



NOVEMBER

1958

→ CONTENTS ←

Cruise '59 — Maritime Industry — Sports
 C.M.A. Campus Going — Soap Box — Humor
 Ons' — Flotsam and Jetsam — Etcetera

The "BINNACLE" is the monthly student publication of California Maritime Academy, Vallejo California. The opinions expressed herein are not necessarily those of the corps, administration, faculty or our staff. All news-worthy items for publication must be signed and given to the Editor no later than four days previous publication.

Editor in Chief
Sports Editor
News Desk

Riddervold
Dale
Small

Brink, Henry
Nemecek, Martin
Johanson, Clifford
Desmond

Sports Desk
Special Writers
Business Staff
Contributors to this edition
Faculty Advisor

Berwick, Miller, W&B.
Mc Intire, Young, Burrell
Gleason, Kalli, Juris
Mr. Taylor, Mr. Thwing
Cmdr. Heron

DEADLINES?, TYPING, WRITING, HURRY. SLOW BUT STEADY-
WHAT?, ME WORRY?

NOTED PERSONALITY IN C.M.A.'s PAST DIES...
by Henry

A man, probably unknown to most of us, but to whom all of the Midshipmen owe their chance at an education has gracefully passed into the annals of time.

Mr. Walter Joseph Peterson a leading figure in the founding of the California Nautical School, better known as the California Maritime Academy to us, passed away last month at the distinguished age of 89.

No more than a year ago was the last time he was to see the fruit of his efforts. He visited the Academy last September and was marveled by the work being done. He was able to see his dream of an academy in California, to train officers in the Merchant Marine become a reality.

It was this same man who in 1929 went to the state legislature and convinced them to appropriate \$250,000 to be matched by a similar sum from the Federal Government making the founding of the California Nautical School possible.

The plans for the school were drawn up by John Rolph of the Marine Department of Standard Oil and here once again Mr. Peterson stepped into the picture to play an important role.

He went to Washington and succeeded in convincing the Federal Government as to the need of such an academy and persuaded them to appropriate the necessary funds.

But this was not the end of his work. His next job was to select a vessel to facilitate practical training of the Midshipmen. For this purpose he went to Virginia where he located on the James River the Academy's first training ship, the Golden State. She was originally a low powered vessel, single screw, serving as a freighter on the Great Lakes and named the SS. Henry County. This ship served the Academy un-

NOTED PERSONALITY IN C.M.A.'s PAST DIES...
by Henry

A man, probably unknown to most of us, but to whom all of the Midshipmen owe their chance at an education has gracefully passed into the annals of time.

Mr. Walter Joseph Peterson a leading figure in the founding of the California Nautical School, better known as the California Maritime Academy to us, passed away last month at the distinguished age of 89.

No more than a year ago was the last time he was to see the fruit of his efforts. He visited the Academy last September and was marveled by the work being done. He was able to see his dream of an academy in California, to train officers in the Merchant Marine become a reality.

It was this same man who in 1929 went to the state legislature and convinced them to appropriate \$250,000 to be matched by a similar sum from the Federal Government making the founding of the California Nautical School possible.

The plans for the school were drawn up by John Rolph of the Marine Department of Standard Oil and here once again Mr. Peterson stepped into the picture to play an important role.

He went to Washington and succeeded in convincing the Federal Government as to the need of such an academy and persuaded them to appropriate the necessary funds.

But this was not the end of his work. His next job was to select a vessel to facilitate practical training of the Midshipmen. For this purpose he went to Virginia where he located on the James River the Academy's first training ship, the Golden State. She was originally a low powered vessel, single screw, serving as a freighter on the Great Lakes and named the SS. Henry County. This ship served the Academy until 1946, when it was replaced by our present training ship the Golden Bear.

(continued on next page)

NOVEMBER, 1958

Among some of Mr. Peterson's fondest memories were the Golden State and her fine crew of Midshipmen, who under Capt. Emil Topp, also superintendent at that time, visited Washington D.C. where the President of the United States, Herbert Hoover, gave the ship and her crew a grand reception. He was justly proud of the ends of his work as shown in the accomplishments of the Academy.

Seeing his goal here had been achieved and his work done he left the Academy to reside with his daughter-in-law in Oakland where he spent his retiring years.

Among his other positions worthy of note was his political career, holding the office of Chief of Police in Oakland.

The students and staff of the California Maritime Academy join together in a final salute to the one man to whom we all owe so much and say "well done".

EDITOR'S CORNER: IN FUTURE ISSUES OF THE BINNACLE YOU WILL BE READING ARTICLES CONCERNING: SPECIAL REQUIREMENTS FOR OBTAINING A MARINE REACTOR OPERATORS LICENSE ISSUED BY THE AEC; A ROUND TRIP VIA THE BINNACLE TO ALL STOPS THAT WE WILL MAKE ON CRUISE; DIESELS AND THEIR FUTURE IN MAJOR AMERICAN FLAG VESSELS; AND OTHERS DESIGNED TO INFORM YOU AND GIVE THE OUTSIDE READER AN IDEA OF OUR INTERESTS.

The BINNACLE urges any Midshipman with an animosity or personal gripe over such matters that can be handled through the proper channels of student council, Commandant of Midshipmen, Faculty Advisors, or through Upperclassmen and Midshipmen officers, to take said animosities or personal gripes to these people and get them settled.

I WISH TO THANK ALL WHO HAVE CONTRIBUTED TO THE PUBLICATION OF THIS ISSUE. THE STAFF AND I EXTEND OUR SPECIAL THANKS TO CMDR. KEELEY AND CALL HALL TYPEWRITER SUPPLY IN VALLEJO FOR PROVIDING US WITH A MIMEOGRAPH MACHINE.

See you next issue... *BH*



CRUISE OF THE TRAINING SHIP GOLDEN BEAR FOR 1959
by Small

On May 11, 1959 the training ship "Golden Bear" will enter drydock at a shipyard in the San Francisco area. This is a long awaited date in the minds of Keemas' Midshipmen as it marks the beginning of the annual training cruise. A summer cruise which will take us north to Vancouver, B.C. and south to San Diego, with stopovers at in-between ports.

While in drydock, Midshipmen will have the opportunity to witness major repairs and construction work as they are learning shipyard procedures. This cold iron period gives occasion to study hull construction, propeller shape, and other parts of the ship normally below the waterline. The exact yard that the "Golden Bear" will employ has yet to be determined by the Maritime Commission.

After the ship's overhaul has been completed, which should be on or about 1 June, she'll point her bow to the north and say goodbye to the Golden Gate.

Two weeks later, after short stops at Eureka, California and Astoria, Oregon, the "Golden Bear" will tie up at Portland where the ship's company will take in the Portland Rose Festival. This celebration is to Portland what the Mardi-Gras is to New Orleans. A queen is chosen from one of the Portland high schools to reign over the festivities. She and her court are the center of attraction throughout the duration of the festival which culminates with a spectacular parade. Looks like a good time will be had by all.

Vancouver, via Seattle and Tacoma, is the only foreign port in the itinerary. Warm summer weather should provide the right conditions for a good look at Western Canada. Vancouver is also the point from which the long sea leg of the training cruise begins. This sea leg will take the "Golden Bear" all the way to San Diego and is the high point of the cruise from the standpoint of practical training. Because of its
(continued on back of map)

Map of the
1959
Cruise of the T.S.

GOLDEN BEAR
1 June to 15 July



1959

Itinerary
CMA
Dry Dock
Eureka
Astoria
Portland
Tacoma
Seattle
Vancouver
San Diego
Long Beach
Santa Barbara
CMA

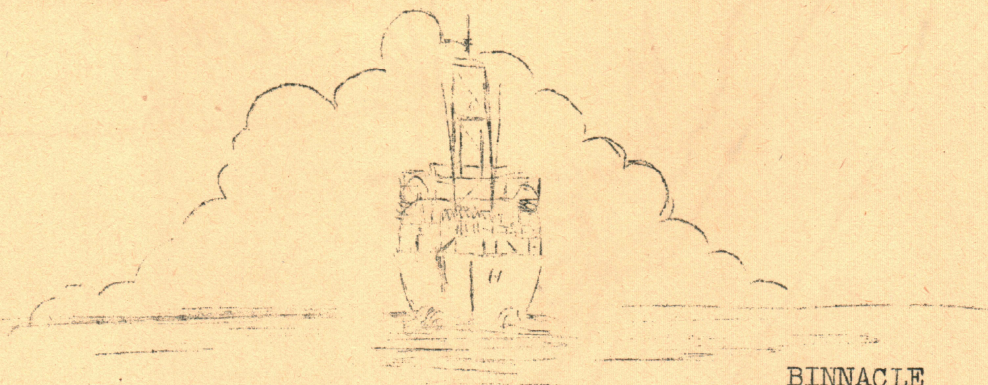
length, Midshipmen may encounter various conditions as to weather and heavy seas which will provide invaluable experience, not only in keeping off the deck, but also in fighting sea sickness.

As the "Golden Bear" approaches San Diego, "liberty" will be the most popular word in everyone's vocabulary. Fortunately, San Diego offers many forms of entertainment and is close to the border if anyone cares to see a bullfight and pickup various souvenirs of old Mexico.

Long Beach is the next port of call and she provides access to the many spots of interest in Southern California. Perhaps much of your time will be spent on the sunny beaches for which the area is noted. A little over a hundred miles from Long Beach is one of the prettiest towns on the California coast; Santa Barbara. Midshipmen will spend three or four days here before returning to Vallejo and the Academy.

The 15th of July will see the "Golden Bear" back home again after completing a cruise of some 3,000 miles. Approximately two weeks will have been spent at sea and every Midshipman should have enough memories to last at least until next year. Nothing definite has been released concerning post cruise leave.

Next month the Binnacle will continue this series on our 1959 Northern Cruise with a chamber of commerce type description of the Eureka, California and Astoria, Oregon communities.



C.M.A.
CAMPUS
GOING
ONS.....

STRAIGHT
SCOOPS



CLUBS,
INTERVIEWS,
INFORMATIVE ITEMS
AND ANYTHING ELSE THAT ISN'T
CLASSIFIED UNDER ACCUMULATED
FLOTSAM AND JETSAM.

Straight Scoops...

"Rumors subtracted from facts equals interest."

by Martin

As an introduction to the scoops, the "Binnacle" staff felt that the following piece of information would be of an interesting nature.

NAVAL RESERVE LINE OFFICERS ON INACTIVE DUTY MAY NOW REQUEST ACTIVATION TO ENTER FLIGHT TRAINING, THE NAVY HAS ANNOUNCED ACCORDING TO AFPS.

FORMERLY, RESERVE OFFICERS HAD TO BE SERVING ON ACTIVE DUTY IN ORDER TO MAKE THE REQUEST AND RECEIVE THE TRAINING.

APPLICANTS MUST BE LIEUTENANT OR BELOW AND NOT OVER 25 YEARS OF AGE. IF THEY MEET THE PHYSICAL AND MENTAL REQUIREMENTS, THEY WILL BE ORDERED INTO FLIGHT TRAINING FROM CIVILIAN LIFE.

M/S Going, affiliated with the Sailing Club, says that the club has just about come to the end of its sailing season since bad weather is approaching. The club is continuing work on the SNIPE in order to have her in the water when the season rolls around once more.

ACCORDING TO M/S LAMPMAN, PRESIDENT OF THE GUN CLUB, THE CLUB HAS HAD NO ACTIVITIES OR PARTICIPATION. HE GAVE THE REASON FOR THIS AS THAT FINAL OFFICIAL APPROVAL OF THE CLUB HAS NOT AS YET BEEN GRANTED. THERE IS A LOT OF ON-CAMPUS INTEREST IN THIS CLUB AND WE HOPE TO SEE IT ON ITS FEET AND OPERATING IN THE VERY NEAR FUTURE.

Straight Scoops...

"Rumors subtracted from facts equals interest."

by Martin

As an introduction to the scoops, the "Binnacle" staff felt that the following piece of information would be of an interesting nature.

NAVAL RESERVE LINE OFFICERS ON INACTIVE DUTY MAY NOW REQUEST ACTIVATION TO ENTER FLIGHT TRAINING, THE NAVY HAS ANNOUNCED ACCORDING TO AFPS.

FORMERLY, RESERVE OFFICERS HAD TO BE SERVING ON ACTIVE DUTY IN ORDER TO MAKE THE REQUEST AND RECEIVE THE TRAINING.

APPLICANTS MUST BE LIEUTENANT OR BELOW AND NOT OVER 25 YEARS OF AGE. IF THEY MEET THE PHYSICAL AND MENTAL REQUIREMENTS, THEY WILL BE ORDERED INTO FLIGHT TRAINING FROM CIVILIAN LIFE.

M/S Going, affiliated with the Sailing Club, says that the club has just about come to the end of its sailing season since bad weather is approaching. The club is continuing work on the SNLPE in order to have her in the water when the season rolls around once more.

ACCORDING TO M/S LAMPMAN, PRESIDENT OF THE GUN CLUB, THE CLUB HAS HAD NO ACTIVITIES OR PARTICIPATION. HE GAVE THE REASON FOR THIS AS THAT FINAL OFFICIAL APPROVAL OF THE CLUB HAS NOT AS YET BEEN GRANTED. THERE IS A LOT OF ON-CAMPUS INTEREST IN THIS CLUB AND WE HOPE TO SEE IT ON ITS FEET AND OPERATING IN THE VERY NEAR FUTURE.

M/S Densmore, president of the Golf Club, reports that club participation has been very good. This is due to the near location of many good golf courses, and the eagerness of many members to play such a relaxing game (especially an off base one).

ALL THOSE MIDSHIPMEN INTERESTED IN THE BOWLING CLUB WILL REFER TO THE SPORTING SECTION OF THE "BINNACLE" FOR A RUN DOWN ON CLUB ACTIVITIES AND MEMBERS' BOWLING STANDINGS.

As reported by M/S Ellis, president, the October Propeller Club meeting consisted of an evening of films, obtained by Program Chairman Sall. The most interesting film concerned the tough existence of a tuna fisherman, where everyone on board fished with the exception of the skipper and the chief engineer. There were some tremendously colorful scenes of the Galapagos Islands, some of which were unfamiliar even to those of us who made the last cruise.

The Propeller Club is now planning what promises to be its most celebrated program: President Ellis has obtained the cooperation of Captain Turpin who will attempt to obtain the speaker-ship of one of the most talked about persons from the Coast Guard, San Francisco: Mr. Malamphi. This program will be scheduled sometime in November.

PRESIDENT OF THE CANTERBURY CLUB, M/S Mc INTIRE, SAYS THAT THE CLUB HAS PLANS FOR A SKATING PARTY. THE CLUB IS ALSO LOOKING FORWARD TO PARTICIPATION IN A CHURCH BAZAAR IN HOPES OF EARNING SOME MONEY FOR MORE ACTIVITIES. ANY ONE OF THE PROTESTANT FAITH WISHING TO JOIN THE CANTERBURY CLUB MAY DO SO BY CONTACTING M/S Mc INTIRE.

M/S Schweighoffer, president of the Newman Club, says that the club has no special activities planned as of this date. He further states that anyone of the Catholic faith interested in joining the Neuman Club may do so by contacting him.

NOVEMBER, 1958

M/S CIJNE, PRESIDENT OF THE SPEOLOGY (ROCK CLIMBING) CLUB, RELATES THAT THE CLUB HAS CALLED OFF ACTIVITIES UNTIL SPRING; AS THE WATER LEVEL HAS RISEN FAR ENOUGH TO COVER THE MAJORITY OF THE CAVES. HE ALSO SAYS THE WEATHER IS GETTING TOO COLD TO GO MOUNTAIN CLIMBING.

M/S Sorensen, president of the Dance Band, has stated that the club has folded. He gives lack of interest and participation from the Midshipmen as the reason for this. The autor of this article feels this a shame since there is a fairly large number of Midshipmen with musical talents which could make a good band if they become interested enough to work together.

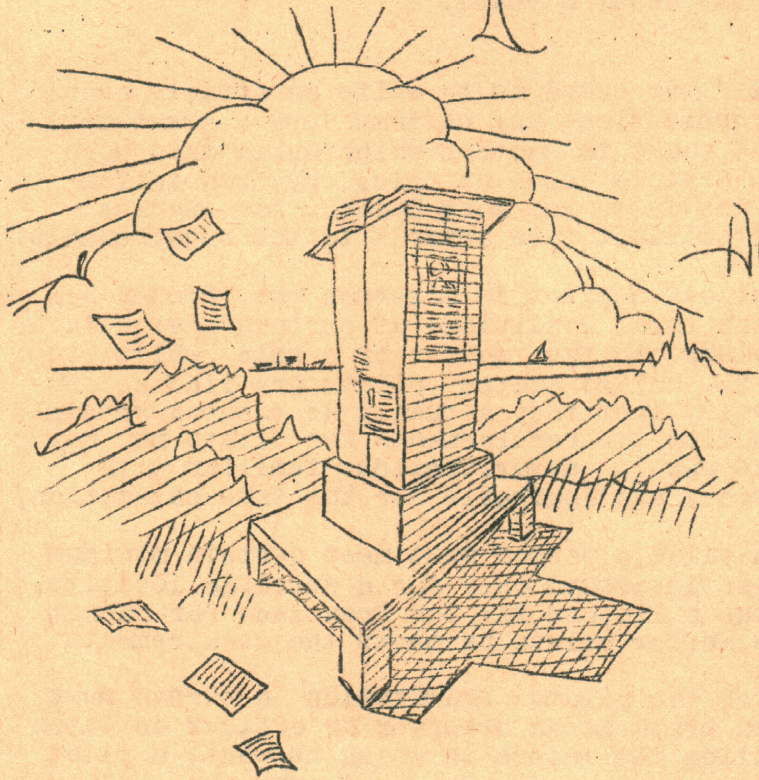
"D" COMPANY'S WEEKEND PARTY WAS A SUCCESS HOPE THE OTHER COMPANIES FOLLOW SUIT.

M/S G.E. Simmons, appointed president of the Calvin Club, tells us that the club has no activitics planned so far. Everyone at KEEMA probably knows that the club is for Midshipmen of the Protestant faith, and as the club has just started anyone interested in joining may do so by contacting one of the members. M/S Simmons also relates that the club has not yet had official elections. The Calvin Club meets every Thursday morning to go to services at the Vallejo Community Presby-terian Church. At the same church they also meet on the first and third Thursday evenings of each month.

BINNACLE

BINNALE'S

Soap Box . . .



Articles written
about our profession
by those who
live by
it...

Each edition the "Binnacle" will invite one of our faculty to write on a topic of mutual interest to him and our readers. This issue, Mr. Taylor, Deck Department instructor, has been invited to write about the general organizations of Pilot Associations. Mr. Taylor was with the Long Beach Pilot Station as Station Manager for a short time, and then as operator of the Long Beach Pilot Boat for about 2 years.

Mr. Taylor:

The Editor of the "Binnacle" has asked me to write an article about Pilot Associations. Pilot organizations and customs vary a great deal from port to port and from one coast to another which makes this much too lengthy a subject for an article such as this. My association with pilots has been limited mostly to the Long Beach - Los Angeles area so I think it better that I limit this article to the requirements of becoming a pilot.

First of all; what is a pilot? A pilot is a person who through his experience and knowledge of the local conditions of certain navigable waters is employed as an advisor to the master of a ship while his ship is in these waters. In the United States pilots are licensed by the U. S. Coast Guard to certify that they actually do possess special qualifications. In some counties the requirements for pilots may not be quite as stringent but the man is never-the-less familiar with local conditions and his services are desirable for the safe navigation of the ship.

To obtain a license as a pilot, a person must meet certain minimum requirements. A pilots license is issued only for a specific locality. In other words, a pilot who has a license for San Francisco Bar cannot act as a pilot in Los Angeles Harbor unless he meets the requirements and is examined on each area.

To be eligible to sit for the pilots examination a person must make a certain number of round trips as an observer or officer on watch on the bridge of a vessel sailing the waters in which he wants a pilot

license. The number of these trips vary from 25 for a person with a valid Third Mate's License to 10 for a man with a Master's License. These trips may range over a three year period.

Service aboard a vessel is also required and this also varies with the type of service and the area or type of pilots license you desire. This service requirement ranges from one to three years. If you can qualify for the service requirements you may then take the examination which is both written and oral. The examination is mostly on local conditions, ship handling, Pilot Rules, and Rules of the Road. You must be able to draw freehand - a scale chart of the area. This chart must show all navigational marks and their characteristics, depths of the water, courses and distances of the channels, and any other important features. If a man can pass this examination, an endorsement is put on his current license which will specify the routes or limits to which he may act as pilot.

He may then make one of several choices. If he is Master of a ship which is sailing coastwise or inter-coastal and the ship is under enrollment, harbors such as Los Angeles and Long Beach will allow him to act as his own pilot if he so desires. This is a considerable savings for the company and many companies require their masters to obtain a pilot's endorsement for those harbors at which they make regular calls. Some companies pay the master a fee each time he does his own piloting but there are also some who consider it part of the master's job to do this piloting. Even if the ship is on a foreign voyage and is under register the master may still do his own piloting if he has an endorsement, in which case the ship would have to pay only half the regular pilot fee. The one way fee for a ship in Los Angeles or Long Beach runs about \$80.00 for an average ship.

If a man has had considerable ship handling experience and has the proper qualifications or connections he may seek a job as a professional pilot with some government agency or pilot association.

NOVEMBER, 1958

(continued on next page)

At any rate a man who does piloting is considered by most seafaring men as a person who has reached the ultimate of his profession. Not all pilots are deep sea men nor are all pilots ex-shipmasters; for some pilots have only Third Mates Licenses and some have neither Master's or Mate's license. Most of these men have had years of experience on harbor tugs or similar craft.

If you feel the call to become a pilot don't think that you are reaching for the impossible because with determination and work it can be done. Graduates of the Academy have proven this. There are several who are pilots on the West Coast and four or five are now Panama Canal Pilots.

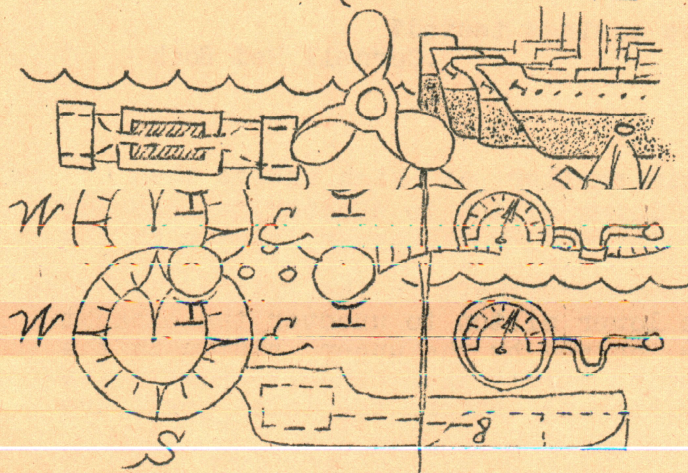
P. E. Taylor

Editor's Note: The Binnacle wishes to thank Mr. Taylor for such an informative article as above. Such generous co-operation is appreciated and we of the staff hope that in future editions other instructors who are invited to write for this series will also co-operate so wholeheartedly.

BINNACLE'S

What's going on in
the

MARITIME INDUSTRY



Reports on the Maritime Industry is handled by the Binnacle's research staff (anyone who knows the know about, drop us a note and we'll see how involved the deck or engineering department that you wish to know about, drop us a note and we'll see how involved we can get.

ENGINEERING QUESTIONS AND ANSWERS
edited by Mc Intire

Internal Combustion Engines

1. Q: Why must ignition of fuel be timed to begin earlier at high speeds than at low speeds?
2. Q: Why does the lower crankshaft lead the upper crankshaft by 12 degrees in the Fairbanks-Morse opposed-piston engine?

Governors

3. Q: Why are governors needed on engines?
-Navpers 10541

Reciprocating Engines

4. Q: What is a four cylinder triple-expansion engine?

Turbines

5. Q: By what methods are turbine casings tested?
-Cornell Red Book

ANSWERS

1. Ignition must be timed to begin earlier at high speeds than at low speeds in order to have combustion take place in the most effective part of the power stroke at high speeds.
2. The 12 degree lead of the lower crankshaft in the Fairbanks-Morse opposed-piston engine causes the lower piston to uncover the exhaust ports before the inlet ports are opened by the upper piston in the power stroke. And in the compression stroke the exhaust ports are covered first, permitting supercharging before the inlet ports are closed.

3. Governors are needed to control engine speed automatically in spite of changing load requirements.

4. It is a four cylinder engine in which there are three stages of expansion. The steam leaving the intermediate pressure cylinder divides up, and one half goes to the forward low pressure cylinder while the other half goes to the after low pressure cylinder.

5. A. Hydrostatic: Water Pressure Test

All casings should be tested to at least $1\frac{1}{2}$ times maximum working pressure before putting into service.

B. Radiographing

Casings used for high temperatures or pressure should be tested by this method to detect imperfections, sand holes or cracks in castings, and to determine the quality of the welding.

C. Iron Filings

The part to be tested is magnetized and then painted with iron filings suspended in kerosene; Adherence of iron filings to casting will outline flaw or crack, as no particles will adhere to area where there is a flaw or crack.

REVOLUTIONARY NEW SAILBOAT
by Small

NOV. 5 - PROVIDENCE, R.I. - Professor Josiah S. Carberry, eminent scholar and faculty member of Wharburton University, has announced the completion of his revolutionary new portable sailboat. The professor, who has already recieved worldwide recognition for his lectures concerning wind direction and spiral currents, is an expert on
(continued next page)

improbable nautical matters and doubtlessly the most often quoted authority on technological sailing. His book, "Pot Shards of the Pacific" was recently adopted as the universal handbook of the North American Denizen Society by a unanimous vote, an honor which the professor himself considers his greatest.

The new sailboat, appropriately named "Fold-a-Boat," features titanium sails counterbalanced by a verhees centerboard constructed of flexible aluminum. The sails themselves were most difficult to develop due to their great thermo-conductive tendency. However, their density provides tremendous propulsive qualities with a small area which is an intrinsic factor in developing a portable sailboat. Other advantages, such as resistance to mildew and their rip-proof characteristics are immediately obvious. The hull is made of prefabricated soy bean extract mixed with plastic to provide a light, deflatable shell which is both impervious to damage and compact when folded. Oars are spare equipment and will be the new telescoping type, one of which will serve as a bowsprit when the boat is under sails. Rudder and tiller are also made of deflatable plastic with prefabricated soy bean oil and permanently attached to the hull to prevent theft.

We of the Binnacle wish to congratulate Professor Carberry on his marvelous new invention. An invention which may allow everyone to own and operate their own sailboat. Perhaps it is true that the professor will be demonstrating it here at CMA as rumored, if so, the Binnacle will have full coverage of his visit in next months issue.

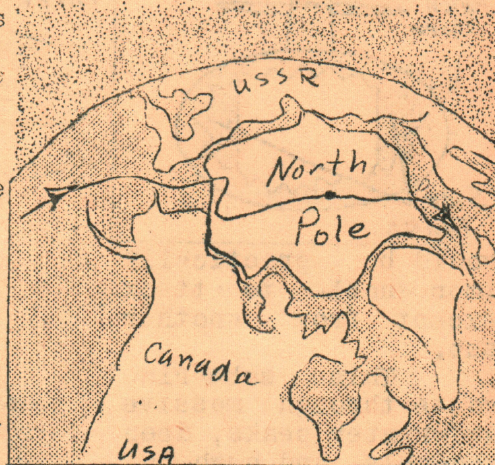
MARITIME INDUSTRY: SURFACE TO SUBMERSIBLE CRAFT
by Brinck

On August 5th of this year the atomic submarine NAUTILUS (SSN-571) not only completed its silent voyage under the frigid icecapped waters of the Arctic Ocean but opened the way to the feasibility of a commercial submarine route of unlimited value.

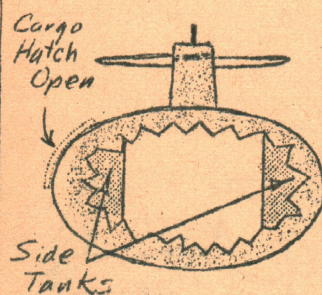
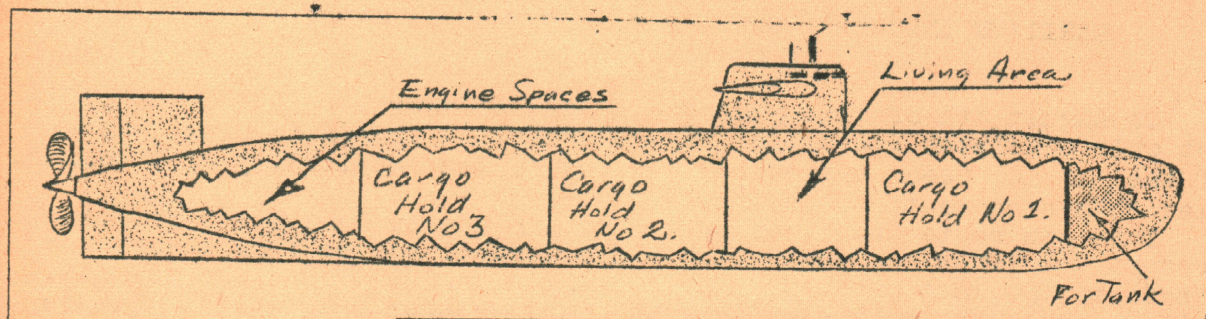
This new route under the pole cuts off nearly 5000 miles from the present sea lanes connecting Tokyo and London. Routes from Europe and Canada to the west coast of North America and the Pacific islands, using cargo subs, submarine tankers, and reefer subs would reduce mileage to make this operational advantage outweigh the present economical disadvantages. These disadvantages include an initial cost of commercial subs much greater than that of a surface ship, because of the complexity of a sub and the size that would be required to carry a sufficient pay-load.

Transporting a denser cargo such as oil reduces this cost differential to some extent but not enough at present to warrant the change-over to commercial subs except in an emergency situation. However, a cargo or reefer submarine towing a long, thin, weighted sack as an extra pay-load containing oil might overcome these impending economical disadvantages.

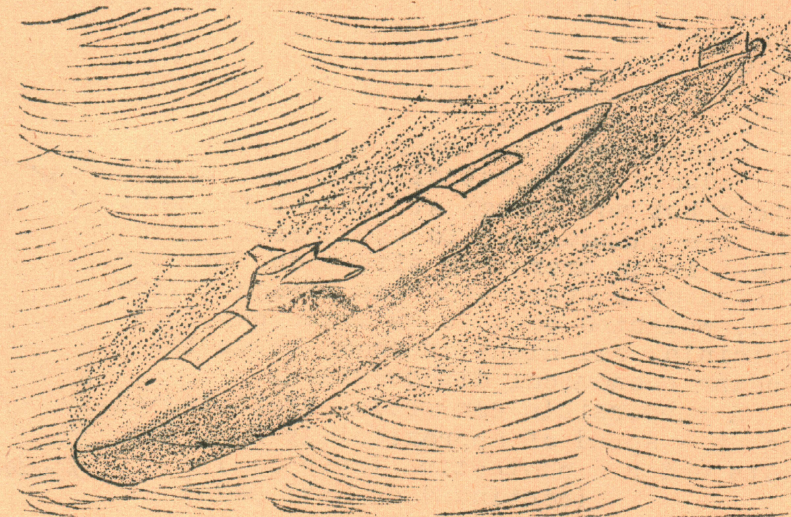
A submersible commercial craft traveling at a speed of approximately 20 - 25 knots under a protective layer of ice
(continued on next page)



Probable Polar Sea Route

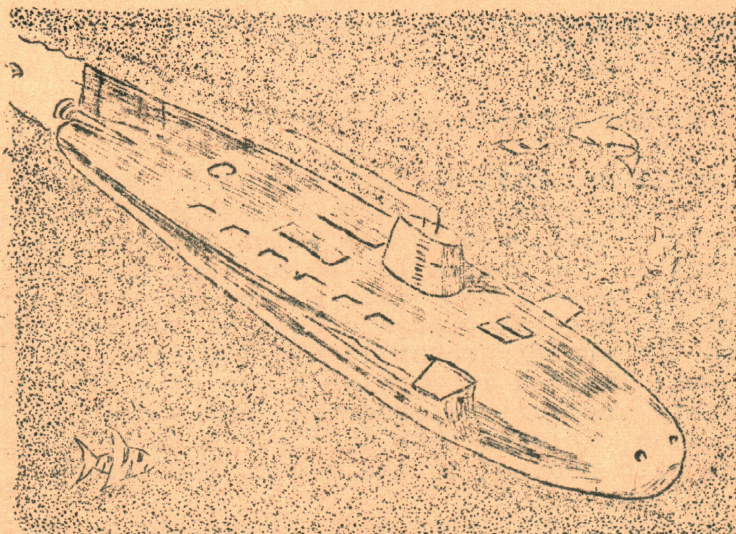


CARGO SUBMARINE — Single screw with three holds that can be further compartmented.



would be practically impregnable to attack except from another sub.

This submarine route through massive underwater peaks, deep channels, and high basins could be navigated by an internal guidance system that would keep exact track of its position without help of the stars or surface

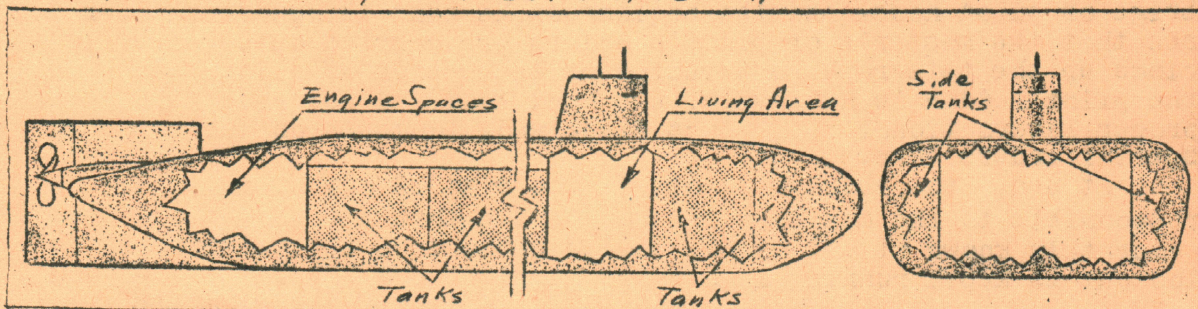


reference aids.

Underway, the crew of a commercial submarine would enjoy most of the pleasures usually afforded him at port. While above the surface the world is stumbling through one crisis after another, the commercial submariner could enjoy first run movies, an extensive library, and hit records.

Eventually, the development of commercial submarines will make this polar sea route a possibility.

SUBMERSIBLE TANKER - Twin screw, a small conning tower and a length 5 times that of the beam.



NOVEMBER, 1958

DECK DEPARTMENT QUESTIONS AND ANSWERS
by Young

Q. What do you consider the duties of a Third Mate?

A. The third mate's duties while on watch in port are as follows: He assists the chiefmate in the proper loading and/or unloading of cargo, usually in the forward holds or as assigned by the chief mate; he assists in the general management of the vessel by seeing that the vessel is properly moored, a safe gangway is out with a gangway watch set, harbor lights displayed at night from the outboard side of the bow and stern if moored at a dock and the proper anchor lights displayed if anchored, the holds and decks well lighted if working cargo at night, the gangway well lighted, all safety precautions observed, and specially assigned duties attended to. Also, he sees that the chiefmate is notified of any unusual occurrence with respect to the cargo, the vessel, the crew or any accident or injury.

When entering or leaving port, the third mate is on duty on the bridge and assists the master. He checks the steering gear, the whistle and the means of communication and signaling appliances between the bridge or pilot house and the engine room. He consults the quartermaster to see that the master's or pilot's orders are carried out, generally rings up the telegraph as directed by the master or pilot, sees that the pilot ladder is necessary, the hand lead and log ready for use, proper international code flags displayed, lookouts on duty and any special orders carried out.

At sea, the third mate stands the 8 to 12 watch and is wholly responsible to the master. He should see that the ship's position is accurately known at all times, the proper course is steered, a good lookout is kept, running lights lit at night and should keep a good

BINNACLE

lookout himself. He should also see that any work being done by the crew is carried out in a seamanlike manner.

The third mate is generally assigned the maintenance of all signal flags and equipment. He may also be responsible for the upkeep of a certain portion of the lifesaving equipment. He should be thoroughly familiar with all fire and lifesaving apparatus and with all gear on the foredeck.

Q. What examination would you make of a vessel hold prior to loading cargo?

A. Prior to loading cargo, a personal inspection should be made of the holds to see that: all holds and bilges are swept clean and dry, all pipes, sluices, strums, and scuppers are clear and in good working order, tank tops and ceilings are in good condition, tank top covers are in good order, there are no leaks in the weather decks, especially around masts, kingposts and winchbeds, cargo battens and clean dunnage in place, each hatch supplied with at least two and preferably three good tarpaulins, with wedges and battens in place and all port and side openings secured. A record of inspection of the cargo holds should be entered in the mates log and defects called to his attention.

Q. On tank ships, what should be done with the sea valve wheels when loading.

A. On tank ships, the sea valve wheels should be closed and lashed or sealed in the presence of a deck officer just prior to the transfer of cargo to indicate that they should not be opened during cargo load-

(continued on next page)

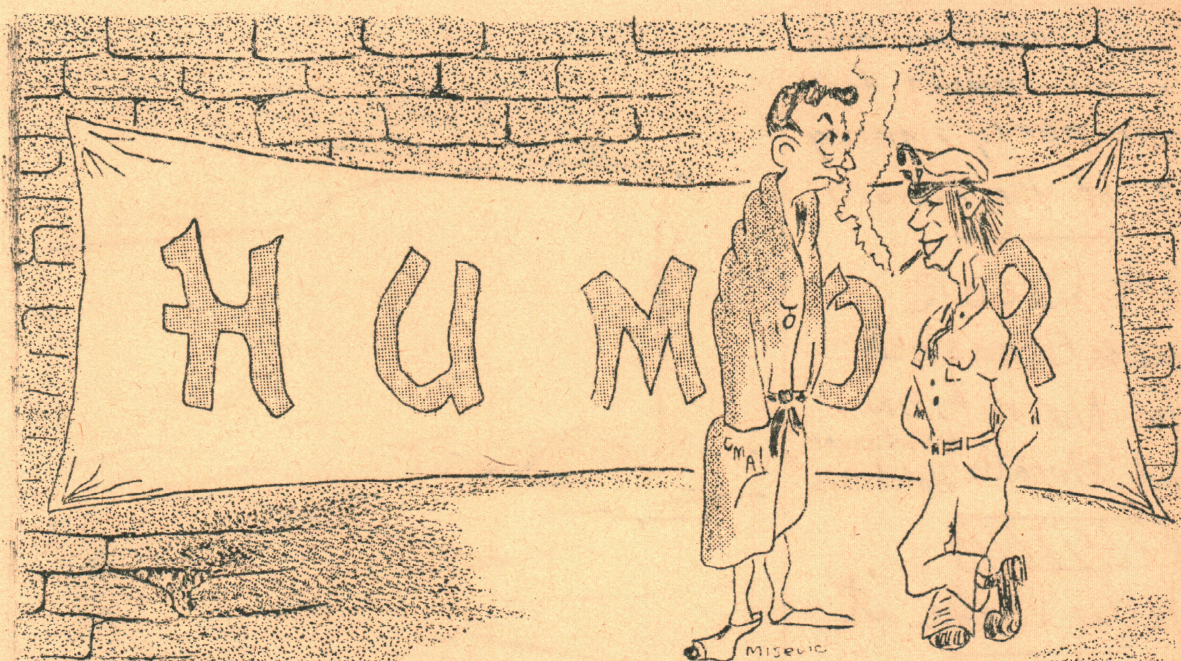
ing operations. Under no circumstances should such valves be secured by locks.

Q. As a watch officer, does the third mate have the privilege of stopping the vessel in any unusual situation?

A. Yes, the master should be called in any unusual situation, but the vessel should be stopped immediately if there is any reason to believe that she is standing into danger.

QUESTION: WHAT SPECIAL REQUIREMENTS ARE ASKED OF A LICENSED ENGINEERING OFFICER BEFORE HE CAN OPERATE A MARINE REACTOR?

(to be answered in a future edition)



So you're a First classman.
So I'm a third classman.
So go on, Impress me,
(Polaris' King's Point)

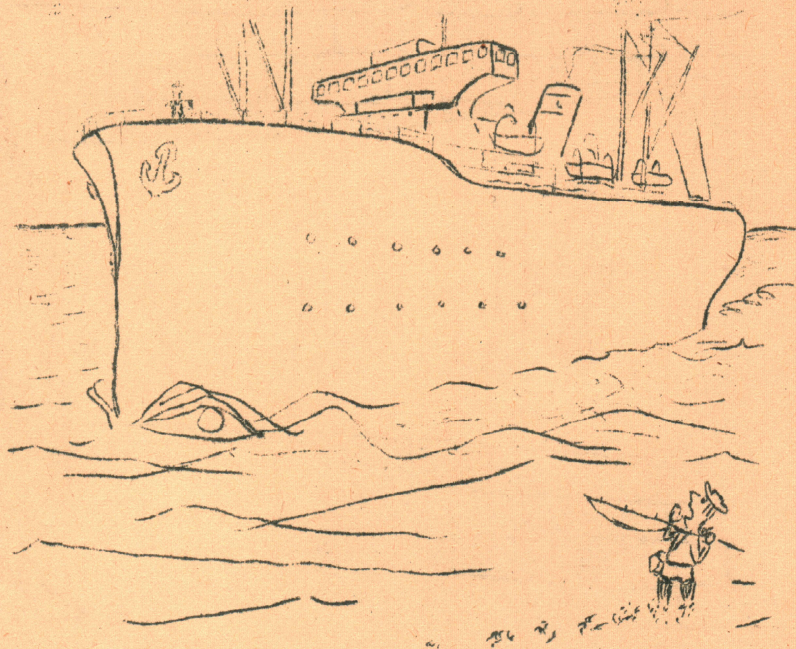
The following men
are on report for
improperly signing
out of the Library:

W.T. Door
Santa Claused
Mal Nutrition
Bad Breath *Nickname
"Halitosis"



Willie Make it

Have sheets
signed by second
Tuesday of next week.



"How far is the deep water?"

One perfect 36 I nix
Is this: 36-36-36.

THE CHIEF

When it comes to engineering-
But to make the story brief,
Why not ask the "Lord and Master".
Why not see the Chief.

When your water levels dropping
And the feed pump just won't go
Or the pressure keeps on climbing
And the boilers' gonna blow.

Don't consult the 3rd or second
For you'll only get the "grief".
The one and only man for you
Is down below - he's the Chief.

If the superheaters' melting,
If the fuel oil just won't flow,
If the turbine won't cut out
And the throw-out just won't throw.

Don't be timid-don't be frightened.
He's no thief-
Pack your problems.
Why not see the Chief?

(continued next page)

Now your ship is making time
And your headed for a port.
Your low on bunker C
And Diesel oils the last resort,

Don't dispair to this repair,
Go seek relief- see the Chief.

'Here's my story brave and bold
Here's the tail that's often told,
Of the engineer behind the moving ships.

He is full of information,
Honest scoops and handy tips,
He can solve the gravest problems
From explosions down to goblins
And he does it with his hands still on his hips.

When it comes to engineering-
To sum up th e story brief,
I'll seek the help heroes
Who've made the grade as Chief.
-burrell



HISTORIC VICTORY
by Berwick

On the 23rd of October in the year of our Lord: nineteen hundred and fifty-eight, the KEEMA MERMAN swamped the St. Mary's water polo team. The score was 12 - 3 the first victory in six years for the CMA water polo team.

The fast attack was led by M/S Hegeman who set the pace with 6 goals for Keema. DeLacy and Jennings 3/c fired in two goals apiece. Yates and Moore also scored. Our defense was tight and St. Mary's had a tough time breaking this defensive pressure.

The team spirit was boosted by the cheering of the large audience. As the gong sounded the end of the game, the team threw their coach, Mr. Thwing, into the pool amid a great deal of cheering.

Other players who saw action were: Swarthout 1/c, goalee; Cox, guard; Berwick, goalee; Cozine; Schiller; and Mills.

WE NEED A RIVAL
by Dale

What purpose does a rival serve? To build moral? To hold one's interest or to put forth the greatest team effort possible? The moral at CMA in early September was said to be high mainly because of the third class. What happens to these same people in February? Has the Academy changed or is it a lack of interest?

Has school always been dull for us? In high School we said we did not enjoy the long days we spent in class, but we endured them because we thought of the weeks activities and yes, the football games. School spirit was indeed a large part of our lives. We thought mostly

of the Big Game with the cross-town foes; that day when a dismal season ended in triumph because of one game.

The spirit of the spectators as well as the players helped win that big one for the ole blue and gold. Have we lost this feeling called spirit or has it not been put to use?

Everyweek, people all over the nation turn on their television sets and watch the football games of America. A viewer cannot help but observe the throngs of spectators out to cheer their teams and to help provide the color of the sporting world that is so incomparable to any other event where spirit is truly evident. The players themselves, as they walk out to their battleground look up at the crowds and feel that deep glowing feeling in their hearts. The sensations that the players witness might be called school spirit.

It is true that this is an institution (pardon the phrase) of higher learning, but isn't it also true that men here, live together with that something called spirit inside of them. How they express this feeling determines whether there is high moral or low spirit.

Think about it. Spirit to root against a rival.

A team that we somehow must beat. The combined efforts of spectatorship and the team determine defeat or a glorious victory.

The rival, an idea in which to put forth all of the feelings for high moral. The rival as a binding force between shipmates.

This school has spirit. It only needs the chance to express it. At times of the year the spirit has been displayed. Foreexample: that familiar phrase often repeated on the twenty-sixth day at sea, "liberte". Give the cause and the spirit is there

That is the reason for a rival. To win as a team. The team being the school and the players alike. The help provided by the fans is terrific. It calls upon the players to give that added something because they know that they care.

Help support your school teams this year, help declare a rival, and watch the scores and moral go up, way up.

BOWLING CLUB
by BERWICK

Are you a bowling enthusiast? If so, you should be interested in the KEEMA Bowling Club which meets once a week for business at 1230 in one of the classrooms and each Wednesday from the end of turn to until 1830 to bowl at the Naval Reserve Center. It costs nothing to play, but you do take turns setting pins (no class distinction).

The officers are: President, M/S Dougherty; Vice president, M/S Thurston. A secretary will soon be elected.

The club would like to have more out, so if you are not on AR or CR contact one of the officers.

The Top Ten Bowling Ladder for the month of October is as follows:

Dougherty	179
Schwarz	169
Thurston	162.3
Fauntleroy	155
Gleason	151.7
Jaarsma	142.7
VanZant	138.3
Graham	124.3
Orender	119.3
Duffy	119
Clark	95.7

The top three game scores for the month are:

Schwarz	216
Daugherty	191
Thurston	169

BINNACLE

SPECTATOR SPORTSMANSHIP

by Thwing

Just what is "spectator sportsmanship"? Webster defines sportsmanship as "conduct becoming a sportsman," and he further defines a sportsman as "one who in sports is fair and generous; a good loser and a graceful winner." The conduct of the spectators at our first basketball game certainly does not fulfill these conditions. To put it bluntly, the Midshipmen spectators at our games have been guilty of extremely poor sportsmanship.

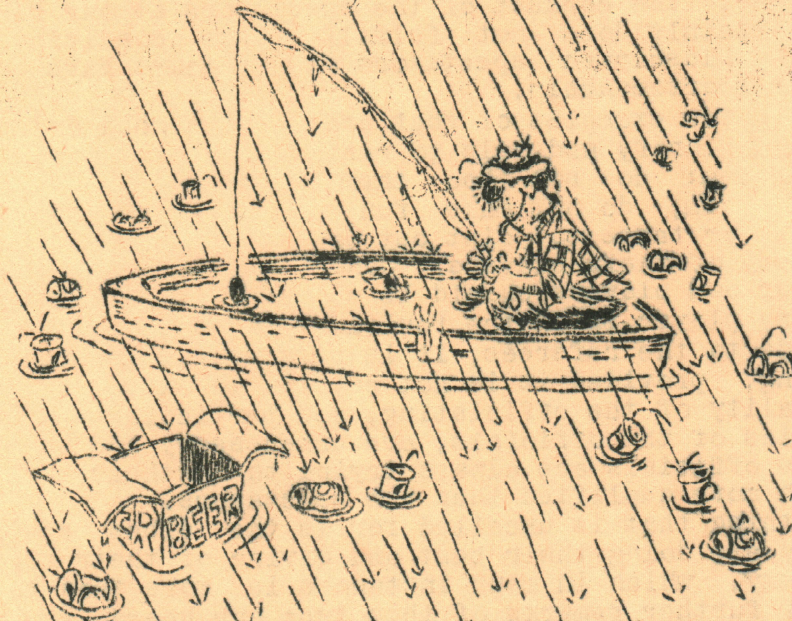
Perhaps a few examples of what constitutes good and poor sportsmanship would clarify and help to rectify the situation. Be fair to the opposing team: do not boo them or make hostile or derogatory remarks about them; do not make fun of them in any way. It is particularly poor taste to point out or ridicule physical characteristics of any of their players. Good criticisms of the opponents as well as our own players should be cheered. By all means, keep quiet when any player is on the foul line to shoot a free throw.

In regards to the referees, it is permissible to voice disagreement by booing, provided it is not carried to extremes. Other remarks about the quality of the officiating, and particularly about physical characteristics of the officials, are unnecessary and uncalled for. Remember, the officials are always trying to do their best and undoubtedly are much more qualified than the spectators.

Another thing that is uncalled for is the jibes against our own players. They are doing their best and giving of their time and effort for the academy, which in many instances is more than the spectators are doing. If further remarks of this type are heard, you will be asked to leave the gym.

(continued on next page)

It has taken considerable effort to make arrangements for the visiting teams to come here for the primary purpose of providing some good games for you to watch. Please treat them courteously as our guests so that they will feel like coming back again for another game.



"Letches straut age fissshing cubbb,*hic."

Accumulated Flotsam and Jetsam



FLOTSAM AND JETSAM

by Mc Intire

HOW GOOD ARE YOU AT OBSERVING FACTS AT HAND?

The howling wind sweeping through the open window swayed the Thing hanging on the door of a high-ceilinged room so that its heels, two feet from the floor, beat a slow tattoo against the woodwork. The thing was a man!

The professor stood while his eyes roved over the room. They caught an odd-looking stand in the far corner. It was crude and of wrought iron. As he lifted off the grilled half of its bowl-shaped top he saw the ashes of burned incense. That explained the faint odor he had noticed. The base of this oddlooking piece was three cloven feet on each of which had been superimposed the head of a snake. That it had been hand-wrought was apparent. But why, asked Fordney to himself, would a man light incense, then hang himself?

He walked over and stood facing the corpse as if seeking the answer from that disfigured and mottled face with its tongue protruding through purple lips. With a low exclamation of surprise he picked up the overturned stool beneath the man's feet and walked over to compare it with the incense burner. Yes, the two had undoubtedly been made by the same hand. Half the height of the two-foot stand, the stool was the exact replica of the larger. Its three cloven feet bore the snake head and its top was grilled.

With a swing he turned the corpse so that it faced the door. The slipknot of the tightly drawn noose was back of the right ear.

Fordney wondered which of the four house guests would not be surprised to learn the man had been murdered?

Question: How did he know the man had been murdered?

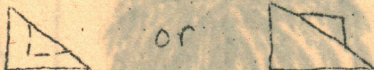
After being affronted with such a gory task, let us move to something a bit more pleasant.

Draw the side view of the following object, given the top and front view:



ANSWER TO MYSTERY: The dead man's heels beat a tattoo on the door TWO FEET from the floor. The overturned stool beneath the body was only ONE foot high. The noose was TIGHTLY DRAWN. The man could not have hanged himself.

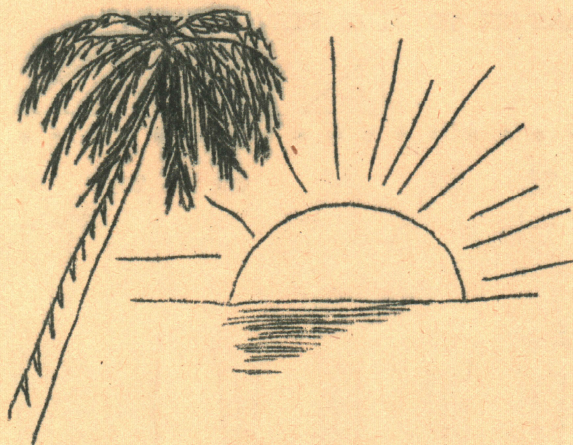
ANSWER TO SIDE VIEW OBJECT:



Some wood or cork floats
are badly needed to be used
for lane markers at the swim-
ming pool. If anyone knows
where any can legitimately be
obtained, please notify Mr.
Thwing.

boo!
-the staff.

"HAPPY HOUR" COMES TO KEEMA
AS "A" CO. PRESENTS
DUTY BECOMES DESIRE
WEEKEND NOV. 22



MANDATORY

DONATION \$1.00

THE RUSSIAN RIVER BAR
by Nemecek

Jake Hamblin felt much younger than his eighty-five years as he lay under the fir tree fishing. The immense sand bar at the mouth of the Russian River slowed the migration of the trout and made them easy pickings for the wary fisherman.

The old bar brought back long lost memories, he remembered when he was just a kid. Sixteen or seventeen, or then again, was it fourteen, yes that was it, he was fourteen when the big fight took place.

He remembered his father, a big burly lumberjack who could hit a spittoon at ten paces. Ah yes, the shiny brass spittoon that sat in the corner of the living room. How he had hated to polish that thing.

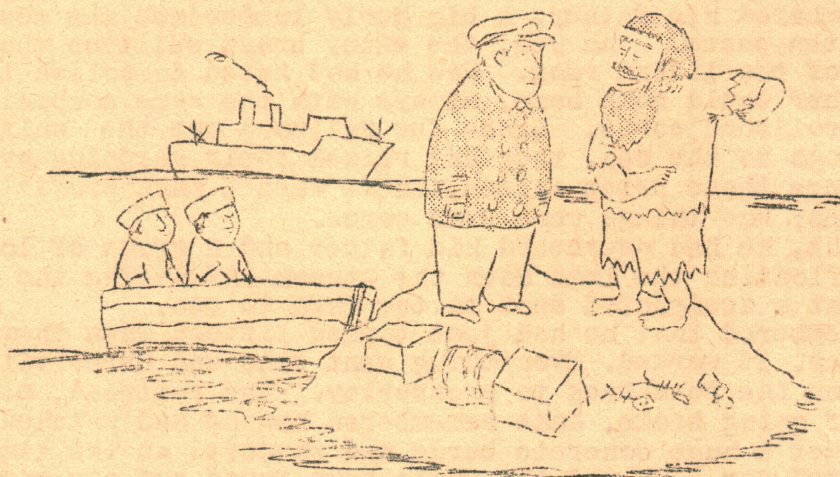
His father would come home, always with the same complaint about the rising railroad costs. Since the railroad was the only way to transport logs to the sea, they had raised their shipping prices constantly. Before these price raises, there wasn't much profit in the logging business; now things were even worse.

One night, he had overheard his father and a group of loggers discuss a plan for floating the logs down the stream and having the logs picked up by tugs at a designated spot to tow them to sea.

He remembered that he had just turned fifteen when they got their plan underway. It worked. Everything went fine and Gerneyville lumberjacks were on the road back to prosperity. The railroad, of course, on the verge of going broke. Jake remembered how he had watched the railroad construct a huge concrete barge and wondered at the time what it was to be used for. He and the whole town found out one morning when they discovered that it had been secretly sunk at the mouth of the Russian river. The loose riverbottom sand was already starting to pile up around it, blocking river traffic both ways. The loggers were mad, but there was nothing they could do. The railroad had won after all.

(continued next page)

The shrill whistle of a logging train lumbering up the hill behind him snapped the old man out of his daydream. "Oh well," he said, "at least the old sand bar is good for fishing."

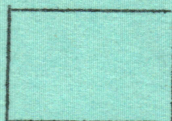


"Without my friend here I
might have cracked."

" * " " " 3

-burrell

M/S _____
California Maritime Academy
Vallejo, California



TO: _____

