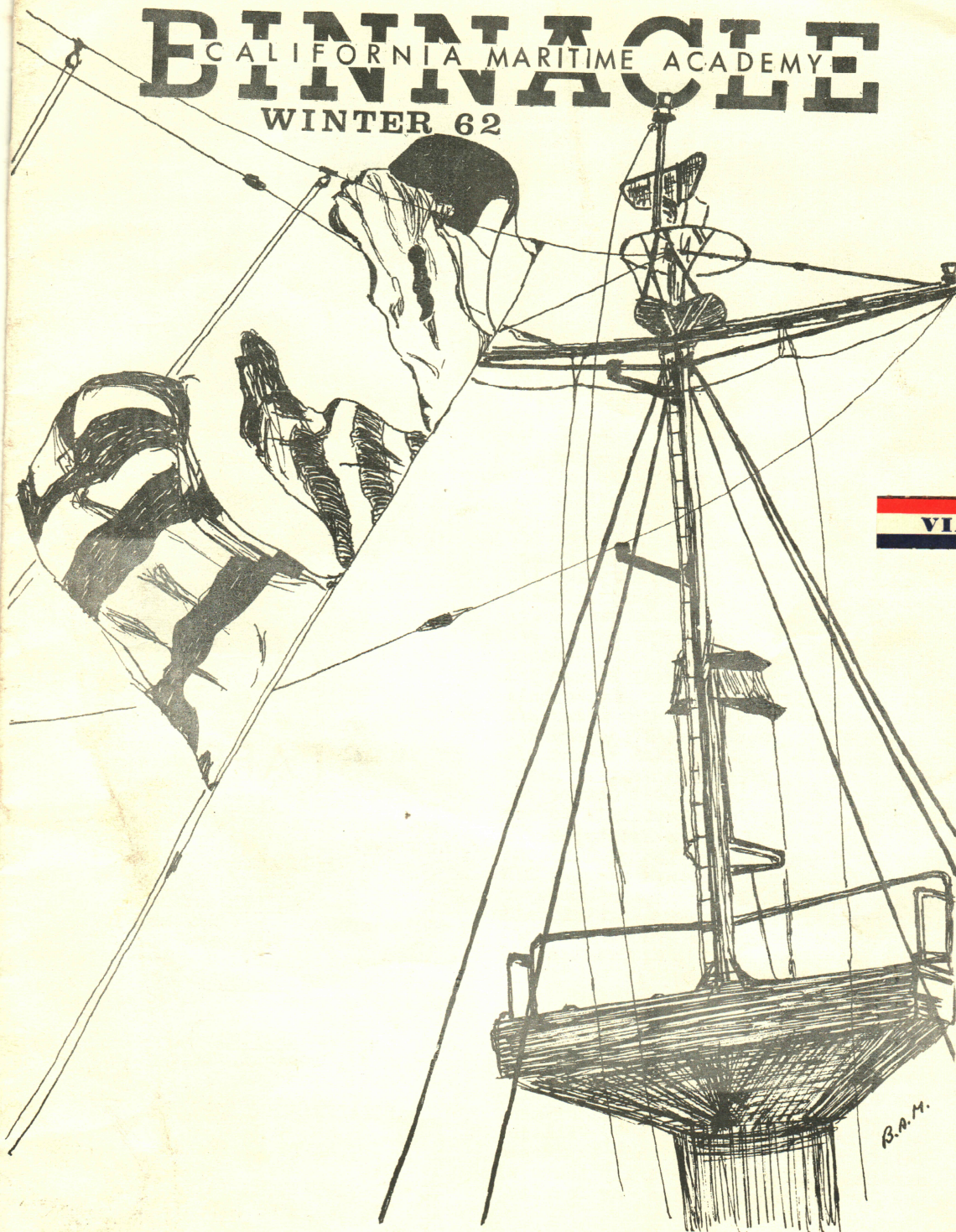


Binnacle

CALIFORNIA MARITIME ACADEMY
WINTER 62



VIA

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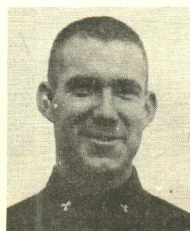
Second Class artist McNulty depicts sailing day hoist of call letters.

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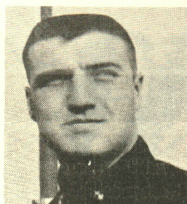


The BINNACLE is the quarterly publication of the Corps of Midshipmen, California Maritime Academy, Vallejo, California. The opinions expressed herein are not necessarily those of the Corps, Administration, or Faculty.



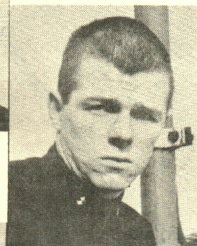
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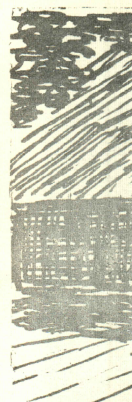
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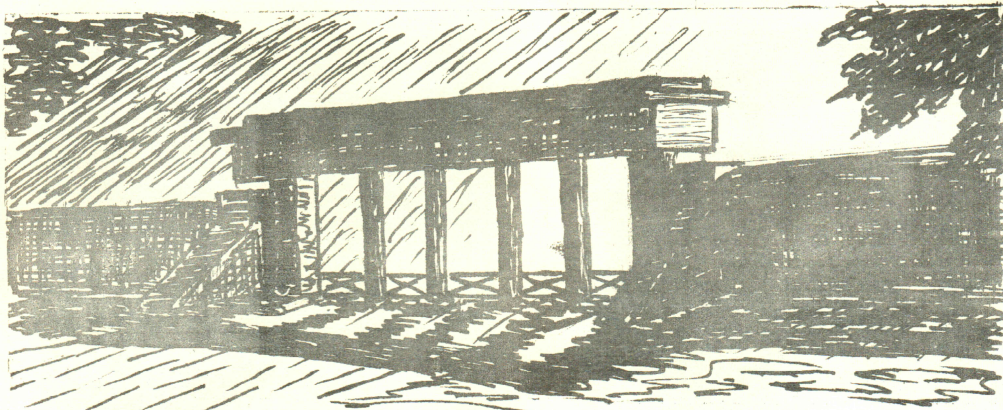
Mr. Louis E. Kiger

A BELATED MERRY CHRISTMAS
AND
HAPPY NEW YEAR

TO THE FACULTY, THEIR FAMILIES
AND THE CORPS OF MIDSHIPMEN



While last year of the and haramunists a three acc territory One pa always re driving f the least road was traffic, I miles per approxima inside co flagged d ple's Pol up to my morning, transgres ten miles have to a trate, pe allowed t to a pols town, oste ment. Aft hours, I v of three told to s effect th otage aga lic of l recklessly the absur of the in idly from



MOVING VIOLATION

While living in West-Berlin last year, I had occasion to learn of the methods of intimidation and harassment used by the communists against travellers on the three access routes crossing their territory.

One particular incident will always remain in my mind. I was driving from Berlin to Hamburg on the least used route. Since the road was well-paved and devoid of traffic, I was travelling at sixty miles per hour. At a point approximately seventy-five miles inside communist territory, I was flagged down by a group of "People's Police". One of them came up to my car, politely said good morning, and told me that I had transgressed the speed limit by ten miles. He said that I would have to appear before a magistrate, pay a small fine, and be allowed to go on. I was brought to a police station in a nearby town, ostensibly to sign a statement. After waiting nearly three hours, I was taken before a court of three police officials and was told to sign a statement to the effect that I had committed sabotage against the People's Republic of East Germany by driving recklessly. I refused to sign the absurd document. The mood of the interrogation changed rapidly from cloying politeness to

violent threats. I did not yield to their demands and was put in a cell where I spent the night. On the following morning, an officer in the uniform of the State Security Police came into my cell. He confronted me with a copy of Time Magazine, which he had found in my car, and accused me of spreading American propaganda. Then he asked why I spoke with an American accent, although I was using a West German passport. He accused me of being a spy and traitor to the cause of the people. I argued that he was a mere tool of Russia, and not a representative of the people of his country. At that he became quite infuriated and threatened to have me put on public trial. I was beginning to have visions of Siberia, that famed Russian retirement mecca, when he suddenly became mild again. He asked what sum of money I carried and he became even milder. He was going to be lenient, he said, and let me pay a fine of two hundred and fifty dollars. This was done, and I was on my way.

I consider myself lucky in meeting this corrupt communist. Early this year, an acquaintance received a two year prison term for driving too fast. There have been many instances where travellers simply disappeared, probably

Cont'd. on page 15



Chief Dayton

A new face is seen in the Naval Science Department in the form of gunnery instructor, Oliver Dayton, GMC. Born in Washington, Pennsylvania, in 1925, he began his Navy career nineteen years later, serving on such ships as the U.S.S. Link (AKA), Freemont, Lantamount, and Pranton (DD). With the completion of his training at an instructors' school, Chief Dayton served a three year tour of duty as assistant NROTC instructor at Yale University. Afterwards, he spent six months at Gunners' B School in Great Lakes, Illinois.

Like his colleague, Mr. Doerr, Mr. Dayton plans to fulfill his twenty years of active service with the conclusion of his three year teaching duty as instructor of Naval Ordnance and Gunnery.

Into the ranks of the teaching staff of the Naval Science Department has been added one James H. Doerr, FTC, (S.S.). Born in Duquoin, Illinois, Mr. Doerr



Chief Doerr

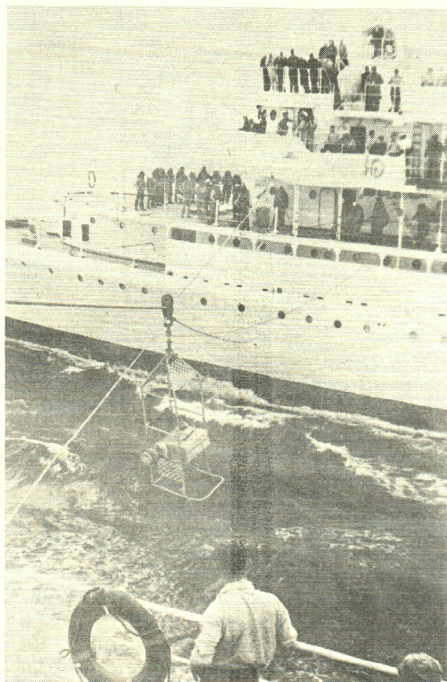
has been a faithful resident of Vallejo since June of 1962 and professes that he would not think of leaving sunny California.

Instructor Doerr enlisted in the Navy at seventeen years of age and served on the Battleship Missouri. In 1949 he attended submarine school and afterwards served on such boats as the Archer Fish (of WW II fame), Bad Fish, Razor Back, and Pomfret. As an interlude to his submarine service, Mr. Doerr spent a thirty month tour of recruiting duty in Centralia, Illinois. He has attended an array of sub schools, Fire Control School, and twenty-eight weeks of Class A ET School (electronics school). When asked what he thought of the sub service, Chief Doerr replied, "It's the only part of the Navy!"

After more than sixteen years in the Navy, Mr. Doerr plans to complete his twenty years of service with the termination of his three years of teaching duty here at the Academy.

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HIGH LINE

During the month of November the entire First Class attended the Maritime Administration's A.B.C. Defense School at Treasure Island. They felt it very useful in many respects. First, there was a very informative review of fire fighting techniques, especially the relatively new use of dry chemicals. The second day consisted of lectures and movies on Atomic, Biological, and Chemical Warfare and defense with a tour through T.I.'s radiation lab, where they received practical instruction in RADIAC (Radiation, Detection, Identification, And Computation) instruments.

The third day was devoted to lectures and films on damage control and then an exercise on the U.S.S. Buttercup. the purpose of the exercise was to try to save it as our instructor tried

to sink her. Various leaks, as well as a fire, were introduced into the mock-up vessel. As usual, the Engineers were endeavoring to beat the Deckies' time. They sneaked down ahead of time and started plugging holes even before leaks started, ruining the entire exercise.

I would like to take this opportunity to express our thanks to M.S.T.S. Chief Engineer Cummings, our instructor for the 3-day school.

At 0545 on 13 November the First Class, Deck and Engine, were hauled from slumber to move the T.S.G.B. to Todd's Shipyard in Alameda. It seemed rather early, especially since the "Merrymen of the Messdeck" seemed totally unprepared for our early visit. We then wandered down to the ship where we waited for an hour for the Royal Family of Red Stack-Sea King, Sea Queen, and Sea Prince..

The trip down was uneventful except for the time CDR Flanner caught all the deckies mustered around a coffee pot.

The arrival at Todd's was dramatic in its simplicity. The graving crew made the process of dry-docking a ship appear to be the simplest maneuver in the world. It seemed like about twenty minutes from the time the Training Ship crossed the sill until she was on the blocks and the yardworkers had started their labors on the T.S.G.B.'s bottom.

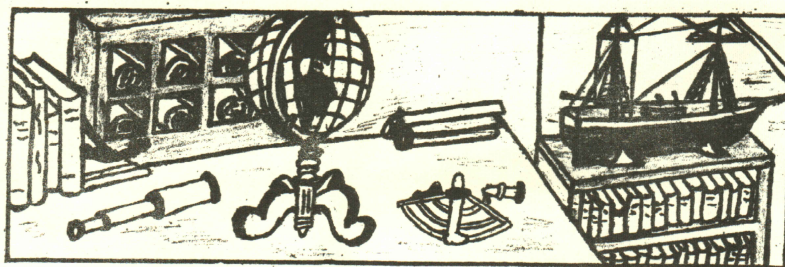
Roses to: the Propellor Club for recent series of movies about cruise ports; Water Polo team for best record in a long time; Pistol team for unbeaten record so far in Intercollegiate Postal Pistol League, and their coach, Chief Dayton, USN.

Ragweed to: field trip cuisine.

FIRST CLASS IN SPORTS

The athletic program has been greatly enhanced by First Classmen so far this year. The Water

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"BOOKS ARE THE COMPASSES AND TELESCOPES AND SEXTANTS AND CHARTS WHICH OTHER MEN HAVE PREPARED TO HELP US NAVIGATE THE DANGEROUS SEA OF HUMAN LIFE."

Jesse Lee Bennett

TRAVELS WITH CHARLIE
by John Steinbeck

It was recently announced that the 1962 Nobel Prize for Literature had been awarded to American novelist John Steinbeck. Although it has been many years since he wrote his noted Grapes of Wrath, his latest work, Travels With Charlie, may well have been decisive in the Nobel Prize selection.

In the book, Travels With Charlie, Mr. Steinbeck departs from his usual novel form to that of an autobiographical nature. He tells of his three months' journey around the country which he undertook for only one basic purpose, to see America and to meet her people. He states that he was prompted to undertake this venture when, during his travels abroad, many Europeans asked him questions pertaining to portions of the country with which he was not entirely familiar. He regretted telling these inquisitors that either he had never visited a particular area or had not been there for many years.

In the Fall of 1959, John Steinbeck, leaving his wife behind, but accompanied by his poodle "Charlie", set forth to "conquer" the United States.

His itinerary first took him to Maine, which he describes at

length, depicting her picturesque rocky coastline and the reserved manner of her people. He then traveled south and west where, in Chicago, his wife joined him for a short time. He again parted company with his spouse and continued upon his route as it headed north to the Dakotas. Mr. Steinbeck was fascinated by the Badlands of South Dakota, famous for their nocturnal enchantment.

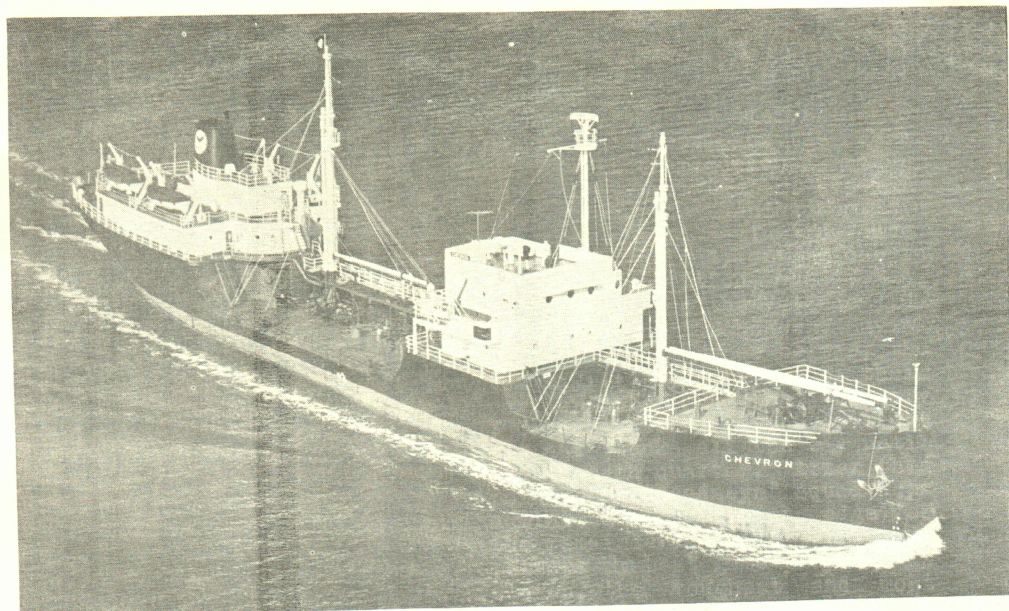
The next major stopover was California's Monterey Peninsula where he was raised. After a brief stay, Mr. Steinbeck assumed a southwesterly course and drove leisurely through Arizona, New Mexico, and Texas. It was in Texas that his wife joined him for the Thanksgiving holiday.

The final leg of his journey took him to New Orleans, where he witnessed the school segregation demonstrations. Much disheartened by what he saw, Mr. Steinbeck returned quickly to New York.

With his trip terminated, Mr. Steinbeck evaluated it to determine if he had accomplished his purpose. After spending more than three months on the road exploring America and talking to Americans, he felt that he had, indeed, accomplished his purpose.

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COURTESY, JACK'S PHOTO SERVICE, COOS BAY OREGON

This year, as in previous years, it is anticipated that a number of CMA July graduates will seek employment aboard tank vessels. Therefore, it is the purpose of this article to acquaint the graduate with the Tankers Officers Association, the union which represents the majority of West Coast tanker deck and engineering officers

The Tankers Officers Association, with its general offices in Richmond, California, is a collective bargaining organization affiliated with the National Marine Engineers Beneficial Association.

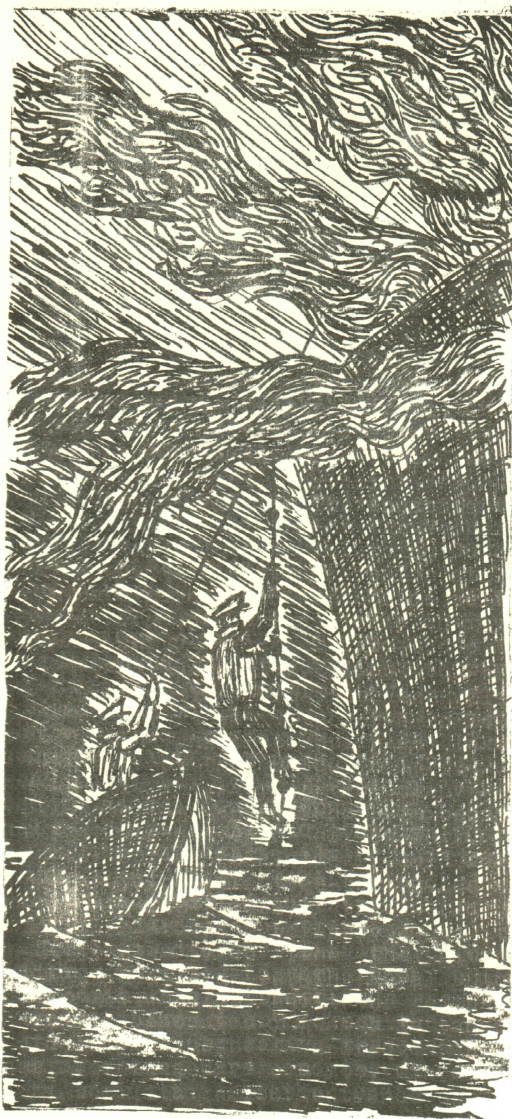
The TOA has bargaining agreements with three West Coast tanker companies: California Shipping Company (Standard Oil), Socony Mobil Oil Company, and Pacific Coast Transport Company. Within the Standard and Mobil fleets, the Association represents officers of both the deck

and engineering departments; however, it represents only the deck officers of the Pacific Coast Transport Fleet.

Association membership is not required for employment aboard one of the twenty-four ships bound by contract to the TOA agreements, but there are currently 235 Association members sailing on the West Coast. This figure represents more than ninety per-cent of the officers working under TOA agreements. Membership is limited with regard to the number of positions contracted and available. Although unemployed members are given job priority, it is highly encouraging to note that there are no members currently unemployed.

The Association was organized as an independent union in 1945, and in 1960, united with the MEBA, AFL-CIO. Under their terms of affiliation, the TOA retained the right to select officers and

Cont'd. on page 15



HOW LITTLE WE REALIZE

During World War II a number of CMA graduates lost their lives at sea while serving in the defense of their country. Little has been said of these men since the end of the war, at which time a plaque was erected in their honor at the entrance

to Mayo Hall. It is now almost beyond our conception that had it not been for their efforts as well as for those of the millions like them we would indeed be living in a much different world. They must not be forgotten. It is upon this note that the BINNACLE endeavors to correct the situation with a series of articles, of which this is the first, to honor these deceased eleven graduates, each in his own right. James A. Butts, B.S., CMA, Class of '38-E, was one of these men.

Serving as first assistant engineer aboard a Grace Lines ship that was torpedoed off of the African Atlantic coast, James Butts was safely aboard a lifeboat with the rest of the ship's complement when he learned that a fireman was missing from the muster. He clambered back aboard the ship and was searching below decks for the missing man when the ship sank. He was trapped and drowned in one of the compartments.

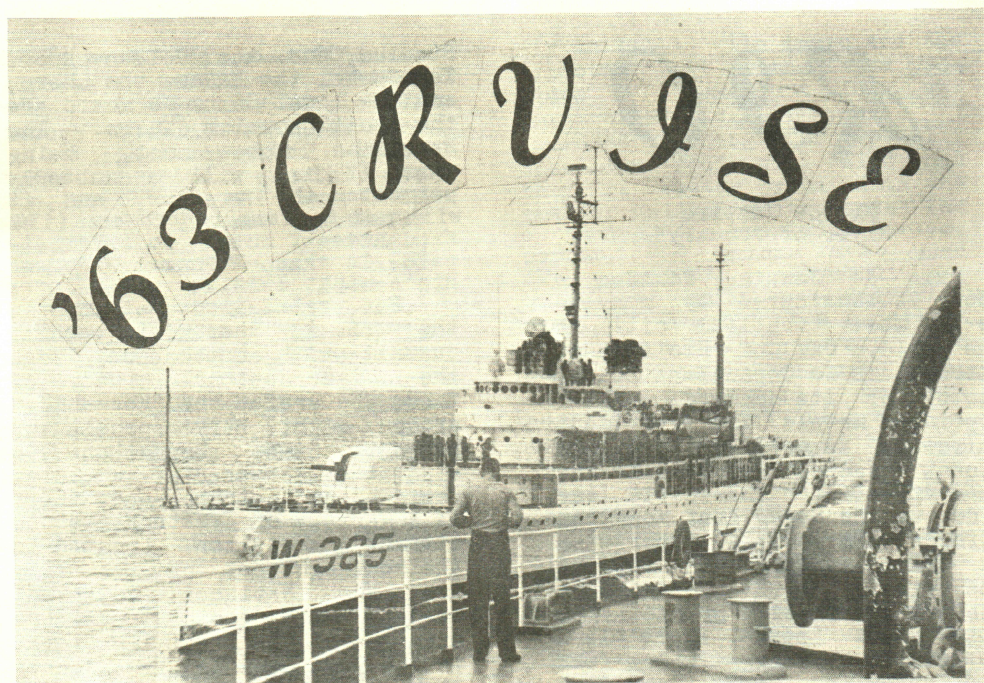
Such were the risks of the American merchant mariners who composed what is even today referred to as the Fourth Arm of National Defense. Yet no one turned in the street to admire their uniforms; they wore no uniforms. Nor did anyone step up to the bar to buy them a drink. Neither did the little old ladies turn toward them in the subway and with a trembling chin say, "God bless you." They just did their job, taking the sinkings, the long days in the lifeboats, and the deaths of their comrades in stride with the rest of their innumerable hardships. How do we thank over a million men? Or even eleven? Or James A. Butts?



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<u>PORT</u>	<u>ARRIVE</u>	<u>DEPART</u>
Vallejo		Sat., 5 January
Balboa	Thur., 1000, 17 Jan.	Sat., 19 Jan.
Port of Spain, Trinidad	Thur., 24 Jan.	Sat., 26 Jan.
Rio de Janeiro	Fri., 8 Feb.	Tue., 12 Feb.
Curacao, D.W.I.	Sun., 24 Feb.	Tue., 26 Feb.
Panama	Fri., 1 March	Fri., 1 March
Acapulco	Wed., 6 March	Sat., 9 March
San Diego	Thur., 14 March	Mon., 18 March
Long Beach	Mon., 18 March	Wed., 20 March
Vallejo	Fri., 0900, 22 March	

RIO

Rio de Janeiro
"River of January"

Rio de Janeiro, founded in 1566, is considered by many to be the most beautiful city in the world. One of Rio's many attractions is Copacabana Beach, known for its modern, well-appointed motels and apartment buildings as well as its magnificent beaches caressed by the warm Atlantic. The cable car ride up the Sugar Loaf Mountain affords a memorable experience in transportation and rewards the visitor with a panoramic view of the majesty of Rio. On Sugar Loaf peak there is a hospitable restaurant where food and drink are served and from the windows of which the entire city spreads out like an illustrated map. Dusk is the best time for the visitor to ascend Corcovado Hill, 2330 feet above sea level, where he can behold Rio's world famous view. Corcovado, the highest of the 365 peaks that dot Rio's harbor, is the sight of the huge statue of Christ the Redeemer, built by the people of Brazil with funds collected over a ten year period. The statue is one of the largest in the world and the only one with its arms extended. Standing 125 feet high and weighing 1145 tons, the masterpiece took five years to complete. The view of the city from Corcovado at night is one of the unforgettable memories of a visit to Rio.

The night life of Rio is as exciting as the view from Corcovado. The city has numerous night clubs, some of which are Fred's, Socha's, Night and Day, Plaza, the Beguin

Stadium, and the Golden Room. The Samba, the baião, the choro, and the local Samba do morro are the most popular dances. The Brazilian temperament, being what it is, will undoubtedly permeate the visitor, and it will not be long before one will find himself moved to participate in the lighter side of Rio's night life.

For relaxation bathing in the surf is the most popular pursuit with Copacabana Beach the international favorite. Those who prefer the tree shaded areas might try Ipanema or Leblon. Since Copacabana is also the center of a large residential neighborhood, there is a variety of restaurants to attract the visitor. Located in the southern part of the city are the National Botanical Gardens which contain numerous examples of the Brazilian flora. In the same area is the Jockey Club, the largest race track in Brazil, a country which appreciates fine horses and races. Tennis, golf, yachting, and fishing are other very popular sports.

The center of Rio contains fine examples of both classical architecture and ultra modern architecture. The National Library and the Ministry of Education and Culture are but two examples. A word on transportation in Rio is that numerous privately owned taxis are available throughout the city and are marked with red license plates. Bus stops are marked "Parada de Omibus." As in most Latin American countries, it is a wise policy to determine the fare before you hire a taxi. Buses and streetcars are normally quite crowded during the rush hours and should be avoided.

The visitor who likes to browse around in strange shops, looking for unusual articles for himself and gifts for family and

friends buy a shopper's goods although all but weights and measures are made of wings, I basketry are but a diligent

Brazil the "Cruzeiro" Cr\$1.00. rate has cruzeiros Brazil system of

One of most elaborate days in the Rio. First cease to spectacle diately Carnival

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Any person the visitor no except extremely where to go with people able place wanders and will not

The Republic very small miles long the narrow situated to the Capital (100,000) Republic lies the smaller and

Friends back home will find Rio a shopper's paradise. Leather goods and jewelry dominate, although the alternatives are all but inexhaustable. Paper weights of rose quartz and agate, necklaces and bracelets made of tropical butterfly wings, Indian wood carvings, basketry and hand-wrought silver are but a few of the items a diligent shopper will discover.

Brazil's unit of currency is the "Cruzeiro," which is written Cr\$1,00. The recent exchange rate has been about 450 cruzeiros per U.S. dollar. Brazil utilizes the metric system of weights and measures.

One of the gayest, zaniest, and most elaborate pre-Lenten holidays in the world is Carnival in Rio. First time attenders never cease to marvel at the colorful spectacle and are caught up immediately in the contagious Carnival spirit. Everywhere the

air is filled with music, and the hypnotic beat of the samba provides a background for all Carnival events.

Those looking for typically Brazilian food will find that they are better prepared in the smaller native restaurants (as opposed to the hotels). Garlic, pepper, and onions are used extensively in native dishes; beans and rice are universal staples. Brazil has excellent beer and wine. There are good non-alcoholic beverages as well, such as a drink made of gerarana berries or a sweet drink made of coconuts. In addition to imported whiskies, gins, and other spirits, Brazil has its own rum called cachaca.

Rio, Brazil's most cosmopolitan city, has sophistication, charm, breathtaking views, and the capability of turning a few days' visit into a most memorable and happy occasion.

CANAL ZONE

Any port is no better than the visitor makes it. Panama is no exception, in fact it is extremely so. To one who knows where to go and how to get along with people it is a very enjoyable place. Conversely, if one wanders aimlessly he probably will not find much of interest.

The Republic of Panama is a very small country---some 600 miles long and 50 miles wide at the narrowest point. Panama city, situated near the Pacific entrance to the Canal, is its largest city (100,000) and the capital of the Republic. At the Atlantic entrance lies the city of Colon which is smaller and of less interest and

importance.

The Panama Canal is the Republic's only claim to fame and its chief means of support. Surrounding the Canal is a strip of land five miles on each side known as the "Canal Zone." "The Zone" is inhabited chiefly by Americans and is run completely by the U.S. Government through a resident governor.

Probably docking at Rodman Naval Base. We will be directly across the channel from Balboa, the most important of the communities in the Canal Zone. The only point of interest to the average Middle in Balboa is the "Club-house" which has become a commun-

ity center for the area. If, however, there are no activities there, busses leave about every five minutes for Panama City. These busses (chivas) are in themselves an experience. They are very small in relation to those in the States and in order to qualify as a driver for one of them a man must be completely fearless, lead-footed, and quite crazy. Since they are not really too dangerous and are quite economical, one can ride all day for a dime. As an added note, in Panama and the Zone, American and Panamanian coins are used interchangeably and American paper money exclusively.

Once in Panama there are many places to go depending on one's financial status and interests.

For those of the more well-to-do set, the Hotel El Panama offers the best entertainment. There are numerous bands, dining and dancing areas, and gambling casinos located in the Hotel. Surrounding the Hotel are a few good night clubs--Maxim's, El Sombrero, and El Amigo. Farther down the road (Via Espana) are two other interesting spots--El Gruta Ayul (Blue Goose) and the Casino Villamor (House of Love).

As a word of caution, it is wise to at all times be aware that there is constantly a bit of friction between the people of Panama and the "rich gringo." It is recommended that midshipmen travel in small groups, from four to six per, for reasons of economy as well as safety.

TRINIDAD

From Panama we journey to the colorful, exotic West Indian isle of calypso and wild dance--Trinidad. Situated fifteen miles northeast of Venezuela, this British colony presents a mixture of races, nationalities, and creeds. West Indian natives of African descent, East Indians (214,000), several thousand Chinese, and a smaller number of European and American whites comprise the estimated 600,000 population. Anchoring at Port of Spain, the island's largest town (110,000) and capital, one will note a few facts. Being in a temperate climate, the town's average temperature is 77.6 F. Besides the delectable native cuisine, the alert tourist will find himself attracted to all types of money-saving buys with Stecher's a good place to shop at. Nearby, to the northeast of the city is the Maracas Falls.

Over a solid wall of rock, 312 feet high, thunders tons of rushing water. The island's natural resources are unlimited. On the southwest end of the island is the famous Asphalt Lake. Totaling 109 acres, the center of soft pitch boils and wells up masses of plastic asphalt. Like glaciers, it slowly oozes to the sea. It is a priceless source for the mining of asphalt. The island's oil reserves are the primary source of British oil supply. Formerly a tropical rainforest supported by rainfall varying from 50 inches in the west to 150 inches in the northeast, the verdant landscape has become tamed by plantations. Exporting cacao, sugar cane, grapefruit, distilled liquors, coconuts, and nutmeg to the United States, Great Britain, and Canada, Trinidad's beginnings date back to its discovery by Columbus in

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1498. Settled by Spain in 1532, it remained in Spanish hands until Britain captured the territory in 1797 and received possession. During World War II the German submarine blockade seriously endangered the island's exportation economy. But after

the United States' ninety-nine-year lease of Trinidad bases from Great Britain the economy became prosperous once more. With universal suffrage in 1946 to every person over twenty-one, Trinidad has become an example of modern progress.

CURACAO

Curacao is the center of importance of the Dutch islands in the Caribbean. It is part of the group including Saba, Aruba, Bonaire, and the joint French-Dutch St. Martin. The inhabitants are all citizens of the Netherlands and are under a Dutch appointed governor but still retain certain aspects of self-government. Curacao, only thirty-six miles long and from three to seven miles wide, lies thirty-eight miles off the Venezuelan coast. It was discovered in 1499 in the name of Spain and taken over by the Dutch in 1527. An early governor of the colony was Peter Stuyvesant, who later became a Dutch governor of New York.

Curacao's claims to world fame are for its free-port sales at bargain prices, the world's largest oil refinery, and its liqueur made from the bitter Curacao oranges. The Royal Dutch Shell Company built the refinery for Venezuela oil which is tanked in. Curacao is a frequent stop for pleasure cruises, since it has its harbor entrance up the channel in the main street of Willemstaad. A recently added attraction is the Curacao Intercontinental, built in the middle of an old water fort guarding the harbor entrance.

The houses in Curacao are painted pastel shades since a governor of some years ago was said to have been blinded by the white washed houses. The Dutch

built the Roosevelt House, a huge consulate for the United States, in thanks for protection of the Dutch Islands during the Second World War.

One should not be bored in Curacao, but, as in many free ports, he may come close to going broke on bargain items. Shopping seems to be the number one pastime in Curacao. Shops to visit should include the following: El Globo, on Heerenstraat, for German cameras and binoculars; Casa Amarilla, the Yellow House which sells French perfumes; Julius Pemba, alligator bags and dolls from all over the world; El Continental, also on Heerenstraat, for good Swedish and Belgian crystal and Danish silver; and the Oriental Art Palace. Other stops to visit might be the Golden Tankard, another fine shop on Heerenstraat, and the three shops of Spritzer and Fuhrmann. Many of the well-known free-port items that attract buyers are the Swiss watches, German and Japanese cameras, binoculars, toy novelties, oriental silks, Indian madras, and fine cashmeres. All these items are at bargain prices, because there is only a three per cent duty in Curacao.

Not to forget the stomach before one's pocket book is drained, Curacao's restaurants are famous for their fine Dutch, Oriental, and European cooking and general hospitality. Koreman's Old Dutch Tavern on Columbusstraat

Cont'd. on page 2

BASKETBALL

Even with a decisive lack of height and experience, the C.M.A. basketball team, coached by Dr. Ross and Mr. Lawler, has more than made its achievement in B-league play. Having defeated three teams and lost to one in league competition, the C.M.A. five have tied the Vallejo J.C. Lettermen for top honors. Having defeated them once before, the team will try a repeat of their earlier performance on January 3 or 4. Last time the game was nip and tuck all the way until the fourth quarter. After this point our "dead-eye" squad kept a minimum four point edge for the remainder. While this was perhaps the best game played this season, the toughest and most brutal contest to lose came on the evening of the Christmas dinner. Fortunately, this was not a league game. That evening a team, called The Mare Island Mariners, with a first string all over 6'1" as opposed to C.M.A.'s tallest man of 6', crushed the well-fed midshipmen quartet 92-54. However, there was one consolation, the Mariners were kept down to a maximum margin of thirty-eight points in the second half.

While maintaining an impressive league record, seasonally there were four wins and three losses. The only league loss occurred to Wilson and Wilson; non-league defeats were sustained at the hands of Western Baptist and Mare Island Mariners.

Outstanding in competition as high scorers and top offensive men were M/S Bigham 3/E, center, and M/S Anderson 3/D, guard. M/S Kennedy 2/E, guard, and M/S Mealiffe 2/D, forward, rated high in overall defense. However, the fact should still be obvious that the five men on the basketball court are a team and not



individuals. Along with the aforementioned names, M/S Bell, J.C. 3/E, M/S Bish 2/D, M/S Dewees 1/D, M/S Friedenbloom 3/D, M/S Geddes 2/E, M/S Lovett 3/E, M/S Spurgeon 2/E, and M/S Stiehl 3/E share laurels. The BINNACLE congratulates these men and their coaches for a well-played and successful season.



Don't forget the annual Ring Dance to be held this year in the fabulous Jack Tar Ballroom. Dance to the music of Walt Tolleson's Band on the first Saturday of May. See M/S Tarr, M/S Kennedy, or M/S McNulty for reservations.

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M.M.&P. FEE RAISE

In October of 1962, a ballot was sent to each member of the International Organization of Masters, Mates, and Pilots. This ballot carried, as its most important item, a measure designed to raise the organization's initiation fees, if ratified, this proposal will increase the fee to one thousand dollars for new members with licenses less than one year old and to two thousand dollars for those holding licenses over one year old.

If a potential member submits his application before his license is sixty days old, he will be allowed to make a down payment of two hundred and fifty dollars with the balance due within one hundred and eighty days. However, should he fail to meet this sixty day limit, the initiation fee must be paid in full at the time he is accepted into the organization.

The proposition will not increase the basic initiation fees of the inland locals. It will, however, call for a fee of five hundred dollars from new members with licenses over one year old. This is twice the normal fee. In either case, a down payment of twenty-five dollars will be allowed.

The M.M.&P. has found it necessary to propose these fee increases due to rising expenses are very interesting. First, the M.M.&P. has a recurring membership loss of ten per cent per year. Also, they attribute their expenses to the product of vested pensions, group shipping, and finally to the general decline of the American Merchant Marine.

If the proposition is passed, it will take effect on 1 January 1963.

MOVING VIOLATION cont'd.

ers simply disappeared, probably to forced labor camps. From that

HIGH LINE cont'd.

Polo Team boasts such stalwarts as "The Tahoe Tiger", "Bubbles", "Sting Ray Stege", and "Pubsie". The Pistol team has the "Trigger-fingered Four" who have a 270 average in recent matches, comprised of "Ram Rod" Rich Carter, "Target-Tearing" Tim Kirkby, "Rim Fire" Ron Stone, and W.T. "Wad-cutter" Ruff. We know that there will be more First Classmen in sports to follow this year, and wish them all a good last year in collegiate sports. If I have forgotten anyone, please forgive the oversight.....W.T.

T.O.A. cont'd.

conduct business as provided for in its own constitution; however, in all other respects, it became a subordinate of the MEBA. The union is unique in that it is the only AFL-CIO organization encompassing both the deck and engineering departments.

Upon applying for work through the union, a non-member is required to pay the \$25.00 initiation fee, and must agree to pay the \$5.00 monthly dues immediately upon shipping. In comparison to the membership fees of other maritime unions, this, also, is encouraging to the prospective merchant officer.

In addition to the many CMA graduates represented by the TOA there are several alumni holding key shoreside positions in the union. Among these are the Secretary-Treasurer, Mr. Chester C. Ferguson, and two members of the Executive Committee. It is apparent then, that maritime academy alumni, and CMA alumni in particular, have a certain influence in the Association's organizational structure.

experience on, I have considered receiving of a citation from our "friendly" highway patrol a very small thing indeed.



Superintendent

CAPTAIN HENRY E. RICHTER

Q - Why aren't languages taught here?

A - The basic reason for not teaching foreign (which is presumed to be intended as English is taught) languages or, more reasonably, a foreign language at the Academy is that there is insufficient time available in the presently crowded schedule to include such a course. There have been repeated lamentations expressed over the burden of studies now carried. In order to achieve its purpose, a foreign language course would require five hours of class per week in each of the six academic trimesters. Considering that

each classroom hour would require two hours of preparation, the added study burden would be grossly excessive.

Q - Will there be any major changes in our uniform?

A - No major changes in uniform are contemplated.

Q - What plans are there for improvements on the campus? (Buildings, etc.).

A - As to buildings, there are included in the State's Five Year Construction Plan the following items:

Corporation Yard
Auditorium
Planetarium
Seamanship Building

The funds for these facilities have not as yet been appropriated. As can readily be understood, the increase in population in California has increased the need for school (university, college, etc.) building. Several other items of work on the campus will be accomplished during the cruise. These are as follows:

Renew tennis court fence
Enclose passageway in Classroom Building

Funds have been requested in next year's budget for the following minor improvements:

Construct gate house
Repair and install gutters and curbs on certain roads



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Q: What
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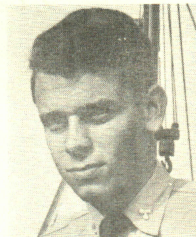
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IN THE LEE OF THE LONGBOAT

G.C. Hensley
Editor



Q: What is your impression of the midshipman officer rotation program?



M/S Ainsworth 3/E

The frequent change of division commanders every five weeks is a very good improvement over the previous all-year command. This new five week change is very beneficial to both the upper and lower classmen. To the lowerclassmen it gives a shift of leaders, while at the same time allows the upper classmen to experience more responsible leadership.

M/S Geddes, R. 2/E

I think the changing of division officers cheapens the position that is an honor to hold. Although this arrangement puts more men into a position of leadership, no definite overall policy is established, which is desired in a military type institution.



M/S Conrad, G. 2/E

The five week rotation program as it is employed at CMA is apparently taken for anything but serious on one hand, and is completely overdone on the other. Middies believe, and with some reason, that the final choice has been decided upon prior to the inauguration of the first period. This predominant attitude has deemed the effort a standing joke in it's final evaluation.

M/S Morley, H. 2/D

I believe that the present program of changing division officers every five weeks is a good idea for a larger, more military-minded academy. Few men are natural leaders: to place inferior leaders into a position of command to "learn while doing" is, I think, a poor idea.



M/S Gerstal, D. 1/D

Under the present leadership I am against it because it has failed to serve the ideals of rotation. But who can determine leadership in a system of elevated underclassmen?

When

Almighty Father, whose way is the sea and whose paths are in the great waters, whose command is over all and whose love never faileth: Let me be aware of Thy presence and obedient to Thy will. Keep me true to my best self, guarding me against dishonesty in purpose and in deed, and helping me so to live that I can stand unashamed and unafraid before my shipmates, my loved ones, and Thee. Protect those in whose love I live. Give me the will to do the work of a man and to accept my share of responsibilities with a strong heart and a cheerful mind. Make me considerate of those intrusted to my leadership and faithful to the duties my country has intrusted to me. Let my uniform remind me daily of the traditions of the service of which I am a part. If I am inclined to doubt, steady my faith; if I am tempted, make me strong to resist; if I should miss the mark, give me courage to try again. Guide me with the light of truth and keep before me the life of Him by whose example and help I trust to obtain the answer to my prayer, Jesus Christ our Lord. Amen.

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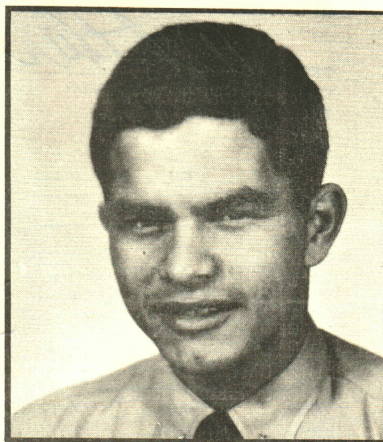
Curacao cont'd.

is the famed spot for Dutch cooking. The Chunking Chinese Restaurant, Far East Cafe, Lido, and Piscadera Beach Club are also open for refueling the hungry tourist. The Americano Hotel might make one feel at home in such an international setting, and its restaurant also has a good view of Curacao's famous swinging pontoon bridge.

SWAB CALL

Until a few months ago, the upperclassmen at the academy had the opinion that the Third Class had no intention of moving the great white anchor. However, their doubts were dispelled on Friday morning, November 19. At two o'clock in the morning members of the Third Class were silently roused by their fellow classmen to carry out the traditional task. Spars and line were secured to the anchor for ease in handling. After much effort it was finally lifted and carried one hundred yards to its new resting place, the middle of the academy drainage ditch. During the moving operation one spar was splintered and a few lines separated. The problem of returning to the residence hall without being discovered still remained. By three o'clock all were back in their racks and sound asleep. The task was carried out with utmost secrecy, no report sheets, and no casualties. It was a risky tradition to uphold, but the expressions on the Second Classmen's faces at eight o'clock muster were well worth it.

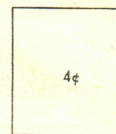
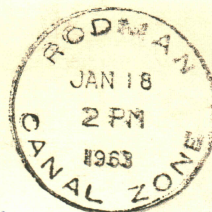
It seems, however, that the results the Class anticipated did not fully develop. Sure, they



IN MEMORIAM

expected some reprisals from the Second Class. They had dared the Third Class to move it and had fully laid out the "rules" that would govern their failure or success. The Third Class will remember the results of their success: first call to formation by Second Class, marching to classes, and the return of the anchor by no mechanical devices. All "rules" were violated, but there was no loud argument from the Third Class. They, however, did not appreciate the return of the anchor by use of a truck. Finally, when it became known that they also had to repaint the anchor, the entire idea of the escapade was lost. It now seemed that they had gained absolutely nothing. Throughout the week following the episode, Third Classmen worked on their own time, chipping and painting, to complete the anchor by that Friday. When it was over, they did not glory in their triumph. There was no sense of victory. Unless they are at least guaranteed certain "rules" will be followed, it will be a long time before that anchor is moved by any of the present Third Classmen.

FROM M/S *Whittier* '14
CALIFORNIA MARITIME ACADEMY
VALLEJO, CALIFORNIA



Mr & Mrs W. Whittier
3610 Buena Vista
San Diego 9, Calif.
U.S.A.

