

THE BINNACLE

Vol. 3, No. 16

CARQUINEZ STRAITS

September, 1946

GOVERNOR WARREN TO ADDRESS GRADUATING CLASS



The Right Honorable Earl Warren, Governor of California, guest speaker at the graduation ceremonies of the Class of 1946

Saturday, the 7th of September, is making its bid to be the greatest day in the Academy's 16 years of history. With a program of ceremonies including an address by the Honorable Earl Warren, Governor of the State of California, a welcome into the services by Rear Admiral D. B. Beary, USN, Commandant of the 12th Naval District, and by Rear Admiral Telfair Knight, Commandant of U. S. Maritime Service, head of the training organization of the War Shipping Administration, the class of '46 will be graced by as impressive a graduation ceremony as one might ever witness.

The ceremonies are divided into three main parts, with the rechristening of the Training Ship Golden Bear first on the program, followed by the dedication of the memorial gymnasium, and completed by the graduation ceremonies of the class of September 1946.

The christening of the new training ship, formerly the U. S. S. MELLENA, AKA 32, will begin with an assembly on the dock, alongside the MELLENA. The Superintendent of the Academy, Captain Claude B. Mayo, USN, will present the official guests, including Governor Warren, Admiral Knight, Admiral Beary, Commodore Queen, and the sponsor, the Governor's lovely daughter, Miss Virginia Warren. Following the introduction by Captain Mayo, Captain William H. Rafferty, USN, Chaplain of the Mare Island Navy Yard, will offer the invocation. With the crash of the champagne bottle, all decked out in red, white, and blue, against the hull, the U. S. S. MELLENA officially becomes the Training Ship "GOLDEN BEAR," and the Academy realizes what has long been a fond dream and a great necessity, a modern, proud-looking ship which will carry the colors and name of the State of California to all the corners of this world.

The Governor will then present the State flag of California, which will be accepted in the Academy's name by Captain R. M. G. Swany, Head of the Deck Department and Captain of the Training Ship. The ceremonies on the dock will be brought to a close by Captain Rafferty with a Benediction, after which the party will proceed to the east porch of the gymnasium.

The memorial gymnasium, which houses the newly completed swimming pool in one wing, was begun at graduation last year, when the cornerstone was laid by Cap-



Captain Mayo surrounded by Admiral Tisdale, Brigadier General Victor R. Hansen, and Commodore Queen at the cornerstone laying of the Memorial Gymnasium on September 1st, 1945



Captain Claude B. Mayo, Superintendent of the California Maritime Academy

tain Mayo, Admiral Tisdale, General Hansen and at that time the names of those men who had given their lives in World War II were inscribed on metal plates and placed in a vault within the cornerstone. This graduation will see the completion of the memorial ceremony, as Mr. Edward Johannessen, President of the Alumni Association, reads off the honor roll of those fellow alumni of his who will never again grace the Academy with their honored presence, and Dr. R. C. Dwyer offers a "Tribute to the Heroes." The memorial plaque will then be unveiled and the Chaplain will offer Benediction. With the playing of "America" by the Mare Island Band under the direction of Chief C. F. Swett, USN, the guests will be seated in the gymnasium for the graduation ceremonies.

The traditional processional will mark the opening of the graduation ceremonies, followed by an offering of the Midshipman Chorus under the able direction of Mr. Kenneth Dick. The Midshipman Chorus was organized a few months ago under the guidance of Midshipman Paul Kollasch and Lt. Myers, assisted by Midshipman William H. Ezell. Captain Rafferty will offer the Invocation, followed by an address of welcome by Captain J. E. Brenner, USN, member of the Board of Governors of the Academy. The Honorable Earl Warren, Governor of California, will offer the graduates "Godspeed from the State of California" followed by an address by Mr. Roy E. Simpson Director of Education. Admiral Beary and Admiral Knight will welcome the graduates to the Services, representing the United States Navy and the United States Maritime Service, respectively. Mr. A. E. Stowe, operating manager of the American-Hawaiian Steamship Company will welcome the class of '46 to the shipping world, followed by a response by Midshipman Captain William F. Schill and Mid-



The Board of Governors of the Academy. Standing: Captain Brenner, Captain Blackstone, Mr. Luther Gibson. Sitting: Dr. Joel Burkman and Mr. Sweeny.

shipman Chief Engineer Denny McLeod. The Honorable Henry Blackstone, Chairman of the Board of Governors, and Commodore Norman L. Queen will present the Licenses, Commissions and diplomas to the graduating class. The program will be brought to a close by the Superintendent, Captain Claude B. Mayo, with "Salute and Farewell" to the Class of 1946. The Midshipman Chorus will offer a closing number, Chaplain Rafferty will offer the final Benediction followed by the Recessional and the completion of the ceremonies attending the graduation of the class of September, 1946.

PRE-FAB HUTS GOING UP

Mr. Klein and his gang of would-be constructors have been raising a miniature Attu just outside the entrance to the gym, and at this time one of the scheduled five huts is completed and another well on its way up. The pre-fabricated "barracks" huts will be used as warehouses for the great amount of gear taken off the TSGS or received recently from the Navy. The plan is to get rid of the unsightly shacks on the waterfront and store the goods now in them in the huts.



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GRADUATES OF CALIFORNIA MARITIME ACADEMY, SEP. 7, '46

Los Angeles—Engineers: Bradley, Charles W.; Graves, Willis C.; Hadfield, Robert H.; Levin, Ralph C. Deck: Backer, Rushton O.; Bergum, Jarle A.; Cohen, Donald B.; Dickinson, George; Miller, Richard A.

North Hollywood—Engineers: Brodsky, Joseph F.

Beverly Hills—Engineers: Chambers, James R.

Oakland—Engineers: Dreyer, Curtis; Everson, Donald; Wilson, Donald J. Deck: Karasky, Joseph C.

Pasadena—Engineers: Ezell, William H. Deck: Nay, Harold E.

South Pasadena—Engineers: Hatcher, James L. Deck: Tobey, Richard S.

Newport Beach—Engineers: Fogleman, Samuel F.

Orinda—Engineers: Harrison, Curtis B. San Diego—Engineers: Kollasch, Paul D.; Lawrence, Robert E. Deck: Marsh, Edward E.

Lake County—Engineers: McLeod, Denny A.

Sacramento—Engineers: Nickerson, Merritt R.

Tulare—Engineers: Swenson, Craig J.

Hollywood—Engineers: Vandegrift, Lucian B.

Glendale—Engineers: Wahlgren, Maurice T.

San Mateo—Deck: Baitinger, Wallace V.

Santa Barbara—Deck: Clendenny, Carlton H.

Napa—Deck: Corlett, Benjamin C.

Long Beach—Deck: Cree, William H.; Leavitt, Bruce A.

Santa Monica—Deck: Dazey, Frank C.

Berkeley—Deck: Hoyt, Ralph B.

San Francisco—Deck: Love, Donovan S.; Valentine, Richard A.; Wieland, John W.

San Pedro—Deck: Mirkovich, Anton R.

Alameda—Deck: Schill, William F.

San Fernando—Deck: Shrader, James E.

Clarksburg—Deck: Wilson, George D.

The Nevada

“Off Norman’s Coast she held her place,
Nor did she quail or shrink
While hurled at her was everything
Down to the kitchen sink.
She met the Japs and grinned at them
Their guns, their planes, and subs;
She’s old, she’s gray, and blistered too,
A matriarch of tubs.
When foemen failed to blow her down
New science joined the game;
From sky above and sea below
They bombed the stubborn dame.
But still the Old Nevada sits
The active waves among;
She’s one old gal who stays and knits
Till the last dog is hung.

Captain Mayo commanded the battleship Nevada from 1936 to 1937. She was his last sea command and like all old sailors, he left some part of his heart in the stout old ship.

The Superintendent and your officers wish you the best of luck, fair winds and happy voyages. Though your time here has been shorter than the full period it has been longer than the “war classes.” We feel that you are comparatively well fitted to discharge the duties of your rank in the Naval Reserve and in your chosen profession the Merchant Marine.

We hope that you will persist in your determination to make a career of the Merchant Marine, continue going to sea at least until you have won your Master’s or Chief Engineer’s license and then only quit the sea to become active in some associated “shore side” activity. Though temporarily checked by the transition period from war and government control to private ownership and operation; by struggles between management and labor; and by unrest in foreign lands the situation is basically most favorable for a tremendous expansion of American foreign trade and of prosperity for the American Merchant Marine particularly in the Pacific. Over a billion prospective customers live across the water to the Westward. These peoples are favorably inclined toward Americans. The destruction of the merchant fleets of Japan and Germany invites our replacement with American vessels. It costs fourteen hundred times as much to move a ton of freight across the Pacific by air as it does by freight ship.

Remember all this: Stick with the sea; remember she is a jealous mistress and that all too often “High hopes faint on a warm hearthstone.”

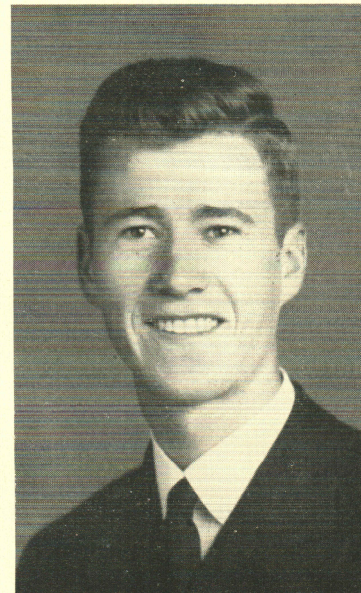
It’s a man’s life, this profession of ours, this devotion to:

“The sea, the sea, the open sea—

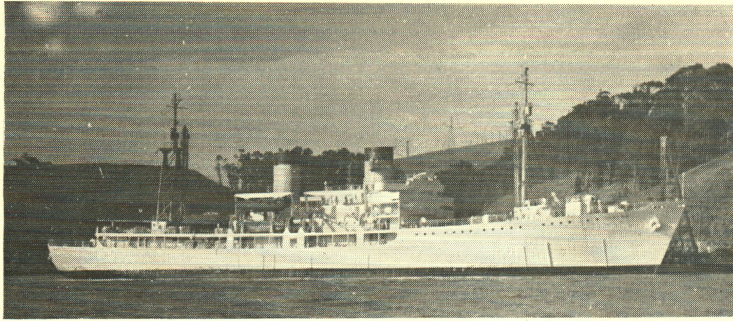
The blue, the fresh, the ever free.”

So Long — Shipmates.

/s/ Claude B. Mayo, Captain, USN (Ret.)
Superintendent



Rushton Backer, President of the Graduating Class



The Training Ship "Golden Bear," former Navy Combat Ship, which will be christened by Miss Virginia Warren at the graduation ceremonies.

In January, 1943, the Navy Department requested the Maritime Commission to undertake the design and construction of an urgently needed type of combat auxiliary. These combat auxiliaries were to be constructed to carry a marine combat team, their necessary vehicles, and rations. The preliminary design was prepared by the Maritime Commission, after which working plans were prepared by Joselyn & Ryan of San Francisco.

The keel of the U. S. S. MELLENA was laid September 25, 1944. She was the twelfth vessel of her construction group to be completed. Her launching was on December 11, 1944, at the Walsh-Kaiser shipyard at Providence, R. I. The MELLENA went on a trial run off the south coast of Rhode Island on January 16, 1945. She was delivered to the Maritime Commission on January 20, 1945, and the Commission simultaneously delivered the vessel to the Navy. The ship was commissioned on January 20, 1945, at Providence. She was then outfitted at Boston, Mass., and took her shake-down cruise in the waters of Chesapeake Bay. The newly born ship's first cruise was to Cuba, through the canal and on to Pearl

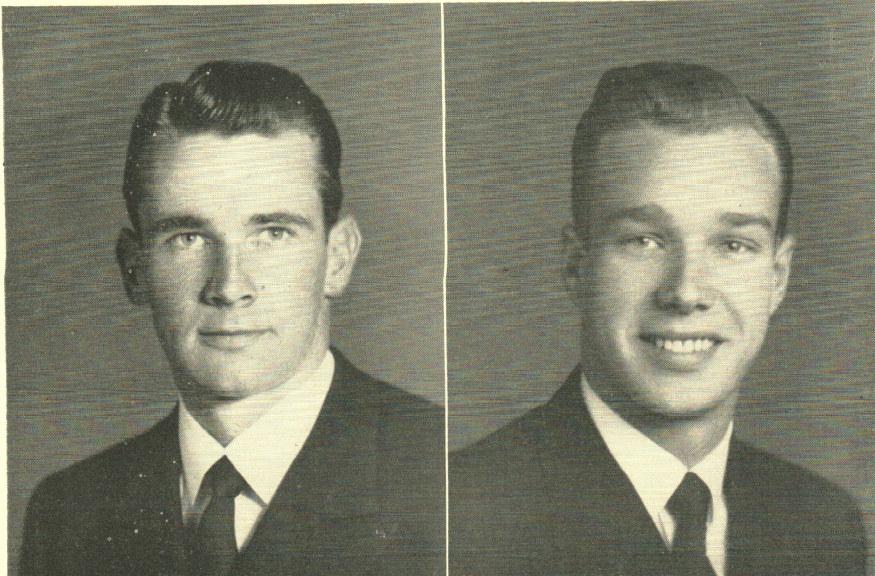
Harbor, Hawaii.

She left Hawaii in the spring of '45 and sailed to Leyte. The ship then touched Guam, Manas, Saipan, Iwo Jima, Okinawa, Manila, North and South Japan, and Okinawa. The ship was then overhauled in the Navy Yard at Portland. She voyaged from Seattle to San Diego, San Pedro, and Mare Island where she was decommissioned.

The Maritime Commission presented the ship to the State of California's Maritime Academy to be used as a training ship. Midshipmen of the engineering department boarded the ship at Mare Island last May. Working with the Navy crew aboard, many valuable machinery operating procedures were learned. The Navy Yard at Mare Island extended much appreciated aid in reconversion by removing the gun tubs and doing much repair work. The ship sailed on trial runs in San Francisco Bay on May 24, 1946, with all the Midshipman Corps and Navy crew aboard. She was then taken to the Sperry docks in Vallejo where the Midshipman Corps started the reconversion job. Bulkheads were burned out, wash-rooms and heads removed, all Navy berth-

ing, lockers, etc., were taken out of the new training ship. The GOLDEN BEAR then went to repair dock in San Francisco where new berthing, new heads, new passageways, portholes, and all the necessary converting procedures were undertaken. The GOLDEN BEAR returned to the Academy, flashing her new coat of white paint and buff trimmings on August 24. Much valuable work in the reconversion was done by the Midshipmen of the second class en-French Indo-China. Her last duty in the Pacific was carrying troops into Northern China. She returned from China via gineering section who stayed aboard her in the repair yards. The ship will be formally commissioned the GOLDEN BEAR at the graduation ceremonies on September 7, 1946. The vessel will be christened at this time by Miss Virginia Warren, daughter of the Right Honorable Earl Warren, Governor of California.

The Training Ship, "GOLDEN BEAR," is a twin-screw, turbo-electric propelled vessel. She is of all-welded steel construction. Her profile shows a straight and well raked stem, a cruiser stern, a midship deckhouse, and two streamlined stacks. Her length overall is 424 feet. She displaces 6,740 tons and has a designed 6000 shaft horsepower. The training ship comprises a medium-sized shallow draft vessel with one continuous steel deck, the main deck, extending aft for about 85 per cent of the vessels length. The twin-screw machinery is housed in two separate engine rooms separated by an auxiliary machinery space. There are three cargo holds. One forward of the machinery spaces, and two aft. She has a balanced rudder and two four-bladed screws. There are two steel masts. The foremast, of welded-plate construction, is stepped on the maindeck. The mainmast, of four-legged construction is located aft on the main deck. Top masts are fitted to each mast to house and carry radio and radar antenna, navigating lights, etc.



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Cadet Captain William Schill and Chief Engineer Denny McLeod who will address the audience at graduation ceremonies

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Dr. R. C. Dwyer, Dean of Education, will deliver a "Tribute to the Heroes"

SHIP OF THE MONTH

Occupying the marine spotlight this month are American President Lines' new luxury liners, the S. S. Presidents Wilson and Cleveland, currently nearing completion at Bethlehem's Alameda yard.

The vessels, built on a P-2 hull at a total cost of some \$15,000,000, although smaller than the late Presidents Hoover and Coolidge, are in many respects, notably refinements and comforts in passenger accommodations, vastly superior to the former trans-Pacific luxury liners.

Carrying three classes of passengers with total accommodations for 552, the new additions to the APL fleet leave nothing to be desired in their modern, artistic accommodations.

A ticketholder of the cabin class on one of the new ships need only press a button to have his bed come sliding out of the bulkhead, completely made up. Indirect lighting, telephone, and fingertip ventilation, are only a few of the new innovations introduced on the latest vessels to challenge the Pacific.

The public rooms, such as lounge, cocktail bar, library, writing room, dining room, etc., rival those of the most up-to-date hotel while a modern gymnasium and swimming pools are provided for those of the out door type.

Coming down to the crew's end of it, we find that each member of the crew alone gets .71 frame spaces in cabin space as compared with .473 as an average for all passenger classes.

Ten lifeboats provide for a total capacity of 934 as compared to the full complement of 890 passengers and crew. Of these, two are motor propelled, the latter being radio equipped.

Introducing something new in cargo handling, a port loading-discharging crane is provided for No. 4 hatch. Two bridges, each carrying one trolley capable of handling two and one half tons are installed for athwartships travel. The bridges at the limit of their travel have sufficient outboard projection to give the trolley 15 feet clearance from the ship's side.

The latest navigation devices, including Radar and a Submarine Signal Co. echo depth sounder are standard equipment. Four radio-telegraph transmitters and receivers of different frequencies make up the ship-shore communication system as well as a harbor-type radio transmitter.

Carbon dioxide fire equipment, consisting of fire detecting and extinguishing apparatus minimizes any danger from the fire dread of mariners.

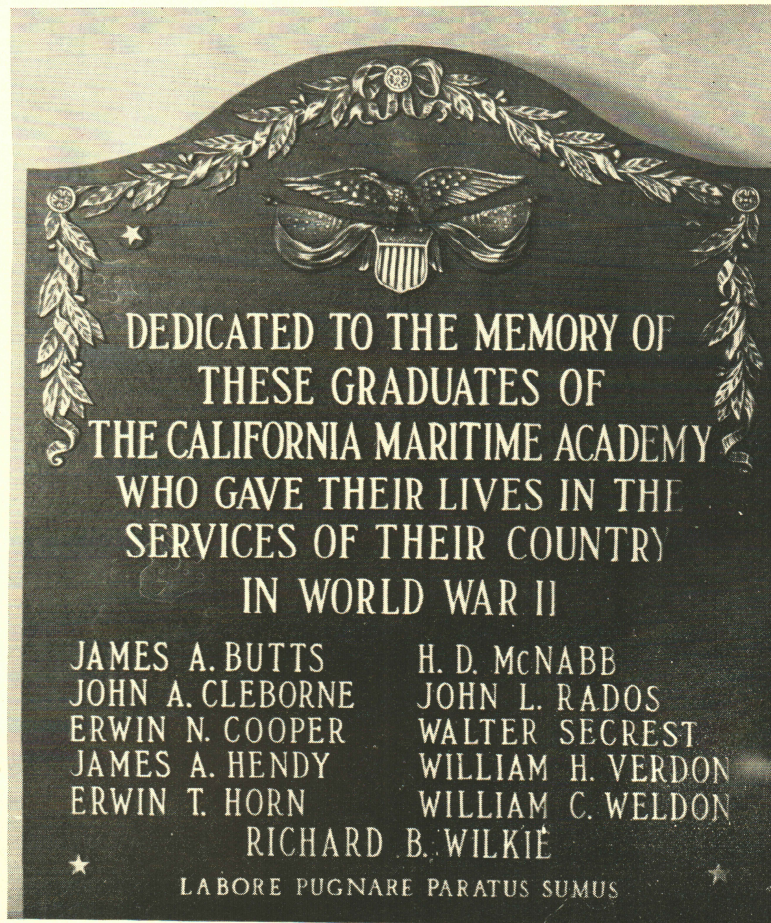
Thirteen refrigerated cargo compartments and nine ship services compartments with a total volume of 69,925 cubic feet comprise the extent of the refrigeration facilities. There is also a system for cooling which may be included in this category.

The new President liners each have two separate power plants and motor units.

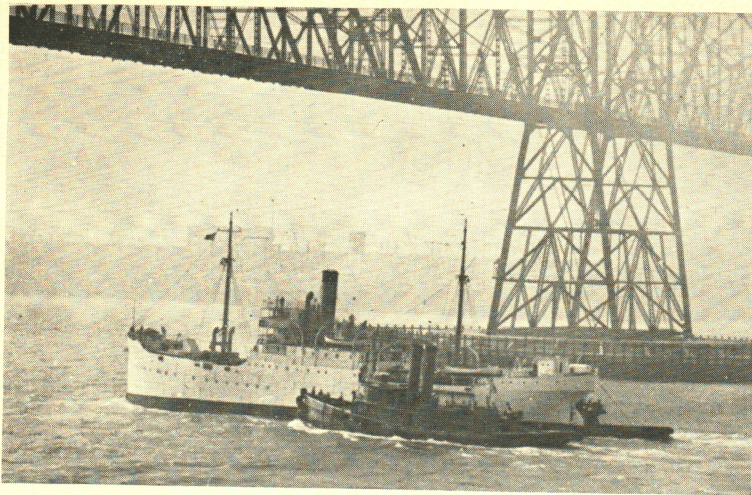
Two Combustion Engineering boilers supply steam to a General Electric turbo generating set which turns out 6890 K. W. at 3500 volts to furnish power to the 10,000 h.p. ship motors, with a maximum r.p.m. of 124—one for each screw.

Three galleys take care of the most important task of supplying the crew and passengers with the most savory and nourishing concoctions yet to tantalize the nose of Neptunus Rex.

Until the above-described vessels get in full operation two other P-2's are taking care of the immediate and imperative job of relieving the trans-Pacific jam. Following the commissioning of the Presidents Harrison and Cleveland, the aforesaid P-2's which have undergone only the most essential conversion from troop transports, will be subjects to a real conversion after which the combination of four ships will provide a fast passenger express schedule across the Pacific from San Francisco and Los Angeles. However, APL's plans called for greater expansion and it is planned that the P-2's will last only until much faster, larger and more luxurious passenger liners can take to the sea.



The Memorial Plaque to be unveiled by Dr. R. C. Dwyer



The Training Ship "Golden State" on her last journey to the Suisun graveyard, August 17

The Rifle Club Seeks New Members

Last year an interest was shown in reviving the rifle club which had been one of the many activities of the Midshipmen before the war. Work on a temporary range was started by the Midshipmen during their recreational time. The range was completed just before the September class of 1945 graduated, therefore little range practice was had by any class because of examinations, preparing the Golden State for cruise, and then the cruise itself. However, many Midshipmen of the Cadet Corps were determined that the Corps would have a chance to become proficient in small arms once again. With this thought in mind, they have been pushing the question of a rifle club continuously and as it looks now, the rifle club will be a reality next term.

The nucleus of next year's club met the first part of August to get together on several important policies. Club officers were also elected at this time, with Harry Chamberlain as president and Norman Wainwright as Secretary-Treasurer. The club has applied to the National Rifle Association for a charter under their by-laws, which are many and strict. At present the club has the following facilities available: 15 .22 caliber rifles, 12 .22 caliber high standard pistols, 6 .38 caliber revolvers, 2 carbines, 1 sub-machine gun, several 30-06 Springfields and regulation .45 caliber automatics.

Lt. Rice and Lt. Comdr. Heron will be the faculty advisors and instructors. Both of whom are well qualified, Mr. Rice holding several navy marksmanship medals and Mr. Heron being a member of the Academy rifle club when he was a cadet.

At present the club is welcoming all comers with open arms, so if you're thinking of joining, talk it over with Harry Chamberlain before the leave period.

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I wish I were a moment

In Mr. Tubbs' class

For no matter how idle a moment may be

It always seems to pass.

CMA Chorus To Sing At Graduation

The California Maritime Academy's pride and joy, the male chorus, will add color to an already well-filled and eventful program of events scheduled for the graduation ceremonies of the class of 1946, set for 3 p. m. on the 7th of September.

The chorus, which was conceived during the first week in July, has made amazing progress in the two months of twice-weekly sings held under the able direction of Mr. Kenneth Dick. Credit for starting the chorus and bringing it up to its present high standards is shared by Midshipmen William Ezell and Paul Kollasch, but the backbone of the outfit is Mr. Myers, whose keen interest as sponsor and future director has brought about such satisfactory results.

Immediately after the processional, the chorus will open the program with "Service," an Invocational prayer by Charles

Wakefield Cadman, which will serve as a preface to Chaplain Rafferty's Invocation. The chorus will again enter the program after the addresses by the guest speakers, with two offerings. The first selection will be the very popular "Stout Hearted Men" by Oscar Hammerstein and Sigmund Romberg, followed by a fittingly salty sea chanty, "Sing Me a Chanty With a Yo-Heave-Ho" by O'Keefe and Wellesley. The chorus will bring the program to close with a song close to the souls of men who "go down to the sea in ships," "Eternal Father Strongly Save," by Dykes and Whiting.

Although many of the key men in the chorus are in the graduating class, Mr. Myers is already planning a gala Christmas Carol Program scheduled for the night before Christmas leave starts. Invitations will be sent to the Midshipmen's families and their girls. Accompanying the chorus will be Jack Welch, whose fine work on the piano has been of great value.

The Midshipman of the chorus include. Baritones: Paul D. Kollasch, Bob Alford, Bob McLachlan, P. R. Smith, Curt Dreyer, I. S. Kotelnikoff, Dave Thomsen, Tom Krambuhl, Bob Kuyendall; Tenors: Harold Nay, Bill Ezell, Lionel Hatcher, Ken Quandt; Bass: Craig Swenson, John Meyers, John Ball, Stan Harvey, Bob Otto, Bill Froelich, Frank Cole, John Richardson, Dieter Rall, Frank McCullough; 2nd Tenor: Anton Mirkovich, Roscoe Wilkey, Earl Bowersox, Bob Cunningham, Al Rowe, H. K. Chamberlain, Malcolm Rice, C. H. Clendenny; Piano: Jack Welch.

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A roadster skidded around the corner, jumped into the air, knocked down a lamppost, smacked three cars, ran against a stonewall, and stopped. A girl climbed out of the wreck. "Darling!" she exclaimed, "That's what I call a kiss!"

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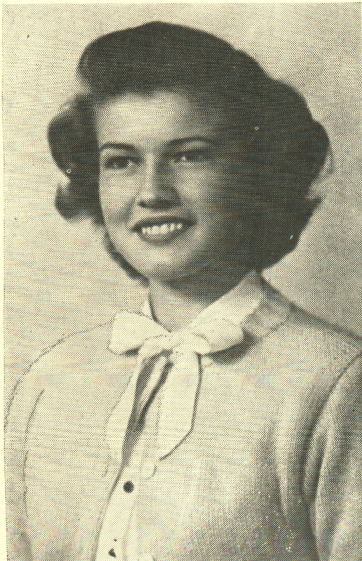
Just before the launching, the woman who was to christen the vessel rushed up to the shipyard superintendent and nervously asked: "How hard to I have to hit it to knock it into the water?"



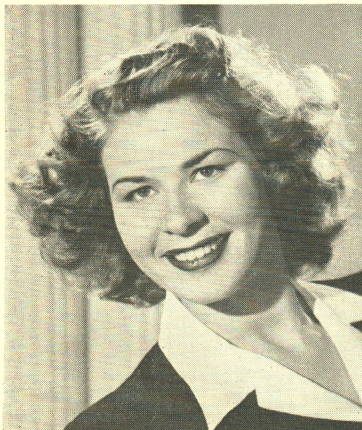
The Memorial Gym, scene of the graduation ceremonies of the Class of '46



BETTY DIANA WAGNER, WINNER OF THE SWEETHEART CONTEST



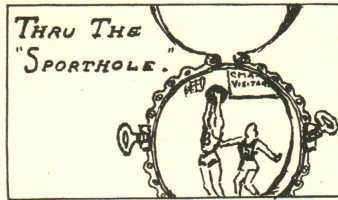
MARGIE LACKEY, FROM RIVERSIDE



BARBARA HOSS, LOVELY NORTH HOLLYWOOD BLOND

SOUTHLAND GIRLS WIN SWEETHEART CONTEST

After several days of the most enjoyable turn-to one might imagine at the Academy, the three judges, Captain Swany, Commander Flanner, and Mr. Heron, have finally thumbed through the hundred or so entrants in the "Sweetheart of CMA" contest and come up with five choices. Number one on the parade, a product of the warm sunshine of South Pasadena, was Mrs. Betty Diana Wagner, entered by that connoisseur of femininity, Lionel "Big Gun on the PJC Campus" Hatcher. The "Little Lion" came through on this one, just to prove that all is not talk when "Leo" spins tall tales of the lovely women in his life. But a stone's throw from the PJC Campus, the Occidental co-ed, who puts the "Dearest" in front of those letters filling up the "W" box for Roscoe Wilkey, by name of Miss Joanna Carter was second in the judge's estimation. Third place went to an old LA High lovely, Dick Miller's sister Marilyn, entered by Denny McLeod. A beautiful blond from North Hollywood way, Barbara Hoss, who has Ronny Parker tied around her little finger took fourth, and fifth went to Reed William's Riverside queen, Margie Lackey. There it is men, the results of CMA's first "Sweetheart Contest," and before we close a vote of thanks to everyone who submitted entries and helped make this first contest a success.



BY R. M. WILLIAMS

With the 1946 football season off to a flying start in Chicago's recently held Collegiate All-Stars vs. the Champion Los Angeles Rams, in which the Collegiates handed the Rams the biggest upset in the 13-year history of the game, we in turn are inaugurating something new in the Binnacle. Yes, Sir, pick 'em and weep, for it's time to get the ouija board out of hiding once more. Starting in the current edition we present the first in a series of 1946 Pigskin Parade guessing contests. All you have to do is put an X in the right spot and who knows, maybe you'll be the lucky one to win the grand prize at the end of the season of a trip to South Bay on the new luxury liner "Golden Bear."

These are the rules:

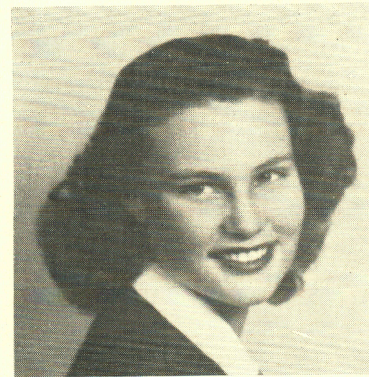
1. Clip out the coupon.
2. Put an X after the team of your choice.
3. Return to Sports Editor, The Binnacle.

That's all there is to it and all Alumni are welcome to try their hand at the Friday Morning quarterbacking.

Without the benefit of previous games this season and thus none of those so vital statistics, ye ole Editore steps out on the long, oh so lean limb with saw in hand



JOANNA CARTER, OXY CO-ED



MARILYN MILLER, UCLA CO-ED

and picks the following:

1. Indiana over Michigan.
Fritz Chrysler's brilliant handling of last year's freshmen can make it awfully rough on Bo McMillams Big Ten Champs, but Indiana looks too good here.
2. Army over Villanova.
Need we say more?
3. USC over Washington State.
It looks as if the Trojans will figure in on the post-season game out Pasadena way.
4. UCLA over Oregon State.
The Corvallis lads play 2nd fiddle in this one, with the Bruins hot on the trail of the roses via Arroyo Seco.
5. Idaho over Stanford.
This looks like a rather unwelcome welcoming of the Indians back to the Pacific Coast Conference. The Indians should have stayed in bed back on the farm.
6. Wisconsin over Cal.
A simple case of Badgers eat Bears.
7. Notre Dame over Illinois.
Even the return of Clarence A. "Buddy" Young won't offset the powerfully re-inforced Irish from South Bend.
8. Nevada over USF.

"Ding-Dong the Dons look Dead."

9. Minnesota over Nebraska.

10. Washington vs. St. Mary's.

Neither shows much promise but from here we'll take the Gophers to edge the Lincoln Lads.

The Huskies are right in there after that Conference title and should have a field day at the expense of Wedemyer and Co.

THE PIGSKIN PARADE

NAME	
Date	Game	
Sept. 28	Michigan	<input type="checkbox"/> at Indiana <input type="checkbox"/>
" 27	Minnesota	<input type="checkbox"/> at Nebraska <input type="checkbox"/>
" 29	California	<input type="checkbox"/> at Wisconsin <input type="checkbox"/>
" 28	Army	<input type="checkbox"/> at Villanova <input type="checkbox"/>
" 21	Stanford	<input type="checkbox"/> at Idaho <input type="checkbox"/>
" 28	UCLA	<input type="checkbox"/> at OSC <input type="checkbox"/>
" 28	USC	<input type="checkbox"/> at WSC <input type="checkbox"/>
" 28	Illinois	<input type="checkbox"/> at NotreDm. <input type="checkbox"/>
" 28	Washington	<input type="checkbox"/> at St. Marys <input type="checkbox"/>
" 28	USF	<input type="checkbox"/> at Nevada <input type="checkbox"/>

Put an X by the team of your choice and mail to the Sports Editor, The Binnacle.

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Graduation Dance To Be Held at Berkeley Tennis Club

Time: 2030.

Place: Berkeley.

Occasion: Graduation dance of the California Maritime Academy's class of 1946, and the biggest event of the year. Following two months of study unparalleled in the history of said class, the entire Midshipmen Corps will don their dress blues, pick up the loveliest feminine creatures known to man, and at the drop of Murray Peterson's baton, set out on a gay evening of dancing.

Under the able direction of Midshipman Richard Valentine, the first class has prepared a dance which following classes will have a hard time surpassing.

Class prexy Rush Backer is lending his knowledge of interior decorating to the Middies to make the cheerful atmosphere of the Tennis Club team with exotic romance, while But Corlett promises refreshments that will put one out of this world.

The hop is per usual, formal, and will carry on until the late hour of 0100. Then Captain Mayo's lads are on their own!

Bids to the gala affair are cheap at twice the price of \$2.50 so no kicks there. Let's get together and give the class of '46 the send-off they deserve.

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DISC DOINGS

The days of long engagements are practically a thing of the past, for the time being anyway. This can be proved by a week-end recently in the bay area. As a rule the citizenry of the towns bordering on the Golden Gate go in for the smooth dinner-dance type bands, Dick Jurgens, Lawrence Welk and others in that general type. On said past week-end the podiums literally bulged with Woody Herman, Les Brown and the Duke of Ellington. The joints were jumpin' and the cash registers clinkin'. All of which is a happy situation for all concerned.

Apparently Les Brown enjoyed his all too short stay in the bay area, he has a re-

peat performance in Valley-Jo come Sept. 5 . . . J. T. Marine took a few of the boys to a little reunion at Sweets the other night, occasion was the appearance of Lionel Hampton . . . West Coasters are yelling for the Tex Beneke band, big deal there is money . . . the twenty-eight piece organization, costs some figure that only Beek can count to . . . The straight "vout" of the month is "Jazz at the Philharmonic," vol. 1. It's three twelve-inch records, and their "How High the Moon" makes all the usual superlatives futile. . . The records were made during a "jam-session" at the Philharmonic in Los Angeles and without the musicians knowing that it was being made . . . the drummer on the records is a very prominent ex-Goodman drummer and now heading his own band, he's under contract to another record company so the label read—Chicago Flash, drummer . . . all of which proves that old adage about more than one way to skin a cat, hep or otherwise of his God given clothing.

SEPTEMBER LEAVE

The long-awaited September leave is at last upon us, and the long-held dreams of "Roadside Rest," Laguna, Tahoe, and deer hunting will become reality in a few days. About 1700 on the 7th will see "Slopshute Jerk" trudging up the road, loaded down with gear, and once more on his way south. The leave periods will have been divided up so that every man will have 12 days off. The leave periods run 3 days each, of which there are 5. During each period there must be 12 men on the base, which just makes up the 60 men in the 2nd and 3rd classes. The leave starts after graduation ceremonies on the 7th and ends with the end of regular liberty on Sunday night, September 22nd. The new third class will enter on the 24th of September, a Tuesday, and classes will begin immediately afterwards. Because of the leave period, the October Binnacle will not be out on schedule, but will probably be out the 15th of October.



Miss Virginia Warren, sponsor of the "Golden Bear"

Alumni News

1 August—

R. H. Greer ('40) sends in dues and a change of address: 23264 Maribel Ave., Wilmington—working for the Terminal Island Navy Yard. Thanks, Bob, we too think that civilian life is swell.

H. A. Flood ('41) sends dues and a note from the "Mount Whitney," a C-4 (A-H), on which he is Mate. Says he is carrying a new type of cargo this trip, 1500 horses for Poland. Thanks, Henry, we hope you like horses.

2 August—

R. L. Smith ('42 Jan.) says "the Panaman (A-H) is in for a month or more for repairs, so I am having a nice stay at home. Have seen P. Haertel ('41) and R. Racouillat ('40), B. Ross ('41) and a couple of the others on the docks lately. M. Quinn ('42 Jan.) is a troop-train C.O. in the Navy, and S. Stendahl ('42 Jan.) is at Bikini—see you at the next meeting." Thanks a lot, Bob.

5 August—

A note from San Anselmo—"John Sweeney ('44 Dec.) is on the Paul Shoup (Associated) for the summer—left San Pedro 29 July for the Hawaiian Islands—back about 20 August to resume studies at Cal." Thank you, Mr. Sweeney, and our best to J. A.

F. G. Doan ('42 Dec.) sends in dues from 1683 Wellington Road, Los Angeles—says he hopes to see the new home here soon. We hope you do Fred. It's been a long time. Thanks.

J. G. O'Donnell ('41) is Chief on the Pegasus (Matson) and at present is on the Island run. When he is home, it is 833 Capitol St., Vallejo. Thanks, Grant, see you soon we hope.

Mrs. J. W. Strahlendorf sends in news about John ('45) from 2212 Greenwich St., S. F. He is employed by Pacific Far East on the S. S. For Eire, and is shipmates with H. Gullikson ('45). His last trip left S. F. on 3 January on the York for Seattle, joined the For Eire there, then to Pedro, Dago, Japan, China, Columbo, Ceylon, Bahrein, Persian Gulf, back to Japan and China and the Persian Gulf. Sounds like a real tour of the Far East. Many thanks, Mrs. Strahlendorf, and for the picture, too.

T. G. Kelly ('42 Dec.) writes from 1425 Chapala St., Santa Barbara, says "just returned from Seattle where I laid up my last ship, the Dashing Wave, home now for a couple of weeks before looking for another, hope to make the next meeting." Thanks, Tom, so do we.

"Mr. and Mrs. Harry C. Muller request the honor of your presence at the marriage of their daughter Barrie Heloise to Mr. Robert W. Dasso ('42 aJn.) on Saturday the 24th of August at 8 o'clock in the evening, All Saints Episcopal Church, Beverly Hills." Our thanks for the invitation, and the sincere best wishes of all hands to the happy couple.

R. Wright ('43 Dec.) sends us a grand letter from 3435 Fourth Ave., Sacto. Says "am at present working for the State on a temporary job, come Sept. am going to work for the Calif. Western States Life Ins. Co. Joe Watson ('43 Dec.) is working for them, and at present is in Portland. Plan to be down to a meeting soon when my new car arrives. We are also "expecting" come October. My congrats on the Binnacle. I'd be glad to have any of the Alumni drop in and see me when they are in Sacto." Many thanks Ray. It is letters like yours that make the Alumni columns of the Binnacle possible. Lots of luck on the new job. Let us know when that "bundle of joy" is delivered, and we hope the info we sent is what you wanted.

Phil Franklin ('42 Dec.) writes from the SoCAL headquarters that several of their gang will be up the middle of August to try to work out some of our joint problems. We have big hopes for that SoCAL gang. Our big troubles so far have been organizational, and we can no doubt work them out together. Thanks, Phil.

A card from the P. O. says D. M. Kofoid ('42 July) is "not at" our Bancroft Way address in Berkeley. Anybody know where he is?

A grand letter, air mail, from P. S. Mead ('42 Jan.)—"guess it's that time again—mine is enclosed—am a permanent fixture out here—Port Captain APL—see just about all the fellows that come into port—R. Swain ('42 July), Capt. Cape San Diego, R. L. Moon ('42 July) Capt. Lane Victory, K. Rambo ('42 Dec.), Mate Lane Victory, R. Calou ('41), Capt. Timber Hitch, R. Anderson ('42 July), Chief Bell of the Sea, T. Maland ('42 July), Chief Sovereign of the Seas, all out to my house the other night for chow and a few "heavers." Also in Port, J. Viegas ('42 Dec.), Mate Sea Blenny, M. Gielow ('42 Dec.), Mate Marine Cardinal. Pass the word along, if any of the gang come into the Pearl of the Orient, stop and look me up. My wife and I are always glad to have a bunch for chow. Expect to be here until the first of the year, then to Japan as Port Capt., so keep the news coming and I'll pass it along. See you in about 3 years, say hello to all hands for me." Many thanks, Paul, it sure is nice to hear from you, and that you are doing so well. Regards to the Mrs. and hello to any of the gang you see out there. To those of you who can write, drop a line to A.P.O. 707, War Shipping Administration, care of American President Lines, care of Postmaster, S. F.

6 August—

Mrs. L. D. Stewart sends in a picture of her brother, R. A. Pringle ('42 Dec) and the following: "Ralph went on active duty June '44 and was separated July '46 with a rank of Lt. (jg) and was serving as Senior Engineering Officer." Thank you Mrs. Stewart, and our regards to Ralph. Home

address is 465 40th St., Oakland.

J. E. McCarthy, Jr. ('42 Jan.), 260 Lovell Ave., Mill Valley, sends in a check for dues. We see in the latest edition of "Sunset" that Jack's company (North Bay Elect. Co. of San Rafael) has done a lot of the research work for the new home quick-freezers. Thanks, Jack.

9 August—

We hope that you will all be at the meeting tonight, at least those of you that are shoreside. We have big hopes for the future of the Association, but they will never be accomplished without the active participation of all of you.

Dues mailed in from Mrs. F. A. Steinman for E. R. Rowe ('43 Dec.), from 15 Hermann St., Apt. 309, S. F.; and for T. G. Kelly ('42 Dec.), 1425 Chapala St., Santa Barbara. No details, no news.

Received this morning a postcard ticket to the SoCAL shindig to be held the 24th. Sure wish we could make it. Nice going SoCAL looks like you've got things humming down there.

Mail returned—no forwarding addresses—T. E. Casey ('45) and D. Braly ('42 Dec.). Anybody know where they are? 10 August—

A very nice meeting last night. Twenty members and Capt. Blackstone attended. Plans are being made to hold the next Social in the East Bay. Cards will be sent to our Bay Area addresses at least. Constitutional amendments were voted into a ballot for the attention of all hands, they will be in the mail the first of the year. The subject of reported deficiencies in the recent grads was again discussed as well as the present Academy program and its future plans. All in all a very busy evening. Even collected 10 dues. We are forced to omit the names of those present because of lack of space. If you would rather have the names of those attending meetings than some of the general chatter that composes this column, drop us a line. After all, it is your column.

Some new and changed address for you to check: C. Lafrenz ('42 July), 4500 Sequoiah Rd., Aakland 3; F. J. Doerr ('43 June), 1547 Clay St., S. F. 9; W. W. Hitchcock, 245 San Fernando Way., S. F.; R. M. Davidson ('42 July), 949 Capp St., S. F.; M. N. Quinn ('42 Jan.), 1320 Lombard St., S. F.; D. S. Goddard ('35), 1413 College St., Alameda; E. Johannessen ('43 June), 5135 Shattuck, Berkeley 7; R. B. Pasquini ('43 Dec.), 2803 MacDonald Ave., Richmond.

M. Opferman ('44 June), 3223 Santiago St., S. F., sends in dues and the news that he is sailing 2nd on the Whirlwind a C-2 (Grace) on the South American run. Thanks, Bill.

12 August—

We hear that the S. E. Hargraves ('42 July), 1433 Lincoln Ave., San Rafael, are expecting. Congrats and best wishes, Seth. M. H. Klein ('44 Dec.), 714 W. 55th St.,

Alumni News

L. A. 37, sends us a long newsy and very interesting letter. He has seen a good portion of the coastal areas of the world, including several of the "hot spots" in the recent Pacific Theater. Says he has sailed under some grand skippers, and as 2nd on the Northeastern Victory really had a workout, spending 2 or 3 hours a day on charts. Has been admitted to UCLA for the fall term, but thinks he may go to City College to specialize in Radio Broadcasting. Plans to try out several ambitious ideas before (and if) returning to sea. Milt, we can't tell you how much we appreciate the letter and the news it contains. It's grand hearing from you, in particular that you're well and kicking. Lots of luck on whatever you end up in.

14 August—

J. P. Anderson ('41), 1517 Walnut St., Berkeley 7, sends in his "log" data, plus the info that he is now in the Real Estate business as a broker, working for Gene Anderson, Realtor, Berkeley. Thanks, J. P. Hope you and the Mrs. will make it to our East Bay Social.

N. V. Bird ('39), Lt. Comdr., USNR, tells us that the following grads have been accepted for transfer to the "regulars": F. C. Snow ('34), E. C. Miller ('34), G. W. French ('38), C. R. Hake ('38), and D. Dancy ('39).

17 August—

Had quite a meeting this afternoon. Special and very hasty, so we couldn't get out notices to all of you. Four of the SoCAI gang were up. Ed Johannessen got a quorum together somehow, and we discussed the problems of organizing Chapters, Constitutional Amendments, etc. Full report at our next regular meeting.

The September Social will be held at the Normandie French Restaurant, 1326 Powell St., S. F., on 13 September, at 1930. Send in reservations to Ed at 1535 Shattuck, Berkeley 7, or phone him at GRaystone 7816.

20 August—

G. Fake ('44 June), dropped in today with R. W. Atthowe ('44 June), to look over the plant. Gord broke out his civvies last Sat. Says the only C.M.A. men he has seen recently are Ed Miller ('34), Comdr., and sailing as Exec., and C. Houston ('34), a Lt. Comdr. Says I. Brandt ('45), and F. Coleman ('45) and on the same A-H Intercoastal ship, and H. M. Banke ('44 June) is sailing for Interocean. Bob is still with A-H. Thanks for the dues you two. Hope to see you again soon.

J. Rankine ('42 Dec.) dropped in to say hello. Still vacationing and planning to sit for Master, and coaching a Naval Officer on the side for practice.

Change of address cards from the P. O. for the following: A. K. Rasmussen ('42 Jan.), 750 12th St., Oakland 7; D. G. Carnahan ('42 Dec.), 419 So. Adams, Glendale; H. A. Flood ('41), 287 Mather St., Oak-

land; T. M. MacFadyen ('42 Dec.), 922 Pine St., S. F.; G. W. Cowen ('43 June), 4330 37th St., San Diego 5.

23 August—

Nice note from W. L. Sales ('44 June), now at 903A Payne Drive, Mountain View. Says he is busy between Menlo J. C. and his did's Petaluma hatchery—bends a few with L. Evart ('44 June) once in while (Leo is at U. C.). Thanks, Bill.

26 August—

Dues from W. A. Starratt ('42 July), 5932 Ostrander Road, Oakland 11, says he is still with Matson, and still single.

R. C. Kelly ('44 June) dropped in this morning on his way to S. F. Says he plans to attend Oregon State this fall, and is thinking of a Geology Major. Thanks for dropping in Bob, and for the dues. Good luck.

28 August—

H. O. Hall ('42 Jan.) sends in his "log" data from 327 Hazel Ave., San Bruno. Now working for U. S. War Assets Administration, Marine Equipment Inspection. Says he hopes to get to a meeting soon. We hope so too, and thanks.

Another deadline gang. Keep the notes coming in, and come to the meetings. See you.

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SoCal Alumni News

Fifty-six C. M. A. graduates and their ladies attended the SoCal Alumni Reunion at the Hollywood Riviera Beach Club in Redondo Beach, on Saturday, August 24.

The first guests arrived in midafternoon to enjoy the use of the swimming pool and surf. Hot dogs and beer were served from 4:00 until 7:30 p.m. when a buffet supper was enjoyed.

Don Shaw's fine six-piece orchestra furnished the dancing music from 9:00 p.m. to midnight. Mixed drinks were served from the bar intermittently throughout the evening.

The success of the party can be credited directly to Fred Feuille ('42 Jan.) and the

entertainment committee of which he is chairman.

Sorry that lack of space prohibits listing the fifty-six grads.

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The September meeting of the Southern California group will be held at the Lafayette Hotel, 140 Linden St., Long Beach, on Friday evening, September 13. There is much business to be discussed following a meeting of Northern California and SoCal officers last month which originated many new plans.

LETTERS TO THE EDITOR

In answer to numerous requests from the Midshipman Corps by Letters to the Editor regarding changes in uniform, the following information is passed on to the Midshipmen at this time.

The many advantages and disadvantages of a change in uniform and the certain advantages of the present uniform system have been thoroughly discussed with the Superintendent and the Dean of Education. The Superintendent does not wish to make any comment upon the situation until the Board of Governors has been consulted and their approval has been obtained for any proposed changes in uniform.

R. D. HERON,

Commandant of Midshipmen.

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