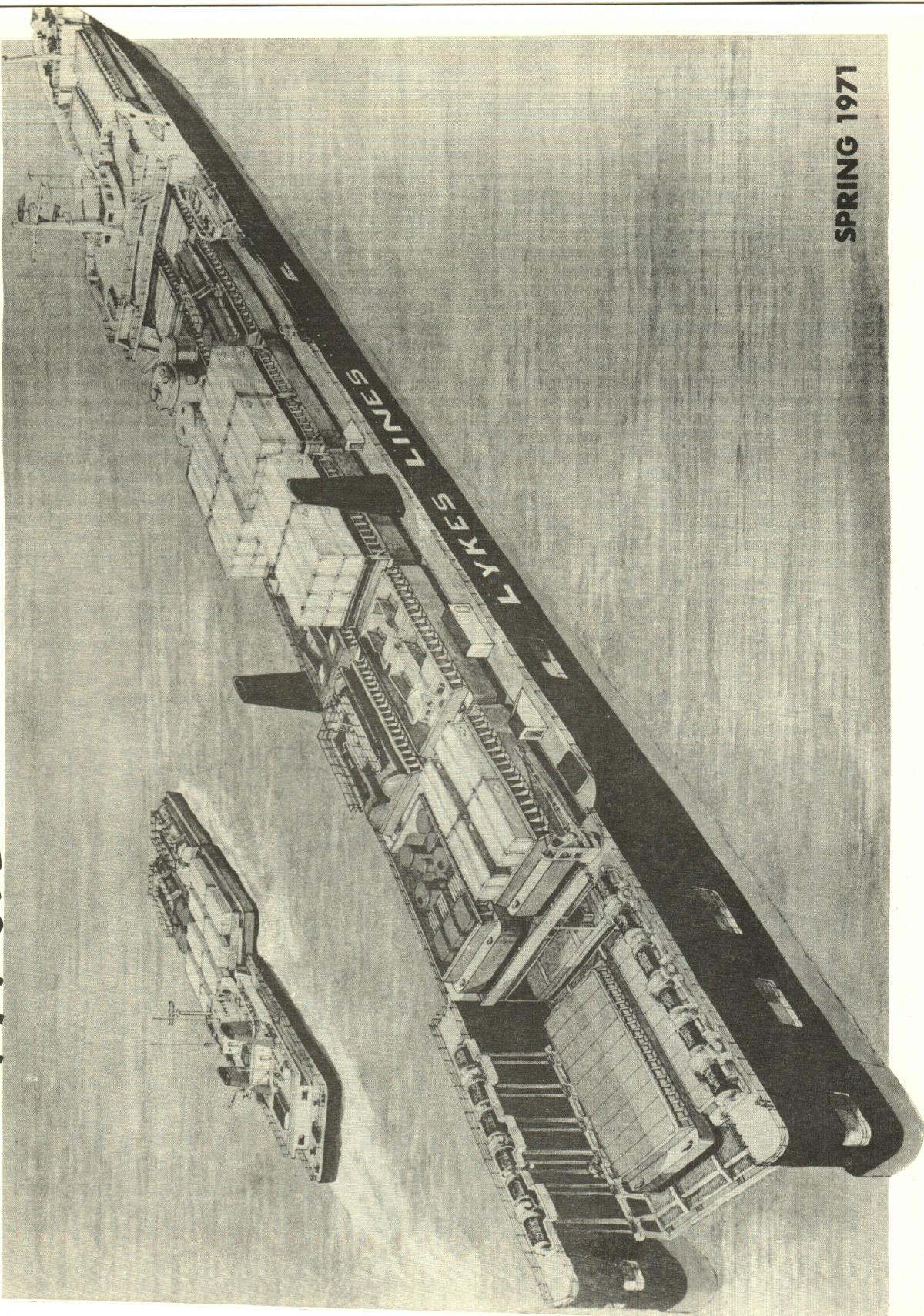


# The BINNACLE



SPRING 1971

**THE BINNACLE**  
California Maritime Academy's  
Quarterly Publication  
Vallejo, California 94590

Editor . . . . . G.L. Lund, 72-D  
Writers . . . M.H.K. Aschemeyer, 63-D  
D.M. deBourguignon, 72-D  
E. Eschen, 71-D  
S. Gardiner, Binnacle Secretary  
D. Huff, 72-E  
S. Messina, 71-E  
R.J. Miller, 72-D  
H.M. Portz, 71-D  
Advisor . . . . . Maureen Browning

## MEBA School

by D.M. deBOURGUIGNON

The first words that one reads when picking up the catalog for the Calhoon MEBA Engineering School are "Tomorrow we embark upon the boundless sea." The cover shows the wind-swept sea with a ship coming through a haze. Just inside this rather awe-inspiring cover is further motivation for the romantic at heart to 'embark' on a life at sea. "The sea beckons, and men of spirit and adventure follow. For him, the sea is a symbol of peace and passion, of quietude and quest . . ."

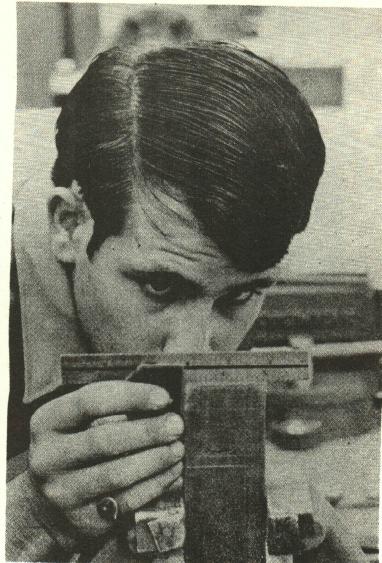
If these words alone are not enough to make a would-be engineer drop his crescent wrench and rush to the nearest mail box with his application, the next pages

present flowing prose by Jessie M. Calhoon, President National MEBA, and Roy A. Luebbe, Director, Calhoon MEBA Engineering School.

Mr. Calhoon goes on to give a quickie course in Marine History and the history of MEBA. He explains how the school got started with the help of the Coast Guard, Marad, the Selective Service System, the U.S. Public Health Service and Congressional leaders. He then tells the prospective student that the school was started in September, 1966 and has far exceeded the most hopeful expectations of any of the founders. Mr. Luebbe presents the first words that resemble any form of accurate description concerning the curriculum and training received at the school.

On the next page the up-and-coming student finds his first disappointment. Inserted between pages six and seven is an "Important Notice To Applicant" stating that due to changes in the Federal Regulations for licensing of Marine Engineers, the course of study has been extended from the advertised two years to three years.

For the next four pages the catalog continues its glowing description of life at the school and later at sea. The Marine Engineer is depicted as the 'human computer' who keeps the mechanical computers that are on 'all American flag vessels' running. The description reminds the reader of all the other commercials in existence. He is a combination of the man



who thinks for himself, a person who is seeking a heaven-on-earth, and the man who knows all about everything.

The catalog then gives a sketch of what is required for admission to the school and what is received by the student. It tells the requirements and of the two-hundred-dollar a month grant while successfully pursuing the course of studies.

The next section in the catalog is titled 'General Information.' This section acquaints the applicant with a description of the facilities and the various workings of the school and its systems.

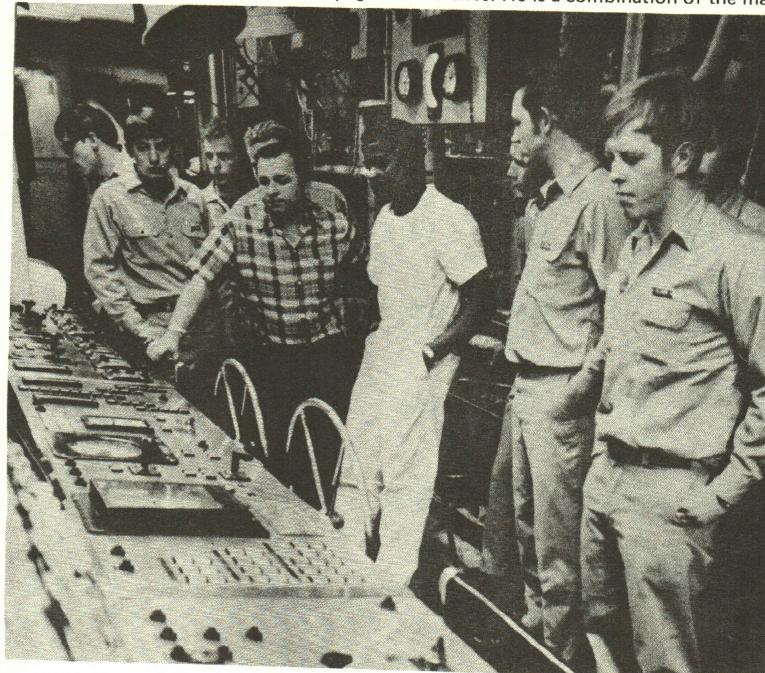
The course of study is separated into three sections. Each section lasts one year. The first phase is classroom work. The courses taken are: Auxilliary Machinery, Boilers, Electricity, Mathematics, machine shop bench work, turbines, machine tools, physics and welding.

During the second phase " . . . you're off to sea for a year." The course of study during this time is much the same with the addition of marine engineering and safety and firefighting.

For the third phase it is back to Baltimore" . . . during which you take advanced courses and prepare for your Coast Guard license examination."

At this point the catalog goes into a detailed description of the three phases. The various courses are explained and the outside facilities that are used are described. It is at this point that the student is confronted with an accurate description of what he will encounter at the school.

At this point the catalog wanders off



on its verbal tangent. The text once again paints the picture of the marine engineer to be the most highly-paid and under-worked executive in existence. Figures of \$40,000 a year and four months paid vacation and fifty per cent pay retirement are expounded freely and seemingly without end.

The catalog then winds up with a very impressive list of the "shipping firms participating in the Calhoon MEBA engineering school program." One hundred and sixty seven different companies are listed as having participated in forming the school.

While reading the Calhoon catalog a striking similarity is noticed between it and the CMA catalog. The catalog paints a picture of adventure and excitement for anyone who is man enough to take the challenge. All-in-all the catalog is good reading.

*NOTE: The course of study has been changed to six months of classroom instruction, then eighteen months of sea time and classroom studies and the final twelve months spent back at the school (The Baltimore Sun, 10/5/70). — Editor*

## A Thought

by ERIC ESCHEN

Most of us would agree that there are problems at this school. Most of us seem disturbed with the various functions performed, and this would seem to be indicated by our many complaints. The purpose of this article is not to further amplify these problems, but to suggest an attitude of thought to be pursued when attempting to institute change.

With the Administration, the established method for us to try to institute change is to bring the proposal formally to the Administration, and to work politely within the system. Officially the Administrators are receptive to our ideas, since they cannot say outright that they will not seriously consider our proposals. Instead, they will spend their time devising an excuse as to why they cannot possibly enact our proposal. They hope that we, when working within their motionless system, will become discouraged and eventually apathetic, which is usually the case. But if we proceed to express our proposal further, the pseudo-receptiveness becomes indifference, then hostility, and finally a censuring of further discussion. We have often witnessed this act and flow of events and know that the result is a general feeling of

## Lykes' SEABEE System

by R.J. MILLER

Radical changes have taken place in the methods of transporting cargo by sea which are challenging the conventional break-bulk cargo ship. Recent concepts appearing on the scene are the container-ship, the roll-on/roll-off ship, and the newest of all, the SEABEE system of barge-carrying ships, pioneered by Lykes Bros. Steamship Co., Inc. Each of these recent concepts has drastically reduced the time that a ship must spend loading and discharging its cargoes.

The SEABEE carrier encompasses all of the advantages of a barge carrier, a containership, a roll-on/roll-off ship, a break-bulk ship, and, to some degree, a small tanker. All of these features are immediately available on any given voyage, all at one time without any major physical change in the ship itself.

The SEABEE system itself combines two basic components. One is the SEABEE ship itself, employed solely as a huge trans-ocean carrier, transporting pre-loading barges. The other component

is the barge unit, which is in itself a non-self-propelled vessel performing as the actual cargo carrier.

The SEABEE UNITS or barges will carry the freight. Thirty eight of these cargo units will be carried on the ship at one time. Each barge is 98 feet long by 35 feet wide and its hold is nearly 16 feet deep. Capacities are 40,000 bale cubic feet or 850 long tons of cargo.

Three Lykes' SEABEE ships are under construction currently by General Dynamics in Quincy, Massachusetts. Each ship will be 875 feet long by 106 feet wide, and will be the largest common carrier freight transports in the world. Their three horizontal decks, which will run the length of the vessel, will provide three and one-half miles of single-lane highway for cargo stowage. The ship will contain its own self-operating loading system which will utilize a 2,000 ton elevator and interior transporters in "working" the ship's 38 holds. This specialized equipment will be able to load or discharge at a rate of 2,500 long tons

(Continued on Page 4)

helplessness.

It must be realized that the Administrators are power. They resent efforts to solve problems because they feel this endangers their power. They would rather prove themselves right than have the needed progressive change. Make no mistake, they are not our friends or benefactors when it comes to trying to institute new ideas. As Fredric Douglas, a self-educated Maryland slave, wrote, "If there is no struggle, there is no progress. Those who profess to favor freedom and yet deprecate agitation are men who want crops without plowing up the ground."

Therefore, a "new" attitude must be engineered to bring about needed change. We must act together and as a whole, unafraid to be militant or to agitate; we must press and pursue to the fullest, using power in a conscientious manner. The best illustrations of this attitude, although in infant form, are May 8, 1970 (the flag incident) and the second class deck's striking the Calculus final. In both instances, we were relatively successful because we acted together as a class or corps, and we were militant and displayed a willingness to face the Administration's power. Also, the Administration was obviously in the wrong, and witnesses were present to restrain any rash actions taken by the Administration. Failures to have this forceful attitude are many and are

readily forgotten because of their demise. As Mister Douglas concluded, "Power concedes nothing without demand; it never did and never will."

## Employment in the New Merchant Marine

by H.M. PORTZ

Recently the Congress passed the Merchant Marine Act of 1971, and it was hoped with its passing that it would represent a new and vibrant phase in the Merchant Marine. Unfortunately, as some of the following quotations will indicate, employment prospects are anything but rosy for graduates of the Class of 1971.

As the United Maritime Corporation put it, ". . . we still have a list of experienced senior officers without employment at the present." Or perhaps as the Maritime Overseas Corporation states, "For your information and guidance, it is virtually impossible to offer you any encouragement for employment."

However, all is not lost. American Foreign Steamship Corporation has had one humorous note to add, 'We hope you are successful in obtaining a berth at sea shortly in order that both you and the industry can benefit from your excellent training.'

What's the future of this industry? Only you and time can guess.

## MIDSHIPMEN DREAM SHEETS

by SAMANTHA GARDINER

These forms are named "Special Liberty Requests" and are intended to be used when some emergency or pressing matter arises which necessitates the midshipman leaving the base during duty hours or when he does not rate normal liberty. However, these requests are called "Dream Sheets" in the MOOD's office. The main reason for this expression is the excuses that are "dreamed" up for the granting of special liberty. Another reason is the dream that, no matter what the excuse, it will be approved. Midshipmen come into this office with mixed emotions running rampant on their faces. Some seem to feel very confident that no matter what the excuse, it will be approved. Some appear surprised when they find it has been approved. The first words out of their mouths when they find the famous "See Me" written on it is, "Sam, why does he want to see me?" Or, if it is disapproved, they ask, "Sam, why didn't he approve it?"

The favorite excuse and the one most likely to be signed is the one for buying school supplies. We have school supplies available but they are never the ones needed. No specific supplies are mentioned, but how can we deny them the necessary materials they need to complete their studies properly. The midshipmen work very hard in their studies for they run out of supplies frequently and constantly need to go to town to get more. Then it always takes two because they get so much they need someone to drive them in a car.

The town proper is not very far away but no midshipman can buy supplies in less than two hours. They need that time to hitch-hike. We have approximately 100 cars on base but none seem to be in running condition on that day.

Another exceptionally good excuse for special liberty is the one when they want haircuts. We have three midshipmen barbers that do a fairly good job but the midshipmen decide they must see a regular barber because the last time a midshipman cut their hair they were "thrown on" for needing a haircut. They see the barber all right but their hair

### Lykes' SEABEE System (Continued)

per hour.

Another Lykes' project is the "jumboizing" of nine of their relatively new Gulf Pride ships for the purpose of handling containers in addition to break bulk cargoes.

doesn't. But why get too much hair cut off? After all, if they get a regulation haircut, they can't use that excuse for at least three weeks. With little, if any, cut off it is good for at least two more weeks' excuses.

Next, we have going to the Library for research. We have a beautiful new Library built at considerable cost and pretty adequately stocked with books and materials but never the ones necessary for the midshipmen's reports. The only thing the Public Library has that we do not is girls. I am unable to see how this would make a difference knowing our midshipmen. They are going to the Library to do research. It says so right on their specials.

Cars are a good reason for needing to leave the Base. They must be kept in good running order. I cannot understand how so much car repair work can be done here on the base and still have so many cars in good running order whenever liberty is granted the entire corps on a moment's notice. Generally, liberty is granted at 1600 for the midshipmen. No, we are not being as generous as the middies think. It is that the employees want to give the midshipmen a head start on leaving the Base in order that we may get our cars safely on the road leading home when our day's work is over. The midshipmen cannot get to classes on time with about ten minutes between classes, but they can clear the Base completely at liberty time within five minutes.

Traffic tickets are fairly abundant. No midshipman in his right mind will post and then forfeit bail. They must go to court in person for they were not guilty of the moving violation and wish to say so. Sometimes, I think we should have a safe driving course here to help the midshipmen get less tickets. In the same vein, registering their cars and getting drivers licenses are excellent reasons for missing the classes they dislike. In the case of getting drivers licenses, they must have a buddy drive them as they only have permits and are not permitted to drive alone. That's the law and our midshipmen believe in obeying the law.

Every natural disaster that comes along causes half the corps to leave and go home. When Los Angeles had its earthquake, we suddenly found that more students lived in that area than we had record of. They got lost finding their classrooms but no trouble finding alternate routes if roads are impassable. Neither sleet, storms, washed out roads, or detours can keep them from getting to their destination when they get liberty.

More than likely, wherever they end up is their destination.

When all else fails, there are always funerals. Grandparents are the ones most frequently used when they want liberty. One midshipman had over six Grandmothers who conveniently passed on at always the right time. Especially, when on third conduct grade with a month's restriction facing them. Casual acquaintances suddenly become their best friends and of course the family expects the midshipman to attend.

These young men are very ingenious about thinking up excuses for leaving the Base. Banking is a very important matter that must be taken care of and done so immediately. They may fail math, but they always know the strategic time to have to take care of their bank accounts. Of course, their bank is never in this town. It is either in their home town or the town where their favorite girlfriend of the moment is located.

Then, we have the medicals. All medical appointments are supposed to go through our Medical Department and, if at all possible, no appointments on Friday. The only time parents can get appointments for their sons seem to be on Friday when they go to private doctors or dentists. If their appointment is at the Marine Hospital, they must evoke the "buddy-system". They have to have a buddy drive them. But, for general dental or medical work, it is not always a dire necessity except to the midshipmen. The rule of thumb is that, "If I have to go, my buddy has to go with me". If they, themselves, do not have to go to the hospital, there is always some friend in the hospital that they just have to see. If a midshipman should become hospitalized, why naturally the whole Corps has to go. Up to this time, they didn't know the poor fellow existed but now he is sick and they are all bosom buddies.

Weddings have become increasingly popular. About every midshipman here has been the Best Man at least once. Some several times. I cannot understand how they can find girls to date when it seems that everyone they know is getting married. Our midshipmen are to remain single while attending this school but on graduation day it is surprising to see instant wives and families come and see the young man graduate.

We do have the regular every-week type of specials. These are for the Church clubs. They generally meet from about 1900 to 2200 but in order to get to the meeting on time, they must leave no later than 1600. This gives them three hours to

go approximately five miles. For some unknown reason, their cars do not have the capacity to move very fast on these nights. We have a lot of good Church-going young men here.

The excuses to get out of Field Day or Naval Inspections are the best. Most of the time, they have to talk to the Navy or Coast Guard Recruiters. That's a guarantee the special will be approved. Yet, very few midshipmen go on active duty. Sometimes, they get so desperate, they tell the absolute truth.

Watches are never sold. That is against rules, but the exchanging of watches is legal. Funny how many times watches are exchanged but no record of them ever

repaying the favor.

It is surprising how many midshipmen witness accidents and how often their presence is needed in the follow-up actions of these accidents. This particular reason for special liberty is good for at least one premier and three re-runs.

Social arrangements can never be conducted over a phone. The minimum number of times a "special" is needed is at least a dozen. If it is a really big production such as Christmas parties or Ring Dances, the number doubles and it takes several midshipmen to take care of each arrangement.

The best one I ever had go across my desk was the one where two midshipmen

had to go to the hospital for their Godchild was coming into this world. I never did see the one where they had the Christening.

Every year, a new crop of young, eager, third class midshipmen arrive. They are fearful of submitting specials and they bring them to me to make sure they are made out all right. That soon passes and they think they have come up with new ideas for specials. Sorry fellows, I've seen them all. I am still waiting for a brand new idea appearing on a special. I am not given the authority for signing specials, but if I were, it wouldn't do any good. I couldn't say no to any special. Especially the far out, wild ones.

## The 5 Minute Dilemma

by D.M. deBOURGUIGNON

One of the many problems that arise during a class session for a teacher is covering the material faster than he anticipated. What does a teacher do if he has covered all the material he has planned to in an hour in fifty-five minutes? This is a problem that arises from time to time here at the Academy. The following is meant as a guide for those who may not have a set method of disposing of those bothersome minutes.

One popular method is that of the sea-story. There are many variations of this method. The story can cover any subject area and does not necessarily have to be from personal experience. In this category the age of the story does not make much difference as to the effectiveness with which it chews up the precious minutes. These stories range from the days of the thirty-four strike, to the present-day night mates. One all-important category that should be in the repertoire of any would-be instructor who intends to use the sea-story method is the Government. Because of the diversity of the government, there is ample opportunity for the utilization of stories related to the operation of government vessels. Stories of this caliber range from destroyers and LST's to research and tracking vessels.

Another method that is not as popular, but none-the-less as effective, is to cover some material that has already been covered during the hour. While this method is not as entertaining, it does have a certain amount of merit. Because, the material has been covered at least as well as the instructor had intended before he ran out of time. The one drawback that is inherent to this method is that

after about two seconds the students realize that the teacher has run out of time and they are about to get an instant replay. This does not lend itself to retaining the attention of the class for very long, however. For once the students realize that they are not about to hear anything new, they start preparing for the end of the period or start talking.

Some of the more dramatic teachers have a seldom-used tactic that they bring into play when they realize that they have some time left over. Namely, they go through several forms of gymnastics. Some of the more entertaining are of the physical type. These gyrations include jumping up and down on either the desk or the chair, whichever happens to be more available at the time. While this is not too productive, it is definitely entertaining. Another tactic used by some of the more dramatic of the dramatic teachers, while by no means popular, is, by virtue of itself, worth mentioning. This method is the one of verbal slander. What better way to spend an unexpected five minute interlude than slandering the students? While it is not entertaining, informative, or funny it does definitely use up the unwanted five minutes.

Dirty stories are always fun, at the right time and place. While due to the attendance of most classes at most schools this method is not usually best, it does lend itself rather well to a class made up entirely of the not-so-fair sex. This method is not only entertaining, but in a non-academic atmosphere it is also educational. The only draw-back to this method is that the teacher should practice first in order to achieve the proper mixture of inflection and emphasis in his voice before he attempts a delivery in the classroom. Around certain quarters this is a very popular method.

As with all subjects there are a  
(Continued on Page 6)

## Who's Killing CMA?

by M.H.K. ASCHEMEYER

Who's killing CMA?

Lately, this question has been one to come up over and over. The answer is not an easy one to come by. There are many complex factors behind the present problems now afflicting grave danger to CMA's future, as I am sure you all must know. But let us remember that problems CAN be solved if we unite our thoughts into a single cause: saving our Alma Mater from immediate danger now, and making her strong enough to withstand the future.

Our Academy is sick. She suffers from a stagnant brand of leadership that refuses to pull her from the doldrums they steered her into. Instead of taking a step forward, she has been forced to retreat, and at this writing I can see no hope for a change in this attitude and thinking. The Alumni can, and must, force this change.

It would be easy to place fault with the present Administration, particularly those top three or four individuals in power, for their record of performance is becoming all too apparent to everyone. If the Alumni were to have a "Laugh-in-Award" for today's "Fickle Finger of Fate", several could be presented without hesitation! The Academy still lacks accreditation, and there is no evaluation of faculty or administrators; there is almost NO public relations program in existence; vital changes in the Academy's professional courses are hard to come about, in spite of the fast-moving Maritime Industry that surrounds her; faculty and student suggestions and request are ignored, or paid "lip-service"; the Alumni Association is regarded as "a bunch of outsiders" whenever their voice

(Continued on Page 6)

#### WHO'S KILLING CMA? (Continued)

is heard; and to add to the folly, we now have a "new" training ship that could be the straw that breaks the Academy's back . . .

But while it may be obvious to find fault with the Administration, we must point a finger indirectly at several other sources. The Board of Governors has not taken the responsibility of leadership upon their shoulders to the degree that befits their lofty place. This is not to say that these men are not interested or dedicated to helping the Academy. I truly believe they are. But the "system" being what it is, these men are NOT kept up-to-date, nor fully informed, concerning the many problems at the Academy — and this, unfortunately, leads to a "status quo" situation that tends to perpetuate the faculty leadership at CMA. Several Board Members recognize the short-comings at the Academy, but to date no unified effort has been made by them to correct these obvious problems. Perhaps the attitude will change. I hope so, for the Academy's future depends upon it.

And let us not fail to point a finger at ourselves! Yes, the Alumni Association has been quick to shout, but slow to ACT in helping our Academy to progress. It has taken a major crisis, with the possibility of closing CMA, to beat most of us out of the woodwork! For the past two years I have served as Executive Secre-

tary, I have seen less than a dozen alumni show any real effort in helping our Alma Mater progress, and it is a sad commentary to note that our active membership roster shows about 30% of the total grads to date. Recently, and with a crisis to contend with, I have seen a change in the Alumni, and I believe the momentum created will bring us success as we strive to save our school. You men of the Alumni Association are leaders in the Maritime Industry — you are Captains, Chief Engineers, Shipping Executives, Terminal Operators, and the like; and those of you not directly connected with the sea can wield a mighty blow in support of CMA! We need this support, we must have your dedication. Without it, we stumble and fail . . .

This will undoubtedly be my last NEWSLETTER as Editor and as your Executive Secretary. I have received a substantial offer from Prudential-Grace Lines, and I have left the Academy to pursue it. But as I leave the Academy, I feel a sense of heartbreak, frustration, and sadness — there's much left to be done yet, and time is running out on all of us. I plan to remain active in CMAAA, particularly in the Southern California area, and I hope to maintain touch with the Academy through a few individuals I leave behind. My new address and telephone number appears on the staff page — look me up if you care to help C.M.A. survive. I would love to hear from you!

ships.

The American Institute of Merchant Shipping testified favorably for the Academy. Unfortunately they did not appear to be sufficiently briefed when the committee asked questions.

The Marine Engineers Beneficial Association, as was expected, condemned the Academy. They claimed CMA does no one any good including itself. MEBA maintains that there just are not enough jobs for CMA graduates. When Senator Behr asked why the MEBA school (which produces more engineering officers a year than CMA's total deck and engineer graduating class) was still open they replied it was necessary to replace the natural attrition rate.

Assemblyman Thomas asked the representative from the Finance Committee how the Director of Finance felt about the Academy. When the representative referred to the staff report Mr. Thomas pointed out that if someone wanted to know his feelings they would not ask his secretary for her opinion. It was brought out by Assemblyman Thomas that the Director of Finance had

I leave C.M.A. now — but I do not turn my back on her. How about the rest of you?

(from CMAAA Newsletter, Spring 1971)



#### THE 5 MINUTE DILEMMA (Continued)

number of miscellaneous methods practiced by a varied number of teachers at different times. These methods include the playing of musical instruments, lessons on how to survive in adverse conditions, lessons on the slide rule, telling one's own autobiography, and trying to figure out what the mistake was that you made a few minutes ago.

The simplest and most useful method which is used by surprisingly few instructors, is simply to let the class go five minutes early. For some unknown reason, this alternative seems to be a fate worse than death to some teachers. It is not only the easiest thing to do, but it allows everyone to use his own devices to use up the five minutes. Therefore, all the students are happy, and the instructor has an additional five minutes to do with as he wants.

In order to present a balanced explanation, I shall also mention methods to avoid this dilemma. There are only two that I know of. One is to end the lesson on time, and the other is simply not to show up for the class.

placed CMA on the budget for \$791,000, therefore the Director must be in favor of the Academy. The representative could only agree.

Before the close of the fact-finding meeting Assemblyman Thomas asked if a midshipman representative would come forward and give his opinion. Steve Messina, Corps Commander, testified from a midshipman's point of view.

#### CMA'S CONDUCT SYSTEM

by S. MESSINA

The California Maritime Academy is currently facing a problem more pressing than the defense democracy dilemma. Cmdr. Heron is currently the only person at the school who enforces the school's regulations. There is something definitely wrong with CMA's conduct system.

The midshipmen seem to feel that it is their sacred duty to harass those who rule in the Green Building and all that it stands for. Most students view the conduct regulations as archaic, vague and

(Continued on Page 7)

## BINNACLE SPORTS

by DAVID L. HUFF

After a good start in the beginning of the season, the California Maritime Academy baseball team has been reduced to little more than a token resistance.

The team made good showings against Napa, Hogan and Solano. Against Solano, John Paterson pitched what was probably the best game in C.M.A. history. Although the team lost 0-3, it was a superb effort by the entire team. Leading the team in hitting are Al Cunningham and Steve Fedornak. Fedornak also leads the team in stolen bases.

Against Vallejo the Keema nine pulled out a victory by a score of 8-7. Steve Chalk scored the winning run. Napa College served as the proving ground for the team. The players gained a total of thirteen hits and the only double-play of the year by Fedornak. Napa proved too tough, though as Keema went down 19-7.

Near the middle of the season, the team was weakened by the loss of several players. This loss was the result of an increase in outside commitments and a general lack of morale. Many of the players felt that a series of mismanagements by the coaching staff was, in part, the cause of the loss of morale. Of the players remaining, all are eligible to start next year, and there is hope for a better and more productive season. The players are Al Cunningham, Steve Fedornak, Dave Volkman, Larry Pullin, Judd Bowden, Steve Allen, Steve Gibson, John Paterson, John Cota, Jim Strong, and Gary Goldstine.

The team's 1-4 record is not indicative of the hard work and desire put out by the players, and the growth and improvement of baseball here at the academy is sure to continue in the future.

Last year the tennis team had a winning season. This year has been a disappointing one as the team has yet to win a match. This let-down has been due mainly to the vastly improved players coming out of the high schools and also because of the short practice time available to the team. The team has had some close matches against Vallejo and Vacaville. All of the team will be returning next year. The players are Tom Couch, Ron Gerde, David Huff, Geoffry Jenks, Jim Biller, Rocky Lane, Bob Eaton and Kirk Peel. Outstanding matches have been played by Ron Gerde against Solano, and by Tom Couch against Sonoma.

The tennis season ends on the 18th of April with a match against San Quentin.

### CMA'S CONDUCT SYSTEM (Continued)

nit-picky. The m/s see the reg book as a barrier to imprison their free spirits. Yet, few will offer constructive suggestions aimed at improving the rules. When some regulation is flagrantly broken, responsibility immediately bounces up-hill. The division commander should report it. The corps staff officers should report it. The corps commander must handle it. Well, the corps commander says — Yea!

The administration seems to entertain the philosophy that "what was good enough for me will be twice as good for them." The kids can't grow up normally until they learn how to go without, feel pain, and just plain suffer. A strenuous effort is being made to keep the Academy isolated and insulated from the evil ways of the twentieth century. During the first two years of the m/s stay at the Academy the Administration engraves upon the m/s mind the value of teamwork. The Corps should be one big family. Help your friends and they will help you. You have to learn co-existence on a ship. Then, during the last year, this all changes. Bang — you're a m/s officer. You are to divorce your friendships; your duty is to enforce the school's regulations. The Administration seems to be asking a little too much. The system has one major failing, the leaders are chosen from the ranks they are to lead. It is quite apparent that this system leaves much to be desired. Until the conduct system is overhauled, it will continue to be a thorn in the Academy's side.

■ ■



## KEG ROLLING CHAMPS

ST. PAUL, MINN. — Phi Beta Chi fraternity of the University of Minnesota-Duluth has broken the world's keg-rolling record.

Some 40 members of the fraternity rolled an empty keg 150 miles, from their campus in the northern Minnesota port city to the front door of the Theodore Hamm Brewing Co. in St. Paul, on the weekend of October 10-12. The toppled record was 101 miles.

Phi Beta Chi President Richard Nelson and his fraternity brothers have this advice for others attempting to beat their record:

Call or write ahead, to police officials in towns along the route, and to the state highway patrol.

In cool climates, wear heavier clothing, but not too heavy. Running and walking with a beer keg generates a lot of body heat.

Wear brightly-colored clothing so that drivers can see and avoid you.

The first piece of advice stems from a nearly disastrous encounter with a policeman near North Branch, Minn., Saturday around midnight. The group had trouble convincing the lawman they weren't staging some sort of unique, long-distance demonstration.

The new world's champion keg rollers were treated to a bratwurst luncheon in the Rathskeller in the Sky atop the Hamm's Tour Center, and were presented the "True Grit" award in the form of a large German beer stein by Hamm's Master Brewer Thaine Johnson.

## EDITOR'S CORNER or THE BINNACLE'S BARNACLES

This has been an eventful year. There have been large changes in policy and discipline from what we remember of last year. An example of the interesting events this year should include the numerous fires in and around the residence hall, the rolling of the watch truck, the second class barbecue and the sailing club adventure to Angel Island.

Recently there has been a little dis-sent in the mess deck. For a short time the middies were being punished by having their coffee and tea denied them during breaks between classes. It was never made clear why this action was taken. It may be a reaction to finding out that the mess deck and its staff lead in subject matter for graffiti. Another speculation is it resulted from the middies' action of taking two six-ounce glasses of milk to cut the number of trips to the

milk dispenser in half.

Not to be out-done by the mess department, the janitorial staff issued the following statement to the Academy by way of the blackboard: "To Midshipmen and Teachers: All crayon, toothpicks and unnecessary paper that is put on the floor like today will not be cleaned up until I can see that it isn't continued anyone, like today that goes. From the 'Janitor,' Steven C. Harris." We hope that this does not give the midshipmen ideas about working on a ship where people keep dropping bolts, ashes, paint flecks, etc.

On Friday, March 26, the Naval Science Department held what is supposed to be a semi-weekly inspection. Somewhere between the Administration and the midshipmen wires were crossed and the midshipmen were told to wear the wrong uniform. The Navy cannot be

blamed for this mix-up because they did submit the directive for the uniform in the proper manner. However, when approximately 214 midshipmen arrived for inspection they were informed that they had five minutes to get up the stairs to the residence hall, change and be back in formation. Realizing that if 214 people tried to run up the stairs someone would be seriously hurt, the corps took its time and arrived back in ten minutes.

The head of the Naval Science Department claimed this could be considered a mutiny. After the midshipmen stopped laughing it was further pointed out that in the service and merchant marine orders have to be followed no matter how ridiculous they sound. Tell that to Lt. Calley or the third mate who, on the captain's order, leaves the radar off and finds himself in a close-quarters situation.

---

California Maritime Academy  
P.O. Box 1392  
Vallejo, California 94590

Place  
Stamp  
Here