

California Maritime Academy

BINNACLE

MAY 1961

ARRIVAL TAHITI – see cover story on page 3



MAY 1961

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

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MARITIME DAY

This year the Academy will recognize Maritime Day by holding Open House, Saturday, May 20th. The ship and grounds will be open for inspection from 1:00 until 4:30 in the afternoon.

Alumni, friends, and persons interested in the Academy are welcome to come down and see the Training Ship "Golden Bear" as well as the campus. Guided tours of the entire area will be available to visitors in addition to free folders that contain all pertinent information concerning the academic program and available credits that can be earned at the Academy. High points of the tour will be the modern residence hall, classrooms, the Training Ship, and if possible, the new Engineering Building which is still under construction.

It is expected that 700 or more people will visit the Academy from the Bay Area, as well as many dignitaries, making this one of the biggest events of the year.



WELCOME BACK

The BINNACLE is happy to welcome Mr. Pat Russell back to the Academy after his illness which prevented him from taking part in this year's training cruise. All of us, at one time or another, thought of him and wished that he was with us. Again, we say, "Welcome back, Pat."

THANKS

Recently one of the secretaries, when leaving work, discovered that she had a flat tire on her car. Before she had a chance to start changing it herself, a lone Midshipman happened along and volunteered his services. In this manner, Ruth would like to say "Thank You" to Midshipman Lehman, 2/D for his services.

BINNACLE

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BINNACLE EDITORIAL

Congratulations! The Midshipmen and the Administration are to be complimented on the success of the last training cruise. There were a few shortcomings, but they were surpassed by the great improvement in the policies of the ship and by the uplift in the morale of the Corps. Among these improvements were earlier liberty, better informed Midshipmen, and improvements of the interior compartments on the T.S.C.B. All of these improvements contributed in no small way to the uplift in the Corps' morale.

The cruise was marred, however, with the death of Mr. Charles Prichard (Pritch), the ship's medical technician. Mr. Prichard was highly respected by the Corps. He was well-known and there was nothing he wouldn't do for the Corps or for the individual Midshipman. He had a humor all his own, and his knowledge of practical medicine gave every midshipman a feeling of security. Mr. Prichard was a proud man; he was proud to be a part of this Academy, and he was proud to serve each and every midshipman. The respectful memories of Mr. Prichard will live on at the Academy for many years to come.

The editors and staff of the Binnacle wish to begin a project in memory of Charles Prichard. This project needs your cooperation and support. At the present time we have no ideas on the project and would, therefore, appreciate any suggestions concerning it. A committee will be necessary to launch this project, and a chairman is needed. Any midshipman interested is invited to see the editors of this paper.

The Binnacle has been reorganized. It is the wish of the editors to improve our publication to better suit the needs and tastes of the Corps. We also hope to better serve the needs for which this paper was organized. Remember, this is the Corps' publication. What is printed here is entirely the opinion of the Midshipmen involved. If a Midshipman disagrees with these opinions, he is free to direct a letter to the editor. These letters must be signed, and it is guaranteed that they will be published. Let's bring things out into the open. Maybe we can get many of our problems solved in a diplomatic way.

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The "Golden crashing surf on entrance in the n slowly made her spire and the red that could be seen the shore

Waiting on the hundred waving pe with flowers in th A Tahitian song

Cruising the South Pacific



ROYAL COURT

We departed from Vallejo on 19 January 1961, after a stay of two weeks at the Bethlehem Shipyards. We faced a period of seventeen long days at sea before touching dry land again. In order to keep from becoming bored, the officers always managed to have enough work to keep us interested and active.

The "Crossing the Line" ceremonies were a great source of amusement and are looked back on with relish by all but a few. Everything was handled by the midshipmen "Shellbacks" with messmen as the "Royal Family". The preparations were quite elaborate with even a pool constructed on the foredeck.

About the fifteenth day out, morale started to pick up. All over the ship could be heard snatches of the song "Little Island in the Sun," and we were keeping our eyes peeled for traces of land. Finally, on the morning of the seventeenth day, we could discern an island off the port bow. At sunrise it was swathed in mist and clouds, but as the sun started to climb, the mist dissipated and the clouds retreated to the tops of the mountains. What was left was one of the most beautiful sights of the voyage. There floated Tahiti, the Island of Paradise in a sea of blue, with a line of white surf like a lei encircling it.

The "Golden Bear" maneuvered between the crashing surf on either side and through the tiny entrance in the natural coral breakwater. As she slowly made her way through the harbor, a church spire and the red tops of a few buildings were all that could be seen through the dense foliage along the shore.

Waiting on the dock for us to land were several hundred waving people all dressed in colorful prints with flowers in their hair and around their necks. A Tahitian song was sung to us and lovely "va-

hines" in grass skirts waited to shower us with flowers.

The welcome that was shown us just suggested what we were to learn over and over again; a Tahitian is one of the most friendly, honest, and wholesome people in the world. The island is beautiful, but it is the people who make Tahiti what it really is! A happy, fun loving, song singing, spot to forget your cares in, is what we found Tahiti to be.

As the trite, but true saying goes, "All good things, etc." — so we had to depart after just six short days.

We had good sailing to Samoa, where we stopped at the port of Pago Pago. Here the people are more Americanized. Almost the entire compliment bought souvenirs and returned to the ship early. Many midshipmen went to a native village to see native dances and ceremonies.

We left Samoa and headed north to Hilo, Hawaii. Here we went on a tour of the volcanoes and saw world famous Rainbow Falls. One of the highlights of the island is the Hawaiian Village Theatre, where many of us went and were surprised to find Captain Bowman, Commander Heron, and Lieutenant Commander Aguliar doing the hula.

Arriving at Honolulu a day after leaving Hilo, we found prices high and our bankrolls low; so sightseeing was in order here more than ever. Waikiki Beach was beautiful, but commercial with its "ritzy" hotels, white sand and hundreds of new cars. It was not uncommon to overhear the midshipmen say later "I'll come back in a few years when I have a lot of money." A few lucky midshipmen were able to attend a real luau, with a pig and squid and all the trimmings. Bryon Bader, Division 8 commander, was the host. All went well except for the incident concerning Johanson's swimming abilities. When the Fire Department

Rescue Squad arrived, the above mentioned First Classman had been hauled to shore. After this excitement, we rested up, sang songs, and watched the hula dancers.

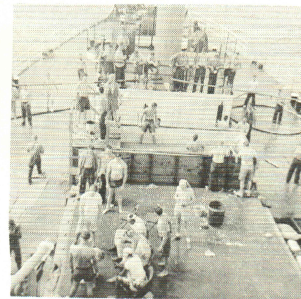
From Honolulu we came back to the Mainland. Our first stop was San Diego. Here a party was arranged by the Propeller Club of San Diego for the midshipmen. Several sororities from San Diego

State College were represented. Everybody had a good time and agreed that this was a real homecoming.

Coming up the coast to Vallejo seemed to take weeks instead of the few days it actually took. When we saw our friends, relatives, and girls on the dock, it seemed that we had only left yesterday.



DOWNTOWN PAPEETE



CROSSING THE EQUATOR

HELP WANTED

Enterprising young third-class engineer to work part-time. Interesting work in the Audio-Visual Department of a West Coast Maritime Academy. Work involves scheduling of audio-visual equipment, care of film library, traffic management,

and close association with highly educated, pleasant and stimulating personnel. For further information, contact "Escondido Stan" Felland. Merchant Seamen need not apply.

MEDICAL TECHNICIAN

Our new medical technician is Robert Louis Acker. He was born in Monroe, Michigan, on 3 January 1912. He attended local schools until he entered high school where he went to prep school at the University of Dayton, Ohio. He graduated in 1929. After graduation, he relaxed until March, 1930, when he joined the United States Navy in San Diego, California.

Mr. Acker spent thirty years in the employ of the United States. He worked his way up through the ranks, and during the war he held a temporary commission as an Ensign in the Hospital Corps. During the war he was a very busy man. On December 4th, he joined the crew of the destroyer, USS MacDonough, PD-351. He was in Pearl Harbor on that infamous morning of 7 December 1941. He was later transferred to the motorship "Pennant". He was then transferred to Farragut, Idaho, where he instructed at the hospital school. He next went back to sea with the Marine Aircraft Group 31 of the 4th Air Wing. In 1944 he was transferred to Mare Island, here in Vallejo. This is where he was assigned for the remainder of the war. During the Korean Police action he was in Seoul from 1952 to 1953. Mr. Acker was on the Far East surgical team that participated in the evacuation of French

Indochina.

Mr. Acker married the former Elizabeth Penland in 1942. He met her at a dance in Vallejo. They now have a seventeen year old son.

After he mustered out of the service as an Ensign, he went to work for the California Medical Facility in Vacaville. He was with them until he joined the "T.S. Golden Bear" in San Diego. He was very much impressed when he came here and anticipates good duty. When asked if he had any comments about the academy, he just smiled and said that he hasn't been here long enough to say anything. "I will do my best to be an asset to the academy," was about the only comment that he had to make.

In case anyone is wondering about his qualifications as a medical technician, here is a list of the schools that he attended while he was in the Navy:

Hospital Corps School in San Diego; Dental Corps school in San Diego; Hospital Administration school in Bethesda, Maryland; Field Training school at Camp Pendleton, Calif. The BINNACLE would like to say, "Welcome to the California Maritime Academy, Mr. Acker."

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Friends of the Corps

There is someone with whom almost all the middies are familiar. She is the adopted mother of all the middies. If a middie feels that the world is trodding upon him, all he need do is go and see Mrs. Opal Oogle. Most of the middies know her as "Mom". Mrs. Oogle was born and raised in Modoc County, California. She lived there until she was married, which was about forty years ago. She has a son who is 37 years old.

Some fourteen years ago she opened what is known as Oogle's Dutch Lunch. It originally opened across the street from its present location—where the overpass is now located. Mom says that there used to be a thriving little community there. It had a liquor store, a laundry employing about 150 persons, and several other small establishments. About twelve years ago she moved to her present location.

"It is really nice to have the middies back after the cruise. It seems so quiet while they are gone," she says. She also stated that she owes her existence to the middies. Many people feel that she would have more business if she moved closer into town, but Mom says that she would never move because she would feel lost being away from the academy. Well, Mom, we would be lost without you.

As a point of interest in closing, Mom says that for the past seven years she has guessed who the next Battalion Commander will be well ahead of the appointments. She already has her ideas about our next B.C. This is an indication that she is very much aware of the events happening around our campus.

* * *
MRS. OPAL OOGLE



CARL FLETCHER

Born September 5, 1921, in Cardwell, Mo., served twenty years in the U.S. Navy, granted a Masters Degree in law and writing, has seven children, and is presently a service station proprietor . . . this description fits only one man; Carl Fletcher.

Fletch, as he is most commonly known, is a man of many talents, ranging from Guided Missile and Heavy Ordnance expert to mechanic and skeet shooter.

Joining the Navy at 17, after a high school education at local schools in Cardwell, Mo., and serving twenty years, Fletch has made good use of all his time. He attended LaSalle College in Philadelphia, Pa., and the Massachusetts Institute of Technology, in Cambridge, Mass., obtaining a Masters Degree in Law and Writing. During his spare time, he worked as an auto mechanic to earn extra money, and at the same time training himself for his present job. While in the Navy, Fletch visited every state and all the countries except for three. He has also seen heavy action during the war while serving in the Pacific Fleet.

Being a family man, seven children no less, Fletch realizes the importance of an education for his children, and when asked for his views on the California Maritime Academy as an institution for learning, he stated that he thought CMA was an excellent opportunity for young men and hopes that someday his boy would attend.

Between seven children, a wife, and his business, it can be ascertained that Fletch doesn't have much spare time, but being a man of unending endurance, Fletch has done well in the field of hobbies. His favorite hobby is skeet shooting. He has excelled by being runner-up to the state champion and is associated with several national skeet shooting championship teams. Besides all this, he has a carload full of trophies won in local shooting matches. Fletch also likes to fish and go frogging and has just recently acquired a new boat jointly with a friend to make the sports more enjoyable.

Fletch is a great friend to all middies and realizes the financial strain put on them while attending the Academy. He will help them wherever and whenever he is able. Fletchers' Richfield Service Station is located at the top of Academy Drive and across Sonoma Blvd., or to be more exact, 101 Lincoln Highway.

SPORTS

DELACY ALL-LEAGUE

The waterpolo team this year may not come under the term "successful" as applied on a won-lost basis, but it was completely successful for one of its personnel.

Tom Delacy plays on a team that draws from an enrollment of a little over 200. His school is a professional one, and athletes are not lured to its gates as they are to most of our country's institutions. The league he plays in includes the varsities of such schools as Santa Clara, St. Mary's, Fresno State, Sacramento City College, Stockton College, and the freshmen team at the University of California, which boasts an enrollment of 20,000.

And yet, at the season's end, Tom became the first player in CMA's history to be awarded a berth on the all-league team. When I talked with Tom, I learned that he has not been one of those four-hour-a-day-practicers since he was five years old. Tom naturally likes to swim and has been doing so for a long time, but he does it during his free time. In high school days he played during his senior year on the waterpolo team, the school's first. One year on the Vallejo J.C. team completed his pre-CMA

experience. In view of all this, his rise to all-league is truthfully amazing.

When his team mates elected him captain, they did so because he is not only a top player in the pool, but because he is also a leader, uniter, and sparker of that thing called team spirit.

We can all be very proud of this one member's accomplishments, for he has not only brought well deserved recognition to himself, but he has also brought recognition to the school.

R.B. Stoakes

TENNIS

The call is out to all those servers, net rushers, lobbers, and slammers of the courts, for the tennis team is now moving into full swing for the season. Although a pyramid type ladder has already been set up, you can still join the team. And I heartily urge you do so, whether you are already a player or aspire to be one. All are welcome! Matches this year will be played against Vallejo and Napa J.C.'s and Vallejo High School. Don't hesitate — motivate!

R.B. Stoakes

Maritime Industry

FUTURE PROPULSION PLANTS

Most European vessels are diesel driven while most United States vessels are steam turbine driven. Although the steam turbine is less efficient, it is used by the U.S. because the fuel is cheaper, it is more easily maintained, and the original cost is less.

The "John Sergeant", a Liberty ship converted to gas turbine, is a simple, open cycle, regenerative type delivering 6,000 shaft horsepower. This vessel has had no significant difficulties with her plant.

Nuclear powered merchant ships do not seem to have much chance of competition with conventionally fueled plants within the next ten years at least.

Some engineers think that nuclear energy should not be used with heat cycle prime movers. Instead, the new direct-energy-conversion propulsion systems may be used with nuclear reactors. One of these types, the thermocouple principle (thermo-electricity) of converting thermal energy to electrical energy, utilizes a minimum of moving machinery. Within the next five years, these direct-energy-conversion engines should be developed enough to give some indication for their use in a marine propulsion system.

Besides newer engines, much progress is being made in automation, lowering original costs, lowering operating costs, lessening maintenance

and weight while increasing space and reliability.

Marine gas turbine ships should use a single, open cycle regenerative gas turbine capable of from 10,000 to 18,000 shaft horsepower, conventional reducing gears and a controllable pitch propeller. Steam hotel services should be supplied by a donkey boiler for possibly the waste heat from the turbines could be used as the heating element at sea; the auxiliary plant also should be gas turbine driven. The entire machinery plant, once lighted should be automatic. For astern operation, the controllable, reversible-pitch propeller is ideal for gas turbine engines. There is then no need for the braking of the shaft, reverse gearing, or astern gas turbine elements. Today's controllable pitch propellers are reliable and would present no development problems.

TRANSVERSE PROPULSION

As more and more ships are built each year, naval architects strive to incorporate into each of them the very latest devices and systems. One of the more recent developments, that of 'transverse propulsion', is the subject of this article. What is the origin of this system? What are its merits? These and other important questions will be answered in the paragraphs that follow.

With fiery accompaniment, brass bands, and paper streamers, three bright new ocean liners take to the world's sea lanes. These luxuriously ap-

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pointed giants, products of the P. & O. Orient Lines, are the S.S. "Orsova," S.S. "Oriana", and the S.S. "Canberra". Each is outfitted with the latest mechanical and electrical devices in order to insure the personal safety and comfort of its passengers. But, above all, each contains a new unique system called 'transverse propulsion'.

The first public hint of such a system appeared in the "New Ideas from the Inventors" section of Popular Science Magazine about three years ago. At that time, the design called for propellers protruding from the sides of the ship, at the bow, and at the stern. When not in use, the propellers and their shafts folded flat against the side of the ship. In its present and most practical form, the system employs two tunnels, one at the extreme bow of the ship. A large motor driven propeller is placed in each tunnel. When in use, the propellers pull water through the tunnels to push the ship sideways for easier docking. When not in use, the tunnels are closed from the inside mechanically to reduce drag.

The advantages of such a system are many. The whole operation of docking is controlled from the bridge of the ship. Motion to port, to starboard, forward, or astern, is controlled by a console of buttons and the conventional telegraph levers. The

usual tooting of whistles between tug boats and the ship are a thing of the past. The necessity of having tug boats help maneuver and dock a ship are also a thing of the past. Even before the ship nears its wharf, the propellers in the bow and stern are able to effectively maneuver the ship through close quarters. Economically speaking, the money and time saved by not having to use tug boats is enough to deem the system worthwhile and advantageous to its owners.

Future graduates of CMA will be able to directly benefit from this system. During landings, the engineering officers will not have to cope with as many bells as on a ship not equipped with the system. The maneuverability of the ship at slow speeds will not depend directly on the rudder and screws. The deck officers will have to put up with a shiny new console of sixteen buttons, all of which have to be pushed. Instructions, complete with the appropriate arrows, simplify the operation of the system.

The system will easily adapt itself to present ships. It is almost certain that ships of the future will contain a form of this system. Progress is the lifeblood of any industry. Devices and systems such as 'transverse propulsion' show that the Maritime Industry is definitely progressing in the right direction.

EXPANSION!

One of the most striking projects at the present is the Engineering Building that has been under construction since July. This modern building will house a machine shop, a diesel shop, the physics, chemistry and electric laboratories, a welding shop, and the Engineering Officers' offices. This one program is estimated to cost \$750,000 to \$800,000. The engineering midshipmen are expected to enter the building in August, 1961. All classes will occupy it. It is foreseen that in the near future an \$80,000 nuclear simulator will be added to this facility.

While the middies were on spring vacation, 24 March to 3 April, the boat basin was dredged to a minimum depth of five and one half feet at low tide, both inside and at the entrance of the basin. This dredging was completed at a cost of \$13,000.

Forty-seven thousand dollars is being spent on an adequate drainage system. One reason is to prevent flooding. Along with this is the paving of some of the roads.

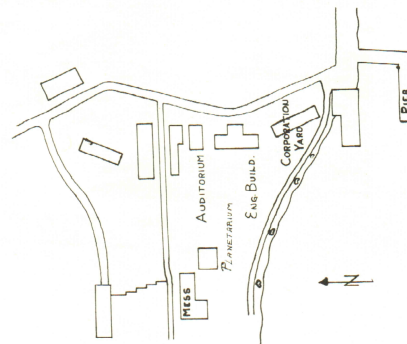
The athletic field is being supplied with automatic sprinklers for the new turf. A field house for storing athletic equipment complete with showering facilities is under construction.

The beautiful setting where the old residence hall once stood has been partially completed into a park area.

The eye sore on the southwest corner of the campus, better known as the corporation yard, will be replaced by a new \$150,000 corporation yard.

In the future it is anticipated that a planetarium and an auditorium will be erected. In this planetarium, it will be possible to demonstrate the arrangement of the sun, moon, planets, and stars. A large hemispherical dome and a complex optical instrument is utilized to simulate the principal celestial motions.

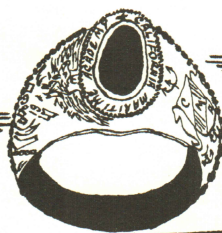
These additions to the physical plant will undoubtedly improve the educational conditions and contribute toward making better Merchant Marine officers. The midshipmen at the California Maritime Academy can be truly satisfied and proud of the progress that is taking place to maintain modern facilities for our benefit.



FROM M/s _____
CALIFORNIA MARITIME ACADEMY
VALLEJO, CALIFORNIA

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RING DANCE - CLASS of 1962



MARK HOPKINS

MAY 27

GET YOUR BIDS EARLY