

Last Edition for 1957....

"All The News We Think To Print"



California Maritime Academy 22 November, 1957

CAPTAIN JOHN W. ANDERSON'S "EGYPTIAN ADVENTURE" RELATED TO THE PROPELLER CLUB . . .

By JTE

On Tuesday evening Captain John W. Anderson, Faculty Advisor to the Propeller Club, was introduced by President Morris and presented a mariner's view of the recent English-Israel-French invasion of Egyptian territory. Captain Anderson had been offered a position, by the Egyptian authorities, to become Suez Canal Pilot & Instructor at Port Said. Since taking over the canal as a nationalization act, Egypt had a severe shortage of qualified Canal Pilots and had appealed for assistance from mariners all over the world. The British and French pilots who had monopolized pilot positions in Egyptian waters had withdrawn in anger upon Egyptian seizure of the Canal.

Captain Anderson described his journey to Egypt, via Paris, Geneva, and Athens. His view of Lake Geneva through a "sea of clouds" was one of the most memorable of his life.

Arriving in Cairo, Captain Anderson was at once confronted with the realities of Egyptian politics. Egypt needed pilots so badly that valuable concessions were offered to qualified men. Captain Anderson noted that most of Egypt's native pilots and tug boat operators were inexperienced and sadly lacking in ability. Conversely, their native Port Captains and some canal and harbor men were superior pilots from the small group that had been trained in the art during the days of British control of the Canal.

(Continued on Page III)



"The Great Rowing Race" . . .

By M/S JF Linden

On Thursday, the 21st of November from 1633 to 1637.2, under a brilliant sky, in a swift current, and under a declining sun, perhaps the greatest of all CMA pulling boat races was in the making!

"B" Company, who but one week before had handily defeated those giants of the gridiron and basketball court, "E" Company, found themselves facing their arch foes from the barracks "A" Company.

The boats, which were coxed ained by M/S Dafoes ("A") and M/S Monahan ("B"), followed by the leaky Liberty Launch, left the Basin
(Continued on Page III)

THE THIRD CLASS of CALIFORNIA MARITIME ACADEMY PRESENTS WINE AND DINE OF CHRISTMAS

DECEMBER 7, 1957

9 TILL 1. IN THE GYM

Dress: Dress Blues for the guys
& Dressy Dresses or Formals
for the gals.

Refreshments

The Binnacle

22 Nov 57

Page II

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Artist	Riddervold
Sports Editor	Graham
Assistant Sports Editor	Linden
Business Manager	Daugherty
Circulation Manager	Bird

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Fates . . . Henslin . . . Orender

SPORTS

Thorpe Dale
FACULTY ADVISOR: Lt Cmdr Martin

The Binnacle . . .

This being the last edition of the current year, it is appropriate that we try to assess the success or failure of the Binnacle over the past weeks. If our success could be measured, if we would like to be remembered for any one thing, that one thing would be that the Binnacle has at last emerged as a student newspaper, a newspaper sweated over by one First Classman, Three Second Classmen, and quite a number of Third Classmen. We believe that the Binnacle is now truly tolerated as a medium of expression of student opinion, however faulty, incomplete, limited and provincial that student opinion may be . . . Freed from a narrow past in which the Binnacle discussed nothing of importance and printed nothing that remotely resembled the controversial, our publication is now looked-forward-to and read well and thought about. We think this is for the best.

If we have failed, let it be said that our failures were not of the spirit. Let it be said that the Binnacle succeeded in spite of its limitations, in spite of restrictions that have limited our means and at times depressed our will to endure . . . Virtually budgetless, nearly paperless, crammed in narrow quarters, struggling for living-space, and often times over-worked and ill-appreciated, the Binnacle has survived to write this editorial without fear of being censored or maligned. This is our real success; we are now, we believe, regarded as having a right to exist, even though we sometimes feel that we are speaking in a vacuum under several hundred bell jars. But at least we may speak, and we seriously appreciate

that right and thank the Administration giving us that right . . .

If we have been successful, a good deal of the credit goes to men like Riddervold and Graham and Herrin and Bird and Daugherty, who have sweated in the night-hours for the Binnacle; printed, as it has been, with two-fingers at an hour we would hesitate to here-with state!

And the Binnacle owes a vote of thanks to our Faculty Advisor, Mr Martin, who has put up with our crazy and inefficient production and distribution methods with a good heart and a friendly spirit.

Finally, we thank you, the Reader, Student and Faculty Member alike, who have read us and kept on reading us.

May we all survive this term; may we have a good cruise, and, come '58, a better and more interesting Binnacle!

J. T. Ellis
THE EDITOR

Rules of the Road . . .

We have printed the facts, gentlemen. And we will not argue with the conclusions of Maine, New York, and Kings Point. We think it is a fine thing to know and understand the Rules of the Road. It would be excellent if we all could memorize them. It may well be that the other Academies have more time for such things than we do; it may be that we could learn a great deal from them regarding their teaching methods, their use of visual aids, their discussion techniques . . . In any event, we do believe that CMA should officially state its own policy on the Rules. This has never been officially stated. It is too late now to say "By December 20th you will know Rule One to Thirty Two," but it is not too late to consider course revision and an improvement in teaching techniques, thus enabling the student to learn the Rules under more favorable conditions than he has had to in the past. We suggest that the student intent on learning the rules make a recording of them. Sound Recorders in San Francisco will prepare an L-P for you for just \$8.48 (mistakes and all in thirty minutes!) We hope these letters from the maritime academics will increase CMA's interest in improving the course of instruction in the Rules of the Road. We hope students will be more interested in learning them, and that our instructors will benefit from the experience and suggestions of others. So be it!

The Binnacle

22 Nov 57

CMA
Vallejo,
California,
USA



**CAPTAIN JOHN W ANDERSON'S EGYPTIAN ADVENTURE
RELATED TO PROPELLER CLUB . . .**

(Continued From Page I)

Some pilots were making three to four thousand a month, with premium payments being made according to the size of the ship. Of the American pilots in Egypt, Captain Anderson stated that of the 16 he knew only three, including himself, had had extensive piloting experience, the remaining men having been masters and mates during their careers.

About the time Captain Anderson had definitely decided to return home the invasion commenced. Isreal, followed by the French and British troops launched swift simultaneous attacks on Egyptian soil. Captain Anderson witnessed Egyptian movements across the Canal to face the on-coming troops of Isreal, saw first hand the parachuting French and British, and the jets as they quickly destroyed Egyptian mortar defenses which had been unfortunately set up in a civilian area. Most pitiful to his eyes, however, was the willful destruction, by the Egyptians, of 15 craft in a vain attempt to block entry to the Canal and thwart the invasion. Some of these craft were very fine dredges, tugs, etc.

Given safe escort by the British forces, Captain Anderson's adventures ended with a destroyer trip to Malta and air passage to New York, via Rome. He was thankful that his leave of absence from Hunter's Point had ended without further incident.

The Propeller Club heard Captain Anderson remark that he was quite impressed by the effectiveness of Isreal's fighting forces and asserted that had they not been diplomatically interfered with might today control all of Egypt. As to the influence of the Soviets in Egypt, our Captain remarked that he believed that the Russian and other red satellite pilots were given preferential treatments; in fact, said Captain Anderson, it seems that the Russians

are the "fair-haired friends" of the new rulers of Egypt. His personal observations lead him to believe that a military clique with some highly educated members dominate Nasser and actually run the country.

The Propeller Club is indebted to Captain Anderson for his interesting and informative lecture.

THE GREAT ROWING RACE . . .

(Continued From Page II)

at approximately 1620. They were off the starboard bow of the Golden Bear at 1630 and ready to GO!

At the starting line the Liberty Launch, filled with the judge, Mr Thwing, and various other spectators, waited for the start. At 1633, with the jetty at the beginning of the Strait being agreed on as the finish line, the signal for the start was given. With a terrific surge both boats, employing precision rowing, lurched toward the goal. Very soon the counting of cadences filled the air and the boats were a good sixty feet ahead of the Liberty Launch. The able engineers, under orders of coxswain Lucas, put the Launch at Full Ahead and also headed toward the Finish line. Even with the launch's power (?) it could not catch up with the pulling boats. At 1637.2 "A" Company's boat crossed the Finish Line followed close behind by "B" Boat . . . It had taken just 4 minutes and 20 seconds for the boats to cover the mile course.

Lines were secured between the three boats and the trek back to the BEAR was started. After much burnt carbon and the advice of almost every engineer in the Launch, it finally pulled into the basin at 1715.

The boats were secured and spectators and crew members began to disband. All of a sudden the cry of "IN WITH DAFOE!?" was picked up by the crowd and before he could escape was seized and marched to the edge of the dock. With a big heave M/S Dafoe, FIRST CLASS, was sailing out 12 feet above the H₂O with both arms and legs flailing in the wind. With a giant (?) splash he hit the water and soon was seen speeding towards the barracks ("A") and a hot shower . . .

The "Great Race" between "A" and "B" is over now, but it will be in the minds of all who witnessed it for a long time to come.

The Binnacle

22 November 57



Page 4

Poll of the Week

by M/S Muncy



In conjunction with the BINNACLE'S series of articles and editorial on the "International Rules of the Road," our poll question for the week was: "What is your opinion on memorizing the International Rules of the Road?" Here are the results of the poll.

* * * * *

M/S Wood - - - "I intend to memorize most of them prior to graduating. When they are memorized that is one less thing to worry about when taking the Coast Guard exams."

* * * * *

M/S Gann - - - "I think it is very desirable to memorize them but in memorizing them you should not do so at the expense of comprehension. Just being able to say them parrot-fashion without understanding them is not enough."

* * * * *

M/S Biersema - - - "In my opinion you need not memorize the Rules of the Road verbatim; however, some of them should be learned verbatim and all the rules should

be known for content."

* * * * *

M/S Duncan - - - "If you can quote the rules applicable, then the Coast Guard cannot count your answer to a question wrong. I do not think that you can remember the rules verbatim without understanding them. How long could you remember a few hundred words of a Russian theme without understanding the context?"

* * * * *

M/S Davis - - - "I feel that memorizing the Rules of the Road is unnecessary. It is far more important for a man on the bridge to have a good working knowledge of the Rules rather than being able to quote the Rules verbatim without full comprehension."

FOR SALE & WANTED . . .

FOR SALE - - - 1949 Oldsmobile engine built to 1955 specifications. \$400 and a 1940 Ford thrown in. For information contact M/S Hellinger.

FOR SALE - - - C.M.A. jacket with insignia. Contact M/S Biersma

WANTED - - - Car radio suitable for installing in a boat. Contact M/S Korp.

Service --

*Letters
Addressed
by
Ridderoord
Twenty-five cents.*

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Page 5

22 Nov 57



Standard Oil Co.
of California

OUT OF STATE, MIDSHIPMEN —

by

Jim Oberdorf

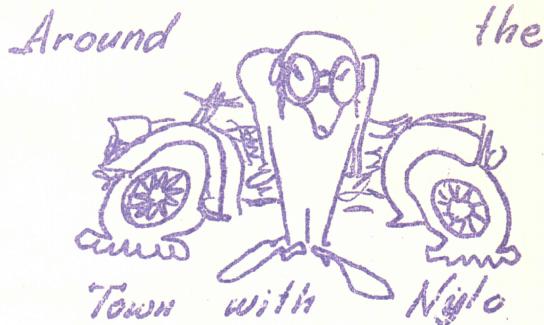
Our out of state personality this week is Richard Perrin, 3/c deckie. Cheese Boy is from West Bend, Wisconsin where he led the typical playboy existence at West Bend High School. After these four fun-packed years, "Rich" attended a year at South State College in Kenosha, Wisconsin; he heard of C. M. A. through a governmental agency.

"Rich" came west in an airplane to enroll. His opinion of California is, in a few words; "Wonderful, wonderful, turn off the bubble machine." His great disappointment is that here in the Golden State, liquor sales to eighteen year olds are prohibited. (Such is not the case in Wisconsin)*

When this advocate of Eastern beer was asked about his favorite member of our faculty, he came out with the ready reply that he liked them all. (Could he say anything else?) Already well traveled while in Wisconsin, Rich had traveled from Colorado to New York. Naturally, being from Wisconsin his favorite hobbies are hunting and fishing.

*Evidently Mr. Perrin has not heard of California's buddy-system.

Note: This article was forcibly extracted from "Shades" Oberdorf by the determined Editor of the Binnacle.



Another rather dull weekend this time which is becoming the rule rather than the exception!

Shows: El Rey (M 2-6722) Until They Sail with Jean Simmons and The Tin on a Dead Jockey will be playing. At the Crest (M 2-1621) Time Limit with Richard Widmark and Gun The Man Down will be playing.

Food: Try Remfrow's Steak House on Solano Avenue right off Highway 40 (about four stop lights). They are specialists in steak and chicken dinners.

Entertainment: A play to be put on this Friday and Saturday entitled We're No Angels from the movie of the same name. It is a very hilarious comedy. Midshipmen can get in for 75¢ (a lot of single, good looking girls attend these). It will start at 8:00 p.m. at the Vallejo High School Auditorium.

R E M M E M B E R B O Z E M A N ' S

Nyle

CRUISE MOVIES

AN ANNOUNCEMENT

It is regretted that the cancellation of part of the ordered films for cruise will be necessary unless the remainder of the Midshipmen who indicated their desire to attend the showings pay their \$2.50 to Midshipmen Killough or Leung before December 1, 1957.



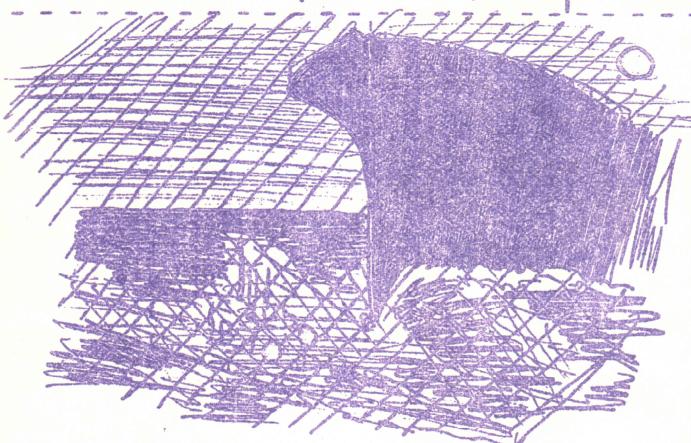
Because of lack of money.
Get with it.

The Binnacle

22 November 1957

Page 6

Boundary line
of San Francisco Bay
Bonita Point Light through
Mile Rock Light.



- IN EXTREMIS -

(Editor's Note: This is the last in a series of Letters on the International Rules of the Road. We are grateful to Captain Peter Gald, Captain, USMS, Head, Department of Nautical Science, United States Merchant Marine Academy, Kings Point, New York, for his forwarded opinions.)

Dear Sir:

Thank you for your recent letter concerning the debate "Should students be required to memorize the International and/or Inland Rules of the Road?"

Our views on this matter are keyed to the questions in your letter.

(1) CURRENT PRACTICES AT KINGS POINT

The Deck Cadets at the United States Merchant Marine Academy are required to memorize all of the International Rules of the Road, except Rule 9. They are also required to memorize certain Inland and Pilot Rules.

(2) HAS MEMORIZATION ENABLED ALL CANDIDATES FOR THE THIRD MATES LICENSE TO PASS SECTIONS DEALING WITH THE RULES OF THE ROAD?

Citing the record may be the best answer to this question. The Deck members of the graduating class of August 1957 all successfully passed the license exam in the Rules of the Road. This, if for no other reason, is the best case for memorizing the Rules. In the Class of March 1957, one man was set down for failure in the Rules of the Road. It is interesting to note that this failure occurred on two questions involving sections of the Rules that were not required to be memorized, namely, certain sections of the Pilot Rules.

(3) HAS MEMORIZATION DEADLINED UNDERSTANDING OR QUICKEINED IT?

In our opinion it tends to sharpen the understanding as it permits mature discussion of the Rules after the student is thoroughly familiar with the letter of the Rule.

(4) IS THERE ANY CASE FOR THOSE ADVOCATES WHO CLAIM THAT MEMORIZATION WILL, IN THE INSTANCE OF CRISIS, BRING BACK THE "SAVING KNOWLEDGE"?

We have no specific case on record of such an instance. This does not mean, of course, that it has never happened. We believe that the possibility of it happening would tend to be increased through verbatim knowledge of the Rule. As you know, it is easy to recall something with which you are thoroughly familiar, and which you have associated with certain types of incidents. When such an incident actually occurs it may well bring to mind, or "trigger" the saving knowledge.

(5) IS THERE ANY CASE FOR REQUIRING THE STUDENTS TO KNOW THE RULES AND TO UNDERSTAND THEM WITHOUT REQUIRING THEIR EXACT DUPLICATION?

It is believed that students should know the Rules of the Road verbatim as has been indicated under Question 1. This point of view, it is believed, will stand up to the rigors of both the watch standing requirements of the Merchant Marine service and the Navy, as well as Navy teaching assignments, in the Rules of the Road, to which a young naval officer may be assigned.

It may be said in response to your final request, that is, instructor's comments, that the instructor in the Rules of the Road is in complete accord with the remarks under each of the above questions. We hope these comments will prove helpful to you.



The Propeller Club of the
United States
Founded 1927



THE DEAN'S CORNER

by M/S Allgauer

Dr. Ogden informed me that the library has already received one-half of an expenditure of \$1,400, the rest is coming soon. These books are mainly technical references, but there are some for general interest. These center around the bay area and should be of particular interest and value. Why not check the new list at the library; a little extra-curricular reading does much good.

There is now a good prospect of acquiring two new teachers for the coming year. This would mean accommodations for more midshipmen. To help this expansion along a new innovation has been approved for publicizing C. M. A. The Dean, accompanied by Mr. Thwing, will visit school districts in towns and cities that have never before heard of C. M. A. They will talk with the school counselors and leave printed information with them. Also, before entrance exams are given C. M. A. will publish the details through the Associated Press, which will hit many towns we could not otherwise get the word to.

A number of midshipmen have acquaintances who are considering taking the entrance examination for C. M. A. It would be of interest to prospective entrants to know the entrance exam dates in advance; they are as follows: Here at C. M. A. they will be on the first

Saturday of January, February, March, April and May. The College Board exams will be conducted December, 11 January, 8 February, 15 March, and 17 April. It is a good idea to make application a month in advance.

The following is a list of entrance exam dates and places: 12 April, Sacramento Senior High School; 22 March, Hoover High School; 5 April, Bakersfield High School, Warren Hall; 5 April, Washington Junior-Senior High School; 31 March, Los Angeles--no details as yet; 1 April, Long Beach--no details as yet;

NOTE: On the days of the Santa Barbara and San Diego exams, the T. S. Golden Bear will be in those ports. Prospective entrants are invited to come aboard.

THE COMMANDANT SAYS:

By M/S Greender

On Thursday, 21 November, this Reporter had an interview with our Commandant of Midshipmen. The following information was gathered.

All hands are reminded that they must make the Thanksgiving Liberty formation and all other formations of liberties of three days or over.

All hands drawing weeks on base during the Thanksgiving leave are required to make their intentions known by checking with the Gate House prior to the Liberty Formation.

Midshipmen owning cars are reminded to start looking for new parking places. You will not be allowed to keep your cars on the base during cruise.

Midshipmen take note! things are going to start popping up on the berthing plateau next week.

Another Lifeboat Exam will be conducted on December 17 and 18. This exam is for 2nd Class Deck Midshipmen and for those 2d Class Engineers who did not qualify during the last exam . . .



M/S with lanyard attached.

LIFE AT CMA . . .

A LOOK AT GR & R . . .

UNSERIOUSLY SPOKEN . . .

Before I came to GR & R life was simple and beautiful. I gazed at a ship and saw its symmetry and grace, little realizing that it was the victim of countless rules and regulations drawn up by small frustrated men who published brown, yellow and orange PAPER-BACKS and distributed them, suspiciously, free of charge to the boys at the maritime academies. It started out innocently enough. The first paragraph of my beloved text began: #The regulations regarding inspection of cargo and miscellaneous vessels interpret or apply (notices the word or: it is an important clue to the whole mystery of this course) R. S. 4399, 44-00, 4417, 4418, 4421, 4423, 4426, 4431, 4433, 4434, and 4453, as amended, sec., 14, 29 Stat. 690, secs 10 & 11, etc., etc., I immediately became INITIATED . . . Alas, I had at last entered the SACRED LEAGUE of those PRIVILEGED enough to learn the intricate DETAILS of SEAMANSHIP! No longer would I stare, child-like, at the huge bow, the bent rail, the distorted coaming, the torn lanyard. I would stare at them and see in my mind's eye great abstract THRILLING concepts, huge LEARNINGS that gave me more POWER over my contemporaries. Where they saw only the HULK, I saw the SHINING detail, which, of course, and by the same token would, other things being equal, and if my LANYARD was attached, would enable me to safely bring my HULK into port as compared with my contemporaries who might not even get to port . . .

Several days later I sat in class and heard his magic words. POETRY it was! true poetry. I loved poetry . . . and it was good to hear him tell me that motorboats (usually called motorboats) were CLASSIFIED! For years I had wondered WHY one boat was less than 16 feet in length and another was 16 feet or over but less than 26. NOW I KNEW! Now that great BT RNAL FRUSTRATION that had

embittered my whole existence ended. He read the answer in GR & R!

Motoboats will be under 17 feet if navigating waters whose shore lines offer harbours of less than 16 feet in longitudinal direction inasmuch as a 16 foot boat could not, according to the laws of Physics (see Belland) enter a longitudinal area less than 16 feet, unless, of course, a small lanyard were attached to the sternfast, in which case it will be of 1/8th diameter manila, even though manila is usually measured in circumference . . .

It was this sort of poetry that brought me to the ECSTASY THAT only the medieval saints knew. Ah bliss, ah rhapsody!! I knew what saint-hood was, what martyrdom could be!

GR & R is not dull, dear third class deckies. It is an exciting course, full of. For example, you often wondered as you saw mothers with their screaming infants walking up the gangway of great white ships, how many of these infants the ship COULD carry; and you often tried to take the gross tonnage in units of 100 cubic feet, and allowing for stowage factors, tried to imagine how many would fit into the great white BULK. How often you dreamed of being asked:

The vessel has a cubic capacity of 7040 tons, long. Its TPI is 8. Its ITM is 3. Its FWA 4. Its mean draft 000.0. Its BM 10 feet and the incrysal above the water plane 3.999. How many infants, with a stowage factor of 120, could be loaded?

Dear friends, how many nights did you labor on that problem? and in some fitful nightmare you came to the GRAVE conclusion that 348456.3 infants could be loaded and you hoped that HE would ask the question, and you even scribbled 348456.3 on your yellow cover, in case the answer would not come in the dying moments of your exam . . .

Dear Reader, GR & R would save you all that worry. For, according to regulations a child under one is NOT counted as a passenger and so the answer to the question is: there is no solution, inasmuch as children under one years of age are not counted as passengers and not being counted, how could they exist? and if they did not exist (call them Z'RO) nothing mathematically

(Continued on Page IX)

The Binnacle

22 Nov 57

Page IX

The Army
Dredge we
see every day has
two rudders and
is twin screw.

LIFE AT CMA . . . A LOOK AT GR & R . . .
UNSERIOUSLY SPOKEN

(Continued From Page VIII)

could be done. Now could it? Unless, of course you have the added knowledge that 10 % of the lifejackets carried will be in children's sizes, in which case you would know that if you had 80 children's life jackets aboard you would have 80 children to go aboard. But that is AN ADVANCED CONCEPT that the student of GR comes to late in his term . . .

But GR & R is really valuable. Many things will be of value. You will learn about hospital spaces, toilets with gravity lifts, type B Life raft skates, 2½ inch hose in lieu of Table 95-15-5 hose, and other inasmuches. But when it's all over you will know your ship and feel secure that you know your ship, and know that you know that you know your ship, and that knowing is the real reward for studying GR & R . . .

CLASS ACTIVITIES . . .

By M/S Manath

1st Class - - - Upon interviewing M/S Steele, I find the First Class has but one scheduled event in the future. Due to the importance of this event, 1st Classmen will be devoting much of their time in the future to making it a success. This event will be the sitting for their licenses in August. After cruise, preparation will tighten the schedule for these exams.

2nd Class - - - During my interview with Mr. Hegeman, 2d Class President, he told me the 2d Class is at the present time selecting class rings. They have contacted several manufacturers and believe they have found a suitable ring. This ring is of a new design and it is believed to be of superior quality as compared to previous rings. The next scheduled event for the 2d class will be the ring dance which has been set for some time

in June or July. Details will be taken care of after cruise.

3rd Class - - - The 3d Class is preparing for the coming Christmas Dance, Saturday, 7 Dec., with M/S Chiarvalle, 3d Class President, assigning various committees for this dance. These committees will take care of such things as decorations, refreshments, dance band, publicity, and art work. With the combined efforts of the 3d Class, this should be a very successful dance. M/S Ferbrache has been elected Vice-President of his class, succeeding M/S Prince who, regrettably, chose to resign recently.

THE NEWMAN CLUB . . .

By M/S Hates

The meeting was called to order last night at 1830 by President Hopes. Father Moore, the Club's Chaplain, gave the opening prayer and Secretary Miranda read the minutes. It was decided that a dance could not be held until after the cruise. A question was asked about whether a chapel could be built on the Academy grounds. M/S Duncan said that California Law forbade it, but one might be had on the Training Ship.

Father Moore gave a talk on marriage and gave the closing prayer at 1930. He later held confessions.

THE CANTERBURY CLUB . . .

By M/S Cox

The 19th of November was the setting for an inquisitive adventure for men of the Canterbury Club. Vallejo Junior College students and Academy Midshipmen traveled to Cal. Aggie Campus upon the invitation of their Canterbury Club to hear an informative guest speaker, Dr. Paulard. Dr Paulard is one of the outstanding nuclear physicists in the United States; he contributed to the development of the atomic bomb. He has recently been ordained to priesthood in the Episcopal Church. He spoke on religion & science. The audience of 150 were thoroughly absorbed by Dr Paulard's interesting lecture.



The Binnacle

22 Nov 57

Page X

Get Your Cruise Movie
Money in now..

The Lubbers Line

by M/S Lucas

Bee-keeping, Its Impact On the American
Merchant Marine.

As you no doubt noticed (I hope) the Binnacle was shorn of its crown jewel last issue (this column). This regrettable event was due, not so much to my own laziness, but more to a paucity (insufficiency) of subject matter. The situation has not improved but a storm of protest was rained on my head. Ellis wanted space fillers in any case. ("I did?"-jte). In any case, I can no longer hold out against the manifest desires of my reading public. Therefore this will be the last Lubbers Line. I have actually got no particular message for anyone and _____ (censored) As the spirit moves me, I may occasionally drop an epigram or two for the general edification of the corps. So much for the Requiem and my apologies . . To these of you (RPS) whose vanity I may have poked at one time or another.

Forsan et haec olim reminisci juvabit.



VIRGINIA LEAVING CMA . . . Secretary to the Superintendent and to the Commandant of Midshipman Resigning After Three Years of Service . . .

(Editor's Note - - Many of the Midshipmen on the Base know the Secretary to the Superintendent as "Virginia"; she has always been a cheerful person to know and her recent resignation will be regretted by us all. Good luck, Virginia! The following article was submitted to the Binnacle by Mrs Jensen; we are happy to print it.)

* * * * *

Three years ago there was a vacancy for Secretary to the Commandant. Seems as though there had been a great turn over of secretaries in that office, and we looked forward to a replacement who would be efficient and stay awhile. We found that replacement in Virginia Denton. She came to us with a family of three lovely daughters, twins and a single. After three years here she has recently remarried and is now Virginia Scoles . . Her last day will be 27 November. Thanksgiving it will be, but only for Mr Scoles, not for CMA. Mr & Mrs Scoles are planning on moving out of the city . . . a little traveling, and eventually a little business of their own. Good Luck, Virginia, where ever you may go! We will miss you!

SPACE FILLER . . .

Lest it be said that Binnacle members "go for the Binnacle" for that "extra!" morning sleep, let it be historically recorded that this Final 1957 Edition was secured by its last three slaves at the following times this date (22 Nov 57):

GRAHAM - 0147 *LM*
RIDD. RYOLD - 0345 *RUR*
ELLIS --- 0345 *GE*

Amen.

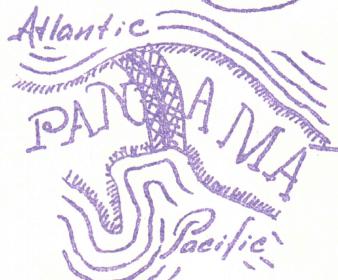
Thanks to:
Mr Ross for
the coffee during
the term; and to
Mrs Jensen for
her expert duplicating
skill . . . without whom we would not have
survived!

Pinnacle's 58' CRUISE REPORT

Page 11

Panama

Art: Riddervold
Script: Bird



PANAMA * Key to the East - is a small republic of Central America surrounded by the banana states - on the east by Colombia, and on the west by Costa Rica. The country is densely forested by thick jungles that cover the interior. The only exception to this is the upland portion on the Pacific side.

The climate is that of a typical tropical country, being hot and very humid.

The history of the country dates back to 1502 when Columbus landed on the Isthmus. It was under Spanish rule until 1819 when Colombia rebelled and proclaimed itself a republic. From 1819 to United States intervention in 1903 the history of the normal banana republic was the order of the day.

The United States Marines were landed at least a dozen times to put down rebellious bandits. In 1903 the republic of Panama was formed and in 1904 the United States aquired the Canal Zone.

The commerce consists of agriculture, some mining and pearling. The chief exports are bananas, fiber products, rubber, and a small quantity of grains.

The Western city is Balboa with a population comparable to that of Oakland, California.

This reporter, while unable to give direct quotes of any Midshipmen, was given to understand the following about Balboa; a lively little town whose main interest in life is to eat, drink, sleep and make merry.

There are, however, a number of nightclubs, bars and private clubs to take care of all wetting interests of all concerned.

In Balboa, as in Callao, are to be found excellant bargains in almost all lines of goods.

Sounds good, doesn't it?

A collection of
 facts, fictions,
 fumies, and foolnoles
 of our profession.
 by
 Robert Kiddervold



Black Gang NAVIGATION

With a pair of calipers and a twelve-inch rule,

The "Chief" climbed up on his cabin stool;

Looked out the port at a bit of land,

As he shifted six pencils from hand to hand

He then took a bearing on God knows what,
And hurriedly grabbed an old grease pot.
Jumped down below the "rebs" to take
And wound up the steam gauge by mistake.

He looked at the clock and yelled for steam,
Then wrote in the log: "diamond Head's abeam,"
" Right-O, Chief," as the Aussies say,
Abeam twelve hundred miles away.

With a nine inch-pipe and a monkey wrench
He took a sight from the ship's work bench.
An oiler skidded as a wave made her roll,
So he measured the slip with a long pike pole.

Then he added, deducted, divided by three
And said dead ahead's Cape Flattery.
Navigation to him is mere child's play,
Though Flattery's two thousand miles away.

He took the bilge soundings and added the log,
Deducted her draft, made allowance for fog.
By the sea temperature her speed multiplied,
Threw the "Old Man's" barometer over the side.

Blew the whistle three times, set his watch back an hour,
Tied the safety valve down with a half sack of flour.
One more revolution, he told the Chief Mate
Will bring her in sight of the Golden Gate.
Better grab something, Chief, and take a turn,
'Cause the Gate's four thousand miles astern.

Courtesy: Finn Davidson
Retired Chief, Matson Lines

Page 12

CMA SPORTS



DAVID AND GOLIATH
by
M/S Young

On the 13th of November this reporter watched a battle between the two giants, "E" and "B" companies. Before the race "E" company seemed to be the favorite. Even some members of "B" company had their spirits dampened. The "B" company team, with M/S Monahan as coxswain, hastily got their boat out of the boat basin; while the "E" company team, with M/S Mason as cox'n, carefully selected their boat(to make sure it had no center-board), scraped its bottom with a line(to make sure its bottom was clean and smooth(, and insisted that they had the extra long 14 foot oars, to give them extra leverage, which later proved to be their undoing. Once "E" company got their boat out of the boat basin, the liberty launch, under the capable command of Mr. Twing, the starter and judge, towed the boats to the starting line.

Once the boats were in position and Mr. Twing started the race, the up-to-then underdog "B" company took off with a burst of speed. This caught the "E" company giants with their pants down. "B" Company soon increased their lead to several lengths. The "B" company team showed good spirit and rythym, while "E" company seemed to have fallen apart. For one thing they were unfamiliar with long oars, and the rough water and weather only added to their hindrance. With this handicap, "E" company could not keep up with the burning pace set by "B" company, and soon fell a good twenty lengths behind. The "B" company team crossed the finish line the undeniable winner.

The alleged giant "E" company had toppled and "B" Company emerged the new champion.

Editors Note:

Yes, "B" company emerged champion in that race, but what happened yesterday. "A" company is now the champion!

G.M.A. FIRST TO LAND BEFORE MARTINES

by
Mrs. Dale

Sea Horses again dominated the hoop as they beat the Alameda Marine Reserve, 40-28, on the Academy's home court in Mayo Hall.

The city league leaders were held to a tight game the first half, leading the Marines by only nine points, and ten points at the third quarter mark.

Guards Schiefen and Allison 1/c led the fast break over the superior heighted Marines. There were no land- ings by the Marines when allison stole the ball and passed to fleet footed Schiefen for two points. Speed and defense displayed by the seamen was the deciding factor.

The next game featuring the fleet Academy team will be a practice encounter with the Mare Island Mariners on the Home court.

If you can't get away for a vacation you can get the same feeling by staying here and tipping every third person you meet.

CMA SPORTS



Page 14

C.M.A. LEAGUE LEADERS

by
M/S Dale

The Sea Horses of C.M.A. continued their supremacy of the hardwood by beating the Vallejo Sophomores, 68-23, on their way to the undisputed lead of the city "BB" league.

With guard Schiefen stealing the ball and employing the fast break, C.M.A. rolled over the Sophs. M/S Schiefen was high point man with 14 points, followed closely by M/S Riddle with 10 points.

The fast break practiced by the Academy team finally paid off as the Sea Horses rolled up an 8-0 score, before the Sophs could score. At the end of the first quarter the score was 20-3.

The Apaches were clearly outplayed on both offense and defense while the Academy team played one of its better games.

Rebounding ace Parks, for the Apaches was a thorn in the Academys side as he continuously stole rebounds off both the offense and defensive boards.

The Academy now has 2 wins against no defeats in league play and as a result are leading the league.

"E" COMPANY WINS AGAIN

by
M/S Daugherty

Last Tuesday, November 12 mighty "E" Co. took on a surprisingly strong "D" Co., in an intra-mural basketball game. Although "E" Co. won 52-24 the game was a lot closer than the score might indicate. At half time the score stood at 26-16, in favor of "E" Co. In the second half the titans of "E" began to put on the pressure and so fan the score up to a 28 point margin at the final buzzer.

M/S Schiefen was high point man for the game with 15 points showing good rebounding ability as well as a scoring power. Other scorers contributing to the "E" co. tally were M/S Fisher, Daugherty, Allison 1/c, Graham, Thorpe, and Muncy.

Leading the score for "D" Co. was M/S Simmons with 11 points. Aiding the "D" Co. score were m/s Heleski, Page, and Wightman. All in all it was an exciting game with "E" Co. too much power for winless "D" Co.
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"B" COMPANY EDGES OUT "D" COMPANY 37-23

by
M/S Thorpe

M/S Moralis scoring the last two points ended the closest and most exciting game so far in intra-mural play. M/S Moralis led "B" Company to victory with 17 points. M/S Simmons was high point man of "D" Company with 12 points followed by M/S Fielder with 11 points. "B" Co. scorers were Moralis 17, Morris 4, Monohan 5, Seaman 5, Gosling 2, and Ferbrache 1. D Co. had James with 2, Wightman 7, Simmons 12, and Fielder with 11.

RIFLE CLUB NEWS

by
M/S Daugherty

Under the able guidance of M/S Duncan, the Rifle Club is in the process of planning several competition matches with other clubs. M/S Duncan reports that the club will have at least three matches before Christmas leave commences. He also stated that there is a need for approximately six more men on the team. Any interested Midshipman should contact M/S Duncan or Muncy as soon as possible. Active members of the club at present include M/S Muncy, McDevitt, Riordan, and Herrin. As a whole the club is progressing very well and any new members will be most welcome.
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