

MERRY CHRISTMAS



THE BINNACLE

Vol. 1. No. 14

MORROW COVE

December, 1943

GRADUATION

CASA DE VALLEJO DANCE

On the evening of December 3 the Midshipmen of the California Maritime Academy were honored with a reception and ball given by the Vallejo Junior Chamber of Commerce. Scene of the dance was the Casa de Vallejo Hotel, and feature of the evening's entertainment was the presentation of many outstanding dignitaries. Honored guests at the ball were Captain and Mrs. Mayo who were accompanied by the officers of the Academy and their wives.

Acting as toastmaster, Alex Jordan, President of the Junior Chamber of Commerce, presented Admiral Friedell, Commandant of the Mare Island Navy Yard, and Mrs. Friedell; Captain Mayo, Superintendent of the California Maritime Academy, and Mrs. Mayo; Dr. Joel Burkman and Luther E. Gibson, of the Board of Governors of the Academy, and Mrs. Burkman; Wallace Cox and Vic Cangil, Co-Chairmen of the ball; and the Honorable George Demmon, Mayor of Vallejo, and Mrs. Demmon. Members of the Junior Chamber of Commerce attending were Mr. and Mrs. C. F. Hatch, Mr. and Mrs. Charles Bessac, Mr. and Mrs. Andrew Sheveland, Mr. and Mrs. Richard Rule, Mr. and Mrs. Guy Kennedy, Mr. and Mrs. Frank Bell, Mr. and Mrs. Wichels, Mr. and Mrs. Emmet Atwood, and Mr. and Mrs. E. J. Mullen.

Providing the musical entertainment at the first formal introduction of the Academy to Vallejo was Keith Kimball and his orchestra. The Midshipmen found the danceable rhythms of the orchestra even more enjoyable when shared by Vallejo's loveliest young women. The dance served also in inaugurating social activities between the people of Vallejo and the cadet corps; it was proposed that the dance be an annual or semi-annual event, and this suggestion was heartily approved by all those attending.

Probably the most delightful part of the dance to many of the southern California swing enthusiasts was the syncopated style of Keith Kimball and his fine musicians. Combining artful swing arrangements with current favorites, Kimball's band heightened the Academy's already high estimation of Vallejo hospitality, food, pulchritude, friendliness and entertainment.

FOUR DAY LEAVE

At 1500, November 24, the middies at California Maritime Academy left the ship on the first four day leave since September 6th.

This was an unexpected treat, as it enabled the men from the "Sunny South" to spend Thanksgiving at their respective homes.

Fortunately, beautiful weather prevailed throughout the leave. In fact, swimming in the ocean was enjoyed by a few hearty souls.

A delicious Thanksgiving dinner, with all the trimmings, was had by those restricted aboard with watches. Captain Mayo attended the dinner and voiced his approval of our cooks. The leave ended on Sunday night and so everyone is now anticipating the extended leave over Christmas and New Year's.

FIFTH WAR-TIME CLASS LEAVES

Graduation for the December Class of 1943 is to be held on 18 December in the Morrow Cove Auditorium, beginning at 1430. This class is the fifth class to graduate under the war-time schedule, the first from the new base at Morrow Cove, Vallejo. Classes who come and go from CMA during the years leave a name for themselves as a class, rather than individuals. This class leaves an outstanding name for high scholastic work.

Thirty-eight graduates leave to assume their responsibilities as Third Mates and Third Assistant Engineers. This is farewell to the Academy for them, but those who are still here will see them again, on the bridges and in the engine rooms of the Merchant fleet.

FIRST CLASS FAREWELL

Farewell!—Farewell to what?

It would seem to this observer that greetings and welcomes would be more in order at this time, for the First Class, than farewells. While we admit that we are taking a step which closes forever a brief period in our lives, we are most concerned in the direction of that step, and its relation to our future. However pleasant or miserable the past matters not, for only fools live in the past while those having hopes of attaining success must ever keep their eyes ahead—selecting and side-stepping the dangers, and choosing the proper course to follow.

By this we do not condemn the past as useless. On the contrary, it is most valuable, and the lessons learned in it must be kept constantly filed away in the recesses of our memories, to be produced in time of need, and certainly not to become stagnant and lost. In this manner does the past serve to our advantage. Still further in its favor are the other memories, the little things—the little joys and the little sorrows—which shall remain still treasured when the events causing them have long been forgotten. But we must never allow these memories to rule us.

We have lived here together, thirty-eight of us, for seventeen months. In passage they have seemed such long and weary months. We have taken food from the same tables. We have slept within a few feet of each other. We have truly been "shipmates." Like brothers living under the same roof, we have, each of us, come to know well, and love, the others. There have been differences, great and small, amongst us, but these have served only to strengthen the bond of unity that was formed between us seventeen months ago. Certainly there is to be some pain in parting—thirty-eight individual personages traveling in thirty-eight different directions. But these pains are over-ruled by the joys of our coming of age, "our comeuppance" so to put it.

* * * * *

We look to the future! We are now officers in the merchant marine. We will be expected to act like officers. We shall. We will be expected to have at our finger-tips an officer's knowledge of shipboard situations. We shall. We will be expected to conduct ourselves and perform our duties in a manner which is a credit to our Alma Mater, our profession, and our country. We shall—we know that we shall!

Farewell, Alma Mater!

Farewell, Classmates!

(Continued on page 4, column 1)

THE BINNACLE WATCH

Monthly Publication by the Midshipmen of the California Maritime Academy

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THE BINNACLE LIGHT

The Superintendent and Officers of the Academy wish to congratulate the present graduating class upon the exceptional scholastic record made by practically all of its members. These high standards obtained in academic work reflect credit on the Class of 1943, II, CMA.

We trust that graduation will not mark a discontinuance of professional study on the part of these new Alumni. The rather trite old saying "Knowledge is power" has lasted a long time and must be true or it would have long ago been discarded. Not only is a working understanding of all the purely professional things in your sea life essential to steady advancement but also success cannot be assured unless the young officer is possessed of a much broader knowledge of those kindred subjects which have to do with life and its problems in the Shipping World. These are not taught at the Academy. The time at present is all too limited. The support appropriations in the past have been too meagre.

What are some of these subjects which instantly present themselves to mind? Languages of course. You may do some fine strokes of business for your company if you speak the language of its foreign shippers. A thorough knowledge of maritime law—much more than has been given you here; a study of the laws governing business; an intimate understanding of ship constructions on the part of both deck and engineer officers and of metallurgical chemistry and thermo dynamics particularly for engineers. A course in meteorology will prove of great use to the deck officer. And for all a knowledge of the history, ideals, customs and prejudices of the people of the foreign lands whose ports you enter.

All this is quite plain but what is sometimes neglected is the **persisting** in habits of study formed here at the Academy. Good habits are invaluable, you have formed **good habits of study**, why depart from them?

We who are left behind to carry on the work of your Alma Mater wish you Godspeed in your sea life. We will follow with an affectionate interest your careers. Our prayer is always this:

"Eternal Father strong to save,
Whose arm hath bound the restless wave;
Who bidst the mighty ocean deep
Its own appointed limits keep;
Oh hear us, when we cry to Thee
For those in peril on the sea."

CAPT. C. B. MAYO,
Superintendent

FLOTSAM

An indication of the international scramble that may follow this war was given last July when the British House of Commons was warned that America's merchant marine is expected to double or triple that of Great Britain when hostilities cease. Fears were expressed that American "big business" will control world shipping, and this prospect is distinctly distasteful to the British. An American monopoly of world trade would be the very antithesis of English desires; and evidently they are prepared to meet any threat to their legendary supremacy of the seas.

From all indications the British business men are not planning to sit idly by and watch our ships take over the trade their vessels formerly controlled. Several groups of business organizations, acting independently, are organizing a cooperative trading association to compete with the United States and Germany for Russian trade. Instead of competing as individual firms, the British are combining to attempt to capture Russian foreign trade, which is doubly important because in Russia trade is a State monopoly. And so the battle for international trade begins long before the concluding battles are fought, long before our youth return from their all-important undertakings.

Here is a new angle on lifeboats; Victor Phillips of Vancouver, B. C. is making them out of paper! Astonishing as it sounds, experiment seems to prove them seaworthy and quite practical. Certainly they wouldn't require essential materials, but we wonder just how fire-proof they would be.

In accordance with the Maritime Commission's practice of naming Liberty ships after prominent figures, a Calish Liberty ship will soon be named CLARENCE H. MATSON. C. H. Matson died in Los Angeles recently after an illness of more than a year.

He had devoted 35 years to building and developing Los Angeles Harbor and bringing foreign trade to that port. He made several trips to the Orient, Philippines, Latin America, Honolulu and Mexico; was the founder of the Foreign Trade Association of Southern California. In 1922 he was instrumental in founding the Marine Exchange, and later developed steamship lines to Honolulu. He was a member of the Pacific Geographic Society, Delta Phi Epsilon, the China Society of Southern California, and of the Foreign Trade Club of Southern California and of Yenching University, China. Before his illness he was manager of the Foreign Trade department in the Chamber of Commerce.

His life was a very useful one and he was respected and well known in Shipping Circles throughout the Western Hemisphere. He made Los Angeles a leading sea-port; his foresight and work has laid the ground-work for its great future.

Last week a seventy mile an hour gale was reported to have caused some damage along the Coast here; in Monterey fishing boats were blown about, and lines were blown down too. Sacramento reported a ninety mile wind there. So gross. It keeps us from trying to sweep down on deck . . .

And Graduation is here . . .

THREE YEARS AGO AT CMA

An editorial, "Death, Inefficiency and Democracy" . . . the inauguration of accepting advertisements in the Binnacle . . . As usual the issue of December, 1940, was full of Yuletide spirit . . . A resume of the year 1940—which included trips on a destroyer and the Coast Guard Cutter SHOSHONE . . . a new Superintendent and Executive Officer . . . advent of Tuesday and Thursday athletic periods which included pistol shooting, basketball, baseball, handball, etc. . . . A Berkeley and an Oakland Dance, Thanksgiving leave and beach parties.

A page devoted to the Propeller Club of The Port of California Maritime Academy . . . a report on the first trip of the GOLDEN STATE to the General Engineering Drydock . . . the start of the basketball season with CMA winning the first game . . . Handball tournament . . . Fishing club news, Sailing club news, Who, Brumpsnick Snark, Glimpes; Swab Open-house, (free for all) . . . Letter to the Editor . . . CMA wins rowing race from Coast Guard . . . And a huge Merry Christmas from the Binnacle Staff.

SLOPSHUTE JERK

By "Fearless"

We find our hero running across the forward well-deck, his pants at half mast, shirt in one hand and fire axe in the other. The whole thing takes him by surprise as it is only Wednesday and anyone knows that Saturday is the day for fires, besides that it is still during cleaning stations which means that Jerk had been asleep when the general alarm sounded.

He makes formation on the dock and finds that the fire is at the base; so he hands his axe to a third-class "assistant" while he two-blocks his pants and then proceeds to the base with the aid of a team of "swabs" pulling him along the road. His illusions of becoming a hero are shattered as he finds out that the cause of the whole thing was the sentry smoking on watch. The third classman is reprimanded and threatened with fifteen minutes of extra duty if he is ever again caught indulging while on watch and all hands are dismissed.

Slopshute returns to the vessel and "enjoys" a wonderful breakfast which includes some of those delicious, golden brown, fleecy as a snowy cloud collision mats, and a slightly warmed-up raw egg. When he finally gets out of Sick Bay, it is Saturday and nothing but drill to look forward to.

Ever since Slopshute wore a pair of shoes out during drill he has had Anti-drillphobia, a fear of wearing one's legs down to stumps. There is only approximately 14 min. 12.1968459 sec. until first call to drill and Jerk has not found a place to hide yet. For the past three weeks, he has hidden in the Frigidaire unit on the top of the fore-mast, but someone has removed the blankets, books, etc. which makes it much less desirable than before. Of course there is always Sick Bay but he has just left that place; so there is nothing left to do but find a new hole in which to spend drill time.

After trying everything from hiding in a Swab's locker to the engine room bilges, Jerk has decided to go to drill, and we find him in a formation, standing inspection. As the inspecting officer approaches, the order to raise the pant legs is given.

"Stand by to raise pant legs." Then "Raise pant legs."

Jerk has done a poor job of painting socks on with black ink and goes on report even before he starts to drill. So starts the day for Slopshute, and when drill is over, he has close to a zillion hours of extra duty and drill; because of this he spends another weekend aboard, restricted as usual.

The following week passes rapidly as it is turn-to all day, and Jerk spends his time sleeping on his locker top, dreaming of the eight-day leave for Christmas, also of the time when he will be able to see his "little woman," Lulu.

Saturday, the day of graduation is here, and Jerk is putting his dress uniform on preparatory to seeing his "buddies" off. He did not sleep one bit the night before for just thinking of how lonesome he will be without the fellows that are graduating. Another inspection, again Slopshute is in hiding, and then the march to the new auditorium.

All guests are present, the third-mates-to-be on the platform and the guest speaker is just beginning his talk. Jerk has fallen asleep and when one of his classmates pokes him in the ribs to rouse him out, he thinks that the speech is over and begins a loud applause.

In less time than it takes to say "Rubber baby buggy bumpers," Slopshute is "on." He takes it all rather calmly as, needless to say, he has been "on" before. As a matter of fact, when the report sheets are printed, Slopshute's name is printed on them to save time.

Well, graduation is over and Jerk is on his way home, carrying a suitcase of books. He is going to read them so he can find out just what he has been studying during the past six months.

GLIMPSES

"Alfred's" two-tone rust job racing back and forth from San Leandro . . . There was a big celebration in Petaluma the night they learned that Leo (the boy with the patriotic eyes) earned his satin pants . . . Huycke yelling to Mr. Feely to turn up the radio . . . The "Carpenter Girl" gaining increased popularity . . . It is rumored that Mr. Severin is still conducting a search for the mysterious "Wino" . . . Spieller putting a flying block on two little, innocent "B" basketball players . . . Boom-Boom's strong man tactics breaking down the second class's morale.

The third class giving Pease hotfoots . . . Macfarland giving the bartenders a break . . . Wolf's skill decreasing as the Chinese population of the Bay Region is lessening . . . Knudsen



scoring again . . . Muhlstein and McDonald beating out "Snow-fall" with Grundy sandwiched in between . . . Alisen still going at the end of that terrific jam session at the Casa de Vallejo—one more chorus and Mr. Morgan would have no hamburger shortage for some time . . . The Editor mumbling about there being "about as much seagoin' in a modern navy as there is in a bathtub."

The brass section shooting craps at the Casa de while introductions were going on . . . Cornish demanding that his back be scratched by First Classmen only . . . Famous last words: "May we pump the bikes down Mr. Miller?" Forever more recorded thanks to Jack "Teagarden" McDonald. Gruhler's left arm on his pajamas the first thing seen in Brack Alley in the morning; got some stripes on them, too . . . Fisk doing some geodetic research in the middle of the channel during a squall.

Molitor, Molitor, Molitor, Molitor, Molitor. (He wanted his name in the paper five times.) The graduating First Class Deck at Gyro School . . . Who started the rumors that Joe Watson cut gyro school? . . . First Class Engineers turning to . . . Drs. Rowe, Manning, Bernhardt receiving their M. D.'s with their thirds tickets . . . Oliver wants us to announce that he is going to get married right after graduation . . . Amos fighting off the Rainbow Girls in Stockton . . . Cornish and Swanson comparing builds; Cornish won . . . Jahnsen asking Mr. Miller if he ever got a run in a Nylon Hawser.

Sales wants his name in the paper, too . . . Larson's definition of a self-bailing boat: "If it's too full of people, it won't." . . . Goetz coming back with a black eye after seeing his Okie gal . . . Tedsen following his platoon around at Saturday drill . . . Skinhead Pease chasing off to Stockton every weekend to see a "minister's" daughter . . . Grundy and Brown still finking after finals are over . . . Aluevich's infected ankle almost well.

Question of the month: "Morgan's food will win the war, but how are we going to get the enemy to eat it?"

OUR ENGINEEROOM

The many startling changes which have been taking place in the past month tend to compare our new base to an actual wonderland. Among the various improvements, most pertinent to the engineering department, is the acquisition of a machine shop. This machine shop will be the first the Academy has owned on land since leaving its former base at California City.

Naturally we are very proud of this new equipment; it was never expected to become a reality in time to become of use to the present first class. Now that we have it, the results will naturally allow for the graduation of a more completely equipped engineer.

The whole machine shop course has already been changed to the point where each man will have a genuine practical working knowledge and experience of a heat treatment furnace, precision lathes, dye cutting, the operation of a punch press, precision drilling, precision grinding, arc-welding, metal shaping, and the use of a standard size forge and its accessories.

Needless to say, all of the engineering cadets appreciate the work set forth by Mr. Dwyer in acquiring this equipment that we might be better equipped to compete with others also interested in the marine engineering field as an occupation.

The third mate examination taken by the midshipmen was far different than those which have preceded it. No one was certain what the test would contain, all that could be done in preparation for the test was to supply them with as complete a knowledge of marine engineering as was possible to set forth in the few months the men were here. This was accomplished and the midshipmen came through with flying colors.

The new first class headed by Cadet Chief-Engineer, Tommy Lewis, is looking forward to their new term and to the beginning of marine turbines. Already they are thinking of the day when graduation will be close at hand and constantly they are discussing the pros and cons of shipping out on vessels propelled by marine turbines and reciprocating engines. The feasibility of turbine powered ships outliving the reciprocating types and the fact that turbines are installed in the larger, modern units of today has made the former the most valued in the opinion of the first classmen.

Possibly the new second class will be the most pushed class in the history of the Academy. At the present time they are a great deal farther along in their studies than any group before them has been at this point in the sixteen months spent in training at CMA.

CADET CORPS OFFICERS APPOINTED

In the Superintendent's Order No. 7, the following midshipmen were appointed to lead the Cadet Corps during the January-June semester, 1944.

Midshipman Commander W. E. Bernhardt.

Midshipman Chief Engineer T. D. Lewis.

Midshipman Adjutant H. D. Huycke.

DECK

Division Officers—M. P. Cledenny, D. F. Tedsen, L. H. Evart.
Petty Officers 1st Class—R. V. Alfisen, E. J. Gruhler, J. T. McDonald.

Petty Officers 2nd Class—L. W. Parente, P. J. Marincovich, G. N. Zeluff, R. E. Myers.

ENGINEER

Division Officers—G. T. Malcomb, B. B. Black, D. L. Kolda.
Petty Officers 1st Class—R. C. Kelly, F. Simpson, J. E. Marsh.
Petty Officers 2nd Class—S. M. Andrew, W. L. Sales, A. R. Southwick.

GRADUATION — (Continued from page 1.)

The graduates are:

Amos, J. R.	Knudsen, R. M.	Pasquini, R. B.
Bernhardt, R. H.	Lush, J. S.	Powell, L. M.
Burr, D. G.	Manning, R. A.	Ross, S. D.
Cozzi, E.	Marcucci, D. E. P.	Rowe, E. R.
Dailey, D. W.	McCalla, H. L.	Sandretti, A. L.
Elliott, W. A.	McGowan, A. P.	Slavin, H. L.
Fay, G. W.	McPhun, B. H.	Surtees, L. S.
Greene, G. C.	Metz, D. E.	Walter, R.
Harvey, J. W.	Miller, O. I.	Watson, J. J.
Heintz, R. P.	Minasian, D. H.	Whipple, F. L.
Jackson, C. U.	Molitor, P. H.	Williams, H. J.
Joy, F. C.	Oliver, K. N.	Woodard, J. D.
Kenny, K. B.		Wright, R. E.

AS WE WATCH OUR GROWTH

The fifteenth of November marked another important day in the epic of our growth; for on that day excavation was to commence, and so it did. Now California Hill can actually be seen tumbling down into the cove where it is becoming a new kind of terrain, from mountain to plateau, as we watch.

A twenty hour day has been inaugurated and it looks as though the excavation may be completed prior to the 15th of February, which is the deadline established by the contract.

We all await the day when the "Ghost Armada" of Morrow Cove will meet its ultimate destruction, and we all hope to be on hand for the spectacle. We are told that the once largest railroad barge in the world, the "Contra Costa," and the old schooner "Bangor," which constitute our armada, will be dynamited. And so their finale is expected to be dynamic and memorable to all those watching.

On the morning of the 29th of November several of our midshipmen were surprised to note a violent swaying and crashing among the eucalyptus grove east of the administration building. Some may have almost expected to see Paul Bunyan's bovine companion, "Babe," come sauntering through the grove but it later proved to be the Teichert & Son Construction Company on the job clearing the way for still another theater of action.

Now the trees are gone and they have begun the fill out near the dock, carrying earth down in their heavy carryalls, earth that only a few days before supported those same eucalyptus trees. The fill is now beginning to take shape and our several junior architects have compared it with the contour plan and reported to fill to be about one-third of the way toward completion. With that figure in mind, we looked at our Varga calendar and by careful computations found that the contractors prescribed time is considerably less than one-third up.

Yes, for once things appear to be ahead of schedule, and just so are our fantasies—already we can see ourselves playing football on the beautiful new turf!

FIRST CLASS OFFICERS

Gathering together to unify themselves for their coming first class year, the new fair haired boys of the senior class at C.M.A. elected their officers on December 6. Gordon Fake will assume the duties of president, and he will be assisted by Richard Fleming as vice president. Other men selected were James Muhlstein, secretary-treasurer; Richard Jenness and Ray Southwick (chairman), service committee.

It was voted that the recently elected Athletic Committee be retained in collaboration with the service committee in the administration of recreational and social activity.

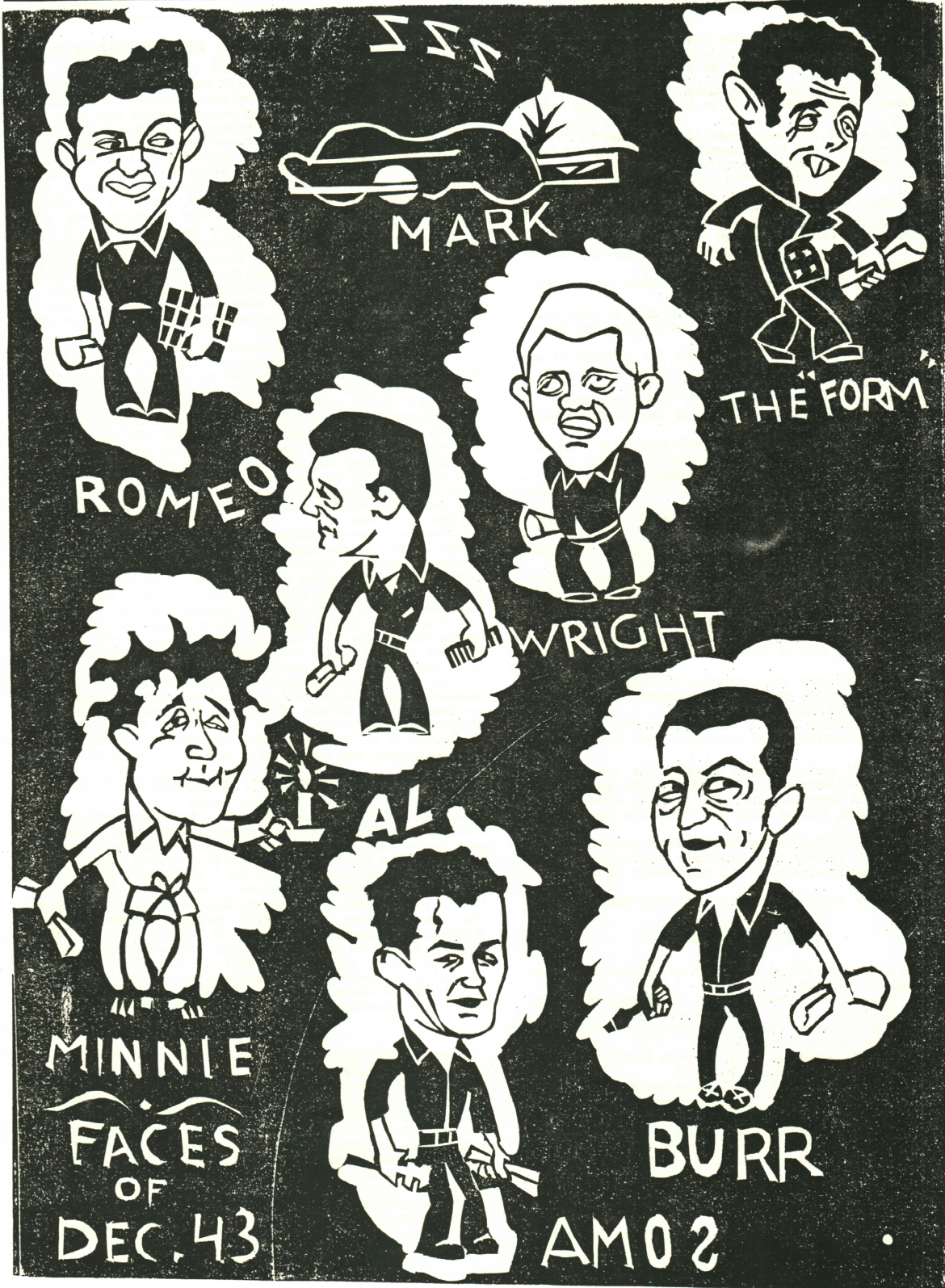
The efficient functioning of the first class is left in the hands of these capable men, and we are certain of their ability to navigate the "Class of '44" to its port of destination, Graduation.

PROPELLER CLUB ACTIVE

After some talk of reviving the Propeller Club of the Port of California Maritime Academy action was actually taken recently. Because of the shortened training period extensive activity is not in order but under the guidance of our faculty advisor Mr. Summerill a meeting was held in which officers were elected for the class of June, 1944.

Although the activity of our Port has been at a standstill for some time, it is hoped that in the next few months we can again have a few activities. This train of thought held sway at the first meeting and Mr. Summerill expressed the hope that we might find time to obtain several guest speakers as was the practice in the old days.

The following officers were elected by the new first class: M. H. Foskett, president; D. L. Kolda, vice president; R. V. Alfisen, secretary; and A. R. Southwick, treasurer.



We shall always remember the members of the graduating class by at least one distinctive quality that each possesses. Here are a few of these qualities as they come to our minds.

Amos—that "good head" from Carpinteria.
Bernhardt—fellow with a whip in hand and stripes before his eyes.

Wright—the last remaining relic of the paleolithic age.
Surtees—the boy with the reciprocating hip action and voice reminiscent of the end of a chocolate soda.

Burr—type to appreciate what he'll never see in his own class.

Cozzi—"How Not To Act in Public" or "Twenty Years in a Greek Concentration Camp."

Watson—the toddling student of world affairs.
Dailey—a good example of what environment and friends of the wrong sort can do for a boy.

Elliott—quiet, negative personality of a fellow yet to realize what really goes on.

Fay—unpretentious, quiet, modest little man of good stuff.
Greene—a very nice fellow with a tint of liquor and heart-break about him.

Whipple—Victor Mature hair-do and the carriage of an alley cat on the prowl.

Joy—a small time R.O.T.C. boy gone big time.

Minasian—the Turkish version of the "Beer Barrel Polka."

Harvey—elongated idea of what is humorous in Long Beach.

Pasquini—a superiority complex with nothing to work on.

McCalla—the jerque with the milk bottle shape.

Kenny—friendly, lovable, and intelligent.

Manning—another quiet young man who has yet to find himself.

Heintz—maybe mama wouldn't approve of what we'd say about Bobby.

Knudsen—abridged edition of how not to grow up, Junior.

Jackson, P. U.—yes, it is rather stuffy, isn't it?

Lush—a kindergarten student with an Alan Ladd complex;

Harry Highschool incognito.

McGowan—youth given up to a cry-baby complex.

Sandretti—God's gift to women and comb manufacturers.

McPhun—not so carefree as he seems, just irresponsible.

Walter—not the kind of fellow you'd bring home to meet your sister.

Rowe—the hard nose on a wartime schedule.

Metz—a babe in the sea, looking open-eyed at black hat covers, stars and the Griffith Observatory.

Slavin—the toughest thing to face early in the morning.

Miller—accommodating and congenial with a slight lack of drive.

Molitor—would make a good gigolo if he were decent looking; the kind of thing rich women keep around the house.

Ross—how do these nice guys get in here, anyway.

Oliver—childish, twisted mind and disposition like a surly reptile.

Williams—beach boy trying to act like a regular guy.

Marcucci—the answer to a maiden's nightmare.

Woodard—has the manners and appearance of an under-fed Oakie.

Powell—Aww, come on, you can beef more than that!!

CLASS OF 1945

Here is a tentative list of those who are planning to enter the Academy in January, 1944.

Annin, Howard R.; Barrett, Charles E.; Barton, Benjamin; Baxter, Alfred Xavier; Brandt, Ivan Robert.

Casey, T. E.; Coleman, Francis J.; Conn, Robert Ivan; Cook, Neil MacDonald; Cooper, James Clayton.

Depew, Donald Mayo; Detweiler, George; Dunham, Charles B.; Griffith, Richard M.; Gullikson, Henry N.

Hall, Winslow Gladwin; Hehir, Thomas Lyman; Hesselberg, Gregory E.; King, Harry Milton; Koerber, James Edward.

Lee, John Willis; Messenger, Miles S.; Moeller, Robert Decker; Morgan, Thomas M.; Naylor, Richard Jack.

Palmissano, Joseph; Pew, Thomas Vincent; Peyton, Robert J.; Ramsom, Philip J.; Rattray, Wm. Murdock; Robb, Halle P.; Rosa, Irwin H.

Schlaman, Earl D.; Staar, James E.; Stradley, William B.; Strahlendorf, John C.; Tripp, Marvin R.; Van Sicklen, D.; Vaughan, Olman C.; Young, Arthur J.

Carothers, William A.; Hall, Marvin R.; Smith, Calvin E.

A RECENT WAR SHIPPING ADMINISTRATION RELEASE

After being almost blown out of the water by a submarine and rammed by another torpedoed merchantman, the SS JAMES SMITH is back in her home port ready for more war duty.

The sturdy Liberty Ship was bound from Brazil for British Guiana to pick up a cargo of war-essential bauxite when her convoy was attacked. On a tropic night a torpedo crashed into her stern. The resulting explosion killed six merchant seamen and five members of the Navy crew who were asleep on the hatch above. So terrific was the blast, pieces of wreckage showered a comrade Liberty Ship some distance away and the holes torn in the JAMES SMITH's deck "made it look like a perforated tin can," reported Cadet-Midshipman Donald F. Fennessey, whose home is at 21 Winter St., Northampton, Mass.

A gun went into action but the submarine escaped. Then the vessel's master, Captain William H. Aguilar, of Vallejo, California, gave the order to abandon ship. The stern was a complete wreck. It seemed impossible for the craft to remain afloat. But she did not sink.

The survivors circled the scene the remainder of the night and saw another torpedoed vessel crash into the seemingly mortally wounded Liberty Ship. Still she refused to go down.

After day broke the master and four volunteers re-boarded the JAMES SMITH, now well down by the stern. Quick inspection indicated the ship might remain afloat and Captain Aguilar, only 29 years old but handling the disaster with all the calm of a veteran, ordered all crew survivors back on board.

While awaiting aid, officers and crew gave the eleven victims of the torpedo explosion sea burial in brief but impressive rites. Then a naval patrol vessel picked up most of the crew and the JAMES SMITH was towed to a West Indies port, arriving five days later.

Temporary repairs made it possible to sail the ship to the United States, 19 crewmen performing the task, for complete overhaul. Upon her recent arrival in her home port the new master (Captain Aguilar having been transferred) Captain Bernard G. Kuckens, of Redwood City, California, summed up the Liberty Ship's mechanical and structural efficiency:

"The JAMES SMITH certainly has a sturdy hull, a welded-riveted job that has withstood all kinds of weather and torpedoing. She is all a master could want—a rough, tough customer, and refused to sink. I'm proud of her."

The gallant merchantman, launched July 4, 1942, at Permanente Metals Corporation's Richmond, California, yard, is operated by the Matson Navigation Company for the War Shipping Administration. She is named after a signer of the Declaration of Independence, who was born in Ireland, settled in Pennsylvania, and died there in 1806 at the age of 93.

SUDDEN & CHRISTENSON STEAMSHIP CO., INC. 310 Sansome Street

Sudden & Christenson, Inc. have been engaged in the Steamship business for a period of approximately 45 years and prior to the beginning of the war owned and operated a number of 8800 Ton Type steamers in the Inter-coastal Trade.

Today as General Agents of the War Shipping Administration, Sudden & Christenson have taken delivery of 28 EC-2 Liberty Type Vessels for operation. Sudden & Christenson have also taken delivery of 23 similar vessels as agents for the Waterman Steamship Corporation of Mobile, who are also General Agents for the War Shipping Administration.

When peace comes again and the private operation of steamships is resumed, the Waterman Steamship Corporation and Sudden & Christenson, Inc. will again operate the Arrow Line in the Inter-coastal Trade with modern, fast vessels.

APOLOGIES

Last month's issue of the Binnacle carried a short history of the American-Hawaiian S. S. Co., in which a statement appeared which referred to the Company as "non-union." The Binnacle offers its sincere apologies to the American-Hawaiian S. S. Co. and to the men who man its ships. The A.-H. S. S. Co. has operating agreements with all the sea-going personnel unions with the exception of the Masters, Mates and Pilots, and the men of that classification have not voted to have that Union represent them with the Company. It is deeply regretted that the statement appeared. No slight was intended on either the American-Hawaiian S. S. Co. or the men that man the ships of our great Merchant Fleet.

(Signed) LIEUT. C. H. TUBBS

ACADEMY FIVE VICTORIOUS OVER VALLEJO

SPORT SPUTTERS

By Bob Myers

With the advent of an interscholastic sports program beginning with our basketball schedule, the need has arisen for an appropriate nickname to give our teams and the school in general. A good name is something which, while definitely important, has never been applied to the Academy, and which would serve to identify the school as well as the Midshipmen themselves to the public.

The choice of this sobriquet should be a wise one, for it may well stick with the Academy throughout its history, and we certainly want to start things out right with the advantages that have been so desperately fought for and which have finally been realized. Suggestions for the nickname may be submitted to the Binnacle staff or to any of the class officers, who will in turn submit the names to the Academic Board for approval. Think of a good name and your idea may live a great deal longer than you.

Perambulations: Bill Grundy, four sport athlete at Pasadena Junior College was never known to wear a "block" sweater (Dunning, please take note!) . . . P. J. Marincovich is boosting a new boxing and wrestling team . . . While perusing a recent issue of "Time," we noted that Ensign Sid Luckman, U.S.M.S., pitched seven touchdowns to shatter all records in a National (professional) Football League fiasco, which found the Chicago Bears walloping the New York Giants 56-7 . . . Comments by Mr. Slagle after watching the first few workouts of the casaba team largely concerned the poor physical condition of the aspirants—if our best athletes are in miserable shape, what kind of condition are the rest of us in?! . . . Basketball is probably one of the most sudoriferous of sports; witness the dripping athletes returning to the ship from practice each day.

Hugh Foksett is the only known person to make a tennis team without touching a racquet either before or during the season . . . Seen cracking ping pong balls in the recreation room: Amos, Wilcox, Grundy, "Bill" Bellamy, Ley, Bauer, Lewis, Boomer, Parente, Krog, and Brown.

Making possible CMA's first basketball success against Vallejo were Captain Parente, Aluevich, Vorous, Moore, Tedsen, Atthowe, and Lewis, under the excellent coaching of Ensign Slagle . . . Our appraisal of Art McCaffray seems more than justified now that he has been picked on many All-American teams—he more than earned the honors . . . What we can't understand, though, is how "Pitchin' Paul" Christman failed to make the second All-Coast Service team!

ATHLETIC COMMITTEE CHOSEN

In response to the Superintendent's memorandum suggesting the formation of the Midshipmen's Athletic and Recreation Association, the second and third classes elected eight members to serve on the Midshipmen's Athletic Committee on November 23. Ensign C. R. Slagle, Athletic Officer, will act as ex-officio Chairman of the Committee, which contains four members of each class of midshipmen.

Members elected from the new first class are R. W. Atthowe, R. E. Myers, D. B. Collins and F. E. Goetz; those selected from the second class are R. E. Moore, B. W. Swanson, J. M. Smith, and J. J. Marinkovich. Exhibiting an unlimited amount of enthusiasm, the committee gathered the day following its nascent beginning under the guidance of Mr. Slagle. An election of officers preceded the business at hand; Robert Myers was named President, while Jack Smith will assume the duties of secretary.

These men along with those chosen from the incoming third class will be the charter members of this Committee.

In the short time taken for its initial meeting, the Committee outlined a plan for the upkeep of the base as well as an athletic program for the coming year. New equipment is now being ordered for our basketball team, and the surviving suits and other gear remaining on the ship will combine to outfit the

BASKETBALL TEAM WINS 32-19

In their first effort of the season, CMA's promising basketball team came through with even more than was expected of them by overwhelming a strong Vallejo High outfit, 32 to 19, on the high school court December 7. Commemorating the anniversary of our entry into the world's greatest conflict, the Academy five started some fireworks of their own with a second half drive that spun the local schoolboys back on their heels and garnered final victory for our prospective mariners.

The game began very slowly with each team feeling the other out for the greater part of the first half. Shooting was inaccurate on the part of both sides, but with the coming of the second half the CMA cagemen found their shooting eyes, and demonstrated their superiority in winning going away.

Outstanding for Coach Slagle's charges were Luke Aluevich, with his sharpshooting and steady game, and Lou Parente, Captain for the game, whose sparkling play held the team together. Spearhead of the Apache attack was Stan McWilliams in giving a brilliant but erratic performance. High point honors were carried off by McWilliams, who garnered 13 points, followed by Aluevich with 12 digits.

Everything considered, CMA's initial hardwood undertaking was very much of a success. The team looks like it has tremendous possibilities, and with a little practice it will be very hard to stop. Even though the Academy figures to take on more experienced competition during the season, Vallejo is not to be taken too lightly, as the high school boys gave the highly regarded Mare Island five a battle in the season's opener just prior to the CMA clash. The Academy has the services of some very fine basketball players, men who were standouts in high school, and who, in gaining experience and maturity, will give some excellent performances in the coming campaign.

Reserves Drop Preliminary to Apache "B's"

The CMA reserves found the going a little too rough in the first half of their preliminary game with Vallejo High's "B's" to overcome in a fine second half finish, and succumbed to the surprisingly adept lightweight squad. Lacking organization and experience, the "gooks" looked weak in the first half; however, they made up for it in part by holding the Vallejo team practically to a standstill while putting on a desperate drive in the third and fourth quarters. Looking good despite it all, Ray Alisen maintained good backboard control and held what was left of our rugged men together.

team. The repair and buying of necessary equipment for the pool tables is to be undertaken soon to give the recreation room the very popular pastime in the finest of style.

The care and maintenance of the recreation room and all athletic equipment has been intrusted to the Committee, giving it the responsibility of seeing that the recreation room and the athletic grounds are kept up in excellent condition. It will be the duty of any member of the Committee to report any offenses, which will be promptly and severely punished. It was suggested that the care and cleaning of the recreation room be assigned to a "base detail" in specific, and to third classmen in general. There will be a member each week who will have the responsibility of the upkeep of the aforementioned grounds; please cooperate with him.

When the transition to the base is complete there will be a complete athletic program, so arranged as to have each class have an afternoon of athletics every week, either at the Vallejo YMCA or here at the base. In addition an intramural basketball tourney is now underway. At present facilities are inadequate for a softball league, but possibly the enlargement of the area toward the bay will enable the game to be played in the future.

We feel sure that the newly formed Athletic Committee will be very instrumental in giving the California Maritime Academy the most complete and enjoyable extra-curricular activities obtainable at the present time.

ALUMNI NEWS

Bob Duncan, '38, is now the proud father of a boy, Robert Scott Duncan, Jr. Born, about 7 November.

Scuttlebutt has it that L. L. Gregory, July, '42, has bent the solid splice. We would like a few confirmed details on this report.

Jeff Blacket, '35, is going Master on one of the Liberties operated by American Hawaiian. He'll have Jack Carter, '41, as Chief Mate.

Ed McDermott is back in Mill Valley after a ten months voyage as Second Assistant Engineer of the same vessel.

Bill Russon, '41, who has been recently sailing one of the Matson ships as Chief Engineer is now attending Turbo-electric school at Marinship.

DINNER MEETING JANUARY FOURTEENTH

Popular demand at the November social meeting scheduled our next social function at the same, Hon Yuen Cafe, Kearney and Jackson for a real Chinese dinner! Bring the little women and make another party a success! Cocktails at 1930—Dinner at 2000, (8 p. m. to those whose web feet are still dry.) Please contact Signe Anderson at Underhill 8700—Ext. 804 before January 12th, if possible.

DINNER MEETING ABOARD "GOLDEN STATE"

On the Friday before they graduated, the Class of December, '43 attended the meeting of the C.M.A.A.A. where they were accepted as new members of the association. The evening was complete in every sense of the word.

The Class of December, '43 as well as the older members of the association (who trekked down to the training ship through the freshly turned earth of the new "hill") found pleasant indulgence in both conversation and Mr. Morgan's roast beef dinner. No doubt this time served as one of the best possible opportunities for the new members to orient themselves with their future line of endeavor through the questions they asked and the experiences related to them by the older Alumni.

Later in the recreation room of the T. S. Golden State the regular meeting was held and usual business covered in short order to provide for the highlights of the evening. After their acceptance into the Association, Lt. C. Tubbs extended greetings and brought to light the purpose and aims of the C.M.A.A.A. to the new members. A colorful discussion of "The New School and the Old" by our Honorary Member, Dr. R. C. Dwyer, delightfully manifested the advantages of the more modern systems of training; while the speaker of the evening, Captain Claude B. Mayo, pointed out to the graduating class the more serious side of what would be expected of them in the shipping world. No doubt both of these talks will prove to be of great value in paving the way—and giving the new group of Third Mates and Engineers something to think about while making their next step on the ladder of success.

For the benefit of those who preferred to remain after the adjournment of the meeting, motion pictures were presented. An interesting travelogue of an expedition through the deepest jungles of Africa and a popular comedy, "Margin for Error" with Milton Berle concluded the entertainment.

The California Maritime Academy Alumni Association is very happy to receive the thirty-eight new members and sincerely hopes that they will enjoy becoming an active member of the organization. Many of the "old timers" will be meeting these new officers soon and the Academy is certain that these graduates will make good shipmates and uphold the reputation of the Training Ship as well as the "three year" cadets have done in the past.

On the evening of November 31st the "Schoolship Alumni of America" had their annual dinner party—this time at the Army and Navy club on Sutter Street in San Francisco. Due to the war, gasoline restrictions, and an unavoidable delay in getting out the announcement only a small group was present. However, every schoolship in the United States was represented, and most enjoyable time was had.

Captain Mayo of the California Maritime Academy was present as a guest speaker. Following his talk in which he outlined the past, present and future of the Academy, a general discussion was held, in which those present voiced their opinions and suggestions. The general feeling of comradeship was evident throughout the evening and it is to be hoped that these social gatherings of the "Schoolship Alumni of America" will carry on with increasing interest and with greater numbers of alumni present each year.

Those present at this meeting, their schoolship and year of graduation, follow:

John Rylander, "Ranger," 1916. Robert Smith, "Annapolis," 1922. R. W. Hill, "Ranger," 1918. Arthur O'Leary, "Ranger," 1918. Henry Blackstone, "Saratoga," 1904. "Drydock" Smith, "St. Marys," 1884. Joe Pugh, "Saratoga," 1896. Edwin Miller, "California State," 1934. Wm. Bellamy, "California State," 1938. John Summerill, "California State," 1938. Earl Lucas, "Newport," 1915. R. O. Demarest, "St. Marys," 1906.

NOTICE

The mailing address of the Alumni Association (in case you missed the last announcement somehow) is Box 766, San Francisco. Please send dues, letters, etc. to this address.

Address of the Academy is Morrow Cove, Vallejo, California. Phone Vallejo 3-6434.

CALIFORNIA MARITIME ACADEMY
TRAINING SHIP "GOLDEN STATE"
MORROW COVE - - VALLEJO