

# The BINNACLE

DECEMBER 1969

War

# CRUISE 1970

by G.M. Brereton and H.M. Portz

## TAHITI, FRENCH POLYNESIA



**HISTORY:** Modern Tahiti's history began with its discovery by the British navigator Samuel Willis in 1767. The reception that Willis and his party received from the Tahitians was anything but friendly, and only after the English had made several showings of power was peace finally achieved. Willis and his men landed at Matavai Bay which is only a short distance from the present city of Papeete. The bay, although rarely used by ships today because of poor holding ground, was at that time the harbor most navigators used. Today the only indication of its importance is a monument to Captain Cook who landed there in 1769 aboard the ENDEAVOUR.

Perhaps the most noted visitor to come to Tahiti at that period of time was Captain William Bligh who commanded His Majesty's Ship BOUNTY. The BOUNTY remained in Tahiti for five months before setting out for her final voyage under the command of Captain Bligh. The years following the arrival of the H.M.S. BOUNTY were filled with war. The Tahitians, under the rule of Pomare I, launched many wars to establish an island empire and unify the islands. Only after Pomare had captured Tahiti, Moorea, and the island of Huahine was he satisfied with his empire.

Here, another phase of history began with the coming of the missionaries. By 1816, when nearly the entire archipelago was converted, the missionaries ceased to direct their work toward merely religious ends and began actually to administrate the islands according to European laws. With this, Tahiti soon became a French protectorate.

The economy of the island has been basically agricultural, as the soil is very rich and requires little cultivation to make it produce a great variety of vegetables and fruits. Some

PORT	ARRIVE	DAYS IN PORT	SAIL	DISTANCE	DAYS AT SEA
Vallejo	Mon. 1-5-70	13	Sun. 1-18-70	470	1½
Long Beach	Tues. 1-20-70	2	Thurs. 1-22-70	3,554	11
Papeete, Tahiti	Mon. 2-2-70	4	Fri. 2-6-70	2,216	7
Auckland, New Zealand	Fri. 2-13-70	4	Tues. 2-17-70	1,280	4
Sydney, Australia	Sat. 2-21-70	4	Wed. 2-25-70	1,738	6
Suva, Fiji	Tues. 3-3-70	4	Sat. 3-3-70	2,776	9
Hilo, Hawaii	Mon. 3-16-70	4	Fri. 3-20-70	2,100	7
Vallejo	Fri. 3-27-70				
<b>TOTAL</b>		35		<b>14,134</b>	<b>45½</b>

of the products are mangos, bananas, papayas, breadfruit, oranges, and coconuts with their by-product copra. Efforts are being made to develop the raising of livestock as well as to increase the production of mother of pearl.

**POINTS OF INTEREST:** The main shopping center found on Tahiti is the shop of Sin Tung Hing, known as Ah You's. One block away is the market place and is especially colorful early in the morning. Most of Papeete's business and social life takes place on Bir Hakeim. This street runs along the quay and there is a flow of constant excitement engendered by the arrival and departure of boats.

As you drive out of Papeete you will pass the post office. Continuing on the road, you will come to the Hotel Tahiti about one kilometer from the main part of town. This is probably the nicest hotel on the island. Further on down the road you come to Les Tropiques which is a similar bungalow-hotel operation only much older.

Eight kilometers from town one finds a charming old house which seems to symbolize the past glory of Tahiti in its crumbling present. It belonged to the Goupil family, but is now uninhabited except for the cows wandering around the elaborate statuary. At about the 23rd kilometer one comes to the Grottes de Maraa. These are the largest natural caves on the island. There are really very few specific points of interest on the trip but the incredible views that one sees constantly, makes the trip unforgettable. Also, there are streams every mile or two where you can cool off.

Cars are easy to rent in Tahiti from the Hertz representative or from the Avis people. The rates for a small French car is comparable to those in the United States. Vespa scooters and bicycles may also be rented at various places on the island.

The most beautiful waterfall on the island is the one called "Fachoda." It takes three hours by jeep

plus an additional forty-five minutes by foot over a mountain path, but it's worth it.

Don't miss Quinn's, it's unforgettable.

## AUCKLAND, NEW ZEALAND

 **HISTORY:** By the 14th century A.D. Polynesian canoe-men had reached the northern shores of New Zealand. By

1642 they had spread to South Island, for there Abel Janszoon Tasman found them when he chanced upon the archipelago. One hundred and twenty-seven years later, Captain James Cook gained a much fuller knowledge of the coasts through his circumnavigation and charting of the area. He annexed the country, but the British government disavowed the act. After him came other navigators, French, Spanish, Russian and American; and, as the 18th century neared its end came sealers, whalers and trading schooners in quest of flax and timber. English missionaries landed in 1814, however they were hindered by murderous tribal wars and obtained only slow progress in establishing the Christian religion.

By the year 1839 peace and Christianity finally came to New Zealand. At this time Edward Wakefield organized a colonial settlement which was competing with the French colonizing company Le Compagnie Nantoto. With the contention between the two groups, the British authorities instructed Captain Hobson to make his way to northern New Zealand and to annex the country to Australia by peaceful arrangement with the natives. Thus, Hobson landed in the Bay of Islands on January 22, 1840, hoisted the Union Jack and had little difficulty in inducing most of the native chiefs to accept the queen's sovereignty at the price of guaranteeing to the tribes possession

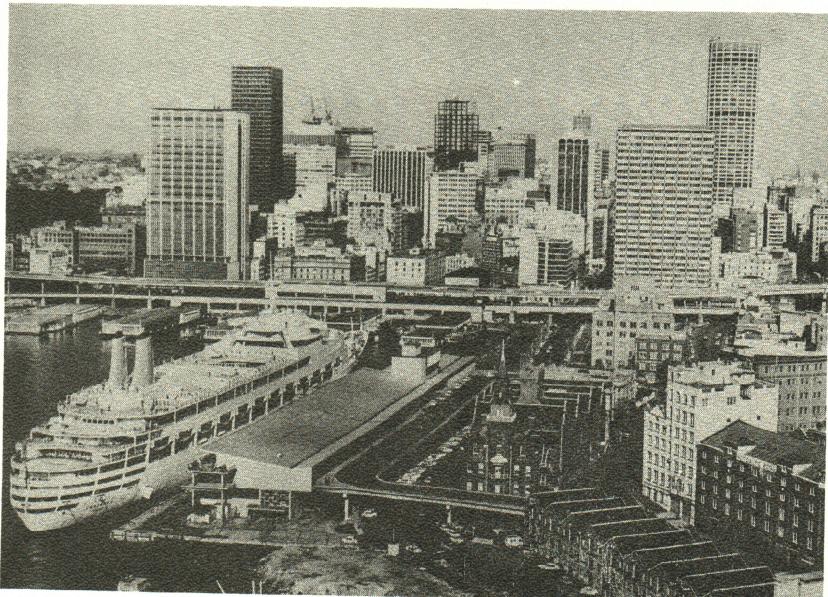
of their lands, forests, and fisheries. Those French settlers that remained in the country became British subjects.

In 1852 the mother country granted self-government and, after much hesitation, a full parliamentary system and responsible ministry were set going in 1856.

**POINTS OF INTEREST:** New Zealand is a land of tumbling streams and snow-frosted summits; of dense forests and gently-rolling hillsides; of geysers and glaciers and glow-worm grottos. A place of ferns and fiords and brilliant hued flowers, with a lush and lavish beauty distinctively its own. It's a sportsman's paradise with excellent facilities for fishing, hunting, golf and skiing.

Auckland, a city of some 400,000 is somewhat on the English style, with a pleasant, well-worn facade and a leisurely pace. Surrounding Auckland there are no less than sixty-five extinct volcanoes. Two of the highest are One Tree Hill and Mt. Eden. Both provide excellent vantage points from which to view the rain-bowed rooftops and verdant parks below. Scenic spots include the War Memorial Museum and the Zoological Gardens, home of the shy and flightless Kiwi. The Museum has an outstanding collection of Maori artifacts, including intricately carved native houses and an imposing 100 foot war canoe.

No stay in New Zealand would be complete without a trip to the Waitomo Caves. After a delightful drive through the fertile farmlands south of Auckland, you arrive at the entrance to this subterranean wonderland. As you glide down an underground river, you behold a canopy of nature's most exotic spectacle — myriads of glowworms casting a steady radiance over the vast silent cavern. This .....



P & O's Canberra, lying dockside, holds her own with modern Sydney's skyscrapers. At sea, Canberra, an Australian Aboriginal word meaning "meeting place" is a floating city with a population over 3,000. (Courtesy P & O Public Relations Department)

#### SIDNEY, AUSTRALIA



**HISTORY AND CULTURAL BACKGROUND:** Australia was discovered and charted by Captain James Cook in 1770. Eight years later the Australian nation was established for Great Britain's surplus of convicted criminals. In the late seventeen hundreds and early eighteen hundreds colonists moved to Australia and settled in the more fertile areas in the south-eastern portion of the continent. The continued importation of criminals until 1840 made many of the British upper class reluctant about settling in Australia. In the colony of New South Wales more than 38,000 of the 60,000 pris-

orderly and clean, as are most Australian cities. There is no poverty, no slums, and no rioting or fighting in the streets.

**POINTS OF INTEREST IN SYDNEY:** Sydney Harbor Bridge is the gateway to beautiful Sydney Harbor with its many inlets and waterways dotted with sailing craft and boats of every kind. Its shores are bordered with lawns and parks and the simple houses with their red tiled roofs. Fine department stores have a variety of woolens, jewelry, and leather goods. Picturesque arcades house small gift shops which cater to one's individual tastes. The botanical gardens, Hyde Park, famous Paronga Park Zoo, which contains many fascinating animals which are native to Australia, are all within the city limits. There are art galleries and

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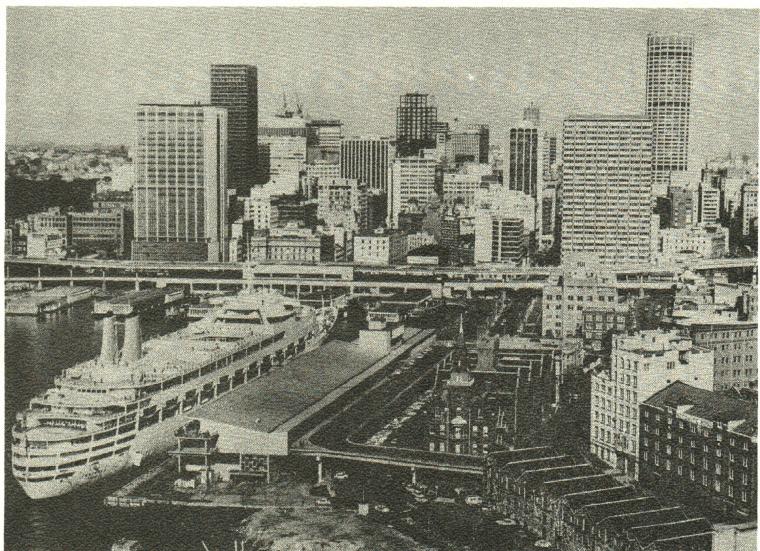
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Driving out to Rotorua, you find yourself surrounded by a scenic thermal showplace. Here you find jetting geysers, spouting to the sun; hot, steaming waterfalls; boiling pools; bubbling mud and silica terrace formations. It's a weird and awesome spectacle in a setting of rare natural beauty. Another vivid memory you could capture only in New Zealand.



P & O's Canberra, lying dockside, holds her own with modern Sydney's skyscrapers. At sea, Canberra, an Australian Aboriginal word meaning "meeting place" is a floating city with a population over 3,000. (Courtesy P & O Public Relations Department)

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In the colony of New South Wales more than 38,000 of the 60,000 prisoners survived chains, lashings, tyranny and exploitation to become respectable citizens. By the 1850's many colonies had been established along the coast and were moving toward self-government. Then the discovery of gold in 1851 brought such an expansion in population that the rural holdings on the continent doubled. At this time the rest of the world began to realize the potential of the Australian Continent.

Sydney, Australia's oldest city, was founded in 1788, and is the capitol of the state of New South Wales. Sydney has a population of 2,300,000 and ranks about fourtieth in size among the world's cities. The city is

orderly and clean, as are most Australian cities. There is no poverty, no slums, and no rioting or fighting in the streets.

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Sydney's night life is relatively new but abounds with great variety. King's Cross District is known for its fine restaurants and exciting night clubs. Fine arts theatres offer plays, ballets, and music to those who enjoy these refined forms of entertainment. Sydney's \$90,000,000 opera house is the most expensive building in the world.

The port of Sydney looks like

one of the best ports the GOLDEN BEAR will ever see. Its variety of entertainment and enlightenment will be most rewarding to the midshipmen. Yet in this land of good fortune, prices are reasonable; a pint of Australian double strength beer may be purchased for about \$.35, beef steak is \$.90 per pound, and a nice hotel room for two is less than \$20.00 per day.

#### SUVA, FIJI ISLANDS



#### HISTORY AND CULTURAL BACKGROUND:

Captain James Wilson of the ship "Duff" discovered the main islands in 1779. After Wilson the island remained relatively unexplored until a United States exploring expedition surveyed the islands in 1840. At this time the cannibals that inhabited the island were rapidly eating themselves out of existence. In the 1850's the islands were conquered by Thakombau, a native chieftain who was sympathetic towards missionaries. In 1857 a British Consul was appointed at Levuka. Later in 1874 Fiji was proclaimed a British Crown Colony. In 1879 the immigration of indentured East Indian labor was started on the islands. The number of Indians imported were enough that the Indians have since come to outnumber the native Melanesians. Presently the Indians control most of the wealth in Fiji. In the past Fijians have been somewhat handicapped by their "brother" or "geri-geri" system of communal sharing. The Fijians, however, are learning to stand on their own feet and



**MAIN STREET, FIJI STYLE** — Both the vehicles and some of the buildings are vintage in Suva, capital of Fiji; and the native policeman in his scalloped sulu and white cuffs adds a further exotic note. From December to May, temperatures are tropical; but May to November offer a climatic paradise. (Courtesy P & O Public Relations Department)

how to manage their own businesses. Hope of dissolving these racial barriers is slim, as neither race is in favor of intermarriage.

**POINTS OF INTEREST:** Blue lagoons with emerald waters, tropical shores, and dense jungles are all a part of Fiji. This British Crown Colony is comprised of over 300 islands. Fiji's main cities Nadi and Suva are located on Viti Levu, the largest of the islands. Game fishing for Marlin, Wahoo, Sailfish, and Tuna is quite popular around the islands. It is also interesting to watch natives spear fish the way they have for centuries. Fiji's jungles are beautiful and quite safe, because in Fiji there are no snakes, poison insects, or even poison ivy. The jungles are lush and green and river excursions can be arranged locally. Bus tours are available for most parts of the islands and there is a train that gives tours of inland villages and jungles. Perhaps you might be interested in watching Fiji's fire walkers, who walk across searing hot stones in their barefeet, or the Indian version of using red hot coals instead of hot stones. Shopping is also an adventure in Suva. Transistor radios, cameras, tape recorders, jewelry, perfumes, and silks are a few of the items which can be purchased in Suva. Indian tailors are known for their impeccable dresses and suits, which can be tailored swiftly and inexpensively. Suva has several nice

hotels and a golf course; there are also unlimited places to swim or skin dive.

**CONCLUSION:** The port of Suva promises to be an exciting one for the Bear. Calm clear waters and sunny tropical weather should insure good times before returning stateside. There will also be plenty of time for the middies to get in their last minute souvenir shopping and pick up a few treasured duty-free items at the same time. The slower island life should provide a pleasant change from the sprawling metropolis of Sydney.



(Courtesy Pacific Area Travel Association)

#### HILO, HAWAII

#### HISTORY AND CULTURAL BACKGROUND:

The Hawaiian Islands were discovered by Captain James Cook on Jan. 18, 1778. Cook named the islands the Sandwich Islands in honor of the Earl of Sandwich. In 1779 Cook returned to the islands and was killed in a quarrel between his men and the Hawaiians. About 300,000 Hawaiians lived on the islands when the first explorers arrived. During the following years thousands of Hawaiians died of diseases brought by the explorers. In 1795 King Kamehameha conquered and united the islands, except for Kauai and Niihau. In 1810 Kauai and Niihau came under Kamehameha's rule after the death of their ruler, Kaumualii. Sandalwood was Hawaii's first major export. It's

exportation to China served as a source of income for the islands' Kings. Between 1819 and 1840 the pagan Hawaiian religion, which had demanded human sacrifice, had been abolished and freedom of religion had been established. In 1843 the United States, Great Britain, and France recognized Hawaii as an independent government under a constitution similar to that of the United States. During the last half of the nineteenth century the cane industry grew in Hawaii. Plantation owners imported workers from other countries. In 1882, the pineapple industry started in Hawaii. The pineapple had been introduced on the islands only 60 years earlier. In 1900 Hawaii became a territory of the United States and all of the islanders became U.S. citizens. Sanford B. Dole was appointed first governor of the territory. Hawaii also served as an important military base for the United States during the Second World War. In March 1959 Hawaii became our fiftieth state.

**POINTS OF INTEREST:** Hilo is the capitol city of Hawaii. The pace here is a bit slower than more commercial Oahu. Hilo's most popular scenic attraction is a thundering waterfall within the city limits. To get there just ask any citizen of Hilo the way to Rainbow Falls. Kaumana Cave is also popular with visitors. It extends underground for more than a mile and is close to the city. Lyman house is an old mission turned museum, and contains many interesting artifacts. Hilo is famous for its orchid gardens, which are quite numerous and produce some of the most beautiful orchids in the world. Sampan buses are a nice way to see the city. There are also touring buses leaving Hilo terminal daily. Car rentals are also available for more extensive tours of the island. Some of the more popular spots are the Hamakua Coast, the Kona Coast, Black Sands Beach, and Hawaii's active volcanoes.

**CONCLUSION:** Hilo will be the Bear's last port before returning home. Here we will be able to rest and prepare ourselves for the last leg of the journey, which will bring us home to our loved ones. But there won't be too much rest because, as always, the decks and the hull of the ship must be painted before returning to Vallejo. With these added burdens the Middies will be eager to get off the ship and enjoy Hilo's beautiful environment and relaxed atmosphere.

## A MIDDLE SPEAKS

by George Schneider

Back in 1961 there was an average third-class midshipman at C.M.A. He was an average student, who spent his nights deep in study in order to survive academically, and spent his weekends working as a butler to survive monetarily. It could have happened that the only remnants of his midshipman days known to present day middies would have been his fair-score set of scoops. But as it turns out, former midshipman Aschemeyer has become a dynamic force in the slow revolution presently occurring at the Academy. First he became active with the Alumni Association, and more recently he has become a faculty member. Recently he took time to review the change he has seen in the Academy in the six years since his graduation, and some of the points he made might be of interest to midshipmen.

The most noticeable change which Mr. Aschemeyer has seen is the deterioration of class deference. When he was a third classman, they were equivalent to plebes. They marched between classes. They sounded off to the second classman in command of their assigned table. They never talked to first classmen. And they all attended a mandatory swab call during the half-hour break in study at 2130. The middies always stood at attention and addressed upper-classmen by surname when they spoke to them. Until recently all of these class barriers were in effect.

Many things have changed for the worse at the Academy. For example, there is a higher rate of disappointment among graduating midshipmen. Mr. Aschemeyer attributes this to the lack of knowledge of the purpose of Academy training. Many of the incoming midshipmen have no idea of what a life at sea is like. Many don't have any idea of what is in store for them. There are even some who survive "indoc week" without understanding that they are in training for a job on a ship. This is partly due to the prestige related to graduating from a "Military" academy, and partly due to the draft deferment available from the same.

Another disappointing change that Mr. Aschemeyer has seen is the demise of the "Esprit de Corps." At one time the midshipmen recognized that each member's help was need for the group to survive. When someone was in need of help, his "Buddies" didn't weight the merits of his maintaining or being washed out. They all did their best to help him out, whether it was a disciplinary, psychological, or educational problem. This splitting of the crops now obvious is responsible for the delapidation and abuse of base facilities, as well as the uncontrolled theft which has recently plagued the Academy. "There was a time," Mr. Aschemeyer recalls, "When you could leave your ring or watch in the shower and expect to get it back. The guy who found it would look all over it for a name, and if he couldn't find one, he would post a notice about it."

Another item which Mr. Aschemeyer finds poorly contrasting to his day as a middle is the tendency for graduates to "turn hippie." Shipping companies are, as a rule, conservative, and every Keema middle who ships as a hippie affects the possibility of employment of all the Keema men. This is

especially critical now that shipping opportunities are becoming fewer.

While Mr. Aschemeyer is disappointed in these departments, he sees much improvement in others. He acknowledges improvements in the scholastic side of the Academy, especially in the math and science departments. In the same way he admits improvements in the chow department, recalling that midshipmen in earlier days could not expect to receive seconds on anything, including milk. Milk was issued in cups much the same way that occasional fruit juice (or facsimile thereof) is presently served.

One of the biggest improvements is the relaxing of non-class time. Schedules for the day, for example, now begin at 0800 and end at 1600. At one time, not so long ago, formations split up the whole day. For example, there was a 1300 formation on the blacktop for marching down to ship's ops, and a similar formation at 1600 to end the ritual. Then free time was declared until the 1800 formation, but during this time anyone put on report for disorderly conduct or appearance composed a group known as the "awkward squad," which marched during this period.

During study periods the doors to rooms were required to be left ajar so that the M.A. (now the S.D.O.) could assure the duty officer that study was indeed being observed. Study ended at 2300, at which time all those who had not signed up for late study had to retire. Those who had signed up were allowed an extra hour of observed study time.

Just as time on base was more strict, so was time off base. During cruise the times for expiration of liberty were still 2200, 2300, and 2400. Late liberty was granted only under special circumstances, and overnight liberty was unheard of. At the beginning of the year all underclassmen were required to wear dress uniforms off base. Later in the year it was relaxed so that the second classmen could wear coat and tie off.

But with these relaxations and the resulting reduction in military structure has come to the present nemesis of all midshipmen, inconsistency. When all was rigid and structured, a man knew where he stood and what to expect. A man who didn't have his shoes shined knew that he could be put on report for it. It wasn't a case of sliding most of the time and then being caught when it was least expected or convenient.

Mr. Aschemeyer sees no solution to the problem of inconsistency. The Academy, he testifies, will be around for many more years, and though it will be slow in losing its present military attributes, it will probably never return to a full military system. He calls upon the present midshipmen to take an interest in the Alumni Association, to help future midshipmen by applying present experiences to future problems. If more former midshipmen had given an interest, the Academy would now be a much better place; and if fewer had given their time, where would we be?

Think about it . . .



## THE GOLDEN SUBSTITUTE

by George Schneider

There has been much talk and many more rumors lately concerning a replacement for the GOLDEN BEAR. Conflicting reports have caused rumors from a palatial luxury liner to a primitive Liberty ship. Let's look at the recent prospects and their relative merits for C.M.A.'s use.

The first ship seriously considered as a replacement was the USS AUDRAIN. This ship was in the Suisun Bay reserve fleet, and many of the BEAR'S replacement parts have come off of her. She was a near sister to the BEAR, with the only major difference being that she contained more trooping space. Her list of advantages was headed by the fact that, although just as small as the BEAR, she was the only ship smaller than a P2 with two engine rooms. One of her disadvantages was the fact that much of her gear had been removed to the BEAR, and that retransfer of these and most operating gear would be required before she could be recommissioned.

After inspection the AUDRAIN was found to be more in need of repair than had been anticipated, and early this year she was definitely ruled out as a prospective training ship. She is now awaiting sale for scrap.

What about the P2? This type of ship falls into two categories, some with geared turbines and some with turbo-electric machinery. The geared turbine vessels have been out of service for some time. They were Navy vessels, and quite austere. The turbo-electric vessels, however, are fine looking ships with very comfortable cabins for over 300, most with private heads. Both types are twin-screw, and one vessel of either type could probably be made available to the Academy with very little hesitation.

Her disadvantages, however, are of such magnitude as to rule out these ships all together. First, considering maintainence, there would be more than twice the exterior area of the BEAR for the deck department to maintain. Secondly, these vessels have seen almost continuous service and would soon require major work to maintain them. Thirdly, these ships are over 600 feet long and would require the assistance of tugs whenever docking. For these reasons a P2 has been

considered an unsatisfactory replacement for the BEAR.

An ideal situation would be for the Academy to receive an active Navy ship being decommissioned under the defense spending cutback. In this way the cost of rehabilitation could be spared. Among the vessels momentarily considered have been the BEXAR, a Victory conversion built in 1945, and the PAUL REVERE, a Mariner built in 1953 and converted into an attack transport in 1958. This is simply an ideal situation, and the Navy is reluctant to give up any vessel which still has potential for future service.

Just before World War II construction of many different types of C3 combination passenger-and-cargo ships were begun. After the war many of the surplus vessels were laid up. This group is the source of replacement ships for the other state academies, and it is here that the most likely replacement for the BEAR has been found.

She is the CRESCENT CITY, an attack transport first completed in 1940 for Delta Line as the DELORLEANS. She is about 490 feet long, about 60 feet longer than the BEAR. As far as space is concerned, she has almost twice as much useable space as the BEAR. She has rooms on the main deck for about 70 men, three to a room. The rest of the men could be accommodated in her holds, with one division per hold as opposed to the cramped use of the No. 2 compartment and No. 1 hold on the BEAR. She has a full set of cargo gear similar to those on pre-war C3 freighters, with over 20 active winches. She has over 300 tons of reefer capacity, as compared to the 8 tons on the BEAR. And she has geared turbine machinery, much more common in the American Merchant Marine than the Turbo-Electric system as installed on the BEAR.

But the CRESCENT CITY is by no means the perfect ship for C.M.A. to use. One reason is simply her age. She is approaching thirty years, and although only about half of that was spent in active service, she is still that much outdated and has that much chance of physical disorders. In recommissioning her all her minor equipment will have to be replaced: galley equipment, radar, sanitation equipment, small motors, and just about everything else that at one time or another might have been cannibalized from her.

Replacing all this equipment will constitute a major expenditure before the ship can even make her first cruise.

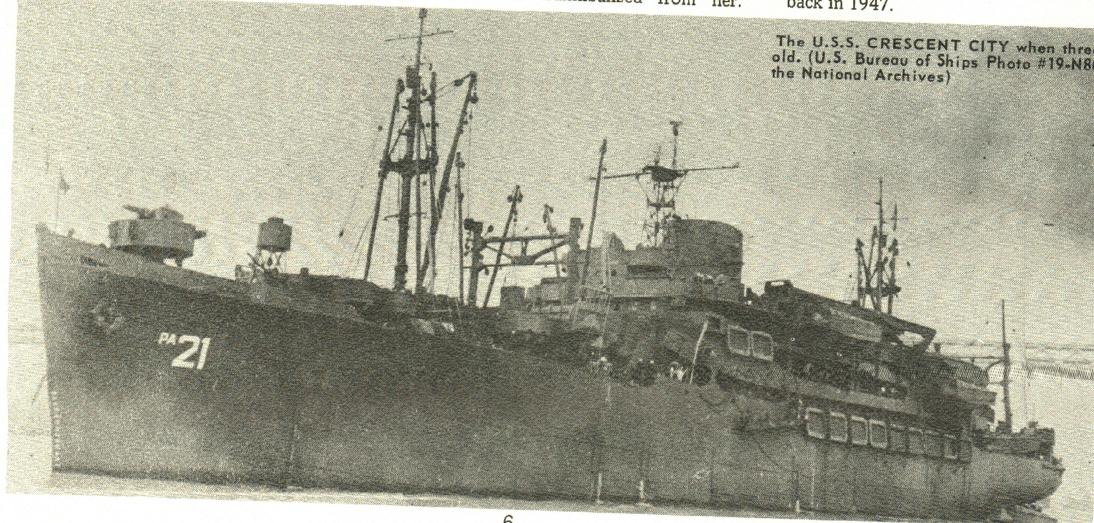
The "Binnacle" staff has never made a visit to the CRESCENT CITY. It did make a visit to the USS CALVERT, a ship of the same design. We have been told, however, that conditions true of the war-built CALVERT are not necessarily true of the CRESCENT CITY. The following observations about maintainence were made with the CALVERT in mind, and may not be completely true of the CRESCENT CITY.

Her decks are crowded with extra equipment, only some of which is unnecessary and can be burned off. The rest constitute a major rust problem, and much of it is so constructed that proper scraping and painting is almost impossible. Her hull is in-and-out construction, which indicates the necessity of using stages wherever and whenever painting it is necessary. Many of her passageways are so crowded that regular daily maintainance while at sea would almost eliminate free movement about the ship whenever work is being done. Her bow is neither high nor flared, which contributes greatly to the presence of green water on the decks during bad weather. Some of her decks are covered with Oregon Pine, while the rest are painted metal. Both call for a great deal more work to maintain than the "Dex-o-tex" currently used on the BEAR. Additional men will also be needed on the ample helping of cargo gear which the ship contains, and since only second-class are currently allowed to go aloft, it seems as though "ship's ops" for the second class deckies will be entirely spent on the cargo gear.

Just in the same way that more demand will be made of the deck force, the engineering force will have to reorganize its system in order to maintain training of the superfluity of men. With the reduction from two engine rooms to one it is anticipated that there will be set dial watches to help the valve watches.

Despite these inadequacies it has been decided by the authorities that the CRESCENT CITY is the best ship for the Academy, and so pending her hull survey she is expected to be the replacement for the GOLDEN BEAR, the dream ship of C.M.A. back in 1947.

The U.S.S. CRESCENT CITY when three years old. (U.S. Bureau of Ships Photo #19-N80131 in the National Archives)



## WHY I CAME TO KEEMA

by George Schneider

Mr. Diavatis came to the Academy six weeks ago as a temporary Phys. Ed. instructor. Prior to this assignment he had worked for the Vallejo Unified School District and also was the Varsity line coach at St. Patrick's High School in Vallejo.

Mr. Diavatis, the youngest of three brothers, is the son of a Greek Orthodox priest. He was born in Corfu, Greece, and immigrated to this country in 1946. Since then he has lived in several states and finally settled in Vallejo in 1959. A graduate of Vallejo High School (1962) and Solan Jr. College, Mr. Diavatis went on to Weber State College on Ogden, Utah with a football scholarship. During the two years that he played at Weber State, they were ranked nationally in the College Division as Fifth the first year and Ninth the second year. After using up his football eligibility at Weber he transferred to the University of Utah in Salt Lake City from which he graduated in 1969. Mr. Diavatis holds degrees in Phys Ed., drama, speech and English. He and his wife Sally now reside in Benicia.

**BINNACLE:** Now that you've been here for a few weeks what are some of your impressions of C.M.A.?

**DIAVATIS:** Actually I'm quite impressed. I think that there is tremendous potential here, a potential that need only be recognized.

**BINNACLE:** In what way?

**DIAVATIS:** Well first of all I think that the native intellect of the average midshipman is quite high. It is my responsibility as instructor to help him realize his potential. If I can do that I'll be satisfactorily achieving my job.

**BINNACLE:** Speaking of your job, I understand that you are still listed as a temporary employee. Will you continue here if given the option?

**DIAVATIS:** Oh, yes, quite definitely.

**BINNACLE:** How is this place different from a junior college?

**DIAVATIS:** For one thing, I can run my own program here. Also, there is a challenge involved, and I like to work with the midshipmen.

**BINNACLE:** How are the midshipmen different from junior college students?

**DIAVATIS:** Most of the midshipmen are athletically inclined to begin with. They are individually capable, and



"I think that there is tremendous potential here . . ."

are eager to accept any challenge. Anything you tell them they can't do they will do just to prove that they can. Their success at wrestling, for example, proves this. They knew that they were up against difficult odds, and did their best to meet the challenge. They have spirit.

**BINNACLE:** Speaking of spirit, what is your opinion of the cheering sections at the games?

**DIAVATIS:** I'm at a loss for words . . . but let me make myself clear: I am definitely in favor of it. Some of it is a little off-color, but the middies are different from normal crowds and need to let off their emotions.

**BINNACLE:** Don't they get enough of that by getting tanked when on liberty?

**DIAVATIS:** That is a different type of emotion. The men who go out together are only in small groups. When they can use their emotions to support the Academy it increases pride and bonds the corps together.

**BINNACLE:** What do the men have to have pride in?

**DIAVATIS:** These men have plenty to be proud of. They just aren't given enough credit for what they do, and don't give themselves enough credit for what they can do.

**BINNACLE:** Don't you find the men unwilling?

**DIAVATIS:** No. I let them know what I expect out of them and they generally meet up to it.

**BINNACLE:** Now that you are satisfied that you can make progress, are you planning any further developments of athletics?

**DIAVATIS:** Yes, definitely. Next spring I plan on having varsity tennis and baseball competition. When time and finances permit I hope to start varsity football. Of course that is not in my plans for the immediate future. But I am planning on having a swimming of the straits next spring.

**BINNACLE:** Why would anyone want to

splash in city sewage?

**DIAVATIS:** Of course you're being facetious. Why would anyone want to splash in city sewage? Because it's there.

**BINNACLE:** Do you have any political views relative to the base?

**DIAVATIS:** Politics are for politicians and martyrs. I happen to be neither.

**BINNACLE:** What about the duty?

**DIAVATIS:** Having the duty is part of the job. They told me all about it before I ever agreed to take the job, and I don't really mind it. I miss getting the morning paper, and my wife, but it only happens once in a while, and since they warned me in advance, I have no objections to it.

**BINNACLE:** Didn't you object when they just dumped you here your first weekend without even giving you an idea of how things are supposed to be?

**DIAVATIS:** Not at all. The only thing I objected to was your coffee. But seriously it helped to get to know some of the guys I talked to. The duty officer isn't here to look for trouble. He is just someone who can have final authority. Just as the rules say, he is the Admiral's representative on base.

**BINNACLE:** You mentioned your wife a while ago. Most of the middies have seen and admired her. Did you meet her in college?

**DIAVATIS:** Yes, while at Weber. We've been married a little over a year and are expecting our first child in January. We also have a Siamese cat named Agape. (Greek for "Love.")

**BINNACLE:** If your wife came from Utah, why did you come back to Vallejo?

**DIAVATIS:** Actually we lived in Benicia. But Vallejo really isn't as bad as it seems to you men. In fact, the Academy is one of the best things that ever happened to Vallejo, and most of the people don't even know it exists. I'd like to see that changed, and I think that some of this recognition can come through athletics.



"The only thing I objected to was your coffee."

## ACCREDITATION AND A FOUR YEAR COURSE

by H.M. Portz

For the past month, many midshipmen have expressed concern over the accreditation dilemma now facing the California Maritime Academy. On Wednesday, 15 October 1969, the Board of Governors took one step forward in solving this problem. Mr. William McPherson, a member of the Board of Governors, moved that a study team consisting of members from the Alumni Association, the maritime industry, the State Department of Education, the staff, and the Corps Commander or his designate examine and make recommendations to be followed in connection with accreditation and the expansion of the Academy's course to four years.

This was an important first in that the Board of Governors has attempted to incorporate the ideas of the midshipmen through direct representation of the Corps. It was further suggested by the Academic Dean that due to the fact that the functions of any midshipman are numerous and time consuming that a group of midshipmen be placed on this study team. An additional idea suggested to increase interest in the California Maritime Academy by prospective applicants was a program similar to Project Information now in use at the United States Naval Academy. Project Information as related to the California Maritime Academy would consist of a group of midshipmen that would speak to interested high school students around the State. To accomplish this end, midshipmen involved in the project would be granted special liberty around 12 December 1969 in order that they would have sufficient time to cover each high school in his respective area.

With the advent of accreditation many changes in our physical plant would occur. The Academic Dean has already projected an increase in the enrollment to approximately 400, and the addition of classrooms, physical laboratories, residence halls, and expanded messing facilities to accommodate the increase in students. Another needed increase would come in the increase of the faculty by approximately 50%. However, the key to both accreditation and our expanded physical plant is money, and both Federal and State funds will determine how fast this end is realized.

### OUTLINE OF CONSIDERATIONS FOUR YEAR SCHEDULE

by Academic Dean

I. Academic Year (Dates and time periods approximate). A. First Semester: 1 September to Christmas Recess; B. Christmas Recess: Two weeks; C. Second Semester: End of Christmas Recess to 30 April; D. Graduation: 1 May; E. May, June, July: Sea Training Period; F. August: Summer leave.

II. Fourth Class Orientation: During August.

III. Phase-in: One year of no graduation, either on the basis that the new 1/c, 2/c, 3/c maintain these designations or on the basis that the present three year program be maintained until final class entering on three year plan is graduated. In this latter case, the

following year would be the year of no graduation.

IV. Student Body Size: Perhaps 75, 85, 100, 140 for total of 400.

V. Faculty Size: Increase of about 50%, considering increases in student body and number of disciplines involved in course offerings.

VI. Academic Staff: Registrar, Director of Admissions, Assistant Dean for Administration, Assistant Dean for Academic Affairs, and corresponding clerical staff are considerations.

VII. Dean of Students (Commandant of Midshipmen) Staff: Division and Company Officers for shoreside periods, who are also professional training instructors, watch officers, and ship's officers. Additional clerical staff in this area must also be considered.

VIII. Business Office Staff: Assistant to Business Manager, plus accounting clerks, should be provided.

IX. Administrative Assistant to Superintendent would undoubtedly be necessary.

X. Physical Plant: Library (now being implemented), additional residence hall, additional classroom and laboratory facilities, student activities building, and, probably, expanded messing facilities.

### SUMMARY

The outline of considerations listed above, though not all-inclusive, indicates the scope of the undertaking. To put together a detailed proposal will require the full effort of a study team over a considerable period of time. Tied in with the study team's work will be the prospect of accreditation of the Academy that can result from the implementation of the results of the study. The eventual accomplishment of the two major projects — four year program and accreditation — will give the State of California a completely modern, fully recognized institution of higher education dedicated to the education and training of very highly qualified Merchant Marine officers. A glance at the outline of considerations, or courses, shows that great financial outlay will be required. If the objective is to be pursued, the detailed study must of necessity be thorough and justified in every item if it is to stand a chance of approval by State government.

## JAPAN SECOND IN TONNAGE

Japan has presently overtaken the United Kingdom in its total merchant fleet tonnage to become the owner of the world's second largest merchant marine. This is according to figures recently published by Lloyd's Register of Shipping.

Liberia is rated first among maritime nations with a registered 29,215,000 tons. This tonnage was doubled since 1964. Japan has surpassed Britain's tonnage of 23,844,000 tons by 143,000 tons which raised her to second place with 23,987,000 tons. Norway with 19,679,000 tons is fourth and the United States with 19,550,000 is fifth. The United States Merchant Marine is one of the two principal fleets to show a decline in tonnage.

## MARITIME INDUSTRY

### 300 SHIPS

by Miles Chesley

True to the campaign promise of one short year ago, President Nixon sent a broad outline to Congress in order to attempt to bring the 1936 Merchant Marine Act up to date. President Nixon's outline calls for \$3.8 billion for a phased rebuilding program over a ten year period. Within four years 75% of America's aged Merchant Marine will be decommissioned. To help fill this large hole, Nixon is asking for an average of thirty ships a year to be built by American ship builders.

These are expected to include three dry bulk carriers, two tankers, and twenty-five general cargo-ships per year. This amount may vary year to year and group orders will be encouraged to reduce construction costs. Subsidies will be paid directly to the builder in contrast to the original method of payments to the owner.

There will be a phased reduction of Cost Differential Subsidy payments from the present 55% to 45% of each ship's cost in fiscal 1971. Each year thereafter the rate will decrease by 2% until a CDS rate of 35% is reached. The President warned that if the ship building industry does not meet the challenge, "then the Administration commitment to this part of our program will not be continued."

Also listed in President Nixon's plan is the elimination of the "recapture" provision of the 1936 Merchant Marine Act. This provision requires subsidized lines to pay back to the government one-half of all profits in excess of 10%. President Nixon said that the purpose for which these provisions were designed will be accomplished by corporate taxes. Commerce Secretary Stans before the Commerce Committee estimated that elimination of these provisions would not only simplify the industry-government administration burden, but would also save both sections at least \$2 million annually.

President Nixon committed his administration to "enlarge and redirect the research and development activities" of the government. He assured that more emphasis will be placed on practical applications of technological advances. No budget was given for research and development, but it was made clear that the focus of the research and development program would be to increase productivity.

No comment was made on the issue of nuclear ships by the President, but Secretary Stans said that MarAd will make recommendations for the construction of additional nuclear powered ships or for an intensified research and development effort. MarAd will also keep track of the operational developments of the N/S OTTO HAHN and SAVANNAH are presently the only commercial nuclear-powered ships in operation.

In his Senate testimony in October, Secretary Stans reported that the Nixon Administration Maritime Bill would be submitted to Congress in November. The only criticism came from Committee Chairman Warren Magnuson (D-Wash.), who said a maritime revitalization program was already long overdue.

## PERSONALITY PERSECUTION

by Johnnie Walker, Second Class President

Complaining by C.M.A. midshipmen can be both predictable and beneficial. In every closed academy system like our own a number of common friction areas seem to develop. A list of the most common areas of dispute include the quality of food served, the disciplinary methods used by the administration, and the teaching methods employed by the instructors. To this writer the complaints at C.M.A. are such that they could be divided among these three general groups, but because complaints are predictable does not mean that the situations which cause dissatisfaction do not really exist and need not be solved. Bad situations do need to be recognized and corrected, and midshipmen who speak out against these problems help the Academy to become a better school.

Unfortunately, though Academy complaints are predictable, they are not always beneficial since many midshipmen cannot seem to separate personality persecution from helpful criticism. Several students seem to want to blame of all the Academy's ills to fall upon the personality idiosyncrasies of members of the administration or faculty. A person needs little diplomatic know-how to realize that a man is not willingly going to accept the existence of problems whose presence is directly attributed to his character flaws and outmoded ideas, and, if the problem is not recognized, it cannot be solved.

If this writer says that C.M.A. midshipmen have been guilty of personality persecution with their dealings with the faculty and administration, then to remain honest he must also say that the faculty and administration are guilty of the same crime with their dealings with midshipmen. Too often the power people of the Academy attempt to discredit the midshipmen's complaining, thereby ignoring real problems, by suggesting that these complaints are an outburst of the unconventional views supposedly held by all young people today and are not based upon careful consideration of problems as they affect the Academy.

The reader can say with justification that this writer has ventured into some personality persecution himself, but, if what this writer says is true, then all members of C.M.A. share equally in the guilty and no one can expect conditions in the Academy to improve until personality persecution has been replaced by reason.

### THE BINNACLE DECEMBER, 1969

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Cover photo courtesy of:  
Pacific Area Travel Association

## THE ALUMNI

by R.J. Miller

The Alumni, an organization of, by, and for the Grads, does much for its members. Examples are its placement service and . . . and . . .

Does the Alumni do anything for us, the Midshipmen? If it does to what extent? After a talk with the Executive Secretary of the Alumni, Lt. M.H.K. Aschemeyer, I believe that the Alumni does a lot for us, the Midshipmen.

Instances of how the Alumni has aided the midshipmen are: their backing and influences on Academy and outside programs, their interests in the Midshipmen, and their desire to further C.M.A.

The Alumni are using their influences for a "new" ship (i.e., a suitable replacement vessel for the T.S.G.B.). Even though the Alumni acts only in an advisory capacity in this respect, many Alumni members are in high and powerful positions to dramatize and vocalize our need and desire for a "new" training ship to State and Federal governments. One of the interests of the CMAAA is the expansion of their present scholarship program to include more Midshipmen. Another interest is shown by the fact that Alumni members come back to CMA and speak on relative subjects, such as the fine lecture recently given by CMAAA National President, Capt. Savage. The Alumni would also like to see an expansion of the training facilities (in addition to a "new" ship) here at the Academy. The Annual Homecoming illustrates the Alumni's interest in CMA. Alumni members often travel great distances for this event and many bring along their friends.

The Alumni, besides being an organization of, by, and for Grads, has a working goal to help the midshipmen and to better C.M.A.

## LADY CHAIRMAN FOR F.M.C.

From Time, Sept. 19, 1969

"I suppose I'll have to stop swearing now," said the lady last month, after President Nixon nominated her as chairman of the Federal Maritime Commission. But old habits die hard, especially for a veteran newspaper hand like Mrs. Helen Delich Bentley, 45, for 16 years maritime editor of the Baltimore Sun. So there she was last week, still at work pending Senate confirmation, dictating a story over ship-to-shore radio from the mammoth ice-breaking tanker S.S. MANHATTAN on its voyage through the Northwest Passage to Alaska. It must have been a salty yarn, too, because a monitoring station in Iowa picked up some unprintable language — which of course, is against FCC regulations. Upshot of it all: the Humble Oil & Refining Co., the ship's owner, banned all voice transmissions, not only for Mrs. Bentley but for every other reporter on the trip. "I just used a common Anglo-Saxon expletive," she was quoted as saying, "to express my impatience with a rewrite man."

## CLASS OF '72

by Mark Foulk

It's hard to believe that it has been over three months since Indoc Week. That week was the proving ground for our third class. Those of us who really wanted to stay are still here. Now things have settled down a bit and we are in the process of unifying our class. Third class officers are as follows: Mark Foulk, President; Chris Jensen, Vice-President; John Baucom, Secretary; Ed Mallman, Treasurer; and Fred Gonzalez, Master of Arms.

The big project now under way is the formal Christmas Dance. The dance will be held at the Leamington Hotel in Oakland. It will be on Saturday, December 13, from eight until one. The hotel is located at 19th and Franklin. Maps to the hotel will be distributed. The music will be provided by Beale's Band of Style. They play modern music, so don't expect to fox trot. We tried to find a band to please everyone. The majority of the music will be slow, with some rock occasionally. Refreshments include hors d'oeuvres, cake, and punch. We're working hard to put on a good dance and we would appreciate your support.

That's about all that's happening now with the third class. Like everyone else, we're cramming for finals, trying to make it to Australia. More and more often we're finding the truth in the saying, "The only consistent thing about CMA is its inconsistencies."

## THE NORTHWEST PASSAGE

by G.L. Lund

On November 12, the 1,005 foot tanker S.S. MANHATTEN sailed into New York. She had completed an 80-day, 10,000 mile voyage through the ice covered Arctic. The MANHATTEN is the first commercial ship to conquer the Northwest Passage.

The purpose of the voyage was to gather data to prove the feasibility of shipping oil from the North Slope of Alaska through the Arctic to Eastern United States and Europe. The sponsors of the \$40-million expedition are Humble Oil and Refining, the British Petroleum Company and the Atlantic Richfield Company. They will decide whether or not to build a new breed of massive ice-breaking tankers in the middle of 1970 after the data gathered on the trip is analyzed.

If the computers show the tankers can make it through the ice-blocked passage 12 months of the year, Humble estimates it would cost 90 cents to \$1 to ship a barrel of oil to Eastern United States. This would be 35 to 45 cents cheaper than any alternative methods such as pipelines or a combination of pipelines and tankers.

If the Northwest Passage were opened it could make a large difference in shipping. Japan would be 8,000 miles closer to Europe. The Soviet Union has been very interested in the MANHATTEN'S progress. Availability of bulk transportation for 12 months of the year in Russia's Arctic coast would seriously alter that nation's industrial and defense planning.

## NOTES FROM THE MARITIME INDUSTRY

### CONTAINERIZATION AND THE INTEGRATED TRANSPORTATION COMPANY

(From a research report by the  
Dean Witter & Co., Inc.)

Containerization, the transporting of goods in standardized vans to be handled by capital rather than labor intensive methods, is as dramatic a change in the transportation of freight as the use of jet power aircraft was in the transportation of people. The jet aircraft reduced transportation time and the direct costs of air transportation by almost 40%. With full implementation of containerization, it is estimated freight transportation costs can be reduced by 50% and transportation time by 50-65%. Containerization is rapidly becoming the standard method of freight transportation. On the North Atlantic trade routes, for example, less than a million tons of goods were transported in 1967. By 1968, this figure had jumped to 1.5 million tons, and it is estimated that within 3 to 5 years 3.5-4.0 million tons of cargo will be containerized thereby eliminating almost all break-bulk cargo ships on the North Atlantic.

Since the principal advantage of the container is the ease with which it can be transferred between modes of transportation, thereby minimizing costs by use of the most efficient mode at any stage of a trip, we believe containerization will force the development of a new type of company — the integrated transportation company, or ITC. These ITC's will own or coordinate all modes of surface transportation, controlling the shipment of containerized freight from origin to destination while utilizing the most efficient forms of transportation on any particular route. Because of the potential advantages of containerization, these ITC's should become the premier transportation companies in terms of profitability and growth over the foreseeable future.

Containerization is the application of mass production techniques to transportation. Its basis is standardization, i.e., the transformation of nonuniform, heterogeneous types of cargo into standard units that can be moved and handled by capital rather than labor intensive methods. Containerization consists of packing cargo in standard sized boxes and vans and transporting the van through one or more modes of transportation (rail, truck, ship or plane) to its final destination. While the van is in transit, it is sealed and its contents are untouched; consequently, the transportation system is designed to move the container rather than its contents.

The advantages of containerization lie in the potential cost savings of one-half or more which it offers over conventional transportation methods. These cost savings lie primarily in areas where the bulk of transportation inefficiencies are incurred: handling, paperwork, damage, and pilferage.

In transportation, 45-55% of total revenues go into wages of operating personnel. A significant portion of these costs are accounted for — particularly in the shipping industry — by loading and unloading goods into and out of vehicles via

conventional methods. With containerization, large quantities of goods can be handled by specialized machines operated by a relatively few people. As a result, labor handling costs can be reduced 90-95%, and total handling costs can be lowered as much as 80%. A pronounced increase in the speed of cargo handling works to the advantage of the customer through improved service, and to the advantage of the transporter through better utilization of equipment.

A second high cost area is in paper work. It is estimated, for example, that annual documentation costs (bills of lading, customs clearance papers, etc.) for the U.S. import-export trade may run as high as \$5.6 billion, or 8-10% of the total value of goods shipped. With containerization, eventually, one standard bill of lading would cover all the items in a container regardless of the transportation mode or modes utilized.

Finally, since the container is sealed by the shipper in a strong metal case and typically not opened until it reaches its destination, it provides substantially more protection from damage and pilferage than does conventional packing, which is exposed on pallets. One shipper has reported that theft and damage losses have dropped from 5% of the value of the cargo to .001% since he began shipping in standard containers.

In addition to these direct and immediate cost savings of containerization, longer term cost benefits should occur through more effective use of the United States transportation complex. With containerization, transfer costs are reduced to the point where it is possible to optimize a transportation system by switching containers to the carrier with the lowest operating costs on any particular segment of the route.

We believe the major beneficiaries of containerization — in terms of both revenue growth and improved earnings — will be companies capable of developing and applying a container oriented systems approach to transportation. This approach involves the operation or control of all modes of transportation on a multinational basis. We view the development of these integrated transportation companies as inevitable, since the characteristics of containerization (high initial capital costs, sealed box moving through various transportation modes) require a single organization, financially able to effectively utilize this capital investment, and prepared to assume restrictions against companies involved in one mode of transportation owning or controlling other modes, we look for development of ITC's to come initially through the coordination of transportation facilities, some owned by the coordinating company and some owned by other companies.

### FIFTEEN DECOMMISSIONED

by George Schneider

Fifteen more American merchant ships have been ordered out of service, and no one seems to mind.

American unsubsidized shipping lines have been complaining about the use of General Services Administration ships in the

sealift to Viet Nam. At the height of the sealift the 170 victories, C1's, and miscellaneous renegades from the scrap yards, along with the available active merchant fleet, were not sufficient to maintain the flow of goods from the United States to Viet Nam. But since that time the use of the G.S.A. ships has created a void of cargo for the American tramp concerns. What happened to their pre-war cargoes?

One answer is that many of these tramps didn't have pre-war cargoes. They are elderly vessels, primarily C2 types, which have recently been sold by subsidized companies when replacing their fleets. These ships were only saved from scrapping or sale to foreign countries because of the necessity for ships and opportunity for owners during the Viet Nam conflict.

The other ships involved did have their own customers before the withdrawal of the ships from commercial routes for Viet Nam, but these customers have since found another company to do their service — a foreign company with cheaper rates, better ships, and no military obligation.

These old tramps are now all over twenty years old — some approaching thirty. Since the companies bought them for nearly scrap prices they have no investment with which to build new ships. Although some of the companies have only existed on wartime trade, they are fighting to maintain a fleet as long as they can with the hope that a future crisis will again place a demand on their ships. For this reason they have been bitterly fighting the use of G.S.A. ships while there are privately-owned American merchant ships lying idle. The numbers of idle ships have been increasing steadily. At one time last September there were fifteen of these tramps idle in San Francisco Harbor alone.

Current legislation has been slowly phasing out the use of G.S.A. ships. Twenty-three odd ships were decommissioned in 1967, and most of these have since been sold for scrap. In 1968, 18 C1's and Victories were laid up, and so far this year 86 have been withdrawn from active service and placed in reduced service status or placed in mothballs.

Legislation has now been proposed to prohibit the use of ships out of the National Defense Reserve Fleet for carrying any cargo as long as any privately-owned vessels are available. This legislation, if enacted, should stall the elimination of the American tramp fleet as long as the Coast Guard allows the ships to sail.

### PREVENTING POLLUTION FROM TANKERS

by E.E. Lanman

The concept calls for a number of large 140 foot containers to be dropped by parachute to a tanker leaking oil. These containers are dropped in compact form and then inflated to a size capable of containing 140,000 gallons of oil. The rubber-coated containers work in form similar to but more complicated than the air-dropped inflatable life raft.

Along with the containers, the procedure requires several other devices to be accurately

dropped by parachute. Among these other necessary elements are the submersible hydraulic pump, a prime mover for the pump, flexible piping, tools for assembly and repair, and fittings for the system.

This plan for prevention of pollution by leaking tankers requires a great deal of assistance from the Coast Guard. A helicopter is needed for delivery of a pump to the tanker. Since the crew of the tanker would most likely be untrained in this operation, a crew of Coast Guardsmen would be required to assemble and operate the pump for filling the inflated containers. Finally a Coast Guard cutter or cutters would have to tow the oil filled containers to a safe anchorage for unloading.

This concept is still in the experimental stage of operation; however, the results of tests thus far have proved encouraging. The plan, no matter how perfected, couldn't prevent some pollution from occurring in disasters of such caliber as the TORREY CANYON and OCEAN EAGLE, however, it would greatly reduce the amount of pollution. According to the Coast Guard, this plan is not the only experimental systems being developed for containment and clean-up of spill oil at sea.

To make the dropped container concept effective several portions of the plan has to be perfected. These portions are the techniques for accurate air drop of pumps and containers. This portion is essential since without accurate delivery of the containers and pumps the operation could not perform. Besides the air drop, the best size and shape of the container must be developed.

The companies involved in this experiment are the Ocean Science and Engineering Inc. of Washington as the contractors of the testing. Sub contractors are Uniroyal, makers of the containers; Pioneer Aerodynamic Systems, Inc.; developers of the air drop and recovering techniques; and Byron Jackson Pump Company for the development of the hydraulic pump capable of pumping 1,000 gallons a minute.

### 11,000 HORSEPOWER TUG DESIGNS READY

New Orleans Times - PICAYUNE Nov. 11, 1969

The most powerful tug ever built in the United States will be constructed by Southern Shipbuilding Corporation here for the Ingram Corporation of New Orleans.

The tug will have 11,000 horsepower and will be used in a new "tug-barge" unit developed by Ingram in conjunction with Breit Engineering Co., New Orleans. It will push a 270,000 barrel tanker barge. The tug will fit into a special notched stern of the barge.

Southern Shipbuilding President Alain R. Seligman said the new tug is "the most powerful to be built in this country." He said a New York towing company has a tug with 9,600 horsepower.

Designed for all-weather, deep water operation, the tug will be 140 feet long, with a 46-foot beam and a 26.5-foot draft. It will accommodate a crew of 15. When pushing the barge, the tug and barge together will be more than 600 feet long.

The tug-barge combination is designed to operate in all sea conditions, yet the two vessels can be separated in a minimum of time and used as a standard tug and barge.

Ingram stressed the flexibility of the tug-barge, noting that the tug will be integrated with other types of barges such as bulk carriers, general cargo and refrigerated units. The tug-barge design was approved by the U.S. Coast Guard and is certified by the American Bureau of Shipping.

Seligman said construction will begin soon, with completion scheduled early in 1971.

### Navy Requirement Change

by George Schneider

The Bureau of Naval Personnel of the U.S. Navy has signed a directive concerning changes in the requirements for maintainence of Naval Reserve commissions. Although the directive has not yet been officially released, midshipmen can expect to be affected by the changes in the near future.

Current regulations require a two-week period of active training during every two years of reserve commission. This requisite has not been closely observed, and the future directive is expected to make this training period optional in the interests of non-military obligations of the personnel.

One correspondence course per year is required, and this course may be any one of a large number, varying greatly in subject and amount of subject matter. There are no orders as to which courses should be taken, except in view of maintaining a quota of Naval Reserve points. These points, given according to amount of training received, are available only through participation in correspondence courses and active training periods. One two-week training session is worth fourteen Naval Reserve points. Twelve are required per year.

The most important of the changes involves the reduction in the required period of active shipping. This change allows Naval Reserve officers in the Merchant Marine to spend a minimum of six months at sea without having to enter active duty, and frees them from any active service obligation at the end of three years.

These changes are expected to be made in the near future, and midshipmen will be promptly advised at that time of these and other rules which pertain to the maintainence of Naval Reserve Commissions while active in the Merchant Marine.

THE ACADEMY'S WINNING WRESTLING TEAM

