

The Binnacle

MONTHLY PUBLICATION OF THE CALIFORNIA MARITIME ACADEMY

VOLUME I NUMBER 2

SEPTEMBER 1940

EDITORIAL

"Foresight"

By Lt. Winbeck

Countless words have been written, and will be written with the object in mind of exhorting young men on to a better and finer life, or urging them to be loyal to their home, their profession and their country. Only too often will the reader glance over such advice and instruction casually or hurriedly, promptly dismissing from his mind the words he has read, in the meantime letting his thoughts run to topics of more immediate interest. Nevertheless it is not expedient nor judicious to dismiss lightly such advice and counsel offered us from those more experienced.

It is time for the young man who is reaching his maturity to learn to use his mind, to learn to think. It is not sufficient that he thinks of the immediate present, but to contemplate the future, to look forward, to endeavor to foresee the probable results of his present action. In other words, the cadet at the California Maritime Academy is asked to become familiar with the word, "foresight!"

It is so often true that when a task is imposed upon us, we immediately proceed, having only one objective in mind--to finish our chore as quickly and painlessly as possible. Thought is

not given to the proper ways and means of performing the designated task. Almost every day each of us has an opportunity to use foresight, its use enabling us to do a job better, often more safely, and very often saving us time and labor. How many times Cadets have been asked "Why didn't you do this?" "Why did you do that?" with the almost universal answer being "I didn't think about it", or even "I didn't stop to think."

It would undoubtedly be too much to hope that everyone would endeavor to use even a modicum of prudence and forethought, but it is absolutely necessary for a man training to become a leader to do so. The Officer of the Deck, the Engineer Officer, the Master, the Mate--all must have the ability to foresee eventualities that may arise, to prepare for emergencies, be ready for difficulties that may be encountered. The answer is to think--think ahead a few moments, hours, or weeks. How many of us have performed tasks that, had a little foresight been used, could have been performed with far greater ease and dispatch. Now is the time for the Cadet who is learning to be a leader and who is beginning to have responsibilities, to start learning the inestimable value of the practice of using foresight in their everyday work. Why not develop the habit of thinking ahead!

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NEW EXECUTIVE OFFICER

Mr. George Barkley, former Executive Officer of the California Maritime Academy relinquished his duties in that capacity in order that he may take a years leave of absence to serve with the U.S. Navy. Mr. Barkley who for ten years has been so actively concerned with the growth and development of this Academy, and through his efforts has helped to make the academy what it is today, will be greatly missed.

Mr. Barkley has been replaced by a very able officer, Mr. B.M. Dodson, who has just finished a years service with the U.S. Navy and was before this time an instructor at our Academy.

DANCE AT BERKELEY

C.M.A. came through again with one of the best dances yet. Arranged by Warren Prada, A Berkeley lad, the dance was held at the Berkeley Country Club.

The dance, by being held in Berkeley, was surely a boon to the Eastbay Cadets, and those who lived south managed to get there too.

A very nautical atmosphere was realized when "Dopie" Donaldson arrived with all the signal flags that the good ship Cal. State possesses. They were strung up by able hands fore and aft along the spacious dance hall. Music was furnished by Homer Cockrill and his orchestra with a very charming singer.

Nice going dance committee, we cant wait until the next jig!

A.K.R.

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SWABS ENTERTAIN WITH EVENING OF FISTICUFFS

In an evening of boxing and light humor, the fourth class presented their first of the traditional "Swab Smokers". While seven boxing bouts made up a complete card for the evening, other highlights accordion, vocal, and piano solos, along with three comic skits of typical smoker caliber. Mention should also be made of "T.T." Thomas' impromptu dance of the broom.

By finally quieting the spectators with free smokes, the evening was off to a fast start when Tourtillotte and McCullam, two competent boxers, held each other to a draw. The bout between Dorecy and Barrett found two men evenly matched in everything but height, and little

Dorey looked the part of a jumping-jack before he managed to capture the honors. Kofoid vs. Geandrot started out as another real battle, but Kofoid fell into one of those wild swings that left him a bit confused, and Geandrot was awarded a T.K.O. in the second round. "Hugh Herbert" Robinson's entrance into the ring was greeted noisily, but Peaslee a tough opponent, and the three rounds ended in another draw.

With Freddie Fouille II, our leather-lunged announcer again bellowing, "The next event will be threeee--rounds of boxing!", L. Woods and Davidson climbed into the ring. Their scrappy contest was finally awarded to Woods. Knight didn't tire quite as fast as Moon, and managed to come out on top in their set-to. The scrap between Fennick and the "Hollywood II" lad could be classed as the main event, being a real battle with Guertin slugging everything in sight, not excluding Bob Wilson the referee. Fennick came in plenty fast at the start however, and was awarded the win.

Accordion solos by Hama and the piano playing of Kofoid, filled in nicely between the bouts; and T. Woods received his share of applause by singing several popular songs. Gates as a Hindu swami with the artful help of his stooge, Tourtillotte, was quite adept at naming hidden cigarettes or the secrets of cadets. "Double Exposure" dealt with an embarrassed lady of the house who didn't realize her caller was merely a baby photographer. Martin, peering out from under a wig made of an old deck swab, looked very feminine. In the third skit, Silva, as Don Tobacco, and Cleary, the sailor, wooed their lady (Gregory) in true horse opera fashion, even to the crazy stage effects.

The fourth class has promised us another evenings entertainment in September.

INSTRUCTION ON THE MONTGOMERY

To the amazement of the cadets, we were honored on 19 August by a return visit of the Destroyer Montgomery, this time returning to take our Naval Reservists and teach them the science of naval routine.

On the above date the fourth class was conducted on a general tour of the vessel, which embraced the construction and fitting of the ship. Naturally, the "Stabs" were considerably impressed.

On the following day, the First Class went aboard at nine in the morning and spent six hours cruising in the Bay and outside the Gate. The morning was spent in various drills; general quarters with the Cadets manning the guns, a collision drill, and a short talk on fire and damage control was given by the Executive Officer of the Montgomery. A "light" lunch was served at noon, after which the Engineering section shifted to dungarees and disappeared into the lower spaces of the ship. The Deck section headed for the bridge where their knowledge (?) of piloting and navigation were put into practice. It is understood by this writer that considerable confusion was had aboard the Lightship when a hoist signifying "submarine sighted, get underway" was hoisted.

On the next day, the entire Third class, including C.F. Smith who was dragged, loudly protesting against being forced

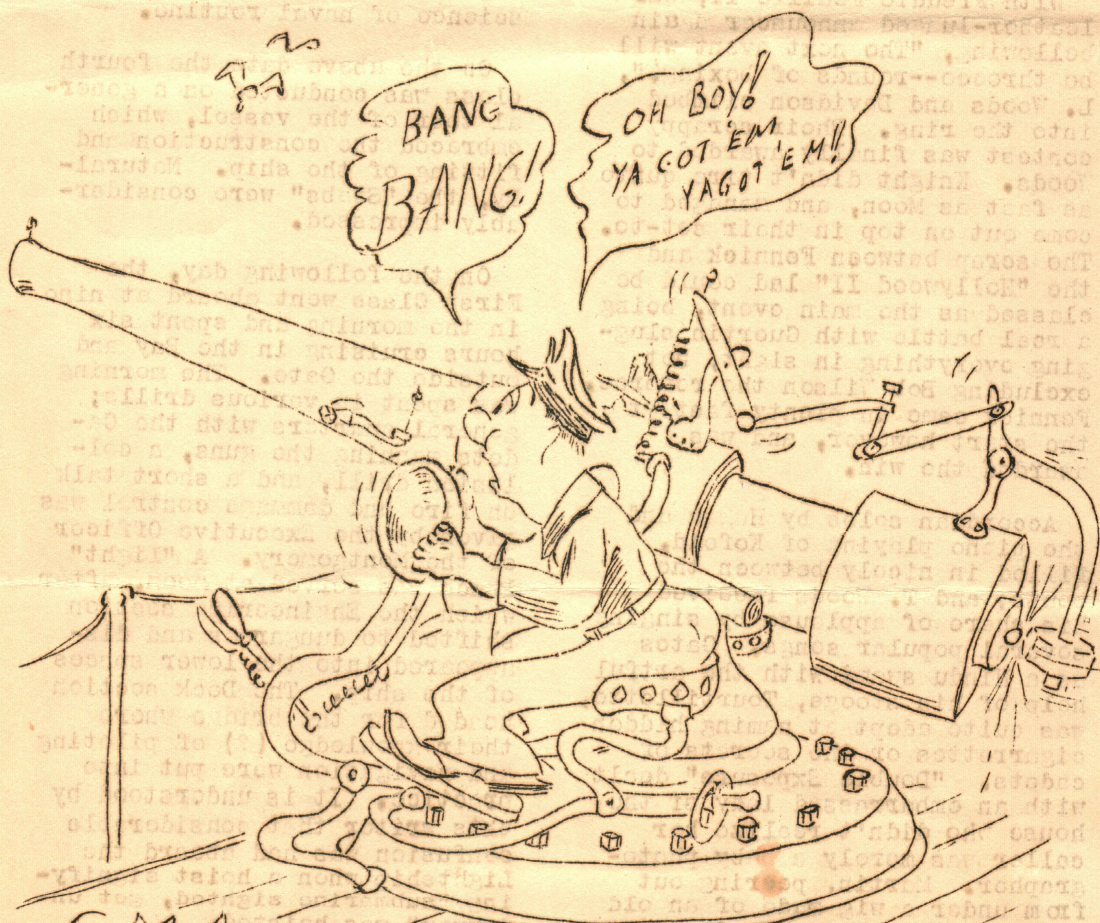
CALIFORNIA MARITIME ACADEMY ACTIVITIES

to go aboard a "non-unionized naval vessel", embarked for their one day tour of duty with the Navy. Approximately the same routine was followed although it was noticed that the noon lunch was still "lighter".

At three-thirty, to the relief of the personnel of the Montgomery, the last boat load of cadets were taken back to their own ship, for once grateful for the comparatively spacious living quarters aboard the CALIFORNIA STATE.

HARBOR DAY

Harbor Day (August 24) held more excitement in store for the cadets of the California Maritime Academy than just rowing races. At ten o'clock that Saturday morning the open whaler pulled out of the slip and the coxswain called other cadets attention to a large fire at Treasure Island. The Coast Guard cutter that came to assist our Academy in their activities at Treasure Island soon followed the whaler out



C.M.A.
ABOARD THE
U.S.S. MONTGOMERY

CSS

of the slip with four 24 foot pulling boats in tow. The power in the cadets anxiety to get to the Fair was almost enough to move the whale boats without a tow.

Because there has been a rum- or circulating about that our Academy will be moved to Treasure Island and that the California Building would be donated to us, the hearts of C.M.A.'s potential heroes were very depressed upon arriving at the Fair and seeing the California Building in Flames. As soon as the Whaleboats were secure, the cadets ran to the fire and assisted in restraining the multitude until the danger was over. One of our swabs carried a message into the inferno for a fire marshall, others watched the fire subside until it was time for the boat crews to have lunch. Enough bouquets our way, we want to congratulate the men of the fire departments the Army, the Destroyers Montgomery and Ramsey, and the policemen who all did their part in controlling the fire and protecting the visitors at the Fair. No one seems to know how the fire started, but I heard someone mention that Santa Barbara Chamber of Commerce Special Espionage Service.....

The first rowing race of the Harbor Day program was between the classes of our academy, namely; the first-class deck, the first-class engineers, third-class engineers, and fourth-class deck and engineers. An absolutely impartial drawing was held by Lt. Winbeck for the selection of the pulling boats. Coxswain "Lucky Pierre" Calou drew the C. M. A.'s favorite, No. 1 for the first-class deck. Coxswain Weeks drew No. 2 for the third-class engineers. Coxswain drew No. 3 for the

fourth class. Coxswain Ross drew the CMA headache, No. 4.

The race started off the northeast end of the Island almost under the Oakland side of the Bay Bridge and finished in the Treasure Island Yacht Harbor, the distance of approximately one mile. There can be no complaints as to the start of the race, it was perfect. But the first class deck crew soon exhibited their their supremacy in rowing by pulling into the lead and holding it throughout the race. The swab crew proved to be a constant threat by finishing a close second. The third class engineers held third place until the last quarter of the race when Coxswain Ross started calling "Beer" instead of "Stroke" to the first class engineers and "Sub" No. 4 surged ahead to tie for third place. The prize for this race is a set of school sweaters which will be made for the first class deck team. Congratulations, boys, hold that record!

The second race on Harbor Day was between a team from the Maritime Commission Officers Training School at Government Island and the Varsity Rowing Team of C.M.A. This took place on the same course as the first inter-class race, but did not end nearly so close. We realize that the M.C. Officers were greatly handicapped by using our boats instead of those in which they usually practice. This is probably the reason they lagged about 300 yards behind our Varsity team at the finish. Coxswain Nat Main was tossed into the bay by his champ team upon arriving at the dock. Then Mr. Haehl Jr., in behalf of the San Francisco Junior Chamber of Commerce, presented

Cadet Main with a beautiful plaque. Our shivering coxswain replied briefly, "Gee, (puff) thanks!"

L.H.E.

* * *

FOURTH C-3 LAUNCHED AT MOORES

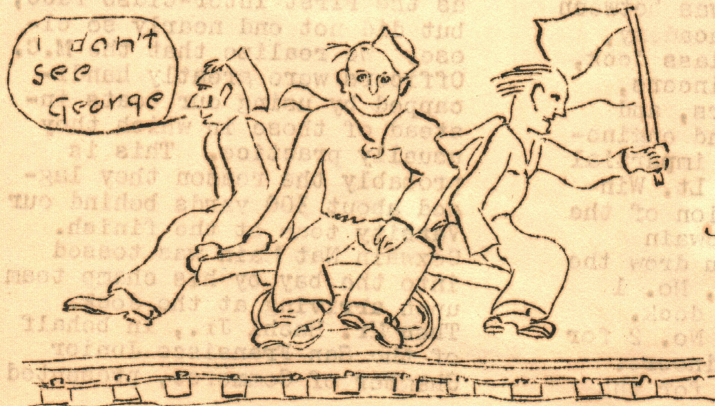
The Moore Drydock and Shipbuilding Company carved another notch in their shipbuilding record as their fourth C-3 type cargo vessel slid down the ways at 1915 Wednesday, August 27, just 48 days after the keel was laid, and incidentally, just one minute and five seconds before C.M.A.'s representatives, Jensen, Owens, Peterson, Newman and Calou arrived on the scene.

The vessel was christened "Mormasun" by the Moore-Cormack Steamship Company, and it will engage in South American trade.

Moore's second C-3, the "Sea Star", was inspected by the C.M.A. ship construction experts and was pronounced to be one of the very best built ships they had ever laid eyes upon.

Our compliments to the Moores.

R.P.C.



One of the first suggestions of the Athletic Committee was to consider the setting up of a definite program of sports.

First of all, each sport will have a league, with regularly scheduled competition. Secondly it was thought that as far as practicable, each class should enter a team in each sport. Each class shall meet every other class in all sports at least once throughout the year. Winners in each sport will be determined by the percentage standings of a round robin schedule or by elimination tournaments.

The class standing in sports will be determined on a 6-5, 4-3, 2-1 system will be used. The class having the greatest number of points will receive an appropriate award. Individuals winning or helping to win individual sport championships will also receive an award. So lets get in there and fight! Yea team!

ROWING

The First Class Deck rowing crew are all measured for those promised sweaters the winners of the interclass "Regatta", were to receive. The consensus of opinion is that

SEMAPHORE
PRACTICE

N.M.

the varsity should have received them instead.

* * *

BASKETBALL

According to Johnnie Cleborne the basketball league is under way. The first game of the schedule resulted in a win for the Third Class Deck over the Fourth Class section "A"; score 38-11. The league consists of a team representing each class. A round robin schedule will be played.



HANDBALL

A handball court has been erected on the concrete apron near the basketball court. On every afternoon set aside for recreation, Mr. Robberson and his handball devotees are doggedly pounding a ball against the backboard.

PISTOL AND RIFLE

In spite of the fact that the rifle range is occupied by the Fourth Class as a recitation room, the Daniel Boone's carry on. The furniture is moved out of the way and then Joe Kaydet bangs away at the targets. How about some instruction for left handed gun handlers Mr. Winbeck?

HORSESHOES

Cadet Homer Karr, who is in charge of horseshoes, says he wants two more courts and three new sets of tournament shoes and stakes, then he will be really ready to start throwing the shoes around. Mr. Dwyer, who is the Officer in charge, is always willing to give a few practical and definite pointers on how to hook the stake. So come on out and try your hand at slinging the bull--er--ah--the shoes around.

SAILING

Sailing devotees are having a hard time trying to find a good breeze at the right moment. The usual practice is to sail away from the Base and row back. But sailing itself isn't very much exercise, so a little rowing won't hurt the boys. We still lack boats that are really sailable.

E. T. H.

RAMAPO

Ramapo has turned out to be a very popular sport with many of the cadets which is proved by the large number that turned out for that sport. Another court had to be built in order to accommodate them. Cadets are urged to organize teams between the classes and between individual groups so tournaments will be going strong in the near future. Captain Mayo has promised to donate trophies to the champ teams and Mr. Ellis is going to give a cup to the high-scoring man.

Here are the rules we promised you so you can practise now without different opinions of scores.

Ramapo is played either with a seven (7) or a nine (9) pound medicine ball, and twenty-one (21) points constitute a game.

Court-

The court consists of a rectangular area 20 ft. by 40 ft. which is divided lengthwise by a center line and crosswise by the net which is 7 ft. high and 18 inches wide. Fault lines are drawn across the court 6 ft. behind the net on each side. Each team consists of two forwards and one back: each forward covering his half of the court forward, and the back covering both serving courts.

Serve-

The ball is put in play by the back who serves alternately from one court, then from the other, tossing the ball diagonally across the net to the opposing forward. When serving, the back must keep one foot on, or in back of the back line of the court from which he is serving. Failure to do so forfeits the serve to the opposing team. The serve must be received by the forward of the receiving team in his service court.

Failure of the ball to land in this court also forfeits the serve. Only one attempt is allowed at each serve and this must clear the net.

Points-

When a play is won by the serving team, one point is added to their score. When a play is won by the receiving team, the serve is transferred to their side. A play is won by a side when they so toss the ball into their opponents court that their opponents fail to catch it before it strikes the ground inside the court boundaries. A play is won by a side when their opponents commit a foul. The ball may be tossed not more than twice from one player to another of the same team.

Fouls-

The following conditions shall be deemed fouls:

1. A player touches the net with any part of his body
2. A player allows the ball to touch the ground while the ball is in his possession
3. A player holds ball in his person for more than five (5) seconds
4. A player throws the ball against the net more than twice without throwing it over
5. A player moves both feet after the ball is in his possession (a pivot step with one foot is permissible)
6. A forward leaves the ground with both feet while throwing the ball from within the front zone
7. A serve does not land in the service court (or, correct service court) of the receiving team
8. A back steps forward of the back line with both feet while serving

R.M.E.

PARTY for the first class at Oakland Laundry 21 September. Lets go! Porky's treat.

GEORGINA

On the afternoon of August 29, like a queen entering the threshold of a new country she is to govern, a beautiful nanny goat sauntered down the road leading to our base. Her grace was the ideal example of charm and loveliness, her expression was the acme of placidity, her voice would be the envy of any Metropolitan Opera star, and her smell, whewwwwww!

The "Fratthouse" gardens were the first graced by her presence. There she had the first opportunity to meet an interesting group of sea-going gentlemen in uniform, known to the outside world as cadets, and are noted for their smart poise and genteel approach to the members of the fairer sex. These young gentlemen took it upon themselves to keep this visitor from "Shangri-la" as comfortable and as entertained as possible.

We find an interesting study in the likes and dislikes of this auburn-haired enchantress. No doubt the most important of her likes is eating, at the same time being very particular what she eats. The bearded lady was first offered the fresh, crisp elements of a C.M.A. Combination Salad that was left from mess, but would she eat it? Not Georgina! She turned her delicate nose and quickly nipped the bright red flowers from a nearby geranium plant. Then she nibbled at the funny papers for desert, going for the Superman section in a big way. It was soon made known that Georgina ate frayed dungarees and any species of weeds. Her likes are; cadets, ships, automobiles, and Soogee (not mutual), she also likes to be petted, scratched, or have her beautiful, permanent-waved hair stroked.

Her chief dislike, and the

only one to be mentioned here, is the untactful manner in which the cadets attempted to have her render the savorious, rich goat milk.

During the Labor Day week-end when most of the cadets were at their homes for a few days, Georgina was given free run of the base, and appeared to enjoy it very much; but alas, that Sunday morning she dissappeared, and could be found nowhere. Perhaps she has gone to another outpost to brighten the lives of some other sailors or soldiers, or back to "Shangri-la" where they have been grieved by her absence.

L.H.E.

* * *

WHO-----

--is the prominent first-class deck cadet that had to ask an engineer how many feet there are in a nautical mile?

--had his be-yoo-tee-ful class ring less than a week when his "steady" took it over?

--is the smiling third-classman that doesn't know where the ship's chronometers are kept?

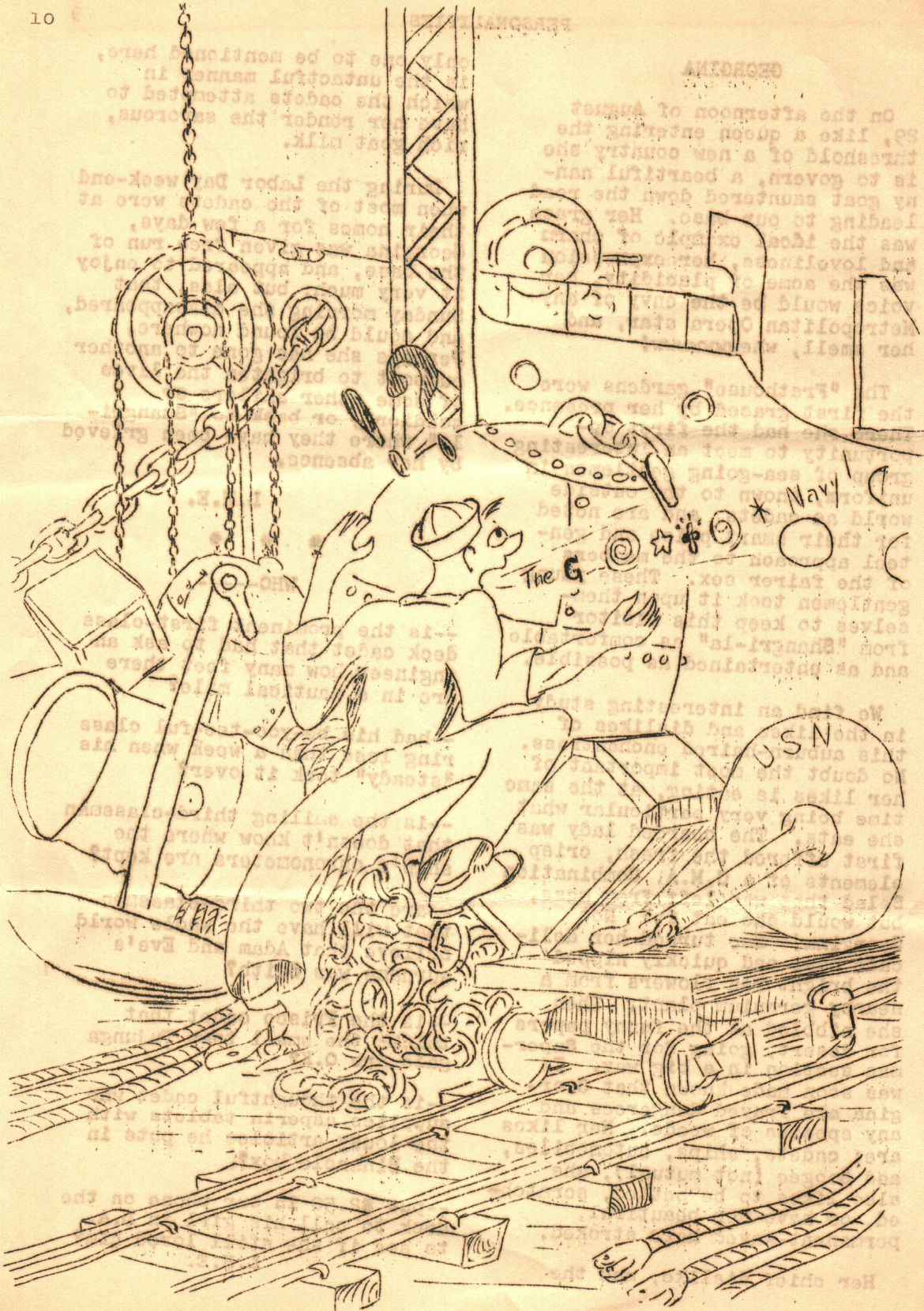
--are the two third-classmen that will have the whole world believe that Adam and Eve's surname was Smith?

--is the Frisco cadet that thinks the small town Tujunga gals are O.K?

--is the thoughtful cadet who supplies asperin tablets with the lousy articles he puts in the Binnacle box?

--put \$2.50 in our phone on the dock to call his girl in L.A. to see if she still loved him?

L.H.E.



NATURE NOTES

Our seagoing naturalist, Captain Horatio Blowhorner, on his return to port announces the discovery of an entirely new species of sea-animal. It seems that the learned Captain had noted for years the invariable squeaking of boat fall blocks in hoisting boats. Also that these falls at times parted. After much research, Blowhorner clearly demonstrated the presence of a small furry animal which makes its home in the checks of the blocks and, upon being disturbed emits its, plaintive, creaking cry at the same time indignantly growling away at the boat falls.

Captain Blowhorner has chosen for his unprecedented discovery, the name of "Squinket".

B.C. Oyan

BRUMPSNICK SNARK

"What Price Uniform"

It's early in the morning, Brumpsnick has liberty and is going to spend the day at the Fair with his best gal who has not been to the beautiful Treasure Island. It is one of those unusually warm days on which the San Franciscans can go without their topcoat and actually be comfortable. He and his girl, Flossy, are going to take the streetcar to avoid the confusion of driving and parking an auto.

0900...Cadet Snark is standing on a popular intersection in the big city filling his powerful lungs with that oh-so invigorating Mission Street air. Although no streetcars have passed yet, his heart is flying over the rails to the home of his love where he will meet her.

0905...A snappy convertible coupe pulls to a quick stop by the curb and the dapper old gent inside

pipes to Snark, "Going my way sailor? --always glad to give a service man a lift."

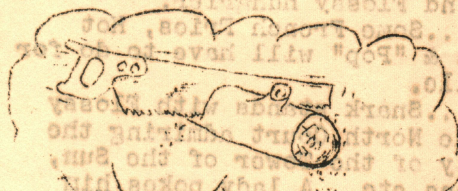
0910...Snark is earnestly trying to straighten out the same old story that he is not a Navy man, but attends a certain Academy on the other side of the Bay near a city known as Tiburon.

0920...Snark is ejected from the car at a convenient corner and has only about 12 blocks to walk to Flossy Fuzzytop's house. He's worried about being a little late, but smiles to himself as he feels the 7¢ in his pocket that he saved.

0945...Our hero lifts his heavy feet upon the porch, rings the bell, and is greeted by Flossy's mother. "Good Morning Brumpsnick, lovely day isn't it? Flossy will be down in a minute, she's fixing her hair.--just make yourself to home."

0946...Snark makes himself to home.

0952...ZZZZZZzzzzzz-Phrrrh



1000!!! "Wake up Brumpsy, you'll have to act like a gentleman if you're going out with me!"

1005...Adios an' stuff--off to the Fair.

1010...On the streetcar a "Mortimer Snerd" type gent taps Snark on the shoulder- "Hey buddy, what do you think of the War situation; are they going to send you boys over there purty soon?"

1010½..."Well I really don't know. You see, I'm a cadet at C.M.A. etc."

1030...At the ferry building.

"Boy, I want to by my tickets for the Elephant Train now. Do you sell them?"

1030½...Snark tries to be pleasant and answers, "No lady, I don't work here." (over)

1035...On the ferry, a little old lady who usually passes by at this time approaches Snark and asks where she can get a drink. The accurate reply was, "There's a scuttlebutt on the main deck, portside, just forward of the athwartship bulkhead."
 1046...Snark proudly walks through the pass office while his gal pays four bits to get through the gateway to the Fair.
 1146...They have covered the four large exhibit buildings on the south side of the Fair grounds. Snark's throbbing feet tell him that the going will be tough from now on. The crowd increases.....
 1200...Snark can bear it no longer without some food. They make their way to a barbecue stand where tempting steaks are sizzling over charcoals.
 1215...Snark's gray from being "took" a whole buck for two steak sandwiches that only made him and Flossy hungrier.
 1230...Some French Fries, Hot Dawgs & "Pop" will have to do for a while.
 1235...Snark stands with Flossy in the North Court admiring the beauty of the Tower of the Sun, Gardens etc. A lady pokes him in the back with a two bit souvenir cane and asks when the next performance of the Aquacade will take place. "I'm sorry lady," Snark replies, "I don't know." - "You don't know? Why the nerve! I'll report you to the main office!"

And so through the afternoon Brumpanick's Holiday with Flossy was interrupted every so often...

1300..."Will they show fireworks tonight?"
 1314..."When does the Calvacade start? How much are the seats?"
 1329..."Guide, where is the comfort station?"
 1345..."Are those kangaroos from Australia?"
 1401...A "come hither" little

wench boiled Brumpanick over with, "Were you at the Coast Guard Dance at the St. Francis Yacht Club?"
 1407..."How much do these sailboats cost?"
 1420..."Will a clipper ship land today?"



Time
 Staggers
 On

1700...Overheard conversation between two visitors at the Fair.
 "I just saw the funniest thing. A sailor, evidently out of his head, was just running madly toward the ferry landing and a girl after him yelling, 'Wait for me Brumpsy!'"

L.H.E.

THE ENSIGN AND THE ADMIRAL'S DAUGHTER

A young ENSIGN one time asked the Admiral for the hand of his daughter in marriage. The Admiral asked, him in no uncertain terms, how the hell he expected to support a wife on an Ensign's pay.

The young officer thought for a while and then said, "Well Admiral, you married when you were an Ensign." Quickly and in tones most terrifying to the Ensign, the Admiral replied, "I lived on my father-in-law but I'll be damned if you'll do so."

(From The Navy's Best Stories.)

THE "SAFETY VALVE"
(Letters to the Editor)

13

To the Editor,

As the leading group in the California Maritime Academy, we first classmen feel that we should be accorded special privileges not granted to lower classes.

This has, to some extent, been carried out. We enjoy the rights of heading mess tables, of entering first into the boats, and general prestige.

However, being first classmen, we feel that the restrictions which caused weekend liberty to be terminated on Sunday evening be lifted for us. We feel that first classmen are able to carry on their studies when liberty is granted for them until 0800 on Monday mornings. Every week after liberty we hear of cadets who had to turn down invitations to dinners, parties, shows, etc. because they have to return to the ship too early to enjoy a complete evening.

It would be appreciated by us if this were given consideration and steps taken to grant this liberty.

The First Class

* * *

To the Editor,

The bugling at C.M.A. seems to be rather a forgotten duty.

Once in a great while the bugler is good and one can feel well proud of his showing. But for the most time one would rather not talk about it.

And now, with so many outsiders and Navy men here, it seems to me to be rather "losing face" to have bugle calls such as we generally have.

Several of the swabs play the bugle and if put to this duty no doubt an improvement would soon be noticable.

B.W.Freeman

* * *

To the Editor,

Every cadet who has been on the ship for some time knows just how hard it is to keep it clean and bright and generally "shipshape". Nothing improves the appearance of the ship more than clean brightwork.

When a cadet gets up around dawn every morning and shines the brass on his cleaning station to a brilliant lustre, it is very discouraging to have his handiwork ruined. Inconsiderate hands sliding, sliding up and down the brass rails and fittings tarnish them quickly.

Every upper class cadet has formed the habit of being careful of where he puts his hands when going up and down ladders; and lower classmen have found that the very wrath of hell descends upon those with careless inconsiderate hands.

It has been noticed for a long time that the main offenders in this matter of dulling the brasswork are the officers and the crew. We know it is simply a matter of not realizing how much damage actually is done by unnecessary touching of the brass.

So through the medium of this column it is respectfully requested that the officers and crew and engineering cadets have a little more consideration for the deck cadets who so diligently try to keep our ship one of which we are proud.

E.N.Kettenhofen

Dear Editor,

dress uniform.

A matter oft' discussed among cadets is the uniform we wear. Although it is up to the individual to see that his dress uniform fits correctly, the piece of clothing which receives the least attention is our rain-coats

The raincoats issued must of necessity be an all purpose coat. Such a garment should look neat at all times. Our present coats are neither neat nor water repellent. The color is also objectionable, not matching the

A coat of the design and material that the Navy C.P.O. possesses is in my estimation very suitable, and, according to cadets who have bought one with their own money, they are ideal. If some cadets are willing to pay the entire cost of a decent coat, certainly all of the cadets would be willing to pay the difference between that type of garment and the one currently in use.

Sincerely,
E.T. Horn

