



Final Limited Edition
Next Edition: 11 Sept 57

31 JULY 1957
CALIFORNIA MARITIME ACADEMY

FIRST CLASS POLICY ISSUED: DISCIPLINE EMPHASIZED

"FRIENDLY COOPERATION WITH SECOND CLASS . . ." STRESSED

CAPTAIN WINSTON J JONES (USNR) TO
SPEAK AT GRADUATION EXERCISES

The Speaker at the 1957 Graduation Exercises will be Captain Winston J Jones. He is a native of Seattle, Washington, and graduated from the University of Washington in the year 1926. He has spent considerable time at sea and been associated with steamship lines.

In 1935 he became General Manager of the Alaska Transportation Company, operating a fleet of ships between Puget Sound and Alaska. Called to active duty with the Navy in the fall of 1941, Captain Jones later became Operations Officer, Naval Transportation Services and the Assistant Port Director of the 13th Naval District. He was awarded the Legion of Merit for his wartime services.

In 1947 Captain Jones was released from active duty and became District Manager, States Steamship Company, Seattle. In 1951 he transferred to San Francisco as Vice President, the States Steamship Company in that area. In 1954 when States Steamship Company purchased Pacific Transport Lines, Inc., he transferred to Pacific Transport Lines as Vice President.

Captain Jones is past President of National Defense Transportation, Seattle, and also of the Propeller Club, Port of San Francisco.

(Editor's Note: Printed herewith is the 1st class Policy, as released to the Binnacle. Third Class should read its provisions carefully and realize that the new academic year will not be without important changes.)

THE POLICY OF THE CLASS OF 1958

We, the members of the class of 1958, do hereby set down our intentions, which are indicative of our awareness of the obligations and responsibilities of the First Class.

In our hands rests the power to mold the incoming class into a group that is capable of withstanding the rigors and tribulations encountered in the lives of those who follow the sea. We intend to achieve this by instilling a sense of rigid discipline into each member of the Corps. The authority which we shall utilize will be fair to all, yet firm. The concept of discipline is an important factor in the thoughts of a leader, and leadership is an important trait of a merchant marine officer. Therefore discipline shall be stressed.

In our hands, also, rests the opportunity to participate in the growth and advancement of the California Maritime Academy. It is our wish that in any way and all ways possible we may help in the task to set our school in the position of being the leader among the maritime academies of the nation.

(Continued: Page III)

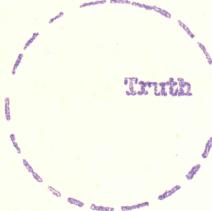


* * *

The Binnacle

31 July 1957

Editor	J T Ellis
Staff	Dave Lindquist John Wightman Graham Swarthout L. J. Nancy
Business Manager	Bill Wittman
Artist	Robert Tozier
Faculty Advisor	Lt Cmdr Martin



Truth Come Full Circle

An Editorial

The Binnacle has been severely criticized and as severely praised for its Page IX Editorial, dated last Wednesday. The criticism has come from many 2d Classmen; the praise has come from the Thirds.

It has been stated by angry individuals that the Binnacle is a Third Class organ, an instrument of its Third Class Editor & Staff. Individuals who, two weeks ago, insisted that the Binnacle had at last been resurrected from a dull and thoughtless past now, in their anger, forgot their own words, their love of freedom of opinion, and undoubtedly would not have objected to a "black top burning" of said Binnacle & Staff.

It is unfortunate that this has happened. At the time of last week's editorial it was not known what act, what provocation, set off the 2d Class reaction. Now that it is clearly known that the source, the cause, was the ill-advised act of a small faction of the Third Class, it is our duty to print this truth -- to come full circle and acknowledge the fact.

The Binnacle cannot support or praise or approve of those Third Classmen who handled a

difficult situation in a cowardly way. The situation should not have existed in the first place. Those few 3d Classmen who used this incident as they did have shown an irresponsibility that cannot be condoned.

In this situation both classes took action that was unfortunate and should have been avoided. Two wrongs do not make a right. Retaliation, whether it be by a few third classmen, or by an entire class, is never civilized, manly, or effective. Little is achieved.

The calm and polite handling of the results of last week's occurrence by M/S McLaughlin is to be commended. It is hoped that both classes will emerge from this circumstance for the better.

This editorial should effectively answer those Binnacle critics who insist that because the Thirds organized the new paper that it could never objectively view Corps activities. The Binnacle is a Third Class activity only inasmuch as the total work load is accomplished by members of that class. It should be remembered that Lt Cmdr Martin's announcement last April for Binnacle support was addressed to the entire Corps, and that only two Third Classmen originally responded to this announcement. Others associated with the earlier Binnacle were discouraged and disheartened with their task, as well they might be, and did not wish to re-assume a position that constantly places one in a cross-fire situation, it being impossible to please everyone at every moment . . .

As to last week's Editorial, it would have included the above remarks about the Third Class were they known at the moment of writing. We must also confess that perhaps our remark "we have given every indication that we will cooperate with the new First Class" (spoken of the present Third Class) was more of an ideal than a reality. Events of the past weekend indicate that the Third Class, too, has its share of "difficult" individuals who are not making a very sincere effort at cooperation and good will.

It is hoped that the Binnacle will be regarded as a student newspaper, open to the views of all, and not as a 1st, 2d or 3d Class weapon. With these final remarks, we of the Binnacle wish you a good week of Finals and a Bon Voyage!



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Page III

FIRST CLASS POLICY RELEASED . . .

(Continued from Page I)

We desire to develop a deep-rooted pride in our school, and intend to foster this pride by efforts to improve the appearance of the Corps with respect to neatness of dress and alertness of attitude.

Above all, we must maintain a high standard of dress and conduct ourselves accordingly, as any group tends to reflect the attitude and habits of its leaders. It is imperative that each member of our class adopt a positive attitude toward his school, for others can follow only as we lead.

As we contemplate these intentions, we realize the amount of foresight and effort which will be required to transform these thoughts into reality. Pursuant to the realization of these intentions, we have formulated this Policy, to which each individual of our Class has pledged his adherence.

We of the First Class declare ~~our~~ duties to be:

1. To maintain a high standard of appearance and dress within the Corps.
2. To maintain a high standard of discipline and conduct within the Corps.
3. To treat all second and third classmen on an unbiased basis.
4. To accept responsibility for the actions of ourselves and the second and third classes.
5. To support wholeheartedly all actions of the Administration and Midshipmen Officers.
6. To govern our thoughts and actions with the advancement of the California Maritime Academy in mind.
7. To set up a Committee which will meet monthly to discuss the effects of this policy and to make any alterations, additions, or deletions necessary for its enforcement and preservation.

We recognize the primary duty of the Second

Class to be the supervision and regulation of the Third Class. The Second Class is deemed directly responsible to the First Class for the actions and conduct of the Third Class in all activities of the Corps. Neglect of this duty by any Second Classmen will result in disciplinary action.

As upperclassmen, it will be the duty and responsibility of the Second Class to maintain a high standard of neatness and conduct in order that these attitudes may be reflected in the Third Class.

Second Classmen are to be advised against seeking personal relations with individuals of the Third Class other than those relations required in the performance of duty. Failure to comply with this policy will result in reduction of the Second Class privileges of the individual concerned.

Second Classmen performing the duties of company Master-at-Arms shall act as an intermediary between the company Third Classmen and his Company Commander. He shall carry out all standing orders and special orders concerning his duties.

The First Class desires to maintain an attitude of friendly cooperation with the Second Class, as their complete support is required for the achievement of our aforementioned purposes.

It is desirable, for reasons of discipline, that little personal contact should be allowed between members of the First and Third Classes. Therefore all regulation and communication will be performed through the medium of the Second Class, with the exception of certain instructional duties of the First Class during the practical instruction and Sea Training Period.

We of the First Class are of the firm opinion that strict adherence to this policy by all concerned will result in higher morale within the Corps and a deeper feeling of pride in the California Maritime Academy. We sign this in affirmation of our intent to make this Policy an effective instrument for the betterment of the Corps of Midshipmen.

Signed By All Members of the
Class of 1958.





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Page IV

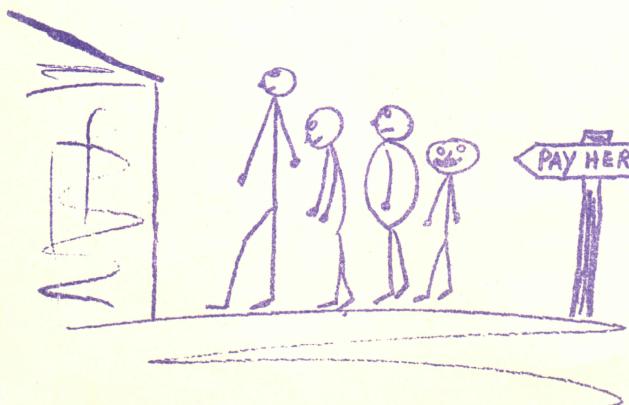
INDOCTRINATION WEEK ACTIVITIES

ANNOUNCED

From August 26th to 3 September, the following Midshipmen will return to CMA to help indoctrinate the Class of 1960: McMillin, Brownson, Fleming, Lindquist, Fuller, Riddle, Holliman, Munoy, Wightman, Swarthout, Van Vlack, Minney, and Ellis.

The Midshipman assistants will return to the Base by 0800, 26 August. The new Third Class enrolls at 0900. At this time berthing areas will be assigned, clothes, books, etc., will be issued, and companies will be made up. The new class will be introduced to the rules and regulations of the Academy, and certain procedures to be followed.

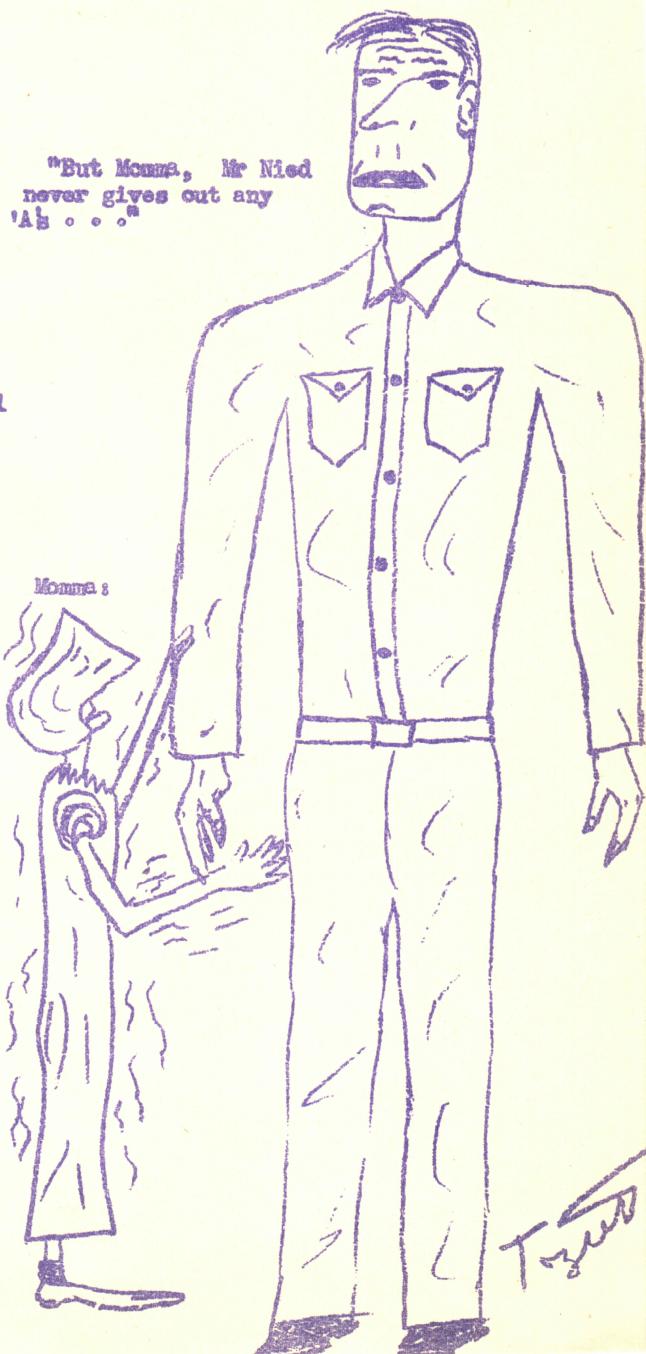
Also, during the week the new Thirds will have swimming, recreation, movies, infantry drills, and other pertinent experiences. The class will be given Placement Tests during the course of their week. One other feature added to this year's Orientation Program will be a bus tour to the San Francisco waterfront and the Maritime Museum.

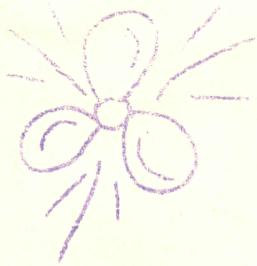


THE RETURN OF THE NATIVE

TIME: 10 AUGUST 57

"But Momma, Mr Nied
never gives out any
'A's . . ."





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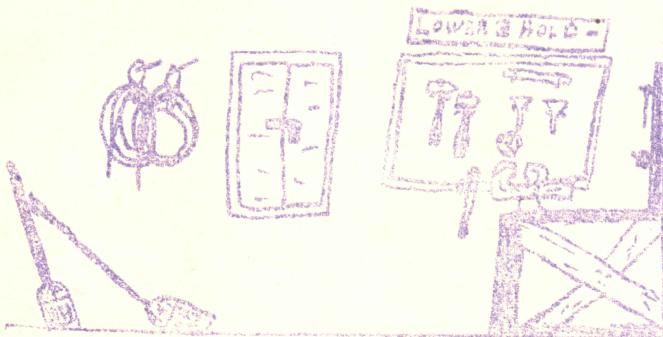
Page V



SCOOPS . . .

The Superintendent is attending a Symposium on Nuclear Power Propulsion, being held by the Maritime Administration in Washington, D. C., from Saturday, July 27, through today. The information gathered at this meeting will be revealed to the Corps at a later date.

* * *



INTERVIEW OF THE WEEK:

THE MAN FROM MISSISSIPPI . . .

By M/S Wightman

TIME: 1310

PLACE: lower three

SUBJECT: James
Griffin
Thomas

It was 1309 and the soft spoken man from Mississippi waited patiently for the daily avalanche of M/S who were about to descend upon him. The hold was ship-shape, everything was hanging in its proper place. The chisels were all sharpened and the air hoses were laid out in neat coils.

Thomas Griffin James (alias "Tommy") waited with the expectation of a dam about to burst. This condition of neatness, which we take as a matter of fact, was not achieved, however, over a period of a few days. If you will notice, Tommy is always putting around, like a man in his favorite workshop, fixing and improving with only one goal in mind: that the M/S may have a better and more efficient storeroom.

Continued on Page VII

The following is a list of some of the awards to be donated at Graduation: three pairs of binoculars, awarded to the three top deck midshipmen, donated by Columbian Rope Co., Hancock Oil Co., and Weyerhaeuser Steamship Co.; one set of micrometer calipers awarded to the top engineering midshipman, donated by the Hancock Oil Co.; two gold wristwatches, awarded to the deck and engineering midshipman showing the greatest improvement during their course at the Academy, donated by the Standard Oil Co..

* * *

Plans have already been made for M/S to man the Academy Booth at the State Fair in Sacramento, from August 26, to September 8. Midshipmen Killough and Brown will man the booth from August 26, to September 1; relieving them will be Midshipmen Botkins and Dafoc, from September 2 through September 8. There is a possibility that CMA will have a booth at the Napa fair from August 8-11.

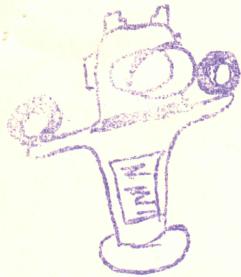
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QUOTE OF THE WEEK . . .

Mr Pederson, lecturing on Rules of the Road, was heard to remark to an Adler bewildered by the burdens of the privileged vessel:

"You have the right of way up to, but not through the other vessel!"

Well Spoken!



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SUMMER AT
SEA FOR
TWO MEN
FROM
CMA

In May of this year the fertile brain of M/S Kemmerer (he reads books you know) gave birth to a brilliant idea. Taking M/S Kring into his confidence, the two began the seemingly hopeless task of obtaining employment with a shipping company during the coming leave period.

Seemingly hopeless, that is, because neither had merchant marine documents with the proper endorsement and they had only 25 days in which to work.

The campaign was begun and the California Shipping Company was taken for the first target. They sent a letter to Mr. Edwards in the Marine Employment Department and followed it up with an interview with the gentleman a week later.

Using Wednesday afternoons, they rushed about with purpose and determination boiling out from every pore. It was discovered that Cal. Ship. Co., was very anxious to employ as many CMA grads as possible.

Kemmerer and Kring succeeded in selling themselves to the Company and went into the second phase of their operation. In order to ship they must have the proper documents and the Coast Guard can be very stubborn.

The following Wednesday afternoon they invaded 630 Sansome Street. And the following Wednesday and the next and the next. Finally, after 6 weeks

and as many specials, documents were obtained. The Coast Guard is happy to be rid of the pair. Mr. Edwards is pleased at having CMA people on the pay roll, even if only for a limited period and the two cadets are overjoyed at the thought of earning MONEY!

There is a two-fold purpose behind all this.

It has been mentioned that California Shipping Company is interested in employing CMA grads. By working this period the pair intend to see at first hand the policies and benefits offered by the Company. This information may be used by any interested Midshipman. The second purpose? MONEY! What else?!

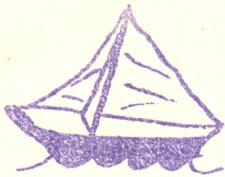
MERCHANT MARINE ENROLLMENT AND CAREER GUIDE RECEIVED BY BINNACLE

The Binnacle has received a copy of a 64 page pamphlet issued by Davenport Seamen's Service, 1170 Broadway, NYC, New York (\$2.00). This booklet is entitled "A Guide To Aid Those Interested in Applying For Employment On Various Small Vessels, and on Steamships."

This booklet may prove interesting to many Midshipmen at the Academy. You may receive a copy by writing to the above named company and enclosing a Money Order for \$2.00.

The text includes chapters on Procedure for Acquiring Merchant Seaman's Documents, Qualifications for Various Ratings, Military Sea Transportation Service, Opportunities for Acquiring Shipboard Employment, Maritime Unions, General Duties of Unlicensed Personnel, Types of American Steamships, and Work-A-Way Passage. If you would like to skim the booklet before ordering yours, see the Editor.





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ENGINEERS VISIT WESTINGHOUSE
AT SUNNYVALE

The First Class Engineers rose early at 0600, 26 June, ate breakfast at 0630 and then embarked on their trip to the Westinghouse plant at Sunnyvale.

The group finally assembled at the Main Gate about 0930. They signed in on a Visitor Log and were then led to the Conference Room, where they were welcomed by Mr. Ewing, section Manager of the Turbine Department. The Midshipmen were introduced to the three graduates of the Academy now working in Turbine Design, and a graduate of the New York State Maritime Academy. The Midshipmen had a brief discussion on the power plant for the new atomic submarines and the atomic aircraft carrier. Then they split into groups of five and were escorted through the plant.

The tour lead through the blade cutting and shaping shop. Here the Midshipmen saw how the turbine blades were machined. The groups saw the turbine blades and the reduction gears for the atomic submarine. The blading shop also showed the men how the blades were assembled on a rotor wheel. The hobbing shop was busy on a large gear. The group was allowed into the special pressurized room where there was an atomic plant heat exchanger. This room was only for the atomic heat exchanger assembly. The Midshipmen were able to see and ask questions on all sizes and phases of turbine construction. The tour ended at 1400 and all Midshipmen headed home for CMA.

This visit was especially interesting because of the opportunity of seeing the latest nuclear power plants now being built for the U. S. Navy submarine and aircraft carriers.

It was gratifying to learn that the California Maritime Academy graduates are in very responsible positions in the turbine design department. Mr. William Shaw (CMA '42) is Assistant Manager Turbine Section, Mr. Don Peterson (CMA '42) is a design engineer, and Mr. Russell Marquard (CMA '52) is working in industrial turbine applications. Mr. Shaw was on vacation at the time of visit.

INTERVIEW IN LOWER THREE

Continued from Page V

When Mr. Thomas was interviewed the reporter found out that he was born and raised in Charleston, Mississippi, where he spent 17 summers before he enlisted in the Navy, in 1922. Mr. Thomas served on mighty battleships and right on down to the (lowly) Admiral's yacht. His most interesting home port was Shanghai, China, where the money exchange was 5 to 1, and this was during the Depression. Mr. Thomas retired from the Navy as Chief Warrant Officer in 1945.

As a parting word, Tommy said that he enjoyed working around the M/S, and since he has been associated with ships all his life he feels right at home on our beloved BEAR.

LETTER TO THE EDITOR



In regards to your answer to my note printed in the 22 July Binnacle, I am sorry, I didn't realize when I made those pointed statements (regarding the fishermen) directed at those "beings from the outside world that we rather enjoy, who are interesting to talk to, enjoyable to observe," bring liquor on the base, fail to observe the base speed limits, fail to check in or out, litter our shores with all sorts of trash (beer cans included) that I would be subject of the editors (we?) unbiased wrath.

Respectfully,
J. M. Davis

Editor's Note: Our "unbiased wrath" must mean our regretted inability to agree with M/S Davis' contention that no fisherman should enter CMA. He maintains it is a majority opinion. If so, perhaps the matter should be submitted to the Student Council & the Superintendent. The Editor, however, still may and does think that fisherman, perhaps "controlled" fisherman, should not be denied admission to our areas. We grant it may be an unpopular and minority opinion, but unanimity is not mandatory.



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Page VIII

"EUREKA! I HAVE FOUND IT!"

By M/S Swarthout



REQUEST . . . Would the person knowing the whereabouts of Ex-Midshipman Atkins Naval Science book return same to the Naval Science Office?

FOR SALE . . . 1 set of bamboo blinds and drapes to beautify your room and keep the temperature down. They will give your room that home feeling that is needed so much around here. See M/S Burton on the Ship.

FOR SALE . . . The latest in up-to-date style. Grey Sport Jacket, almost new. Can't afford to miss this deal. Size 38. See M/S Hernandez.

FOR SALE . . . Just what all M/S need to impress the women & have a ball on the weekend's & vacations. 14 ft run about & trailer. Bottom just newly fiber-glassed & has U.S.C.G. approved running lights. \$285.00. See Doug Kopp.

FOR SALE . . . Dungaree Pants. All types of good turn-to jobs. Great saving and tremendous value. Many other goofies. See Tofflemier.

REQUEST . . . Anyone knowing the whereabouts of N A M No. 35 and Dutton No. 29 return same to M/S R. Meleski.

WANTED . . . M/S Duncan having great things upon his mind has forgotten who he loaned his C R C Logs to. He would appreciate their early return to him.

WANTED . . . 1939 Chevy Front End. Must be in cherry shape. V8-60 Ford Engine. See Bryan & Peterson.

WANTED . . . 3 pot Ford or Merc manifold 1946-49. Have carb's & linkage. See M/S Botkins.

WANTED . . . Fine upstanding Midshipman for responsible position in Engineering Department. Must be able to fill slot recently occupied by M/S Baxter. Good and rewarding position. Associations with leading members of the department offered. Advancement probable but not possible. Have thought of possibilities but interview necessary to clinch case. Must know tools & locks and be indispensable. Personal interview required. Confidential. See me soon. Cmdr Flanne: Chief Engineer.

WANTED . . . One Indian Reservation for a misplaced Injun. Contact D Company.

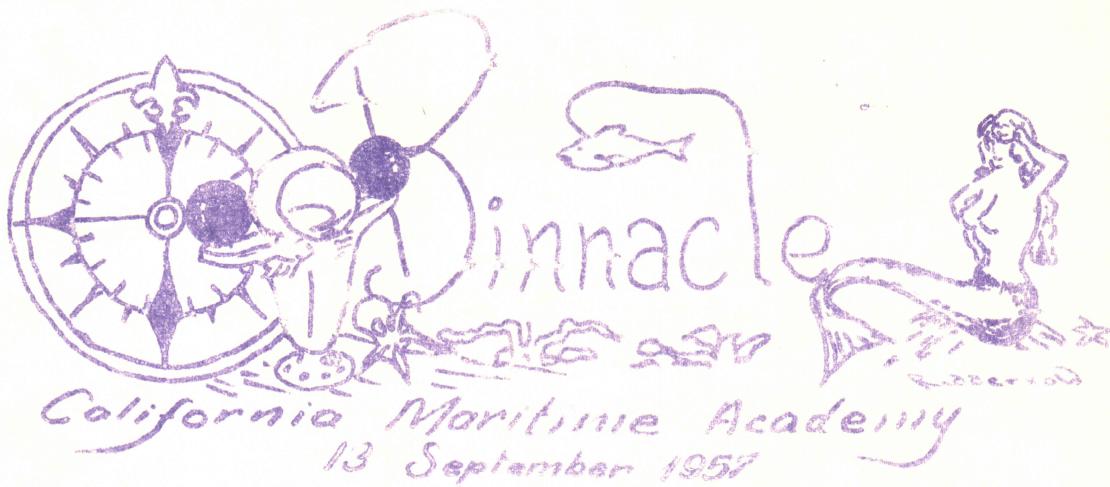
Lost . . . Parker 51 Pen in excellent condition. Reward. J. T. Ellis.

RECEIVED - - - GOOD READING MATERIAL. The Library has received a volume entitled "Encyclopedia of Knots and Fancy Röpe Work," donated by Mrs. Edwin Greble of Gridley, California.

NOTE OF THANKS - - To M/S Sall who came to the rescue of the Binnacle at 0200 when most others had abandoned ship fearing finals more, loving journalism less! Thank you, Sall!

SEE YOU NEXT YEAR!

1957



C. M. A. VISITED BY MR. WALTER JOSEPH PETERSON, NOTED FIGURE IN HISTORY OF THE ACADEMY. RECALLS FOUNDING OF THE ACADEMY AND EARLY DAYS OF THE SCHOOLSHIP

FIRST, SECOND CLASS ELECTION RESULTS

By M/S Nancy

The Midshipmen have elected their class officers for the coming school year ('57-'58). R. D.

Steve Cook won as President of the First Class while C. S. Artzdale and Rockett assumed the duties of Vice-President and Secretary-Treasury respectively.

The Second Class should do very well under the strong leadership of M. R. Hegeman, President and Jim Kring (former Secretary-Treasurer) as Vice-President. Dave Lindquist won the Sec-Tres position by a landslide; he states that many "stupendous functions" are being planned for the coming year.

The Third Class Elections are covered in this week's RINNACLE in an article by M/S Berdorf on a later page.



He approached the gangway cautiously, his 88 years in marked contrast to the youthful agility of the small groups of Third Classmen marching about the dock, bravely enduring their Orientation Week. I quickly met him at the dock and asked "Do you wish to come aboard, Sir?" The sun glared into his tired eyes but he looked up and I said again "Do you wish to see someone sir?" He did not quite understand, and half suspected he would be turned away from the Golden Bear. He said no, and I handed him a photo card and I well heard his question "What is this?" and "Why I almost founded the place!" I escorted him aboard the Golden Bear.

His name? Mr. Walter Joseph Peterson-- a name you will not find in any official CMA directory. In August 1954, for example, Commodore Thrig, then Superintendent of the Academy, wrote an abstract published by the California State Department of Education. In it one reads that a bill was passed by the Legislature in 1929 authorizing the California State Nautical School and that the Navy lent a sailing station at Tiburon, in Marin County, as a site for the school, and a Great Lakes freighter, the S S HENRY COUNTY, for a schoolship (low-powered, single screw). There is no mention of the individuals who worked and treasured and fought for the establishment of our Academy, the only one of its kind in the entire West.

Mr. Peterson was seated in the Recreation Room, refreshed by a cold drink faithfully transported from the canteen by dependable Third Classmen. He began to reminisce about his young days and he knows that Mr. Peterson was employed by the Navy in 1917. (See page 6.)

THE BINNACLE
13 SEPTEMBER 1957

Editor	J T Ellis
Reporter at Large	J C Lucas
Staff	L J Muney Ed Allgaier George Boulter H E Castela H/S Estes John Herrin Jere' Lindrelet J I Hoyne E J Laudenslager E L Namath J M Oberdorf Robert Ridderrold G N Russell A G Setterla Seaman C R Strickland R C Young
Business Manager	Bill Wittman
Artists	Robert Tozier Henri Castela
Faculty Advisor	Lt Cmdr Martin

Editorial

WAS DAVIS RIGHT?

During the last trimester the problem of the fisherman was roundly debated in the columns of the BINNACLE. At that time M/S Davis insisted that their presence here was not desired because they failed to observe Base Traffic Regulations and tended to litter our shores and greens with objectionable objects, ranging from brown bottles to punctured cans. The BINNACLE disagreed

with M/S Davis: we held our fishermen to be public relation agents for CMA: they came, they saw, they left and spread the gospel of our nautical colony throughout the golden state.

During Orientation week, however, the editor had a good opportunity to reconsider his position and watch these unsegregated-seekers-after-base perform their angling tasks. He must confess that most who come here come only secondarily to fish: they are not those silent brooding men who come alone (leaving wives and children, taxes and the complicated world) to sit and do battle with the clever fish. They come, rather, in great droves, converting our peaceful landscape into a festive fishing park, and with them come children, dogs, relatives and friends who all but snuff out our peace, whose population swells our shore and make it a Second Dunkirk. Nor do they come with but their poles and packed sardines: they bring beach chairs, and yearn for swimming pools; they catch fish and yearn to fry them. One marching column passed under the cotton woods and found its guide passing through a local picnic group whose portable barbecue provided a neat obstruction to military grace and form.

Perhaps Mr Davis was correct. The problem is: is it possible to have a "reformed and reconditioned" fisherman? Can we eliminate the fisherman's tribal family and keep the fish from outside the Gates? Cannot some pass system be devised that will enable the Academy to have some control over those who repeatedly violate the grounds, the spirit of our place? We say again: was Davis right?





THE BINNACLE

13 SEPTEMBER 1957

$$\left[x^2 + \left(\frac{1 + 2y}{x^2 + 2y} \right) - (xy^2 \cdot x^2) \right]^{\frac{1}{2}} = ?$$

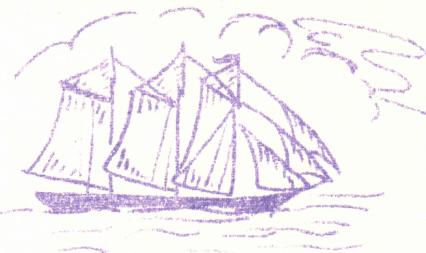
$$\left[2^2 + \sqrt{2} + (xy^2)^2 \right] \left[x^2 (x + y)^2 \right]^{\frac{1}{2}} = ?$$

Since the beginning of the first semester many midshipmen have been asking questions about the new math teacher, Mr. Beland. Where is he from, has he ever taught before, what experience has he had, how did he get the job, etc.

Mr. Beland is a graduate of the University of California and has had seven years sea duty. He has taken two courses at the United States Merchant Seamen's Training School in electrical engineering and machine shop. However, he has had no experience at teaching.

In 1941 Mr. Beland went back to the University of California and took a course in zoology. From 1941 through 1953 Mr. Beland did research work for the State Department of Fish and Game. From 1953 to 1956 he worked for Waller and Pratt of the City of Vallejo and from 1956 until the present time he worked at Earl Wright Consulting Engineers of San Francisco.

Though born in Panama, Mr. Beland spent most of his life in Vallejo. He graduated from Vallejo High School in 1933, along with Mr. Dunham. In 1956 Mr. Beland was in a car pool along with Mr. Averill, who was at that time an engineer on the Golden Bear, when he heard of an opening a CPO. Mr. Averill retired and Mr. Dunham moved up to First Asst. Engineer leaving a position open which Mr. Beland filled. He is now living with his wife Martha, and his two children, Marilyn and Tommy, at 3511 Navalwood Street, in Vallejo.



THE SAILING CLUB

By M/S Russell

The actual members of the Sailing Club have been working on their boats every minute of their free time through the week.

At present there are only ten members who have been working on this project.

The "Star" looks better now than it has in three or four years.

The Club members have given the "Ursa" a complete face lifting job.

According to M/S Minney they expect to have the whole fleet, consisting of "two or three whale boats with masts stuck in them" (to quote an orientation lecture by M/S Ellis) in the water within two weeks.

Only midshipmen that have worked five honest hours on the boats will be allowed to become members of the Sailing Club.

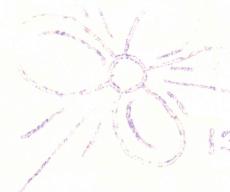
Any Midshipmen interested in joining the Sailing Club will contact M/S McCloud or M/S Minney, Commodore and Vice Commodore respectively.

YOUR SHIP:

DO YOU KNOW IT?

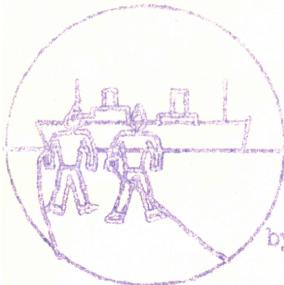


SEE PAGE



The Brinnacle

13 September 1957



McDuff and I

by E.J.L in collaboration
with McDuff

Last week McDuff and I attempted to question some of the lower classmen on their likes and dislikes here at the academy. No luck. Everyone we tried to stop just brushed past us mumbling something about being late to formation. This seems to indicate the possibility that the third class is kept busy. Any truth in this rumor?

While I'm on the subject of the third class, McDuff tells me that during orientation week the limping squad was getting to be larger than the marching squad. Fore feet, uncomfortable shoes, or a dislike of marching?

(The typing error in the above paragraph is my fault. McDuff has been (helping) me. Some day I am going to teach him to type.

McDuff tells me that there is a rumor going around to the effect that we are going on another goodwill cruise this winter. Seems that we are going to go down to Acapulco with a load of Cadillacs for the Cadillac Club.

McDuff says that it was not fire-breathing dragons you saw Wednesday night; it was only M/S Drusoe and M/S Gauthier after their contest. This contest consisted of seeing who could drink the hottest beverage. They mixed together coffee, cayenne pepper, soy sauce, salt, black pepper, sugar, and hot pepper juice.

They each downed a half cup and the contest ended as a draw. Now...

Today is Friday the 13th so McDuff is not with us. He has a special and is in Vallejo with some of the neighborhood ghosts getting up a few thrills.

McDuff confided to me yesterday that he is in debt to the class of '59. If it hadn't been for them he never would have been enrolled in the California Maritime Academy.

SCOO95
SCOO87

Recently leaving the Base under the able assistance of M/S Thus was a Black and Blue Bamb, from Munster. It is really surprising it made the trip into Vallejo. Even a '36 Olds could do better than that, C.L.H.

Due to the request of the Student Court, there will be a few extra Middies occupying the Mess Deck this week end. The first session seemed to be a big success.

Walking through the Berth Decks at night seems to be quite an amusement. Third Classmen have been wound around their tricing chains, men have been talking in their sleep, and other interesting things have been happening. O.P. and L.K. have been conversing after 2200. Things may be popping recently.

There have been a few more palms (I mean some palms) being carried around here by 2nd Class Engineers. Kovas has "thrown a rod."

QUOTATION OF THE WEEK

The flying rumors gathered as they rolled,
And all who told it added something new,
And all who heard it made enlargement too;
In every ear it speared, on every tongue it grew.
---- Popa.



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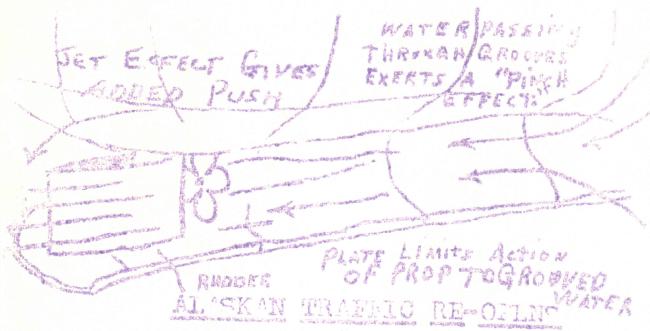
By L/C Setterla

Finch And Jet Ship

John H. MacMillan Jr., President of Cargill Inc., has designed and tested a new method of propulsion.

The key to the system is two deep grooves built into the hull near the stern. They converge toward the propeller. The propeller draws streams of water along both grooves which exert a pressure on the wedge-shaped section.

This new system has been tested on two new Cargill towboats. Careful comparison has shown it to be 20% more efficient.

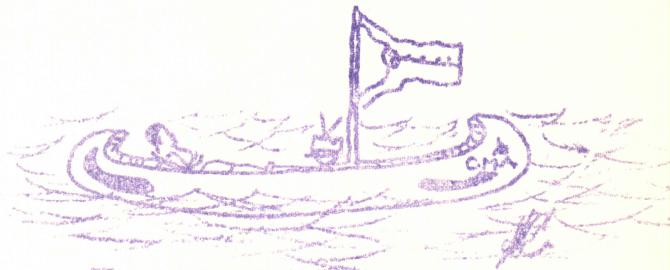


For the first time in twenty-five years California, Oregon, Washington, and Alaska will be linked by passenger ships.

The Coastwise Line will be the only Company to operate passenger service between the United States and Alaska.

The two ships of the line are the Philippine Bear and the Pacific Bear. Both ships make 15½ knots.

It is anticipated that the new service will increase trade flow from the coastal states to Alaska.



"I WENT TO SEA . . ."

(Thanks to Mr O'Hara & Edwards . . .)

(Editor's Note: The following article was submitted by M/S Leung. Extensive revision was necessary. Perhaps it will not be unrecognizable to its author. The Binnacle regrets this. Future articles on MEN WHO WENT TO SEA last summer will be published in future (?) editions.)

On the 15th of August, I went to the Marine Department of the California Shipping Co., and talked with Mr. O'Hara about shipping with their company during summer leave. Luck was with me for the F.S. Bryant was due in on the 17th with an opening aboard for a wiper. She was heading for Dutch Harbor, Alaska.

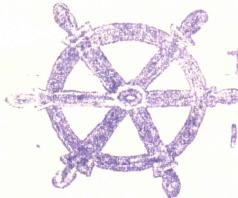
So on the 18th I reported to the Long Wharf at Richmond after filling out the necessary papers, and was signed aboard. The Chief and The First Asst. were ashore, so I went below to my cabin. There I met Pete, the Bull wiper, who briefed me on the scoops for the voyage.

Later the same day I was introduced to Mr Smith, the First Asst., he was a young man of about 35, and had started with California Shipping Company 10 years ago as a fireman and becoming first about 4 years ago.

As wipers we were roused out at 7:15 and after chow at 8:00 we reported to the First in the cabin shop for instructions. Usually we went to our assigned cleaning areas, or painted and etc. On different occasions we would help the machinist or the first on the equipment.

Chow was very good during the complete trip. We had coffee breaks at 10:00 to 10:20 and 15:00 to 15:20. Noon meal was from 11:50 to 13:00, and we knocked off at 16:30 for supper.

I was informed that all C.M.A. graduates left a good name with the Bryant's crew. Men like "Wild Bull Emery", "Pappy Duret" and Bill Behart who was sailing aboard as 3rd mate.



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Our first out of state midshipman is James Richard Loitz. Jim, a deck student, was born in 1939 at Mayahoga Falls, Ohio, where he attended and graduated from high school. C.M.A.'s attractive brochures were responsible for Jim's first hearing about The Academy; after investigating the school, Jim decided to come west. Asked about how he liked California Jim complained about a lack in girls, sunshine, and orange trees. Another thing that is bothering Jim is the bell system in the barracks. Playing "Dixie" on his trumpet, swimming, boat building, and listening to "Personal Possession" are among his favorite pastimes.

Donald Fredrick Neely is our next to third class, out of state, midshipman. Don, a deck student, was born in 1939; he is from Marshfield, Oregon and graduated from North Bend High School. Don heard about the school while shipped out on a steam schooner in coastal waters off Oregon. Don's pet peeve is people who play radios and phonographs at a loud volume during week-night study periods. As Don also is a very fine trumpeter, he and Jim Loitz form quite a gruesome two-some. Don enjoys playing

(continued next column)

basket ball and listening to "If I Had The Wings of an Angel." Don's advice to fellow third classmen--"Don't Knock It."

From far-away Hawaii comes William Edgar Hooper--another deck student. Bill comes from the town of Lanihai; he attended and graduated in 1957 from Punahoa Academy. Bill became interested in C.M.A. as a result of a visit of the Golden Bear to Honolulu. A midshipman from the Golden Bear came to his school and gave a talk on the golden opportunities of C.M.A. Ever since then Bill has had a desire to come here. Bill is having a hard time getting used to this frigid California climate. His favorite song is "Rock Around the Rockpile," his favorite expression is "W/S Hooper, 3/C sir!"

CMA HAS DISTINGUISHED VISITOR

(Continued From Page 1)

as General Manager of the Pacific American Steamship Association in San Francisco. He used to see the other schoolships in the bay and often thought of the need of California to boast an Academy to rival the other States. In the late twenties he went to the State Legislature and convinced them to appropriate \$250,000 to be matched by a similar grant from the Federal Government for the Schoolship. The plans for the schoolship were drawn up by John Ralph of the Marine Department of Standard Oil, and these were taken to Washington, D.C. by Mr. Peterson who was instrumental in convincing the Federal Government to share the costs of the project. It was Mr. Peterson, too, who went down to the James River in Virginia and selected the vessel which was to be the GOLDEN STATE, our ship, until it was decommissioned in 1946 and replaced by the GOLDEN BEAR.

Mr. Peterson said the Navy did a good job with the Henry County, made her into a fine schoolship and delivered her free of charge to San Francisco. He knew the first Captain of C.M.A.'s first ship, Captain Emil Topp, who was also the first Superintendent. Mr. Peterson also remembers with pride and joy the cruise to Washington where the President of the United States,

(continued page 7)



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U.S. Has Distinguished Visitors (Continued From Page VI)

Herbert Hoover, gave a grand reception for the USS California State and her M/T crew.

Mr. Peterson told the BINNACLE that a year ago Mr. Hugh Gallagher, Chairman of the Board of Governors personally invited him to the Graduation Exercises in recognition of his early contributions to the establishment of G.I.A.

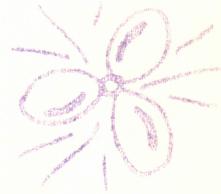
Mrs. Felicia Peterson, Mr. Peterson's daughter-in-law, accompanied him in his visit here during Orientation Week. She remarked that finally his good work was being recognized and that he had, at last, been "unearthed from the archives."

Mr. Peterson admitted that his 88 years could not permit him to tour the Golden Bear, but Mrs. Peterson volunteered with admirable stride sought out the recesses of our ship, from quarter-deck to flying bridge. She even eyed the crow's nest but decided against the ascent at this time. The BINNACLE promised to send Mrs. Peterson a good picture of the Golden Bear, which she was unable to take during her visit. We will ship her a fine copy of the picture taken at Long Beach during our last cruise.

The visit over, our illustrious guest departed but not before a final salute to the quarterdeck and Ensign and a long farewell at the dock and the loud joyful utterance "She looks bully, Sirs! She looks bully!"

NOTES

The Class of 1957 is keeping its Log at the Franciscan Restaurant, Fisherman's Wharf - San Francisco.



RISENBERG ON THE DECK-ENGINEER

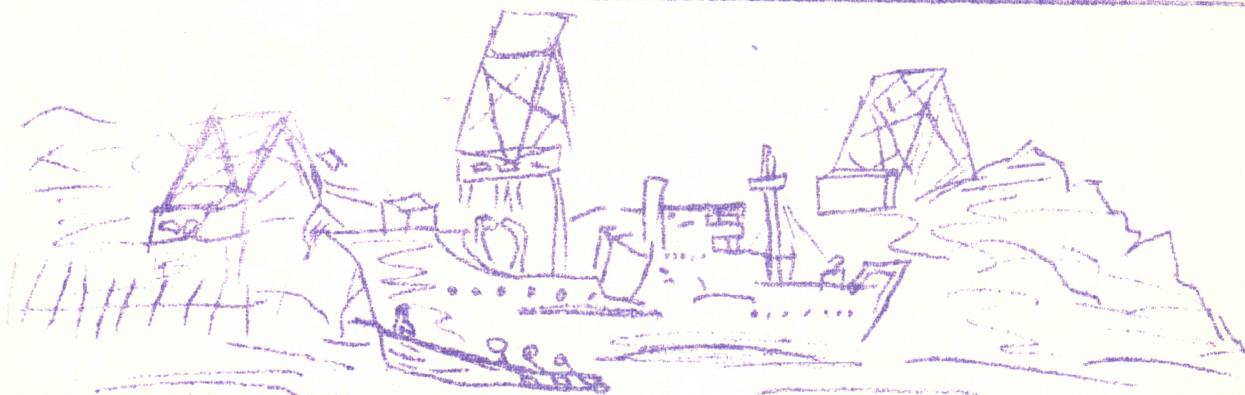
DEBATE . . .

1946

With the increasing in the use of power has come a feeling of segregation between the sailors and engineers. The great engineers are a mystery to most of these who work on deck, the ground tackle, cargo gear and boats are strange to those who work below. In the very old days the men who rowed were chained to their benches at the galley oars. Today men are held by rules and customs that chain them to their special jobs. Someday, many, many years from now, perhaps, seamen and engineers will be one crew performing their duties in rotation, ready at all times for the call of "all hands" to do a job of sailorizing or of engineering as the case may be. Officers will alternate between the bridge and the engine room and the master and chief engineer will be one. Those below will get a breath of fresh air and a wider outlook, those on deck, and on the bridges, will be more able and better men. Sticking too close to one grindstone, as we do today, makes us clever on the one hand and blind on the other. In the meantime ocean going engineers should know as much as possible about the launching and handling of small boats and should be familiar with the use and purposes of ground tackle and cargo gear. Everywhere on board ship the functions of the seaman and the engineer interlock and combine and their duties bring with them the necessity for intelligent cooperation.



October 1957



Visit to SAN FRANCISCO

By
M/s ALLGAIER

What to do and what to see in a strange city is the special concern of anyone who travels and certainly San Francisco offers a great deal to do and see. Yet the interests of individuals varies to such a degree that it is difficult to say "this is where you should go and here are things you should do". Rather, this reporter is offering his own experience as a suggestion for those readers who might be interested.

A place to stay is the first concern when planning an extended stay and San Francisco offers numerous fine lodgings. As is generally the case hotels range from the sublime to the ridiculous in accommodations as well as price, so it pays to be selective. For those with limited means San Francisco has two fine I.M.C.A.'s either of which offers good lodgings at the most reasonable price in town. Use the phone book and if possible call in for reservations; they are often filled up on the week-ends.

No doubt, of particular interest to C.M.A. men would be a visit to the Embarcadero. Don't let the fact that it's a Sunday or holiday stop you, ships are constantly being worked at one dock or

(Continued Next Column)

another.

If you are in doubt where to start, go to the Ferry Building at the foot of Market St., and inquire of the Harbor Police, the location, ships name and company name, then decide which ship would interest you most. The guard at the company pier will probably direct you either to the company office, or to the Marine Directors office. Barring an exceptional rush you will be kindly received if you are courteous and sincere. From there it's up to you and circumstances, but with any luck at all you will be as pleased as I was.

(Continued on Next Page)

THIRD CLASS OFFICER ELECTION

By m/s Oberdorf

M/s Lindquist, 2/c Secretary-Treasurer, and m/s Kring, 3/c Vice-President presided over the beginning of the 3rd class election. Nominated for president were Allgaier, Chiaravalle, Markei, and Strickland. Mr. Chiaravalle was elected. He then very ably took over the rest of the elections. Those nominated for Vice President were Gauthreau, Morgan, Prince, and Strickland. Mr. Strickland won. Those nominated for Secretary-Treasurer were Allgaier, Bonham, Easser, Hindrelet, and Strong. Mr. Easser was elected. These very qualified officers will carry out the program of the third class this coming school year.





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VISIT SAN FRANCISCO! (Continued From Previous Page)

This past Sunday morning I followed this procedure and wound up in the office of the Matson Lines Marine Department located at Pier 36. It was deserted excepting one man in a rush to leave. After telling him I was from C.M.A., he invited me to accompany him aboard the passenger liner "S.S. Monterey" sailing at eleven A.M. After a tour of the ship along with visiting company officials, I was shown the bridge. The sailing of a Liner is always an interesting experience and I hope that those of you who have never had this experience will do so.

For this issue I want to add one more experience that never fails to hold my interest. That is an afternoon spent at that section of the Golden Gate Park containing the Steinhart Aquarium and Planetarium, the De Young Museum, and the picturesque Chinese Tea Garden.

You would-be Navigator's will find much to interest you in the Planetarium and believe it or not, a museum is an interesting place to visit. Some of you may be interested to know that the De Young Museum contains one of the finest collections of art under one roof, by means of a special color glass reproduction. I might also point out that all of this cost you nothing, so the next time you have a date and no money, why not Golden Gate Park?

ANSWER TO KNOW YOUR SHIP QUESTION:
C1-A (Cargo)---Designed for general cargo uses. Length (over-all), 417'9". Beam, 60'. Draft (loaded), 27'6". Cruising radius, 18,600 miles (turbine) or 29,300 miles (Diesel). Net tonnage, 2,859 (turbine) or 2,876 (Diesel). Dead-weight tonnage, 7,416. Shaft horse power, 4,000. Propulsion, turbine or Diesel.



THE THIRD CLASS LOOKS BACK ON ORIENTATION WEEK OR "NEXT YEAR IS OUR TURN"

By M/S Robert Riddervold

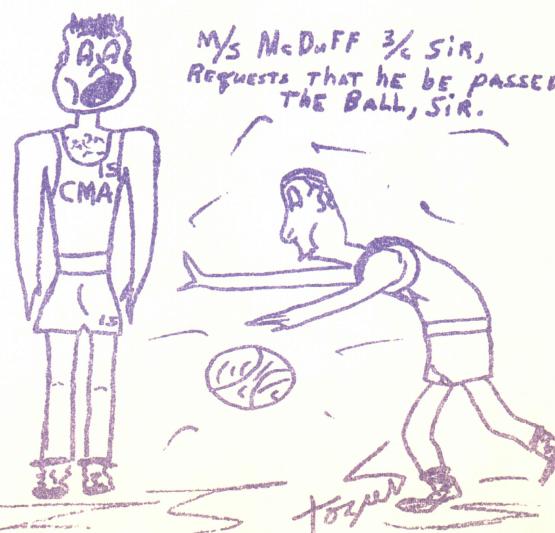
From the 26th of August through the third of September the present third classmen were oriented, guided, indoctrinated, or to say the least, clued in on the regular routine of life here at the Academy.

The third class was organized with the help and undivided attention ("Snap to you slovenly swabs.") of several upper classmen who devoted their time and effort FREELY.

Some of the more prominent of the now trivial or habitual items of information which entered our all to inadequate realm of knowledge are: swab rules, spit shines, 0605 first call formation, and many others on which we are now being quizzed by upper classmen.

On the whole as we look back and view ourselves, we notice vast improvements. With the guiding PATIENCE of upperclassmen, we will eventually be a proud part of our Academy.

M/S McDUFF 3/c SIR,
REQUESTS THAT HE BE PASSED
THE BALL, SIR.





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THE LUBBERS' LINE

By M/S Lucas

"And now the new year, bringing new
desires/ The thoughtful soul to solitude
retires".

The above quotation by Omar the Tent Maker (not to be confused with Andy the Sailmaker) sets the tone of this, the first of a series of articles.

Although we are at a beginning I will try to keep from nauseating you with the balance of this column which will be devoted to gossip and calumny heavily salted with my unsupported personal opinions.

Under the heading of gossip comes the news that "Racy" Wood has gotten rid of the carpet which adorned the Sub-B.C.'s cabin in honored tradition (and dirt) for "Lo These Many Years," thus making untold thousands of vermin homeless. Civic improvements are not restricted to the ship. My spies tell me that Dave Monahan repainted all his furniture washable green. This looks like an over-dose of H.D.T. to me. Gotta watch that stuff, it's habit forming.

Azzie seems to have chipped his tooth and damaged an eye while attempting to strangle one of his attendents through the bars. Perhaps he resents being called "Chango."

There are a number of activities starting up of which the Spanish and Chess Clubs are my particular projects. A knowledge of Spanish (or Chess) is desirable but certainly not essential. If we can raise sufficient interest in a Beginner's class in Spanish we may be able to obtain several texts, records, and etc.

(Continued next Column)

What ever happened to the base Fire Bill. The dry season is upon us and any three year man can tell you the wrong time to start drawing one up.

My complements to Mr. Ellis and Staff for being able to interpret this column which was submitted handwritten because someone has borrowed my typewriter, Smith Corona portable, with green keys, brown fabric covered case. Please bring it back and save Mr. Ellis eyestrain.

SIGNED: J. C. Lucas



NEW DANCE BAND ORGANIZED AT C.M.A.

At the beginning of the first week the idea of starting a dance band here dawned on one of the middies. A meeting was called and it turned out that a band might be started. Well, it is finally started and practice will begin next week in the library from 1600-1800 twice each week. This band may prove a benefit to all three classes by saving them money for the smaller dances held here at C.M.A. So far we have Azevedo, Mellingar, Strong, Axelberg, Nied, on saxaphones; Sorensen, Laudenslager, and Bailey on trumpet; Hockett, at the piano; Brownson on guitar; Fenton footing the congos; and Neely on the base. Also at the last meeting held yesterday afternoon, officers were elected. Don Hockett is the new Secretary-Treasurer, and Bill Wittman is the new President. Watch for new happenings!

NOTICE

For The Strong Athletic M/S of C.M.A.

M/S Leung has \$5 that says his 5 year old nephew can do more push-ups than any M/S on the base!!

CREDITS DUE . . .

M/S Graham and Burkhalter contributed materially to the success of the BINNACLE this week. Their names did not appear on Page II. Credit is herewith extended.