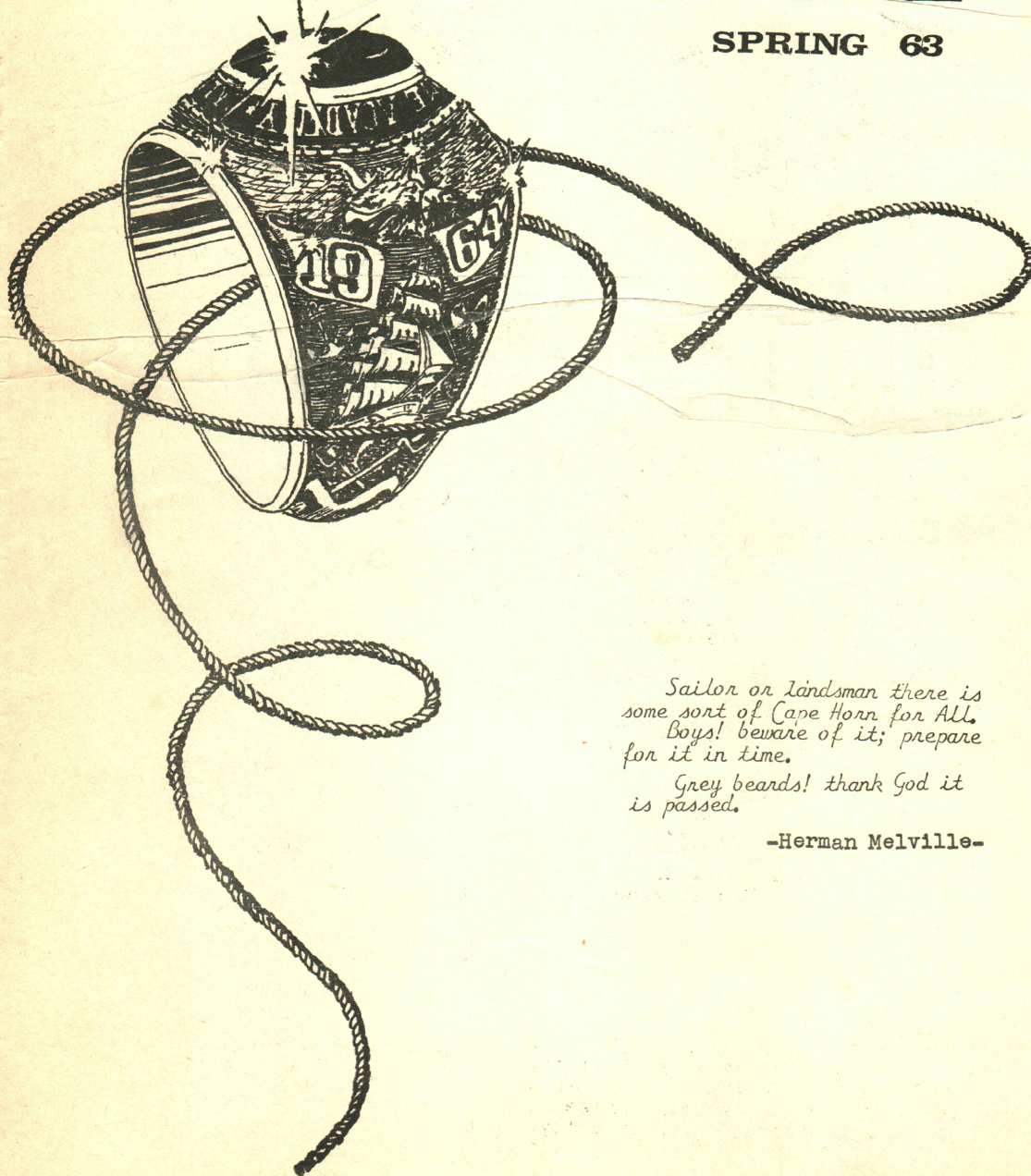


BINNACLE

CALIFORNIA MARITIME ACADEMY

SPRING 63



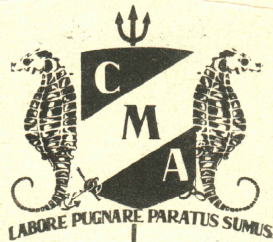
*Sailor or landsman there is
some sort of Cape Horn for All.
Boys! beware of it; prepare
for it in time.*

*Grey beards! thank God it
is passed.*

-Herman Melville-

COVER

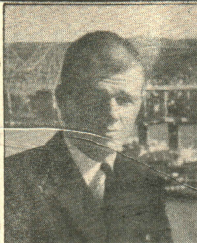


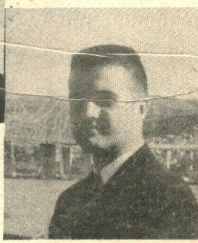
Third Class artist Ransford depicts Class of 1964's ring design.



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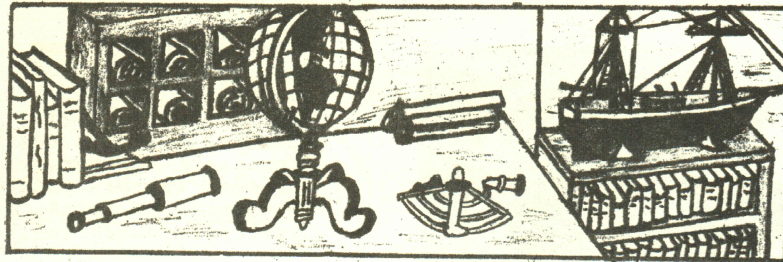
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The BINNACLE is the quarterly publication of the Corps of Midshipmen, California Maritime Academy, Vallejo, California. The opinions expressed herein are not necessarily those of the Corps, Administration, or faculty.

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ANY INDIVIDUAL WISHING TO EXPRESS COMPLAINTS, SUGGESTIONS, MISGIVINGS, ETC., MAY SUBMIT THESE, IN LETTER FORM, TO THE EDITORS FOR POSSIBLE PUBLICATION.

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"Books are the compasses and telescopes and sextants and charts which other men have prepared to help us navigate the dangerous sea of human life."
Jesse Lee Bennett

SEVEN DAYS IN MAY

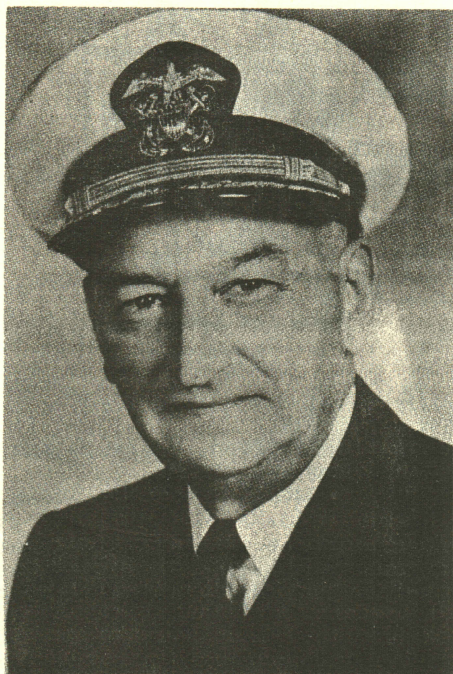
by Fletcher Knebel and
Charles W. Bailey II

The place is Washington. The time is projected a decade into the seventies, a quiet Sunday in May. Colonel Casey entered the area of the Pentagon where as Director of the Research and Planning Agency for the nation's Joint Chiefs of Staff he would spend the day as duty officer. He drew this duty once a month and knew that potentially it was an extremely vital post in the national defense chain of command. As he greeted the Navy chief on guard duty and logged in he also knew that this Sunday would be as routine and boring as any other he'd spend before veep in the basement of the Pentagon. Yet as the day passed, certain facts, unrelated and singly insignificant, began to gnaw at the back of Casey's mind. The following day did little to dispell his earlier apprehensions. Within the complex of the nation's military defense command and as personal aide to the Chairman of the JCS, Colonel Martin J. Casey, a career Marine, knew or should know all the dealings of the staff. But for some reason he was being excluded from certain arrangements of the current operation. Then, further aggravating his doubts, he was ordered by his boss, Gen'l Scott, Chairman of the staff, to

take a vacation, Casey begins to add two and two.

His mathematics result in a plain old-fashioned coup d'etat and a visit to the White House. President Lyman, a current loser in the Gallup Polls, is confronted with Casey's information and soon thereafter with that of a few of his close Washington comrades. With but six confidants, Lyman ascertains that the overthrow is to transpire on Saturday, three days later. He must prevent this, and as clandestinely as possible, as he fears the bedlam of a public exposure of the military's plan to defy the Constitution. The success of his counterplan costs the life of a close friend and subjects another to virtual imprisonment in an army camp in the southwest desert.

Having formerly collaborated on the story of the Hiroshima bomb, co-authors Knebel and Bailey skillfully tell a tale of national intrigue, the intricacies of their novel's plot, intently holding the reader until the last page is turned.



Superintendent

CAPTAIN H.E. RICHTER

Q.: Last fall, in a Propeller Club publication, it was stated that a berth would be made available on the N.S. Savannah for one midshipman from each of the state maritime academies. Do you have any information on this?

A.: There has been no further information on the assigning of students from State Maritime Academies to the N.S. Savannah since the original proposal was made approximately a year ago. The Savannah is presently laid-up, and it is uncertain when it will again be placed in operation. In conversation with Maritime Administration officials, it was learned

that there was some question as to the legality of placing students on board the Savannah during its normal operating periods. It is not anticipated that any further decisions will be made in this matter until the Savannah is again placed in an operating condition.

Q.: In view of the fact that maritime checks weren't received until after cruise this year, many midshipmen wonder what determines the date that maritime checks are issued?

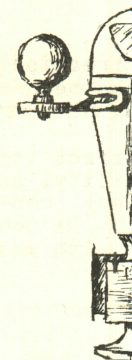
A.: Usually the checks have been available prior to the departure of the Golden Bear on the annual cruise. With the ship's leaving earlier than usual this past year, it was not feasible to change the fiscal arrangements prior to departure. The checks were mailed to Rio but due to difficulties in mail handling were not received in time for distribution there. Arrangements will be made to provide the checks prior to departure in the future.

Q.: There is a rumor that the Golden Bear is going to Sacramento this summer. Can you give us any information on this?

A.: There is a proposed plan to have the ship go to Sacramento for the opening of that port some time during the period 18-20 July 1963. The details of the trip are presently being arranged with the committee handling the celebration in Sacramento. When these plans are completed, the information will be published.

Q.: What is being done to the tennis courts?

A.: A contract has been let to install a new fence.



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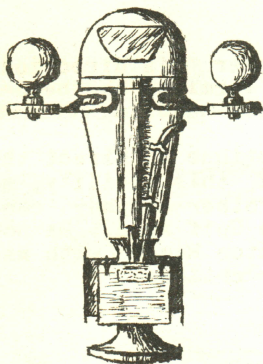
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BINNACLE SPEAKS

While the Training Ship was docked in a foreign port this last cruise, an Academy graduate now actively serving as an officer in the U.S. Navy boarded her for a brief period. Among his observations was one concerning the Corp's apparent loss of much of its previous autonomy to the upper echelon. His observation was not unique. I can safely say that a majority of the Battalion has noticed this trend within the past few years. Realizing that midshipmen are not proscribed seaman recruits, but young men aspiring to officer-ships, let us examine some of the areas most open to criticism below decks.

Basically, the disciplinary system has survived, but not without somewhat justified discontent. Perhaps this year's unstable system of midshipman officer rotation, the youth of the upper class, or a natural apathy has been the cause of a laxness of disciplinary enforcement within the Corps itself. Whatever the excuse, this absence of enforcement should not have been the justification for the ship's officers to assume the lower authority where their ordinary sphere of influence did not heretofore exist. In other words, where those ranking midshipmen had fallen short, they should not have been transplanted

but driven on. Certainly something of justice was administered, but not without demeaning the image of the officers.

Let us consider another point. Acknowledging the Commanding Officer's authority over all awarding of punishment at sea, the Editor nevertheless questions the advisability and consistency of this general policy with regard to Class B offenses in view of the disciplinary procedure the other nine months of the year when the Battalion is land-based. Are the First Class commissioned Battalion and Division officers incapable of justly handling petty offenses? Or do they suddenly succumb to a lapse of jurisprudence once the lines are cast off at Vallejo and just as suddenly recover same on their return? Why isn't the top-ranking midshipman, the Corps Commander, a party to the weekly Captain's Mast as he was when the present First Class were Third Classmen? With regard to those offenses reported by Watch Officers and subsequently contested, certainly no argument arises concerning the necessity of the Captain's review. However, it might be here repeated that were officers less active in this reporting, the frequency of this Mast would be decreased.

Another area in which midship-

Continued on page 16

ALUMNI



Captain two years after graduation

Graduate named Vice-President
of Gulf Terminal Facilities

Earlier this year Captain Harlan O. Hall was elected Vice-President of Ramsay, Scarlett, and Co., Inc.

One of the Academy's outstanding graduates, Captain Hall in early September, 1944, took his Master's examination in a South Pacific port only two years after his graduation. With an outstanding score, Hall became the youngest Captain in modern maritime history to that date. Just two weeks after his twenty-second birthday, Captain Hall assumed command of the "John C. Calhoun."

Before appointment to his present post, Captain Hall served as assistant vice-president in charge of Ramsay, Scarlett, and Co.'s Louisiana operations. Since April, 1958, when the Burnside Louisiana terminal was placed in operation, Hall has directed this

facility. Under his direction, the Burnside Terminal has become the largest bulk-handling facility in the Gulf.

He will continue to direct the operation of this facility, as well as the other company concerns in the Gulf area. He now resides in Baton Rouge with his wife and four children.



1942 CMA graduate Engineer Robert M. McCullam is shown here in community development work in Santiago, Chile. A former manager of a Santa Cruz supply interest, he is now actively engaged as one of 5000 Volunteers serving overseas. The ranks of the Peace Corps will be further augmented during the summer months with another 4000 Volunteers training for projects in forty-four countries.

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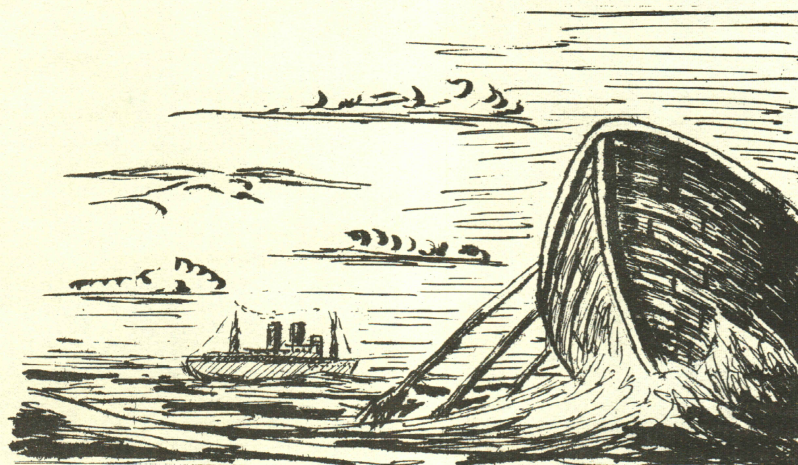
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The boat is a splash of contrast in the crystal blue vastness of the sea. It is a white boat, with a brilliant orange interior which is revealed as the boat rolls sluggishly in the smooth swells. It is a metal lifeboat, and its seven occupants sit in relaxed conversation, leaning on the long grey oars which have been drawn in across the gunwales. A few soft rolls of clouds line one segment of the rim of the horizon, and it is in this direction that the attentions of the figures in the boat are drawn. They converse in quiet tones, as though aware that they are infringing upon the natural silence of the of the empty sea. The boat also murmurs softly, its small lapping sounds blending easily with the languid conversation.

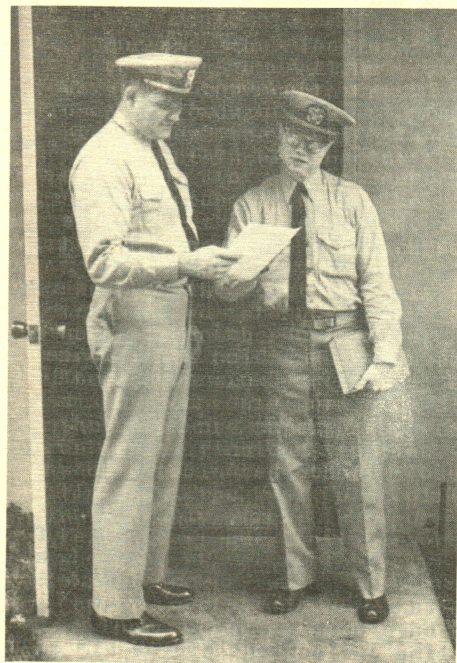
"We're only about fifty miles from land here. Too bad that we don't have the mast and sails with us, we could make shore in about twelve hours," says one.

"Yeah, that would be great. I'm for a little extra liberty. We should have brought the sails with us anyway," replies another.

"You know why they don't let us; the year we went to Tahiti we had one abandon ship drill where all of the boats that had their sails put them up and took off. It was dark before they got the last one aboard again," retorts a third.

A ripple of appreciative laughter rolls from the young grinning faces of the occupants, and their mischievous glances tell each other that given the same set of circumstances they would be only too happy to repeat the performance. Reminded by this interchange of their place of origin, they all glance toward the opposite side of the horizon where the ship lies. It has turned its back on them, and presents its stern in all of its wallowing ungainliness. The presence of the ship seems to mar the infinite beauty of the scene with its dumpy structure and disorderly tangle of masts and appendages. It is a myriad of colors; green, white, buff, red, blue, and black, which in their complexity of design clash irritatingly with the clean simplicity of the sky and waters.

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Who's Who

LCDR. WILLIAM B. STOCKING, USN

The chic hoary ship sauntered languidly into the mud-hued Carquinez waters. The monkey-fists soon gracefully started their relentless assault of the precarious oncoming quay. Then, as the ship was being methodically tied up, a tall husky-framed lieutenant commander was seen curiously ambling about. "Oh, no!" exclaimed an incredulous midshipman vividly recalling one of his former Naval Science Department heads, serene Lieutenant Commander Brubaker.

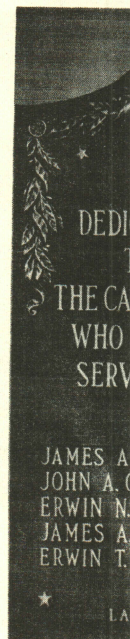
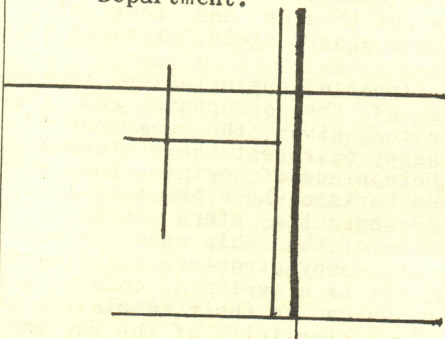
Commander Brubaker has not returned, but there is a new augmentation to the California Maritime Academy's Naval Science Department. It is in the form of Lieutenant Commander William B. Stocking. Born on July 9, 1930, Commander Stocking hails from Hartford, Connecticut. He states

that he likes California but feels a nostalgia which is characteristic of anyone away from home. Obviously, the Commander is a resident of Vallejo.

Lieutenant Commander Stocking attended the United States Maritime Academy at Kings Point, New York, and graduated with the class of 1952. He studied a wide spectra of courses in the deck department which included four hours a week of basic engineering. Upon termination of his four years at Kings Point, he shipped for such lines as City Service, Isbrandtsen, McCormick, and United States. He soon put his deck seamanship to use on the beach for Pratt-Whitney aircraft engine company as a tool inspector.

The Commander's entrance into the Navy was marked in 1954. He has attended line school in Monterey and ten months of destroyer engineer officers school. In addition to seventeen months in Jersey City, New Jersey, as a naval instructor at a merchant marine training school, he served two years in San Diego and four years in Long Beach. He plans to make a career of the Navy.

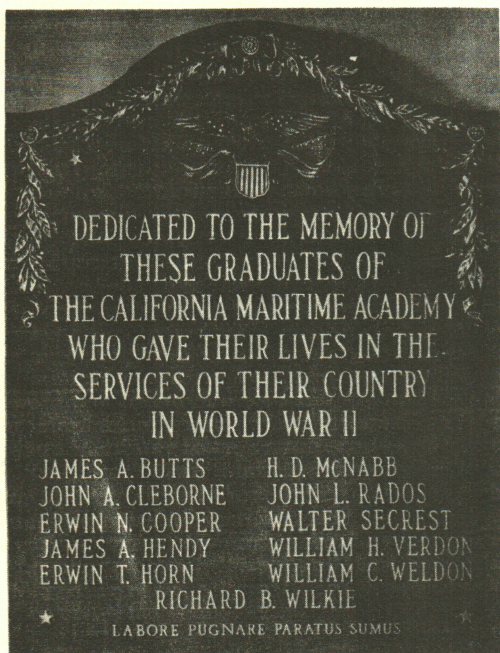
Lieutenant Commander Stocking stated that previous Naval Science policies will be continued, including the plan to teach navigation to the engineering department and engineering to the deck department of the Second Class. He continued to say that no new renovation will be included except to "better the duties of the Department."



LEST

Beneath altitude dive-bombing escort for their for lian sky downward, helpless the old Arm General Mc Cleborne the Miegs He was as he re the first veloped the burst of a crumpled t wounded.

The day the place Guinea, a Japanese advance Ja perimeter naval attack ships were



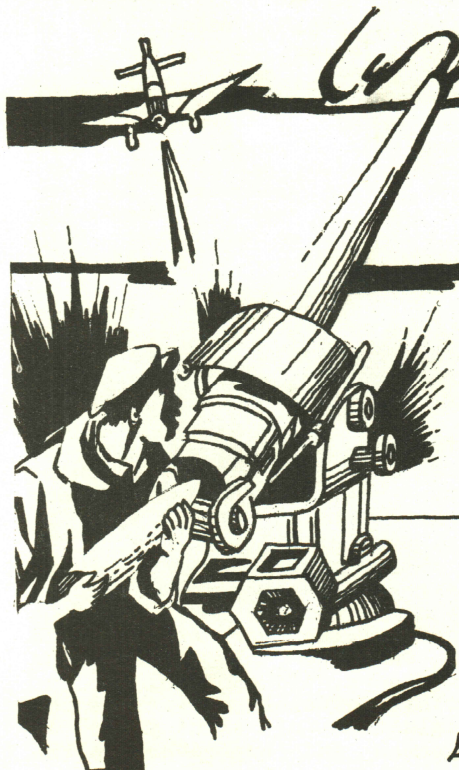
LEST WE SHOULD FORGET

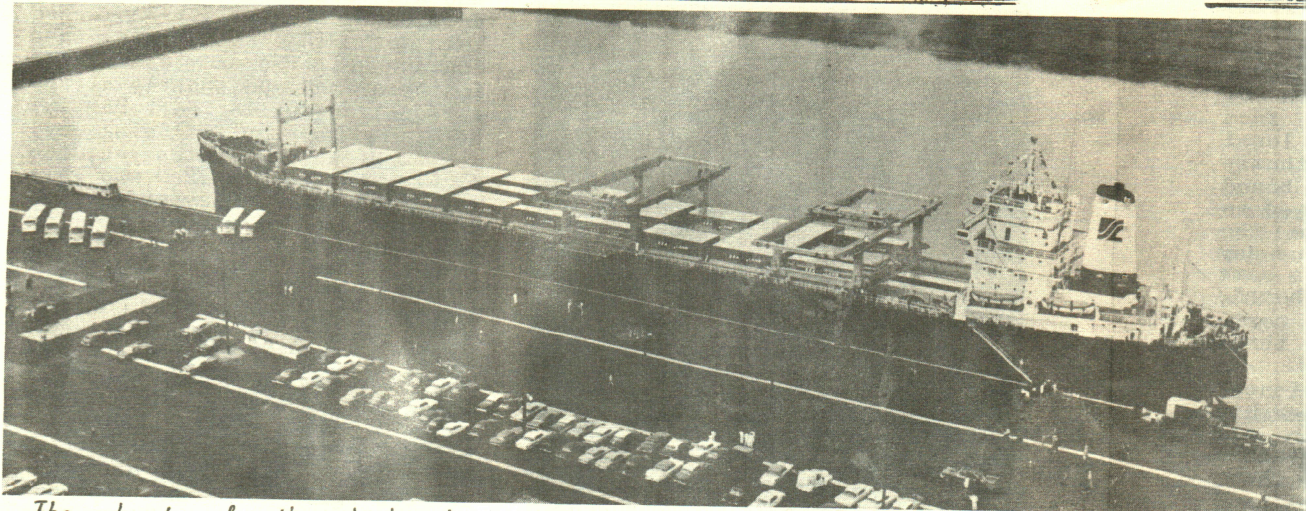
Beneath the droning high-altitude bombers, the Japanese dive-bombers and their wasp-like escort fighters reeled out of their formation in that Australian sky and swept menacingly downward, singling out their helpless targets below. Aboard the old Army transport, the U.S.S. General Miegs, Third Mate John A. Cleborne quickly observed that the Miegs was one of the targets. He was approaching the A-A gun as he ran from the bridge when the first wave of fighters enveloped the ship in a murderous burst of strafing fire. Cleborne crumpled to the deck, fatally wounded.

The day was February 19, 1942. The place was Port Moresby, New Guinea, a hot spot because of Japanese High Command plans to advance Japan's southern defense perimeter and establish air and naval attack bases there. Five ships were sunk in the attack,

and all others in the port were damaged. Cleborne was transferred to a Netherland's hospital ship that had suffered many casualties in the attack and, shortly afterward, pulled out for Port Darwin. He died at sea the following day.

The Binnacle salutes you, John A. Cleborne, CMA 1942-D, who gave your life in the service of your country. We salute you not for your heroism, for you were no more a hero than any other man who lost his life at sea preserving the beliefs of his way of life; rather, we salute your irreplaceable sacrifice and pray that we need never be called upon to do the same in mankind's most wasteful and useless invention--war. Your efforts and sacrifice as well as those of your colleagues give us great hope and comfort in that respect; we have so much to be thankful for, lest we should forget.





The advent of the shipboard container is an economic milestone for the U.S. merchant marine. Now, not only are our vessels capable of offering greater competition to growing foreign fleets, but also have found it financially practical to revive the once flourishing intercoastal trade. Among the companies which have contributed to this revival, Sea-Land Service, Incorporated, has been the first to operate completely containerized vessels between both coasts of the United States.

Once every eighteen days, a unique vessel enters San Francisco Bay and proceeds to her berth at Oakland. This vessel is unique, in that she not only differs greatly in appearance from the other ships around her, but also her basic cargo bears no resemblance to that seen at other wharfs.

The vessel is one of three converted tankers operated on the intercoastal route by Sea-Land Service; her entire cargo is enclosed in seagoing containers, 474 of them.

This container service is the culmination of eight years of research and experience in the

reduction of cargo handling. It became a near reality when, in 1955, Sea-Land's predecessor, the Pan-Atlantic Steamship Corporation, contracted for the construction of several "roll-on, roll-off" trailerships.

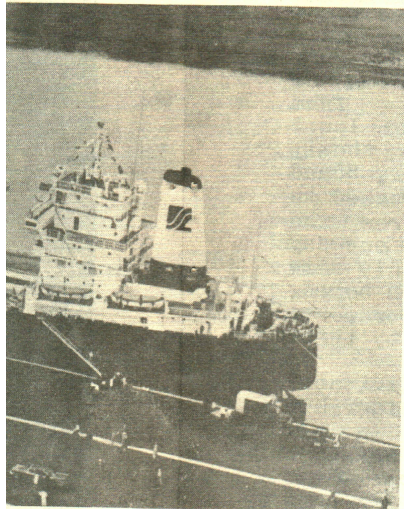
Soon after the announcement of the construction of these vessels, Pan-Atlantic was purchased by the budding McLean Industries, owners of Waterman Steamship Corporation. The result of this negotiation left McLean Industries with one of the largest fleets under the U.S. flag.

One of the first moves of the new company was the acquisition of two T-2 tankers which were converted into tanker-trailer ships, carrying a limited number of trailers on an experimental basis. In April of 1956, these vessels began service between New York and Houston. Replacing the "roll-on, roll-off" method was the "lift-on, lift-off" method, facilitated by shoreside gantry cranes. This new concept in transportation was so well received by those in the industry that the company put eight more trailerships into service during the next two years.

In deliver had arrived it necessitated trucking successful company in 1957, it one contained

The McLean further fully completed in 1957, set into operation and provided most of the however, two d gantry thus re cranes. capable contained an average minutes, completely a vessel

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INTERCOASTAL CONTAINERS

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the story of SEA-LAND SERVICE

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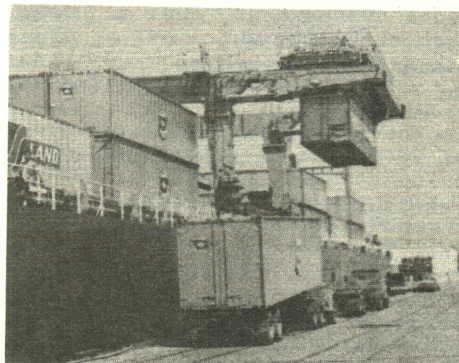
In order to disperse and deliver the cargoes once they had arrived in port, McLean found it necessary to expand its trucking operations. To successfully accomplish this, the company owned, or had on order, in 1957, 4000 containers, making it one of the largest seagoing container services in the world.

The next several years saw McLean Industries progress further in the development of fully containerized vessels. In 1957, six more vessels were put into operation on the East Coast and Puerto Rican routes. The most remarkable innovation however, was the installation of two diesel-powered traveling gantry cranes aboard each ship, thus replacing the dockside cranes. These new cranes are capable of discharging one container and loading another in an average time of four minutes, making it possible to completely discharge and load a vessel in fourteen hours.

By 1959, the company had realized the objectives of containerization: namely the reduction of cargo handling, pilferage, and damage, and the reduction of a vessel's port time, all of which result in

lower operating costs. Sea-Land had proven, beyond a doubt, that containers were to become an integral component of the maritime industry.

After establishing service to several more Gulf ports in 1960, Pan-Atlantic officially became Sea-Land Service, Inc. This was only one of many changes to come, for, in 1961, three conventional C-2 cargo vessels initiated the company's break-bulk service from New York to Los Angeles. These were replaced in the fall



Container operations aboard the S.S. Los Angeles. Note the truck waiting to receive the discharged container.

Continued on page 12

SPRING 1963

(Continued from page 11)

of 1962, by the larger, fully containerized ships which are to permanently remain on the intercoastal run.

In addition to its original East Coast, Gulf, and Puerto Rico service, Sea-Land now provides regularly scheduled sailings to Los Angeles and Oakland, with connecting barge service to Portland.

The vessels operating on this run include the 633-foot container-ships S.S. Los Angeles, S.S. San Francisco, and S.S. Elizabethport. These three vessels, incidentally, are among the largest dry cargo ships which call at any San Francisco bay port. The 313-foot barge, Columbia, a double-decked vessel capable of carrying 67 trailers in the "roll-on, roll-off" fashion, makes several trips a month to Portland, extending the service to the Northwest area.

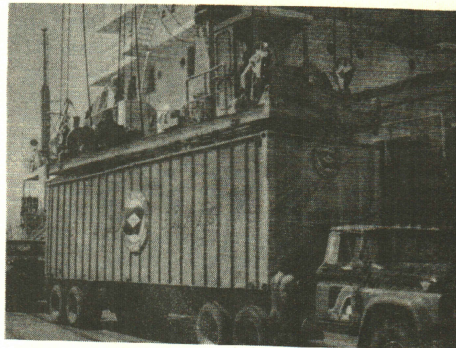
Ship stability, a problem greatly magnified when containers and gantry cranes are involved, had to be solved before the larger ships could be placed into service, however. This was achieved by ballasting the ships with 3000 tons of bottom ballast and ballasting three forward tanks. As a result, the vessel rides by the head, and acquires such stability which has enabled loaded container ships to ride out the violent Atlantic hurricanes.

The facts, figures, and method of operating have been presented but, what does all this mean to the shipper? It means that commodities may be transported from the East to West Coast in approximately two weeks' time, at a saving of up to 20% to the shipper. As mentioned previously, the shipper also benefits from the decreased cargo handling, damage, and pilferage, which considerably lessens insurance costs. These facts are based against the same commodities as shipped by transcontinental rail.

BINNACLE

Sea-Land officials have found that an important facet of profitable containership operation is the elimination of less-centralized ports from their itineraries. A local example of this as thusly illustrated: a container, bound for Sacramento, may be trucked to its final destination from the Oakland terminal within one day after discharge. For this same container to remain on board, and to shift to the river port, may delay its delivery by three or four days.

The speed and efficiency, which has become a containership watchword, is evident in all phases of the Sea-Land operation. This commences when, either fully laden Sea-Land trailers or LTL (less than truckload) shipments carried by other land carriers, arrive at the pierside freight terminal. The full trailers may proceed directly to the vessel where their 45,000 pound containers are taken on board by one of the 28-ton gantry cranes. The LTL shipments are combined in the terminal warehouse and loaded into the seagoing containers which are also soon to be taken aboard. The discharging and delivery operation follows the reverse procedure.



Working the after gantry aboard the S.S. Los Angeles.

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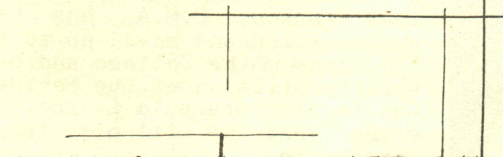


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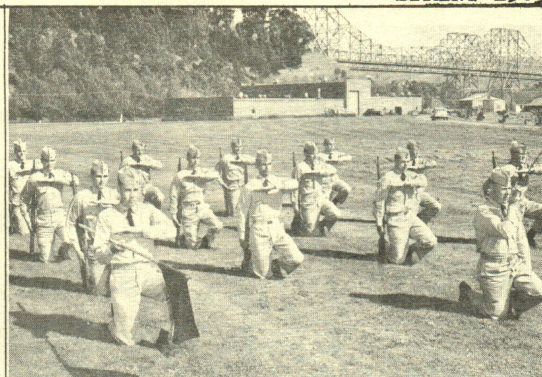
BINNACLE

During the loading and discharging operations of the vessel, the containers are usually brought to a staging area where they await loading. All container loading is according to a pre-arranged stowage plan, and when a certain container is to be loaded, it is brought from the staging area to a spot directly under the gantry. The container is then transferred aboard the ship and another is brought from the hold and discharged. The same truck receives this discharged container and after the necessary paperwork, proceeds on to its final destination. It should be noted that loading time on the West Coast differs unfavorably from that on the East Coast due to longshoremen who are, as yet, relatively inexperienced with container-gantry operations.

The concept of containerized shipping has not only aided the shipping industry, but also the trucking industry as well, since much of the cargo carries in this trade was never previously transported. Thus, it becomes obvious then, that truckers serve to benefit from this newly found source of revenue. Also indicated are the new consumer markets which have developed as a result of this service. So it seems that a breakthrough has been made in the return of intercoastal shipping, which was first initiated by the clipper ships, with their yards and yards of sail, and is now being revived by the containership, a steel giant with her many tons of metal containers.



SPRING 1963



Drill Team

This year's drill team has undergone a complete revision in uniforms, formation, and in drill maneuvers; and, for the first time in many years, the team has a name--The Tridents. The trident is a familiar figure on the C.M.A. crest, and is equally as well known as the scepter of King Neptune.

The winter uniform of the drill team is undress blues with white gloves, white belts, white neck scarves, and white rifle slings. The summer uniform is undress khakis with white accessories and red scarves. The guidon is black silk with a white silk figure.

In the past the drill team has consisted of nine men in a formation of three squads of three men apiece. The Tridents will drill with eighteen men in a formation of four squads of four men and a separate team commander and guidonbearer.

The members of the Tridents are: Dave Allison, Barry Paulson, Connell Hensley, George Migay, Vic Mershon, Lou Matta, Ray Jubitz, "Bob" Bonner, Skip Stiehl, Larry Russon, "Ben" Casey, Dave Stanley, Walt Bell, Brian Maxwell, Cal Stevenson, Frank Smithlin, Ed Thompson, and John Tillman.

In addition to performing on the grounds of the academy, The Tridents hope to bring more attention to C.M.A. than it is



This edition of the Sports column is mainly based on the information obtained from interviews with Coach Ross concerning future athletic activities and with the Pistol Team coach.

The Physical Education program this trimester for the Third Class will concentrate for ten weeks on soccer; the remainder of the trimester will be given to handball, volleyball, goodminton, and an introduction to golf. The Second Class will devote five weeks to a review of soccer. The remainder of the trimester will be devoted to fundamentals of physical fitness (fitness developing activities), and a sport (handball, volleyball, or tennis) of particular interest to the individual.

The Intramural Sports program has a wide range of activities this trimester. Anyone interested in the sports listed below is urged to contact the respective organizer.

Sports Commissioners:

Softball M/S Werner
Waterpolo M/S DeNeve

Organizers:

Handball Dr. Ross
Tennis M/S Jones
Volleyball M/S Piianaia
Bowling M/S Vacin
Soccer Dr. Ross

The athletic program this trimester will emphasize baseball and waterpolo.

Attempts to field a softball team to play in the Greater Vallejo Recreation League are being made. Meanwhile, two exhibition games have been scheduled with Western Baptist Bible College and El Cerrito Junior College.

Due to an outstanding performance of the waterpolo team last season, C.M.A. has been reclassified and moved up to the "B" class of the College and University Division of the Northern California Waterpolo League. This means that we will play league games with:

Univ. of California (Davis)
St. Mary's College
Sacramento State College

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Chico State College
Additional games will be with
such teams as:

Sacramento City College
San Jose City College
San Jose Frosh
Stockton Jr. College (Delta)

In reference to our promotion
to a higher class, it appears that
the Waterpolo League thinks that
we have the depth and resource of
players that our new league sisters
have. It seems ludicrous that just
because a little college starts
beating colleges its own size, it
should be shoved into a higher
class where it has little chance
of earning a winning season.

To conclude this portion, Dr.
Ross is transferring from C.M.A.
to San Diego State on July 27th.
When asked about the future ath-
letic programs, "Doc," stated that
the program and its emphasis on
particular sports, will depend on
his successor's interests. "Doc"
was asked, "Where should emphasis
be placed in future athletic pro-
grams?" In his reply he stressed
the necessity to impress the mid-
shipmen that Physical Fitness and
skills are a source of recreation
and that it is essential for main-
taining good health throughout
their lives as midshipmen and fu-
ture officers in the merchant ma-
rine.

Although its existence is un-
known to most midshipmen, the
Pistol Team has quite a reputation
in the ordnance circles of the
nation. The National Inter-College
Rifle Association rated C.M.A.'s
team as fourth highest in the
nation. This means our team
placed higher than all of the
military academies as well as
most of the nation's universities.
Individual scores for national
standings placed Ruff as 14th,
Carter as 29th, Kirkby as 17th,
and Stone as 36th place.

It should be noted that be-
cause of cruise, C.M.A. was unable
to compete in many of the con-
tests which counted toward the
national championship. The team
coach was quite pleased (under-

standably) but was disappointed
by the fact that C.M.A. could have
been number one in national
standings.

Since our sharpshooters are
leaving us, a crusade for new mem-
bers has started. So, when you
see a rabbit in our game preserve,
satisfy that itchy finger on the
rifle range where the rabbits are
fatter.

The rowing team is going full
blast with less than four weeks
within which to train for the big
race, May 14th. There are several
positions open for any lads with
a strong back and tough hands to
push our barges at flank speed.
M/S Dustman stated that C.M.A.
would have a better chance of
walking away with top honors again
if we had two or more boats in the
race.

Continued from page 13

presently getting on the citizen
level. The team hopes to accom-
plish this by providing the
Academy with a source of an honor
guard and a special ceremonies
unit.

Who borrows all your ready jack?
Who smokes the last one
in the pack?
Your roommate.
Who breaks up all your chairs
and lamps?
Who uses all your postage stamps?
Your roommate.
Who drinks up all your hoarded
beer?
Who makes your socks all
disappear?
Your roommate.
But who's a constant pal to you?
Who cheers you up when you are
blue?
Who knows and loves the things
you do?
Your Mother.

Continued from page 5

men have been relegated is watch standing. Here the Editor feels it necessary to emphasize that only a few individuals have been guilty in this respect, but the paucity of numbers hardly excuses the offense. In too few short months members of the present First Class will, as licensed merchant officers, be standing watches, not under the close scrutiny of a senior officer and not with the aid of several subordinates, but for all practical purposes, by themselves. The few precious hours that a First Classman has absolute watch responsibility should not be aborted by the Watch Officer. Initiative and confidence are perhaps two of the most desirable qualities an officer can hope to acquire. First Classmen, aspiring to officerships, are no exception to the rule. No further enumeration is herein necessary; most off the Deck upper classmen have been "body-blocked" from the radar set enough times to realize the truth

of this charge. This condition is not peculiar to the Bridge, the Engineering midshipmen have experienced similar conditions. It is the popular opinion of many of the Corps that an honest and non-negligent mistake should not be employed to the offender's detriment in two ways. A man is graded for his mistake and frequently suffers doubly when handed a report sheet, a number of which have been questioned and contested, but finally recorded.

The Corps, I believe, fully realizes that, of necessity certain administrative changes must be effected when the Training Ship puts to sea every cruise and that these changes are employed for the efficiency of operation. However, our ship is not military; our mission is entirely different from that of a service vessel; and, therefore, the basic relationship between the officer and the bulk of the ship's complement, the Corp of Midshipmen, should be so altered.

Y. H. Eckstein

Continued from page 7

The sun hangs high in the azure dome arching over the plate of the sea, its fiery splendor silvering the indolent swells and warming the clear air. The occupants of the lifeboat feel its blazing caress and gaze longingly at the fluid coolness beneath them. Their hands reach out, and dip down, and through this small contact feel revitalized by the boundless energy of the deep. They would only too gladly immerse their whole bodies in this soothing balm, just as they would set sail for the distant shore, if they were not bound to the unfeeling codes of the society fittingly represented by the ungainly vessel in the distance. A feeling of resentment sweeps over them. They are being ignored; why shouldn't they reciprocate, and defy this distant object and all that it stands for? They should be masters of their own environment, and subject to no tyranny from afar, but they realize that they are but a weak few and stand no chance to escape the fetters of their keeper. Yet their minds cannot be bound, and the distance breeds discontent, and so they dream of that future someday.

The ship in the distance has now swung broadside to them, its rakish bow, an upturned nose of self-esteem superiority, and its rust streaked sides the true badge of its character. With a snort of black smoke it bestirs itself to reclaim the solitary stray. For those in the boat, short freedom withers in the afternoon sun.



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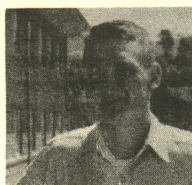
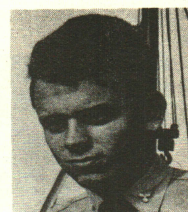
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G.C. Hensley
Editor

IN THE LEE OF THE LONGBOAT

What, for you, was the most rewarding aspect of cruise?

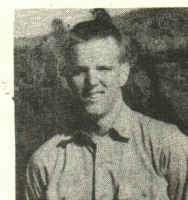


M/S Froude 3/D

The Third Classman's cruise is, in my estimation, what one might call the awkward or learning period. For most of us, going to sea on a ship was like stepping into an entirely different way of life. With this in mind, I would say that learning to live with others in confined spaces was the most valuable thing that I learned from cruise.

M/S Bonner 3/E

One of the most valuable lessons I learned on cruise was the ability to cooperate with my fellow shipmates. Living in such close quarters, the need for recognizing others' problems and not just my own became increasingly important. Learning to take orders regardless of my own personal feelings will prove to be invaluable in a future position.



M/S Sherry 2/D

In my opinion, the greatest benefit applicable to our aspirations is to be found in the navigational and watch-standing sections of cruise instruction. In contrast, the many hours spent performing practical maintenance far exceed the training time necessary to qualify the deck officer in supervisory maintenance.



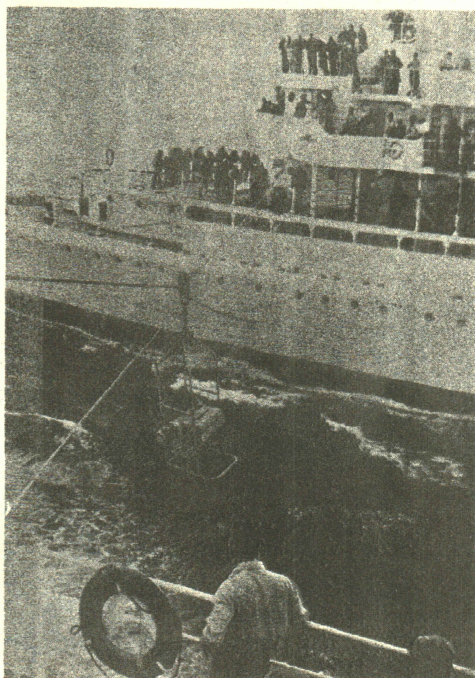
M/S Migay 2/E

The acquisition of knowledge brings with it responsibility. As we progress in our training toward our future profession, we are given various progressive duties and functions to perform. With these functions come the opportunity to use what we have learned in our studies or in our practical training. All of our training and what discipline we receive is for the betterment of ourselves; for we are intended to be leaders of men.

M/S Duncan 1/E

For me, the most important aspect of the 1963 cruise was the incurrance of responsibility. As the First Classman in charge of a watch, the maintenance of a smooth-running engine room is of the utmost importance. Soon this background will be all we have to meet our future problems in the industry. Furthermore, we help prepare the underclass for their coming days of truth, for we all know what happens to those who make mistakes on watch.





HIGH LINE

End of "The Line"

It has been my pleasure for the last few months to write "High Line," a column dedicated to the First Class. At this writing I want to express my thanks to the Editor for having printed my views, and wish luck to my successor whomever he may be.

I think I can safely say that I speak for the entire Class of 1963 when I wish you Second and Third Classmen good luck and smooth sailing for the remainder of your stay here; and, we hope to be shipmates with you in the near future.

For all practical purposes,

we, the Class of '63 are finished here at the Academy, and we leave the place in the hands of the Class of '64, so I'd like to talk to them for a minute.

Gents, you'll be First Classmen soon, but that doesn't just mean wearing your ties out and getting Wednesday night liberty. There's much responsibility that is concurrent with your privileges. You can't expect Second and Third Classmen to conform if you won't. You have to show them the way.

Your next year is going to be a tough one. More will be expected of you, because you're the ones that are supposed to know, and the faculty is not going to let you forget it. Just keep your wits about you, and keep plugging. You've only a year to go and others have made it before you.

And don't put off studying for Thirds until the last minute! This last year is really going to fly by. You'll be finished before you know it.

I don't intend to write a class history at this time, it's in the HAWSEPIPE. Let it suffice to say that we'll remember you gents and our times here at KEEMA and hope you have a great First Class year--we did.

SWAB CALL

Traditions are, and always have been, a factor at military schools. Our first week here at C.M.A. brought out the "traditional" rivalry between deck and engineering students and the tradition of the anchor. We believed that the idea of such a tradition was to carry it out

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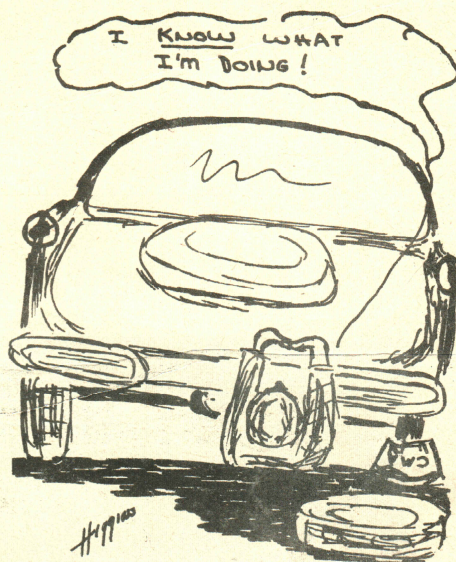
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under high risks, and if successful, obtain, even for a short period of time, some special privileges. Now that we've tried the anchor and found it to our disliking, what's to stop us from adding some new, more challenging traditions to the school's history. Most of us have, at one time or another, thought about the possibility of a "turn-about day," first class becoming third class and vice-versa. This would take too much time to become enacted during our third class year. Perhaps, the school should adopt a mascot (other than Fred) that could symbolize our school, such as the Navy goat. More spirit could be built into our inter-collegiate games. While we are somewhat limited in planning any major operation due to the limited area and the limited equipment at hand, we are not limited on the difficulty of the objective. For instance, placing a garrison cap on top of the flag pole would be difficult to accomplish, yet if accomplished would be the center of attention until it is removed, say by the second class. There are others that you probably think would be something worthwhile enough to become a tradition at C.M.A. If a new tradition is started, however, we should take it upon ourselves to clearly define the terms by which it is to be carried out. Then the incoming third class, or those following, will know what to expect in success and in failure. When we graduate from the school, many of us will bring honor upon it through our future success; while we are here we certainly feel that we are doing our assigned duties. Therefore, let us also leave the school in two years having added our share to its tradition. It's a good way for the class of '65 to leave its imprint on the pages of the Academy's history.

Lucky Bag

(Second
Class
Column)



G MEMS OF WISDOM

Not completely without humor are the toils of English profs. CMA's Mr. Kiger, in the never-ending chore of correcting his students' infamous weekly essays, frequently discovers unintentional quips, a sampling of which are quoted below:

"There is no reason why any young person should be illiterate. That is what public schools are for."

In reference to jobs-
"Everyone must start at some sort of bottom, but some people's bottoms are higher than other people's."

"The greater the risk there is, the more money one gets, and a job with little risk doesn't get paid very well."

FROM M/s _____
CALIFORNIA MARITIME ACADEMY
VALLEJO, CALIFORNIA

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