debbie Adams
Agnes Whitlow	Eileen Kuzwara
Maureen Browning	Lynn Fivey

My sincerest congratulations and best wishes to the class of 1976, and to the corps of midshipmen.

Gary D. Lage
Editor-in-Chief



