

REF
359.097
Sa57u
1904

~~REPRODUCED FROM~~
CALIFORNIA



SAN FRANCISCO PUBLIC LIBRARY



3 1223 90192 9977

BOOK NO.

ACCESSION

~~917.9461 W665u~~

428910

NOT TO BE TAKEN FROM THE LIBRARY

359.097 S&S7u 1904

3427-5M-4-37

U. S. NAVAL TRAINING STATION

ESTABLISHED 1899

YERBA BUENA ISLAND

SAN FRANCISCO
CALIFORNIA

REAR-ADMIRAL WILLIAM H. WHITING, Commandant

THIRD EDITION

PUBLISHED BY
WILLEFORD & WINCHELL
JUNE, 1904

PRINTED BY
THE STANLEY-TAYLOR COMPANY
SAN FRANCISCO

REF 359.097 Sa57u 1904

U.S. Naval Training
Station : established
1904-

U.S. Naval Training Station

OFFICERS AND ATTACHES

U. S. NAVAL TRAINING STATION AND U. S. T. S. PENSACOLA

SAN FRANCISCO, CALIFORNIA

REAR-ADMIRAL WILLIAM H. WHITING, U. S. N., Commandant
FIRST LIEUTENANT JOHN W. McCLASKEY, U. S. M. C., Commanding Marines
MR. FRANK J. WARREN, Clerk to Commandant

STATION

CHAPLAIN JOHN B. FRAZIER, U. S. N., Chaplain to the Station and in Charge of Apprentice School
LIEUTENANT-COMMANDER GUY W. BROWN, U. S. N., Executive Officer
LIEUTENANT ARTHUR J. HEPBURN, U. S. N., Senior Drill Officer
PAYMASTER F. K. PERKINS, U. S. N., Paymaster and General Store-keeper

FIRST LIEUTENANT JOHN W. McCLASKEY, U. S. M. C., Commanding Marines
PAY CLERK S. H. KNOWLES
BOATSWAIN RUDOLPH C. MEHRTENS
BOATSWAIN PETER E. RADCLIFFE

U. S. T. S. PENSACOLA

CAPTAIN JEFFERSON F. MOSER, U. S. N., Commanding
LIEUTENANT-COMMANDER GUY W. BROWN, U. S. N., Executive Officer
LIEUTENANT PERCY N. OLMSTED, U. S. N., Recruiting Officer and Ordnance and Navigation Officer
LIEUTENANT DAVID C. HANRAHAN, U. S. N.
SURGEON HENRY B. FITTS, U. S. N., Senior Medical Officer
P. A. SURGEON SAMUEL S. RODMAN, U. S. N., Medical Officer

ASST. SURGEON FREDERICK G. ABEKEN, U. S. N., Medical Officer
PAYMASTER FREDERICK K. PERKINS, U. S. N., Pay Officer
ASST. PAYMASTER H. B. WORDEN, U. S. N.
ASST. PAYMASTER FRED. W. HOLT, U. S. N.
PAY CLERK JAMES S. MITCHELL, U. S. N.
BOATSWAIN FREDERICK P. HAZARD, U. S. N.
GUNNER JOSEPH HILL, U. S. N.
GUNNER FRANK A. MCGREGOR, U. S. N.

YERBA BUENA

THE NAVAL TRAINING STATION OF THE PACIFIC



HERE has never been a visitor to the city of San Francisco whose attention has not been attracted by the bold outlines of the island which rears its rounded summit half-way between the railway termini on the Eastern shore and the great ferry station at San Francisco's city front. There, like a perpetual sentinel over the channels of the bay, did this island stand when first the hosts of Balboa cast their hungry eyes over the glistening waters of the world's greatest ocean. It is not, however, with the island's history when California was under the domain of Mexico's serpent-blazoned flag that this story has to deal. In fact, there is little known of its uses before the "Gringo," as the Mexican terms the Yankee, came to these coasts in search of an El Dorado. People had lived there it is true, but the first days of American occupation found Yerba Buena principally given over to an immense band of goats which found pasturage on its grassy slopes, and from them it gained its former title of Goat Island.

In this island, as well as others about the bay, "Uncle Sam" saw future possibilities for military uses, and as he generally gets what he desires these bits of land gradually drifted into his possession. First, Goat Island was devoted to an infantry station, and after its abandonment by that branch of the military service it was taken up in the early 70's as an artillery post. Fire finally devastated its buildings and again Goat Island ceased to be a factor in the defense of San Francisco, its sole Government service consisting of the occupation of the southwestern end as a lighthouse station. Later on, when torpedo defense reached a stage of perfection, a small portion of the northeastern end was used as a station for housing materials used by that department.

During all these years the Government had allowed the army to hold domain over the island's acres. Private citizens and corporations had attempted to purchase or lease, and at one time it was on the point of being sold for use as a railway terminal.



The present commandant of this station is Rear-Admiral W. H. Whiting, U. S. Navy, whose portrait is presented above. Admiral Whiting assumed command July 10, 1903, and in all probability will conclude his long and useful Naval Service with the expiration of his tour of duty here. He retires in 1905.

But "Uncle Sam" hung on until in the days of 1898, when war was brewing and it became evident that sailors for our ships were a scarce commodity, there was an awakening to the necessity for a naval training station upon the Pacific Coast. Through several sessions of Congress had Senator George Perkins labored toward the establishment of such a station and his earnest efforts at last brought forth an appropriation for the original construction and annual maintenance of a first-class institution where might be developed the lads whose natural inclinations turned toward a life afloat.

San Francisco Bay was selected as the station's location and from all the land available Yerba Buena, till then known as Goat Island, seemed best fitted. The island's practical isolation and at the same time close proximity to San Francisco rendered it an ideal spot, and the Navy Department, with Senator Perkins at its back, endeavored to secure at least a portion of this unused domain technically belonging to the other branch of military service.

Finally, on April 12, 1898, when war clouds were thicker than they had been for a generation, President McKinley signed the executive order setting aside a goodly portion of what was from that time officially termed "Yerba Buena Island" as the location for a naval training station on the Pacific. By this order the Yerba Buena Station became a certainty and the Pacific Coast was given a prominence in the building up of the navy to which it was rightfully entitled, for which Senator Perkins had labored so consistently.

The Navy Department had met with a full measure of success in the operation of its training station upon the Eastern Coast, and under these conditions there would be nothing of the experimental nature about Yerba Buena, but if the Eastern station had been a success, this one upon the Western Coast would become doubly so. Climatic conditions were decidedly in favor of the San Francisco station, for there is no long, dreary winter during which the lads at the station must be housed within

doors. On the other hand, out of the whole 365 days of the year there is not one in which some out door work cannot be done. During the summer months there is the same distinction, the thermometer at this season never running above 70, with cool, refreshing nights, which condition keys these lads to their best endeavor, and tends to a rapid physical and mental development, particularly essential when it is considered that with the speedy increase in our number of war ships the rapid development of sailor men is an absolute necessity.

With these favorable conditions the Yerba Buena Station was planned, its final establishing being materially delayed by the militant events of 1898. Some work of a preliminary character was performed, such as selecting a site for the buildings necessary to the station, drawing of plans and the prospecting for a water supply on the island. These operations were under the direction of Civil Engineer F. C. Prindle, U. S. N., and Captain F. W. Dickens, U. S. N., Assistant Chief of the Bureau of Navigation, who in October of 1898 personally visited Yerba Buena upon this special duty.

It was not, however, until March, 1899, that Yerba Buena took on the official aspect of a naval station. On the 25th of that month Rear-Admiral (then Captain) Henry Glass, but just returned from the command of the U. S. S. "Charleston," with Dewey's Asiatic Fleet, brought his ship the "Pensacola," down from Mare Island Navy Yard, and anchoring in the bight before Yerba Buena took over the command of the station which then consisted of a half-finished dock, a partly completed roadway to the location of the barracks and a large amount of material which, then stored on the island, was shortly to be molded into the buildings of the station. On board the "Pensacola" were five apprentices who had been enlisted for the course of training before the "Pensacola" left Mare Island.

Yerba Buena, directly following the arrival of its commandant, became a scene of bustle and endeavor. First of all came the construction of the station's most necessary building—the Barracks. The appropriation for this building amounted to \$74,400, and under its roof there is ample room for the comfortable housing of 500 apprentices. Among the features of this building is the largest drill hall on the Pacific Coast, having a clear floor 300 by 60 feet, which is in turn surrounded by a gallery occupied by the hammock billets of the youngsters, for immediately one of these lads is introduced to a naval life he is surrounded by conditions as closely approaching those at sea as circumstances will permit; therefore, it was designed that the young sailor should at once become accustomed to taking his rest in a hammock.

The general design of Yerba Buena's barracks is particularly imposing, its front stretching across what was practically the only portion of the naval reservation that approached anything like a level. At first only the roof and one end of the barracks were in sight from the water, but by an immense excavation two objects were accomplished. The entire barracks were brought into

full view from the eastern section of the bay and the moved ground was used as a fill to form, with the space excavated, an immense parade and drill ground from whence there slopes to the west a series of beautiful terraces. At their summit lies the road where front the officers' quarters, the house of the commandant occupying the right hand or southernmost position facing the drill ground and barracks.

During all this work of construction there was a constant demand upon the station for apprentices' quarters, enlistments coming with much regularity. At the end of the fiscal year, June 30, 1899, there were at the station sixty-two youngsters quartered, pending completion of the barracks, on board the U. S. S. "Pensacola." These had come without any special effort to attract or interest them, and during the station's existence to this date the records showed but one single desertion.

The second year of Yerba Buena's existence as a training station saw an immense advance in the perfecting of its improvements. The barracks were completed and accepted on January 10, 1900, and after the installation of fittings and necessary preparation were formally occupied on February 2d.

The house of the commandant was completed January 23, 1900, and officers' quarters on March 23d. The winter rains had settled the parade ground, and the winding road from the wharf, where the "Pensacola" has her moorings, up to and around the barracks and officers' quarters, had taken on the condition of a park driveway, while here and there the possibilities for beautifying the station were in evidence by the rapid growth of a few flowers which had been planted in odd hours spared from absolutely necessary work.

During this official year ending June 30, 1900, Yerba Buena may be said to have actually settled down to its work of making sailors, for there were under instruction at the station 392 apprentices, of whom 180 were enlisted at the station, 58 came from Chicago, 30 from St. Louis, 25 from New Orleans, while 27 were recruited by the U. S. Training Ship "Adams" during her cruise to Puget Sound ports. Of this total number there had been a daily average present at the station of 143, while 122 had been sent for a tour of sea duty on board the station's training ship "Adams," which, leaving Yerba Buena on January 13th, had cruised along the Pacific Coast from Puget Sound on the north to Magdalena Bay, Lower California, on the south, visiting from time to time all the intervening ports and giving the youngsters their first taste of great gun target-practice while at Magdalena Bay.

One feature of Yerba Buena's practicability as a naval training station is very clearly expressed in the report of its commandant under date of June 30, 1900, in which he says:

"The health of the station has been excellent at all times, no serious case of illness of any kind having occurred."

Its second year had certainly stamped Yerba Buena as a thorough success from every standpoint, but even its rapid advance was to be materially increased during the succeeding twelve months.

In the number of apprentices under instruction this third year of existence, but only its second of practical work, shows a total number of 584 youngsters under instruction with a daily average of 196. Again, the station carried the bulk of the enlistments, while Chicago, Kansas City, Denver and Omaha supplied moderate detachments, and, again, Puget Sound furnished a quota consisting of 37 apprentices.

The work of the station and its effectiveness was materially added to by an order from the Bureau of Navigation, that the station was to be used not alone as a training point for apprentices but also for the education of landsmen. Consequently a rendezvous was opened at San Francisco on September 15th, while enlistments were also commenced at Los Angeles and at the station. The result was a total of landsmen trained during the year of 590, of which 429 were transferred to duty afloat on board different ships on the Pacific station.

This addition of the training of landsmen brought Yerba Buena's total figures for men of all ages in training during the year up to 1,174, or an average of nearly one hundred men per month.

The training ships sailing from the station carried during the year 252 apprentices for a tour of sea duty, the "Adams" being relieved after two cruises by the United States Training Ship "Alert," to which the "Adams's" officers were transferred.

Long before the year had ended it was seen that the capacity of Yerba Buena was being taxed to the utmost, especially in the question of ships.

While all this advance was being made in Yerba Buena's efficiency as a developing point for the "men behind the guns," the station itself had not been overlooked. Additional officers' quarters were provided for, and constant improvements were being made whereby the comfort and convenience of the barracks were rendered perfect. Among other vastly useful additions which this year produced was the installation of a connection with the water pipes of the Contra Costa Water Company, thereby increasing the station's supply of water to a point where there was no question of a possible shortage. The work of this installation was an example of how things are operated at Yerba Buena. A minimum appropriation rendered the necessity for an economy in the work which could not be met by either of the public bids. Thereupon the commandant by direction of the Bureau of Navigation purchased the required material, and with the help at hand undertook the labor. The result was the laying of a connecting pipe line which brings the water from the mainland under the bay to the beach at Yerba Buena at a total cost of about one-half the lowest bid offered by civilian contractors.

In another regard this year ending June 30, 1901, left a lasting impress upon the station. This consisted in the great amount of landscape and floral gardening brought to perfection during the year. Under the personal supervision of Admiral Glass this beautifying of Yerba Buena was carried on and in absolute reality the island was "made to blossom like the rose." Where but a few months before had been naught but a tangled mass of worthless vines and underbrush, there sprang up flower-bordered walks and lawns over which waved the graceful leaves of spreading palms and branches of the greater native trees that had been spared in the clearing of the land. Even to the very summit of the island was this system of improvement carried, including the construction of 9,000 feet of roadway leading to the very highest point. This road, winding about the slopes, cuts here and there through shady groves of spreading oaks and reaching out into the open, discloses from its various points of vantage a series of vistas covering every corner of San Francisco Bay, each one of new interest to the beholder. From the commerce-laden water-front of San Francisco the eye sweeps over the Golden Gate and on to the northward along the rugged slopes of Marin County, where Tamalpais guards the Western flank. To the east roll the emerald foothills, piling ridge on ridge, backed by the towering peak of Mt. Diablo, with the cities along the eastern shore forming the base of the picture, while to the south, beyond the stretches of the bay, lie the plains of the Santa Clara, flecked with blossoming orchards and flowering fields.

This most impressive panorama of mountain, sea, populous cities and foliage-embowered villages forms one of Yerba Buena's grandest attractions and brings quick assent to the affirmation that the Pacific Coast possesses the most beautifully situated naval training station in the world.

In May, 1901, Yerba Buena was visited by Secretary of the Navy John D. Long, accompanied by several members of the Cabinet and a number of Congressional Representatives. Their inspection of the work accomplished in the short period of the station's existence filled them with surprise that such advancement was possible. In fact, it is in California alone that so perfect a development of surroundings could be effected in such a minimum of time. Here by the Pacific, where growth is never retarded by the blighting frosts of winter, seasons will often accomplish what in a less-favored section would require an equal number of years.

Nor is it alone to the development of the soil and its products that these climatic conditions confer favors. The advantages apply no less to the youths who are being developed under the blue skies and surrounded by conditions of perfect health. The hurrying trade winds sweeping in through the Golden Gate bring health to the island and invigoration to its people. Work seems easier, consequently more of it is done and at a greater speed. Yerba Buena shows the results of these conditions not alone in the beauties which have been developed

on its lilly acres, but better still in the sturdy, well-trained lads which she has already given to "Columbia's" fleets.

During the last year this newest naval institution of the Pacific has continued its forward progress, increasing with each succeeding month its effectiveness as a training station and with the changing seasons improving in beauty and attractiveness. An appropriation has been provided for which permits of the construction of a marine barracks, to be located upon an elevation overlooking all the rest of Yerba Buena's buildings and capable of housing the station's marine guard, which is of necessity a large one.

In October of 1901 Yerba Buena's official standing was advanced by the promotion of its commandant to the rank of rear-admiral and the assignment of a commander to the command of the "Pensacola."

While all this has been done in the way of development, Yerba Buena has offered to American youths, with an inclination toward the navy, an exceptional opportunity. The age limit for apprentices is between sixteen and eighteen, and the lad who enlists must agree to serve until he is twenty-one. He must know the rudiments of education, but more important than all, he must be practically perfect from a physical standpoint and must have a good record morally. Yerba Buena holds out no inducements to the incorrigible or the invalid. If he can pass the required examinations the youngster is at once accepted, furnished with a full outfit of clothing and assigned to a division which makes him an apprentice of the third class. His pay in this rating is nine dollars per month, which jumps at once to fifteen when he can pass the examinations to the next higher rating. With still further advance comes the highest rating as an apprentice, which grants him twenty-one dollars per month. He must study in order to gain these advancements, and while he is being educated from a naval standpoint, schoolmasters are furnished to instruct him in the elementary branches of English education. This is done not alone for the youngster's good, but equally for the benefit of the service. The time is past where brute strength and a simple fighting ability are the principal requisites for service on our men-o'-war. It takes brains to make the sailor of the twentieth century, for he must be able to master the intricacies of the modern fighting ship with its mass of machinery and delicate electrical apparatus. Therefore it is necessary that education be added to physical perfection in those who are destined to fight "Uncle Sam's" battles on the sea.

While the prospective "Bluejacket" is being given his education he is splendidly cared for at Yerba Buena. His food is of the best, his health is carefully guarded and he has advantages offered by few public or private educational institutions. Cleanliness is among the first requirements, the station be-

ing provided with exceptionally complete bathing facilities which include not alone shower-baths, but an immense salt-water swimming tank filled daily from the crystal waters of the bay. To these the lads are given access every morning backed up by strict bathing regulations. While severity is not practiced by officers or instructors, rigid discipline is enforced and above all the youngster is taught to be a man and to depend upon himself. And with it all there is granted ample time for play with shore liberty at stated intervals for those whose behavior entitles them to a holiday.

Six months of his life is put in at hard study and preliminary exercise when he is tested for fitness, and if found sufficiently advanced is assigned for six months of duty at sea aboard the training-ship. This tour of sea duty over he is transferred to a regular war-ship for a cruise which may take him to any or all the corners of the world.

Such, then, is the life which Yerba Buena offers to young Americans who are mentally, physically and morally worthy. It must not, however, be supposed that the lad who studies faithfully and works diligently is forced to stop at the rating of a "Bluejacket." On the other hand, there is a ladder to climb and honors to gain. First, there are the positions as petty officers, with pay ranging from thirty to seventy dollars per month, and consequent advancement in dignity and privileges. Higher up still is the position of a warrant officer, with pay ranging from \$1,410 to \$1,800 per year, and a commission itself to a certain number who are able to pass the required examination. All this may be gained by lads who enter the service with a decided intention to advance. It means a lot of study and a lot of work, but the reward is there waiting for those who are willing to climb.

To all this Yerba Buena is the stepping-stone, and as the foundation is laid during the first months of a youngster's service, so will the future be builded. Therefore, to the navy, this and its other Training Station on the Eastern seaboard are among the most important factors.

It is no wonder that extreme care is used in the selection of the officers who are to govern an institution such as this. They must be possessed of a kind of patience and perseverance which does not find a dwelling-place in the makeup of the average man. Besides, they must be heart and soul in accord with the building up of the navy.

During the coming years Yerba Buena's prosperity will increase, her usefulness to the navy will grow greater as time goes on, her constantly multiplying beauties will lend an added charm to America's most interesting harbor, and her successful future will stand as a fitting sequel to the enterprise and perfection of detail that have marked the first years of the station's existence.

DOUGLAS WHITE.

WHAT AND HOW MUCH WE EAT

The average number of men at this station during the past year was about 620. As they were all able-bodied fellows, it is natural to suppose that they would eat a good deal. One not familiar with the figures, however, were he to make an estimate, would probably go wide of the mark. That we have lived on the fat of the land can readily be seen from the following variety and quantity of good things that have disappeared within the past year:

140,500 pounds of fresh beef.	3,200 pounds beans.	2,500 pounds table salt.
75,000 pounds fresh mutton.	350 gallons string beans.	500 pounds pepper and spices.
22,000 pounds fresh veal.	12,000 pounds pea beans.	60 gallons salad oil.
10,000 pounds loin of pork.	1,000 pounds split peas.	25,000 pounds fresh butter.
12,000 pounds sugar-cured hams.	13,000 pounds sweet potatoes.	900 pounds cheese.
4,000 pounds dressed turkey.	2,000 pounds beets.	3,600 pounds macaroni.
7,000 pounds dressed chicken.	350 gallons canned peas.	500 pounds assorted cakes.
6,200 pounds Frankfurter sausages.	350 gallons canned corn.	300 quarts canned soups.
200 pounds smoked beef tongue.	700 dozen green corn.	12 dozen quarts olives.
6,000 pounds pork sausage.	100 boxes of cucumbers.	300 pounds nuts.
200 pounds bologna sausage.	150 dozen cauliflower.	500 pounds corn meal.
10,000 pounds bacon.	2,700 gallons canned tomatoes.	650 gallons of pickles.
25,000 pounds fresh butter.	400 gallons pie apples.	700 pounds of tapioca.
60 cases canned cream.	400 gallons pie peaches.	2 barrels of cranberries.
269,000 pounds fresh vegetables.	1,000 pounds dried prunes.	50 pounds of saltpetre.
4,000 pounds sauerkraut.	1,000 pounds dried apricots.	200 pounds of currants.
900 pounds cream cheese.	50 pounds citron.	10,000 pounds of rolled oats.
60,000 pounds sugar.	500 dozen lettuce.	3,000 pounds of rice.
162,000 fresh eggs.	100 dozen celery.	900 pounds of corn starch.
20,000 pounds fresh fish.	50 dozen parsley.	1,000 gallons of catsup.
16,000 pounds corned beef.	47,500 pounds of oranges.	500 gallons of chow chow.
3,500 pounds salt pork.	40,000 pounds of apples.	500 gallons of vinegar.
7,500 pounds lard.	6,000 pounds of grapes.	100 pounds of mustard (dry).
210,000 pounds flour.	6,000 pounds of peaches.	1,200 bottles of mustard.
	12,000 pounds of pears.	400 gallons of molasses.
	6,000 pounds of apricots.	80 pounds soda biscuits.
	18,000 pounds cherries.	500 pounds baking powder.
	6,010 pounds plums.	100 quarts flavoring extract.
	20,000 gallons fresh milk.	550 pounds raisins.
	60 cases canned cream.	1,900 pounds codfish brick.
	2,000 pounds compressed yeast.	2,000 pounds spinach.
	5,000 pounds tea.	50 pounds squash.
	15,000 pounds coffee.	65 gallons ice cream.
	5,000 pounds cooking salt.	10,752 pounds cake.
	2,000 pounds rock salt.	7,200 pies.

SHIP'S COMPANY AND MARINE GUARD OF U. S. T. S. PENSACOLA

CHIEF PETTY OFFICERS.

Frederiksen, H.	Chief Master-at-Arms
Miller, J. C.	" "
O'Hern, W.	" "
McKelvey, N. G.	" "
Casey, M. P.	" "
Lysaght, J.	" "
Hansen, A. G.	" "
Mullen, H. P.	" "
Adams, C. W.	" "
Quinn, R.	" "
Roberts, J.	Chief Boatswain's Mate
Duckgeischel, H.	" "
McRath, A.	" "
Murphy, J.	" "
White, J.	" "
Stanros, J.	Chief Gunner's Mate
Kellenberger, E.	" "
Lamb, W. O.	" "
Beenek, F.	" "
Hudrelet, F.	Chief Quartermaster
Carlberg, O. W.	" "
Shay, R.	Chief Electrician
Carroll, W. R.	" "
Anderson, A.	Chief Carpenter's Mate
Drake, R. L.	Chief Machinist
Bates, W. E.	" "
Pringle, G.	" "
Gilbert, T. S.	Chief Yeoman
Bleuel, E. A.	" "
Davies, C. O.	" "
Hagenbaugh, W. L.	" "
Winchell, C. S.	" "
Bosworth, R. R.	Hospital Steward
O'Grady, J. J.	" "
Haller, E.	" "
Shannon, G. S.	Chief Commissary Steward
Stanton, J. P.	Bandmaster

PETTY OFFICERS, FIRST CLASS.

Stewart, W.	Master-at-Arms, 1st Class
Perkins, D.	" "
Richman, J.	" "
Anderson, J. A.	" "
Spear, T. R.	Boatswain's Mate, 1st Class
McNally, L.	" "

Morrison, J.	Gunner's Mate, 1st Class
Clark, G. J.	" "
Brooke, T.	" "
Gradin, A.	Quartermaster, 1st Class
Liddle, H. V.	" "
Friend, J. E.	Electrician, 1st Class
Archibald, J. D.	" "
Freundlich, L. M.	Blacksmith
Hurney, M. J.	Plumber and Fitter
Wiebers, J. H.	" "
Capsius, F.	Sailmaker's Mate
Mullen, M. J.	Water Tender
Prelovsky, D.	Boilermaker
Walker, A. F.	Yeoman, 1st Class
Roeber, A. A.	" "
Barney, F. N.	1st Musician
Dallaghan, W. J. H.	" "

PETTY OFFICERS, SECOND CLASS

Acuff, J. M.	Master-at-Arms, 2d Class
Ballou, R.	" "
Patterson, W. T.	" "
Lidle, H. B.	Boatswain's Mate, 2d Class
Borchers, L. S.	Quartermaster, 2d Class
Gaves, G. W.	Electrician, 2d Class
Celler, J. W.	Carpenter's Mate, 2d Class
Clark, C. E.	Machinist, 2d Class
Dobie, E. W.	" "
Connelly, E.	Yeoman, 2d Class
Willeford, D. S.	Printer

PETTY OFFICERS, THIRD CLASS

Brown, R.	Master-at-Arms, 3d Class
Sutton, D. J.	" "
Fowler, D. J.	" "
Ausseresses, P.	Coxswain
O'Donnell, T.	" "
Pedesen, P.	" "
Melville, E. W.	" "
Anderson, O. O.	Quartermaster, 3d Class
Ericson, C. J.	Electrician, 3d Class
Lehnertz, J.	" "
Frawley, G. T.	" "
Beckerleg, H. C.	" "
Lesperance, D.	Carpenter's Mate, 3d Class
McClure, G. A.	Painter, 3d Class
Hubbard, B. A. S.	" "

Holm, C. M.	Yeoman, 3d Class
Brown, G. C.	" "
Cary, E. L.	" "
Hart, K. S.	Hospital Apprentice, 1st Class
Kane, C. E.	" "
Abernathy, A. H.	" "

FIRST CLASS RATES.

Hall, H.	Seaman
Frederikson, A.	" "
Pearce, F. M.	" "
Rust, J.	" "
Young, E. C.	" "
Young, L. A.	" "
Clapton, J.	" "
Hartley, E. A.	" "
Wall, J.	" "
Norton, E. L.	" "
Gordon, J.	" "
Johnson, A. H.	" "
Murphy, A.	Fireman, 1st Class
Finn, S. A.	" "
Williams, F.	" "
Titamer, G.	" "
Kelley, J. J.	" "
Reed, G. F.	" "
Wesley, J. W.	Bugler
Creighton, J. W.	Ship's Cook, 1st Class
Rasmussen, L.	" "
Goetze, J. C.	Musician, 1st Class
Goetze, J. C.	" "
Koenig, K. W.	" "
Heydenaber, H.	" "
Schultz, C. C.	" "
Rotschers, R.	" "

SECOND CLASS RATES.

Fowler, H.	Ordinary Scaman
Bradshaw, H.	" "
Davis, A. R.	" "
Geckler, W.	" "
Hales, J. G.	" "
Jolley, S. P.	" "
Robinson, E. B.	" "
Tope, E. J.	" "
Fall, F. G.	" "
Zahller, C. N.	Shipwright

SHIP'S COMPANY AND MARINE GUARD OF U. S. T. S. PENSACOLA — Continued

Guzman, F.	<i>Fireman, 2d Class</i>
Chadbourne, W. S.	" "
McPeak, J. M.	" "
Carper, O. T.	" "
Dickinson, E. G.	<i>Hospital Apprentice</i>
Hoebel, E. E.	" "
Fitch, W. O.	" "
Cantwell, J. T.	" "
Donnelly, J. W.	<i>Ship's Cook, 2d Class</i>
Malone, J. J.	" "
Hill, F. E.	" "
Sapiro, P.	<i>Musician, 2d Class</i>
Panella, J.	" "
Preston, O. J.	" "
Ghisla, F.	" "
Ross, D.	" "
Sears, L. M.	" "
Lytjen, M.	" "
Reilly, B.	" "

THIRD CLASS RATES.

Barngrover, C. A.	<i>Landsman</i>
Biddinger, A.	"
Blades, W. C.	"
Berkinson, E.	"
Benson, N. B.	"
Bird, W. M.	"
Copeland, G. W.	"
Fabiansen, C. E.	"
Harris, C. A.	"
House, R. A.	"
Hoffman, G. T.	"
Kent, R. H.	"
Kassabaum, C. E.	"
Laverty, G. J.	"
Merritt, C. A.	"
Moore, O. M.	"
McGinnis, D. B.	"
Palmer, P.	"
Parker, J. S.	"
Padfield, J.	"
Rauls, R. L.	"
Ryland, F. R.	"
Reynolds, F.	"
Schonoff, H.	"
Smithpeter, A. R.	"
Thorell, A. T.	"
Wiley, J. R.	"
Wilson, W. F.	"

Birk, O. F.	<i>Coal Passer</i>
Talbott, J. C.	"
Holzer, A. P.	"
Samuls, W. R.	"
Jarret, A. W.	"
Rambo, W. W.	"
Sparks, I. R.	"

FOURTH CLASS RATES.

Constantine, C. W.	<i>Ship's Cook, 3d Class</i>
Hubert, A. A.	" "
Leonard, C. A.	<i>Ship's Cook, 4th Class</i>
Smaian, F. J.	" "
Desmond, L. T.	" "
Northrup, B.	" "

MARINE GUARD.

O'Brien, T.	<i>1st Sergeant</i>
James, J.	<i>Sergeant</i>
Heider, A.	<i>Corporal</i>
Peed, H. P.	"
Wilhelm, O. A.	"
Abramson, M.	<i>Private</i>
Boyer, I. J.	"
Briggs, D.	"
Clark, F. E.	"
Carter, B.	"
Don, A. T.	"
Dougherty, R.	"
Dunne, W. M.	"
Foley, P.	"
Gardner, G. E.	"
Hittle, R. L.	"
McIver, A. C.	"
Perry, C. C.	"
Schober, W. J.	"
Schwab, L.	"
Trice, W. H.	"
Ward, F.	"

MARINE GUARD.

McClaskey, J. W.	<i>1st Lieutenant</i>
Barnes, Charles	<i>Gunn Sergeant</i>
La Foret, Jean	<i>Quartermaster Sergeant</i>

Leary, John	<i>Sergeant</i>
Dirken, James	"
Dare, Roy T.	"
Dull, Walter S.	<i>Corporal</i>
Lemmon, Byron S.	"
Pryor, Nelson C.	"
Rowe, Benjamin	"
Sullivan, Charles	"
Long, Albert	<i>Trumpeter</i>
Applegate, Jacob	<i>Private</i>
Arnt, Frederick	"
Barry, Edward	"
Barter, William	"
Briggs, Daniel	"
Burgess, Wade H.	"
Casey, James	"
Caverly, Charles	"
Constable, William	"
Coogan, William	"
Cornell, Walter	"
Cropper, Horace	"
Driscoll, Robert	"
Eddy, Charles	"
Epstein, Benjamin	"
Field, Frank H.	"
Gorman, Edward	"
Guilmer, John	"
Hamilton, William	"
Hoffman, Richard	"
Hunt, John E.	"
Hyson, George W.	"
Kline, Frank L.	"
McIntosh, John	"
Messner, Philip	"
Moore, Curtis B.	"
Murrell, Thomas	"
Nevins, William	"
Nicholson, Robert	"
Patton, Martin L.	"
Pool, H. B.	"
Prell, Leonard	"
Regan, Patrick	"
Reynolds, George	"
Schmid, Jacob	"
Sexton, John	"
Smyth, Thomas	"
Whalen, Gabriel	"
Whelan, J. J.	"

NAMES OF APPRENTICES

FIRST SECTION

FIRST DIVISION.

Edge, F. R.
 Bailey, F. R.
 Adams, F. H.
 McCann, J. C.
 Cadwell, N. R.
 Gorman, J. C.
 Emery, E. J.
 Poyser.
 Withers, H. A.
 Scheidemantel, E.
 LeBrell, J. V.
 Johnston, W.
 Coopman, E.
 Metcalf, E. F.
 Boot, C. G.
 Peel, E. E.
 Emick, E. H.
 Kirkpatrick, H. J.
 Joers, H. J.
 Petsch, F. J.
 Badgett, R. C.
 Miller, W. L.
 Turner, H. A.
 Wilson, W. G.
 Doyle, R.
 McCulloch, R. D.
 Morin, H. E.
 Randolph, J. A.
 Dickinson, J.
 Monroe, W. H.
 Kero, C. L.
 Simchen, G. A.
 Tappan, G. S.
 Wilson, R.

SECOND SECTION.

FIRST DIVISION.

Rice, C. M.
 Zimmerhanzel, L.
 Jarboe, E. C.
 Wharton, G. W.
 Kay, A. R.
 Des Jardens, J.
 Enos, J. J.
 Williams, B. C.

Bonnett, J. W.
 Gill, W. S.
 Green, A. A.
 McMillan, G. M.
 Grimes, H. E.
 Conner, E. W.
 Kinnard, M. F.
 Woodbridge, F.
 Jones, W. R.
 Foscalina, G. L.
 Evans, R. R.
 Role, A. C.
 Kearney, H. F.
 Welthy, E.
 Hinckley, A. B.
 Morrison, R. R.
 Kaufman, W.
 Calvin, T. P.
 Burk, W. J.
 Lindsey, C. W.
 Johns, C.
 Pryor, C. S.
 Tolbert, H. L.
 Sciacca, E.

THIRD SECTION.

FIRST DIVISION.

Cannon, R.
 James, G. S.
 White, C. N.
 Bridgeford, E. C.
 Nief, F.
 Myers, J. C.
 Swoards, T. J.
 Rhoads, G.
 Haynie, T. S.
 Knight, L. S.
 Scott, F.
 Baker, T. H.
 Mengula, L. J.
 McCann, A. E.
 Merritt, J.
 Roberson, R.
 Weiss, F.
 Cadenback, J. B.
 Huffman, V. G.
 Davis, L. P.
 Tuebner, H. A.

King, C. E.
 Brown, T. F.
 Johnson, F. J.
 Powell, H. P.
 Prager, J.
 Desmond, R.
 Bates, O. A.
 McCormack, A. O.
 Northrop, F. L.
 Jenneman, H. W.
 Bryan, E. A.

FIRST SECTION

SECOND DIVISION.

Allee, J.
 Wagner, C.
 Riffe, C.
 Lusher, A. R.
 Weston, E. P.
 Colbert, J. E.
 Schoonmaker, T. F. H.
 Dalton, L.
 Morehouse, C. W.
 Smith, G. K.
 Humbrecht, E.
 Phelps, F. M.
 Blabon, I. H.
 Clark, T. N.
 Prattini, E.
 Goulder, E. F.
 Emms, J. P.
 Hodge, J. R.
 Crockett, F. B.
 Clement, W. T.
 Kitrelle, R. R.
 Scott, W. E.
 Starr, R. B.
 Hoeckele, F.
 Dumont, F. H.
 Bennett, R. M.
 Taylor, A. L.
 Davis, O.
 Colthrop, R.
 Buick, W. R.
 Meares, J. L.
 Henderson, C. C.
 Casey, P. C.
 Rix, H. P.

SECOND SECTION.

SECOND DIVISION.

Young, F. L.
 Newman, F.
 Hemsworth, C. L.
 Harmon, C. L.
 Hanson, E.
 Brown, G. B.
 Dahlin, E. E.
 Shanahan, D.
 Barrett, L.
 Gates, W. H.
 Gale, P. L.
 Landau, C.
 Ottinger, C. H.
 Tonks, P. L.
 Arthur, C. S.
 Greggains, G.
 Keplinger, A. L.
 Schneider, H. C.
 Young, J. E.
 Furey, J. E.
 Frey, G.
 Binford, A. R.
 Alle, R. A.
 King, J.
 Andrews, F. L.
 Heil, L. P.
 Bache, C. A.
 Aulin, V. L.
 Holmes, F. A.
 Rum, E.
 Beck, E.
 Ablen, H. T.

THIRD SECTION.

SECOND DIVISION.

Cosgrove, R. E.
 Mefford, W. D.
 Beattie, E. S.
 Gallagher, S. E.
 Watson, R. W.
 Gott, J. E.
 Farmer, G. A.
 Wyman, I. B.
 Farrell, F.
 Peterson, O.

NAMES OF APPRENTICES — Continued

Lynch, J. P.
Chambers, F.
Beckham, F.
Zimmerman, J.
Nester, J. E.
Brown, L. L.
Himle, E.
Lafrician, T.
O'Reilly, F. E.
Lower, C.
Radzville, A. L.
Babbitt, H. L.
Byrns, F.
Holzapple, W.
Fry, E.
Sawtelle, J. P.
Fitzmaurice, R. D.
Worthey, R.

Lane, H. I.
Layton, E.
McGartlin, L. O.

FIRST SECTION

THIRD DIVISION.

Kirsch, L. O.
Quinn, T. W.
Teall, C. A.
Stephens, C. A.
Jackson, J. L.
Hagens, C.
Latham, M. E.
Johnson, C. B.
Broberg, C. A.
Emery, G. J.

Pierson, H.
Lambkin, J. S.
Newman, C.
Gist, M. W.
Donnelly, J. H.
Etan, E. E.
Greenwell, F. D.
Littleford, R.
Kieth, D.
Reilly, F. T.
McRice, C.
Bollyn, H. W.
Pugh, A. E.
Lord, J. E.
Yousse, F. R.
Hopkins, A. E.
Eytel, C. C.
Sells, F. L.

Ostrander, R. J.
Rogers, F. F.
Dillehay, W.
Heath, C. O.
McGowan, F.

SECOND SECTION.

THIRD DIVISION.

Richey, E. E.
Helm, R.
Brewington, B.
Polson, R. C.
Bloomenaw, F.
Malsch, V. F.
Abbott, J. B.
Taylor, H. N.

LANDSMEN FOR TRAINING

FIRST SECTION.

Nixon, J. H.
Robinson, C. W.
Anders, E. F.
Cavender, G.
La Tourette, P. R.
Burns, E. H.
Donnley, T. A.
Howe, J. C. L.
Hipschman, E.
Reynolds, A. D.
Tague, C.
Vanderlas, C.
Wahl, T.
Becker, J. G.
Snell, J. C.
Steuck, E. A.
Lambert, J.
Reardon, W. A.
Reed, R. C.
Dahl, O. A.

Lemka, L.
Canfield, G. C.
McAweeney, W. P.
Palmer, W.
Ross, T. M.
Kiefer, T.
Toem, T. C.
Plack, A. A.
Norline, C. A.
Palmer, G.
Johnson, C. L.
Hunt, J. A.
Bell, R. M.
Delaney, M. J.
Larson, C. A.
Erickson, A. E.

SECOND SECTION.

Dockstader, G. A.
Frazer, J. J.

Whalen, F.
Higgins, D.
Pinson, W. O.
Woodbury, H. N.
Danley, R. B.
Wertz, J. W.
Ballard, P. L.
Bennett, W. D.
Chaplin, F. J.
Ebel, W. A.
Huffman, L. B.
Krabbe, O. A.
Long, R. K.
Mathews, J. O.
Olsen, O.
Pearce, E. D.
Peterson, F. E.
Williams, W.
Wright, C. E.
Sylvester, H.
Mansfield, G. G.

Hopkins, G. V.
Heinz, H. A.
Hanson, V. H.
Springer, C. R.
Lind, P. J.
Abraham, H. S.
Vernon, H.
Willis, J.
Cooper, E.
Chambers, H. E.
Davidson, G. T.
Foster, W. R.

THIRD SECTION.

Kemper, C. A.
Hayes, J. A.
Fosnaugh, S. H.
Ray, R. F.



Officers

From left to right, standing—
Assistant Paymaster Fred W. Holt, P. A. Surgeon Samuel S. Rodman, Assistant Surgeon Frederick G. Abekin, First Lieutenant John W. McClaskey (U. S. M. C.), Paymaster Frederick K. Perkins, Assistant Paymaster H. B. Worden.

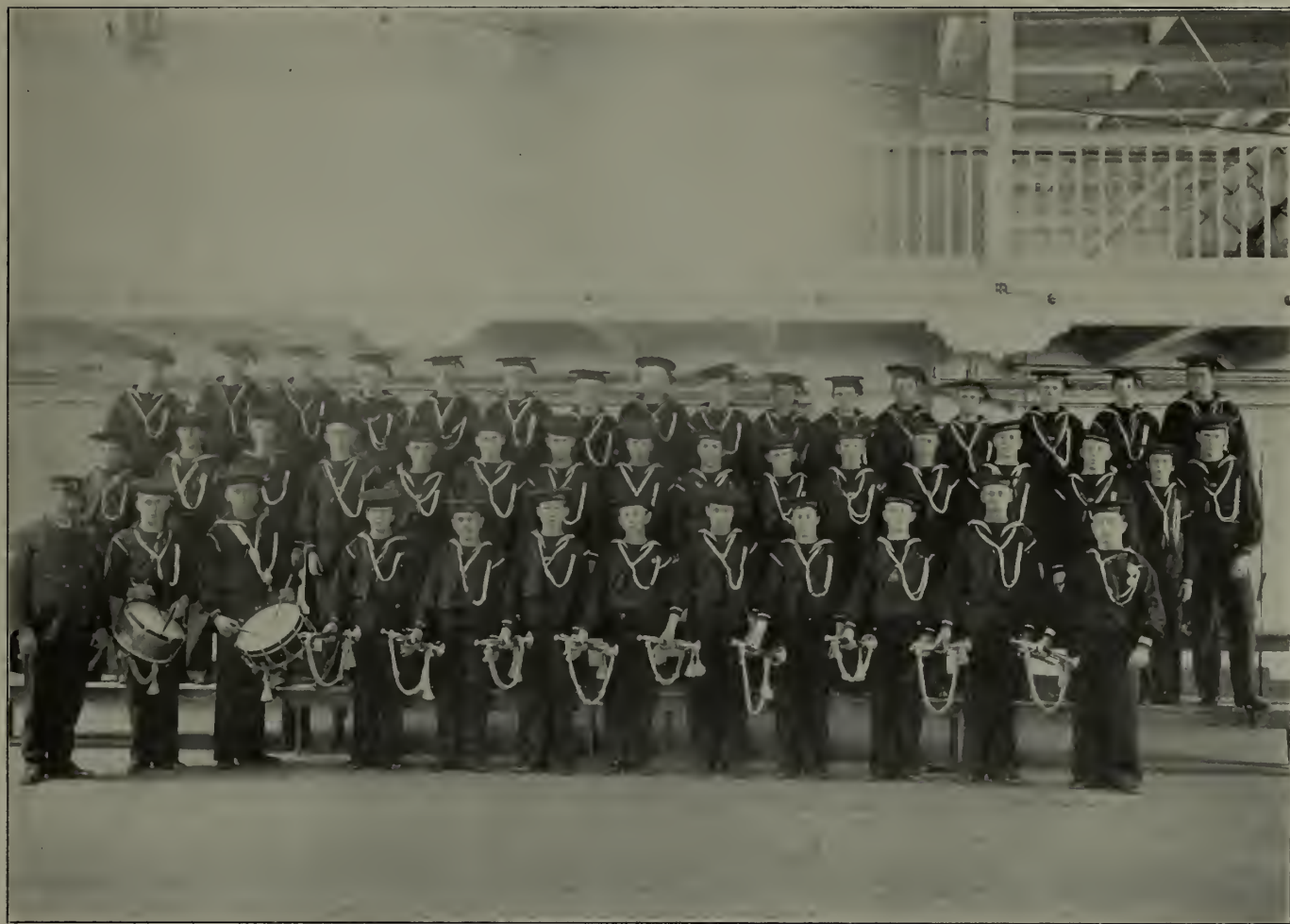
Sitting—
Lieutenant Arthur J. Hepburn, Lieutenant-Commander Guy W. Brown, Captain Jefferson F. Moser, Chaplain John B. Frazier, Surgeon Henry B. Fitts, Lieutenant Percy N. Olmsted.



First Division of Apprentices, May, 1904



Second Division of Apprentices, May, 1904



Third Division of Apprentices and Bugle Squad, May, 1904

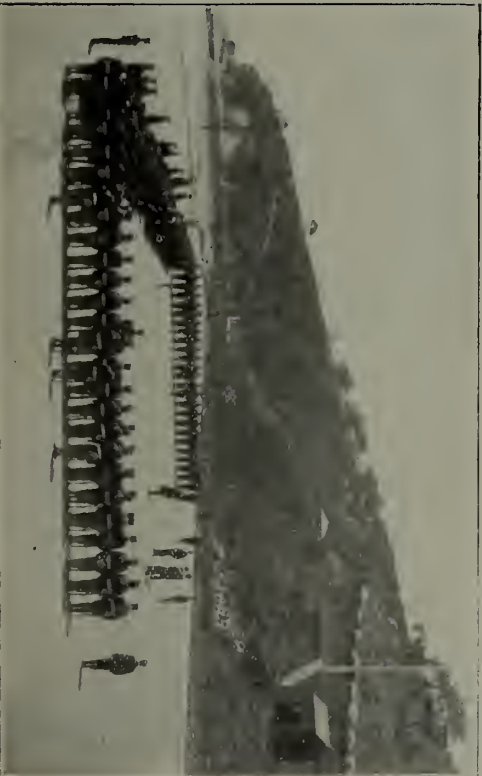


Division of Landsmen for Training, May, 1904



Warrant Officers

Boatswain, J. Leckie Gunner, I. Wilbur Gunner, C. E. Jaffe
Warrant Machinist, Chas. Hammond Pay Clerk, J. A. Mitchell



Secretary of the Navy Addressing the Men at the Naval Station



Petty Officers and Instructors of the U. S. Naval Training Station, San Francisco, Cal. Reading from left to right, standing—F. Beenck, Chief Gunner's Mate; W. O. Lamb, Chief Gunner's Mate; C. S. Winchell, Chief Yeoman; E. Kelleberger, Chief Gunner's Mate; N. G. McKelvey, Chief Master-at-Arms; H. Frederiksen, Chief Master-at-Arms; W. L. Hagenbaugh, Chief Yeoman; J. White, Chief Boatswain's Mate; A. McRath, Chief Boatswain's Mate; M. P. Casey, Chief Master-at-Arms; R. Quinn, Chief Master-at-Arms; W. O'Hern, Chief Master-at-Arms; J. Lysaght, Chief Master-at-Arms. Sitting—O. B. Hansen, Yeoman Second Class; W. T. Patterson, Master-at-Arms Second Class; J. Richman, Master-at-Arms First Class; W. J. H. Dallaghan, Bugle Instructor; J. A. Andersen, Master-at-Arms Second Class; T. R. Spear, Boatswain's Mate Second Class; C. W. Adams, Master-at-Arms First Class; F. Hindrelet, Quartermaster First Class.



The Alert, Her Apprentices and Crew



U. S. S. Pensacola and Tug Vigilant

"When the Lights and Shadows Fall "



General View U. S. Naval Training Station (Yerba Buena Island, Cal.)



Artillery (Commandant's House in Background)



Landsmen Battalion at Morning Quarters



Corner of Machine Shop



In the Carpenter Shop



A Minute with the Boxing Instructors



The Band



"Bully" the Cat



The Tug "Vigilant" with Liberty Party



U. S. T. S. Pensacola (Artillery Drill in Foreground)



Gymnastics



Returning from Boat Drill
The Bakery



Wireless Telegraphy
Station



Receiving a Message over the Wireless
Diver just Going Down





Secretary Long Visiting the Station

Apprentices Departing for Training Cruise
The Admiral's Barge

Saturday Afternoon on the Wharf



A Corner in the Hospital



A Corner of Wash Room



The Swimming Tank



The Library



Apprentices at School



Battalion Drill



Recreation



The Mess Hall



Chaplain Frazier Conducting



Divine Services, Easter Sunday, 1904



Bayonet Exercise



The Boat House



Boat Drill



The Marine Guard



Apprentices at Physical Drill



Hammock Inspection



Scenes on the Road and Trail



The Barracks



Home from the First Cruise



Instruction at Compass



Anthony Murphy and the Pump House
The Bugle Squad and Mascots

The Dynamo Room

After Drills are Over
The Fire Room



Class in Fencing



Knitting and Splicing



Mending



Signal Drill



Class in Gunnery



A Corner of the Kitchen



Commissary Storeroom



On the Road to Summit of the Island



Barracks and Officers' Quarters



Scrubbing Clothes in Bathroom



The Army, August, 1871



The Navy, August, 1901 (Camp Davis in Foreground)



