

Hawsepipe



The Maritime Administration has just completed a monumental and fascinating survey of the Maritime industry in general and the licensed Merchant Marine officer in particular that should be in the personal library of every Midshipman or graduate of a Maritime Academy. The 64 page report is the work of Captain Paul S. Maguire, M.M., Maritime Manpower Officer, U. S. Maritime Administration.

Of particular interest to the graduates of 1959 are these highlights:

Top officers – captains, mates, chief engineers – are older men. They are only two 30 year old masters and chief engineers sailing today; most are in the 39–54 age bracket.

No skipper has less than 10 years experience. One engineering officer is serving as chief with five years experience but the average experience of chief engineers is ten or more years.

Approximately 10% of licensed officers afloat today are Maritime Academy graduates. This percentage will increase substantially in the immediate future due to the relatively high average age of licensed officers now afloat.

Technical strides in the maritime industry such as nuclear power, stabilizing fins, electronics now being built into new ships will result in "the maritime industry soon finding that high education and technical training of ships' officers is a must" and that "tomorrow's officer may still be a genial seafarer, quick with the ribald yarn and an eye for the ladies, but he will also know the difference between his atom and his elbow".

For you who graduate now, this report provides food for some reflective thinking.

It will take time to reach the top of your profession.

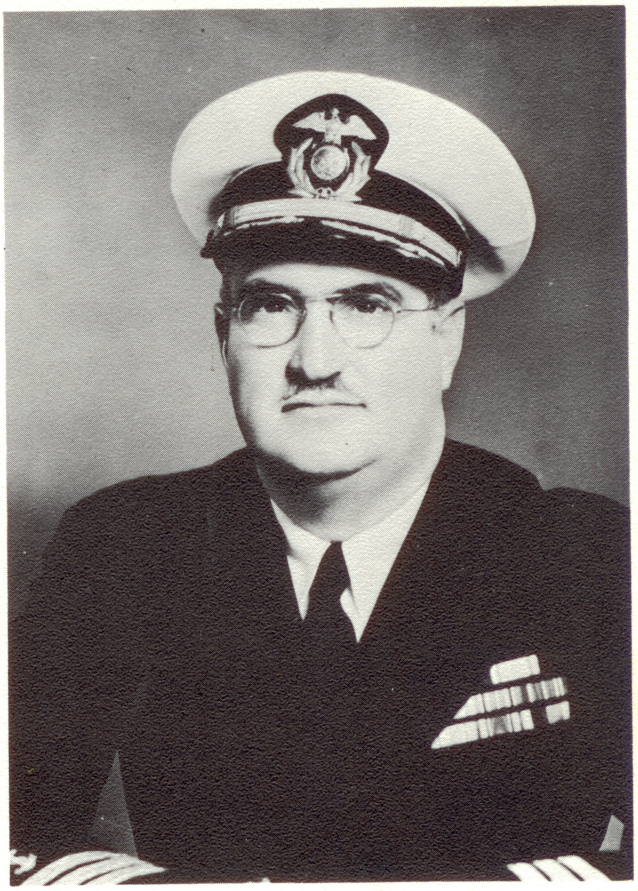
To reach the top, you will have to keep pace with new developments in ship construction, ship operation and ship management. In short, your professional education cannot stop upon graduation.

Qualities you will need to succeed will be character, mental curiosity and ability to do your job effectively. These qualities may be remembered by the letters CMA and it is our hope that the California Maritime Academy has laid the foundation for these for each one of you.

CLYDE L. OGDEN
Dean of Instruction

Clyde L. Ogden

To the Graduating Class of 1959



You gentlemen of this graduating class come into the shipping industry at a very auspicious time as far as your future is concerned. Not that you will find jobs easy to come by, but in the long run this will be to your benefit in that selection will be more exacting. The need for men with a thorough technical training with a planned approach and classroom instruction under competent instructors is greater than it has ever been in the past. In addition, with shipping under the U.S. Flag at a near minimum there is nothing much it can do other than expand with opportunities for advancement for those who already have one foot on the ladder. Entirely new techniques of cargo handling, propulsion, navigation, and ship construction are being introduced and in your time you will see changes almost as great as that from sail to steam. My suggestion to you is to get started in the industry one way or another, no matter whether as cadet, assistant purser, or wiper. Whatever you learn will be to your advantage in the long run, so don't wait for the ideal position with high pay, long vacations, and flying fish weather, to be offered you, but look around and take whatever you can to gain experience either in the Merchant Marine or the Navy. If you've got the right stuff in you, as I believe you all have, you'll make out.

Best of luck,

Edward A. Turpin



My congratulations upon your graduation to one of the finest classes with which I have been associated. The year 1959 marks many important changes in the Academy. Your Class and particularly your Midshipmen Officers have contributed much through their conscientious effort to improve discipline and create a mature concept of responsibility in the Corps; the results of which I hope will be perpetuated. I know the changes effected by your Class have called for some deviations from past customs and traditions, but I feel that in the future you will be able to look back and be proud of your contributions. The Class of '59's sense of control, direction, and duty will not be soon forgotten. My sincere best wishes to each of you in your future ventures, Good sailing and Bon Voyage!

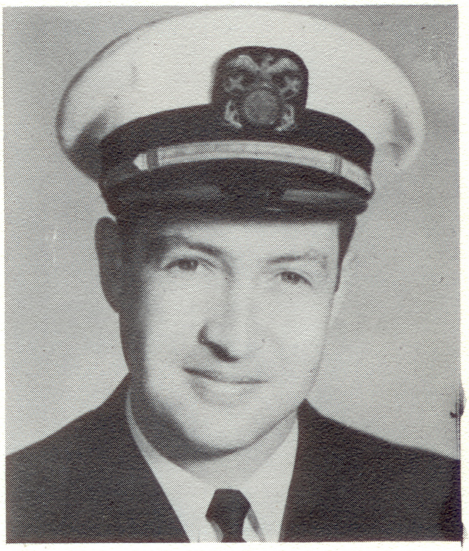
R. D. HERON
Commandant of Midshipmen

Richard D Heron

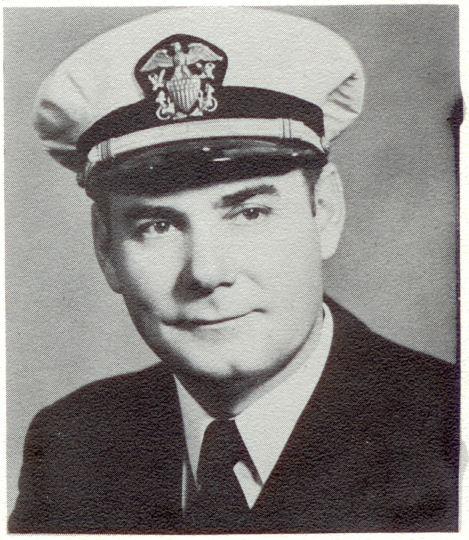
CDR FRANK FLANNER
C.M.A., 1935
CDR USNR (Ret.)
Federal License:
Chief Engineer, Steam Vessels,
Horsepower Unlimited
Chief Engineer,
Training Ship Golden Bear
Turbines, Reciprocating Engines,
Thermodynamics

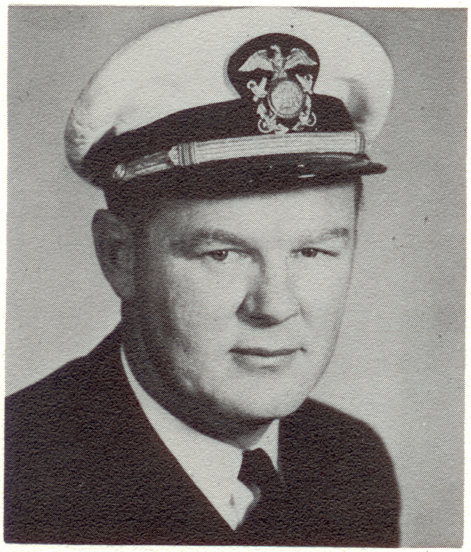


LCDR CHARLES B. DUNHAM, B.S.
C.M.A., 1945
LT. USNR
Federal License:
First Assistant Engineer,
Steam Vessels, Horsepower Unlimited,
Third Assistant Engineer,
Motor Vessels, Horsepower Unlimited
First Assistant Engineer,
Training Ship Golden Bear
Mathematics, Engineering Drawing

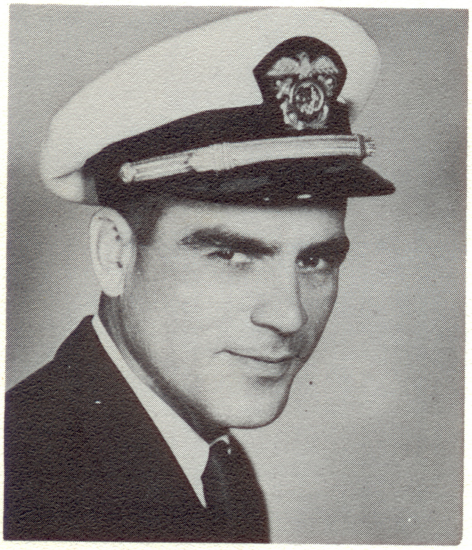


LCDR R.R. GARRETT
LCDR USN (Ret.)
First Lieutenant,
Training Ship Golden Bear
Meterology, Ship Construction,
Trigonometry





LCDR FREDERIC A. NIED, B.S.
C.M.A., 1942
Federal License:
Master, Steam and Motor Vessels,
Ocean Unlimited
Second Officer
Training Ship Golden Bear
Navigation



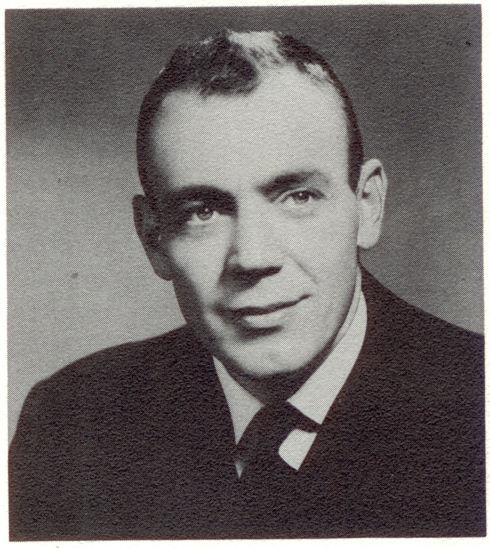
LT. FRANK L. LaBOMBARD
CMACH USNR
Federal License
Second Assistant Engineer,
Steam Vessels, Horsepower Unlimited
Engineering Watch Officer,
Training Ship Golden Bear
Shop Theory, Marine Auxiliaries,
Engineering Materials



LT. ARTHUR S. BEHM, B.S.
C.M.A., 1942
LT. USNR
Federal License:
Second Assistant Engineer,
Steam Vessels, Horsepower Unlimited
Engineering Watch Officer,
Training Ship Golden Bear
Diesels, Refrigeration,
Air Conditioning



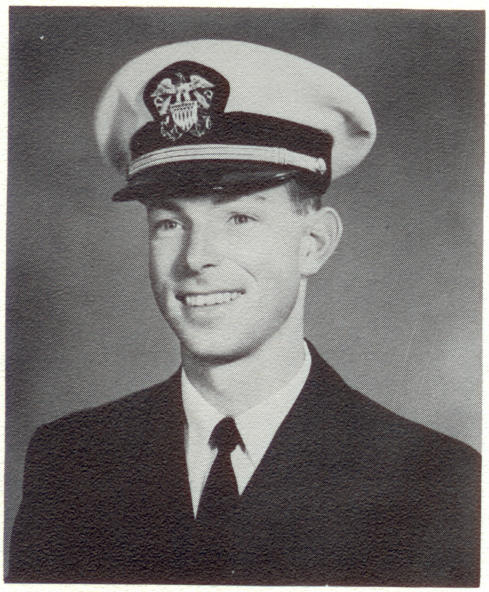
LT. DONALD LIPMAN, B.S.
C.M.A., 1951
LT(JG), USNR
Federal License:
Third Assistant Engineer,
Steam and Motor Vessels,
Horsepower Unlimited
Engineering Watch Officer
Training Ship Golden Bear
Electricity, Mathematics



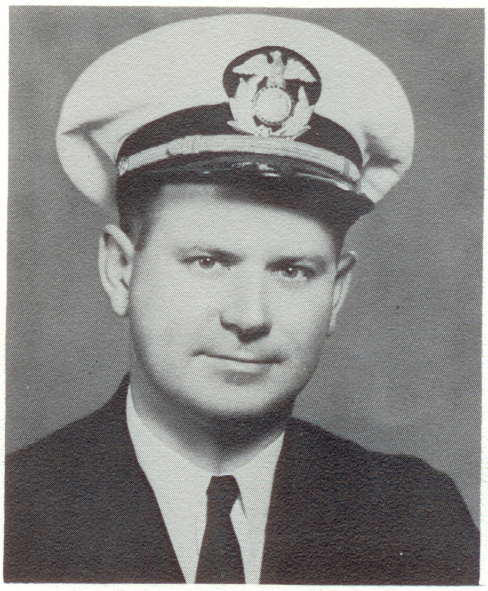
LT. OTTO BRUHN, A.B., B.S.
University of California
U.S.M.M.A. 1944
Federal License:
First Assistant Engineer,
Steam and Motor Vessels,
Horsepower Unlimited
Engineering Watch Officer
Training Ship Golden Bear
Boilers, Ship Construction,
General Rules and Regulations
Engineering Chemistry



LT. THOMAS J. BELAND, A.B.
University of California
Federal License:
Second Assistant Engineer,
Steam Vessels, Horsepower Unlimited
Engineering Watch Officer,
Training Ship Golden Bear
Physics, Mathematics,
Hull Piping and Damage Control



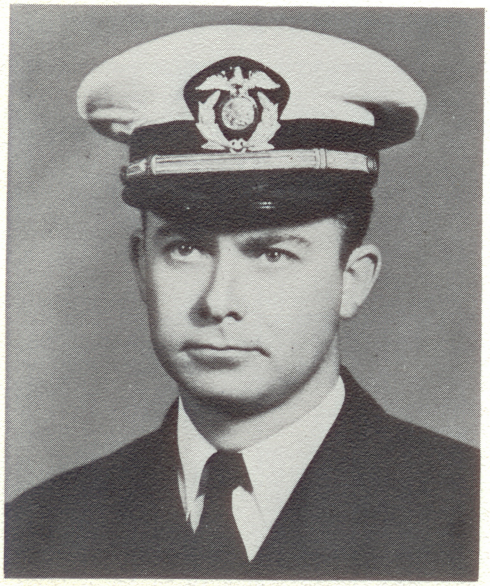
LT. JAMES L. THWING, B.S., A.B.
University of Washington
LT. USNR
Physical Education and Athletics

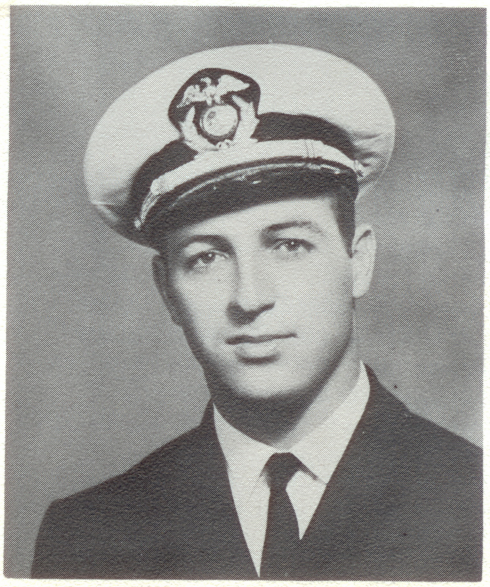


LT. LYLE E. TAYLOR, B.S.
C.M.A., 1951
LT.(JG), USNR
Federal License:
Third Mate
Deck Watch Officer
Training Ship Golden Bear
Rules of the Road, Seamanship

LT. ROBERT G. CRAIG, B.S.
C.M.A., 1949
LT.(JG), USNR
Federal License:
Third Mate
Deck Watch Officer
Training Ship Golden Bear
English, Government, Safety
and Sanitation

LT. JOHN D. MENA, B.S.
C.M.A., 1951
LT. USNR
San Jose State, 1959, B.S.
Federal License:
Third Mate
Cargo Handling, Marine Rules &
Regulations







CCPTR RICHARD ST. BENNO
Carpenter
Training Ship Golden Bear

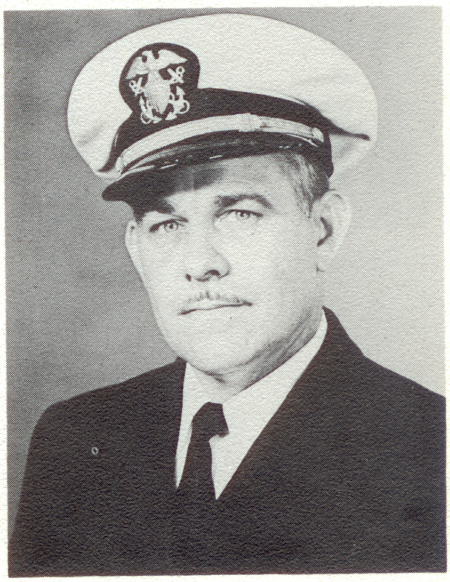


CBOSN JOHN M. RENNICK
CBOSN. USN (Ret.)
Boatswain,
Training Ship Golden Bear
Practical Seamanship

CHIEF ELECTRICIAN ALBERT SEDER
CDR USN (Ret.)
Chief Electrician,
Training Ship Golden Bear



CMACH. CHARLES A. BURKE
CWO USN (Ret.)
Chief Machinist,
Training Ship Golden Bear



SUPPLY DEPARTMENT



CDR EDWARD E. KEELEY
LT. USN (Ret.)
Business Manager

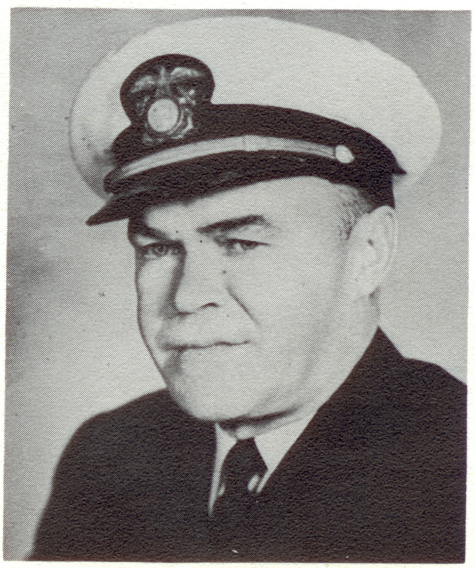


CHARLES PRICHETT
Chief Pharmacist

HARRY ROSS, JR.
Commissary Officer

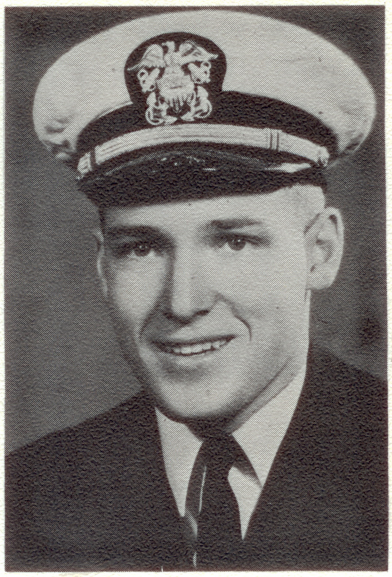


JOHN CUNNINGHAM
Assistant Commissary Officer

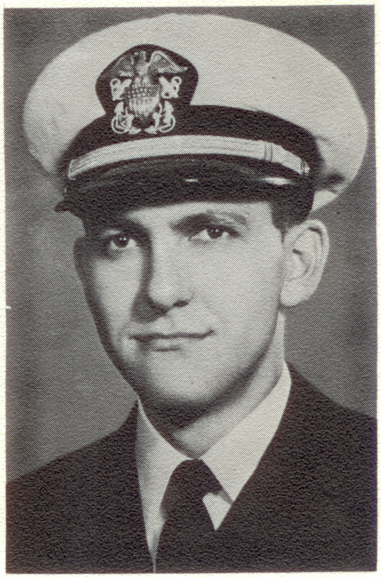




LCDR D. MORGAN, USN
Head, Department of Naval Science
B.S., Notre Dame, 1950
Naval Leadership, Naval Justice, Maneuvering Board



LT.(JG) R.C. HUTHER, USNR
B.S. New York State Maritime Academy 1957
Naval Orientation, Naval History



LT.(JG) T.G. ODEKIRK, USNR
B.S., University of Utah, 1957
Naval Orientation, Naval History

NAVAL SCIENCE DEPARTMENT

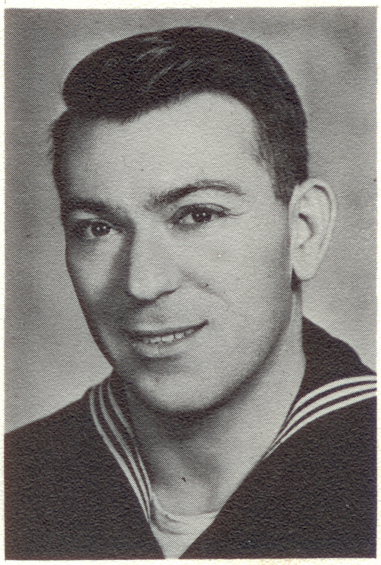
JERRY WION
Yeoman, 1/c, USN
Administrative Duties



WAYNE E. STAMPER
Chief Gunners Mate, USN
Naval Weapons



LAWRENCE J. JEFFRIES
Fire Control Technician, 1/c, USN
Naval Weapons



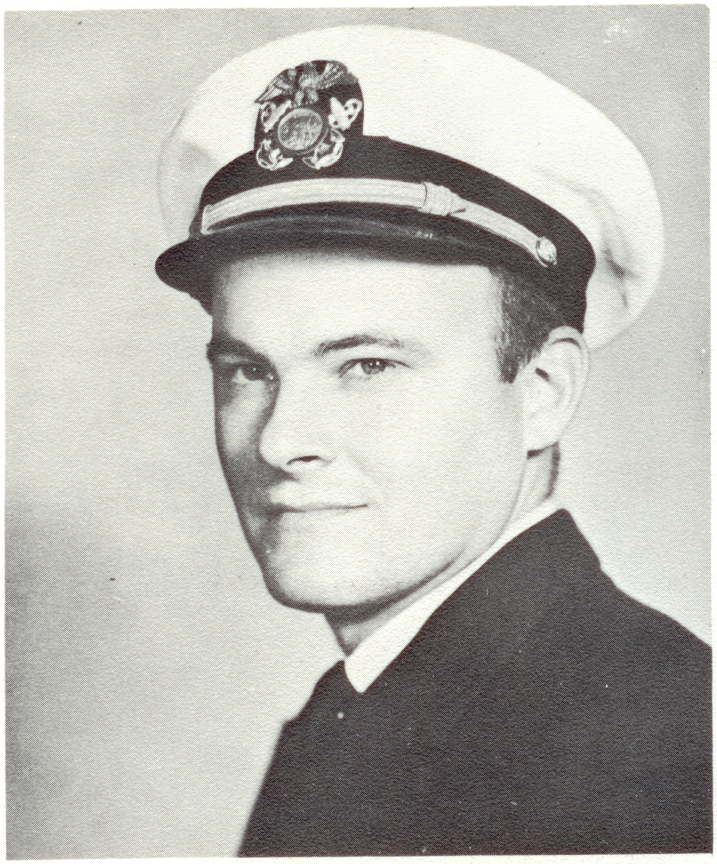
Hawsepipe

1959

California Maritime Academy

Vallejo, California

CMA ARCHIVE
02.70.01.27



The class of 1959 respectfully dedicates this Hawsepipe to Mr. Noel B. Martin for his service to the California Maritime Academy and for the many years he labored in behalf of the Midshipmen.



ADMINISTRATION

EDMUND G. BROWN
GOVERNOR

State of California

GOVERNOR'S OFFICE
SACRAMENTO

TO THE GRADUATING CLASS
CALIFORNIA MARITIME ACADEMY

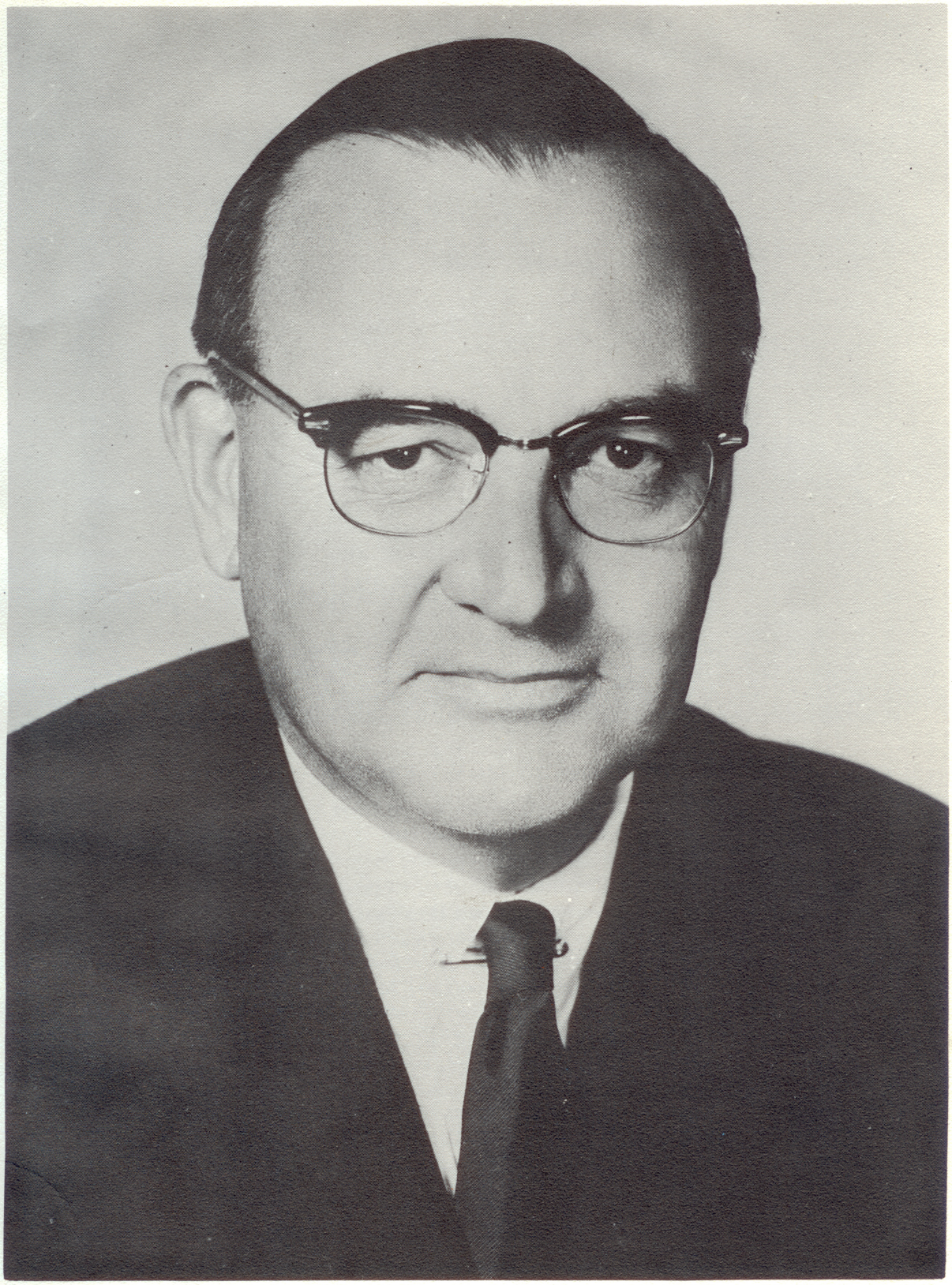
Congratulations upon the successful completion of your studies at the California Maritime Academy. I am certain the excellent training you have received has equipped you well for the exciting years ahead.

I join with your families, the staff of the Academy, and our fellow Californians in saluting your attainments, and I extend best wishes for a successful future life.

Sincerely

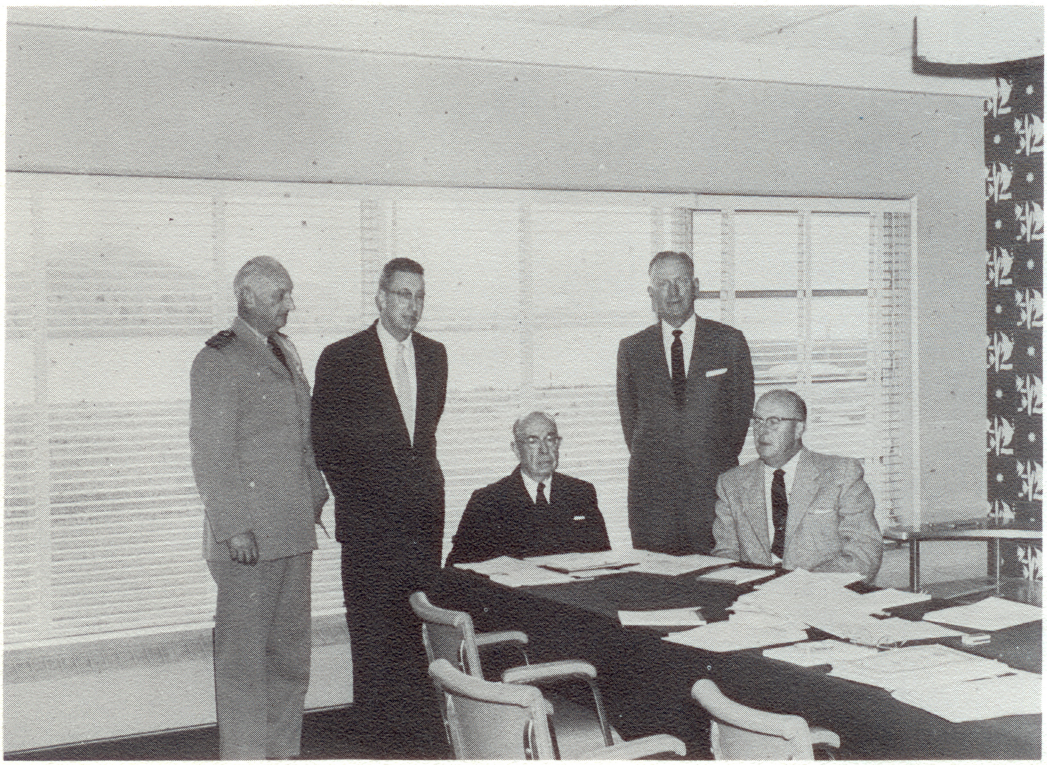
Edmund G. Brown

EDMUND G. BROWN, Governor



GOVERNOR EDMUND G. BROWN

Board of Governors



Mr. Hugh Gallagher, Chairman
Assistant to the President
Matson Navigation Company

Mr. Ralph D. Sweeny, Vice-Chairman

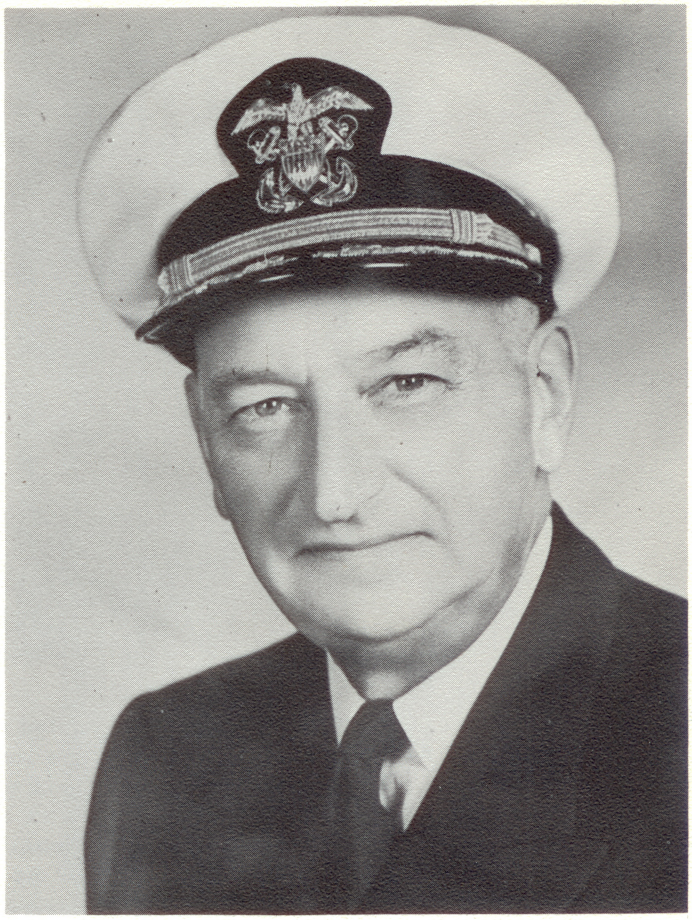
Dr. Roy Simpson
Superintendent of Public Instruction
Department of Public Instruction

Dr. J. Burton Vasche
Associate Superintendent of Public Instruction
State Colleges and Teacher Education

Mr. Gene M. Harris

Mr. Ellis Randall

Superintendent's Message



TO THE CLASS OF 1959

Now that you have reached the end of your sojourn on the banks of the Carquinez and will scatter to the four winds to extract from life your measure of success, I extend to each of you my earnest wish that that measure will be a full and happy one. While you have completed the formal aspect of your education, I trust that you will not consider your learning process to have ended. You are going forth into a world of unlimited horizons and fantastic opportunities. Make certain that you retain an avid curiosity to know more about everything about you that is involved in change. Do not relax your desire to learn. Develop a strong intent to give as well as get.

Your class has lived through perhaps the greatest period of change in the physical plant and the instructional program in the Academy's history. There has been great improvement in the general tone of the operation to which each of you has contributed materially. You will, I am sure, look back upon the days of your wrath with pride in the knowledge of the contributions you have made.

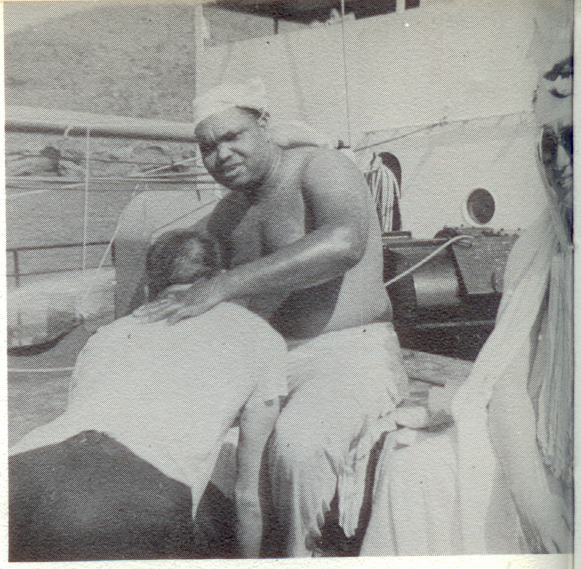
All good luck and all good wishes.

H.E. RICHTER
Captain, USN (Ret.)
Superintendent

H. E. Richter



Where's the chief



No, Riggs!

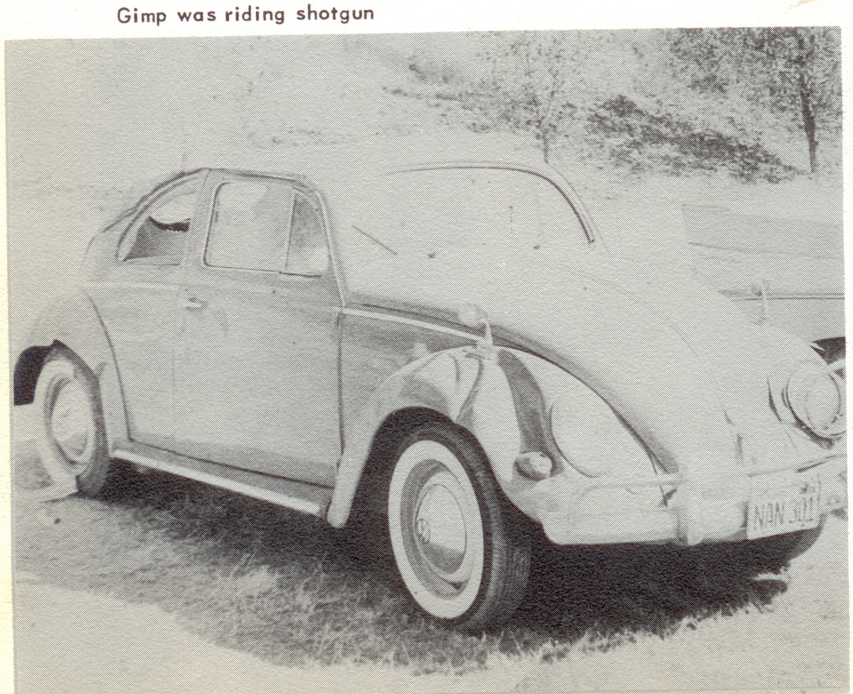


Nice fish, Mike



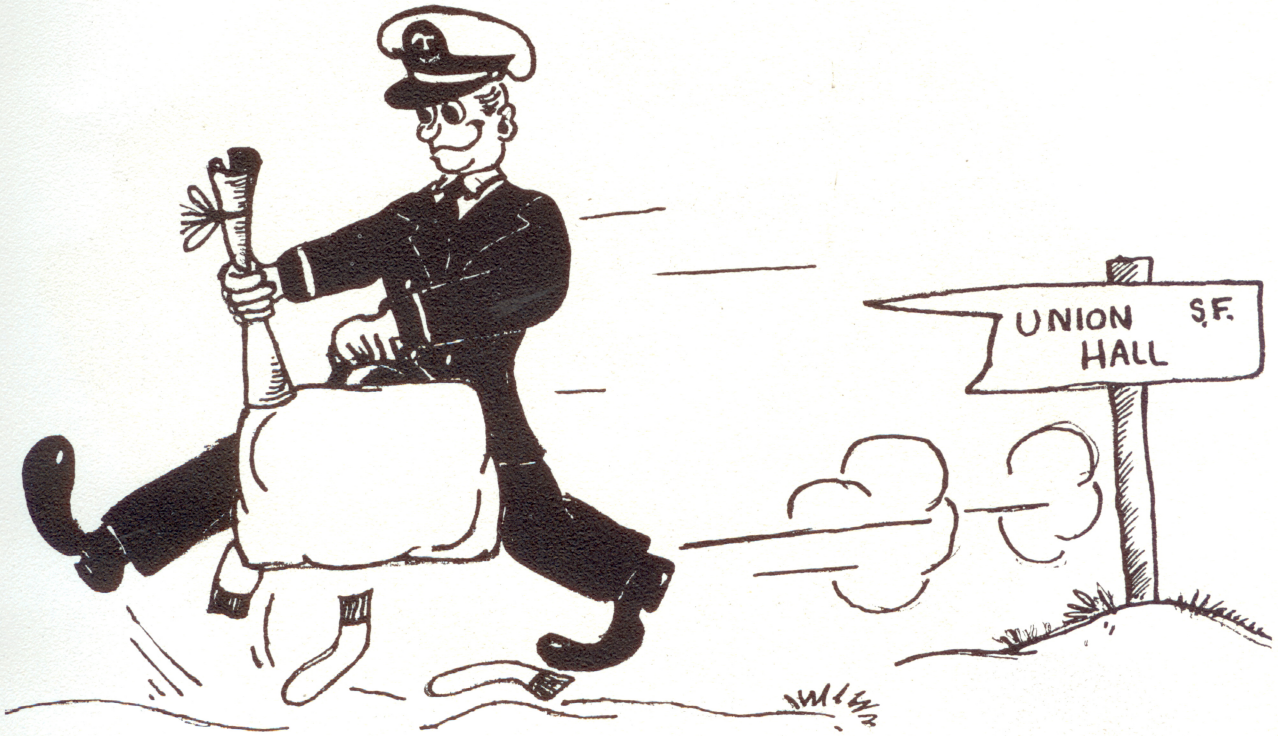
Home guard

Gimp was riding shotgun



Tom and shades





GRADUATES


1959
CMA

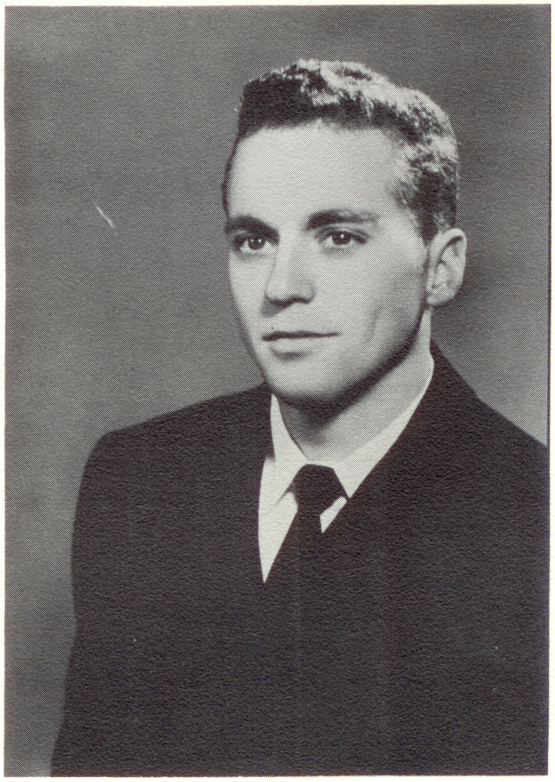
GERROLD T. ADLER

"Tweedy"

Larkspur, California

THIRD MATE

Varsity Swimming
Propellor Club
Intramural Sports



One thousand and ninety-five days ago Gerry, or "Tweedy", as he is known to the corps, was delivered to C.M.A., for his forthcoming career at sea, from the tall woods of Larkspur.

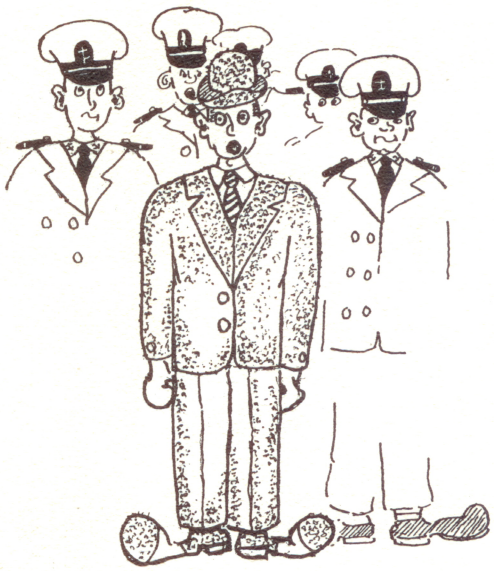
Being seen in a certain exclusive tweed suit at each liberty formation earned him the nickname of "Tweedy".

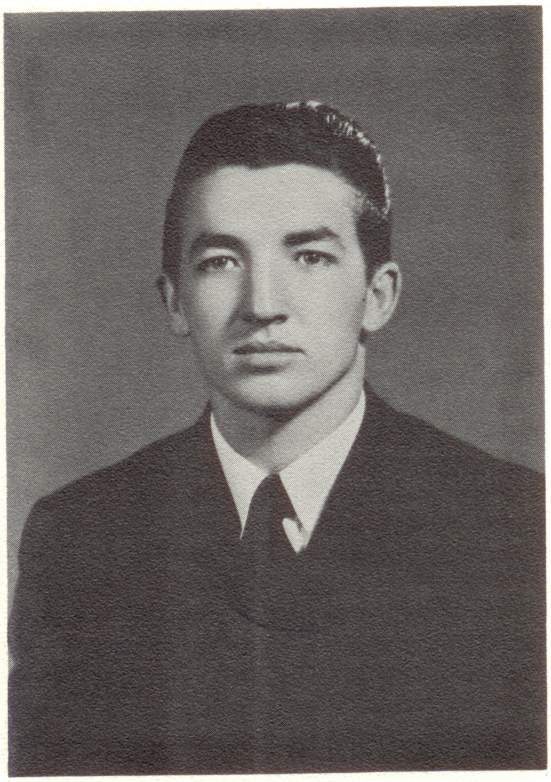
Being liked by all, he enjoyed a certain bond with Uncle Donald that enabled him to express his humor and wit quite frequently in class where others would not dare to tread.

During his second sea training cruise, "Tweedy" enjoyed a short-lived import experience, and he now thinks that south-of-the border products are very tasteful.

When Gerry begins his world travels in the merchant service, his wit and personality will aid him to succeed in all he does.







THOMAS ARMSTRONG

"Tip"

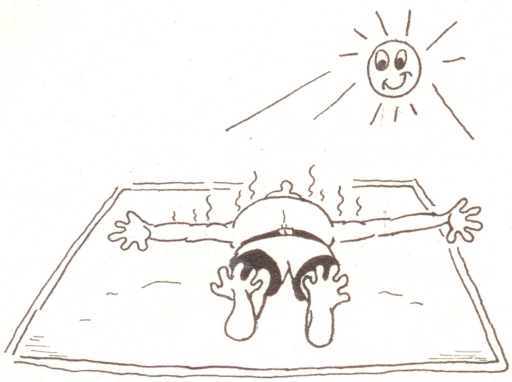
Vallejo, California

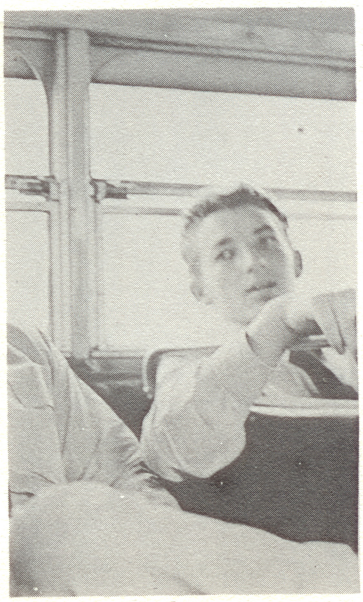
THIRD ASSISTANT ENGINEER

Intramural Sports
Varsity Baseball

Tom has a religious belief that cannot be matched by any: This is sun-bathing. Whenever the sun is out, even if hidden by clouds, Tip will find his way to the sun deck and then begin his meditation.

As soon as the sun goes down Tip heads for his room and lays under his sun lamps. This of course results in an all-year tan. Tom however loses some of his rays when entering the engine room which he does quite often. Tom has a natural ability when it comes to getting things under control when on watch. With this, Tom should make a success in any field he chooses.





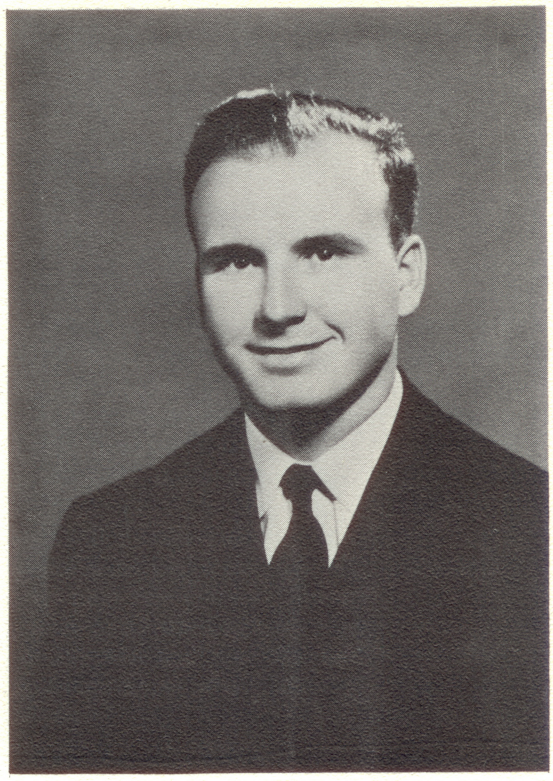
JOHN C. AUTEM

"J.C."

Vallejo, California

THIRD ASSISTANT ENGINEER

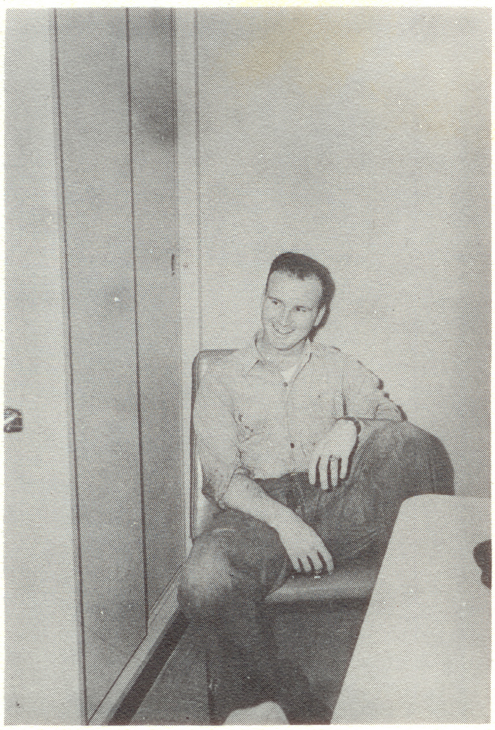
Propeller Club

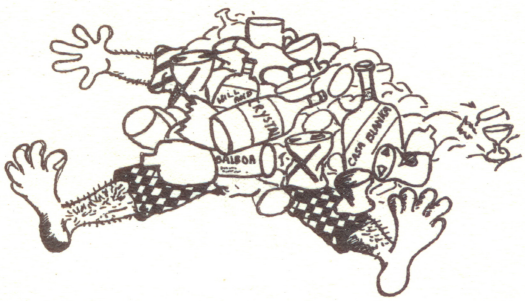


Affectionately known as "J.C." to his friends, John is a by-product of Vallejo. After one year of junior college, he made the golden choice and joined the troops of the California Navy.

He is active as a member of the Propeller Club and is a well-known "HI FI Hound". During cruise "J.C." enjoys all the advantages of the after engine room liberty section. He is the proud owner of the new Austin, which he can be seen polishing almost any free afternoon.

John is planning on a career in the Navy after he graduates. He wants to go to submarine school. Smooth sailing and good luck to a fine engineer and a promising sub-mariner.







NORMAN G. BENEDICT

"Pinky"

Coronado, California

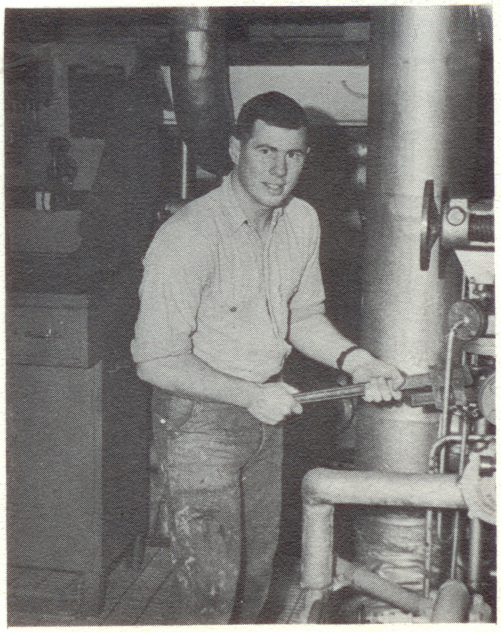
THIRD ASSISTANT ENGINEER

"C" Company Petty Officer
Propeller Club

"Pinky" cruised in from the "Island Paradise" of Coronado one morning three years ago. Between the routine of swab calls, bewildering military life, and turn-to he somehow made the grade in his third class year and earned his degree as Sanitary Engineer. His years are notably punctuated with sage advice, given to all who ventured by. The Club Waikiki in Lima will long talk of Pinky's exploits as a surfer, both at the bar and in the water (there was a striking contrast).

"Pinky" has left behind a trail of weeping ladies wherever he ventured, and he will no doubt continue his career in "Uncle Sam's Grey Legions" for a short time. After the Navy, "Pinky" expects to give the merchant marine a whirl, while throwing away his earnings in the stock market. He boasts of owning A.P.L. in twenty years. So let's wish our future employer smooth sailing and great success on the outside.





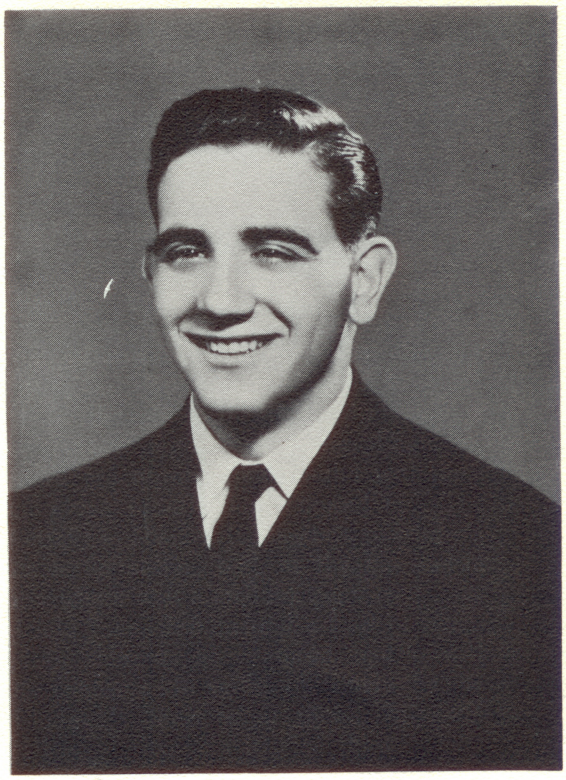
MARTIN IVAR BLOCK

"Mart"

Sacramento, California

THIRD ASSISTANT ENGINEER

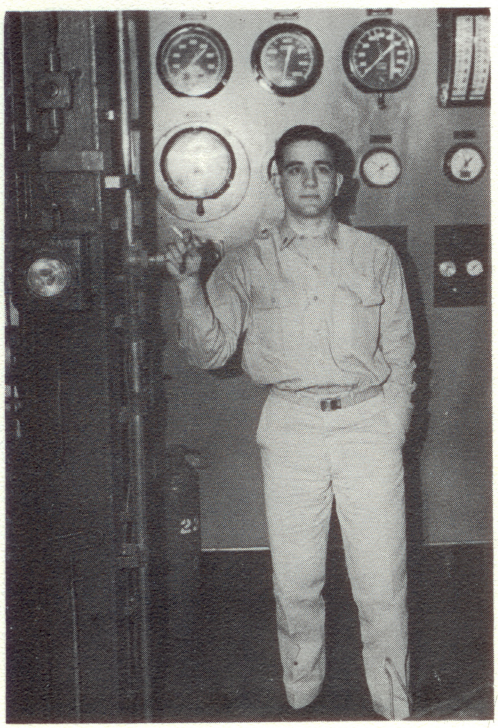
Social Chairman
Propeller Club
Ring Dance Treasurer
Intramural Sports



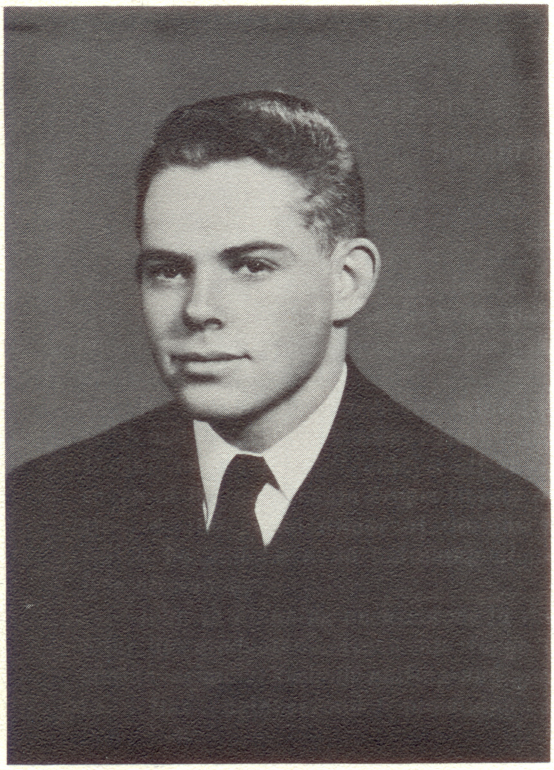
One day, on his way to San Francisco from Sacramento, Martin noticed Keema. While driving down to the "Bear", he passed Lil's and Ogle's. "Mart" entered the gates and decided to stay. Little did he know it would last three years.

This was a great contribution, both to his classmates who were conscious of the social world, and to his roommates: Where else could they get Kosher food and such delicacies? "Mart's" life at C.M.A. has not been a dull one, due to his pleasant disposition and joking manner with his classmates.

Since "Mart's" new interest is in L.A., he will try for shore duty during his brief extra-curricular activities in the Navy and later search for his fortune in the merchant marine.







CARL E. BOWLER

"Red"

Long Beach, California

THIRD MATE

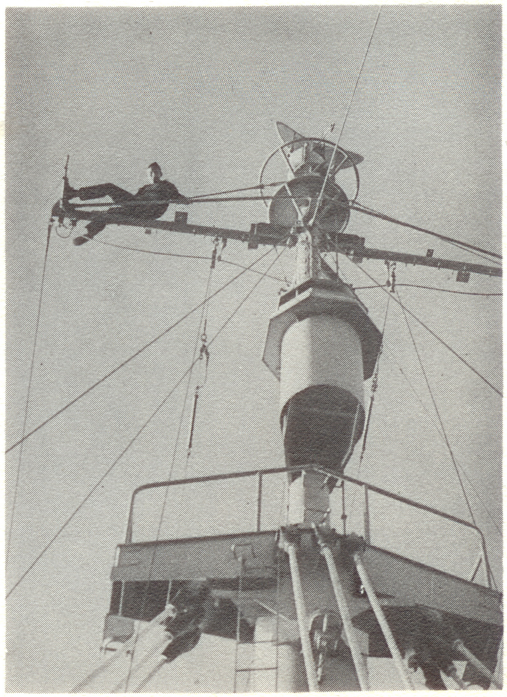
"B" Company Petty Officer
Newman Club
Propeller Club
Varsity Baseball

Carl first laid eyes on C.M.A. at about 0830 on an eventful August day in 1956. He had just arrived from the Port of Long Beach, and as sure as the sea was of salt water, Carl was as red-headed an Irishman as the academy had ever seen.

"Red" decided to choose the Deck Department because some day he would like to skipper his own ship. In the past few years he has been active in various activities on campus. The attractions of the sea and the Merchant Fleet for Carl are strong, especially around graduation.

Carl, one of our elite senior citizens, has been overheard to say that his most enjoyable times have been while on the training cruises; and that most of all he looks forward to the noon meals on Friday.





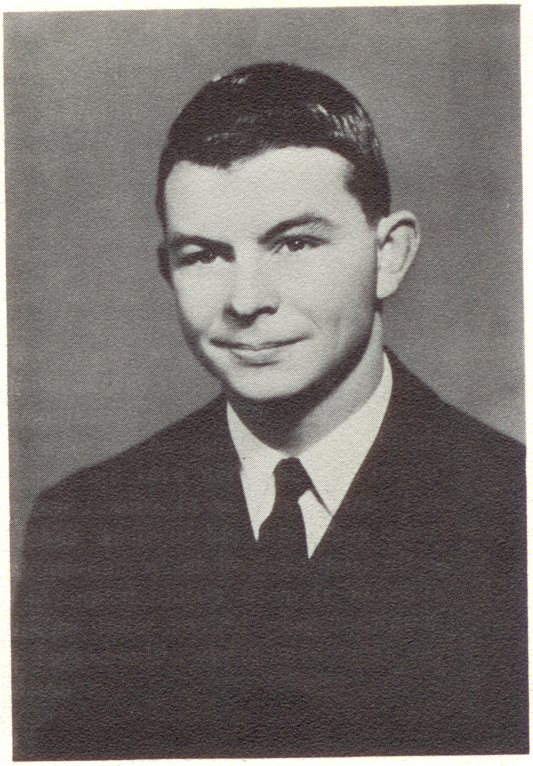
ERIC E. BROSSY

"Bean"

Coronado, California

THIRD ASSISTANT ENGINEER

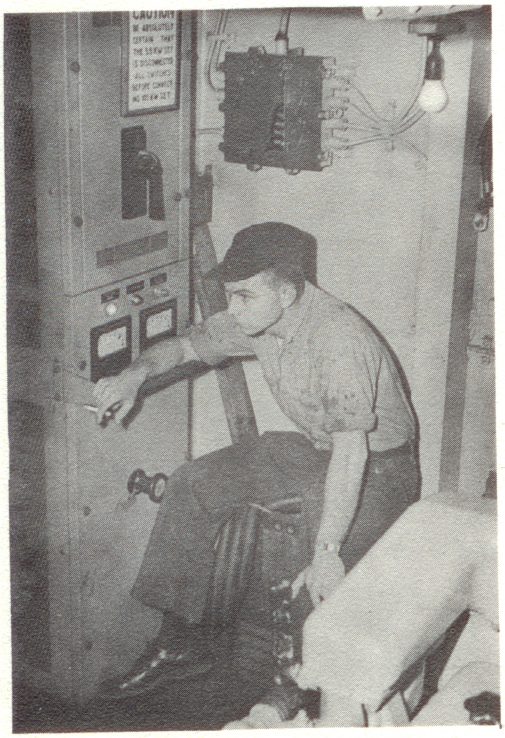
"C" Co. Commander
Propeller Club
Intramural Sports



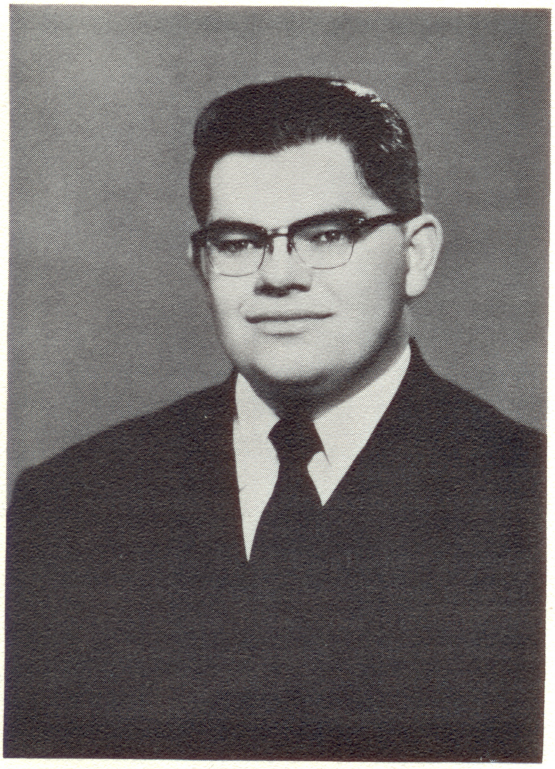
E.E. Brossy Inc. entered C.M.A. on 20 August, 1956 and embarked on what is known as a three year fling. Being from the "Isle of Capri", Coronado, it is evident to see he was somewhat surprised at finding out how the other half lived.

From the dark streets of San Francisco's North Beach, this fellow beatnick of ours contributed much to his classmates as well as adding an air of indifference to the Academy life. However, Eric's hard work got him from a near-beatnick to "C" Co. Commander.

Upon leaving, Eric will look for a berth on one of Uncle Sam's yachts, after which he hopes to hop a tramp for parts unknown. Good luck and smooth sailing.







KENNETH ERWIN BROWN

"Ohm"

Sacramento, California

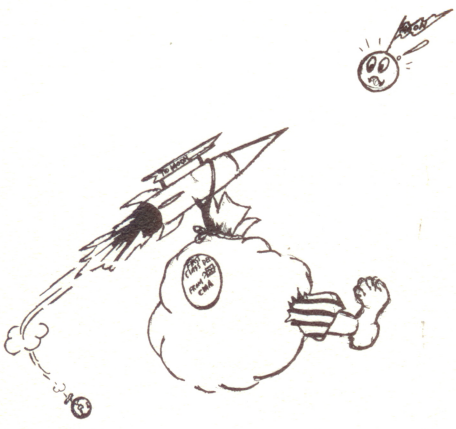
THIRD ASSISTANT ENGINEER

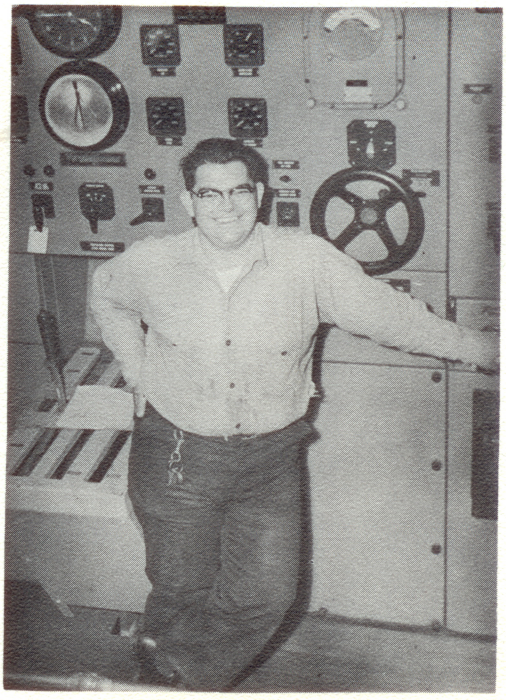
Body Building
Radio Club
Gun Club

Ken came from Sacramento, before he landed in Keema-by-the-sea. All 260 pounds of him, rounded and determined to become an engineer. He started out in "A" Company and "A" Company is still stuck with him.

In electricity class he got the nickname of "Meg-ohm", but it was shortened to just plain "Ohm". Wednesday afternoons he is a "patron of the arts" at the "Sit and Scratch" in Vallejo.

He has brought on the base a lengthened, widened, and raised "TR-3", and disguised it as a '52 Ford Convertible. A truly magnificent bit of body work, and a credit to the engineers. He intends to ship out on his rocket (rocket fuel) upon graduation. After that, who knows, maybe the Merchant Marine. That is if he will stop bootlegging water while on evaporater watches. Good luck in the future, Ken.





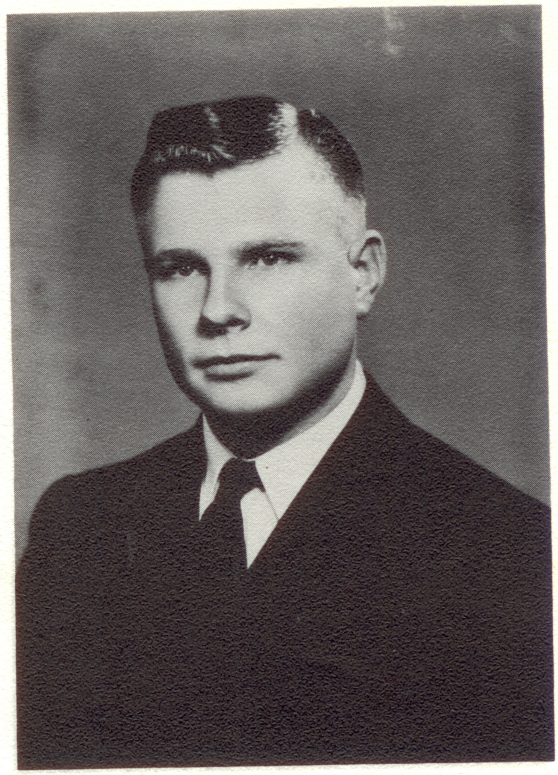
WILLIAM C. BRYAN

"W.C."

Turlock, California

THIRD ASSISTANT ENGINEER

Midshipman Barber
Co-Editor of the Hawsepipe



On the bitter morning of August 20, 1956, the San Joaquin Valley coughed up a speeding black container which, upon arrival at Pneumonia Gulch, promptly regurgitated a blonde bundle of joy, later known as "w-zzzz – Terror of the Turlock Tules".

It is rumored that W.C. was the first swab to request special liberty, and for dubious reason at that. This reputation he not only maintained, but intensified during his three-year stay at CMA.

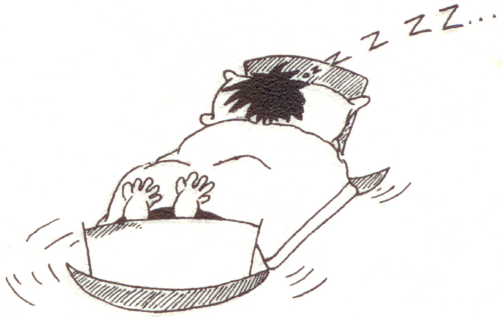
He took time out from his rigorous sleep routine to cut hair and attend an occasional class. In addition to this schedule, he found time for his weekly roadside overhaul on his Chevy, and his constant quest for bodily nourishment.

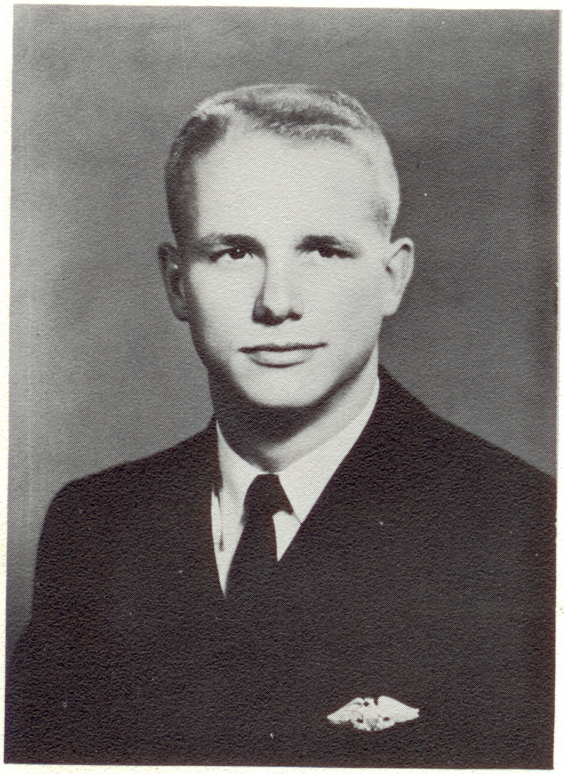
His dislike for waking hours was surpassed only by his aversion of the duty weekend. How he survived the SIX he did stand, is beyond our ability to comprehend.

W.C.'s normal daily routine was liberally punctuated by short-sheeting, pad-stealing, and other numerous unmentionable misdeeds.

We rest assured that after the dust settles, W.C. will emerge unscathed by his three year confinement at the Happy Valley, and will succeed in any field of engineering which he chooses.







ALAN S. COX

"Thermo"

Sacramento, California

THIRD ASSISTANT ENGINEER

Water Polo Team
Intramural Sports

It was only three short years ago that Al entered the Academy with great hopes and looking forward to a new way of life. Al was quick to make friends and in no time at all, he was being called by his nickname. Al's eagerness to get ahead will always be one of his greatest assets as well as his ability to get along with people.

We must admit that we've all had a lot of fun with Al and some of the pranks we've pulled on him would make most of us lose our tempers.

We'll always remember him for his ability on the waterpolo team not to mention his success with the Bay Area women. If anyone ever needed a date, Al was the man to see. If he couldn't find a gal, there just wasn't a gal to be had.

We will all miss you Al, and with your great desire to get ahead we know you'll be a success in whatever field you pursue.





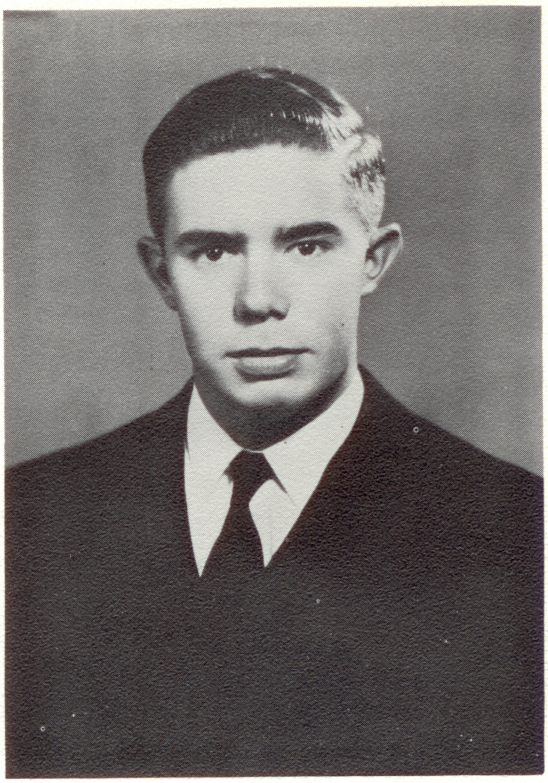
RICHARD CRANE

"Rick"

Concord, California

THIRD MATE

Sailing Club

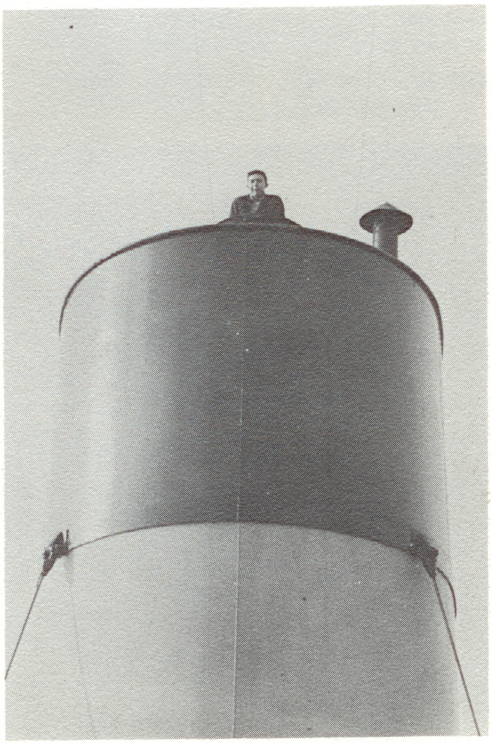


Rick Crane was born in Santa Rosa in 1938 and lived in various parts of Northern California until he reached the age of eleven.

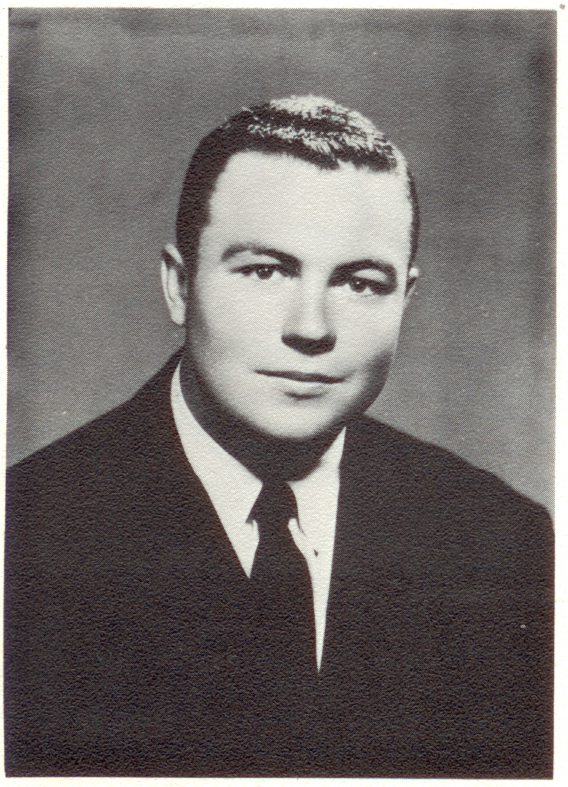
In 1950, he departed from California for Pago Pago, on the island of Tutuila in the Navigator Islands. It was here that he discovered his skills in fishing, boat handling, and other water activities.

Rick, as he is known to his friends, is an ardent sailor who spends his week-ends working and sailing aboard a world renowned schooner *Landfall*. It is aboard this schooner that he practices the arts of seamanship and navigation taught to him at the Academy.

In 1955, Rick returned from Samoa to complete his education. He attended Carlmont High School in San Carlos and graduated in 1956. That year he came to the Academy to complete the education that was to start him on a seafaring career.







RONALD E. DENSMORE

"Sow"

Riverside, California

THIRD ASSISTANT ENGINEER

Varsity Basketball and Baseball
Athletic Council, Chairman
Propeller Club
Canteen Operator

Ron, or "Sow" as he is called by his friends, hails from Riverside, California. Ron's life at the Academy has been a fully rounded one. His various activities have included basketball, baseball, "E" Company champion football team captain, water skiing, snow skiing, occasional evenings of study, and most important – eating (imported pastramies from Riverside).

Ron also, during his stay here, has provided us with a highly efficient canteen, which is always open for business between TV commercials. Ron is always on the go; most of the go is between C.M.A. and Riverside – via Santa Barbara for a little water skiing. "Sow" is the sportsman of the class. His fast mode of life and adventuring ways lead him to a future career as an officer in the Merchant Marine or the Navy.





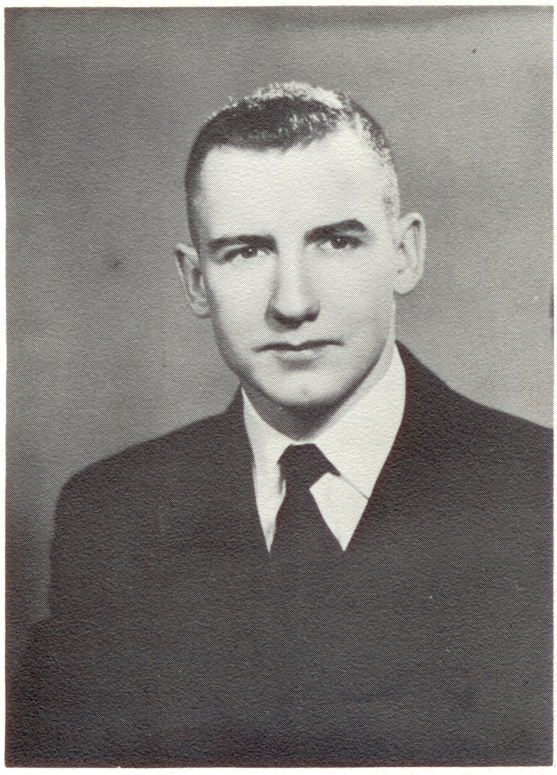
JOHN T. ELLIS

"JT"

Wentworth, New Hampshire

THIRD MATE

Battalion Commander
President, The Propeller Club
Editor, The BINNACLE
Pi Sigma Phi



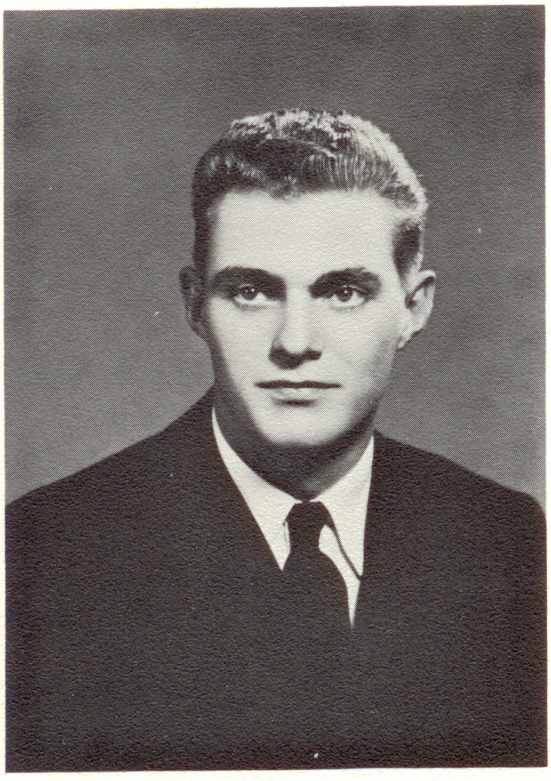
New Englander! – lover of navigation, plath sextants, old copies of the BINNACLE, books, ancient Hawsepipes, triangles, starched khakis, stars, 1244 appearances of Venus, charts, 0300 rousing, third class marches, and occasional glasses of Concord wine. As controversial editor of the BINNACLE, writer of his class' history, and general tormentor of noncomformists at C.M.A., "JT" will be remembered.

He found time to go sailing, arrive at Student Council meetings, be Associate Editor of the Hawsepipe ('58), make posters for the Ring Dance, help organize the SEAHORSE, and glean a Lt. (jg) commission out of the United States Navy. He was the last BC in the old barracks and the first in the new, as well as retreating from time to time to the *Golden Bear's* Radio Room.

Cursed with the typical New Englander's conscience and confounded idealism, his days as Battalion Commander were battles for a return to military discipline and respect for the regulations. He found that with difficulty the old dreams die, but held out with ILLEGITIMATI NOLI CARBORUNDUM!







MARK FISHER

"Mark"

San Francisco, California

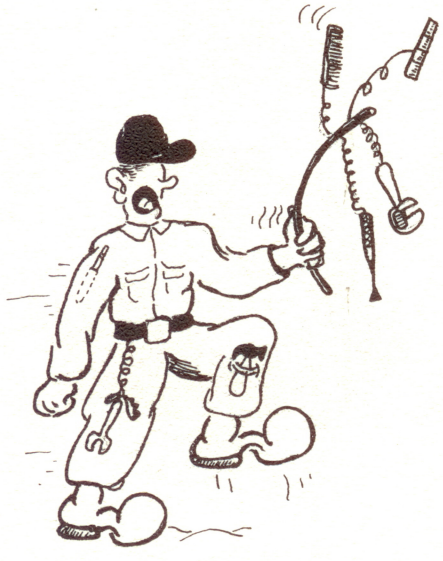
THIRD ASSISTANT ENGINEER

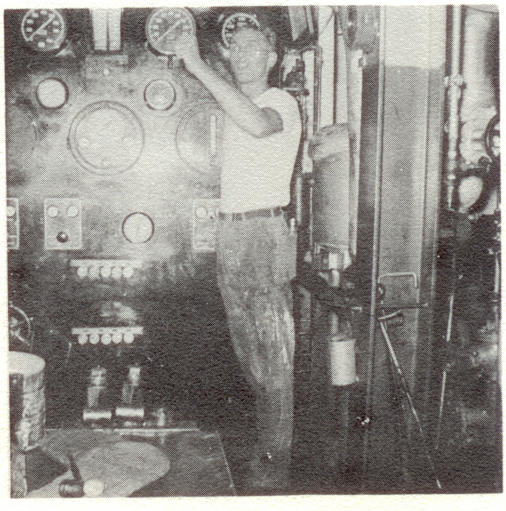
"D" Co. Sub Commander
Hawsepipe
Basketball Varsity
Intramural Sports

Need information on the art of dredging Keema Straits for misplaced diesel headers, or the fine points of butane torch operations; are you in the middle of immigrating Peruvian lovelies; do you need instruction on the Night Navigation of small boats capable of plying the straits and returning with liquid cargo? Well, during the last three years Mark Fisher has acquired experience which fully qualifies him to give instruction in the aforementioned feats.

Not only is Mark a good teacher, but he also has a real thirst for knowledge when it comes to Marine Engineering. This has been quite noticeable since his third class year, for he has been in the top percent of the class throughout the three years.

Mark should have fair weather and good sailing for any course he sets.





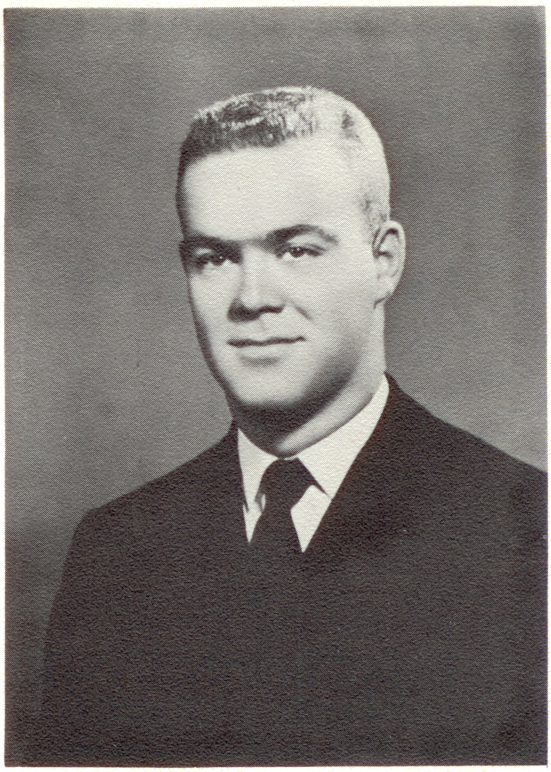
ROBERT O. FULLER

"Bob"

Calgary, Alberta, Canada

THIRD MATE

"C" Company Sub-commander
Propeller Club
Color Guard
Varsity Baseball



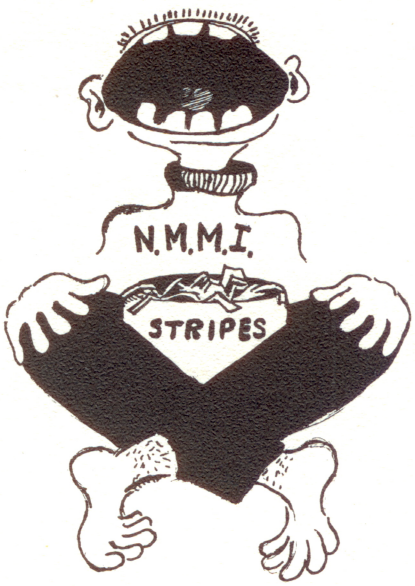
Bob was born in Texas, and, like most Texans, he is a big man. As all men of the world, Bob is well travelled. To name the places he has visited and lived in would sound like the itinerary of a 90-day tour of North and South America. To name a few, though, there was: Colombia, Venezuela, Peru, and Canada.

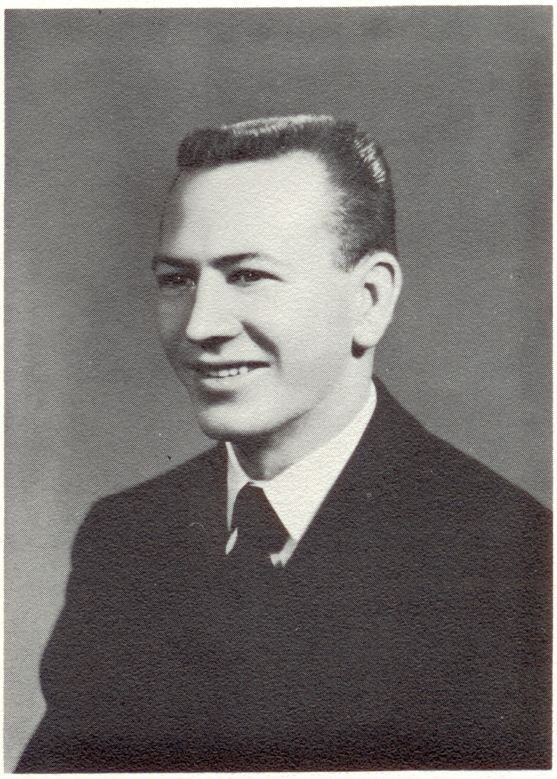
Then there was the stint he spent at New Mexico Military Institute where he acquired many techniques later used here to keep the lower classes in line.

When the first "Sea Training" period rolled around and he had time on his hands, the fact that he was an inveterate card player became known. If it wasn't pinochle, it was poker, and later bridge that drew him away from his books. Despite these shortcomings Bob went on to become "C" Company Sub-commander.

After graduation Bob plans on flying in the Navy.







MAX GARTON

"Max"

Vallejo, California

THIRD ASSISTANT ENGINEER

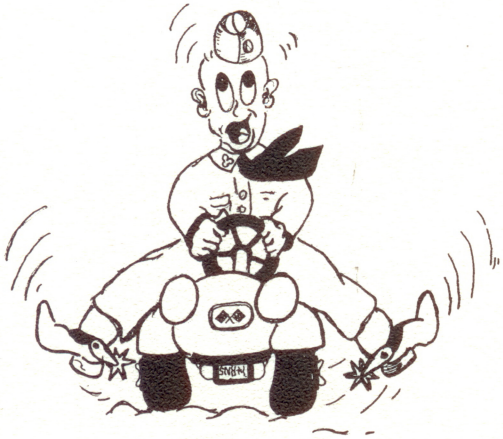
Battalion C.P.O.
Propeller Club
Varsity Baseball

Max Jerome Garton, known by his friends as Max, has had a very successful stay at the Academy; he has risen from a near-marine to the Battalion C.P.O.

This party-time fella had a questioning expression on his face one Monday morning back in 1956, but it turned into a smile with his more highly organized and successful activities such as obtaining liberty, finding a place to sleep without breaking a regulation, avoid being a statistic on Highway 29, beating a restriction rap and "Beverly" getting into full swing.

Max has had a permanent 2nd base position on the C.M.A. baseball team. At the games he led off the batting order with the self-explanatory name – "Stinger Garton".

In his quest for success Max has decided to apply for Navy flight training at Pensacola, Florida, or at last resort the Navy. His one plan upon graduation that is really concrete is attending the ceremony that will result in a ring through his nose. Good Luck will inevitably follow Max.





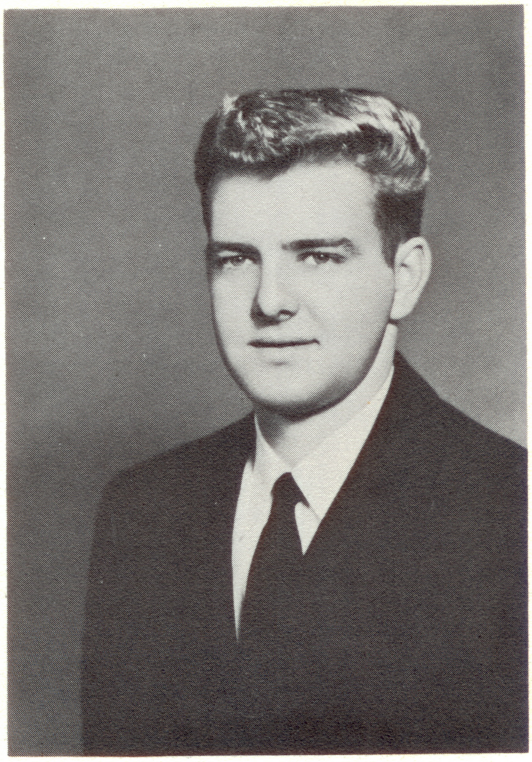
CARL B. HADEN

"Carlos"

Vallejo, California

THIRD ASSISTANT ENGINEER

Gun Club
Intramural Sports
"A" Company Petty Officer

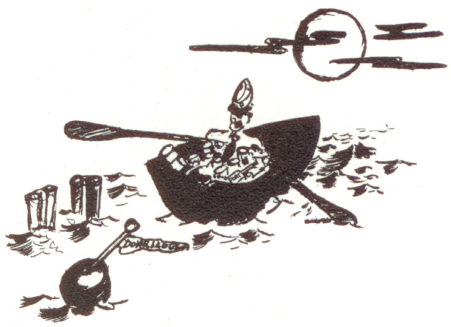


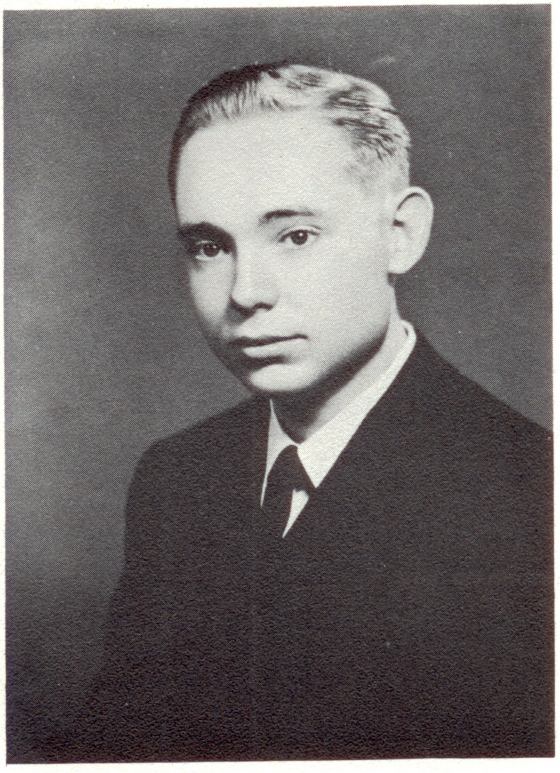
Carl Haden was born August 31, 1937, in Kansas; but he traveled west to Vallejo early in his youth to make a fortune. In 1956 "Carlos" ventured to C.M.A., a school near Vallejo. "Carlos" has many abilities which he is noted for: motorcycles, small boats, and leadership.

Once "Carlos" led a band of thirsty men across the treacherous straits of Morrow Cove in search of refreshment – he was never discovered by the enemy. While on his iron horse (motorcycle), "Carlos" fell off and landed on his head. This did not stop him, and he rode again with great success.

During his third class cruise, "Carlos" showed other skills: dropping burner tips into the bilge, blacking out, etc. Fate and destiny rewarded "Carlos" and gave him 1½ gold stripes as "A" Company Petty Officer in his first-class year. Three years have passed and "Carlos" has made many friends who will never forget the rough-and-ready kid from Vallejo.







CHARLES LEE HAND

"ZZZZZZ's"

Munster, Indiana

THIRD ASSISTANT ENGINEER

Vice President– First Class
Propeller Club
President– Mafia
Chairman– Ring Dance Decorations

Charlie came to us from the windy city of Chicago – asleep, but with a super active mind. While here at the Academy, Charlie picked up more aliases than anyone else, all of them direct results of his varied activities. Some were for his record-breaking achievements: with few exceptions, no-one else slept longer on a weekend and his speed record from Vallejo to Chicago still stands. Other aliases were results of his active brain: Charlie rapidly became a top engineer if for nothing more than to keep the Oldsmobile fleet running.

Chuck's most famous nickname was a direct result of his ability to sleep any place or time. He was known to gather ZZZZZZ's for periods of ten minutes to thirty hours at a stretch. No one ever passed Windy's Blue Olds on the highway or any other machine he was piloting until one dark night when he became known as the Autowrecker due to a navigational error made while he was at the helm of the Zipper's V.W. with the Gimp riding shotgun.

Whether Charlie goes back to the Great Lakes, the Mississippi River or if he ships out of the Bay Area, we wish him luck but not out of apprehension, for we know he'll make good.





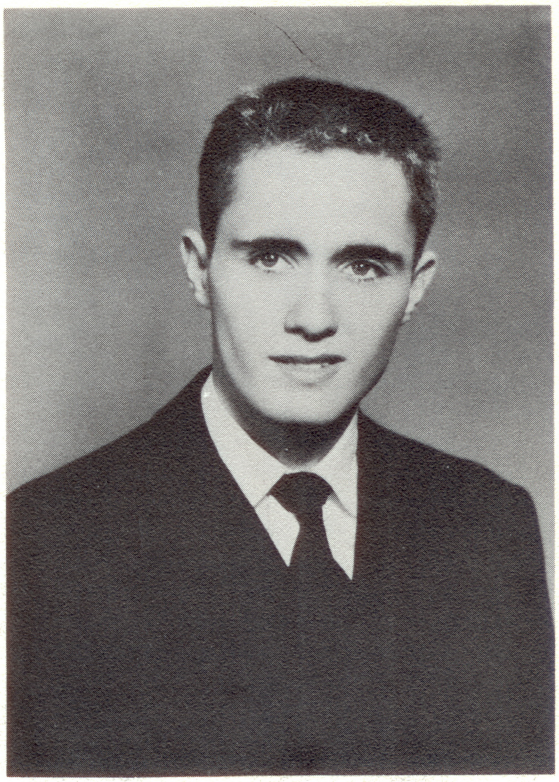
ROBERT E. HAYES

"Spike"

San Diego, California

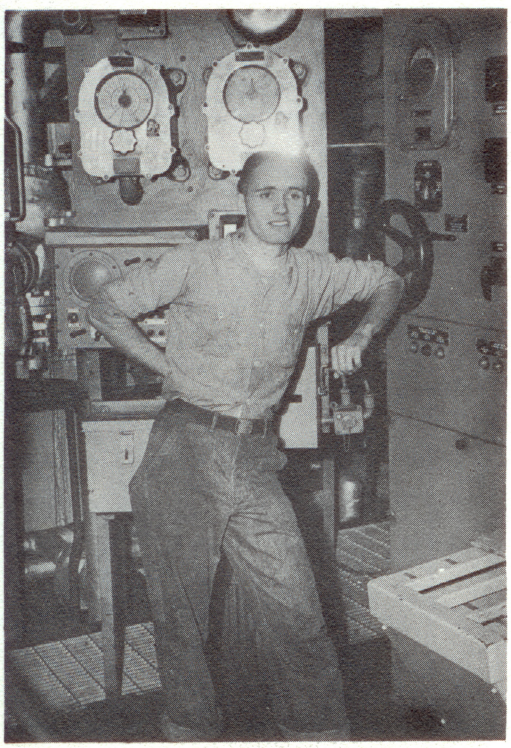
THIRD ASSISTANT ENGINEER

Newman Club
Color Guard

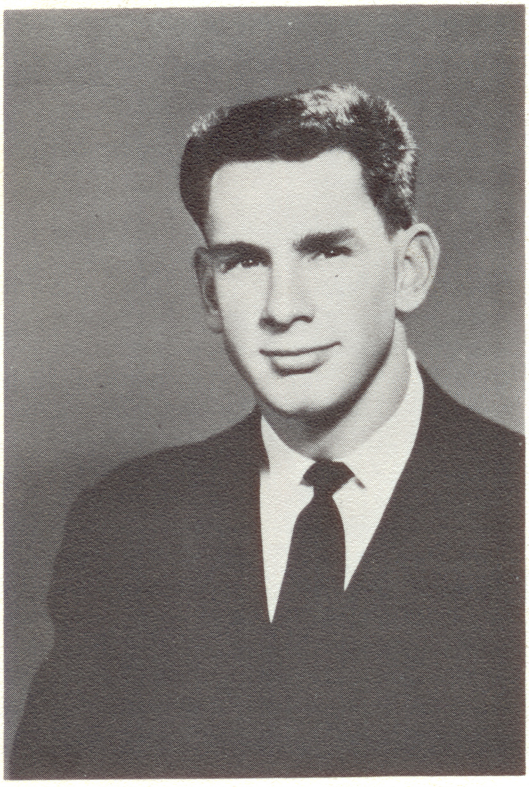


If you are one who believes that big things come in small packages, then here's your dream come true, "Bob" Hayes, alias Spike. Spike, who is an all-around super pigmy, believes in the old saying, "The bigger they are, the harder they fall", when hit in the proper place with a large enough stick.

In the three years Spike has been at Keema, he has never backed down to anything or anybody, especially fellow midshipmen larger than himself. This ability of Spike's to never give up will secure for him his goal in any endeavor he should undertake.







M. RICHARD HEGEMAN

"Fish"

Vallejo, California

THIRD ASSISTANT ENGINEER

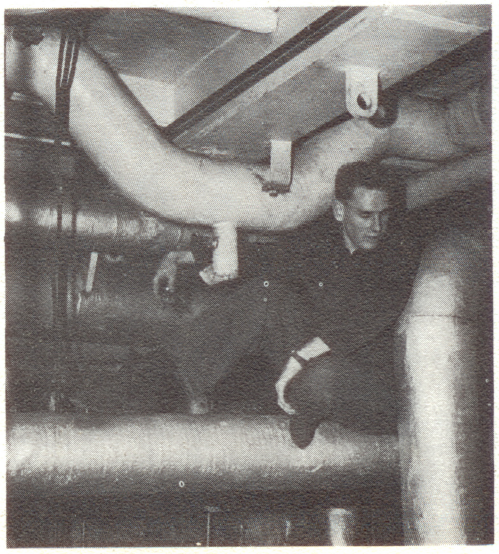
"A" Company Commander
Varsity water polo
Varsity swimming
Propeller Club, Vice President

The exact reason why Dick came to C.M.A. is unknown, but whatever the reason, we are glad that he did. During his three years here, he has proved himself to be a good worker, but just as important, if not more so, a good friend to everyone.

Before coming here he was a star swimmer at Vallejo Junior College and still holds many honors. Coming to the Academy did not put an end to his swimming, and during his three years here he has been the mainstay of both the swimming and waterpolo teams.

In addition to being a fine athlete (though you wouldn't know it to look at him) he is also one of the friendliest guys you would want to meet. Dick is the type who is always ready to lend a helping hand.

This willingness to help and his ability to do a little extra work with a smile has rewarded him as second-class president, Propeller Club Vice President, and "A" Company Commander. Dick's plans for the future are uncertain, but Yvonne may have a few ideas.

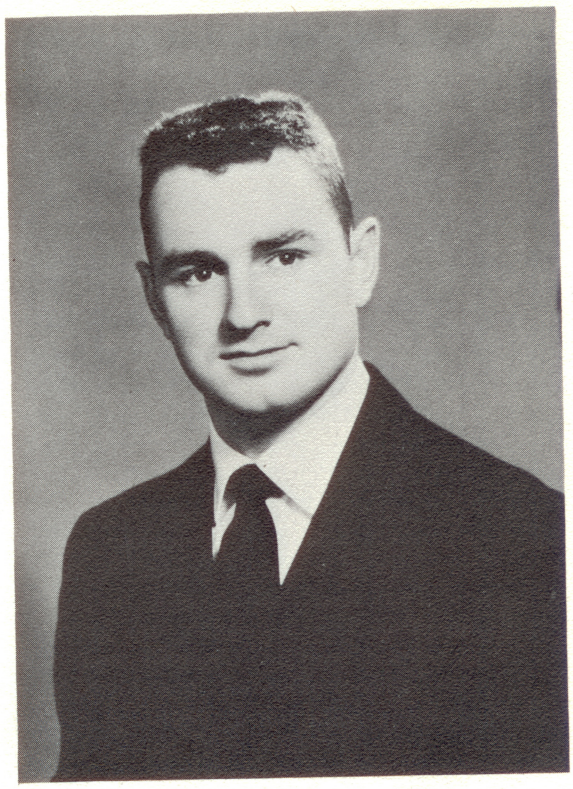


ROBERT B. HORNE

"Stone"

San Diego, California

THIRD MATE

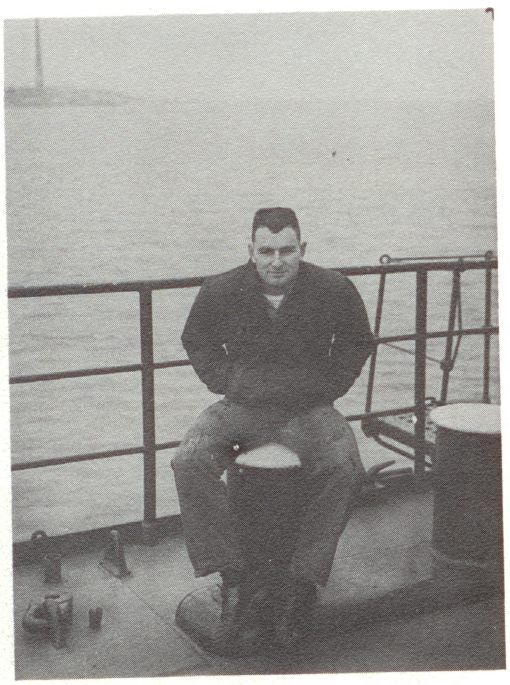


Early one August morning in 1955, a beady-eyed young lad from San Diego wandered down the trail to Morrow Cove. He was armed with a circular slide rule, a pair of shades, and a determination not to sweat the small stuff. This easy-going lad was Bob Horne, who later became famous at C.M.A. for his conservative tastes in TV westerns, Hi Fi records, and sport shirts.

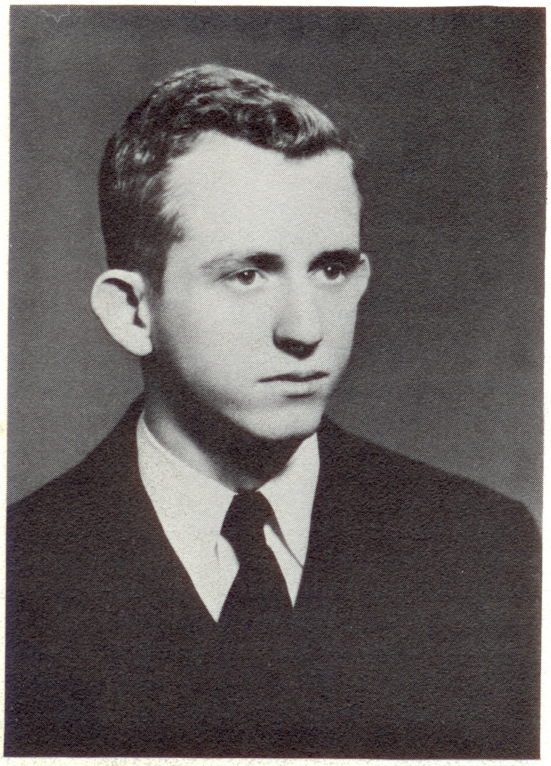
After a year at C.M.A. Bob decided to take a vacation with Standard Oil Company, servicing laundry trucks. Later he returned to join the class of '59, where he was promptly established as a well-liked senior citizen.

Almost every afternoon Bob could be found following a well-worn trail around the gym with a dumbbell on his back. His earthy humor and witty comments invariably raise the spirit of those with whom he confides.

Bob's plans for the future include a tour of duty with the Navy and then a career with the Merchant Marine.







ROBERT STANLEY JOHNSTON Jr.

"R.S."

Easton, Maryland

THIRD ASSISTANT ENGINEER

Softball Manager
Section Leader
Vice-President, Mafia
Society of Naval Architects & Marine Engineers

R.S. came to us from Maryland in August of 1956 with a very distinctive characteristic. We were honored to have as a classmate the man sporting the most magnificent set of ears west of the Mississippi. With his two faithful ears constantly beside him, he strode forward to make his place in our humble society.

R.S., we have found, is a man of many talents. To the motorists of Keema he is known as a mechanic, to the officers as a good engineer, and to an unfortunate few as a dealer. During his short stay in Peru he became known as a "Pineapple Tycoon". In 1957, R.S. became part owner of a fleet of blue Oldsmobiles, engaging in transcontinental transit. We are sure that Bob will make good in whatever field he may choose. GOOD LUCK R.S.





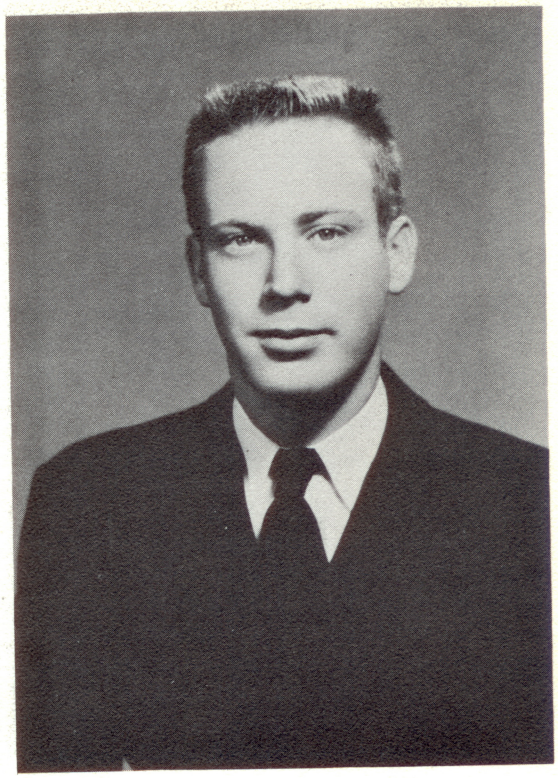
LAWRENCE D. KEEN

"Stein"

San Diego, California

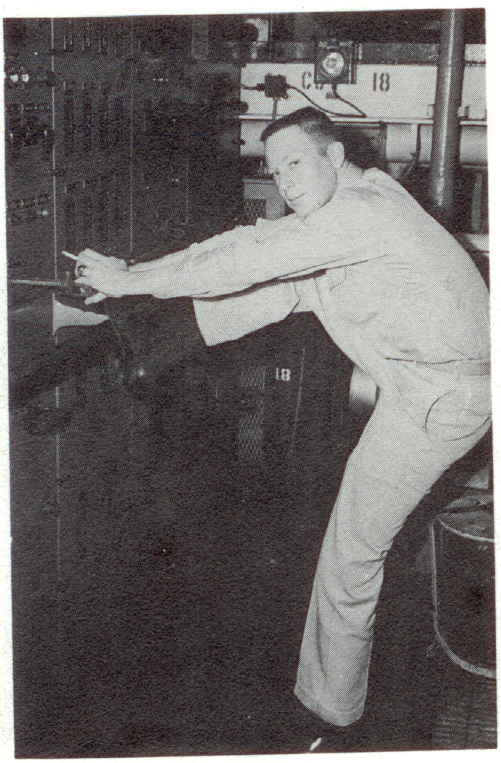
THIRD ASSISTANT ENGINEER

Automobile Club

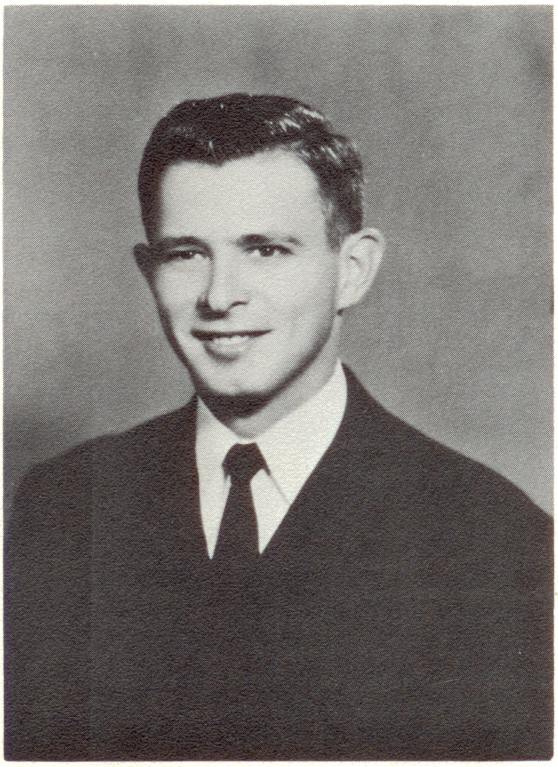


Larry hails from the sunny city of San Diego. He is one of the best businessmen in the school, and you'll rarely find him without a good deal to offer to the midshipmen. Stein is an avid auto mechanic and one of the forward engine room's troopers. Seldom is the time you'll pass his room without hearing the wonderful sounds of Western music.

Larry was the only person to return from cruise with more money than he left with. Larry plans to ship in the Merchant Marine after graduation plus fulfilling his military service obligation. Later he may go to work for a marine engineering company.







RUSSELL A. KEMMERRER

"RAK"

San Francisco, California

THIRD ASSISTANT ENGINEER

Propeller Club
Ring Dance Committee
CMA Softball Team
Football
1st Class Sportnight Dance Committee

Among the U.S. Navy's contributions to the Class of 1959 "RAK" arrived dutifully on the scene burdened by numerous forms of reading material. He quickly exhausted his supply and was forced to fall back upon the dubious selections of our somewhat limited library.

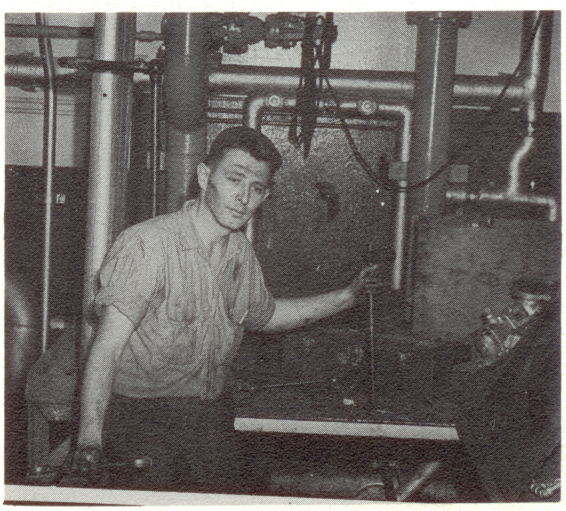
In addition to his reading he was an avid participant in intramural football (which twice cost him the skin from his nose), CMA softball team, and all forms of weekend activities and sports, such as "nursing", "air-line stewardessing", "layout work" and so forth.

During the trimester leave periods, RAK sailed forth as a wiper aboard Standard Oil Tankers, and was permanently impressed by the generous amounts of "bread" (both white and green) served to the crews.

RAK has decided to forego a berth on the Gray Stack Lines, in favor of the Merchant Marine and Engineering.

Good luck in your quest for "bread", Russ, on land or sea.





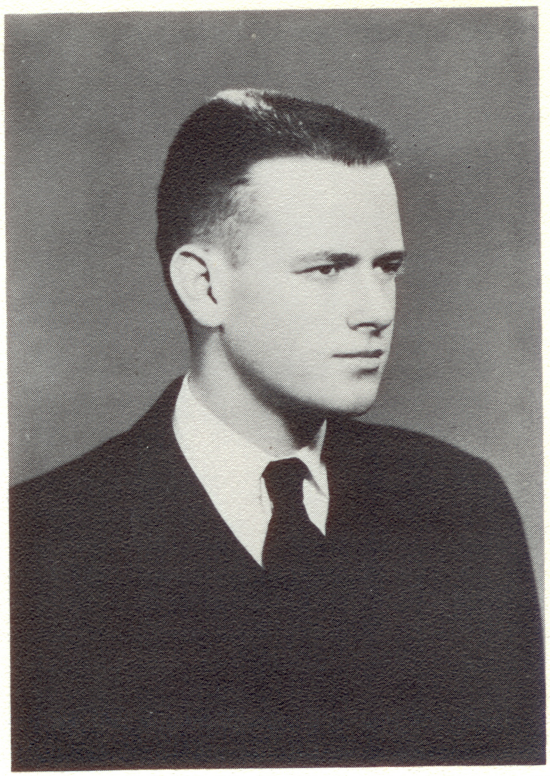
DOUGLAS WILLIAM KOPP

"Plaz"

Palo Alto, California

THIRD ASSISTANT ENGINEER

Propeller Club
Skiing Club

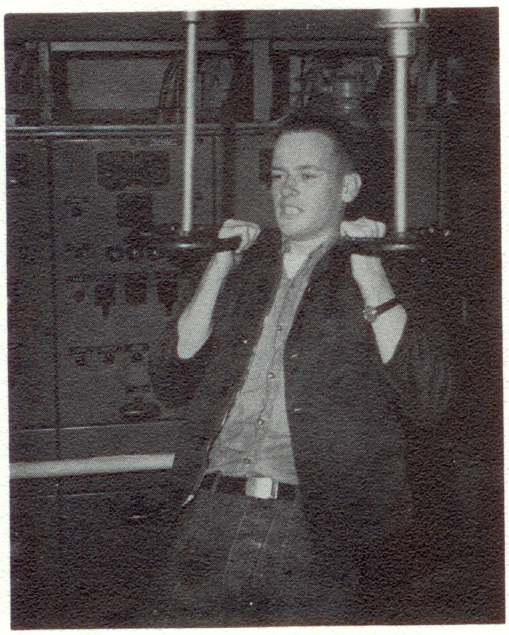


The "Plaz" came to us from Hollywood, California. During his three years at the Academy, he has always caught the eye of the instructors. "Kopp, report to Cmdr. Heron's office", "Kopp, log room", "Kopp, where is your homework?".

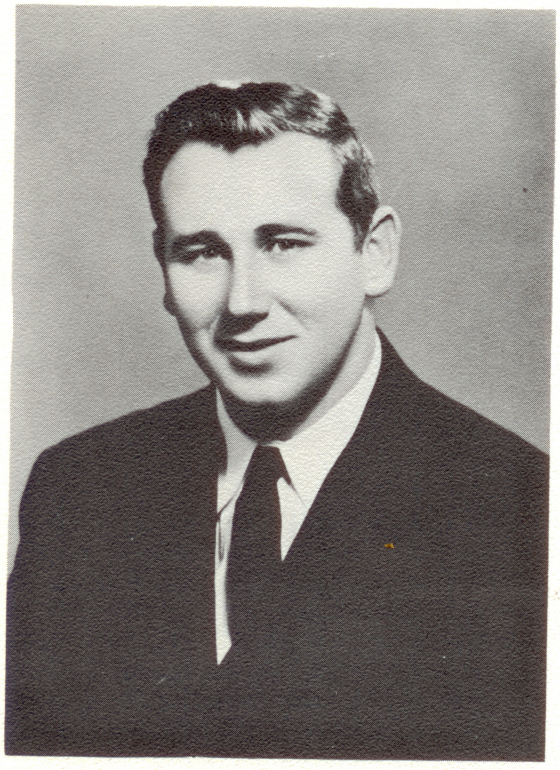
Along with being in with the instructors, the "Plaz" has always been one of the Academy's most enterprising midshipmen. On Doug's second-class cruise he went into the import business between Panama and San Diego. This, however, cost him 50 before the ship reached San Diego.

Both the Skiing Club and the A.R. club can boast of having "Plaz" as a prominent member. His membership has been in good standing in the A.R. club since his first five weeks at the Academy.

After graduation he plans to go to Navy Flight School. We wish the best of luck and a prosperous future to Doug in all his take-offs and landings.







JOHN EDWARD KOVAS

"Kovar"

Fort Lauderdale, Florida

THIRD ASSISTANT ENGINEER

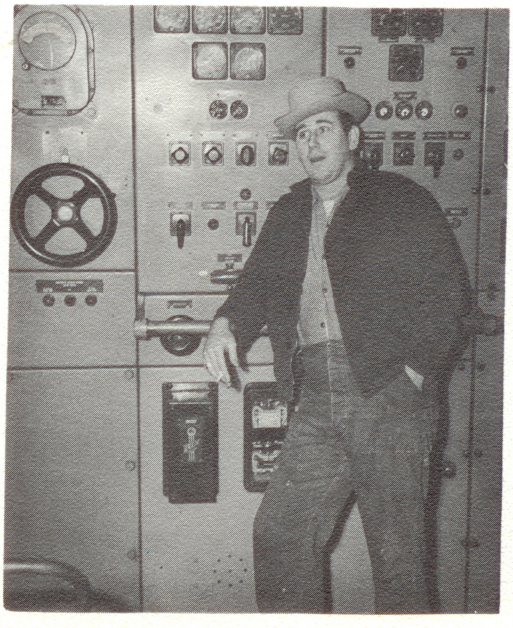
Newman Club
Intramural Sports
Rowing Team

Out of the dark swamps of Florida, John came to the highest type of civilization – C.M.A. While studying at the Academy, John became very familiar with a local spot in Vallejo called the "Elbow Room". Whenever someone wanted to see John on a weekend they would go to this spot.

John has always been a good-natured fellow and has made many lasting friends at the Academy. All will remember him as a Koala Bear, Wimpy, or simply as "Kovar".

After graduation John plans on shipping out, and with his past experience he should do very well. Good luck, John, and please try not to return to the swamps.





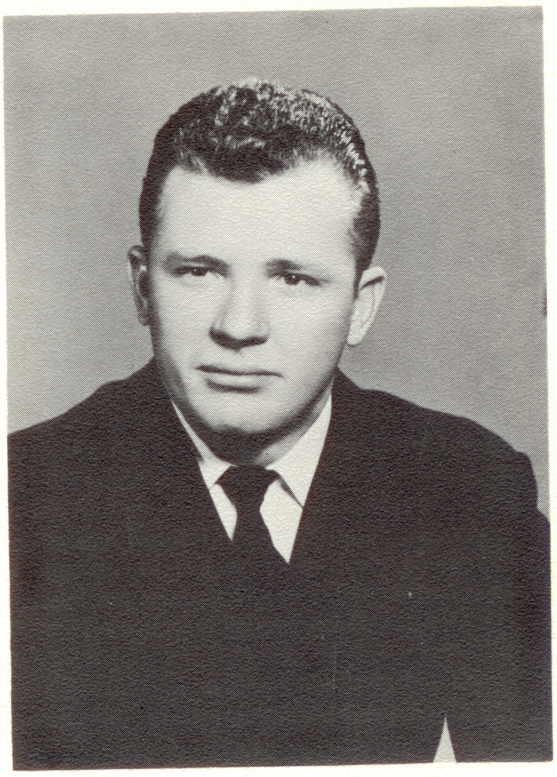
JAMES E. KRING

"Jimmy"

Phoenix, Arizona

THIRD MATE

"D" Company Commander
Second Class Vice-President
Propeller Club
Water Polo

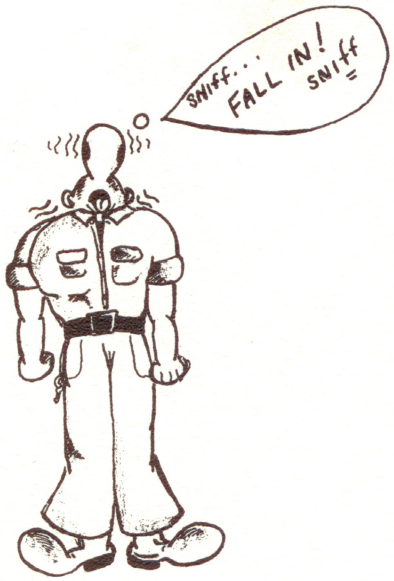


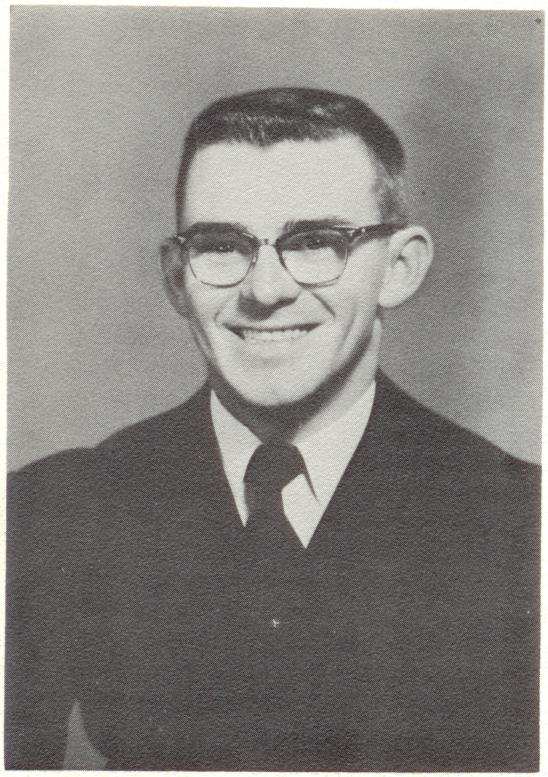
Jimmy Kring came to us from Phoenix, Arizona. Four years in Uncle Sam's Navy gave him a salty speech and a manner unequalled by, and sometimes shocking to, his classmates. Jimmy could always be depended on for a salty sea story and *free* advice.

With his salty manner and pleasant personality, Jimmy, sometimes to be called "Pappy", surged to the fore of his class and has been there ever since, doing what he terms "Taking care of you kids". He could easily be justified in that statement, for he was instrumental in organizing anything that took initiative in great amounts.

Jimmy seems to know where he is going and is sure to make his mark on the world just as he made his mark (some would call it a dent) at the California Maritime Academy.







CHARLES R. LAMPMAN

"Jarhead"

Pomona, California

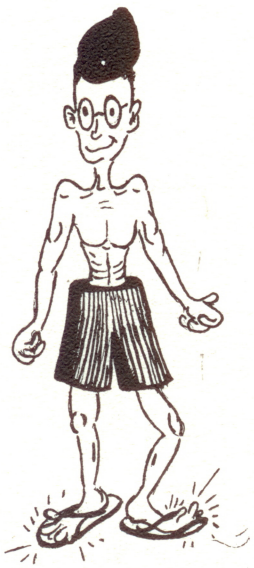
THIRD MATE

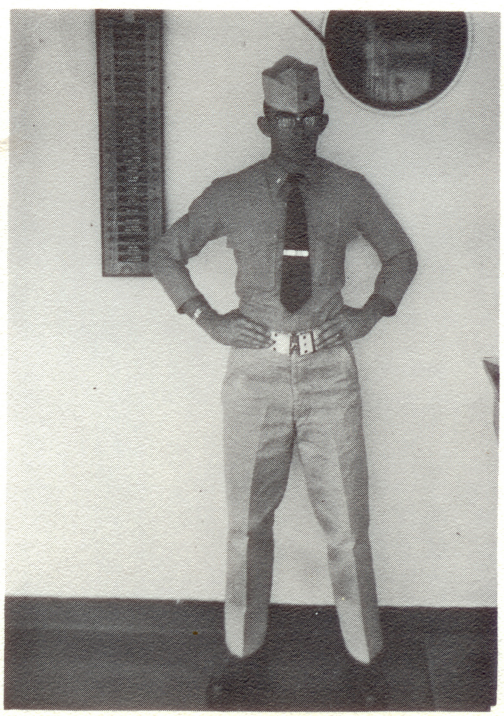
"B" Company Commander
Gun Club, President
Propeller Club, Secretary-Treasurer
Honor Guard Maritime Day

Street lamps glittering from his spit-polished shoes, a lonely figure strolled the grounds of the sleeping Academy. His only thought – "If this were the marines, I'd have been late for lunch!" Who was this misplaced Jarhead? Chuckie, the only man in the corps whose shirts couldn't stand a deep breath and whose shoes could double as mirrors.

Despite his grotesque appearance, Chuck proved to all that he possessed above-average abilities, which were developed during his underclass year and displayed in his last year as "B" Company Commander.

Chuck's plans after graduation include the Merchant Marine. Some day in the distant future when the call of the coyote becomes too great, he'll retire to his spacious ranch in the green hills of Wyoming. Good sailing Chuck.





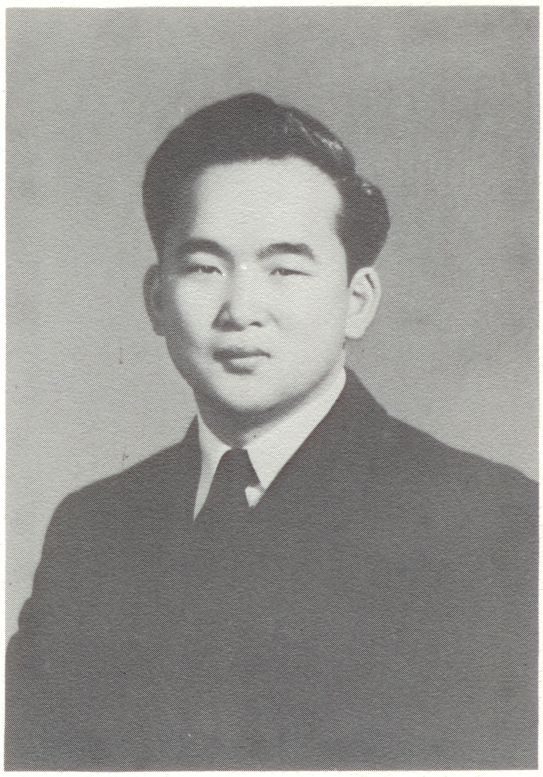
RICHARD LEUNG

"Old Timer"

El Cerrito, California

THIRD ASSISTANT ENGINEER

Propeller Club
Gun Club
Newman Club



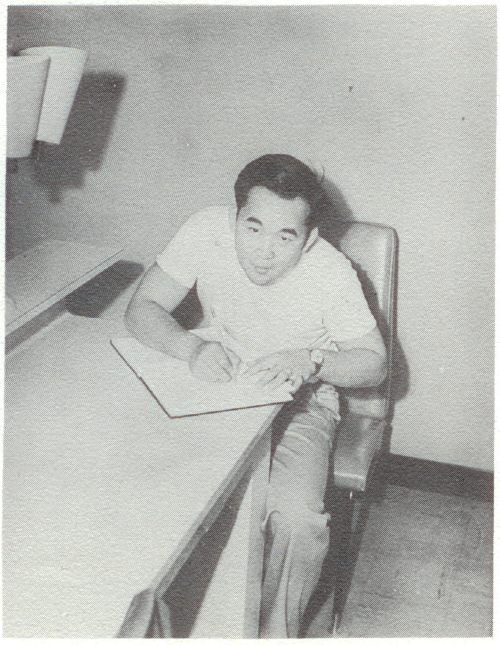
Originally a resident of San Francisco, Dick ventured to the far end of the Bay, and arrived at our rolling acres among the many others who were in thirst for knowledge and a third engineer's ticket.

During the annual third-class hair-cut fest, Dick mastered the art of the use of clippers and comb. Since then he has just about butched every midshipman and instructor at the Academy.

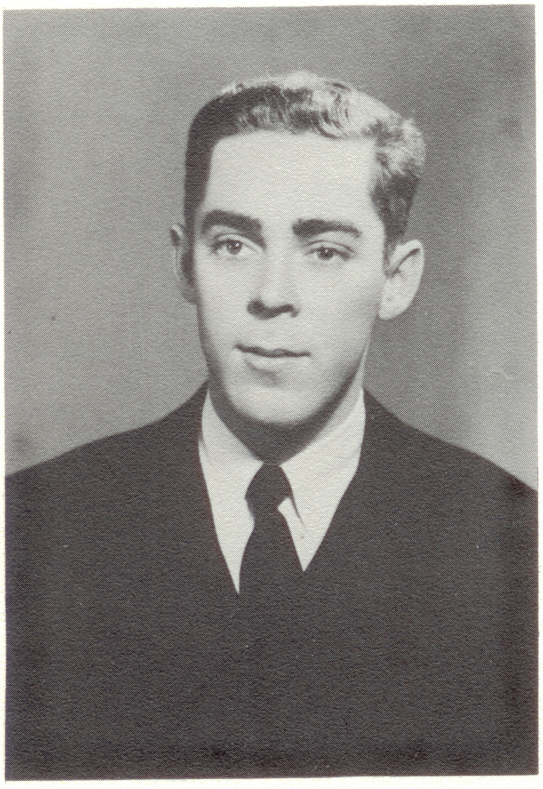
Most evenings ashore, Rich's a sworn rice-eater, would seek out the best rice parlor in town and settle down to inhale his way through the fishheads and rice. In Acapulco Dick encountered some difficulty locating his favorite dish, but he says that he was not displeased with the domestic products.

During all of his leave periods, Dick has shipped out as a wiper or oiler for shipping concerns.

After graduation Dick plans to serve in the Navy and then in the Merchant Marine.







DAVID C. LINDQUIST

"Lindy"

Oakland, California

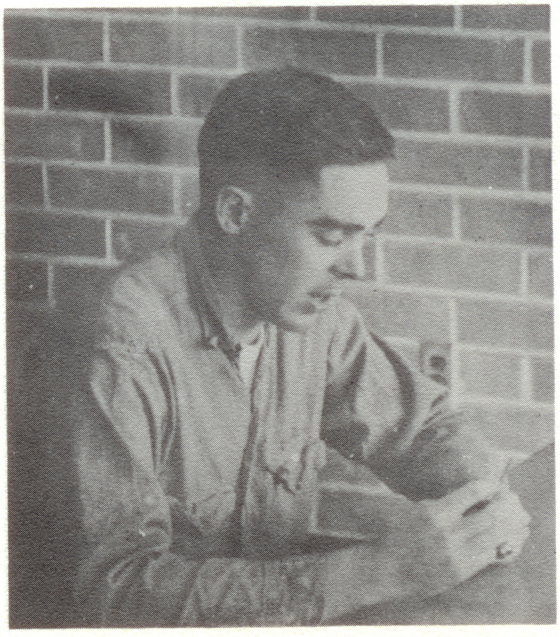
THIRD MATE

Battalion Adjutant
Propeller Club
Second Class Secretary
Binnacle Staff

Dave was born in Oakland, California, and he has lived there all his life. After graduating from Oakland High School he attended the College of the Pacific for two years. Since the day Dave came through the gates of the Academy he has been quite active in Academy activities. Among these activities are the Propeller Club, Second Class Secretary, Coach of the Water Polo Team, Binnacle Staff, a member of the Color Guard, and a member of the Gun Club.

As a first-classman he took over the duties of the Battalion Adjutant, which include among other things being the postmaster and the mast recorder. Upon graduation, Dave hopes to become a Navy flyer. Good luck, Dave, and happy landings.





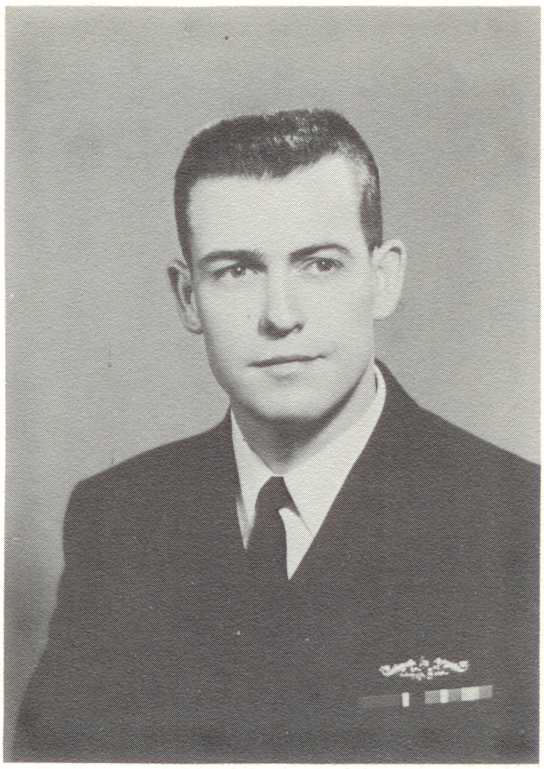
EDWARD D. McDEVITT

"E.D."

Vallejo, California

THIRD ASSISTANT ENGINEER

Battalion Sub-Commander
Vice-President, Newman Club
Radio Club – Call K6YBN

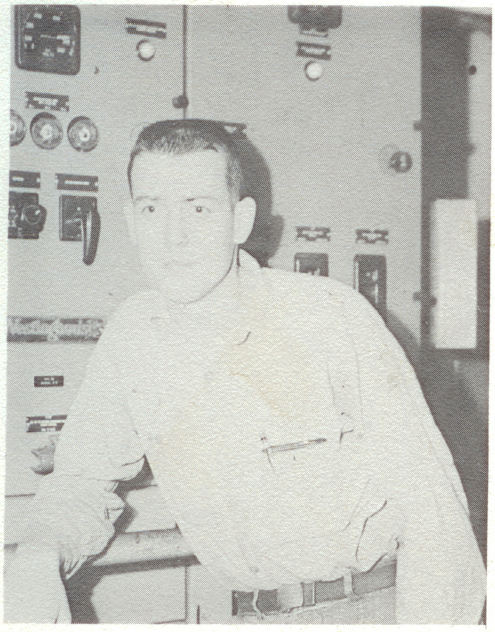


Stern taskmaster of the midshipman mast and Battalion-Sub-Commander, "E.D." McDevitt was known as one of the B.C.'s firm and loyal supporters. Known for his Volkswagen and his love of liberty, "E.D." won himself a few fine friends with his friendly manner at the Academy.

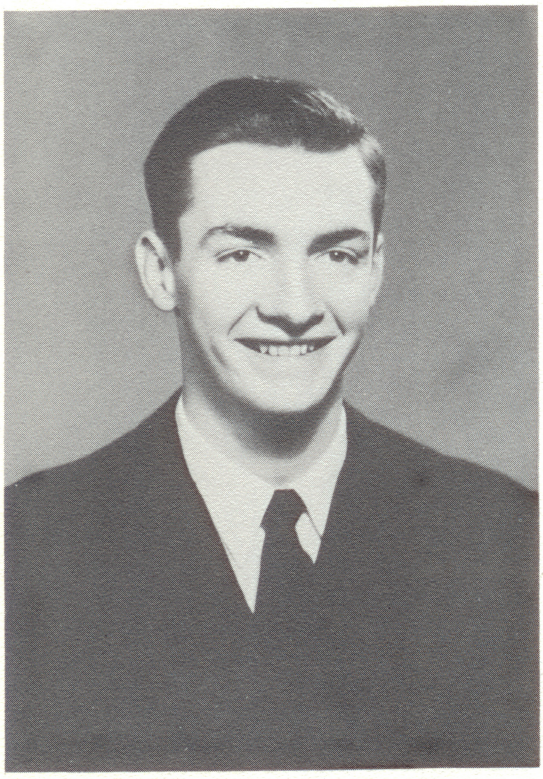
Already well qualified in submarines on his arrival at Keema, Ed could never quite forgive the Golden Bear for its inability to submerge, but still rendered the after engine room his assistance.

As president of mast, Ed did much to restore respect for authority and order at C.M.A. As Battalion Sub-Commander, he kept the afternoon marches to the ship in good military form; and with his ham set at home made C.M.A. known from Seattle to New Hampshire.

Ex-Navy man McDevitt, we envision as someday becoming captain of the Nautilus and making regular voyages under Point Barrow . . . with an amphibious VW lashed on the deck and a K6YBN stenciled on her hull.







JAMES MICHAEL McDEVITT

"Gobbler"

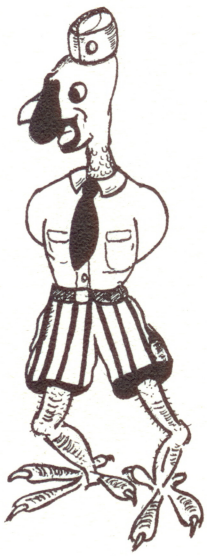
San Francisco, California

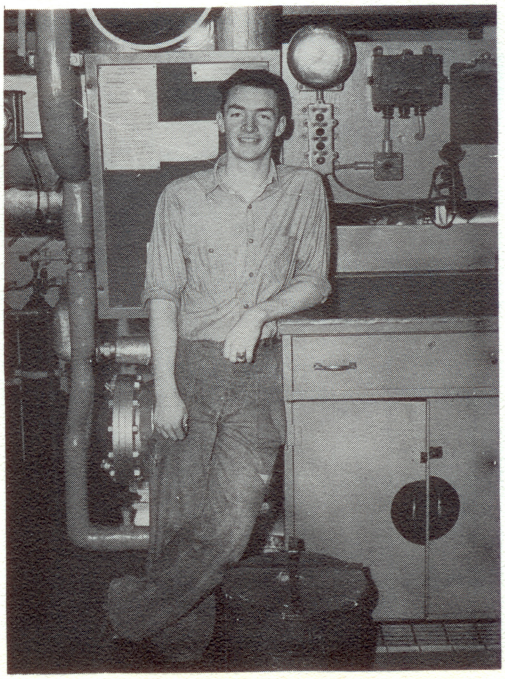
THIRD ASSISTANT ENGINEER

Gun Club
Newman Club

On August 20, 1956, Mike entered the California Maritime Academy. His ambition was to become an engineer. He chose the after engine room to fulfill his training. While still a third-classman, he joined the Newman Club and has been influential in maintaining the level of the club to the standards of the Academy. He joined the Gun Club and while a member showed his proficiency in the use of both pistols and rifles. He was later elected to the position of secretary-treasurer of the Gun Club in his first-class year.

Mike hopes to ship out after graduation in the Navy or the Merchant Marine. No matter which Mike works for, the company will have a good engineer working for it.





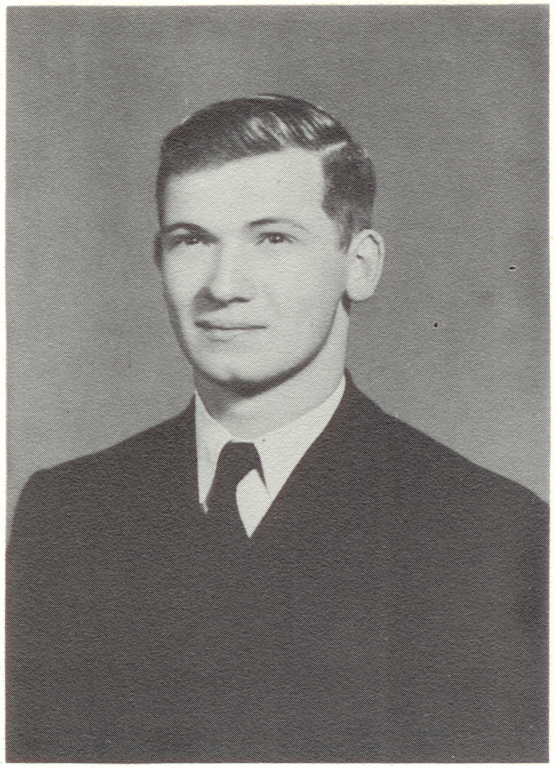
IAN Mc LEOD

"Scotty"

Costa Mesa, California

THIRD MATE

Sailing Club, "Commodore"
24 Hour Club



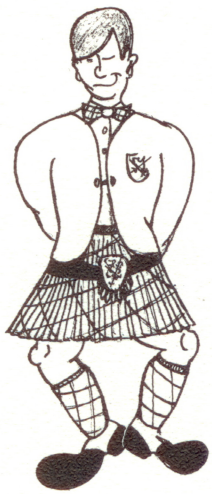
Born in the city of Dundee, county of Angus, country of Scotland, he well deserves the nick-name of "Scotty". Ian moved to Canada with his family when he was eleven and at fourteen moved to Costa Mesa where he went through high school.

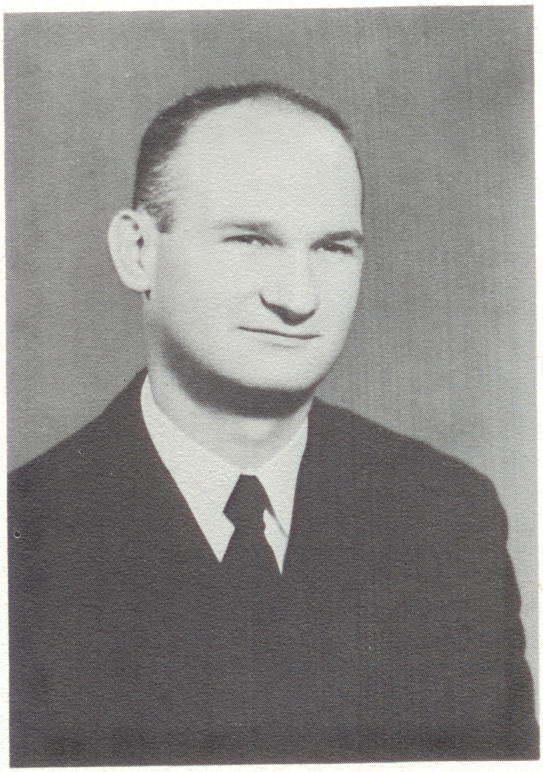
As Scotland is a seafaring nation, Scotty naturally had his eye on the sea for a livelihood. Thus, he migrated to C.M.A. for his nautical training and gained his citizenship of the United States during his first-class year.

While at C.M.A. he has spent two years as Commodore of the Sailing Club. He insists that steam is just a passing phase, and that the Maritime Nations will soon realize this and revert to the windjammers of the past.

He is also a member in good standing of the 24 Hour Club and has spent a short time as its president.







DAVID PAUL MARONEY

"Tosca"

San Francisco, California

THIRD ASSISTANT ENGINEER

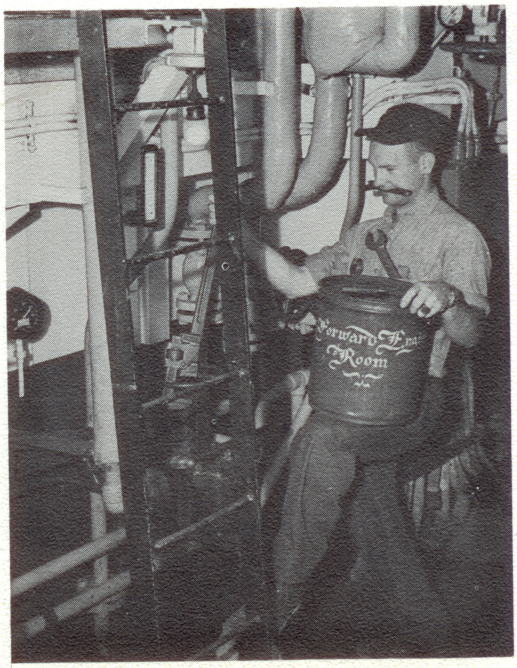
Intramural Sports
Propeller Club
Sailing Club

Being one of the oldest men at the Academy, Dave has the honor of hearing the problems of the younger set. Being the fatherly type, "Tosca" has given advice even though it has not been called for.

David was born in Pittsburg, Pennsylvania in 1933. Seeing the daylight before it was too late, he talked his parents into moving to the famed city of the Golden Gate.

On "Tosca's" third-class cruise he became noted for his ability to change fuel oil strainers. In D.P.'s first-class year he developed an unquenchable thirst for the knowledge of turbines, which took up most of his time between his many activities. Maroney will always be remembered by his classmates for his attempt to convert the forward engine room of the T.S. Golden Bear into a storage tank for bunker "C".





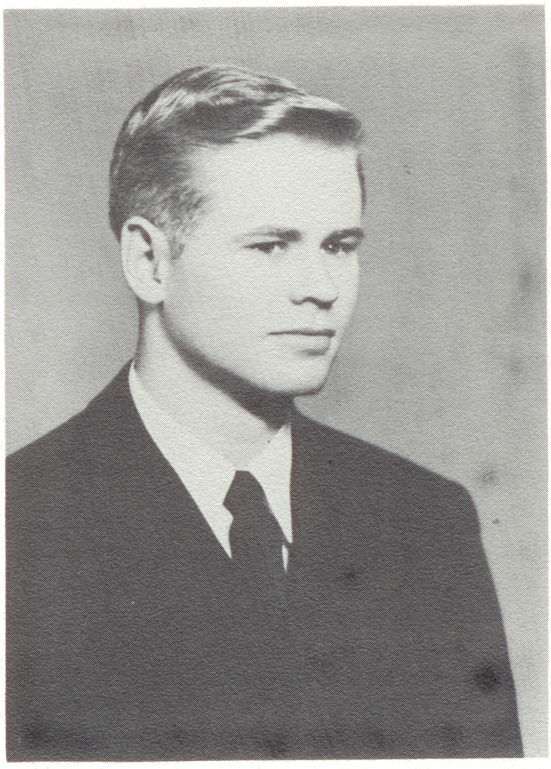
PHILLIP R. MASON

"Phil"

Astoria, Oregon

THIRD ASSISTANT ENGINEER

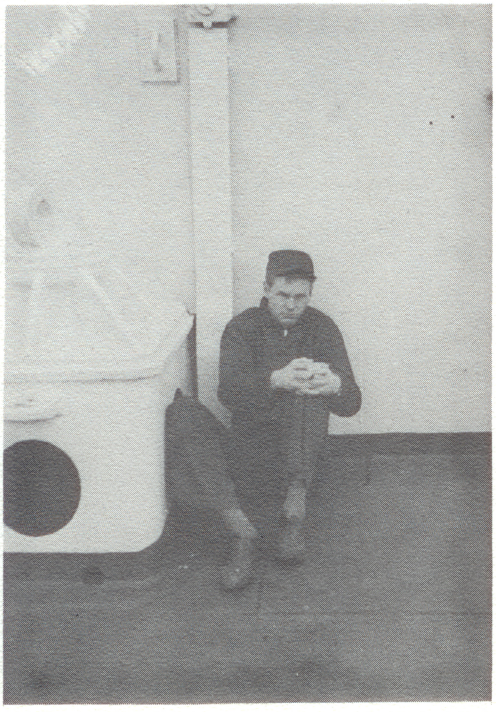
Propeller Club



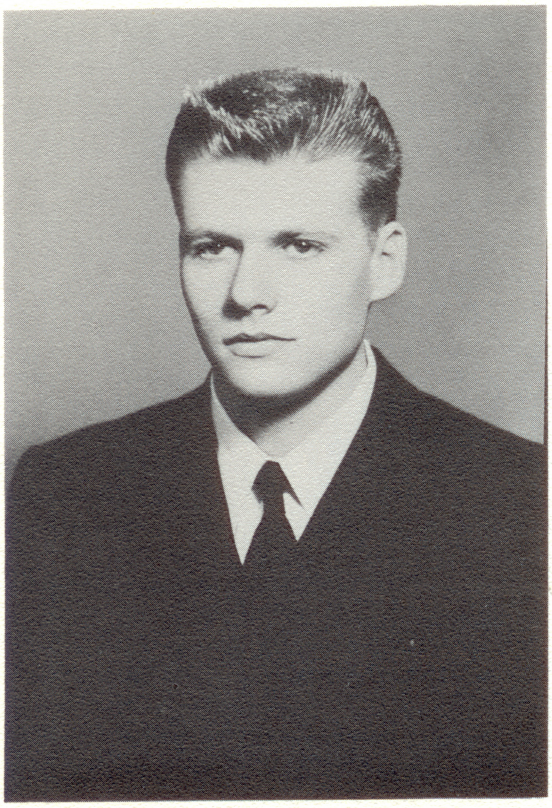
Early one August morning in 1956, a group of very high-spirited lads shuffled down the road to Morrow Cove. Among this group was a quiet, calm lad who stood out as a typical American. He hailed from Astoria, Oregon. He carried with him a certain sense of pride, as he had been "around the Horn". His name was Philip Mason.

As time passed, it was discovered that Phil had a certain knack for making friends. Phil believes in the good, comfortable living that C.M.A. offers, and the vapors of "Big Ed's" coffee brewing in room 24 proved this. Who can forget the Saturday nights at the "Elbow" when Phil no longer needed a stool. Liberty in Lima brought this man to the highest of Peruvian culture at "Nanette's".

Phil's plans for the future include a short stretch in Uncle Sam's Yacht Club and then a lifetime aboard commercial vessels. Under any conditions he is bound to succeed.







KENNETH N. MATSON

"Mats"

Lafayette, California

THIRD ASSISTANT ENGINEER

Chairman– Christmas Dance
Rowing Club
Canterbury Club
First Class Party

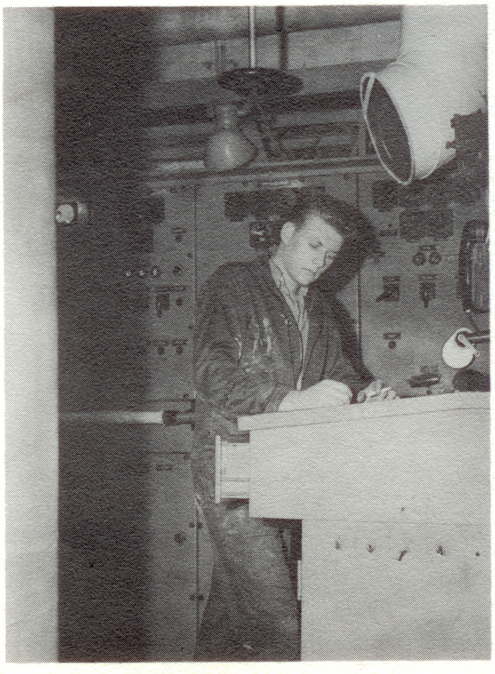
The corps was first introduced to Ken back in August of 1956 when a gold '51 Mercury came roaring through the Keema gates with Ken at the con.

The American flag was raised each morning at quarters formation to the sweet sounds emanating from the corps bugler, which was "Mats".

Not to be a wall-flower, Ken has been behind the planning of all the best social functions here at the Academy. His first success was during his third-class year when he put on the Christmas Dance. The last of the great dances was held just before cruise. This, of course, was the First Class Farewell Dinner-Dance at the Oakland Naval Air Station.

Ken's ability doesn't end with the planning of good dances, for he is also a good engineer.





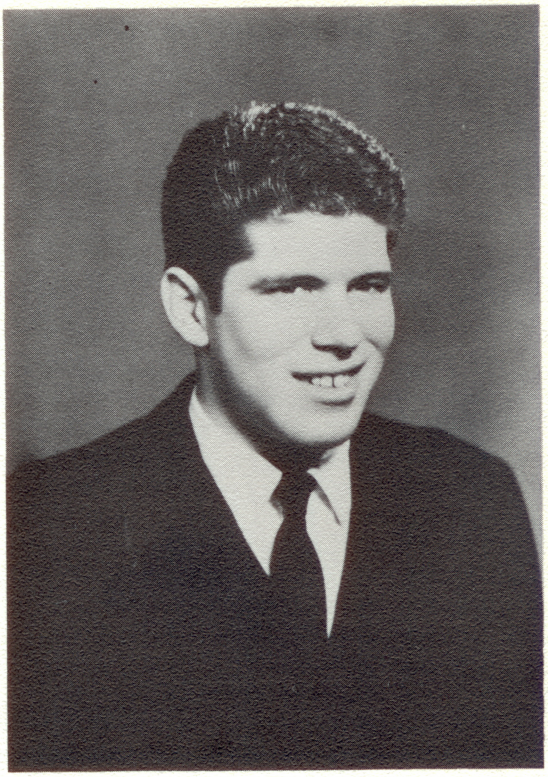
RICHARD GEORGE MELESKI

"Za Za"

Vallejo, California

THIRD ASSISTANT ENGINEER

Intramural Sports



Rick, known to his many friends as "Za Za", came to us from the Villa de Vallejo on August 20, 1956.

His first setback was on the day of his arrival when he was told that he must cut his hair. This was soon forgotten when he gained first priority to the telephone to find out the local scoops from a certain informer by the name of Caron.

As a third-classman he became the fastest hall waxer in the barracks. He played on the varsity softball team for two years and was very active in intramural sports. While serving his stay, he has also enjoyed activities such as liberty, television, liberty, rest, and liberty. One of his favorite quotations was, "Next trimester I'm really going to hit the books."

The class of '59 will never forget one of its most faithful troopers. His plans after graduation seem to include that certain informer.







STANLEY PATRICK MELLIER

"Zipper Bod"

San Pedro, California

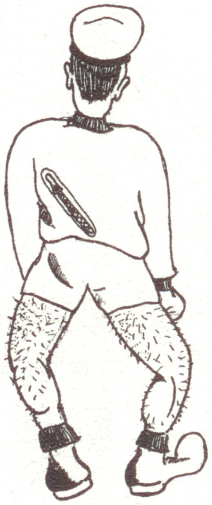
THIRD ASSISTANT ENGINEER

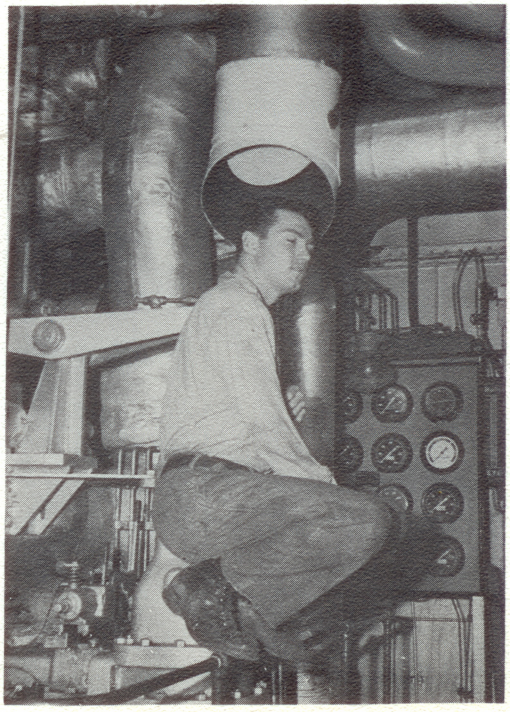
Propeller Club
Newman Club
Intramural Sports
Ski Club

"Zipper Bod", as Pat has been known since a certain event that occurred in January of the third-class year, is one of the better practical engineers in our class. He is a Southern Californian, hailing from San Pedro, California, where he graduated from San Pedro High School before coming to the Academy.

Pat is an avid member of the Propeller Club. As chairman of the membership drive he did a bang-up job in bringing new members into the Propeller Club.

Pat's intentions after graduation include a couple of years in the Merchant Marine before the Navy gets its grasp on him. So to Pat we say – smooth sailing and good luck always.





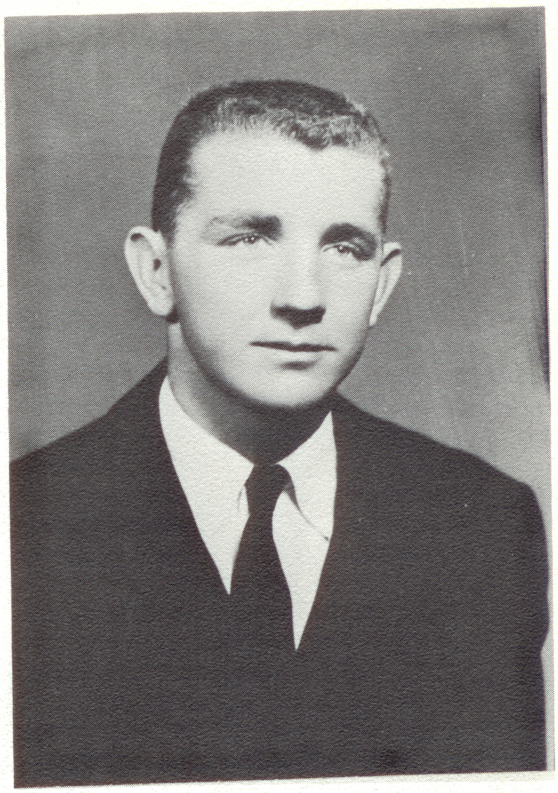
GEORGE E. MINNEY

"G.E."

Newport Beach, California

THIRD ASSISTANT ENGINEER

"B" Company Sub-Commander
Sailing Club "Vice-Commodore"
Varsity Swimming Team
Propeller Club

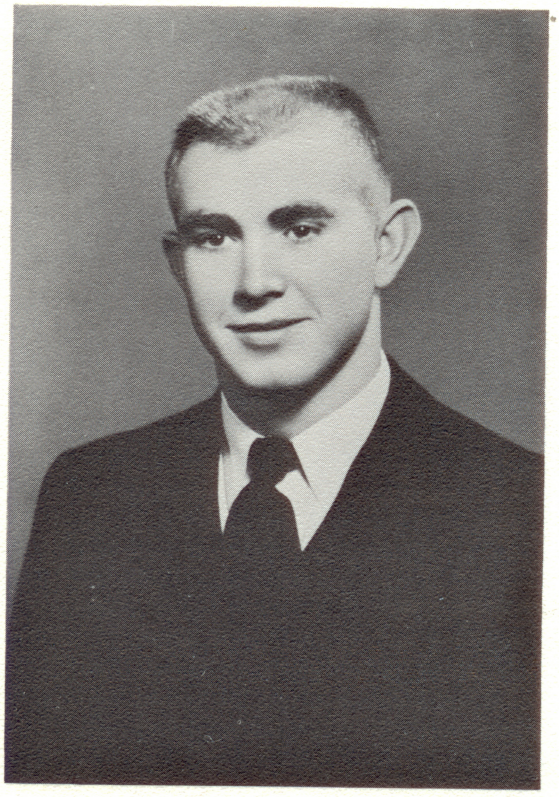


With boats in his background and the knowledge of yachts in his brain, "G.E." came to C.M.A. He was photographed on his first cruise, sextant in hand, high on the flying bridge. But somehow, some way, the turbines pulled him into their bladed influence, and suddenly he was an engineer and a credit to his tasks.

He was one of the few members of the sailing club who worked, as well as waited, for the Hawsepipe photograph. Sub-commander Minney's versatility is revealed by his interests at C.M.A. Someday we know that "G.E." will have the envied title "Navigator-Engineer", and if the day ever comes when the engines are controlled from the bridge, this will be one engineer who will feel competent and completely at home, and to whom the future need hold no fears.







LONNIE JOE MUNCY

"Clam Digger"

Tulare, California

THIRD MATE

"D" Company Petty Officer
Propeller Club
Gun Club
Hawsepipe Staff

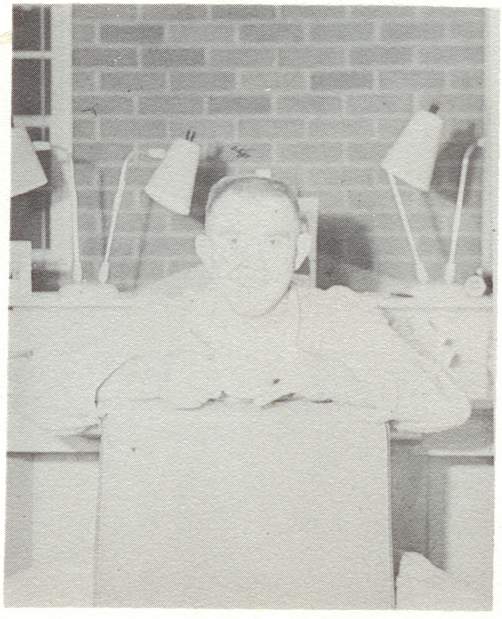
L.J. Muncy, born in Tulare, California, was once accused of being born in Oklahoma. His vehement denial plus his avid love of westerns gained him the additional nickname of "Matt" Muncy.

For two years, while other midshipmen carried about little books stuffed with stupendous amounts of scoops, there could be seen, peeking from the hip pocket of "Matt" Muncy, a small paper-back book entitled "Two Gun Texas Tolliver, Terror of the Tin Horns". On sea-training periods his foot-locker held one life jacket and five hundred western novels.

Despite this, Lonnie remained in the running with the top men of his class for the full three years. He was envied for his ability to pass difficult exams with such apparent ease. Possibly his secret was to never let his work interfere with the enjoyment of a good western novel.

He came to the Academy as a boy and departed as a man with a challenging future.





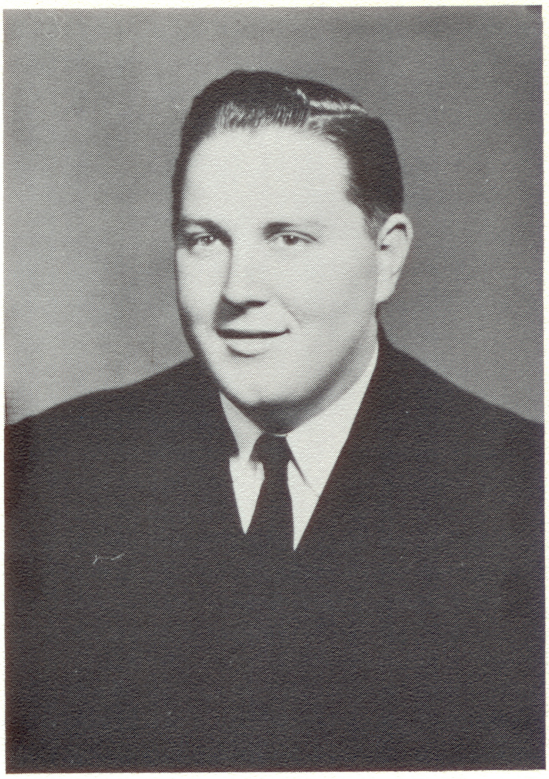
CHARLES V. NYLAND

"Nylo"

Vallejo, California

THIRD MATE

Intramural Sports

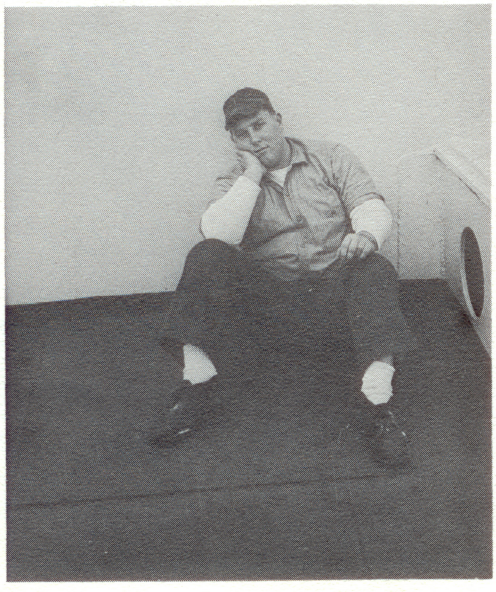


Venturing out of the mysterious village of Vallejo one summer, Charlie decided to see how the other half lived. And of course to do this he came to Keema.

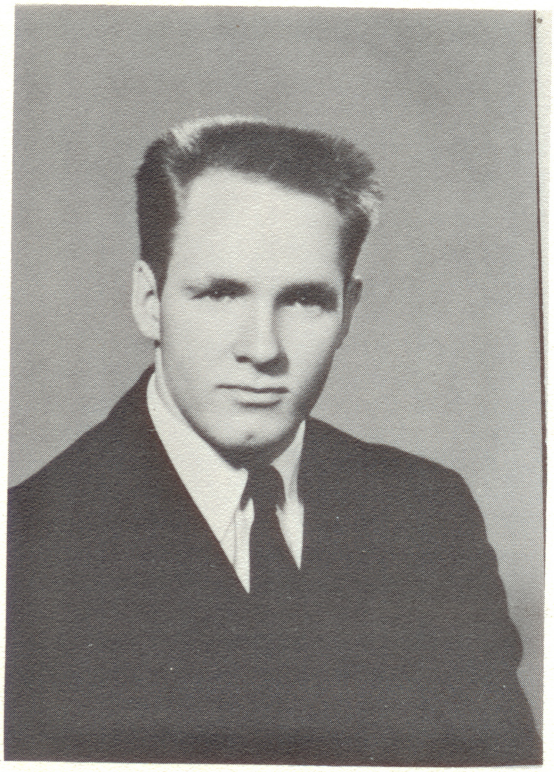
All through his training at the Academy, Nylo didn't worry about his classes, but he was concerned about his ever shrinking uniform. Soon he was a member of the big four on campus.

During his final year at the Academy, Charlie started to lose some weight, but his thirst for "Sun-Drop" maintained his position among the big ones. With this, new uniforms were in order.

Good luck with whatever field you may choose to follow, and keep up the good work.







MICHAEL K. O'CONNELL

"Oak"

Alcatraz Island, California

THIRD ASSISTANT ENGINEER

Newman Club
Gun Club
Intramural Sports

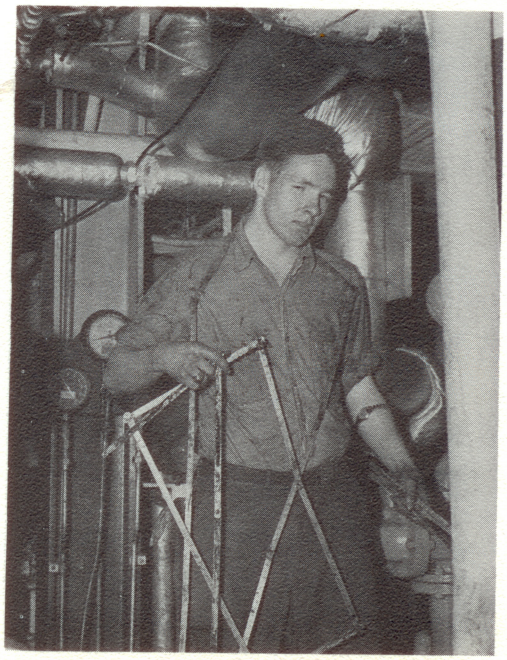
Monday morning, 20 August, 1956, brought forth a sigh of relief as "Oak" finally made it off Alcatraz Island, after six years of trying. Six years of prison . . . well that's all over. Now three quick, easy years and a ship. By 1000 there was some doubt about his escaping. 1100 proved it, out of the frying pan into the fire. Tuesday cinched it, Alcatraz Island wasn't the only place where liberty was restricted.

The years passed; Cadillac Club, NCO Club at Rodman, Galapagos, Lima, that night in Panama, etc.

It's all over now including the "straight scoops" from Pat Russell, and the times that Mr. Seder discovered that he was working on live 220 volts with "Dorf" and "Oak".

Mike will always be remembered for his engineering skills and easy-going personality. There should be no doubt in the minds of any as to the success "Oak" will find.





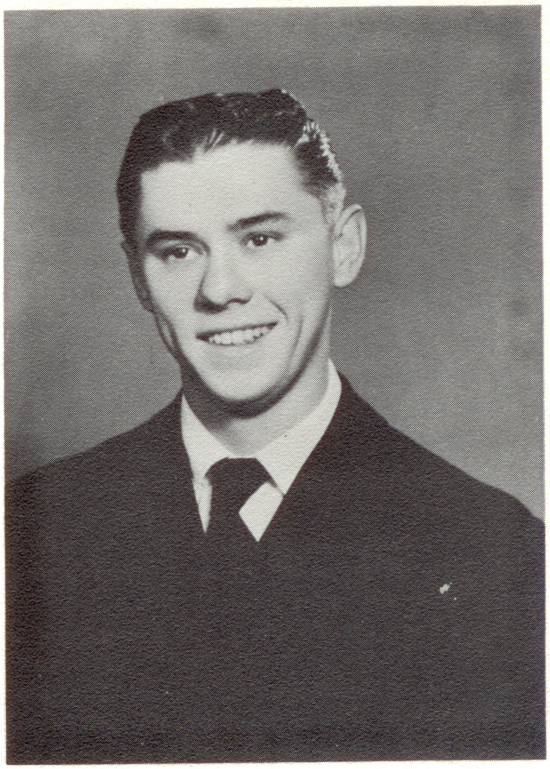
JAMES A. PETERSON

"Pete"

Oakland, California

THIRD ASSISTANT ENGINEER

Propeller Club
Rowing Team
Hawsepipe



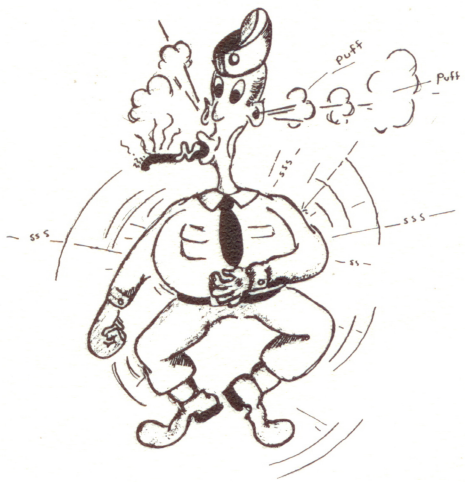
If it were not for the fact that sand kept seeping into his shoes, Oakland's gift to C.M.A. might still be at the helm of a San Francisco Bay tugboat. Since it did, Pete decided to switch "barge" to "bucket" and see a little of the world that, described by his dad, lay beyond the Golden Gate.

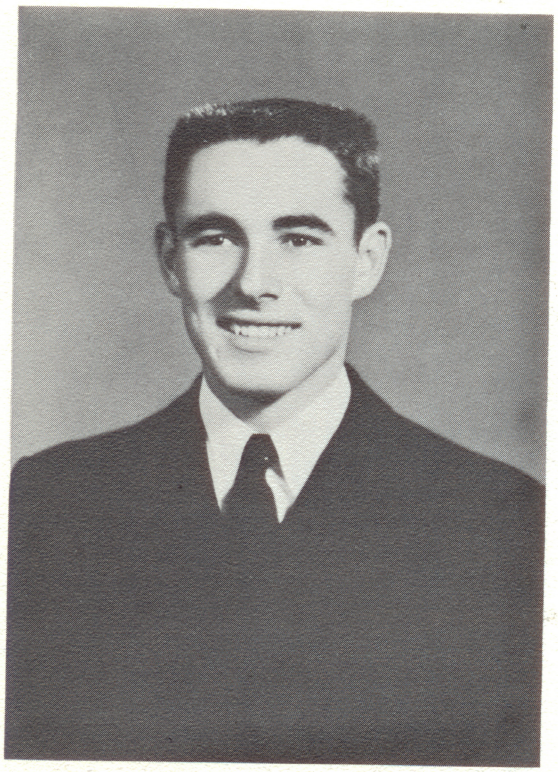
His practical ability, coupled with a little midnight oil, kept Pete among the top ten of the class throughout his three years at Keema.

As co-proprietor of the G.B. Pier-Side Supermarket, Jim made an unforgettable impression on the people of Lima, Peru. As a result, he can hardly remember them at all.

Pete leaves CMA carrying with him all the engineering skills and knowledge it has to offer, and you can be sure he will make just and profitable use of them. Passing thought: Pete's idea of a "smoke" consists of one puff – off *your* cigarette, and when Pete puffs, he PUFFS!!! Best of luck to a great trooper.







PHILIP E. RIDDLE

"Phil"

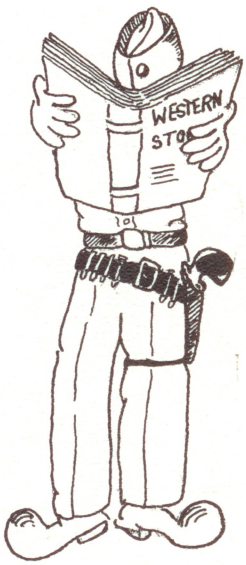
San Diego, California

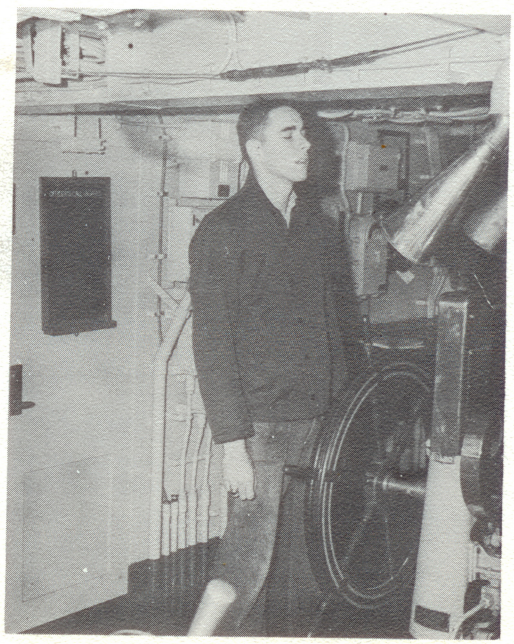
THIRD MATE

"A" Company Sub-Commander
Basketball
Color Guard

Phil came to the Academy from San Diego, California. He attended San Diego State College for one year prior to entering C.M.A. While there he was associated with Sigma Chi Fratemity. He is a member of a Naval family and has traveled quite extensively. He has attended many schools in various states and in China, where he lived for two years. He was living in Pearl Harbor at the outbreak of the Second World War in 1941.

While at the Academy, Phil has been active in sports. He has played on the basketball team for three years and was appointed team captain in his senior year. Phil has also been very active in inter-company sports. Upon his graduation he plans to go into the Navy.





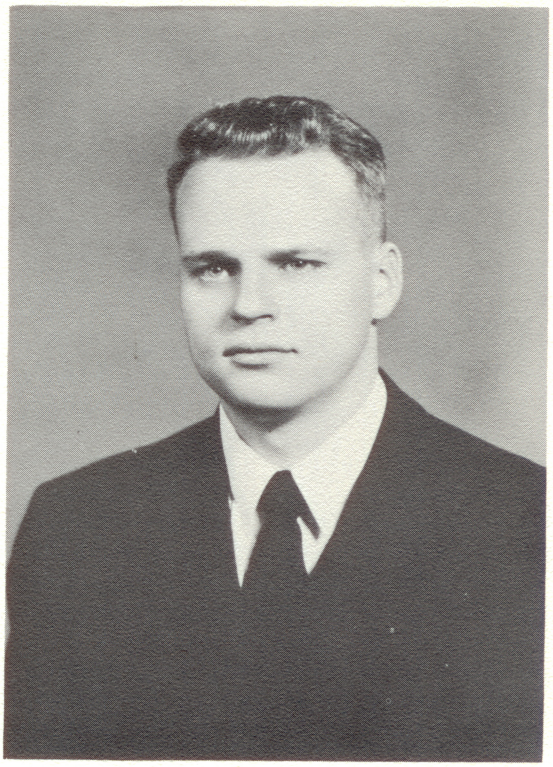
GORDON RIORDAN

"Buck"

Pacheco, California

THIRD MATE

Gun Club
Water Polo
Sailing Club
Canterbury Club

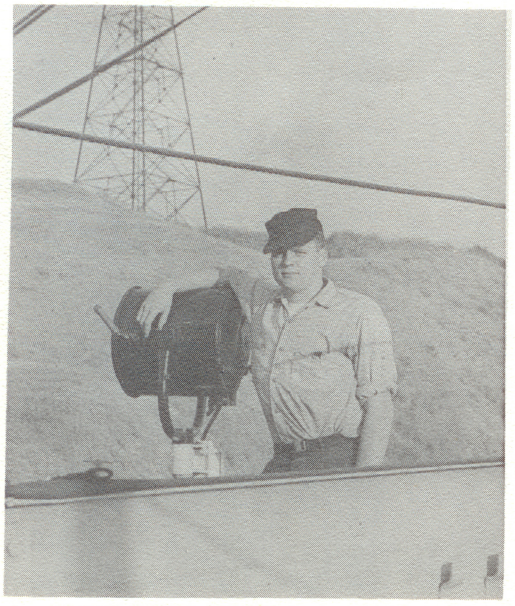


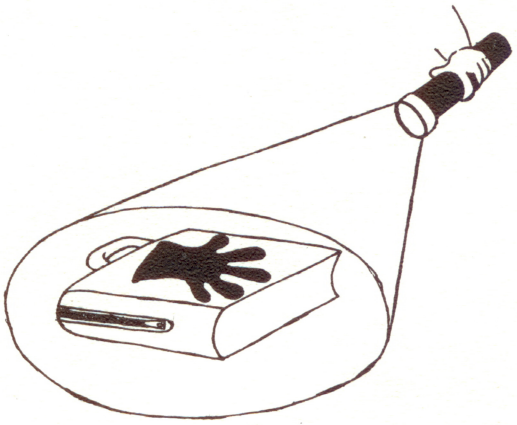
Born 19 July, 1937, in Reno, Nevada, Buck spent his early years shuttling across Nevada, Utah, and California while his father followed construction. From there it was a cattle ranch south of Ely, Nevada.

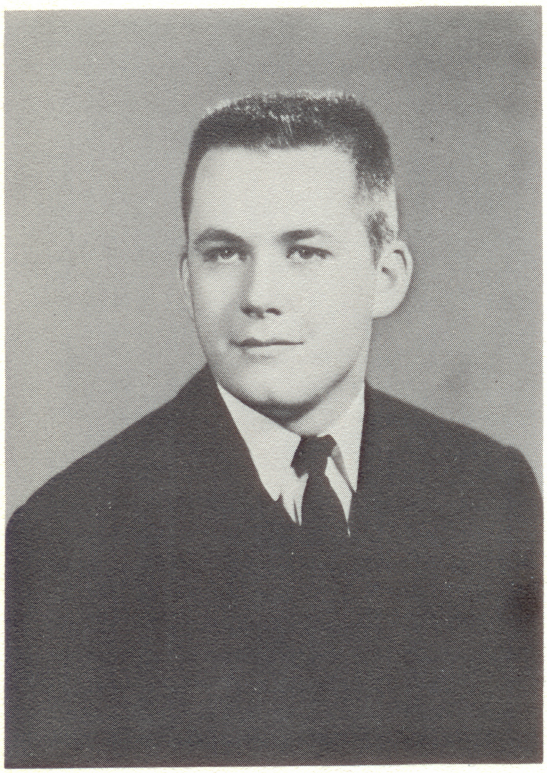
Through all this he developed an urge to wander and an aversion to regimented, stratified, crowded city life. He first became interested in the sea while in high school and soon set his sights on eventual command of a ship.

Having been turned down by the medics from several Federal academies, he entered the University of California and stayed for a successful semester before being accepted by C.M.A. He then withdrew from California and worked as an assistant manager for a San Francisco theater for several months before entering the academy with the class of '59.

"Buck" has since learned many lessons the hard way and hopes that he can apply them to obtain the goal of command so long sought after.







ROBERT W. SAGEHORN

"Sweats"

Oakland, California

THIRD ASSISTANT ENGINEER

Co-Editor – Hawsepipe
"E" Company Petty Officer
Propeller Club
Intramural Sports

Robert W. Sagehorn, or "Sweats" as he is known by his classmates, is a man of a thousand talents. He is a critic of good music and the finer things in life.

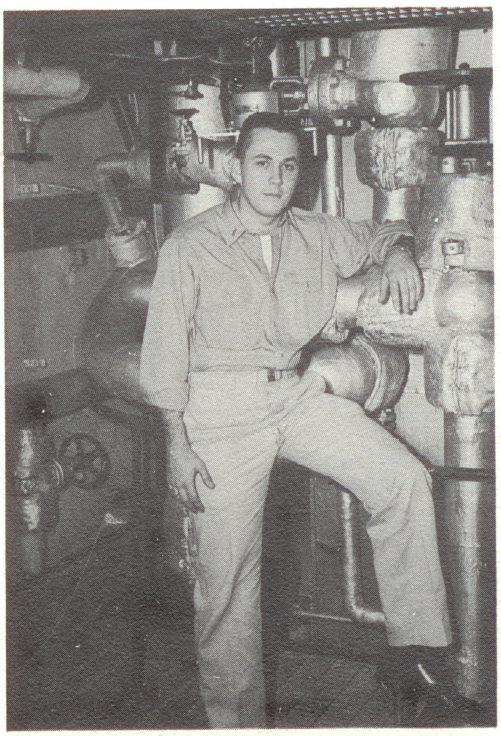
Although he is of a cheerful nature he could usually be counted upon to find something to worry about if the occasion demanded it; however this was sometimes a strain.

Bob was well-liked and a good leader at C.M.A. You could often find him surrounded by his admirers showing his latest dance step, the most famous of which is tea for two.

In the three years that we have known "Sweats", we found that he has a quotation for every occasion or an occasion for every quotation.

Bob will go far in life, and if you ever have the opportunity, you should meet him.





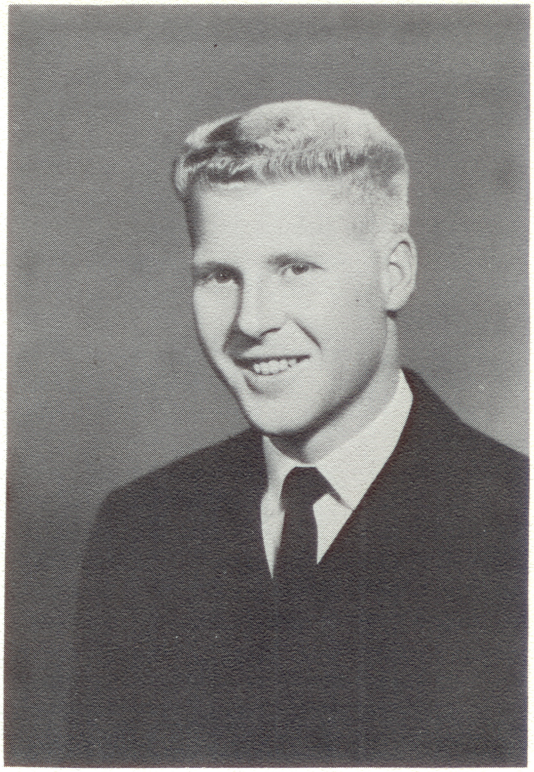
STUART G. SALL

"Sal"

Santa Ana, California

THIRD MATE

Ski Club, President
Propeller Club, Program Chairman
Ships Detachment Sub-Commander
Hawsepipe Staff

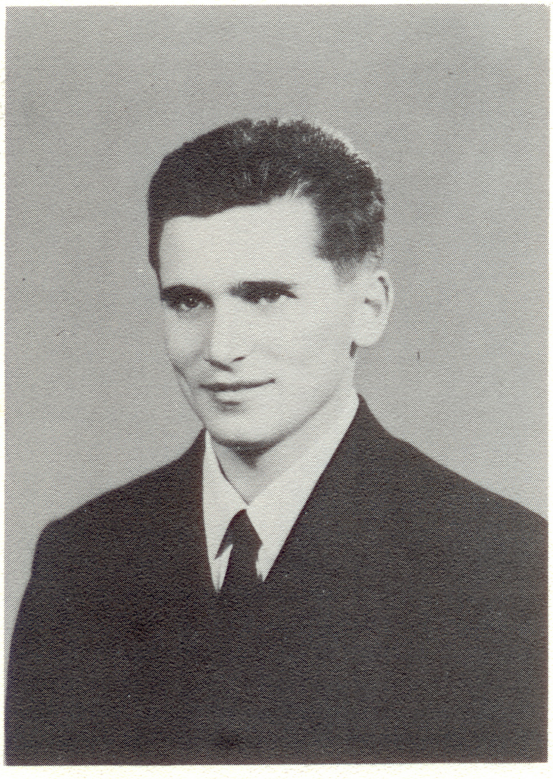


While spraying the orange trees in Santa Ana, "Sal" looked out to the sea and decided that that was to be his chosen career. On August 20, 1956, the child leader arrived at the Carquinez College on Morrow Cove. His schedule was briefly interrupted by his capers which carried him through the corn fields of Iowa to the automobile capitol of Detroit. Returning, "Sal" found that his interest was in the sea, but the obstacles he faced took two years to hurdle. Between running the canteen and his various other activities, "Sal" managed to squeeze in a few moments of study on labor economics in order to pass his third's. "Sal" will always be remembered as the first emergency squad specialist on board the T.S.G.B. and for his ability to get along with people, be they Galapagos beach bums or VIPS.

Stu intends to spend his remaining years in the maritime industry and then retire to the peace and shade of orange trees.







ROBERT EUGENE SHORTRIDGE

"Shorté"

Ione, California

THIRD ASSISTANT ENGINEER

First Class President
Propeller Club
Varsity Baseball
Intramural Sports

Leaving the lush green hills of Amador County for the land of sun, sea, and surf . . . This is the story behind Bob Shortridge. However we must include a few more particulars to make this story complete.

"Shorté", as he is known to his classmates, has been active in everything that has happened at the Academy. Being an ardent athlete, he has participated in intramural as well as varsity sports. Scholastically, Bob has been in the upper half of his class since his third-class year.

Upon entering into his first-class and final year at the Academy, Bob was elected by his fellow classmates to the highest position given by the first class – that of first-class president.

Being a good engineer, both scholastically and practically, Bob should have fair winds and smooth sailing for any course he sets.





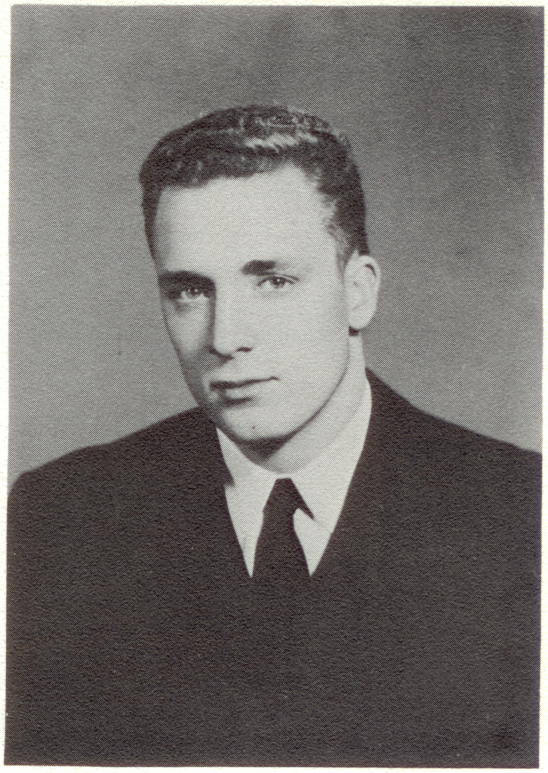
GRAHAM D. SWARTHOUT

"Bear"

Larkspur, California

THIRD MATE

"E" Company Sub-Commander
Water Polo Team
Sailing Club
Propeller Club



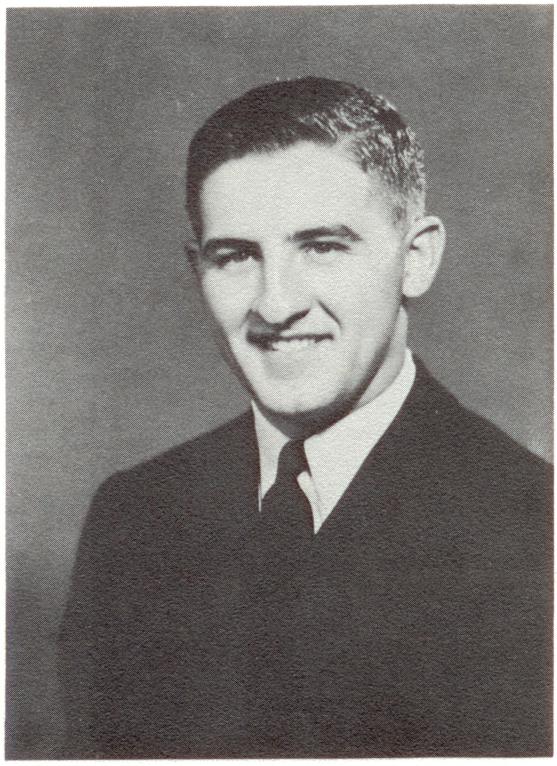
Graham came to C.M.A. as a San Francisco contribution to the corps. Since that time he has taken up residence in beautiful Larkspur, in the heart of marvelous Marin County.

During his second-class cruise, the Lima atmosphere, and a casual acquaintance in Lima, all agreed with Graham to such an extent that he makes frequent trips to the Spanish translator with secretive envelopes which, no doubt, contain Peruvian weather reports.

The "Bear" earned his title by his big, likeable nature and unusual hibernating qualities. A good friend to all, Graham is always ready and willing to help where he can. His subtle wit and fine personality will certainly guide him in all his endeavors. Good luck, Graham.







ROBERT W. TOZIER

"Potato"

Phoenix, Arizona

THIRD ASSISTANT ENGINEER

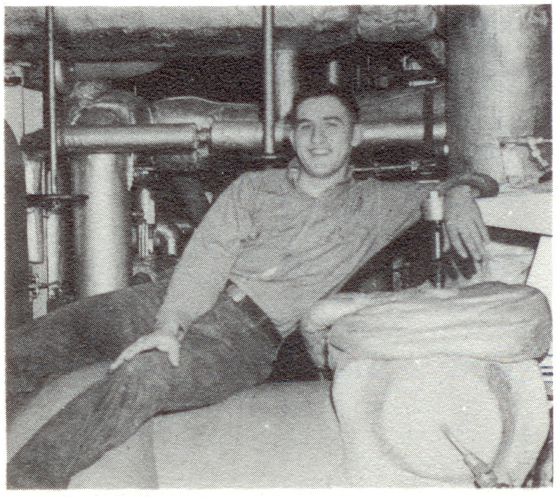
Propeller Club
Canterbury Club
Bowling Club
Varsity Basketball

Young Bob, the dimpled darling of Arizona, landed at C.M.A. one fine day back in August 1956, with a smile as wide as a potato: Hence his nickname. Today he sports that same cheerful smile in spite of the lack of Arizona dust.

A good engineer, Bob has always ranked high, both in class standing and in the friendship of his classmates. He has been an active member of the Propeller Club, Canterbury Club, and he was the first President of the Bowling Club. Most of the time you can find him in the TV lounge or in his pad reading a good book (not text). "Potato" made fame for himself, with his dad's large supply of questions, in all classes. He hopes to join his father in a life at sea when he graduates.

Good luck and the best of jobs in the future for you, Robert.





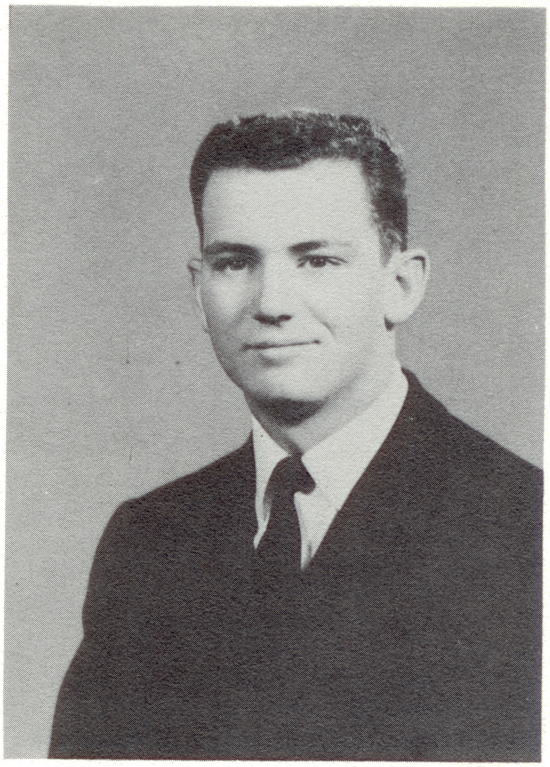
RICHARD GEORGE VAN VLACK

"Reggie"

Napa, California

THIRD ASSISTANT ENGINEER

"E" Company Commander
Varsity Swimming Team
Intramural Sports



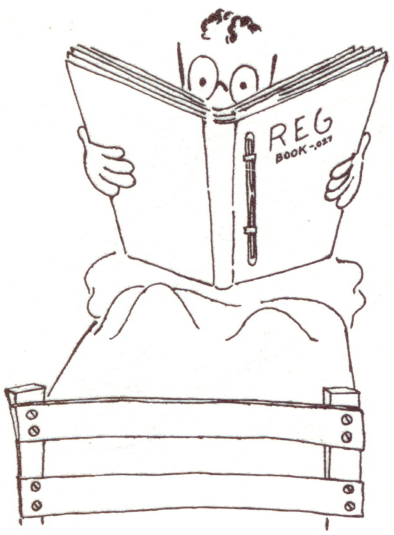
Turn back the time just three short years, and there we will begin; expectant hopes, bewildered looks, and ninety-eight young men. From every walk of life they came, handpicked as the best. Now let's single out one casual lad.

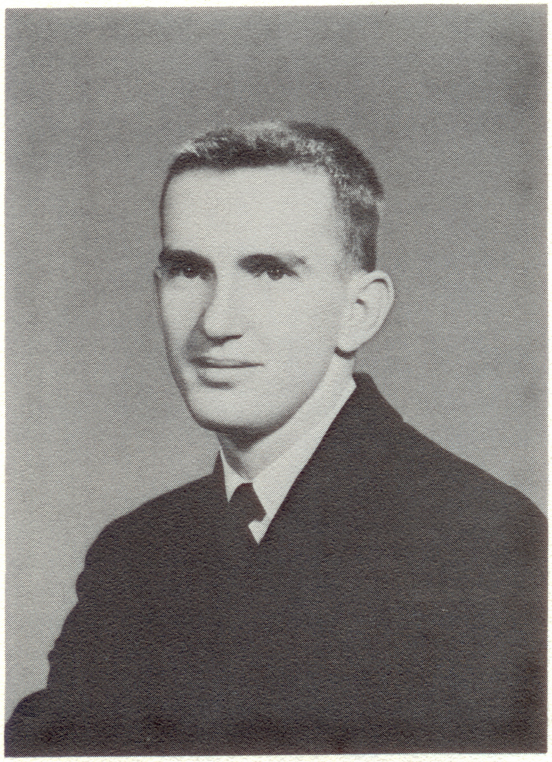
We'll keep our eyes on Van and watch the path he takes; we'll see a young man's struggles, and we'll note a few mistakes. A spirit full of fire, the yearn to hunt and ski; a reckless youth grows older, and we like the things we see.

Obstacles have faced him and cut him down to size; experience and knowledge have made the young man wise. Now his training is over; only good years lie ahead; we'll keep our eye on Van and the gal he hopes to wed.

Van is one of those who will grow old in the ancient and honorable profession of the sea.







ROBERT WARRENDORF

"Dorf"

Clear Lake, California

THIRD ASSISTANT ENGINEER

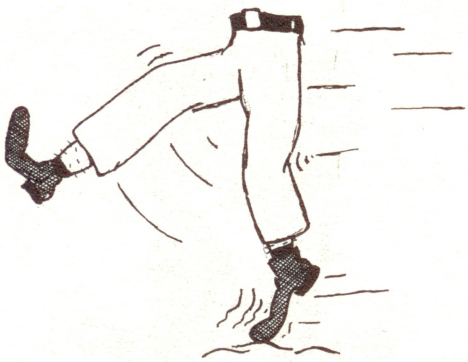
Intramural Sports

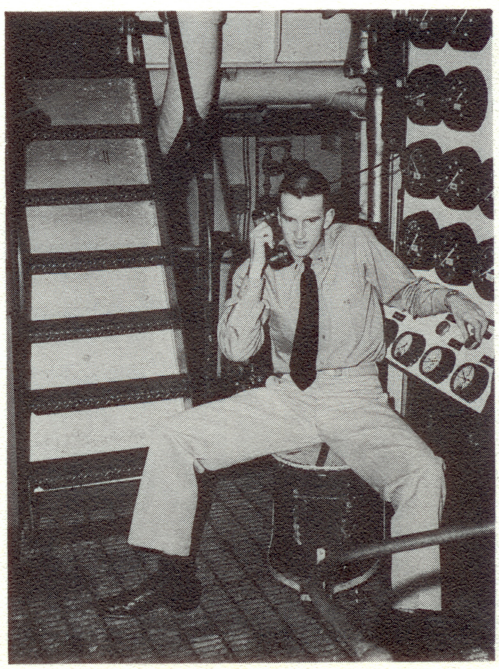
Originally from Clear Lake, "Dorf" is now a full time resident of the Seaside Hotel of Vallejo. "Dorf" was chosen by several leading advertising agencies to appear on T.V. as the midshipman with the most forward look for 1959. During his stay here he has earned an exclusive membership in the A.R. Club.

"Dorf" will always remember his favorite instructor, Mr. Behm, who made his classes enjoyable by getting him off to a good start. He has made great strides in his thirst for knowledge of marine engineering since his first tri-mester.

"Dorf" has contributed much to the colorful life at the Academy. Not only is he a good friend to all, but also a good engineer.

"Dorf" is undecided about his future occupation, but it is a sure bet that he will either join the merchant marine or return to C.M.A. to help educate his brother Donald.





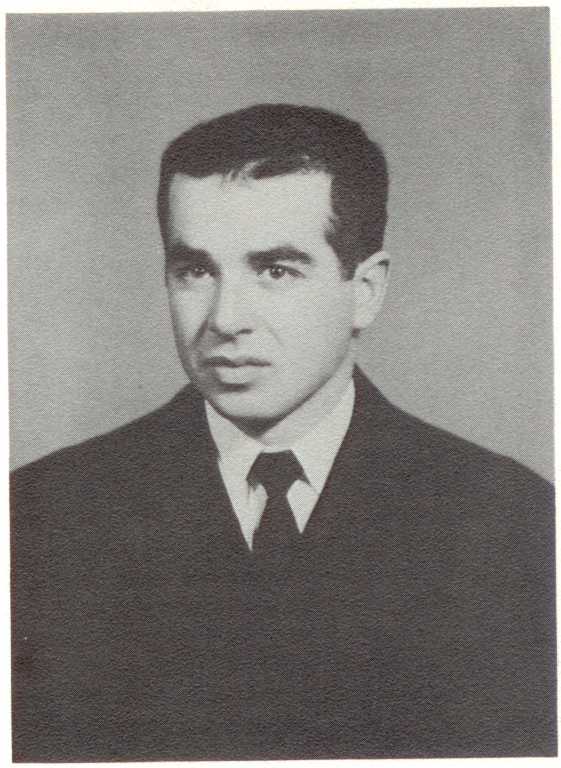
JOHN L. WIGHTMAN

"Little John"

Westchester, California

THIRD MATE

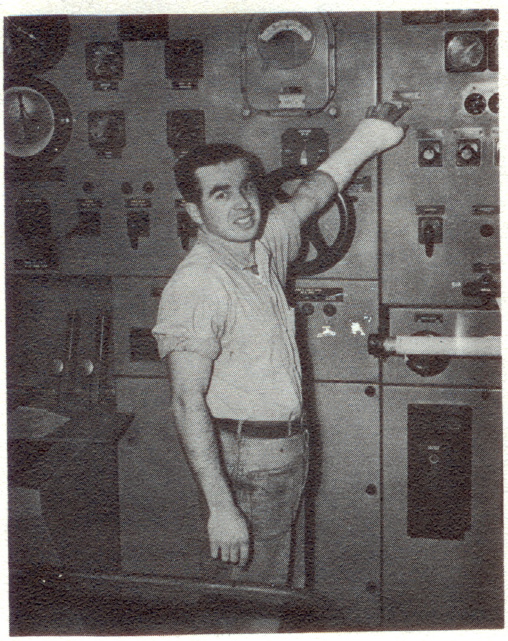
First Class Secretary-Treasurer
Ship Detachment Petty Officer
Sailing Club
Propeller Club



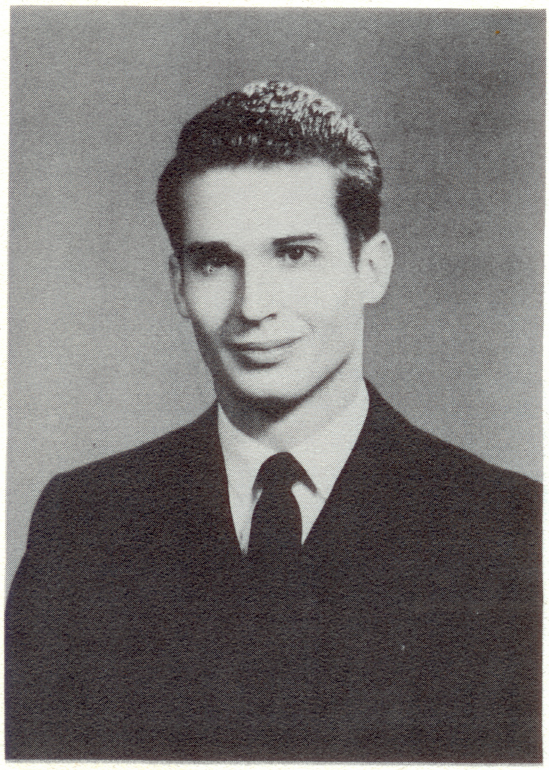
In 1956, after relinquishing his membership in the Mickey Mouse Club and forgetting the beaches of Southern California, John decided to continue his interests in the sea. This road naturally led him to C.M.A.

John will always be remembered by his classmates for his escapades with the hillside bicycle, Quarter Deck Club, practical ability, fast and constant smile. In the school year 57-58 he was coxswain of the famed second-class deck rowing team. All will remember his pet Galapagos Island lobster and his fishing lines which followed the T.S. Golden Bear from one end of the Americas to the other.

The future plans for John include signing articles for our uncle on the Gray Stack Lines, and from there a career in the Merchant Fleet. John's outstanding personality will aid in making a name for himself in the Merchant Marine or any other field he decides to go into.







THEODORE TIMOTHY WYLY

"T.T."

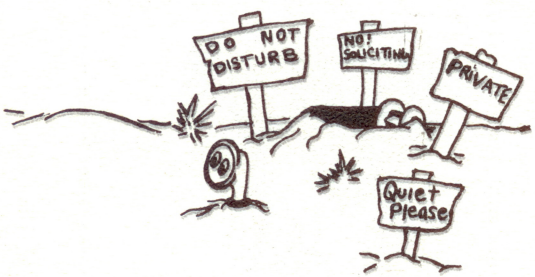
Jacumba, California

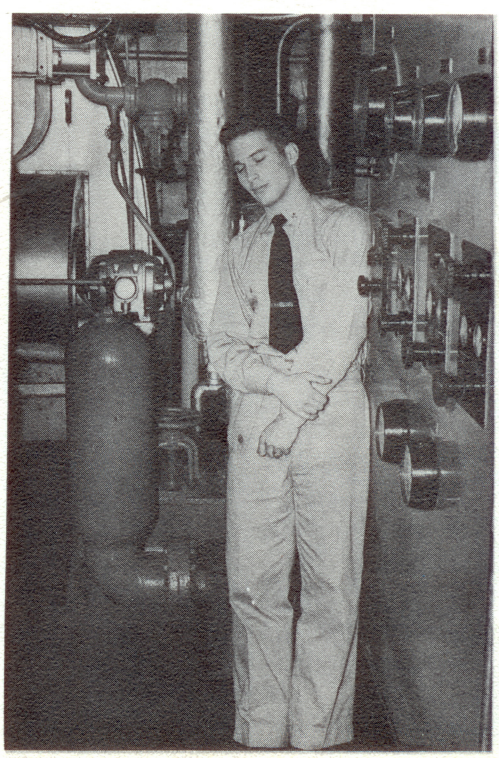
THIRD ASSISTANT ENGINEER

Gun Club Vice-President
Varsity Basketball Team
Canterbury Club Vice-President
Propeller Club

Theodore Timothy Wyly, better known around campus as T.T., came to the Academy from Jacumba, California. A man of few words but a lot of action, Ted was active socially both on and off the base.

As an engineer Ted has been successful in conquering the after engine room of the T.S. Golden Bear. A bright future lies ahead for T.T. in any field of his choosing.





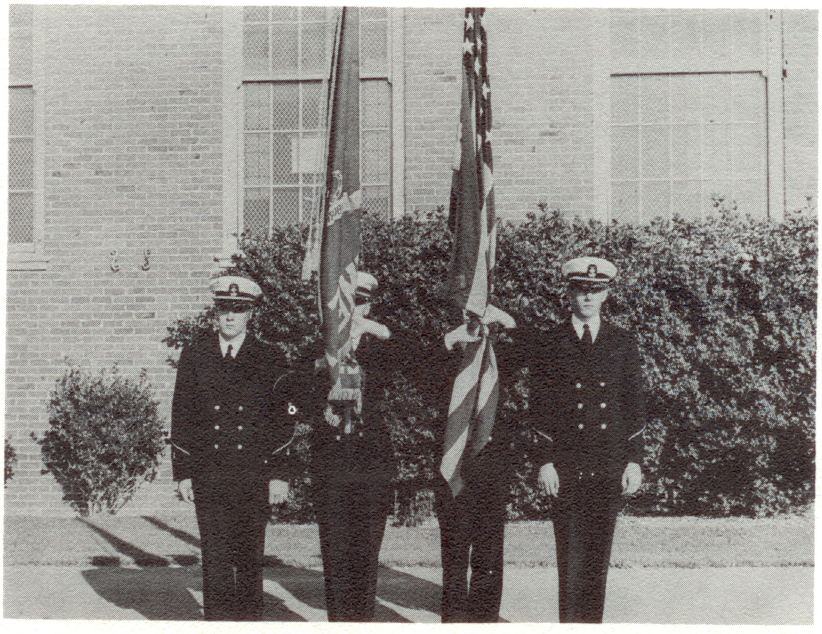
13 April, 1959

Be at all times assured of the security of the base, ship, boat basin, dock, boat house, all small boats, floats, and any other important objects. Do not start the new launch as the fly wheel is not securely bolted on. Do not DRINK, this includes pop, while on watch. Do not watch television while on watch. No fishing or duck hunting while on watch. No distractions, such as radios, will be allowed in the vicinity of the quarter deck. Extinguish all fires in trash cans on the fan tail IMMEDIATELY. Do not use the public address system excessively. Open and close port holes and doors as necessary to provide for proper ventilation. Check fire pump rooms hourly for water. No smoking on the quarter deck. Observe <u>all</u> M/S Ellis's <u>Rules and Regulations</u> for proper standing of quarter deck watches. Notify the Coast Guard immediately if the black bouy should sink. Keep all water skiers, skin divers, and Frog Men from the boat basin. Observe the "Oil Polution Act of 1924", when pumping bildges and pouring things over the side. Make a check of the anchor lights. Wake all first class at 0630, especially M/S Kovas. Be sure to rouse M/S ~~Kemecek~~ Sall. Call me if in doubt.

2000-2400 R A Hernandez
0000-0400 J S Young
0400-0800 R Young

Respectfully:
E. L. Hart
M.S.D.O.

HISTORY OF 1959



This is a December History: what with the quirks of time and the demands of men and printing presses we must write our history before it is done. We will not, as would the Soviets, write as if this were August and fill in time with but fiction and well meaning lies. This is December, and it is a December history although your calendar now says this is the 8th month and the sun is high. But it is not necessary for us to fictionalize; there is enough that happened to fill this page and several more and what happened after December might not be all too well, in any case, and we may forget it if we choose and who can blame us for our forgetfulness!

Your author has survived another year to write for the third and final time a history at CMA. Two cruises past! and one to go! What is this time to us? What of all these hours, days, months? What is history and what is fact and what has meaning and what will be remembered ten years from now, and what will we think tomorrow morning with our license in our hands.

We have seen four Captains and two Deans. Captain Swany will be remembered: shy, withdrawn, nervous on the Bridge. I shall not forget his thin, sharp, quiet voice coming from the wing and not quite reaching the ship's wheel and the sudden "I SAID STEADY AS SHE GOES." Captain Russell will be remembered as never giving a command, and after that the stern CAPTAIN of the ship who got us down to Callao and back, only to leave us for the Philippines. Captain Anderson, the troops will tell you, was a Master of the Golden Bear and there was hardly a man who did not feel his all-encompassing control. Finally, we have our new Master in the person of Edward A. Turpin, known already to our class as a relentless student of Marine Law and a victim of countless years at sea: a sea life not totally uncomplicated, and made so by the very law he teaches, and the men who read the law as lawyers do. Captain Turpin made us wonder: who would wish to be a Captain? Our innocence of the high sea life was now damaged by a man's experience: there was more than sea in Captain Turpin's life: there were a thousand penalties and a thousand fees, and always a seaman ready to tell you that section 4292. R.S. 4290 27 Feb., 1877, forbids this sort of thing and as Master you were now guilty of something not unlike an ancient sin!

Captain Bonney too was gone: a grand gentleman and our only Commodore of CMA. A graduate of the Naval Academy and Stanford University, Captain Bonney was our first Dean and one who always spurred us individually on. The second Dean is Doctor Ogden, a man who has broken with the past and imagines CMA with new symbols and desires. Dean Ogden's person is familiar to us all. But time is too young to say what the meaning is. We will need some five years or more to ask "what has happened"

what were these changes? what did his coming really mean?"

We will not forget our First Lt., Mr. Martin, nor our Third Mate, Mr. Pederson; two men who got us started on our sea lives and who, after quite a history at CMA, moved on to other fields.

Looking back at the 1957 annual, we note that the Engineers have still the old familiar faces: CMDR. Flanner still reigns supreme in the engine spaces, anxious and righteous for his cadets! Mr. Dunham, flute in hand, can still be heard on CMA's plateaus, and the Machine Shop's efficiency still bears the youthful mark of Frank LaBombard. The Diesels still feel the touch of Arthur Behm, and Mr. Lipman's superb ability to tell humorous jokes seriously continues unabated amid all the revolutions of time! Mr. Bruhn remains the intellect and still ponders the Federal Reports and the Stanford Study and still thinks about the destiny of CMA.

Who will forget John H. Barrett from Mobile, Alabama, our first BC? and Creek, and Huhnke, "Little Joe" Hernandez, "Silas" Marriner, Vernon Pilgrim, and the man who used to imitate a duck: Art Thomas from San Diego. And Van Valin: ah, who will forget Van Valin: I can see him now out there by the Straits with his hoe, looking up, surrounded by Commander Heron's weeds. And "Willy" Wilson who used to rouse my Room Mate Carey out at 0200 and chide me for my unwillingness to go along! There was J.J. too, whose only Annual Remark was "Third Mate" and whose only forwarding address was "Unknown, USA." We won't forget Azevedo, Botkins, the George K. Gann of Pebble Beach, "Bos'n" Hockett, Harry A. Krum II, and our Second BC, "Barney" McLaughlin from Napa, California.

We saw a bit of the revolving Universe: Acapulco and its bull, Caleta Beach, and a thousand girls named Blanche; the Rodman Club, CPO, the Panama Canal, the music and the color of Manzanillo: the streets were dusty there and the buildings brick; and Captain Swany said, "We won't go in" and the GOLDEN BEAR stayed outside and we all got wet in the launch, and Mr. Morris had troubles on the quarterdeck. Mr. Beland taught us the Historical and Evolutionary Significance of the Galapagos, and Captain Anderson traded some old line for some live lobsters which our good friends Mr. Ross and Mr. Cunningham served aboard the GOLDEN BEAR. Mr. Nied taught us "How to Take the Sun When It's Directly Overhead", and the Chief taught the engineers "How to Build a Library Using Only a Welding Tool." Turtles were collected and iguanas, and a cormorant that didn't quite make it back to CMA.

Time does not know fixation. In our time a second bridge was built, a new administration building was erected and the old one, symbol of the past, torn down; we now walk up a "ladder" of one-hundred and twenty-three "rungs" and each time look out over the great stretch of the straits and see the GOLDEN BEAR which is still the best reason for our existence, and the only thing that hasn't yet been pulled from its socket and been replanted along with Black Buoy Number I. Someone tells me it's to be painted red! We're warmly barracked now in what is strangely called the Residence Hall and have been corrupted by automatic soap machines, electric buffers, and a whole celestial overhead of flourescent lights.

The last year's been a rough one: how many of us sitting here and reading this have forgotten, or will forget, the struggle after knowledge? The long nights of study and the periodic, cyclic nature of our despair: it came and went like the Straits' fog or the boats from Dowrelios. Among us still are the bitter and the wronged. Who will forget Ellis, our third BC, who struggled to make CMA more than a memory of past hypocrisy and for the first time in Lord knows how many years insisted that First Classmen had more than mere privilege to bear. Who will ever forgive him for his "crucifixions", for his stern consistency? Ah, how he wronged us and made us sweat more than the Duty Officer, and with his fierce allegiance to the Commandant brought order, undesired order, out into the present and wrecked our Third Class dreams for our First Class Year! How many sheets did he write? With this instrument he made us, when we would not, toe the line. This confounded New England Yankee came out west to make us tow the line! Ah, will he ever be forgiven? He did his best to make the old dreams die!

But that is dead now: Ellis is just another licensed man, and his loyal officers (Ed McDevitt, Linquist, Garton, Kring, Brossy, Van Vlack, Hegeman and Lampman) have been by time driven out of the Straits and the whole picture fades like a Chinese picture with wisps of fog and smoke and the color of the green eucalipti on the hills . . . . . .

SECOND CLASS HISTORY

Returning to the routine of CMA as second classmen was much brighter than the week of indoctrination we had known as third classmen. We did not return with the bewilderment that we had known when we were swabs. We knew the life at CMA very well. We knew when we returned that the way in which we applied ourselves during the next two years would determine our habits for the future. Thus we entered our second class year with eagerness unmatched by preceeding classes.

Our class officers were Jerry Roberts, president; David Schiefen, vice-president; and James O'Reilly, class treasurer. Our plans for the Ring Dance got under way with James O'Reilly at the helm.

When the deckies went to cargo school, the engineers smiled inwardly, knowing that their two weeks at Sperry Gyro School in San Francisco would be two weeks to remember. The deckies returned to Keema to tell of their many experiences in the big city. Jack Going and Bob Hernandez seemed to have trouble when trying to master cargo operations.

Then came Delta Company's week-end social event, the first one for the Academy. Every paramour in Delta company was out to convince the young ladies from Dominican that their life was not complete without a CMA midshipman. Earl Page succeeded in convincing one of the more lovely females that she needed him (he told her he had a TR-3 and lived in Sacramento). Hugh McLean, Jim Hagler, and John Carey were there to brighten the lives of the young ladies too.

On February 9, the engineers went to Sperry Gyro School for two weeks, thus their dream came true. They learned all the working of the gyro (we even learned the electricity in San Francisco was just like Mr. Lipman said it was). The evenings in San Francisco were spent studying the habits of the members of the "beat" generation in North Beach.

The second cruise, though basically much like the first, nevertheless seemed vastly different to the members of the class of '60. Now that we were second classmen, life in the berth deck and the mess deck was much more tolerable. In addition, being far more skilled in the seagoing trade, we were now standing watches which involved some responsibility. Bird took advantage of his position by blowing safeties.

As the score decreased in number we realized that next year the score would be kept for us by the underclassmen. Soon we would see ourselves in the present first class; we knew that we would be just as nervous when the score came down into the two digit figures. Thirds would come all too soon; we would wonder where the years had gone . . . . .



Second Class Engineers



Second Class Deckhands



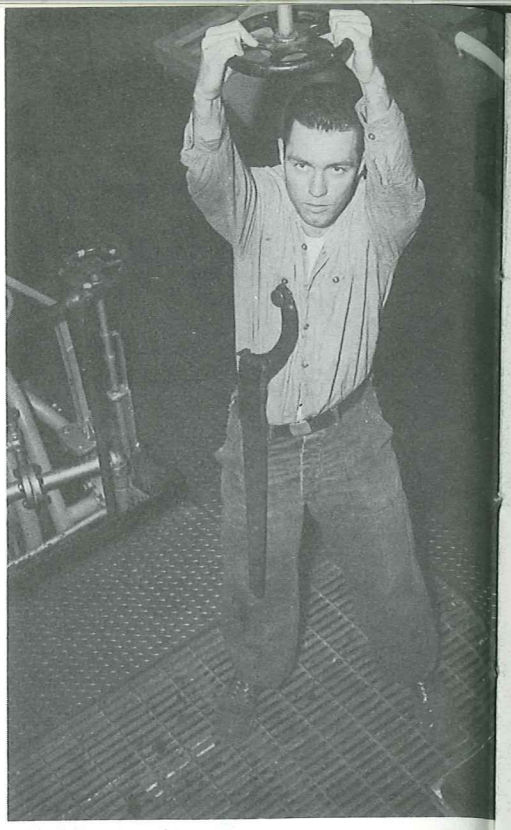
More Engineers



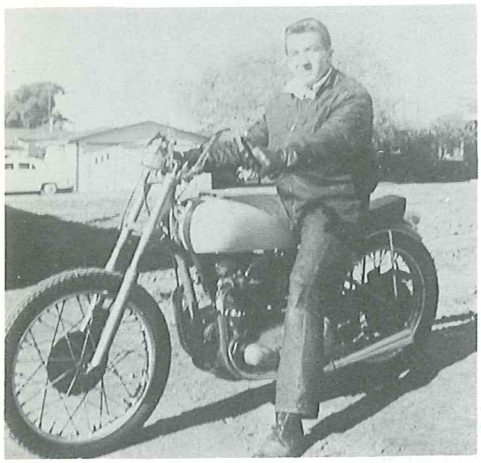
Dave and Jan



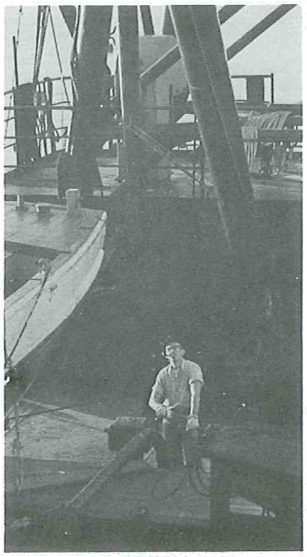
Gay ole Mexico



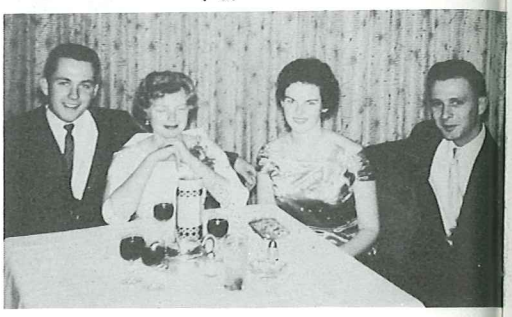
Pat



Tip



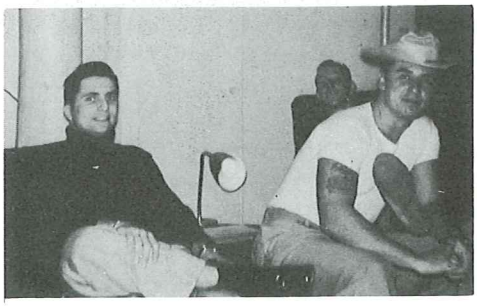
Chuck



Bob, Lunn, Nonie, and Russ



Old man and the sea

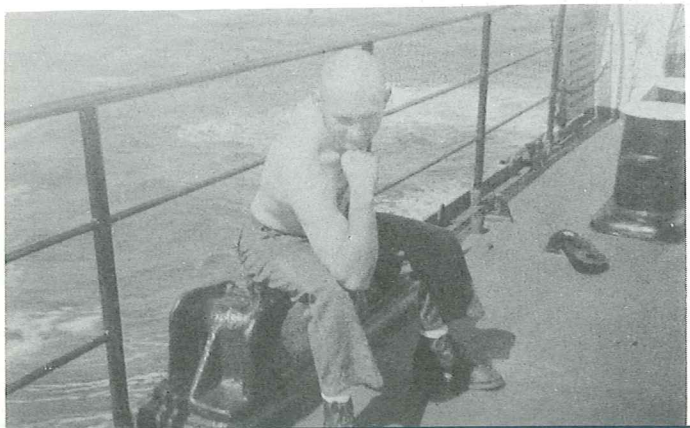


Pete, Lee, and Ralph

Where are my electrons?

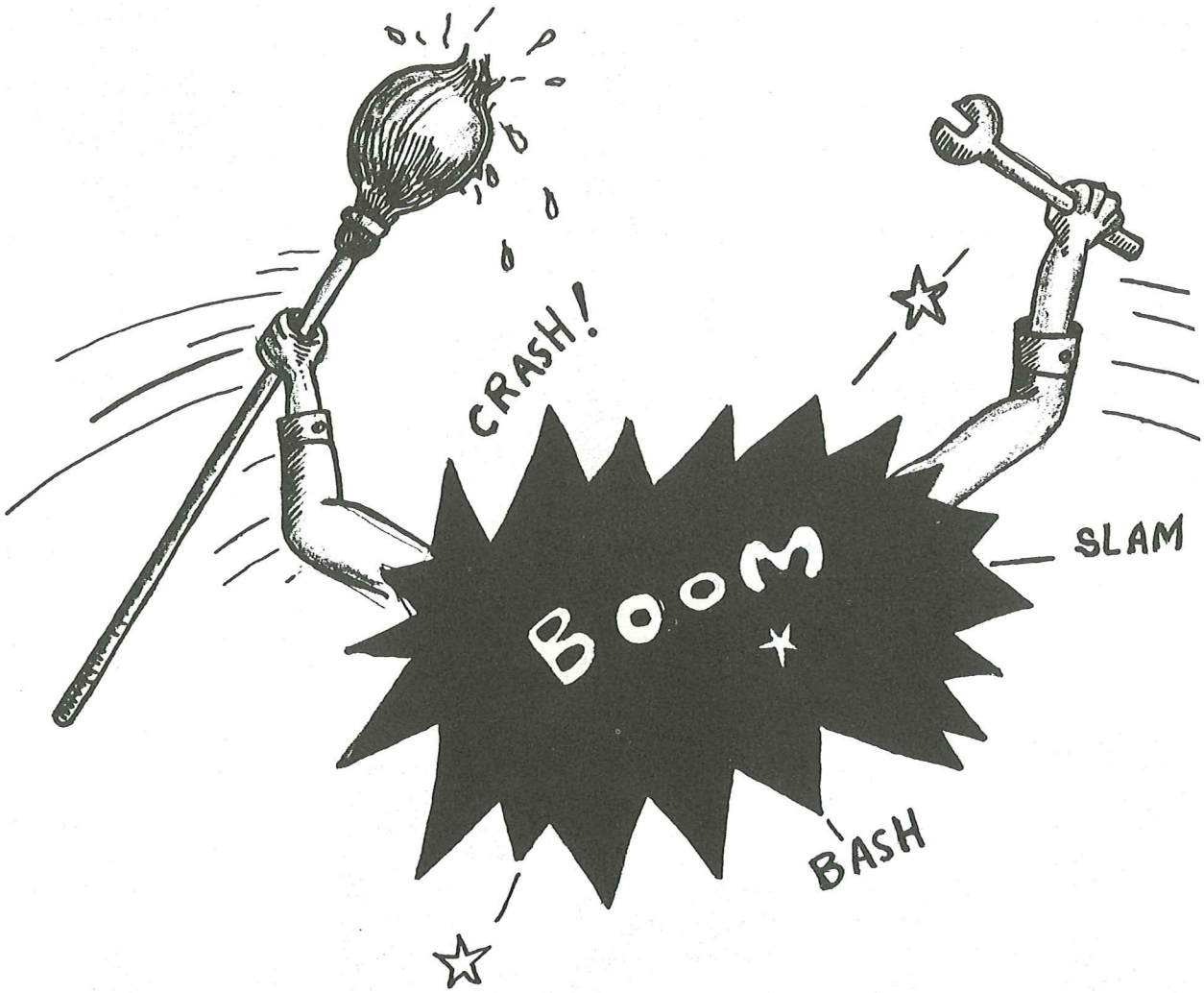


The stinker – er, the thinker



Dirk





CRUSE

1959 Sea Training

Casting off her lines from behind the Balclutha the Golden Bear headed for Martinez to quench her thirst for bunker C. This is the life blood that would propell the corps for the next six weeks. With her double bottoms full the Bear pointed her bow to the west and steamed out the Golden Gate at 10 knots.

The trip to Portland, Oregon took ten days. During this time lifeboat and fire drills were held periodically. Also classes were held daily to aid the Midshipman in his sea training. On 13 June the entrance to the Columbia River was sighted, and this meant no more rough weather and Portland was only 80 miles away.

Our arrival into Portland was timely as the famous Rose Festival and Centennial had just started. The Corps however was not the only guest of the town. Uncle Sam had his Navy present as did our Canadian neighbors to the north. Many of the local people invited Midshipmen into their homes and entertained them. The young ladies in the information booths were also very hospitable in helping the Middies to find their way around town.

With fond memories of new-found friends and the beautiful waterfalls that surround the scenic city of Portland, the engine order telegraph rang full ahead and once again the Bear reluctantly headed for sea.

On our way to Seattle a new device was introduced into the berth decks. This article was a little dark green whistle that aided the cadets in removing all ideas of sleep from their minds.

With our arrival in Seattle the ship was met by Miss National Maritime Day, Patricia Kenny. Upon arrival she gave our master, Capt. Edward Turpin a bouquet of flowers. Seattle reminded us of our own San Francisco with its high hills and picturesque docks. While in Washington the corps was given a rare treat. We were taken through the second largest set of locks in the world, second only to the Panama Canal.

After three short days of liberty the farewells were said and at 1800 the T.S.G.B. slid out of her berth at Pier 66S and headed for the northern star Polaris.

Slipping under the bridge into Vancouver, British Columbia, was witnessed by the Midshipmen standing at quarters formation. Upon arrival word was passed that a reception was being held for the corps, at H.M.C.S. Discovery, that night. During the reception the Midshipmen were introduced to young ladies who had been invited to the reception also. This led to many new friendships and of course dates for the following nights.

The people of Vancouver provided the corps with a tour of their town and especially the waterfront which was of interest to us as some day we would probably return as mates and engineers. Also some of the cadets were invited into the homes of the people for dinner. Eating fresh vegetables and drinking milk seemed doubly enjoyable being served on plates again.

The life of a mariner requires that he keep moving. This meant farewell to Vancouver and to its good neighbors across the bridge, West Vancouver. Leaving Canada however, meant in a few short days we would be into the warm waters off the California coast. And as though she was drawn by a magnet pulling her, the Iron Mother headed south. Once more the fire and lifeboat drills were held as early as 0600 in the morning and at the traditional time of 1300 in the afternoon.

Four and a half days out of Vancouver the Bear dropped her anchor off the Isle of Santa Catalina. For the next week the first class deck hands were given the conn of the ship and tried to simulate docking her next to some buoys that represented a dock. The best landing was done by Midshipman Minney who had the conn with Midshipmen Haden and Leung at the helm and telegraph.

After a week off Catalina the anchor was weighed and a course set for San Diego. The corps spent the fourth of July in San Diego and many ventured south into Tijuana to see the bull fights. After three days in port, and for the Midshipmen who lived in the surrounding area that meant being home almost every night, the

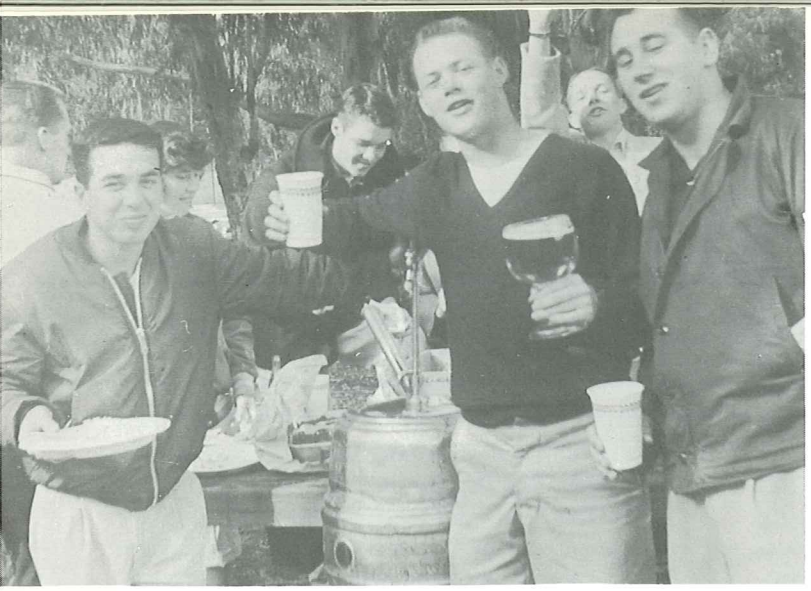
T.S. Golden Bear headed for Long Beach.

Long Beach, like San Diego, is the home town for many of the Middies and this meant spending a few hours with their families if they didn't have the duty. For the out-of-town cadets the Pike offered much entertainment and the beach was an excellent place to enjoy the friendly California sun. Leaving Long Beach meant that Santa Barbara was the next and last port to be visited before arrival at Vallejo.

Dropping the anchor in Santa Barbara bay meant the beginning of a good time for all hands. For many years Santa Barbara has been the most popular port of call for the cadets in California. Santa Barbara opens her door to the corps and again this year a dance was held for us. For the Midshipmen who were invited to eat at peoples' homes found tacos to be a favorite food. This found no complaints from the Midshipmen. Also the drives along the coast at night while heading back for the last liberty launch were quite enjoyable.

No sooner do you say hello and you are saying good-bye, but such is the life and there is always next year. Leaving Santa Barbara meant the next stop would be the Academy and a well-deserved vacation.

Once again the Golden Bear stuck her nose under the Gate and headed for her berth in the Carquinez Straits. Upon arrival the stores were unloaded and the engines were silenced until the next sea training. Thus ended another cruise. For some it's the last, for others it's the first, but in each case it will be remembered by all.



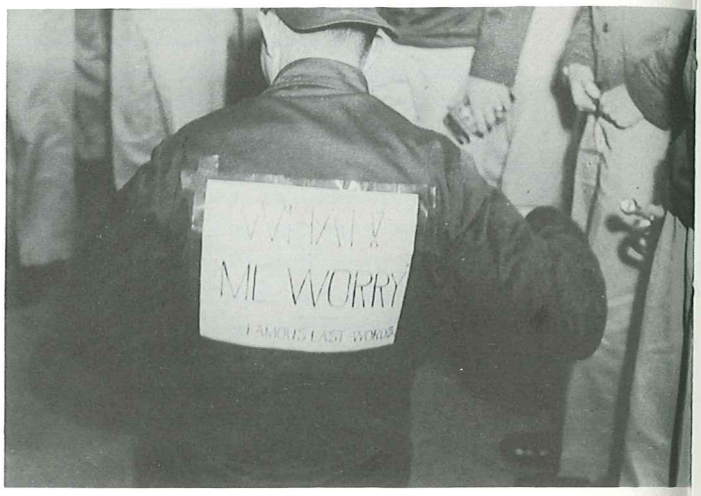
The first and last



"Sweats"



Liberty in Lima

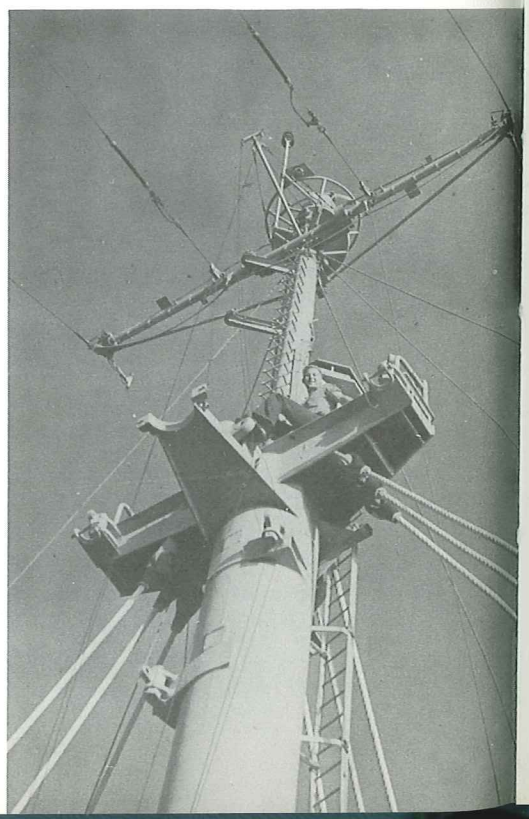


"E" Company won

Stuart

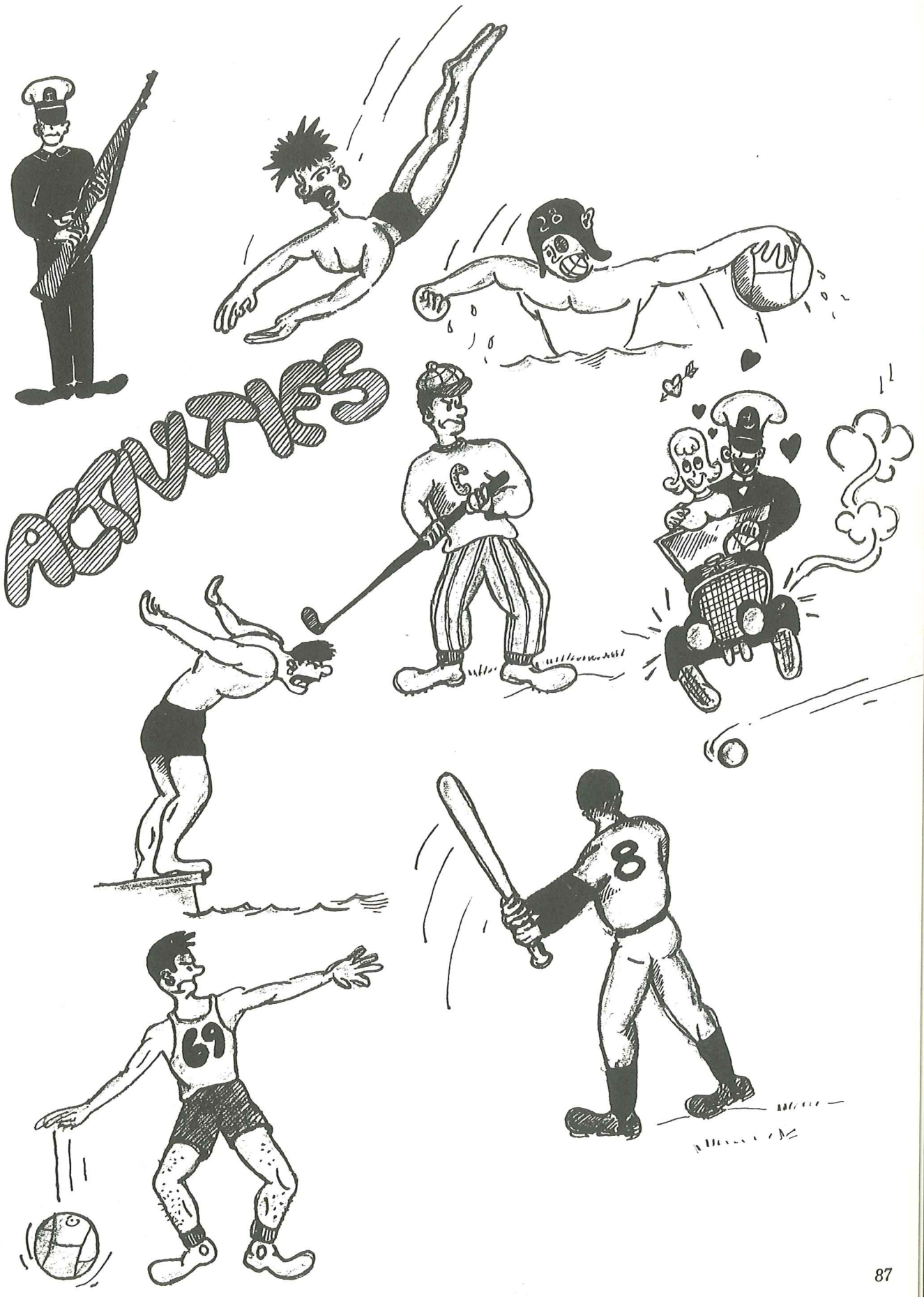


Mac



John, Dave, and Rak




ACTIVITIES
69
8

SPORTS

BASKETBALL



Left to right: Swartz, Dale, Roberts, Meneni, Seaman, Densmore, Schiefen and Laughton.

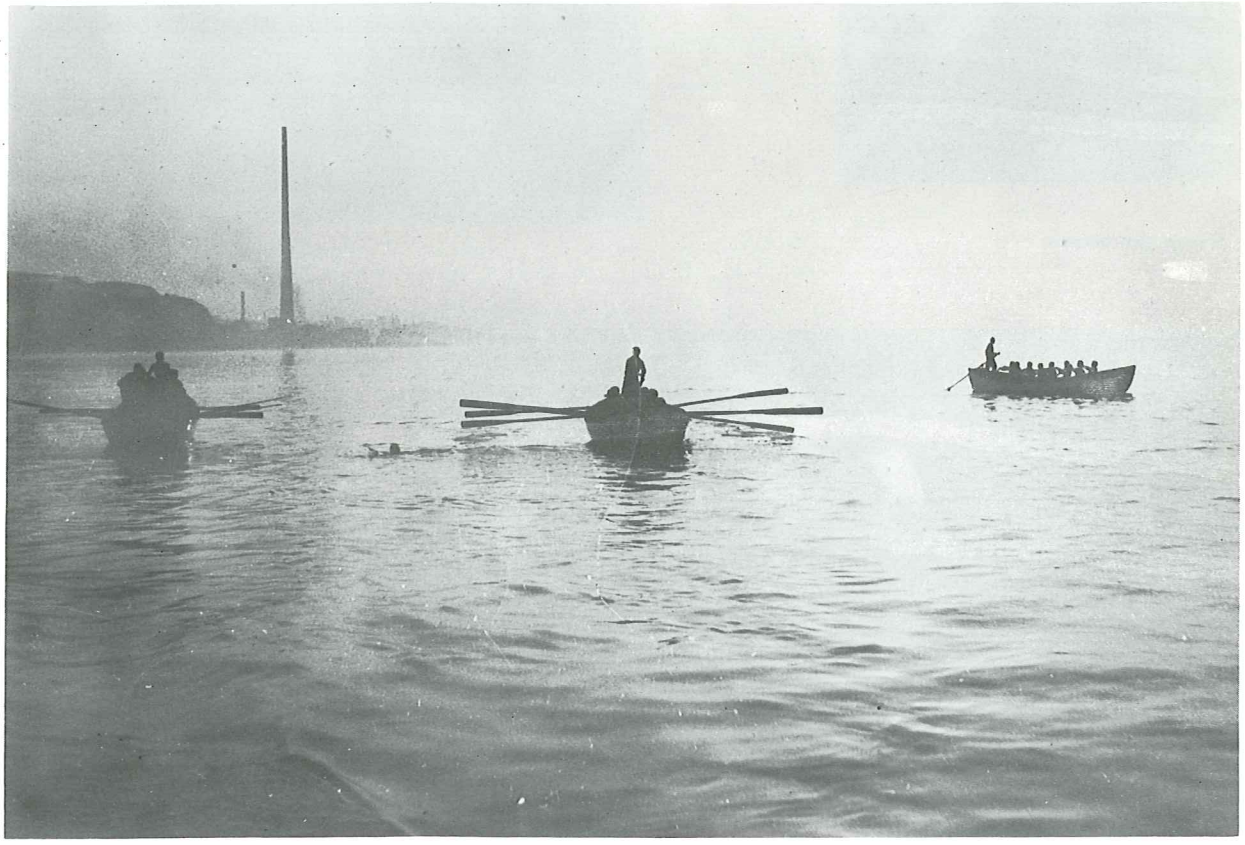


Leading the casaba five into each game, team captain Ron Densmore, and Dave Schiefen were the two high point men for the year.

Aiding were Jerry Roberts, Bill Laughton and Deckie Dale. Having a better than average year, the team celebrated with a victory feast at coach Lt. Jim Thwing's home at the end of the season.



ROWING



Winning of the rowing race this year was done by the mighty Alpha company. Streaking across the finish line first was A followed by C and E companies in second and third place respectively.

Each third class Midshipman in both the deck and engineering department must spend many weeks behind an oar. This gives each company an equal chance for enlisting the aid of the underclassmen.

Following the end of the race the winning coxswain was given the deep six. However this was accomplished after much struggling on behalf of the wining crew.



Karen and Martin



Lima, Peru'



Sall and Caron

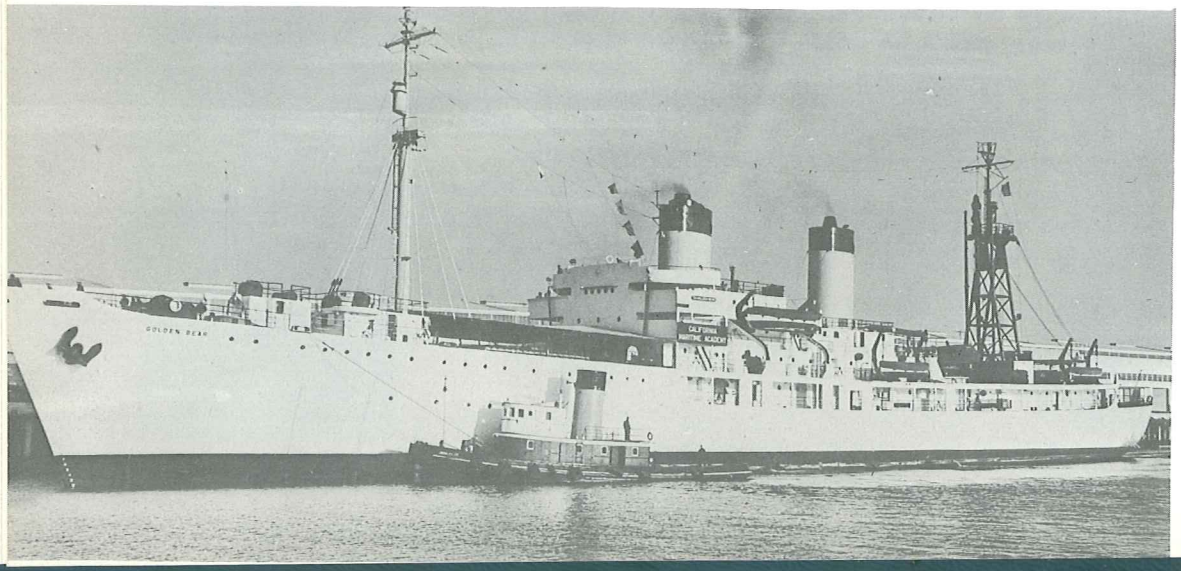


Class party



Punta Banda

T.S.G.B.

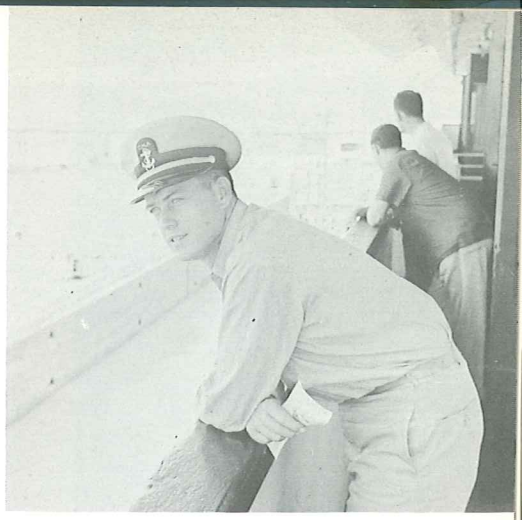




Good bar



Rick, Larry, Dave, Bob, and Mark



Ed



Ronald

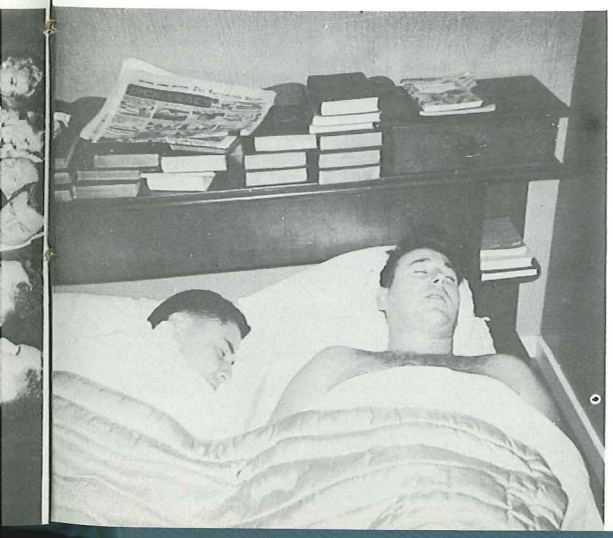


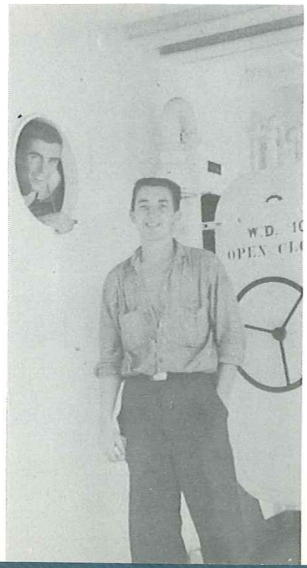
R.S., Stein, Pat, Wendy

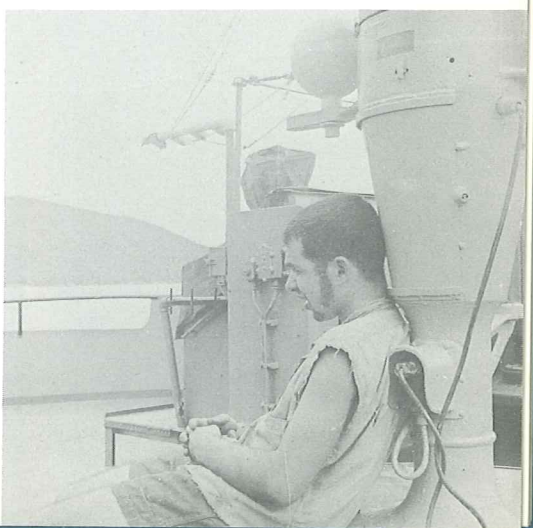
Rums and Tom

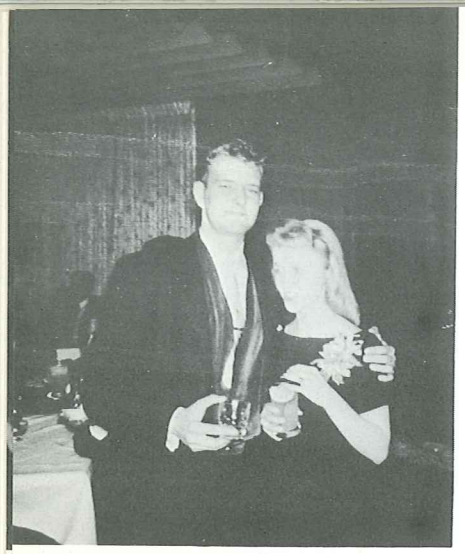
Johnny

Ralph and John









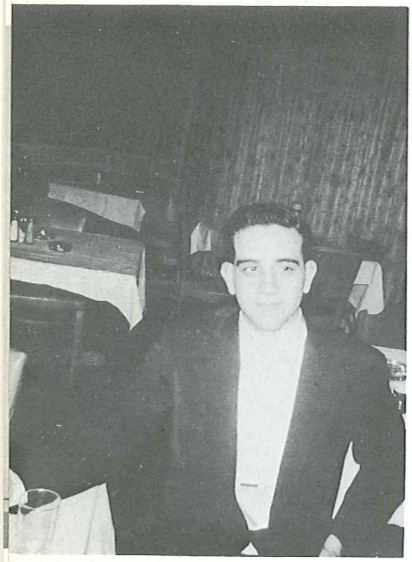
Carlos and Bev



Ron and fish



John and friends



Martin



Bob and Mike



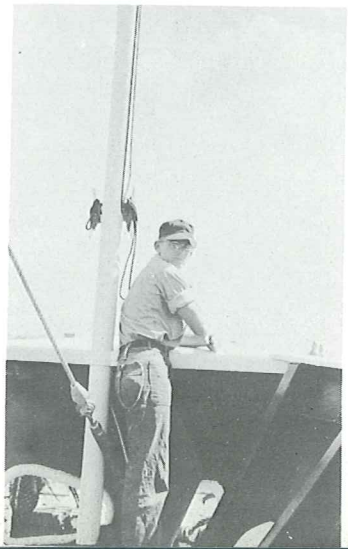
Party

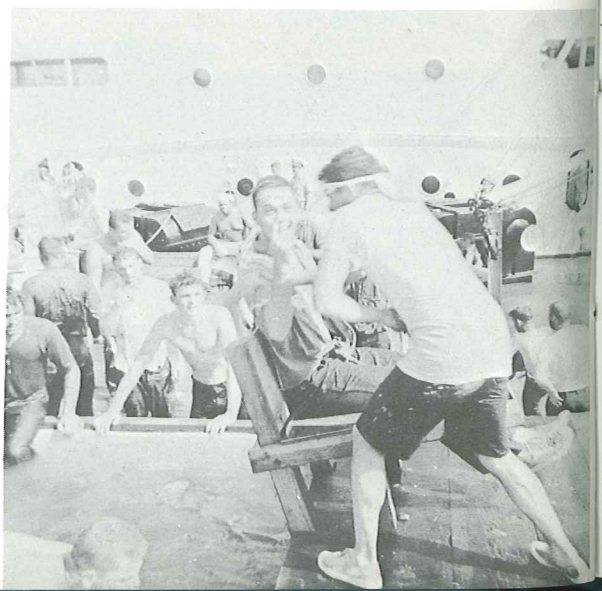
Football

Chuck

Equator crossing

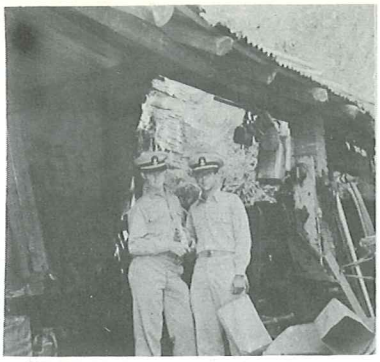




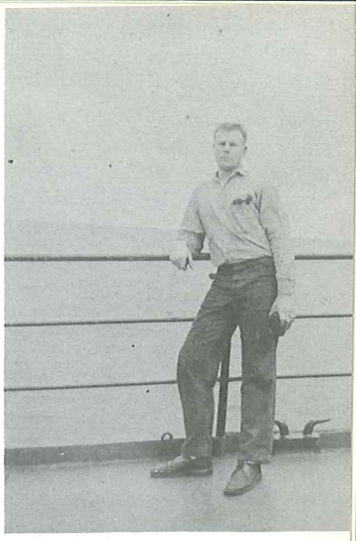




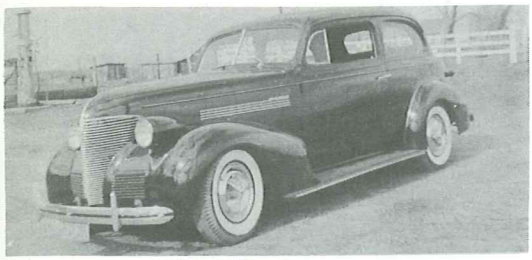
Only lama seen



Two lost souls



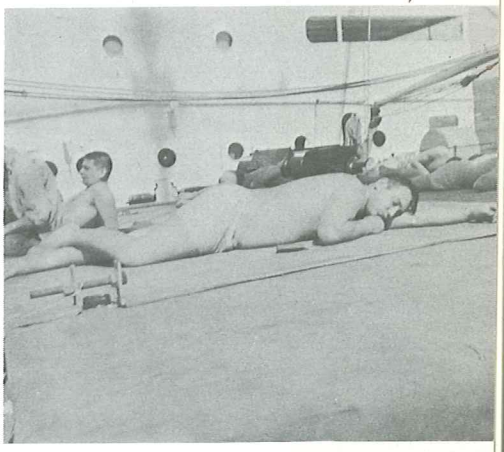
Belly bag



Hot cheve



Weed chopping A22



Lazy



Three partners



Just two



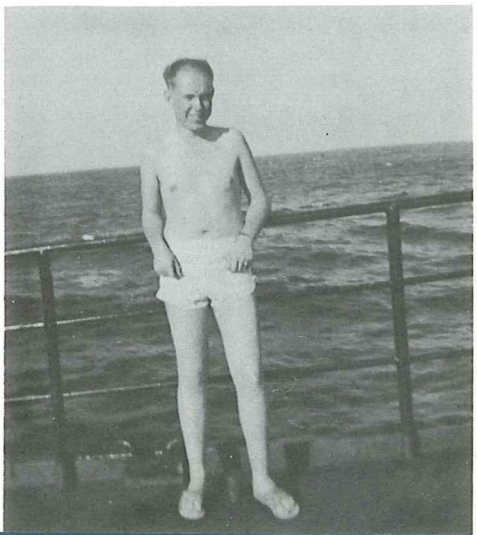
Reggie and friend

Sun time

Wendy

Doug and Christie







GUN CLUB



Ramroding the outfit known as the CMA Gun Club is W.E. Stamper, G.M.C., U.S.N. The main purpose of the organization is to afford the opportunity to all Midshipmen interested in firearms and their use, this experience as taught by the expert instructors.

No gunpowder had ever grown under the stocks of the members until the first trimester of last year when the club ran into Administrative difficulties. Since that time the routine of two practices per week has again become known. Safety and Nomenclature, as well as marksmanship are highly stressed. In the very near future the new members should be firing in stiff competition against other schools throughout the country.

Leading the sharpshooters is C.R. Lampman, President. Ted Wyly picking off the Vice-Presidency with the paperwork of the Secretary-Treasurer being bulls-eyed by J.M. McDevitt.

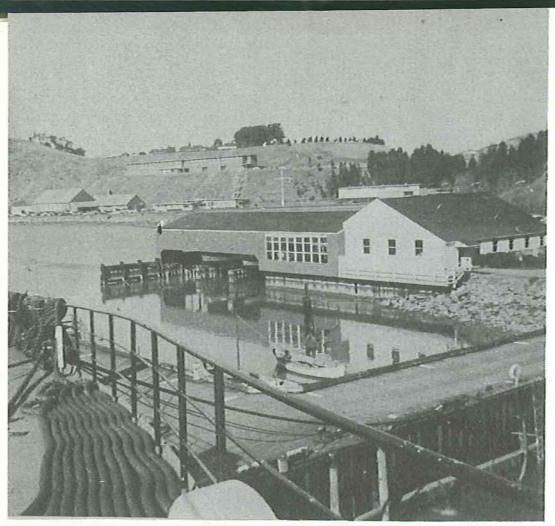
SAILING CLUB



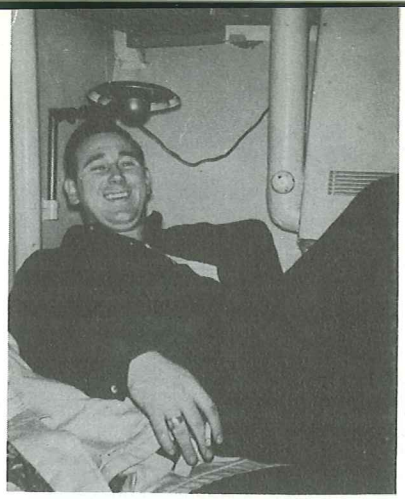
In July of 1957, elections were held for officers in the sailing club. Midshipmen McLeod, Minney, and Swarthout took their respective offices of Commodore, Vice-Commodore, and Purser and have held these positions for the past two years.

August of 1958 found Midshipmen Wightman, McLeod, Sagehorn, Mammath, Minney, Minney's sister Pat, and Kathy Van Vlack as guests of Minney's father aboard his schooner "Kelpie". A three-day round-trip voyage from Newport to Avalon, Catalina Island was made, and a grand time was had by all.

We, the past members of the sailing club, have had many good times with the "Star" and "Ursa" and expect many good ideas from the present third class. Good luck from the first class of the sailing club.



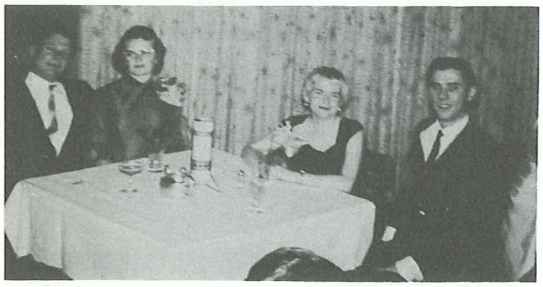
Our home



Kovar in his cage



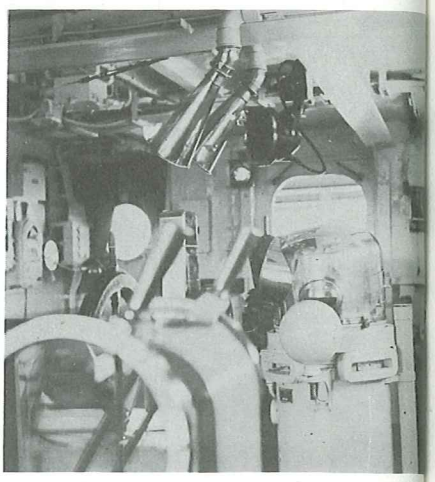
How's dinner?



Say cheese



Stranger on board



Wheelhouse



Two friends

Old classmate



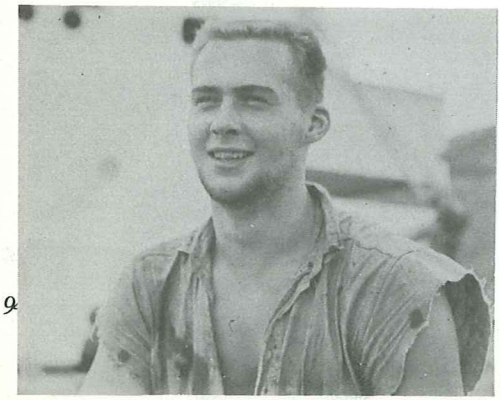
Officers Club

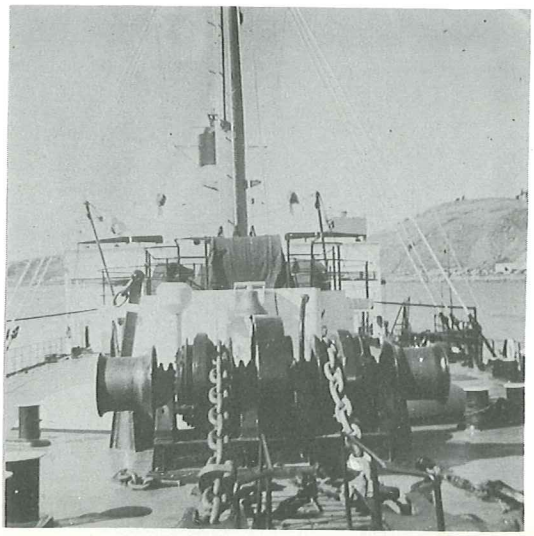
Sundeck

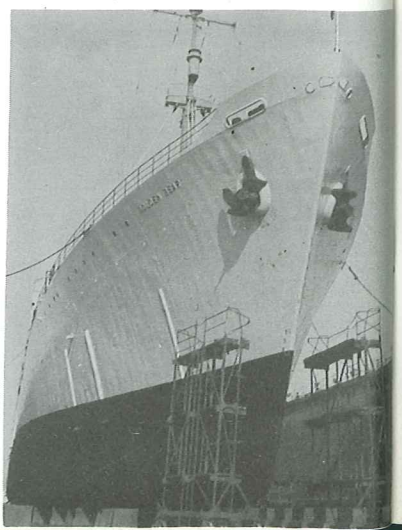


One fine date

Drydock







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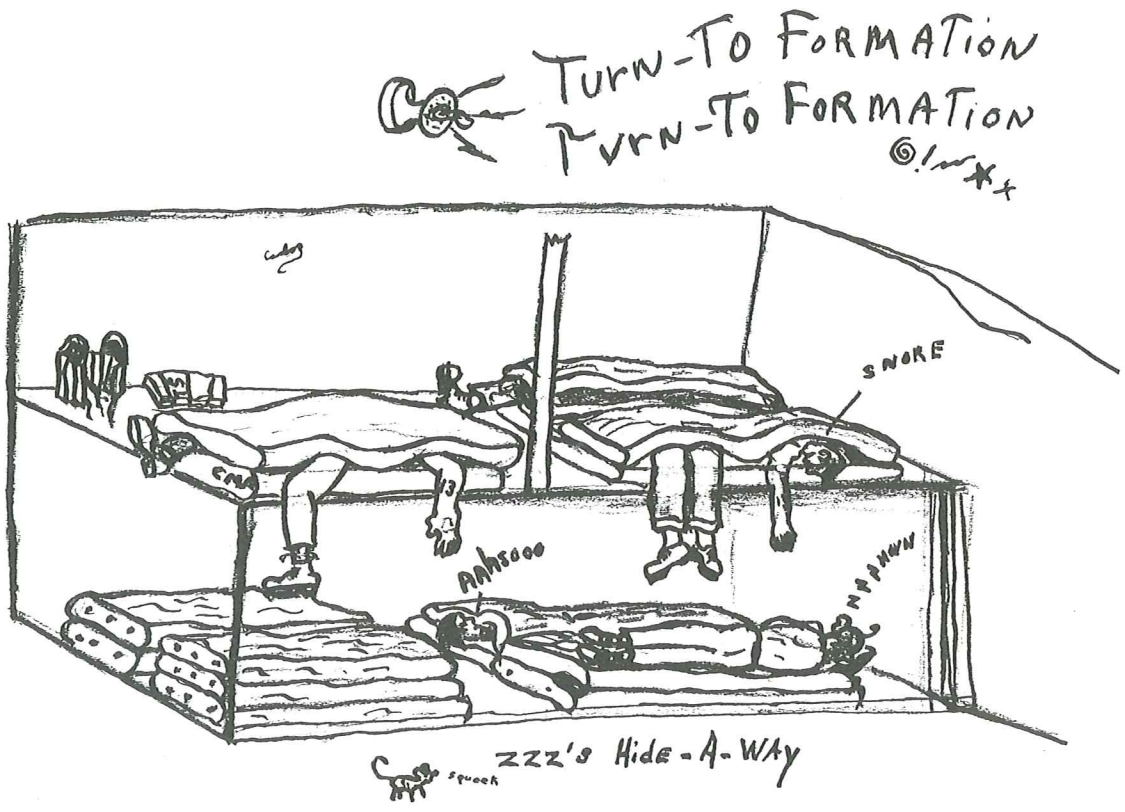
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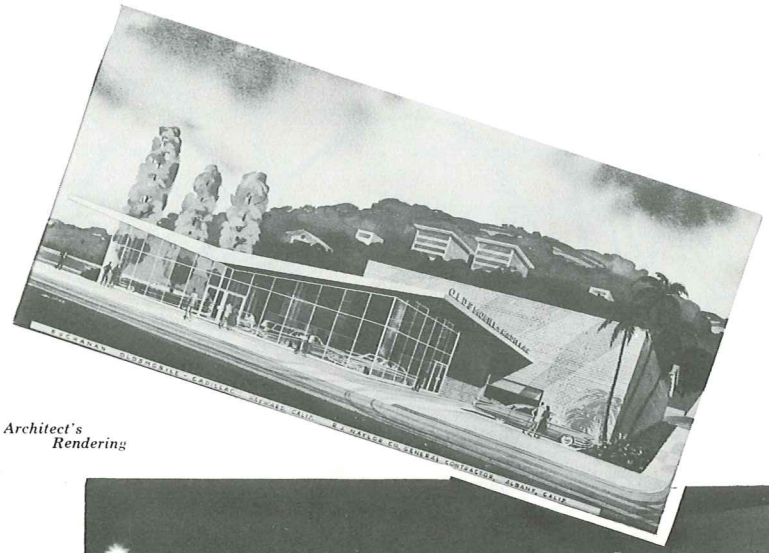

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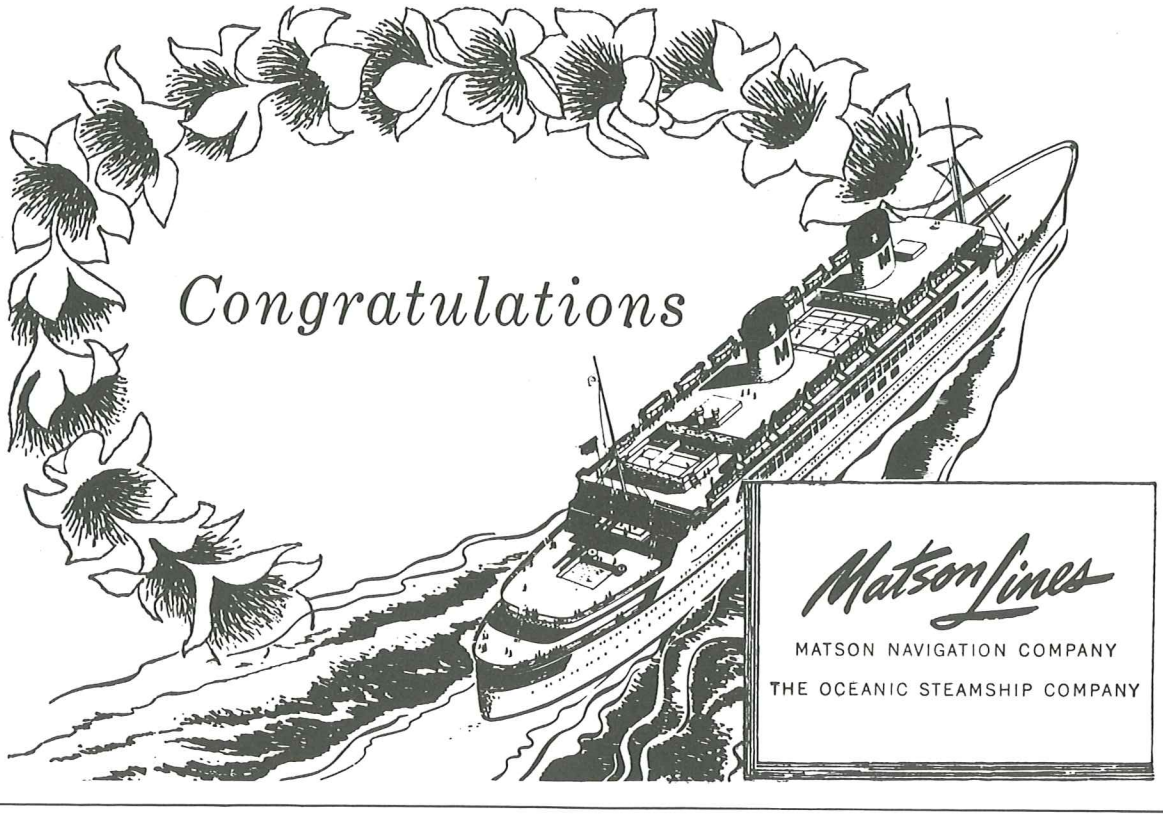

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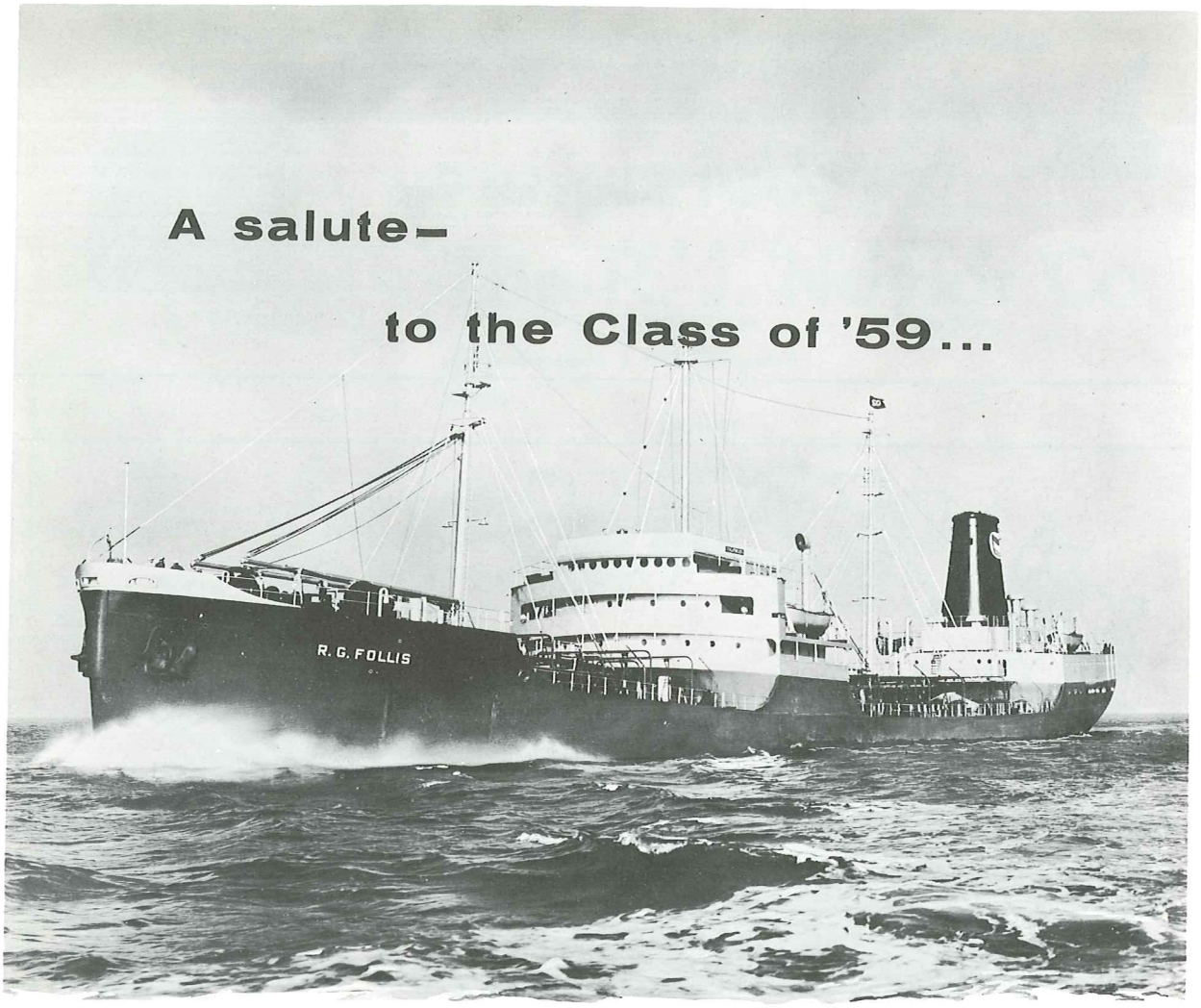

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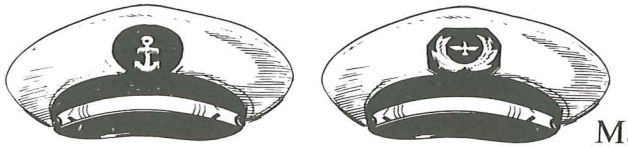

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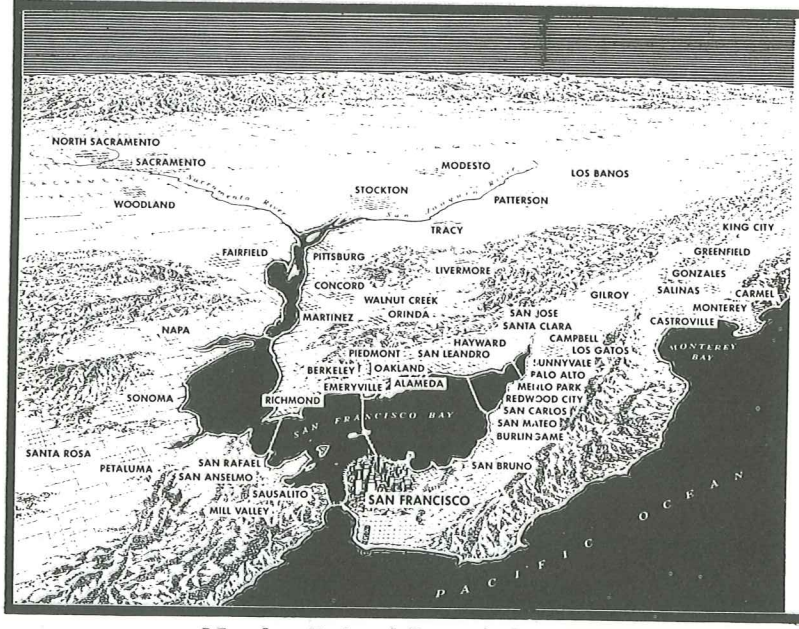

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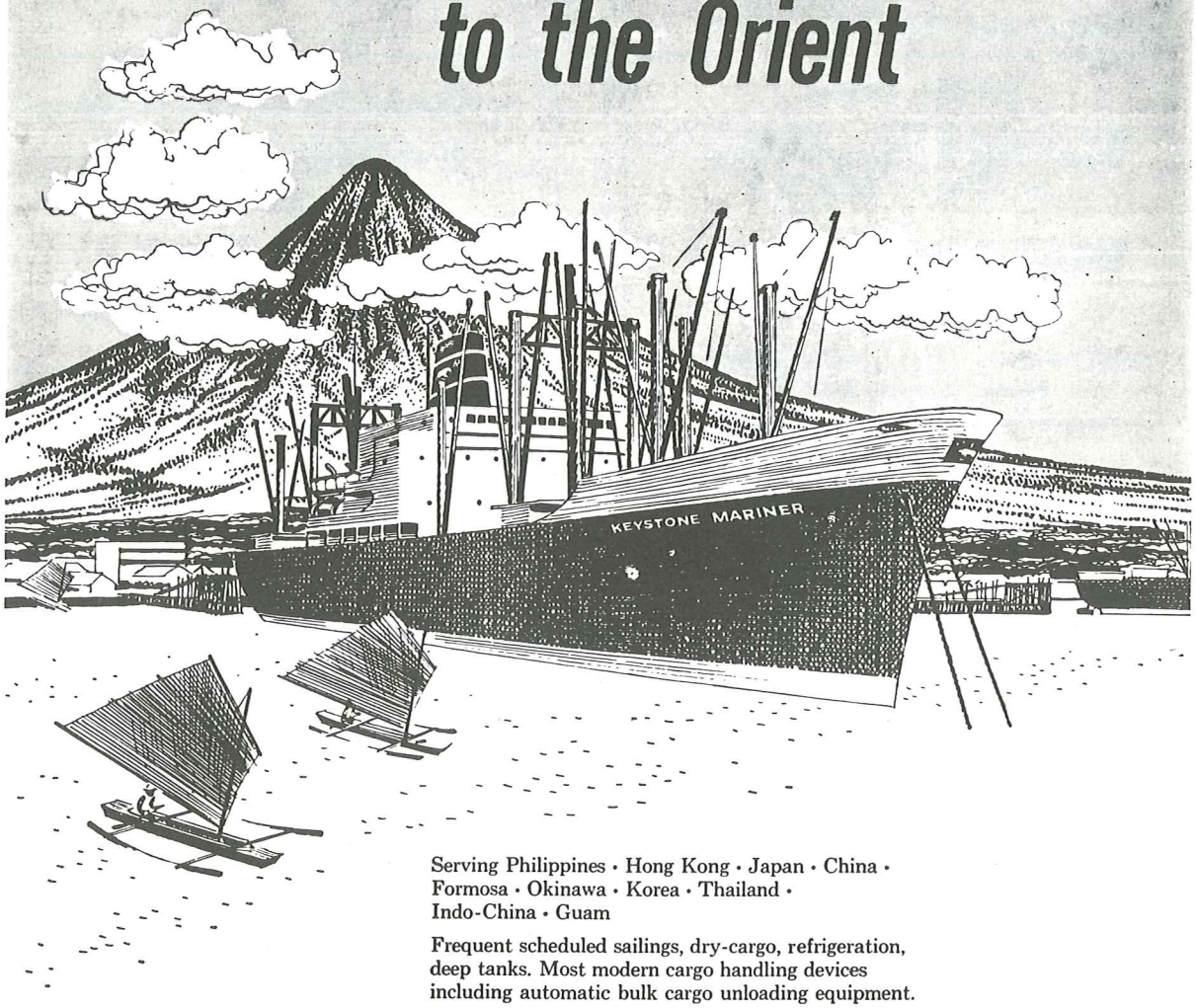

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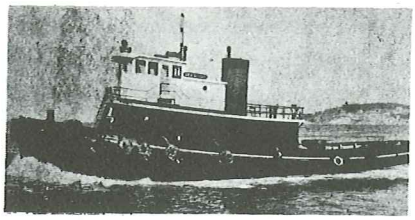

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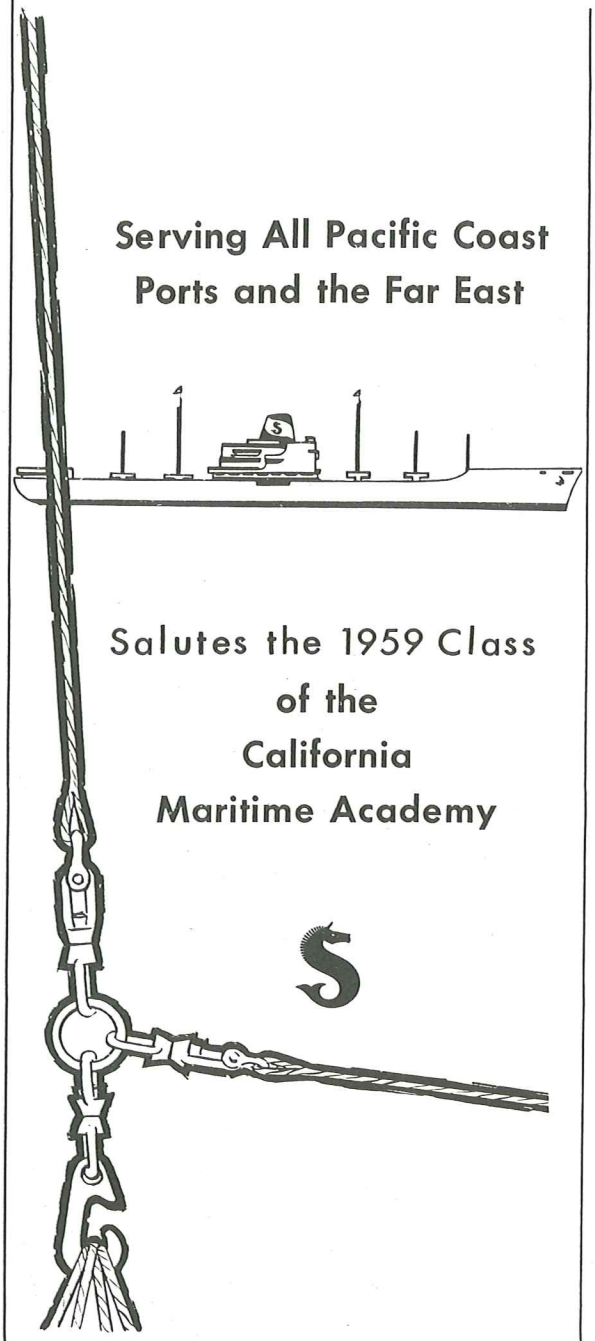

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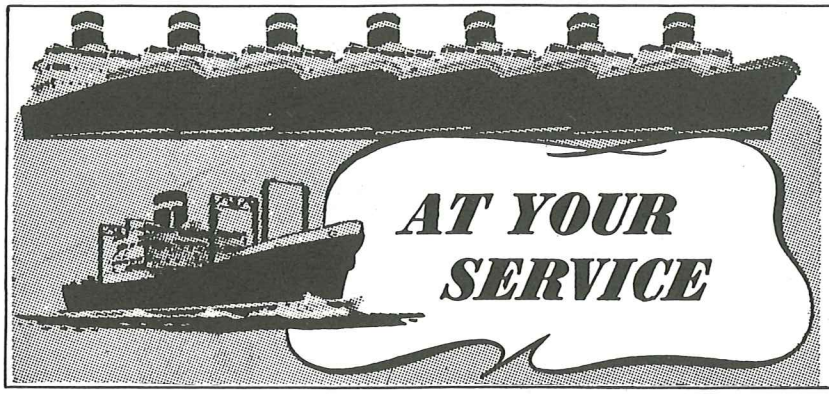

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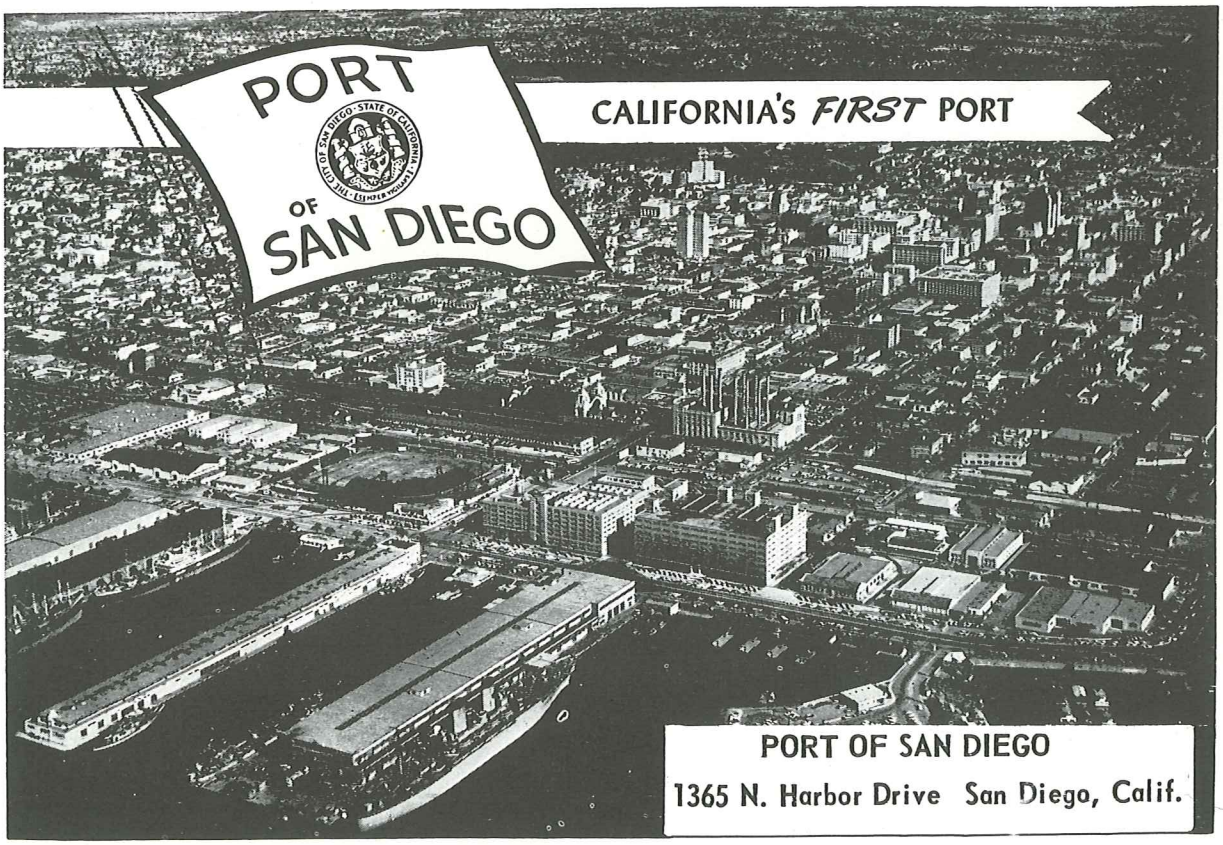

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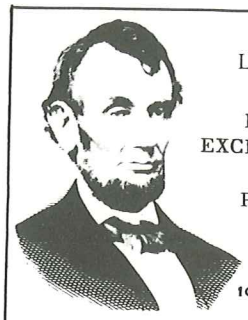

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