

BEST IN THE CALIFORNIA MARITIME ACADEMY

JUN 1 '64
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JUL 1 '64

FALL 62



at Seven Copper Mine area

* Golde

Given by the man who
was the man, GOLDEN BEAR
in his corner in the
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big door in the house
in which he was the
big man who was
in the room in the
big room "GOLDEN BEAR"

On our return to the
city we took a walk
in the park. We
walked around the
lake and then
walked back to the
city.





COVER

HONOR, DUTY, TRADITION

To some, all too few months ago, the nation's headlines blared of a tragedy involving American midshipmen in the Colombian interior. It is not herein necessary to relive those few, but exacting hours. The significance of this leg of the cruise lies not in grim and earthy details.

Recently a parchment commemorative was presented to the Corps of Midshipmen. Translated, it reads:

To the Captain, officers, and crew of the North American Training Ship Golden Bear, the City of Buenaventura sends its deepest feelings of gratitude to the crew of the North American Training Ship Golden Bear, who traveled on the accident-bound passenger train on the twenty-third day of this present month of February, for their humanitarian efforts offered to the victims of this tragedy which prevented the deaths of the many injured.

Such a noble gesture of human kindness will be eternally remembered by the City of Buenaventura and recorded here with the signatures of those who so closely remember their dear brothers of the North American Training Ship Golden Bear.

Signed,

by the survivors of the tragedy and the officials and relatives therein concerned.

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



Co-Editor
M/S HOGAN



Co-Editor
M/S SCHUTT



Sports Editor
M/S KERN



Marine Editor
M/S LUNKES

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STAFF

CONTRIBUTORS

M/S Cocchi	M/S Herrick
M/S Estabrook	M/S McCray
M/S Ittner	M/S Ruff
M/S Henry	M/S P.M. Sherry
M/S Hensley	M/S Wallace

ARTISTS

M/S Gampper	M/S Montague
M/S McNulty	M/S Stiehl

PHOTOGRAPHER

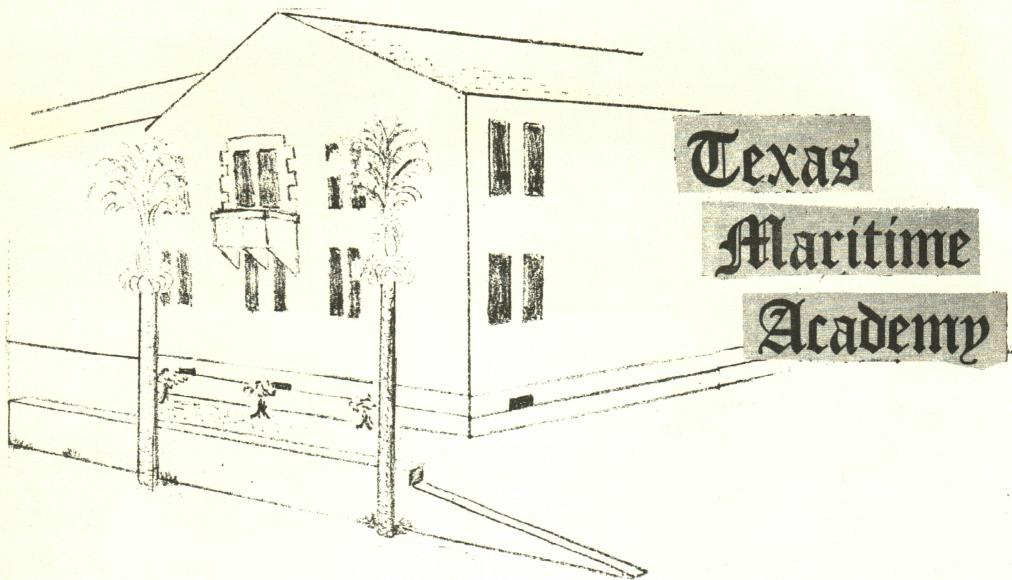
M/S Richardson

TYPISTS

M/S Bell, J.C.	M/S Landon
M/S Davis	M/S Mocium
M/S Hagstrom	M/S Piazza
M/S Hogan 3/E	M/S Swan
M/S Kinnear	M/S Thompson
M/S Wunderlich	

ADVISOR

Mr. Louis E. Kiger



This September the Texas Maritime Academy started its first year of instruction with a freshman class of fifty cadets. The school is part of the Texas A. and M. University system and was established by the board of directors there on February 24, 1962. The Superintendent of the Academy is Captain Bennett Dodson. Captain Dodson was at C. M. A. from 1936 to 1941. He was at one time the executive officer of this school and was the commanding officer of the former training ship, California State in 1941.

Texas has good reasons for starting a Maritime Academy. In tons of water-borne cargo, Texas ranks first among all the states. In the number of sea-going vessels entering and leaving her ports, Texas ranks second only to New York. In 1960 nearly fifty-nine million tons of cargo passed through the port of Houston alone. Texas and other large ports are Beaumont, Port Arthur, Corpus Christi, and Brownsville.

A four year course of study is being offered at T. M. A. The

degree tendered will be in either Marine Engineering or Marine Transportation. Because of the four year course of study, T. M. A. cadets take only eighteen units per semester instead of the twenty-four units per semester taken at C. M. A. Their course of study is also more liberal than that offered at CMA. For example, all T.M.A. cadets take nine units of history, nine units of English, and three units of geography, while deck cadets take twelve units of Spanish, in addition.

T.M.A. is the first maritime academy in the South and is the only one which trains its cadets primarily for work out of Gulf Coast ports. T. M. A. cadets will spend their first year at A and M's College Station Campus and the remaining three years at the academy's own campus at Galveston. Under the supervision of members of the college's Marine Platoon Leaders Class, the fourth classmen will be indoctrinated in military procedures.

T.M.A. cadets will go on three cruises, once each summer that they are in attendance at the

T.M.A. (continued)

academy. Next summer there will not be enough cadets sufficiently trained to man their own ship (formerly named the State of Maine). The corps will, therefore, take its cruise aboard the T.S. Empire State IV with the New York State Maritime College. At present, their destination is thought to be Europe. T.M.A. is expected to have its own ship operating by the summer of 1965 and their future ports of call will be the ports of Europe, the Mediterranean, the Caribbean, and South America.

At present, T. M. A.'s corps numbers only fifty; however, with the ultimate enrollment of all four classes, this number will increase to two hundred.

HIGH LINE

This is the first issue of a column dedicated to the First Class.

As usual, the Folks from the "Little Green Shed" have chosen to use the Class of 63 as Guinea Pigs. In our third class year, the 3-part cruise of watch, work and study for the Deckies was done away with in order to get more "Middie Hours". In fact, the study part of cruise was eliminated altogether.

During our Second Class year, it was fairly obvious that evidently someone thought that there were too many Deckies in the class, so the tests flew fast and furious, obviously trying to diminish our numbers. This attempt was happily unsuccessful.

At the end of our Second Class year, we were beginning to get "fed to the teeth" with the experimentation with our class. We'd had radar, gyro, and cargo schools deleted from our class itinerary, various other curriculum changes, and then we heard of the newest experiment: Rotation.

When we first heard of it, there was the usual uproar as to being made Guinea pigs again, and then we started looking at it from all the angles. We then formed into our normal camps, Pro, Con, and Don't Care.

Now that the first phase of Rotation is over, we can observe what will develop as the 2nd Phase takes over. This scribe only hopes that all the newly-installed "Peons" (like myself) will give their fullest cooperation to their new M/S officers, and not just sit back and take in slack. Remember that we "Peons" are still First Classmen and that still holds some duties and responsibilities for us along with our privileges.

Quarterly quote: Underclassmen note!

Take heed what ye say of your senior;

Be your words spoken softly or plain,

Lest a bird of the air tell the matter,

Roses to the Alumni Club for the recent series of lectures on topics of the industry. One of the best things to happen around here in a long time. "Onliest" thing is that I feel these talks could be scheduled at a better time than 1930. Two hours of study is a lot of time in one night especially with the frequency of tests and quizzes. For those of you that missed the first lecture, try to be on hand for the next one, as I'm sure that the topics will be worthwhile hearing.

Heard around campus: "Will Bobby really sprain Cdr. Flanger's Chassis Dynamometer?" How was the Silver Anniversary celebration, Loyd? But this isn't the Air Farce Academy, Mr. Swartz. "I-wataaaaaaaaaa!" Great White Hunters: Tubo Tim, Bwana Ben, & Gunga Gary. "Don't blame this rice on me, I only grow it. Francois cooks it." "Whaddaya mean you're the cheerleader, Duck?" "300G, Chip?"



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IN MEMORIAM

Dr. R. C. Dwyer, L.L.D.

Dwyer Hall, dedicated October, 1962

Doctor Dwyer, or Chief Dwyer, as he is remembered by many, was born in 1886 in West Virginia. Upon graduation from high school he entered the University of West Virginia; he left this institution two years later however, to begin his apprenticeship in engineering. Undecided as to whether he should become a Marine or Locomotive Engineer, he labored first as an engineer's striker aboard a river boat sailing out of Pittsburgh, Pennsylvania. Unenthused, he went back ashore to the railroad machine shops.

When, a few years later, he arrived in Tacoma, Washington, he again went to sea, this time as a Refrigeration Engineer on a ship bound for Alaska. In 1907, with the required sea time for an original license, Junior Engineer Dwyer signed on board the S. S. Minnesota bound from Seattle to the Orient. Two years later he temporarily abandoned his sea career. He then moved back East,

working for the railroads until he reached Arkansas. Here he met a girl who in 1910 became his wife, Rose Marie Dwyer.

In 1922, after having worked ashore for twelve years in various positions as an engineer, he returned to the sea. Employed by U.S. Lines on the S.S. Peninsula State, he sailed for Europe. Later that year he joined the S.S. Leviathan, then being refitted and converted to oil at Newport News Shipyard. He sailed aboard her as Staff Chief Engineer when in May, 1923, she entered the North Atlantic sea lanes which she was to dominate for many years.

For seven years more he sailed as Chief Engineer, first for the Old Dominion Shipping Company, then for the Matson Navigation Company aboard the S.S. Malolo (now the Home Line's Queen Fredrika).

In 1930, Chief Dwyer left the sea to enter the tool and dye

IN MEMORIAM (continued)

business in Oakland, California; however, the Depression years proved this venture unsuccessful. It was in December of that year that the newly-formed California Nautical School's Board of Governors offered him the position of Chief Engineer. He accepted and served in this capacity until 1934 when he succeeded Captain Emile Toop as the Superintendent. Only under Doctor Dwyer's leadership and immediate supervision of finances was the Academy allowed to continue.

In July 1944, Doctor Dwyer was appointed Dean of Education, a post he held until his retirement on February 26, 1952. His interest in the Academy, its midshipmen, and alumni continued thereafter until his death in Oakland this March. His was the career of a dedicated mariner whose service, perhaps more than any other's, was most instrumental in the development and continuation of the Academy in its early years.

Doctor Richard C. Dwyer is survived by his wife and two sons. To them the Corps of Midshipmen extends its heartfelt sympathies.

S P O R T S

Coach Thomas, the water polo coach, was recently interviewed a few days after assuming his duties with the C.M.A. Mermen.

The question was asked, "How many games do you think C.M.A. can win this year?" Coach's modest reply was, "80%". He further added that during this season the team potentially has the ability to turn in the best record of C.M.A.'s history.

Another question was asked, "What teams do you think will offer the most competition to the Academy?" He replied, "Cal Aggies (Davis), San Francisco State, and Stockton's Junior College." It seems that it depends on the pool in which the

Div.	Bowling G.P.-W-L	Hndball G.P.-W-L	Ftball G.P.-W-L
1	8-0-8	1-1-0	3-3-0
2	8-5-2.5	1-0-1	3-2-1
3	8-0-8	1-0-1	3-0-3
4	8-0.5-1.5	1-1-0	3-1-2
5	8-8-0	1-0-1	3-0-3
6	8-0-8	1-1-0	2-2-0
7	8-4-4	1-0-1	3-1-2
8	8-4-4	1-1-0	2-2-0

team plays that will determine the results of the Stockton match. Thomas amplified, "Usually, when we play in Stockton's pool due to poor refereeing, C.M.A. has to spot Stockton five goals. So, our chances will depend on which pool the team plays."

Coach's concluding remark was "At the start of the season there was an excellent turn-out for the team. However, attendance has dwindled. I wish that some of the drop-outs would return . . . the team needs more depth."

This year nine lettermen have returned to form the team's nucleus, namely: M/S "Ahab" Bretney 1/D, Gray 1/D, Gutleben 2/E, Rudge 2/E, McNulty 2/D, Stege 1/E, O'Laughlin 2/D, Swartz 1/E, "Bubbles" De Neveu 1/D, Burrell 1/D.

However, the team's "life blood is the men who support and set up shots for the team's "redhots". These men are M/S Drahos, Sager, Phillips 3/E, Murphy, and Cummings.

On September 25, C.M.A. met University of California at Davis. Due to the superior depth of the "Aggies," C.M.A. was defeated by a score of 22-9. The scorers for C.M.A. were O'Laughlin (4 goals), Bretney (2 goals), and Phillips (2 goals).

After a shaky first half (C.M.A. scored nine goals in the first quarter), C.M.A. settled down; and in the following half, C.M.A. outscored the Aggies, but C.M.A. was unable to make up for the first half blunders. Lack of experience was the determining factor.

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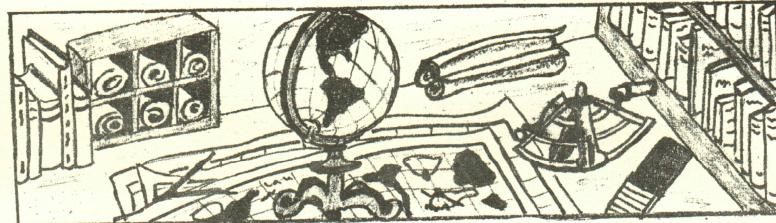
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"BOOKS ARE THE COMPASSES AND TELESCOPES AND SEX-
AND CHARTS WHICH OTHER MEN HAVE PREPARED TO HELP US
NAVIGATE THE DANGEROUS SEA OF HUMAN LIFE."

Jesse Lee Bennett

THE GUNS OF AUGUST
by Barbara W. Tuchman
The MacMillian Co.,
New York, 1962

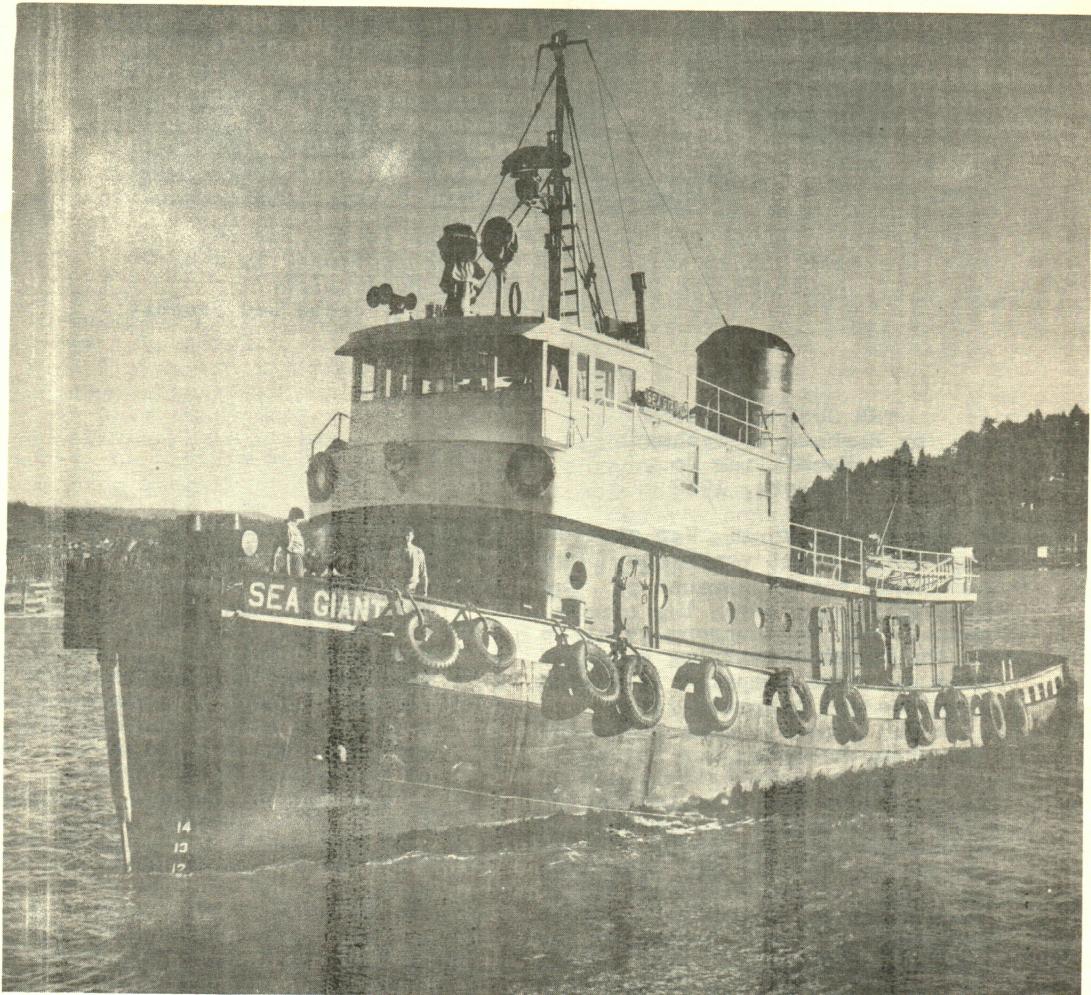
The First World War started some forty-eight years ago, but not until the appearance of The Guns of August have the circumstances and development, relative to the first horrifying month of that war been compiled into such a unique and complete story.

With exhausting and extensive research, the author has revealed in shocking detail the plans of the various European powers for all out conquest and mastery of this continent. The book finally brings to light all the startling and intriguing notions of the elite military commands of Europe relative to the desire of the powerful nations to gain total supremacy. For the German High Command, it was a destructive and illicit sweep through Neutral Belgium to gain the advantage of encirclement of the prize: France. For France itself, it was confidence in her border defenses, a blind recognition of Germany's Non-aggression pact. For Russia, it was a military preparedness and respect for still another dishonored German treaty. For England, it was support of her continental neighbors, but reluctance to involve herself in the pit of war.

Few readers of this day who have not lived during World War I

themselves will fail to be amazed at the swiftness and ruthlessness with which the Kaiser's troops marched through Belgium, Holland, France, and tiny Alsace-Lorraine. Even more intriguing and startling were Germany's plans to evade or violate every non-aggressive treaty she made, especially those agreements which stood in the way of her conquest of Europe.

The Guns of August, although involving a nominal amount of time for reading, should be considered by anyone willing to sit down with it and absorb the information. This book carries within its pages a lesson for all: Do not wait in complacency and learn by the difficult experience of being involved in Life's terrors; learn to live in peace and harmony, with respect for your neighbor's happiness, hardships, poverty, or possessions. For someday, when all people at once realize the dignity of each individual and learn to develop a mutual respect for the desires and achievements of others, the world will no longer have to experience the heartbreaking destruction of her beautiful land, her cities, her people, and the ominous blackening of her skies.



COURTESY, JACK'S PHOTO SERVICE, COOS BAY, OREGON

HARBOR TUGS

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From the wheel house of the container carrier S. S. Californian, a voice crackled over the walkie-talkie and was heard aboard the Red Stack tugboat Sea Robin. The voice was that of tugboat captain John Carter CMA, 1941, who, while executing his duties of docking pilot, was occupied with the task of taking the huge bulk carrier away from the dock. One by one the mooring lines were cast off and gradually, the tug nosed her bow into the side of the Californian.

Slowly the ship's enormous stern swung away from the wharf. Then the voice was heard again. This time it directed the tug to go slow astern, a maneuver which would put a strain on the tug's lines and brought the ship's bow away from the dock. The tug acknowledged this command with a blast on her whistle, and the ship was now clear and able to proceed without further assistance. As the Californian slowly made way through the Oakland Estuary towards the Bay, the tug drew up along side and a step ladder was put up for Captain Carter to return aboard. Once he was aboard, the mate at the helm, Cliff Winnie, gave it full ahead and we slipped past the Californian and on to San Francisco Bay.

We then set out for pier 43 in San Francisco where the Hawaiian Fisherman, a Matson automobile carrier, was about to sail. The operation of undocking this ship was similar to the previous one, but, due to the presence of a Matson pilot aboard the "Fisherman", Captain Carter did not board her. Instead, he received the pilot's hand signals and relayed them to the mate at the tug's wheel. Within a few minutes the job was completed and the Sea Robin waited a short while before picking up the incoming S. S. Oregon.

As the Oregon entered the bay, the tug came along side and, again, up went the step ladder.

Captain Carter boarded her and the bar pilot, who brought the ship in from sea, descended to the Sea Robin. After leaving the pilot ashore, the tug accompanied the Oregon to her berth at the Oakland Army Supply Depot.

When the docking of the new States Line mariner was completed, a radio call from the dispatcher confirmed the fact that only one more job remained before the Sea Robin could tie up for the night. A British cargo-passenger ship, bound for Stockton, was scheduled to leave a nearby pier in an hour. This break was welcomed by the crew, for it afforded it enough time to prepare a snack before finishing its day's work.

Although cooks are not usually carried aboard the "inside" tugs, a well equipped galley and a mess room are always available. These will be stocked with milk, meat, canned goods, and any other food items which a crew member desires to bring aboard. Of course, the coffee pot is heard, perpetually perking, on the oil stove.

The largest of the harbor, or "inside" tugs, as they are called, operating on the Bay are of the 125-foot class. These are powered by 1200 horsepower diesel engines which propel them at a speed of about seven knots. The crew of an "inside" boat is usually comprised of the captain, a mate, a wiper, and two deckhands. This compliment may vary however, depending upon the type of job to be carried out.

Working conditions for the tugboat captains and mates are established by an inland local of the Master's, Mate's and Pilot's Union. The Union has provided, not only for a forty hour work week, but also the wage scales for its members. Due to the nature of the work it is not uncommon for an entire crew to work an additional forty hours overtime during any one

HARBOR TUGS (continued)
week. With the additional overtime pay scale, a tugboat master or mate may have earnings comparable to his ocean-going counterpart.

Advancement on tugs is exclusively "through the hawse" regardless of whatever license a person may hold. A new man coming aboard will normally serve as a deckhand or wiper for a period of at least six months. Then, depending upon job vacancies and his personal abilities, he may advance to mate or engineer. A prerequisite to becoming

a mate is obtaining an inland operator's license, the minimum requirement. The qualifications for master are more stringent, in that one must be a licensed bay pilot, and have several years of tugboat experience.

Because they know no port of call, carry no modern shipboard innovations, or display an impressive passenger list, the harbor tugs often assume a less important position than the larger vessels which they assist. In spite of this, however, they remain as the workhorse of the waterways.



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BINNACLE SPEAKS

Recently the parents of a midshipman, uncertain regarding the scholastic standing of the California Maritime Academy, consulted a local Southern California board of education. The answer was blunt: "sub-college", except for the math and naval science courses. It is highly probable that the individual entrusted with relating this information to the general public had little more than a catalog of the Academy at his disposal, if that much, save, possibly, some general rating sheet of all state schools.

This Academy, because of its professional nature, can not be casually evaluated by some local or even state-wide board in the manner other schools are. The nature of instruction is about as compatible to comparative evaluation as is that of a music school or center for the mentally retarded. This evaluation and all other similar ones prevalent, the editor ventures to guess, are the masterpieces of some bureaucratic school authority whose knowledge of such matters is confined by the periphery of his file cabinet. Such an evaluation must be made only by those who fully comprehend the requirements of the maritime profession and who are familiar with the officer the California Maritime Academy graduates after three years of training. Not the members of some local school board.

The editor suggests that if these bodies are so anxious to apply their pedantic standards of education to this Academy that they first consult those better suited to pass judgement on the Academy. Executive members of shipping concerns, the sea-going armed forces, the Military Sea Transportation Service, and finally mariners themselves might suffice for a start. However, if the sea-going life presents such a dis-agreeable connotation to the school boards, perhaps occupations of the more land-locked and diversified nature might be indicative of the caliber graduate C.M.A. produces. Lockheed, Worthington Electric, and Aerojet General officials might prove informative sources; so might Westinghouse Electric. This Academy is considered by this major company as its second ranking source of engineering employees.

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This issue marks the beginning of a new column which shall encompass the views of a varied group of midshipmen on numerous questions concerning our institution and the industry. Its aim is the presentation of opinions and constructive criticism for the Corps. The opening question was one of very general nature in order to initiate interest and aid in further articles. This question appeals to the many complaints and animosities of the Corps: "What do you find fault with, and what would you do to improve or change it?"

M/S Dan Gleason, 1/E

A new era has presented itself to the Academy. It is a time of "No Coffee". The messdeck has been closed to the midshipmen during those hours it was previously left open for those desiring coffee. Coffee has become essential to almost every kind of military organization. Why should CMA be the exception? We study late, rise early, and work hard. The coffee break study period was always appreciated and is now needed. Bring Coffee back.

M/S Vic Mershon, 2/E

The edge between competitive rivalry and vindictive rivalry is extremely narrow at CMA. It is painfully apparent when constructive interclass competition slips over this edge towards a morally destructive discord between the deck and engineering departments. Thoughtless derision of each other by the respective departments threatens to seriously divide the Corps, which, in turn will deter the true Academy tradition and destroy the vital co-operation essential for operating a ship. Keep in mind the Corps united, not divided.

IN THE LEE OF THE LONGBOAT

M/S Dennis Friedenbloom, 3/D

The one thing at CMA that I would change is the athletic program. In my opinion, the athletic program would be greatly enhanced by a slight broadening of the said program. It would be in keeping with the Kennedy Administration's drive for physical fitness.

M/S Al Herrick, 2/E

Many of us will, without any trouble, recall frequent moments of pleasure spent around the 'Rec Room piano while some budding virtuoso pounded his heart out at the keyboard. But why should times like those end with cruise? A small upright piano in the Residence Hall lounge would liven up the days and be a real asset at weekend parties. The Golden State Service Fund, which we have seen very little of, should not be too hard pressed to help put a bright spot in the lives of 200 middies.

M/S RAY JUBITZ, 3/E

I have been matriculated at the Academy for a short time; however, in this time I have found one thing lacking in the outlined courses that I will be taking for the next three years. Another year should be added to the program, during which men in engineering could be introduced to the deck courses and vice-versa. Through these extra courses more understanding and correlation between the departments would be instilled.

CAPTAIN'S CORNER



Superintendent

CAPTAIN HENRY E. RICHTER

Q. What steps, if any, are being taken to get the Academy accredited?

A. At the present time the Board of Governors is in contact with the Western College Association. The general requirements for this Association are in the liberal arts field and for four year schools. This is not a liberal arts school. However, it may be possible to have this school accredited under a "special school" category. This possibility is being explored.

Actually, the accreditation of a school is not as vital as is generally considered. The Bachelor of Science degree awarded by the Academy is legal and legitimate since its conferral is authorized by

the State Legislature. Certain courses offered by the Academy are accepted by other schools if they are those applicable to the subject matter of the course to be undertaken at the other school. For instance, the courses given here in English and Mathematics could be acceptable if a student leaving here were to enter another school for the purpose of majoring in, say Business Administration. Courses in Navigation and Seamanship would not be, as they would not be related to the major being undertaken.

The Academy has, in the last few years, established its academic trimesters to meet the acceptable standards of other schools as to length of course, i.e., 16-18 weeks. This really has more effect upon acceptance by another school than does the accreditation process.

The accomplishment of accreditation is an involved and extensive procedure. The Board of Governors has in the past taken the position that accreditation was not relevant to the California Maritime Academy since it is a specialized school whose program is directed to one specific purpose, i.e., to educate young men for careers in the U.S. merchant marine. It is not a preparatory school for any other career. There is no known instance of any graduate failing to get a job on his license because the Academy was not accredited.

DON'T FORGET TO GET YOUR DATES!
THE ANNUAL CHRISTMAS DANCE IS
ONLY TWO MONTHS AWAY!

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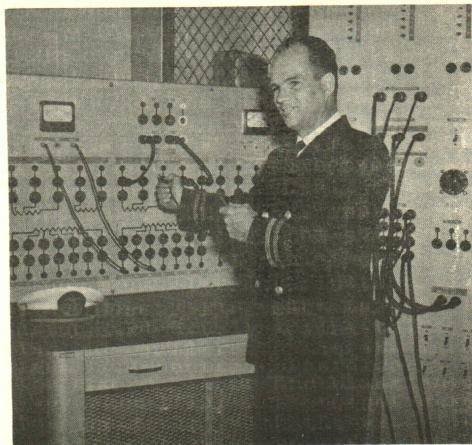
LIEUTENANT PHILO WOOD

New life came to the California Maritime Academy this spring in the form of Lt. Wood. A native Californian from San Jose, he attended the University of California majoring in geography after completing two years of engineering studies. In 1933, at the age of twenty, he went to sea as an ordinary seaman. After six years he had become a second mate, having sailed during those years with Oceanic and Oriental Lines, American Hawaiian, and Matson Lines. In 1940, he entered the Naval Service as an ensign and spent much of World War II on cruisers, in particular the Cruiser "Philadelphia" and battle-ships. He served in all three theatres of the war, the Mediterranean, North Atlantic, and Pacific. After the war he became the Commanding Officer of CIC school in Boston, Massachusetts. He later spent three years on the staff of the Supreme Allied Command Atlantic with its headquarters in Norfolk, Virginia. His other naval activities include the command

of a destroyer and executive officer of an AGC. In July, 1960, he retired as a Commander of twenty years of Naval Service. He then returned to the Merchant Marine as a third mate sailing for Waterman and American President Lines.

Married and now living in Lafayette, Lt. Wood is a sailing enthusiast and has ambitiously started to build a 36-foot ketch. He is interested in informing the Corps of the activities of the various Maritime unions and hopes he will be able to be of assistance in these matters. He has stated that although there are good opportunities in union affiliation, it will take time for a graduate to work up to a good steady position as mate.

The Binnacle is proud to welcome Lt. Wood, both as a distinguished Naval Officer and an experienced Merchant officer who has worked his way up through the hawse, and, we hope, he will enjoy his association with the Corps.



LIEUTENANT HOWARD A. THOR

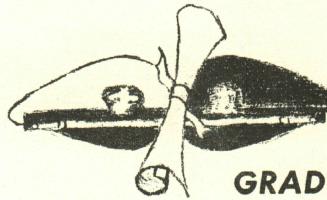
Replacing Lt. Lipman, now an electricity instructor at a Maritime Academy in Indonesia, as electricity and physics lecturer,

Lt. THOR (continued)

Lt. Thor has led a varied and progressive life. Born 8 January 1923 in San Francisco, he has remained a native of the Bay Area. Upon graduation from Berkeley High School, he majored at the University of California at Berkeley in Electrical Engineering for a year. When his education was interrupted by the War, he was introduced to the iron ships. From 1942 to 1943 he worked in Richmond shipyard as an oiler, and then enrolled as a Merchant Marine student in the national program sponsored by Kings Point. As a cadet he shipped for fifteen months and trained academically for three months at Coyote Point. After three and a half years of shipping he became a Licensed First Assistant. Resuming his education, majoring in Mechanical Engineering at Berkeley, he changed his field to Economics the following year, shipped out during the summers, and graduated in 1950. After serving for the first seven months of the Korean War, he again returned to U.C. obtaining a Master's in Economics with a thesis on the MEBA (1954). Having completed in 1956 the necessary formal work for a Ph.D., he began research on the broader field of all merchant marine officers' unions. With his research completed, he has written a quarter of his historically orientated thesis entitled "Trade Unions of Licensed Officers in the Maritime Industry." During the last five years, while periodically shipping out, he has actively supported and worked closely with the unions. Married in 1951, Lt. Thor now resides in Berkeley with his wife and three children.

The BINNACLE welcomes Lt. Thor and wishes him every success as a teacher and a writer.

MAKE THIS YEAR'S 30TH ANNIVERSARY HAWSEPIPE A BIG SUCCESS.
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HILLYARD



GRADUATION

The California Maritime Academy has a goal to achieve when a midshipman arrives in his third class year. This goal is to graduate deck and engineering officers of the highest caliber who will be able to serve on the ships sailing under the American Flag. The Academy knows that the Class of 1962 graduated, after three trying years, fifty-six men of the highest caliber. Of these fifty-six men there were, as there are in any group of men, eight who stood out in the fields of scholastics, conduct, sportsmanship, and leadership. The BINNACLE would now like to publicly acknowledge these eight men and their awards. The men and their awards were as follows:

HIGHEST ACADEMIC AVERAGE:
Deck-----Jerry A. Aspland (3.48)
Engineer-----Douglas M. Ware (3.40)
**GREATEST ACADEMIC IMPROVEMENT
DURING THREE YEARS:**

Deck-----David J. Fontana
Engineer-----Dennis D. Allen

HIGHEST GRADE IN MARITIME ECONOMICS:

Robert H. Higginbotham, Jr.,
1962-D

**PROPELLOR CLUB AND PI SIGMA PHI
KEY:**

Anton R. Keihl, 1962-D

GREATEST STUDENT ACTIVITIES CONTRIBUTION:

Glenn E. Petty, 1962-E
EXCELLENCE IN PRACTICAL NAVIGATION AND SEAMANSHIP:

James R. Wright, 1962-D

Hugh Gallagher Award:

Jerry A. Aspland, 1962-D

Best Sea Training Performance:

Gerald E. Gnatowski, 1962-E

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GRADUATION (continued)

Highest Coast Guard License Examination Grade:

(A) Deck---George E. Boulter, 1962-D (95%)

(B) Engineer---Gerald E. Gnatowski, 1962-E (91%)

Present at the graduation ceremony was Dr. Roy E. Simpson State Superintendent of Instruction, who was named an honorary Commodore of the Academy for his many years of service as a member of the Board of Governors.

Although the Newman Club at the Academy is over fifteen years old, it has gained new vigor since joining with the Junior College groups and is steadily increasing in influence and members. Elected as the Club's officers this fall were M/S Kennedy, President, M/S Mershon, Vice President, and M/S Slattery, Sec.-Treas. Interested M/S are urged to contact any of these officers.

NEWMAN CLUB

In the middle nineteenth century a great English scholar and Catholic Cardinal named John Henry Newman wrote an essay entitled "THE IDEAS OF A UNIVERSITY." This most famous essay was centered about three main points: social activities, scholastic achievements, and religious faithfulness in college students.

A Newman Club, which has adopted Cardinal Newman as its patron and his "Ideas of a University" as criterion, is found in most colleges in the United States to help Catholic students in secular schools keep an earnest practice of their faith.

The Newman Club at the California Maritime Academy has recently joined with the newly organized Newman Clubs of Napa and Vallejo Junior Colleges to form a larger group which will increase its social activities and bring a wider range of ideas into the club.

The Maritime Academy's division of the Newman Club is granted special liberty every Friday morning to attend Mass in Vallejo. So far this year, its attendance has hit an all time high and is steadily increasing.

PROPELLER CLUB

After last year's relative inactivity the Propeller Club has initiated a refreshingly active program for the coming year. Under the direction of M/S Bill Garret, 1/D, the club's active-membership has risen to a new high. With the behind the scenes help of M/S Cal Mock, vice president, John Donahue secretary, and active committee backing, Garret has sparked new interest in the club and its program.

Kicking off this year's program was the highly successful showing of the film, "Panama", first in a series of motion pictures on Know Your Cruise Port. This series will bring at least one movie on each port or area which the Golden Bear will visit during the coming cruise.

In addition, the club has made arrangements for speakers from branches of the maritime field. To date commitments have been obtained from Weyerhauser, Red Stack, The Port Captain's Office, and the Second Mate of the Savannah.

All in all, the program should prove to continue to be a very interesting year for the Propeller Club, and it is still not too late to get in on the activity. If you have not already done so, see any Propeller Club member for information on joining.

FROM M/s _____
CALIFORNIA MARITIME ACADEMY
VALLEJO, CALIFORNIA

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EDITORIAL (continued)

No, I'm afraid that if there is any degree of substandardness involved in this question it lies in the laps of the school boards concerned. Enjoying a position of significant and influential nature, their ignorance in no way excuses their dissemination of distorted and erroneous information. They have mistaken the terms "accreditation" and "rating". As a result, the Academy is termed by them "sub college", a word which enjoys the popular connotation, "inferior". This school is not at the present time accredited, this due, again to a great extent, to the peculiar nature of instruction. The Academy does not boast a large library or impressive number of Ph. D.'s. Nor does the school even attempt to assimilate the curricula of other more liberal schools. The Academy's lack of courses comparable to any other school's does not, however, indicate the level of instruction, the very thing which this school board is disparaging.

So what, you ask? If official opinions corresponding to the one referred to are allowed to remain unchallenged, the academic standing of the midshipmen now attending, and those graduates of the school will remain a question mark to many. Further, such views discourage perhaps many scholastically acceptable candidates from application. It is not enough to say, "We know".

Let any body with some such similar function to that referred to, examine the daily life of a midshipman, his instruction, his study. The Editor invites them to review the history of his department's class, a group which, fourteen months after its matriculation, is one half its original number. Let them be more critical of the secondary education within their own districts, ironically the level of which necessitates a year's course of elementary English and Government at the Academy.

of the Editor