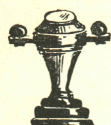


Kotelniakoff, I.S.



THE BINNACLE

Vol. 3, No. 10

CARQUINEZ STRAITS

November, 1945

Farewell Dinner Given Departing Instructors



BANQUET SENDS FOUR MASTER TINKERS OFF TO SMOOTH WATERS

By Ralph Levin

In honor of the four Engineering Officers that are leaving the Academy, the first class Engineers held a banquet Thursday, November 8th at the Casablanca Club, one of Vallejo's finer dinner-dance spots. Although the party was stag, the officers and cadets were well cared for by the Flora Lee Dancers. A high spot in the evening's entertainment was when Midshipman Paul Kollasch sang, which brought the house down. There were toasts to all the officers and the usual topics of stag groups as Mr. Dunlop held the group spellbound with his favorite anecdotes.

Mr. Pederson showed the Cadets the way its done back in Norway by doing some real rug cutting with one of the local cuties (?). Mr. Brackett, Mr. Dunlop, and Mr. Arnold all took part in the merriment insuring a good time for all.

Once more we want to say good bye to those four swell guys! Thanks again for all you've done, we wish you smooth sailing through the years.

SWAB SMOKER

On November 16 at 1930 the long awaited Swab Smoker was under way. Music was furnished by Bob Beechinor's beach boys of rippling rhythm.

Among the outstanding impersonations were Bill Davies' take off on C. P. O. Fogleman's perennial 'Report', Ray Rowe's Durante and Ted Bacon's version of Mother Morgan's "Feed the boys." Cigarettes were ably passed out by Bob Rollins, Malcolm Rice, and Johnny Gibbs. New lyrics for several popular songs also were substituted, such as the 'Mirk' song. Outstanding among the fights was the Ledbetter-McCullough bout. Others were: Norm Lean and Don Buck, Ray 'Lefty'

CAPTAIN AND MRS. MAYO ATTEND DINNER

Highlighting this year's annual Thanksgiving turkey dinner, Captain Claude B. Mayo and Mrs. Mayo presided at the head of the table about which were seated the restricted members of the Midshipman Corps.

Each year it has been customary to have a turkey dinner during the Thanksgiving liberty for the midshipmen restricted to the base, thus enabling them to enjoy and partake of the holiday festivities. Following in this tradition, this year's dinner was held in the C.M.A. mess hall at 1200, Thursday, November 22.

The entire dinner was elaborately prepared and executed by Mr. Morgan and his assistants. Replacing the usual bare table-tops were white table cloths, candle sticks, fruit bowls, candy dishes and the rest of the trimmings. Not only were the surroundings high class, but so too the dinner. In the estimation of all present it could not be beaten. The congenial atmosphere and the pleasantness of the affair throughout was enjoyed by each and everyone attending.

Topping off the occasion, Captain Mayo expressed the thoughts of everyone as he put into words the importance and blessings of this memorable Thanksgiving.

Captain and Mrs. Mayo expressed themselves as being delighted with the opportunity of celebrating Thanksgiving with their shipmates.

FIRST CLASS DANCE

The First Class sport dance will be held Saturday, December 8, 1945 at the Berkeley Yacht Club, commencing at 2030 and continuing until 0100. This dance will culminate for the First Class a series of successful and varied class social activities.

The Berkeley Yacht Club site has once again been selected for a dance by the members of the First Class, because of the "salty air" provided by the marine interior decorating. It also affords a scenic view of the Bay Bridges stretching across to the City of San Francisco.

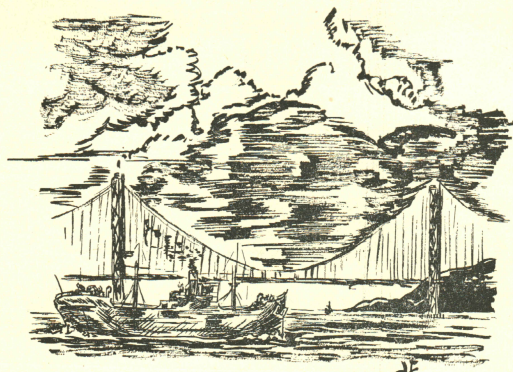
This being the last class function before the approaching cruise, it will be the aim of all attending to make it the best yet.

BACK TO THE BASE

Regular school routine started October 30, with the docking of the "Golden State" at Morrow Cove. It was quite an effort for most of the boys to get back into the swing of studies after the excitement of graduation, a month of leave, and a very enjoyable but studyless few weeks at dry dock. For the Swabs it was a new event, but they too are being rapidly acquainted with the life of exams and study restrictions. It is interesting to note that approximately 50% of the present instructors are new additions to the faculty that was here last term. This is readily understandable, however, as most of the officers assigned here now are high point men so it can easily be seen why they arrive and depart so rapidly.

Classes have now been in progress for three weeks at this writing and consultation with any midshipman will give the assurance that the new officers have the Midshipmen Corps' utmost confidence and respect.

Wilson and Gerry Jacobs, 'Spider' Rowe and Bill Dux. Highlight of the show was the comedy team of Davies and Bowersox. It is believed that the Third Class enjoyed putting the show on as much as the Upperclass enjoyed seeing it.



THE TIME IS NOW

By Carlton Clendenny

Opportunity again knocks at the door for the Midshipmen of C.M.A. Opportunity the like of which this school has never before been blessed with. What is it that gives cause for such a statement, you ask? The answer lies with you the Midshipman Corps.

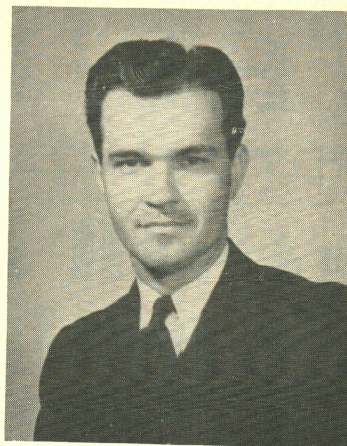
The chance that is yours for the asking was denied those that have gone before us. With the earlier classes it was a case of little facilities and even less opportunity. During the emergency it was a complex situation of too little time mixed with too little interest. This is no longer the case as we know it to be. We now have at the Academy ample facilities, the needed time, and, as has been proven, an abundance of enthusiasm. With these arguments to speak for us, we can and will go a long way towards building a corps to which we can point with increased pride.

A definite break is seen in the haze that has continuously thrown a damper on all attempts to strengthen and rejuvenate the traditions and laurels of this school. A good example of this is the organization by the Midshipmen of basketball, handball, and six-man football teams. This in itself is the answer to the quest of midshipmen for many years back. Namely, that some means be found in the field of sports to promote school spirit and interest. A small beginning was made in pre-war days, but it can hardly be called more than a beginning. The class of June '44 wrote in one all too short a period one of the brightest pages in this Academy's history of athletic achievement. This promising progress was also doomed by the old problem of too little time to spare in the eighteen month course.

Soon afterwards the groundwork was laid for the present athletic program and since then interest and support have mounted. Today, we stand on the brink of a new phase of academy life. A phase that should play an important part in the development of the Midshipman Corps. Even more important will be its affect on the spirit of close comradeship that has been a part of this school from its origination. Yes, the chance is here to promote an "esprit de corps" second to none.

The way is open for inter-scholastic basketball games with schools here in the Bay Area. This is without a doubt a big step in the right direction, but let's not let it end there. Our basketball quintet is not the only capable squad of which the Academy can boast. Rowing, the one and only sport that has survived through the years, should have an unprecedented year. Basis for such a predication lies with the championship first class crew that was undefeated in last year's inter-class competition. The fact remains that the Academy at this very moment has sufficient material for one of the most highly polished crews in its history. Let us not make the mistake of falling back on the laurels of past undefeated crews, but rather go forth to attain even greater heights of glory for C.M.A.

A great deal of opportunity presents itself in the form of tennis and golf teams. Even if competition is restricted to the Midshipmen alone, the ability of some of the more outstanding members should be made good use of. The above mentioned activities go a long way towards building better school spirit and interest, but they alone are not enough. There still remains the more insignificant task of branding our athletic squads with a nickname, and if advisable, to select a team mascot. Also add-



Lt. Commander John F. Summerill

LT. COMMANDER SUMMERILL RECEIVES PROMOTION

Mr. John F. Summerill was recently honored with a spot-promotion to Lieutenant Commander USNR and is receiving the congratulations of the entire Midshipman Corps for attaining this important rank.

Now in the capacity of First Lt., Lt. Commander Summerill is rounding out his Fourth year of service at the Academy as an instructor in the Deck Department. Arriving at the scene of his earlier training in May, 1942, Mr. Summerill settled down to the never-ending task of instructing the Midshipmen.

Born in August 1917, Mr. Summerill left his home town of Los Angeles to attend the California Nautical School, graduating with the class of September 1939.

THE BINNACLE WATCH

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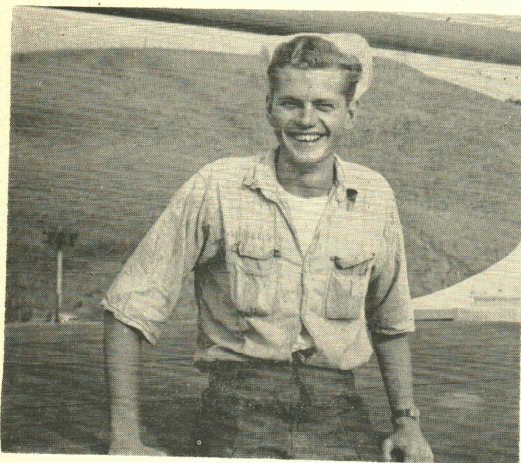
ing to a schools color are the traditional school songs and yells of which to date we have none that are acceptable. All of these things tend to make a school to be proud of itself. The chance to make it so is now greater than ever. Let's take advantage of the opportunity now and not let it pass us by.

J. ALBERT BERGUM

The man with the smile and sun bespeckled face is none other than J. Albert Bergum, known a little less formally to his classmates as "Goldie" or "Al."

This lad "Goldie" is from the south, and, as tradition will have it, a native son, having got his start in life in a little town just north of San Diego, where incidentally, Marsh and a good part of the Marine Corps come from, called Los Angeles. This rather significant event in J. Albert Bergum's life took place April 7, 1926. Skipping over the very dull and uninteresting facts of his pre-pubesence, or, when J. Albert Bergum was just a little boy, we find that he graduated from Alexander Hamilton High School of Los Angeles, and attended the University of Southern California where he managed to struggle through two semesters of Civil Engineering with very good grades. Al, accordingly, pledged with the Chi Phi frat, which group has given Troy some of her finest warriors—Al being a sterling example. It might be mentioned that "Al" was the only fellow at "S. C." to outrun Roland Sink, the famous miler. The facts of this race will remain eternally secret as it is feared it would have quite an unsalutary effect on Dean Cromwell's peace of mind.

Al hopes to ship out on a C-3 after graduating. These hopes for the future should come true as Al has shown consistently that he has the ability, both mental and practical, to do so. Good Sailing Al!

**RICHARD A. VALENTINE**

"Val," as Dick Valentine is so affectionately called by the gentlemen of the Academy (and "Wally" Baitinger), is a Frisco boy from way back; November 11, 1925 to be exact (Armistice Day, incidentally). The "little Italian" claims to be of Irish-Spanish decent.

Dick has clustered his schooling with a glorious array of athletics. At St. Ignatius High in San Francisco, he occupied his spare time with girls, crew racing, girls, football, girls and still had time left to maintain his standing as an average student. Of his three year football career, he made the varsity team twice. Crew racing, with practices at 0400 in Frisco Bay, brought him two additional varsity letters.

University of San Francisco then became his hide-out for a period of about one year. It was there that he went out for another year of very successful football.

"Val's" ability for being such an energetic worker makes him the popular Midshipman he is.

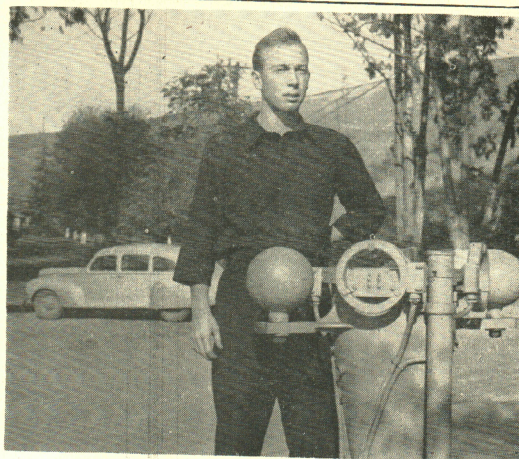
We understand Dick would like to finish college and wish him all of the best.

Tobey: "You should work hard and get a-head!"
Nay: "I already got a head."

Mirkovitch: "Sir, may I have tomorrow afternoon off?"

Duty Officer: "Ah, yes, your Grandmother, I suppose?"

Mirkovitch: "That's right. She's making her first parachute jump."

**CHARLES WILLIAM BRADLEY**

The subject of today's little opus is Bill Bradley. Bill (we'd call him "Bones" only he doesn't like the name—so we won't) "rattled" into the world way back in 1925, November 28 to be exact.

One of the leading photogs in the camera club. Bradley has "snapped" his way into Photo Editor of The Binnacle. Other hobbies include swimming, dancing, bowling, and anything that adds up to having a good time. In the pre-war days, he devoted some of the valued attentions to raising a brood of racing pigeons.

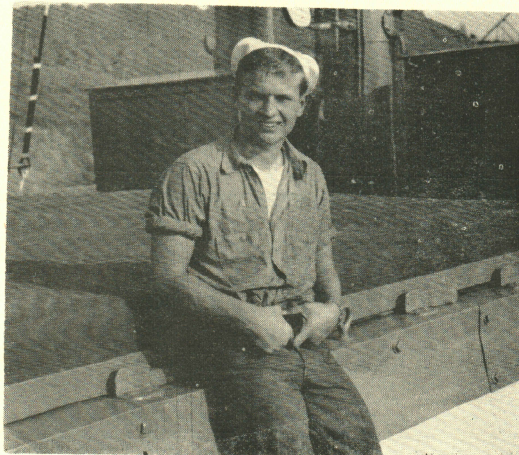
For some strange reason, he likes kirls that are of the brown-eyed brunette variety, unless they are blonde or red headed, with blue eyes. Bradley's outlook on womanhood can be very nicely summed up by two words—"Jane Russell." And very shrewd deduction that is, for it takes many a fine figure to equal her," says friend Bill.

Hailing from Dorsey High in Los Angeles, where he majored in mathematics and science, Bradley's patience and ability to think problems through has made him one of the top engineers of his class.

Upon graduation from high school, Bill was ready to don the bell bottoms of Uncle Sam's blue-jackets, but luckily enough, decided to try for C.M.A. before he put his John Hancock on the dotted line.

Future plans include going to sea, but he can't decide which ever it'll be, S. C. or U. C.

He can almost always be seen with one of his room-mates, Hatcher, Harrison, or Kollasch. In spite of everything, Bradley's ready smile and twinkling eyes have made him a top "C.M.A. socialite."





AROUND THE CORNER

By A. M. Quittner

Last month we brought to your attention the plans of the Seamanship building, the construction of which is still in the hazy future and concerning its completion we could promise nothing. Today, however, we can safely bet our boots that by the time this article is in your hands the first five of the Officers' houses will be completed—and no slur on The Binnacle's speedy service either, for the inside info, straight dope from the foreman himself, has it that the new quarters will be ready no later than 15 December — 1945 of course.

The five houses now under construction are the first of ten such houses to be built on the hilltop site. The present quarters are for the use of the heads of departments—namely Deck, Engineering, Medical, Supply and Commandant of Midshipmen.

The houses are a modified New England type with shingled roofs, wood frame construction—of both the shingle siding and boards and batten type, and painted varying shades of white. The houses face toward the Straits and afford clear view of the water from the Bridge to Oleum, including of course the TSGS.

TWO YEARS SINCE

Midshipmen of the California Maritime Academy were honored with a reception given by the Vallejo Junior Chamber of Commerce. Honored guests at the ball, which was given at the Casa de Vallejo, were Captain and Mrs. Mayo. Several other dignitaries were also present.

Music was furnished by Keith Kimball while the city of Vallejo, much to the cadet's delight, furnished several of Vallejo's finest young ladies. It was suggested that the dance be an annual or semi-annual occasion.

Midshipmen of the Academy got a four day leave for Thanksgiving, being the first such leave since September. For those unfortunates who remained on the base, a delicious Thanksgiving dinner was prepared, and Captain Mayo ate with them, voicing his approval of the meal. Fine weather prevailed en-

Around the front of each home a road winds around the semi-circle on which the houses lie—and in the back a lawn garden will stretch to the baseball field, broken by a footpath (the more convenient for backyard gossip, of course).

The interiors will be modern and up to date. All the present houses differ very little in the interior arrangement. All have a master bedroom, a second smaller bedroom, large kitchen, dining room, a well placed study, convenient service porch, bathroom and living room.

The construction work is being handled by the Mid-State Construction Co. of San Francisco at an approximate cost of \$15,000 apiece. Contract for construction of the Superintendent's home is being let at present. The Superintendent's home will be a four bedroom home just in front of and to the left of the present homes. Cost of Superintendent's home was estimated at \$30,000.

(Ed. Note: The above mentioned staff residences may be seen in a circle on the upper grounds to the rear and left of the central buildings of the Academy.)

abling several salty characters to go swimming.

Members of the class of December, '43 were preparing for graduation on December 18. The fifth class to graduate in wartime, the class of December '43 left behind an outstanding scholastic record.

Cadets of the hardwood romped over the Vallejo five by a score of 32-19 in their first encounter of the season. The contest started out slowly with both teams feeling out the other. Inaccurate shooting was the most conspicuous feature of the first half. However, the cadets got hot in the last half and began hitting the ring. Captain of the cadets was Lou Parente while Luke Aluevich was high point man for C.M.A. with 12 points.

Members of the class of December '43 attending a meeting of the C.M.A.A.A. the Friday before they graduated aboard the

(Continued on Page 7)

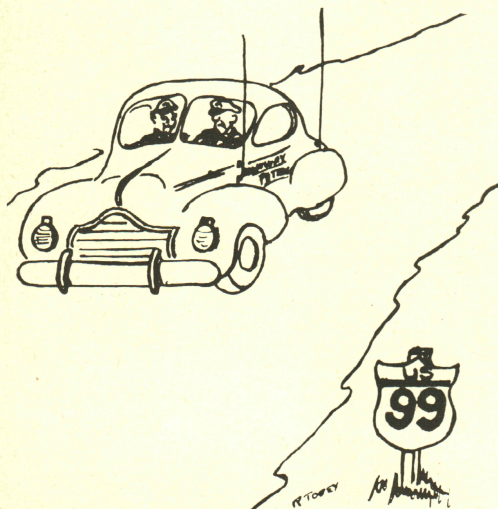
GISMOS

When is a friend not a friend? When he's MOOD, just ask a Pedro boy . . . Mooney Whalen seeing the Swabs don't do as he does during turn to . . . Lean digging out in a cloud of mud, dust, and Ezell in a reasonable facsimile of a '32 hot rod . . . Gary offering to sell anything to anybody the day after payday . . . Richardson, Lawrence, Levin and Party Time hunting big game in "C" barracks and coming up with a mouse . . . Swab Olson calling his O.A.O. station to station way down in Long Beach only to find she wasn't at home . . . Robbins pleading that he should have No. 18 instead of No. 4 in the third class Thanksgiving drawing . . . Marink and Meffi losing their shirts in the S. C.-St. Mary's grid classic . . .

Efficiency plus Rall filling the engine room with steam and attributing said disturbance to auxiliary condenser . . . "Muscles" Kollasch getting built up with the Swabs during athletics . . . Vandegrift getting an extra bulge in his bicep as result of shots . . . Mr. Walsh's favorite statement to math class: "How the heck should I know the formula? I can do the problem and that's all that counts." . . . Mother Hoyt's egg sandwiches convincing any victim that the chicken came first . . . Swain telling Baitinger how to play the sax . . . Paint pouring down the vent to the engine room with the can and Cunningham close behind . . . Love and Graves turning in their facial epidermis for '46 models . . . Valentine and his crew escorting the "Hawk" and his salts of the old sail via a one inch line . . . Bowersox rivaling Amsberry and Fiedler with a melodious rendition of tattoo . . .

Bacon fixing Kuykendall up at Cal . . . Christensen and Nickerson strengthening relations between C.M.A. and Stanford . . . Bradley trying to collect yet for the first class banquet for departing instructors . . . Snow and Brodsky comparing muscles . . . Martz T. Wahlgren rumored seen at the Barbary Coast hang out of Charlie Koochie's (hic, hic) . . . D. J. Wilson's receding hairline still receding . . . Brandecker preparing for Annapolis and hoping with the rest of his classmates that Chamberlain follows him . . .

Dux learning how to fire off without a burner . . . Beek flattering Mr. Summerill by calling him "teacher" . . . Mr. Dunlop seeing that Kollasch gets the proper amount of sleep; no more, no less . . . Ball and Wilkey leading all on to louder and better yells . . . Cummings astounding all with a 100 on the math test . . . Schill recruiting third classmen to fulfill social obligations . . . Ford running the canteen with no class discrimination . . . Tinsman exploding a bomb shell in Mr. Erickson's class . . . and as usual at the end, Nay remaining on base most of the time now that classes have started . . . The First Class deck putting a big red apple on "The Terror's" desk before an exam . . .



Calling all cars . . . Calling all cars . . . Be on the alert . . . Midshipmen of C.M.A. have been granted liberty . . . Usual contingent headed south . . . Don't let them break any records boys!

THE MIS-ADVENTURES OF SLOPSHUTE JERK

By Reed Williams

Bells ring, sirens scream, bugles blow; suddenly we spy our hero running across the forward well-deck, his pants at half mast, his right shoe squared over his left eyebrow, his Lord Nelson applied in tourniquet fashion to his left leg and his suspenders (which were caught on the bottom rung of the after berth-deck ladder) stretched out menacingly behind him! "What the heck's coming off (besides my pants)," screams Jerk at the top of his voice? As he is taken completely by surprise as it is only Wednesday and everyone knows that Friday is the day for fire drills.

Ed. Note: And on top of it all, it is during turn to which means that Jerk had been sound asleep when the general alarm sounded.

For once he makes the formation on the dock in time, only to find out that the fire is at the base. Burying the head of his axe in one of the boats long enough to two-block his pants, Slopschute winds his weary way to the base, aided by "transportation via swabs."

His illusions of becoming a hero are shattered as he finds out that the cause is merely the sentry smoking on watch. So Jerk somehow finds his way back to the ship where he spends the ensuing sixteen hours (until reveille) triced up in his sack.

As the last notes of reveille die away into the stillness, Jerk rolls over and mutters for a swab to trice him up. It is 119 days before the Vernal Equinox; the moon is about to transit the right ascension of the local hour angle; and the declination of the ecliptic twenty minutes before the zodiac began its annual precession about Pluto's westerly elongation is 23° 54'. (Ed. Note: the author received a two month restriction when he tried to tell this to Mr. Tubbs during a recent second class Nav. test.) All of which meant that it's only two days till weekend liberty. So Jerk energetically climbs out of his sack in plenty of time to have a swab dress him and hurries down to sick bay. "Why sure Jerk," says the doctor, "I think I can arrange for you to spend a few days in your sack. Of course it will necessitate a couple quarts of soapy water and four tablespoons of castor oil . . ." "Thank you Sir," said Jerk as he hurriedly left — without remembering to open the door.

A few minutes later, as he picked the glass out of his forehead, Jerk came to the realization that it was almost time for turn-to so, with his watch belt over his shoulder he assumed an air of perfect non-chalance and sauntered up to the Belmont for a few quick ones.

That afternoon Jerk, not in possession of his right mind, decided to go to turn-to. He is placed in charge of a four man gang whose job is to replace the bulb in the mast head light. Jerk spends the first half of the turn-to period rigging a double inverted luff on a Spanish burton off of a reinforced Jumbo boom with schooner guys leading to No. 1 and 2 boat davits. The hauling part he ingeniously leads through twenty-seven fairlands to the niggerhead on the handle of Mr. Slagle's adding machine. Two weeks later, after hauling in 111 shots of rope the bulb is finally fixed in place. "Excellent, sensational, superb," says Happy Jack. Slopschute eyes fill with tears at such lavish praise bestowed on him and he somberly makes his way to his sack.

SEA DUST

A Doctor, on duty with a naval unit in the Mediterranean, wrote back to his son at college: "I am now standing on the edge of the precipice from which the ancient Spartans flung their defective children. Wish you were here!"

Levin: "SWAB! I don't like all the flies in here."
Mess Boy: "Show me the ones you don't like and I'll have them thrown out, sir."

Mary had a little lamb,
Her father shot it dead,
And now it goes to school with her
Between two hunks of bread.

D. J. Wilson: "How can I avoid falling hair?"
Brodsky: "Get out of the way."

His car stalled at the corner and the traffic light changed from Red to Green to Orange. The polite policeman stepped up beside his car and looking BEEK straight in the eye, asked: "What's the matter, lad, ain't we got any colors you like?"

KNOW YOUR OFFICERS



Lieutenant George Brackett

C.M.A. BIDS FAREWELL TO LT. BRACKETT

With the departure of Mr. Brackett the time has come to say goodbye to the black haired, black mustached instructor in Turbines and Boilers, and Chief Engineer of the Training Ship. Coming to the Academy early in 1944, he was able to offer thirty years of practical experience at sea including several years in the Navy as background for his classes. In the present war he saw service with the South Pacific Fleet and was on the ill-fated Cruiser Vincennes when she was sunk off Guadalcanal, being one of the few in the engine room to escape alive.

Mr. Brackett has brought much of the colors of the practical sea officer to the classroom and his many picturesque phrases will long be remembered, such as "blood of the metal", "up the stack," "all you'll need then is a dustpan and a broom," "pulse like an accordion," "into the bidge," "heart of the ship," "out the port," "locker 19", and "the tubes look like spaghetti."

The engineers will not soon forget his sometimes almost belligerent partisanship on their part. But Mr. Brackett's interest extends to many Midshipman activities including both Engineering and Deck departments. For instance he has been the sponsor and chief promoter—among the officers—of the C.M.A. band since its inception many months ago.

As he leaves the Academy to accept another assignment with the Navy, and as the pages of his book of experiences at C.M.A. draw to a close, it may be said of George Brackett that he never hesitated to take the Midshipman's part, nor lacked the courage to express his disapproval of anything he considered unjust.

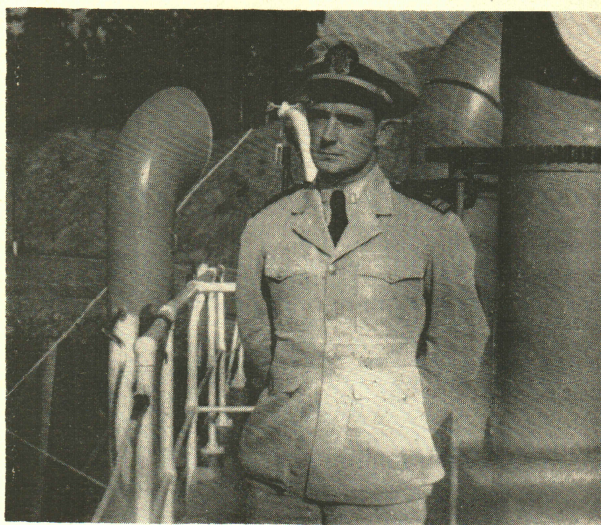
SPORTS VIEWS

By Richard Valentine

Sports around C.M.A. have picked up considerably the last month. The sport holding the most attention at the present time is basketball. The team has been practicing every night and seems to be rounding into shape. There are about twenty candidates out for the team. The first team is fairly certain to be Batinger and Richardson at forwards, Welch at center, and Kotelnikoff and Corlett at guards. This team with good practice should compare favorably with other teams in the Bay Area. Other fellows giving the first team plenty of hard practice are Miller, Dickinson, Dazey, McLeod, Love, Olson, Davies, Beech-nor, R. M. Williams, Quandt, Porterfield, Backer, and Cree. So the first game is December 7th against U.S.F.

A handball tournament is going full swing right now. The combination of Bergum and Valentine are favored to win, but the combines of Fogelman-Vandegriff and Tassopulus-Marinov-kovich figure to give much tough competition.

It is gratifying to see how the interest in athletics has mounted here at the Academy. The first and second class crews had better note the fact that the third class was out practicing



Lieutenant J. S. Bailey, Jr.

C.M.A. GRADUATE RETURNS AS INSTRUCTOR

On October 19 of this year C.M.A. welcomed aboard Lt. John S. Bailey, Jr., as an instructor in the deck department. A graduate of C.M.A., class of 1938, Mr. Bailey is a native of Los Angeles, where he attended Hoover High in Glendale before coming to C.M.A. After graduating from the Academy he spent six months with the Coast and Geodetic Survey on chart work off the California coast, and then shipped out with American President Lines as Junior Third. He sailed around the world on freight and passenger duty on everything from a Liberty ship to a C-3, ending up sailing for a year and a half as Chief Mate before being called into the Navy in 1944. (Incidentally, he took time out to marry one of his passengers on the President Jackson, and he and Mrs. Bailey are the proud parents of a future Midshipman, one year old.)

He served in the Navy aboard an A.P. as First Lieutenant, then Navigator, and Executive Officer, having seen duty in Guam, Leyte, Lingayan Gulf, and Iwo Jima before taking up his duties at Carquinez Straits.

Mr. Bailey holds a Master's license, and his instruction has already proven itself to the Midshipman Corps as being words of experience as well as knowledge. His straight-from-the-shoulder lectures command the attention of his deck classes, who have quickly accepted him as an instructor who "knows what he is talking about."

We are happy to learn that Mr. Bailey plans to stay on as a permanent instructor at C.M.A., and to say "Welcome aboard."

ATHLETIC ACTIVITY

Making giant strides in the field of sports, the C.M.A. athletic committee, under the direction of Dick Valentine, has organized in recent weeks intramural football, handball and basketball tournaments.

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KNOW YOUR OFFICERS



Lieutenant George Brackett

C.M.A. BIDS FAREWELL TO LT. BRACKETT

With the departure of Mr. Brackett the time has come to say goodby to the black haired, black mustached instructor in Turbines and Boilers, and Chief Engineer of the Training Ship. Coming to the Academy early in 1944, he was able to offer thirty years of practical experience at sea including several years in the Navy as background for his classes. In the present war he saw service with the South Pacific Fleet and was on the ill-fated Cruiser Vincennes when she was sunk off Guadalcanal, being one of the few in the engine room to escape alive.

Mr. Brackett has brought much of the colors of the practical sea officer to the classroom and his many picturesque phrases will long be remembered, such as "blood of the metal", "up the stack," "all you'll need then is a dustpan and a broom," "pulse like an accordion," "into the bidge," "heart of the ship," "out the port," "locker 19", and "the tubes look like spaghetti."

The engineers will not soon forget his sometimes almost belligerent partisanship on their part. But Mr. Brackett's interest extends to many Midshipman activities including both Engineering and Deck departments. For instance he has been the sponsor and chief promoter—among the officers—of the C.M.A. band since its inception many months ago.

As he leaves the Academy to accept another assignment with the Navy, and as the pages of his book of experiences at C.M.A. draw to a close, it may be said of George Brackett that he never hesitated to take the Midshipman's part, nor lacked the courage to express his disapproval of anything he considered unjust.

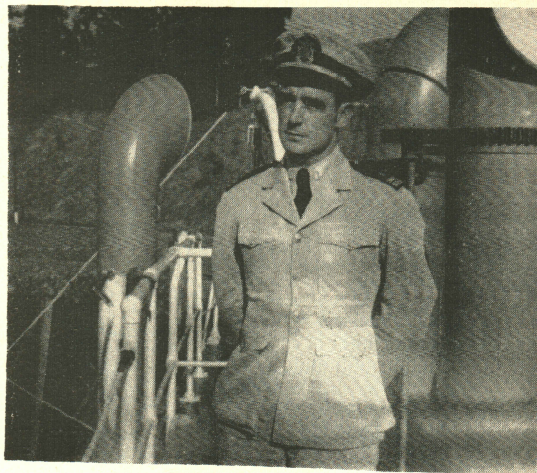
SPORTS VIEWS

By Richard Valentine

Sports around C.M.A. have picked up considerably the last month. The sport holding the most attention at the present time is basketball. The team has been practicing every night and seems to be rounding into shape. There are about twenty candidates out for the team. The first team is fairly certain to be Batinger and Richardson at forwards, Welch at center, and Kotelnikoff and Corlett at guards. This team with good practice should compare favorably with other teams in the Bay Area. Other fellows giving the first team plenty of hard practice are Miller, Dickinson, Dazey, McLeod, Love, Olson, Davies, Beechinor, R. M. Williams, Quandt, Porterfield, Backer, and Cree. So far, the first game is December 7th against U.S.F.

A handball tournament is going full swing right now. The combination of Bergum and Valentine are favored to win, but the combines of Fogelman-Vandegrift and Tassopulus-Marinovich figure to give much tough competition.

It is gratifying to see how the interest in athletics has mounted here at the Academy. The first and second class crews had better note the fact that the third class was out practicing last week. Don't say you weren't warned.



Lieutenant J. S. Bailey, Jr.

C.M.A. GRADUATE RETURNS AS INSTRUCTOR

On October 19 of this year C.M.A. welcomed aboard Lt. John S. Bailey, Jr., as an instructor in the deck department. A graduate of C.M.A., class of 1938, Mr. Bailey is a native of Los Angeles, where he attended Hoover High in Glendale before coming to C.M.A. After graduating from the Academy he spent six months with the Coast and Geodetic Survey on chart work off the California coast, and then shipped out with American President Lines as Junior Third. He sailed around the world on freight and passenger duty on everything from a Liberty ship to a C-3, ending up sailing for a year and a half as Chief Mate before being called into the Navy in 1944. (Incidentally, he took time out to marry one of his passengers on the President Jackson, and he and Mrs. Bailey are the proud parents of a future Midshipman, one year old.)

He served in the Navy aboard an A.P. as First Lieutenant, then Navigator, and Executive Officer, having seen duty in Guam, Leyte, Lingayan Gulf, and Iwo Jima before taking up his duties at Carquinez Straits.

Mr. Bailey holds a Master's license, and his instruction has already proven itself to the Midshipman Corps as being words of experience as well as knowledge. His straight-from-the-shoulder lectures command the attention of his deck classes, who have quickly accepted him as an instructor who "knows what he is talking about."

We are happy to learn that Mr. Bailey plans to stay on as a permanent instructor at C.M.A., and to say "Welcome aboard."

ATHLETIC ACTIVITY

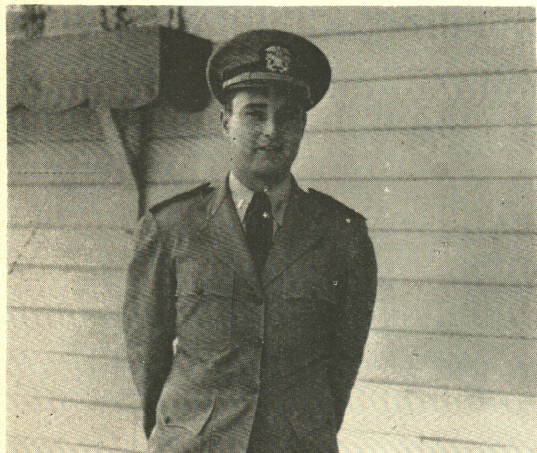
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KNOW YOUR OFFICERS



A. M. BARLOW

As peace comes to the world and to C.M.A., we find our Academy fast getting back to normal times. The Navy's demand for men has greatly relaxed and finally we are getting several badly needed additions to our faculty, among them a new Communications Officer. We are happy to welcome Lieutenant (jg) Alton M. Barlow to this duty, particularly as his wide experiences during the war abroad both Merchant and Navy ships have given him such a fine background.

Mr. Barlow, a native son of Southern California, hails from North Hollywood. Early in 1939, he enlisted in the Marine Corps Reserve and in November of 1940 was called to active service. While he was in the Marines, he took the examination for Merchant Marine Cadet School and was accepted. Upon receiving an honorable discharge from the Marine Corps, he went to Treasure Island where he received his basic training. (This is the base that is now at San Mateo.) As a Cadet he spent his six months shipping throughout the Pacific theatre and subsequently went on to Kings Point.

His was the third class to graduate from Kings Point, when in April of 1943, he went forth with his Third Mates License, and was immediately assigned to active duty with the Navy. Again he was shipped to the South Pacific and of the nineteen months there, he spent sixteen with Commander Martin (Captain of the TSGS) aboard the LSD 4, Epping Forest. His range of duties while serving aboard the LSD 4 included those of Deck Division Officer, Assistant Communications Officer, and the as Navigator. After returning to the States, he acted as Executive Officer until being detached. His experiences and cruising took him through eight major invasions including those of the Marshall Islands, Aitape, Emirau, Palau, Guam, Leyte, Luzon and finally Okinawa.

He was married in May of 1943 upon graduation from King's Point, and at present resides in Albany with his wife who joined him a short time ago from Hollywood. As far as "points" go, his future lies along any path he may choose, and at this time a career in the Navy looks quite promising to him. Come what may, he intends to stay with the sea, and for the present will occupy himself by serving the Midshipmen Corps as instructor in Communications. Hoping he will enjoy this duty, we of the Academy extend our hearty welcome and best wishes toward an enjoyable stay here for him.

"My heart is in the ocean," cried the Poet.
"You've gone me one better," said the seasick friend, taking a firmer grip on the rail.

Proud Oceanic Traveler—I'm an author. I contribute to the Atlantic Monthly.

Green-faced friend—Whoops, that's nothing. I'm contributing to the Atlantic daily.



GEORGE W. MYERS

The departure of Lieutenants Dunlop and Bleeker left a large gap to be filled, particularly in the Diesel and Machine Shop departments. With the arrival of Lt. (jg) Myers, there has come a man with unusual qualifications for both of these positions. By his own admission he "cut his eye-teeth" in a Machine Shop, and he has been with almost every type of marine diesel engine in existence.

Born in Atlanta, Georgia, in 1909, he was an apprentice boy in the railroad shops at fifteen. By the age of sixteen he had a permanent job with an Alabama power generation company, which he held for four years. Then, in 1928, wisely seeing the wide range of opportunities for education afforded by the Navy, he signed up for his first "hitch."

Mr. Myers' seventeen years in the Navy have been distinguished by the ability with which they have been served and by the fact that every one of them has been on sea duty. His assignments have included: one year's service on the NEVADA; two years with Submarines at New London; two and one-half years aboard the Destroyer Tender BLACKHAWK; five and one-half years aboard the WEST VIRGINIA; one year of Neutrality Patrol duty aboard the Destroyer MAYO (named after a fourth cousin of C.M.A.'s Superintendent, C. B. Mayo). When the United States entered the war, Mr. Myers was assigned to in-shore patrol duty off Panama aboard diesel fishing boats. However, the Navy only succeeded in holding him down with that assignment for two years, when he went aboard the heavy cruiser PITTSBURGH. The PITTSBURGH was a part of Task Force 58 and was one of the ships that made the first raids on Tokyo, Iwo-jima, and Okinawa.

Mr. Myers looks forward to his tour of duty at the Academy with the certainty that he will learn a great deal. In fact, he says, "I've learned a lot already." His real interest in the institutions as well as the Midshipmen can be readily judged by the fact that he not only wishes to serve out the rest of his time in the Navy here at the Academy, but also desires to stay on as a state employee when he is retired.

TWO YEARS SINCE

(Continued from Page 4)

T. S. Golden State. Also attending were older members who with the new members enjoyed a fine roast beef dinner prepared by Mr. Morgan.

Following the dinner, a regular meeting was held in the recreation room of the T.S.G.S. Lt. C. Tubbs greeted the new members and threw some light on the purpose and aims of the C.M.A.A.A. Dr. R. C. Dwyer, honorary member of the association, discussed "The New School and the Old" and manifested the advantages of the more modern systems of training. Speaker of the evening was Captain Claude B. Mayo who pointed out to the graduating class the more serious side of what would be expected of them in the shipping world.

M. T. WAHLGREN

We take pleasure in introducing M. T. Wahlgren, that likeable first class engineer who is called "Wally" by all who know him.

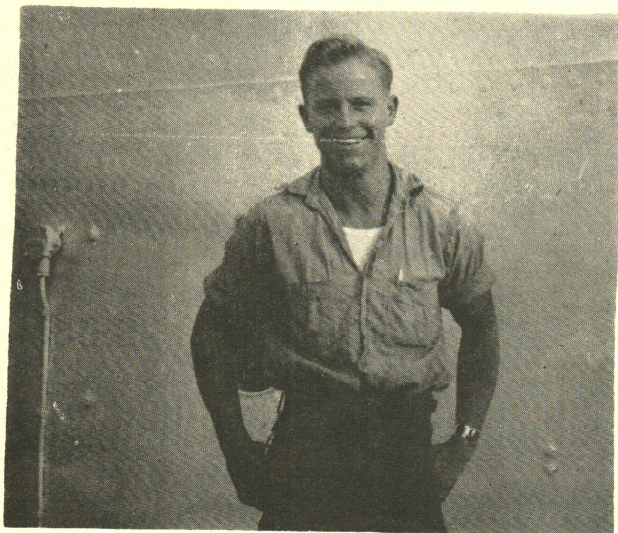
"Wally" entered this world nineteen years ago on May 16 in the up and coming city of New York. He forged his way across the country at the early age of three months. Since that early entrance into California, he has lived in San Francisco, San Diego and New Glendale. He attended and graduated from Cathedral High as a member of the class of '44 in the "City of the Angels." While at Cathedral, "Moto" played football and was an active member in all the school's affairs. "Wally" will always defend "that terrific football team from Cathedral" to anyone who disputes the fact.

Living in the sunny state of California, he naturally took to her fair beaches where he proved himself to be an excellent swimmer.

Being a lover of the finer things in life, such as beautiful girls, unique restaurants, dancing, meeting people, and many others, Wally can usually be found doing any or a combination of the above on liberty. One of his favorite hangouts is "Charlie's" in San Francisco.

"Wally" also has a fond desire for arguing (ask Doc Ezell).

Upon graduation, "Wally" wants to ship out on a T-2. The best of luck to "Wally" and we sincerely wish that he gets the ship of his choice.

**JOE BRODSKY**

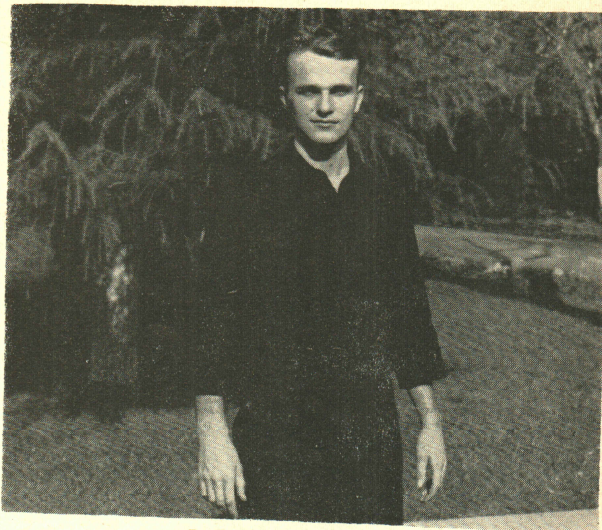
The jovial, joking, Joe Brodsky was born in our nation's capital some 19 years ago. After hearing that cry "Go west young man" Joe came to sunny California spending his time basking on the sands of that all famous beach "Roadside Rest." He was one of the notable personalities at Los Angeles High School and became a master of words through a wide field of study. Recently he has written the C.M.A. handbook which was accepted by the Academy for use and will be part of the issued gear for all incoming midshipmen. Being a man you can't hold down, Joe is now hot on a new honor system which may be adopted by the Academy.

For relaxation you might find our Romeo in his sack reading *Hamlet*, that two-ton book of Shakespeare, which you often hear him quoting (the Barrymore type).
Joe plays a terrific game of tennis and enjoys outdoor sports.
(All of which makes quite a bit with those Mills Girls.)

Doctor Norman: "You cough more easily this morning."
Lazar: "Yes, Sir, I've been practicing all night."

Mary has a little swing,
It isn't hard to find.
And everywhere that Mary goes,
The swing is just behind.

Mess Boy: "How would you like a nice chop sir?"
Dazey: "That all depends. Is it lamb, pork, or wood?"

**L. B. VANDEGRIFT**

On the eighteenth of June, 1926, something entirely new happened to the world. That day, squawling and flexing his muscles for the blonde nurse, L. B. Vandegrift, known to us exclusively as Van, came into being. The memorable event took place in the fabulous little village of Woodland, California, where Van has neither been nor heard of since.

Somewhere in those dim hours of his early life, Van was hustled into the high class city of Los Angeles under the cover of darkness, so as to escape the high tariff.

Several years later he emerged from the secluded life of big "party times" to enter Los Angeles High School. "I led a dreary life at high," says modest Van, but his room mates and other Los Angeles Indians tell us otherwise. Van lettered in both swimming and water polo. He demonstrated his fishlike powers when he nabbed second place in all L. A. city for the fifty yard free style. Besides these feats, Van mastered the social situation and delivered newspapers on the side.

At the very top of Van's stack of interests we find hunting, women and hunting women. He is undisputedly a direct descendent of the man who balances the world on his shoulders, our boy Atlas. Van's mighty build and as forementioned bulging biceps are sufficient proof.

Now established as one of the most popular and outstanding C.M.A. men, Van ranks as one of our worthy petty officers. He is also one of our highly respected (?) engineers, and plans to make that field his future profession. Other future plans include marriage, going to sea for a while, and perhaps a touch of college.

As for his favorite part of California, Van casts his vote for the sunny southland where he spends most of his liberty time.



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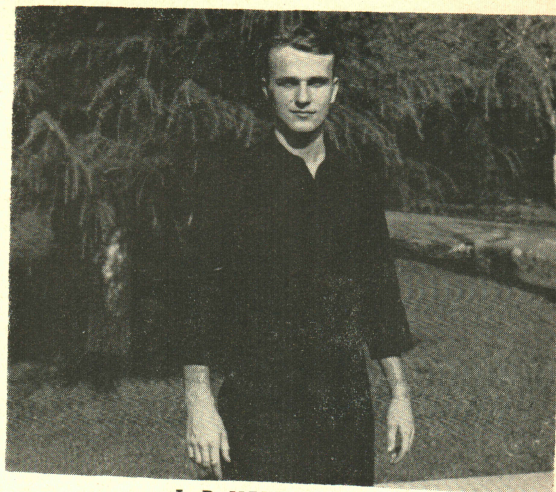
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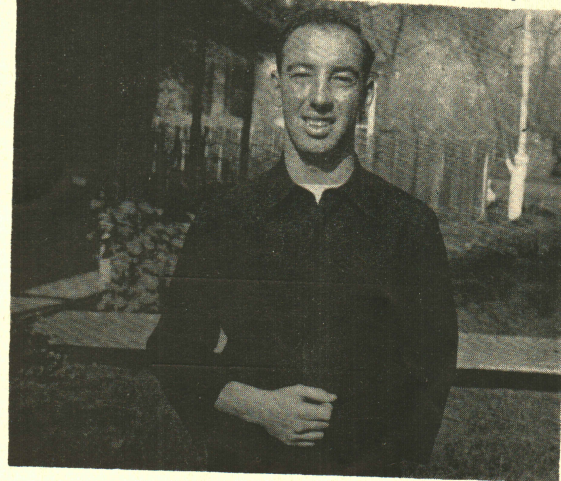
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NOTES FROM THE MARITIME WORLD

Editor's Note: The articles used in this section are compiled from the Marine Engineering and Shipping Review.

UNUSUAL SHIPS

Periodically through the years since the world's commerce has been carried by ships driven other than by the power of wind, marine oddities have been produced out of some men's extreme views regarding propulsion, hull design, how to increase speed and other shipbuilding problems.

A maritime oddity of by-gone days, if there ever was one, was the steamer Henry W. Longfellow. She was launched at Nyack, N. Y., in 1880, started her "career" as a screw steamer and ended it two years later as a paddle-wheeler without seeing actual service on the Hudson River run between Poughkeepsie and Albany, for which she was built.

William Voorhis, a former New York Yacht Club commodore, believed that a steamer floating on two catamarans should be a success by the reduction of water resistance while under way. So, when the Henry W. Longfellow slipped down the ways, she floated on a pair of 200-foot long iron cylinders set 9-feet apart. Each cylinder was divided into five watertight compartments. These cylinders were 5½-feet in diameter in the middle and tapered to a point both bow and stern. The cylinders were surmounted by a deck that gave the Longfellow a beam of 25-feet and a length of 125-feet. She drew 3-feet of water.

The steamer was driven by a screw propeller 8-feet in diameter and having eight blades. The propeller shaft pointed obliquely down into the water instead of being parallel to the surface. Under this arrangement only half the screw was submerged; in fact the top of the whirling blades protruded above the flooring of the main deck. This was designed to raise her bow and sink her stern under way, as a hydroplane, thus reducing displacement and resistance.

This the steamer failed to do. In fact she did just the opposite. Burying her nose, a characteristic eventually found due to the rounded shape of her cylinders. The experimental propeller also proved to be useless, merely churning the water into foam without giving the ship headway.

Commodore Voorhis persisted in his experiment however. He cut off the pointed ends of the catamarans, installed new boilers, and gave the Longfellow a center paddlewheel. But these changes also failed to produce the desired results and the steamer was soon broken up.

THE RUSSIAN MONSTROSITY

Then there was the Russian steam yacht Livadia, which went far beyond the category of oddity and was actually a nautical nightmare. She was an elaboration of the "circular ship," periodically described even to the present time, and was designed by that famous Scottish shipbuilder, John Elder. The most apt description of the Livadia might be a "swordfish riding on the back of a turbolt."

The Lavadia was intended as the Imperial yacht of the Czar of Russia who wanted an unusually stable vessel since seasickness disturbed his royal dignity, stomach and temper no end. She was built of steel in 1880, by John Elder & Company of Clydeside, Scotland. Her flattened lower hull (the turbolt) contained the engines, boilers and stores, and was divided into 8 watertight compartments. This lower hull was given strength by the bulkheads, a double bottom and by heavy radial girders set like the spokes of a great wheel. The double bottom was flat with inner and outer shells 3½-feet apart, while the rudder, frame and propeller shaft tubes hung several feet lower.

The upper surface of the circular platform, that served the lower hull, was arched in a shallow convex-like form, the turn of the plates giving an impression not unlike that of the bottom of a Garagantuan saucer. Riveted to this platform was the bloated form of a more or less conventional steam yacht of that period. In this yacht hull, shaped something like a swordfish, were the lower cabins for officers and men of the crew while the cabins of the Czar and his suite were on the unusually wide upper deck, which also provided a roomy promenade.

The Livadia was required to attain a speed of 14 knots. However, her prudent Scotch builders gave her a speed of 15.9 knots to be sure that such a seagoing monstrosity would not be rejected, and thus left on their hands. Used little as an Imperial yacht, the Livadia remained afloat 46 years, being broken up in 1926 after her declining years had been spent as a repair ship in the Russian Navy.

RADAR AS AN ANTICOLLISION AND NAVIGATIONAL DEVICE

Comdr. O. C. Rohnke, USCG, gave a talk illustrated by moving pictures on the subject of future use of radar by merchant vessels for the prevention of collisions and strandings. The occasion was the annual Merchant Marine Conference, held in New York, on 18 and 19 October. Excerpts from Comdr. Rohnke's talk follow:

"The possibility of collision is one of the mariner's constant, most-feared perils. It is a danger greatly increased during periods of low visibility. During such periods a vessel's navigators heretofore have had to rely primarily on audible sound signals to indicate the presence of other vessels in the vicinity and were dependent upon the look-outs extremely limited range of visibility to advise them of other dangers in their immediate vicinity. Neither means was entirely effective. In the future they will be replaced by radar, one of the great scientific developments that has come out of this war. Radar can see through fog, rain, snow, sleet, darkness or, in other words, all forms of low or zero visibility. Radar shows the presence of all objects above water within its range and translates them into picture form on what is called the 'scope'.

"Here is a good example of how radar can contribute to the safety of a ship already modernly equipped in the pre-radar sense of the word. Not many years ago a large passenger vessel, proceeding through a thick fog, was approaching a light vessel. Radio beacon contact had been established on the light ship by this passenger vessel. But even with the aid of the radio beacon, exact position of the light ship was not known. Running down the radio bearing, the liner evidently intended just to clear the light ship thereby establishing definitely the ship's position. But instead there was a collision and the light ship was cut in two, sinking with the attendant loss of the lives of several of her crew. Had the liner been equipped with radar there would have been no collision because the exact range and bearing of the light ship would have appeared on the radar scope. The radar presentation plus the radio bearing would have clarified the entire situation.

"In northern waters the iceberg presents one of the navigator's greatest hazards with the classic example of the Titanic remembered as the outstanding maritime tragedy caused by these floating ice mountains. But had the Titanic been radar-equipped, she would have been cognizant of the presence of the berg which caused her death, in time to avoid colliding with it. The bearing and distance of this berg, as well as the surrounding icebergs, would have been indicated as 'pips' or objects on the radar scope. However, it must be remembered that for radar to pick up objects, they must be above water. Growlers, especially those just awash, may prove difficult for the instrument to pick up in a heavy sea.

"Vessel collisions are not always the fault of low visibility. Sometimes they are due to personnel failures in which the human error in judging distances by means of the seaman's eye results in accident. It is difficult at times and especially at night to estimate distances. But radar does not make an estimate. Instead it indicates range and bearing with a high degree of accuracy. Thus it is reasonable to assume that personnel failures can be reduced through the use of radar.

"Safe navigation, of course, is of paramount interest to followers of the sea. Strandings, collisions and other accidents cost lives, time, and money. Our shores are littered with the skeletons of vessels lost when their operators thought themselves in safe waters, only to be brought up suddenly hard and fast aground. Strandings occur in periods of both good and low visibility but the latter produces by far the greater hazard. However, commercial shipping must meet its schedules, perishable cargo must be rushed to its destination. Every delay in entering or leaving a port is costly to the operators. Down through the years many devices have been added to ships' equipment to aid in their safe navigation. These include the fathometer, the direction finder, the gyro compass, the patent log, etc. But now we have a new device that actually sees during periods of low visibility.

"There is the fairly recent example of the 'Henry Burgh' around on the Farallon Islands outside San Francisco with the lives of all aboard endangered and with the ship finally broken up, a total loss of ship and cargo. When she went aground, a

(Continued on Page 10, Column 1)

KENNETH HULME MASTER AT 23

(Ed. Note: The following article appeared in the September 1945 issue of, and is reprinted through the courtesy of, The Log.)

Kenneth Hulme, 23-year-old son of Vice-President Allen K. Hulme of the General Steamship Corporation of San Francisco, is skipping his own ship these days—he's Master of the S. S. William F. Cody, a troop transport.

Captain Hulme was born in San Francisco on February 19, 1922, graduated from the Alameda, California, Grammar School and from the Mount Tamalpais, California, High School and entered the California Maritime Academy where, following three years of training, he was graduated as Third Officer but, because of high marks, was awarded Second Officer papers—which were held up on him until he reached the age of 21 years. Between the time of his graduation and his majority, he joined the Moore Dry Dock Company at Oakland, California, as a marine draftsman—in which he had majored while he was in high school. While at Moore's, he drew plans and traced them for C-2 ships. When he became 21 years of age, he sailed aboard the Moore-built C-2 S. S. Typhoon, plans for which he had drafted at Moore's. He was in the Russell Islands invasion and soon thereafter was made Second Officer.

During the fore part of 1943 he secured his First Mate's license and went out as Chief Mate aboard the S. S. Comet, another Moore C-2 and later transferred to another Moore ship, the S. S. Young America. During this period he participated in the Marshall Islands, Saipan, Tinian, Guam and Leyte invasions. He returned to the States after 18 months at sea and, at the age of 23, sat for his Master's license in San Francisco.

His license is an unlimited one—good for any ocean or tonnage. Through the Masters, Mates, and Pilots Association, of which he is a member, he was introduced to the American President Lines, which sent him to New York to take over a Liberty ship as Master. On arrival in New York, and a check of his record, he was assigned as Master of the S. S. William F. Cody, the troopship, as troopship Masters were needed. The William F. Cody was built at the California Shipbuilding Corporation in 1942. He took command of the vessel on July 27.

A natural affinity for seamanship, acquired through membership in an old-line shipping family and because of early training on various types of small craft on San Francisco Bay, augmented by diligent application in training, brought Captain Hulme his ship at such an early age.

RADAR AID TO NAVIGATION

(Continued from Page 9)

thick fog prevailed and a fairly heavy sea was running. The radio direction finder had been used but it was not properly calibrated. The fathometer was not used. The ship also was proceeding at a higher rate of speed that was prudent in making a landfall under prevailing weather conditions. But, in spite of all this, it is believed radar would have saved the ship because the instrument's picture would have outlined the islands, giving the bearing and distance off shore and showing a complete picture of the immediate surroundings.

"The operational advantages of radar are:

- "1. It is the best anticollision device yet perfected.
- "2. It makes for greater safety while piloting or making landfalls during periods of low visibility.
- "3. It shows continuous, instantaneous, accurate ranges and bearings of objects.
- "4. It presents a chart-like picture of the surroundings, the presentation being in the nature of a polar chart.
- "5. By observation of the scope movements of objects are indicated.

"On the other hand, radar has certain limitations:

- "1. Objects cannot be readily identified. All objects of about the same size present the same pip. However, identification can be made quite often by implication such as movement, relation to other objects, shape (used in landfalls) and sometimes initial range of detection.
- "2. Radar chart presentation on the scope requires interpretation due to line of sight characteristics which give shadow effects. In other words, larger intervening objects may blank out objects behind them.
- "3. It can only be used for slightly over line of sight distance.
- "4. Weather and sea return affect the picture.
- "5. Objects sometimes not detected because of the movements of these objects caused by bobbing up and down in a seaway. Small vessels and buoys are particularly affected. The outgoing signals miss striking the object when it is in the

LETTERS OF INTEREST TO FELLOW ALUMNI MEMBERS:

Hi Fellas:

Here's the letter I promised I would write, although there really isn't much to say.

I was in hopes of running into some of our alum's over here, but as yet I haven't seen a familiar face. There must be a few C.M.A. grads here though, as the Bay is full of Navy and Merchant ships. I have an idea that if I stay in the bar at the officer's club here at Okasuka long enough I'll see lots of the lads (knowing the habits of C.M.A. men).

Via the scuttlebutt I found out that Ben Barton is on a C-2, the "High Flyer" as 3rd Asst. Engr. When I signed up with American-Hawaiian, I ran into Bob Moeller who is on the "Pampero", a C-2 as Jr. 3rd Asst. Also heard that Marvin Tripp is sailing for A-H, I believe on a Victory, but I'm not sure.

While I was in Port Hueneme, waiting for the Navy to load 2000 men on board, I took a run down to Los Angeles to see my old roommate Marv Hall. He wasn't at home but "Betts" (Mrs. Marvin Hall) gave me the following information: Marv is Jr. 3rd Mate on a Tanker, the "Brandywine", for Standard Oil, and was ready to leave for Saipan. I couldn't quite imagine an old beer and bourbon man like Marv being on a ship called the "Brandywine", but then, stranger things than that have happened.

Mrs. Hall said that George Detweiler, Phil Ransom and Harry King were all on the same ship, a C-2, she thought.

By the way, Dick Naylor is on the "Sea Devil", troop transport of A-H, just thought I'd add that in case anybody was wondering.

I'd like to take this opportunity to invite all my shipmates to my wedding this December. The bride-to-be is Miss Jeanie Fisher. The date isn't set as yet because I don't know the day that I'll be back, but if any of the lads are around the Bay Area between November 2nd and December 20th, please call my folks' home in Oakland and ask when the wedding is. The phone number is HUmbolt 10008. Sure hope some of the old gang are in port then.

I started a log for C.M.A. grads here at the officers club at the Yokasuka Naval Base, so if any of you lads drop by this way jot your name, ship, etc., down in it.

Well fellas, that's just about all the news I can think of right now, so I'll close.

Hope to receive a few issues of The Binnacle soon as I would like to know what the rest of the class of '45 is doing.

Give my regards to "The Terror" and "Smilin' Jack." By the way, how is Lt. Summeril's "Tanker book" progressing? I guess it is about printed by now.

Fraternally,

DICK NAYLOR.

Editor, The Binnacle:

Hey—what's up??—'bout two months ago (right after graduation) I sent "youse guys" two dollar bills and a four bit piece (\$2.50) for the ole school ship paper for a year, and I haven't yet seen hide nor hair of an issue. Was there a slip up somewhere or aren't you putting out with them? I'm kind of anxious to know what's doing aboard the T.S.G.S. I hear she has a new "white dress", perty reet!!

As for me, I'm sailing with American Petroleum on a T-2, the "River Raisin." It's the same one Clendenny's brother was on for a while. We are held up in L. A. here for quite a while so I have just made one trip—up to Seattle and San Francisco. I am scheduled to leave for Yokohama in a few days. These turbo-electric jobs are really nice. I'm thankful for the little A. C. juice we had at the Academy—sure comes in handy—"thanks Mr. Dunlop."

'Bout some of the other fellows: H. Annin on "Fort Christina", a T-2 with Pac. Tankers; Moeller on a C-2 with Am-Hawaiian, he has an east coast run; Griffith has a C-1 and is on his way to Europe. That's about all the news I know.

See what you can do about getting me a paper—Pleeze??

BEN STRADLEY.

Cummings: "Doctor, I don't drink, smoke, or chase around after women. Will I live a hundred years?"

"No," replied the medic, "but it'll seem like it."

trough of a wave, therefore, there is not reflected a wave for presentation on the scope.

"6. Nonconductors such as wooden vessels may give poor echo."

ALUMNI NEWS

"THE SECRETARY'S NOTE BOOK"

Received reservations from H. S. Pennebacker for the 9 November dinner, so be seeing you.

18 Oct.—NEWS FLASH! We would like to start a new column in our Alumni Page headed "Now It Can Be Told." In this column we would like to relate incidents that are of interest to all who read The Binnacle, that heretofore were banned due to military information being forbidden in print. We would like to know and have your comments on this idea and also your accounts of incidents that have happened to you during World War II.

19 Oct.—Captain Espee was a visitor aboard the Ship, while in dry dock and is now Captain of the Gabriel Duval a Liberty bound for Suisun Bay.

Just received the announcement of a son being born to Mr. and Mrs. Walter Bernhart Christian Albert.

26 October.

C. U. Jackson ('43 Dec.) was aboard today for a short visit. Reports that he is sailing 2nd Mate on the Sioux Falls Victory (A-H), Supt. Roberts and that he has P. Haertel ('41) and D. Curry ('44 Dec.) as shipmates. They are one of the first ships to return to the pre-war runs, and are on the A-H North Atlantic Intercoastal run.

Had a nice run bringing the "little white yacht" up from GEDDCO. Long and loud were the "wolf whistles" that came our way from the spectators along the way. Guess we look like something out of a book to salt dimmed eyes that have seen nothing but gray for four long years.

Joe Shaler ('35) drops us a note from 3304 Division St., Los Angeles, saying that he is returning to his work with the Hagen Corporation, Los Angeles Territory. Congratulations Joe, and best wishes from us all. As for the Alumni Activity in L. A., we have had a "suspended" notice on the L. A. door for the duration. Maybe you can open it up again. Those of you that make SoCal your home, get in touch with Joe, or let us know your interest and we will contact Joe and ask him to contact you.

Captain Bill Aguilar ('34) brought in his Cape Mears this week with a very special cargo in the person of Gordon Pollard ('34) Chief Mate on the Malama (Matson), one of the first merchant ships lost during our war with Japan. His story has been featured in Bay Area papers for some time. Welcome home Gordon, with the best wishes of all hands.

27 October.
Lt. Comdr. and Mrs. B. G. Burford ('43 June) announce the birth of a son on 26 September. Bruce is sailing as First Asst. on the Penn Victory (A-H) and had some close calls at Buckner Bay on Okinawa during the recent typhoon there.

The October issues of the Log and the Pacific Marine Review both contain articles on C.M.A.

August and September grads of the U.S.M.C. Upgrade School in S. F. included the following: G. D. Connover ('38), O. J. Jahnson Jh. ('44 Dec.), D. S. Bartlett Jr. ('44 Dec.), K. Orcutt ('44 Dec.), R. E. Moore ('44 Dec.), B. W. G. Swanson ('44 Dec.).

1 November.

Ken Rambo ('42 Dec.) spent the afternoon visiting the new home of the "little white pot." He was married on 27 September to the former Miss Gayle Ware at the home of the bride's parents in Oakland. Their new address is 3335 Brookdale Ave., Oakland. Ken is sailing for A.P.L. at present.

We hear that Les Harlander ('42 Dec.) was a proud papa on 23 September. A BOY, George Allen, and all are doing fine. Les expects to sit soon for Masters Papers and is sailing for A.P.L.

2 November.

Getting some grand answers to the announcement on next Friday's dinner. 22 couples have sent in reservations, with another half dozen maybes. Some of the sorry notes brief down as follows:

Ken. McLaughlin ('42 Dec.) enroute to Manila.

Bob Greer ('40) in San Diego.

H. J. Williams ('43 Dec.) at sea, 2nd Asst. Minnie M. Fiske. Bob Owens ('41) at sea, home end of November.

W. Gelbert ('42 Dec.) shipped for Japan 9 November as Chief on the Trinidad Victory.

William Elliott ('43 Dec.) at sea.

M. Klein ('44 Dec.) 2nd Mate Northeastern Victory, enroute Shanghai.

J. Strahlendorf ('45) enroute Puerto Rico.

F. Schwimmer ('44 Dec.) enroute North Africa and points East.

3 November.

Two cards came today from Fred Schwimmer ('44 Dec.) One from the Canal, the other from New Orleans. He is sailing for Capt. Alvin Gregory ('38), and M. Messenger ('45) is their 3rd Mate. They were loading bulk grain for North Africa and expected to sail the 10th. Says he saw J. Rankine ('42 Dec.), Mate on a hog-islander for Miss. S. S. Co. Also reports that he met "Casey" who is Chief Mate on a T-2 (can that be our grad of '45?).

5 November.

Nat Main ('41) writes from the S. S. Monterey, Matson (pier 32 S. F.) "where's my membership card and the latest Binnacle?" They were mailed Nat. If they don't show soon, let us know and we will try to amend the situation.

6 November.

Received a card from R. E. Berryman telling us that Ens. E. B. Berryman ('42 July) is on active duty with the Navy in China. Thank you Mr. Berryman. The gang will appreciate the news.

7 November.

C. T. Thomas ('43 June) was a visitor this morning. Reports that he was (and is) a proud father on 4 June. A boy and a Junior. He is just in from a year's duty on an A.P.A. Says he saw Colfax ('43 June) while in the SOPAC, but that Bill Bellamy ('38) was off on liberty somewhere.

A nice letter from M. Foskett ('44 June). Says his wife saves his Binnacles for him, and he browses through them on the next trip. Quote You fellows the doing a fine job. It is really good to see a couple of pages of Alumni News instead of the old two columns Unquote. Thanks brother, but it is newsey letters like yours that make our columns possible, so our thanks to you. Just glancing through it we glean the following: Hugh has just left the Cape Catoche (C-1) after over a year's duty as 3rd and 2nd Mate (last trip five months to Okinawa and vicinity), now is on the Wild Hunter (C-2) and back on the briny, in fact on that horrible great circle to Yokohama. Chas. Dunham ('45) is Jr. 3rd Asst. on the same ship. Saw J. Marsh ('44 June) in Ulithi last July, when he was Eng. Officer on a Navy Water-Tanker, and expecting his first promotion. Heard that G. Fake ('44 June) had gone Active Duty Navy (No news here on that), ran across Rosa Victory, and saw Bud Jahnson ('44 Dec.) when he was doing a stretch as night mate for A. T. S. in San Francisco. We don't envy you that cold, rough, overcast traverse Hugh. Thanks a lot for the letter.

This has been a busy day for the CMAAA. Harry Slavin ('43 Dec.) dropped in this evening, stayed for dinner, and a very pleasant gab-fest. He got his 1st Asst. papers a couple of months ago, and is sailing on the Topila (Richfield). Docked at Martinez to discharge this afternoon, out again tomorrow. His new address is 2919 South Redondo, L. A.

Bob Hargis ('39) was aboard for a few minutes this morning. Like so many of the '49'ers' he expects soon to be returned to civilian life, and sees a long tough row ahead.

9 November.

R. A. Pringle ('42 Dec.) was aboard this afternoon for a short visit. He is on the APA 126 (St. Mary's), F.P.O. San Francisco, California.

Add the following to your list of grads serving aboard the T. S. Golden State: John Bailey ('38) Deck Instructor, and A. J. Erickson ('39) Engineer Instructor.

(Continued on Page 12)

(Continued from Page 11)

10 November.

19 members and their ladies gathered last night at the Army-Navy Club for the bi-monthly social meeting. A grand party, but the next one will be better. Come on out and see. Send in your reservations NOW.

Some of the general information gleaned at the conclave:

Bern Schoenleber ('41) is Master of the James J. O'Kelly.

Ralph Newman ('41) is on the William F. Empty, at present enroute to Chile for nitrates.

Jack Wilson ('40) is Master of the Kansan.

Dick Huber ('38) is still wearing the Navy blues.

Paul Haertel ('41) is teaching Math. at the San Mateo Basic School.

Bill Dorcey ('42 July) is convoying Valley Brew in the wilds of Stockton.

Joe Cleary ('42 July) is sailing Master.

John Gates ('42 July) has transferred to the Purser's Department (night clerk, Fairmont Hotel).

Bill Shaw ('42 Dec.) is instructing in Electricity at the USM-SOS in Alameda, and is doing a grand job from all reports.

Dave Goodard ('35) is Master of the Cape Frio.

John Donohue ('42 Dec.) is working in a law office in Oakland.

Joe Shafer ('35) was unanimously elected to the vacant post of Vice President at last night's meeting, to serve to the end of

the present fiscal year. Hello Joe. Those of you who get into the L. A. area, drop a line to Joe at 3304 Division St., L. A., and arrange a meeting or social.

12 November.

Who said this was a holiday?

Mrs. E. Stenimann sends in dues for E. R. Rowe ('43 Dec.) her son, with the following: "Ed is on his way to South America on the Mormactern. He passed his First Mate's Examination last month." Thank you very much, and our congratulations to Ed. His address is 15 Hermann St., Apt. 309, San Francisco, Calif.

16 November.

Al Gallant ('40) was aboard this morning for a visit. Al is on Terminal Leave, and his post-war plans as a civilian are indefinite. He served for many months as Chief Engineer on the Pennsylvania. Looks fine, but like all the rest of us, a little thinner on top, a little thicker midships.

Dave Coker ('38) USAMPS, was aboard this afternoon. Has a little leave and is visiting old friends and haunts before returning to his job. At present his station is way down East in Maine. Brrrr. Says "hello" to all the gang. He is still Chief on his little "egg breeder," and has hopes of keeping the berth in the post-war fleet, but like all the rest of the servicemen, nothing is definite.

23 November.

Al Baxter ('45) dropped in on us this morning. He is Third on the Cape Douglas, a C-1 Troop Transport for Grace, now berthed at Portland. Says he flew down yesterday to be home for Thanksgiving (pretty lucky Al) and will fly back on Sunday. He sails Monday for Yokohama.

Another dead-line is here gang—see you again next month.

ALUMNI NEWS

Marvin Hall is shipping aboard the Standard Oil Tanker, Brandywine which was recently reported at Siapan.

Dick Naylor is on board the Sea Devil, a cargo ship of the American Hawaiian Steamship Co.

We have had difficulty in obtaining the addresses of the following correspondents and would therefore appreciate any information as to their whereabouts:

John Claque.

Lt. R. L. Dohloff.

Italo A. Canepa.

G. O. Robinson.

D. L. Cook.

From Loren Hall comes the following bit of information: The Class of July 1942 may be interested in learning that at l-o-n-g last, Noel (Tad) Martin and Harlan Hall have gotten together

on the same ship—the William S. Wirt (Alcoa), hauling Bauxite from South America.

Tad is Chief Mate and Harlan is skipper. Tad, by the way, holds Master's papers, and probably would have been given command of a ship had it not been for an illness last spring which kept him in "drydock" for five months.

The following is from Frank Coleman ('45): Just thought I'd drop you a line and let you know where some of the C.M.A. graduates are. Pew, Van Sicklen, Rosa and myself are on the Hattiesburg Victory sitting here in Tokio Bay. We are on the hook nine miles from Yokohama. Yesterday the four of us went ashore and we met Brandt and Schlaman at the boat landing in Yokohama.

Later in the afternoon Rosa and I went over to the Trinidad Victory to visit Harry King, Detweiler, Ransom and Geldert. Ransom and Detweiler came over to our ship for chow — the moochers!

Koerber and Wilcox are also here at the same anchorage on the Columbia Victory, but as yet I haven't been able to get in touch with them.

Van Sicklen met some fellows ashore the other day and they told him that Marvin Tripp was out here in the bay on a C-2.

Well, I hope you fellows are enjoying your first class year. Say hello to everyone for me.

Don't forget the meeting dates. Second Friday of each and every month. 14 December is a stag business meeting, 11 January is another dinner night for the ladies. Send in reservations NOW, we are planning on a big dinner party for March, and we want your ideas about whether it should be at the Army-Navy Club or at some other site.

Second classman: "Come on, take a bath and get cleaned up; I'll get you a date."

Third classman: "Yeah (sir), and then suppose you don't get me the date?"

Don't feel bad if your name isn't here, because your just normal then.

Wahlgren: "If you stay overnight on the ship, you'll have to make your own sack."

Christensen: "Heck, I don't mind."

Wahlgren: "Here's a hammer and saw."

EDITOR, THE BINNACLE
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