



Þinn Vísindagætt • 40 • Sportis • Maritime Report • Velsam

The "Binnacle" is the monthly student publication of California Maritime Academy, Vallejo, California. The opinions expressed herein are not necessarily those of the corps, administration, faculty or our staff. All news-worthy items for publication must be signed and given to the Editor no later than four days previous publication.

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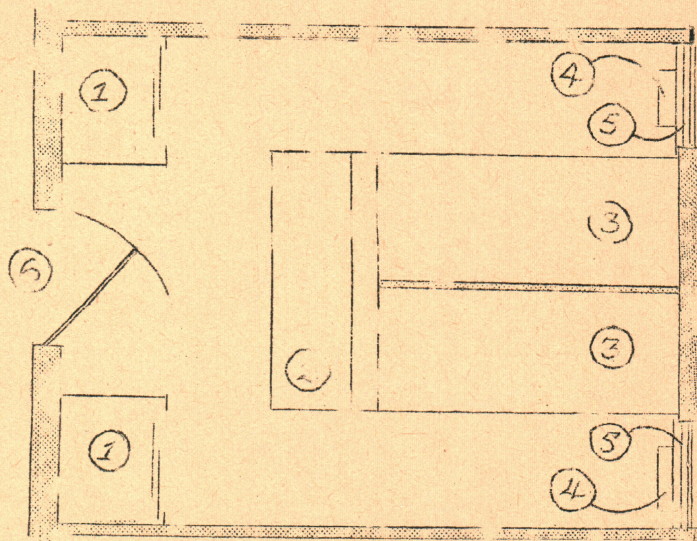
Cmdr. Heron

Feature Article: M/S IN NEW B.Q. BY '59

Text by Johanson; Art by [unclear]; Layout by Small.

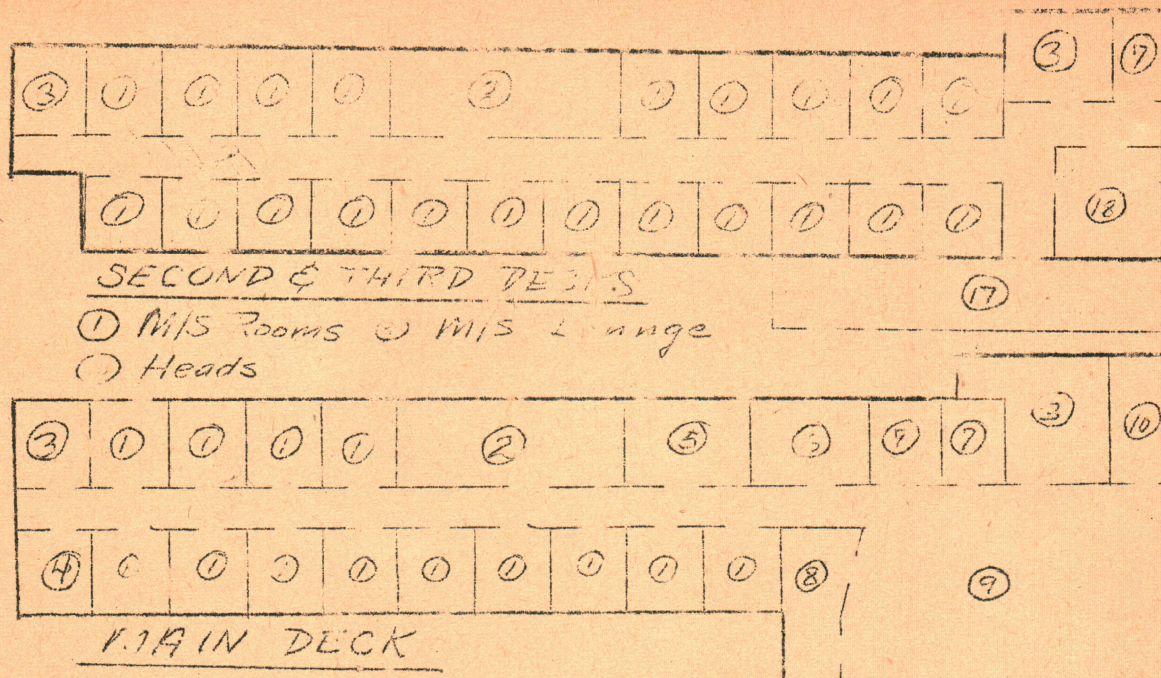
CMA OC 2- Commander Keeley, CMA business manager, has a giant size Christmas present for the Midshipmen. The new barracks are planned to be occupied before vacation.

The \$200,000 structure will be like leaving a nightmare into dream. It will include a library on the main deck which will hold a maximum of 12,000 books and will have all modern fixtures and lighting; A TV lounge on the second deck with a view of the straights and with an adjoining sundeck; a barber shop, out fitted with \$900 worth of first class equipment; a student council room on the third deck; small stores where the Midshipmen may handely pick up their needs; a sick bay (cont nued)

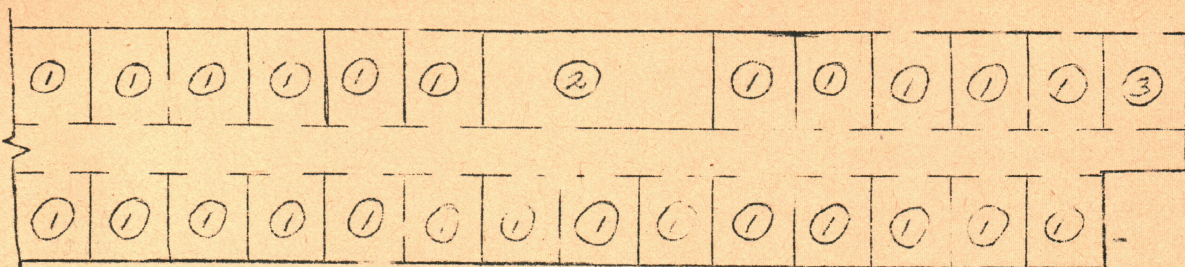


Uprights (2) Bunks (3) Windows (5)
(1) Desk (4) Heaters (6) Entrance

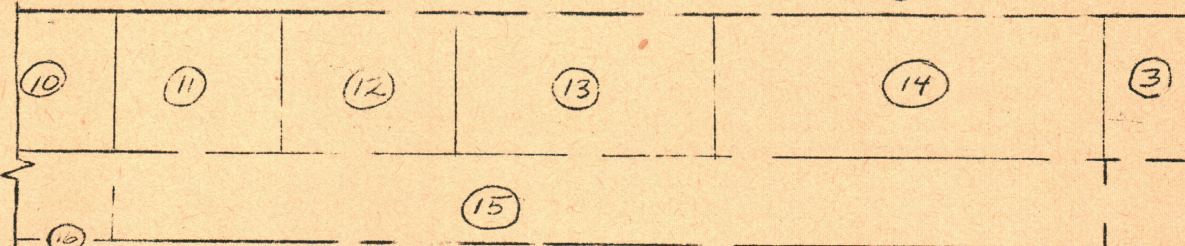
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with laboratory and dispensary; a laundry fully equipped with washing machines and ironing boards; and finally, for those with a sweat tooth and an unquenchable thirst, a canteen with all the necessities of these Midshipmen.



① Sundeck ② Library ③ DO's Room ④ Laundry
 ⑤ TV Room ⑥ Barber Shop ⑦ Storage ⑧ Armory
 (cont. adk. students' union) ⑨ BC's Room ⑩ Boiler room ⑪ Carleen



⑫ Formation Area ⑬ Sickbay ⑭ Main Entrance ⑮ Stairs
 Midshipmen's Rooms

The rooms will be excellently finished and laid out. They will accommodate two Midshipmen. The bunks, of inter spring mattresses, will be separated by a wooden partition. There is one six foot desk with two drawers and goose-neck lamps. This will furnish ample study area for the rooms' occupants. Two large uprights, with key locks, will be in each inboard corner. Under each bunk is three large drawers. Each Midshipman will have a window. Under the window is

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located a heater. There are 207 rooms distributed on all three decks. The bottom deck will have quarters for the DO and the BC and sub BC.

Washrooms and Heads

Washrooms are located two on the top deck, two on the middle deck and one on the main deck. They will include six showers, eight basins and five heads. The washroom decks are done in tile with intricate designs.

Landscaping

The landscaping will be done by a special contractor and will be beautifully laid out in lawn. The fine dirt was taken from an Indian burial ground. Mr. Cole, person in charge of barracks' construction, said that he was using this fertile soil so that it would take the grass only 27 hours to appear after planting.

Mr. Cole has between 20 and 40 men working constantly on the new barracks. Only first class material is used and must be approved by the state.

The strength of the building is tested by chopping holes in the bulkhead to test the pressure, resistance, etc... This work is done by a specialized mason and is a very tedious job.

There are fire stations on all three decks distributed to give the building adequate fire protection.

Formations will be held inside the building in a special area provided for this purpose.

The contractors' completion date is set as November 1st. After the state inspects the structure we should get that long-awaited-for "move-in" directive.

This will indeed be a wonderful Christmas present. It is clean, spacious and well laid out. It will, without a doubt, improve study conditions and general CMA life.

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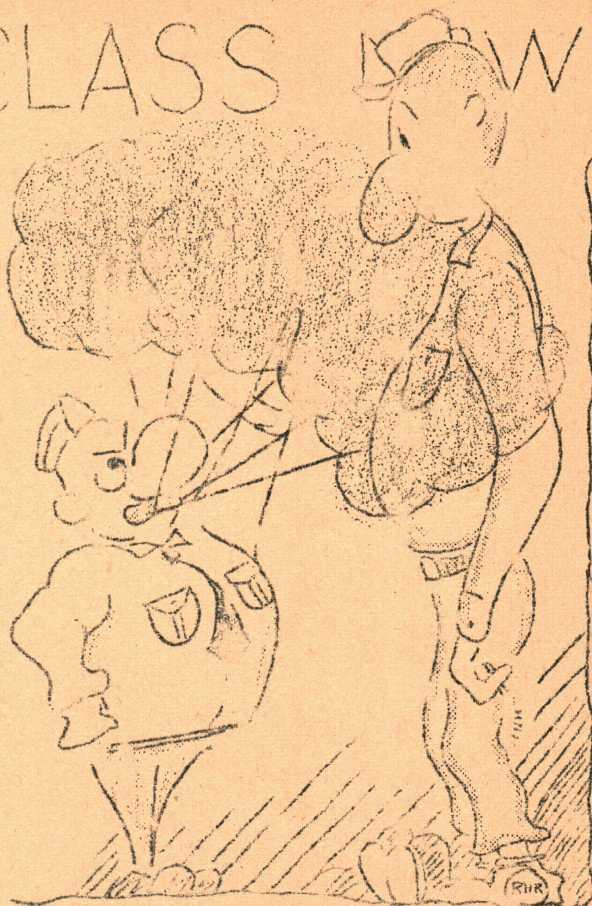
This will indeed be a wonderful Christmas present. It is clean, spacious and well laid out. It will, without a doubt, improve study conditions and general CMA life.

NEW THIRD CLASS ESSENTIAL PART OF CMA

Text by Clifford, Layout Small

CMA OCT. 2. With the beginning of each new academic year there comes a new and spirited third class. The Class of '61 has proven to be no exception. The recent arrivals have the unity that will make this class an asset to the academy. The Class of 1961 has as its members:

Achuff, H. R.-D.	San Diego
Allerower, W. D.-D.	Inglewood
Bader, B.-E.	Honolulu
Berwick, J. S.-D.	Los Altos
Boulter, G. E.-D.	Oakland



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Bowman, T. E.-D.	San Francisco	Braun, J. R.-E.	W. Covina
Brink, T. R.-E.	San Diego	Brown, G. J.-D.	San Francisco
Buffandeau, E. D.-D.	Honolulu	Burch, G. E.-D.	Fairfield
Brown, V. D.-D.	N. Sacramento	Burke, T. E.-E.	Fillmore
Burnside, T. C.-E.	San Carlos	Carrell, G. J.-E.	Napa
Castela, H. E.-E.	Palm Springs	Chapman, W. G.-E.	San Francisco
Chrivia, J. E.-E.	Coronado	Clark, N. E.-D.	Napa
Clifford, D. H.-E.	Coronado	Cole, W. J.-E.	Bakersfield
Cook, B. L.-D.	Vallejo	Coppo, K. A.-E.	Vallejo
Cornell, A. C.-D.	Fresno	Cozine, J. B.-D.	Sacramento
Crane, R. O.-D.	Fresno	Davis, R. W.-D.	San Francisco
Debely, M.-E.	St. Helena	De Lacy, T. J.-E.	Vallejo
Desmond, J. W.-D.	Los Altos	De Vall, N.-D.	Los Angeles
Dinneen, G. F.-E.	Vallejo	Duffy, P. T.-D.	Santa Ana
Endrody, N.-D.	El Cerrito	Fautleroy, W. M.-D.	Albany
Frazier, R. W.-E.	Los Angeles	Flohr, J. G.-D.	Placerville
Fredrickson, F. S.-D.	Los Gatos	Frier, R.-D.	San Francisco
Garner, W. F.-D.	Vallejo	Gleason, D. S.-E.	San Carlos
Gorman, L. M.-D.	Santa Rosa	Green, -D.	Huntington, W. Va.
Hamre, M. N.-D.	San Clara	Heacock, W. A.-E.	Manhattan
Henary, P. L.-E.	San Diego	Hinds, D. F.-E.	Cottage Grove
Haver, P. D.-D.	Vallejo	Holizon, J. E.-E.	Santa Barbara
Koye, G. E.-E.	Westminster	Karman, C. P.-E.	Redwood City
Jennings, D. U.-E.	Coronado	Johanson, P. P.-E.	Napa
Johnson, A. L.-D.	Everett	Joslyn, E. D.-E.	Oakland
Juris, H. L.-D.	Brooklyn	Kalli, T. A.-D.	New Brunswick
Kemp, C. S.-D.	Westminster	Kirch, C. P.-E.	Redwood City
Kirkconnell, M.-D.	Wilmington	Leffingwell, P.-E.	Inglewood
Miller, W. A.-D.	San Diego	Mc Govern, L. E.-E.	Hayward
Martin, R. W.-E.	Dixon	Meneni, A. L.-E.	Mt. Shasta
Miller, W. B.-E.	Camarillo	Mills, M. A.-E.	Ione

Miranvi, A. J.-D.	La Jolla	Miseric, A. B.-E.	Oxnard
Moore, R. G.-E.	Coronado	Murphy, M. R.-D.	Martinez
Murray, P. G.-D.	Honolulu	Nelson, G. R.-E.	San Francisco
Nemecek, E. F.-D.	Sun Valley	Peters, D. D.-E.	El Sobrante
Philpott, E. D.-E.	N. Hollywood	Phinn y, G. A.-E.	Vallejo
Pittsey, T. E.-D.	San Rafael	Pope, G.-E.	San Bernardino
Roberts, T. A.-D.	Ogden, Utah	Ronning, W. E.-E.	Vallejo
Rose, P. A.-E.	San Gabriel	Rose, M. A.-D.	San Francisco
Savage, E. C.-D.	Monterey	Schiller, W. E.-D.	Westbury
Shaw, J. F.-D.	Glendale	Small, D. A.-E.	La Crescenta
Smith, C. W.-D.	San Quentin	Spence, R. W.-E.	Coronado
Swarthout, C.-D.	San Francisco	Sumnergren, P. P.-E.	Menlo Park
Tiffany, J. V.-E.	Covina	Tromontano, J. P.-D.	Whittier
Tufts, G. E.-E.	Citrus Heights	Villiman, T.-E.	Napa
Vohs, R. W.-D.	Berkely	Waller, B. E.-E.	Palm Springs
Warn, J. C.-E.	Vallejo	Watson, B. E.-D.	San Diego
Watson, M. H.-D.	Long Beach	Weathers, R. K.-D.	Palo Alto
Wesenberg, W. W.-E.	Long Beach	West, J. D.-E.	Concord
Wilburn, T. D.-E.	Yreka	Willms, M. H.-E.	Vallejo
Yates, D. E.-E.	Comonado.		

THE BIG EVENT

The start of our career at CMA was on Monday the 18th of August when we reported for indoctrination, (complete or incomplete as the case may be, with our fairly large blades). The first day we drew dungarees, paid fees, and were assigned berthing areas aboard ship. We also found out that polishing shoes was to be our objective for the coming years, that is the ones who didn't come with just one pair of desert boots.

The second day of our new life found us being finger-

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printed and fitted for uniforms. All during the indoctrination period we were given lectures on safety, first aid, study, and conduct. These lectures brought about our first contact with NO*DOZ. None of us were used to the early rising that we soon found out we were to live three years

First Look at Shipping

On Saturday the 23rd, we left the Academy on three busses. Our destination to be the San Francisco waterfront. The group broke up into three tours, one going to the Mattson lines, another to State lines and the third to visit the facilities of the American President lines. The States line facilities were handling the "Italia Ciclo" which was unloading small French cars. We were told that this ship could carry 1500 such cars.

Balcutha

Upon leaving the wharves and ships, we went to see the good ship "Balcutha." Here we saw how our fore-fathers in the Merchant Marine lived and worked. We were all very interested in the different types of cargo gear, navigation instruments, and small boats used over a hundred years ago.

Maritime Museum

From the "Balcutha" we drove through heavy afternoon traffic to the Maritime Museum. All went fine until one of the bus drivers decided to take a short cut and got lost. The driver ended up very much confused but not half as mixed up as the lady trying to figure out where he was going. During our tour many glances fell upon the young ladies on the beach and elsewhere.

Relaxation at last

Sunday morning was church liberty. The rest of the day was spent enjoying the CMA country club. The second week of our orientation period was devoted mostly to military drill and more lectures.

Exploring Mare Island

Tuesday we took a field trip to our close neighbor Mare Island. Transportation was provided by the Navy. We were guided through a wooden, full scale, mock-up model of the new atomic submarine that is designed to carry and launch 14 polaris ballistic missiles. We saw the atomic submarine "Gargo" in drydock. Our tour took us throughout the island's facilities. Not only was the trip very interesting but it provided us with the opportunity to get off the drill ground for a few hours.

Section Sports Competition

Thursday the 23th found us entered into sports competition by sections. Mr. Thwing had a vast array of games for us to test our skills. The game of horseshoes ended up the most popular of all. At first volley-ball had this top position but no one could provide section seven with any competition so it sort of lost popularity in the other sections. Section eight wound up on top for the most over all points.

Taking Our Place

We recently elected as our class officers: Buffandeau, president; Bader, vice-president; Savage, Secretary; and Kalli, Master at Arms. We have placed our class in their hands because we believe that they are qualified to take over the many responsibilities that come with their offices. They will have to make plans for and organize the annual Christmas dance put on by the third class.

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They also have the responsibility towards the general conduct of the class.

We of the "Binnacle" wish the Third Class good luck and may your three years at CMA be as successful as YOU make them.

228 in Maritime Academy (from S.F. Examiner-Sept. 21, 1958)

California Maritime Academy is starting its 50th year with an enrollment 228, largest since World War II. There are 110 members in the new class of '61. An annual two month training cruise on the ship "Golden Bear" is part of the curriculum. The ship visits ports on the West Coast of the United States and South America, and Caribbean and Gulf Coast ports...

(Editor's note) What's this deal about Gulf ports and some in the Caribbean. Sounds good now that the bill allowing us passage of the canal has gone through.



C.M.A.

CAMPUS

GOING

OMS.....

STRAIGHT
SCOOPS



CLUBS,
INTERVIEWS,
INFORMATIVE ITEMS,
AND ANYTHING ELSE THAT ISN'T
CLASSIFIED UNDER ACCUMULATED
FLOTSAM AND JETSAM.

Straight Scoops

Rumors

by Kalli

Subtracted

From Facts Equals
Interest.

The new Administration Building is proving to be a valuable asset to the Administration. Landscaping should be completed very soon... (Personal) "Joe: get in touch with me immediately and bring three rings- engagement, wedding, teething. Have I got a surprise for you! Guess Who..." Well at long last

CMA has itself a real honest to goodness librarian. And to top it off he is a darn good one. Mr. Yerke was a librarian and history teacher at California College of Arts and Crafts in Oakland. Other experience includes being assistant librarian at Oak Knoll Naval Hospital also in Oakland. We know he will do a fine job with our library and we would like to thank him in advance... (Wanted) One PHYTOSTEROL. If anyone can supply one, or knows the whereabouts of one, contact M/S Hagler or Carey... Battalion Commander Ellis is now preparing an article for the National Geographic Magazine, which is complete with colored pictures of the base and ship. Ellis is to turn in the article and photographs to Captain Richter before the Thanksgiving vacation. He will, in turn, send it to the National Geographic after a final inspection. Helping Ellis is M/S Hinds 3/c who is taking many of the colored photographs. The article's purpose

is to provide the general public with knowledge of the life and the activities of the Midshipmen at the Academy. The whole idea of an article for the Geographic was suggested to Ellis by Mr. Beland, and he may be considered the faculty advisor for the current project. Remember to smile...The "Binnacle" would like to welcome this years new instructors. 1st Lt., Commander Garrett. Lt. Taylor, Lt. Sunday, and Lt. Graig. The Naval Science department has two new instructors. They are Ensigns Odekirk and Huther... (Special Services) Come one, come all. Contact Midshipman Saterla for further information...A drill team has been formed this year here at CMA. There were several drill teams started before but they didn't meet with too much success. The team this year is doing very well. It is composed of third classmen, and most of them are new to drilling. In spite of this, all members are catching on fast. The team hopes that in the near future that they will become a company in the Pershing Rifles. The Pershing Rifles is a national fraternity of drill teams from all over the country. There will be a number of benefits by being a member of the PR's. The drill team is a good thing for the Academy. They will represent us in many ways; by marching in local and liberty port parades; by (after more extensive training) entering into drill competition. It is important that the team be well supported. The members are giving a lot of their time to practice but this practice only makes them much better...The Academy has withdrawn a request for some \$21,000 to destroy the old barracks. A recent report to the Board of Governors stated that the Academy has found "another way" of accomplishing this task. Wonder how? (He ho) (Let me at it)... GOLF CLUB The Golf Club will be run under M/S Densmore. All Midshipmen interested in joining the club are asked to see Densmore...It seems the latest fad among the first class is to wreck cars and then take to bikes as a safer and more efficient way of travel...The second class engineers have completed their lifeboatman tests and are now waiting

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the results. We hope good luck was and is with them...Cadet-Midshipman Harris: "By the way, mister, is this ice cream pure?" Clerk at the canteen: "As pure as the girl of your dreams." Harris: "Oh, oh. Give me a pack of cigarettes."...The Canterbury Club has begun another year at CMA. The club meets every other Wednesday night. Once a month they have a social. The club has discussed plans for a hay ride, Ice skating party and a party at the Napa Valley Ranch Club. No definite dates were set as these socials were just discussed. There will be a church bazaar in a few weeks. Roughly, 12 Midshipmen from the Academy will be at the bazaar. Along with the M/S will be girls from Vallejo J.C. The Canterbury Club attends services every Tuesday morning. So far the 3rd class has not been too well represented at the meetings or services. The club is not only for those of the Episcopal faith but for all religions. Lets get behind the club and give it your support...especially the third class...(Wanted) Baby sitters for 220 M/S. To make racks, keep tract of belongings, etc.. (also do light housework prior to 0800 formation) If interested contact CMA social committee. Only persons of the female sex, between the ages of 15 to 19 years need apply for the above position. No experience necessary...PROPELLER CLUB. The propeller Club of the Port of the California Maritime Academy held its first meeting of this year on 23 September. The feature speaker was First Lt. Garrett of the Training Ship Golden Bear. Classroom 110 was filled to capacity as Mr. Garrett outlined the "proposed" training cruise for 1959. It is a costal cruise involving planned out-to-sea-training-legs and return trips to well known ports, including Vacouver, Tacoma, Seattle, Astoria, Eureka, Santa Barbara, San Diego, and even our neighbor up the straights: Stockton. It will be a good will tour of our own state, and will undoubtedly give CMA a far-ranging reputation. The program was concluded with a film on Tahiti. President Ellis is attempting to

Secure the new National Propeller Club film "American Shipping in Today's World" for an October meeting. Efforts are being made by program Chairman Hall to obtain the lecture ship of Mr. Urhan, well known for his brilliant instruction at the San Francisco cargo school attended by deck Midshipmen this year and last. Captain Richter is now working on plans for attendance of some Midshipmen, representing our Propeller Club, at the National Convention of the Propeller Club of the United States at San Francisco on 15, 16, and 17 of October. More of this will be announced at a later date... (FOR RENT) Furnished apartment in beautiful Vallejo suburb. Near fine cafeteria style restaurant and library. Inquire building 2, apartment 2 in person, NO PHONE CALLS. No children, pets or drinkers (?) Long term lease available to occupy middle part of next year. Weeds chopped and gardening services furnished free of charge. Property patrolled by local security unit. Excellent residence for men. (Women refer to Social Committee)... FROM THE DEAN'S DESK: "This is the first issue of the "Pinnacle" for the academic year 1958-1959. Getting a school paper into print demands a lot of hard work and hours of time from someone. At CMA there aren't many spare hours and the "Pinnacle" staff deserves your appreciation for their efforts in providing you with as nifty a paper as the "Pinnacle".

Now that the school year is underway, let's take a look at ourselves. There are 225 Midshipmen aboard at the present time. Two hundred of you have your homes in California, twenty-five of you come from fourteen other States. Since reporting to the Academy, 44% of the Class of 1959 and 37% of the Class of 1960 have been unable to match the pace required by the Academy. An increasing number of Midshipmen are entering CMA with two or more years of college background although the majority of you have come in directly from high school graduation. You range in age from 17 to 30 and come in assorted sizes and shapes from jockeys to pro-ball tackles. You have

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prodigious appetites (one third classman has gained 14 pounds since August 18), and are almost always sleepy at reveilly. By and large you represent a good cross section of young American manhood.

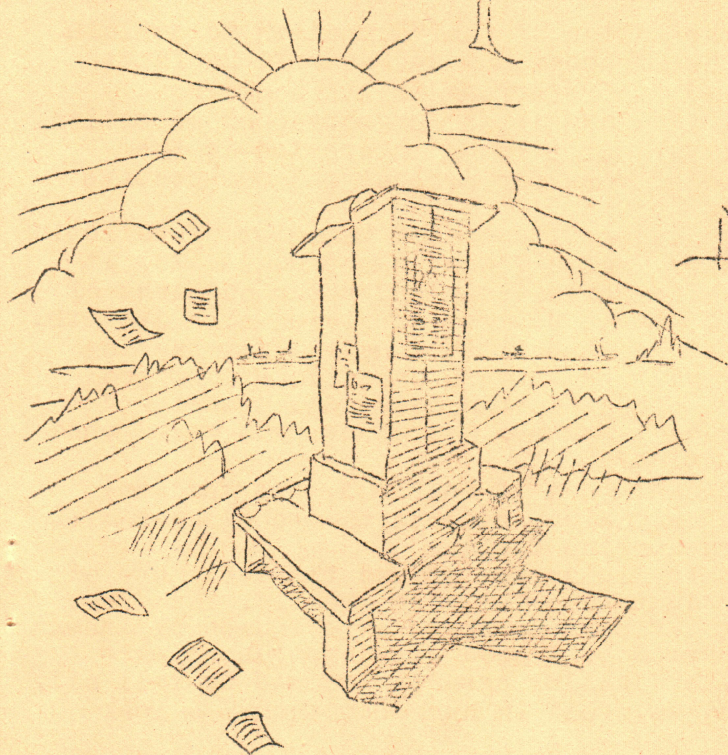
I have just completed compiling some interesting data about all of you. On the basis of your multiple score at time of entrance, you have been ranked in order from number one man down to the low man on the totem pole. By arranging you in order of qualities I have an indication of your academic expectancy. From your grades, I can determine whether you are keeping up with your potential, exceeding it, or falling behind. Most of you are turning in work at your par for the course, but there are some of you who are definitely content to just squeeze by. What gives me a happy grin are those of you who are academically streaking along like fast destroyers despite a slow tanker potential. There are 23 of you who are in this group and you all deserve great credit for your fine performance. There are 16 of you who need to get into gear and rev up to your potential. The key to how well you are doing lies in your answer to this question: "How much do I desire to excel and how hard am I willing to work?"

A busy year lies ahead for all of you. Now is the time to ring for full speed ahead. Good luck to all of you.

Clyde L. Ogden, Dean

THE NEWMAN CLUB. The Newman Club has had a very good turnout by the third class. Friday morning mass has been well attended. The Newman Club is looking forward to a very good year... THE ROCK CLIMBING CLUB. The Keema Climbers have already made one trip to explore caves. The club will continue to function with home made equipment. See President Clune for more information... (For Sale)-Type A NEKROS. In excellent and well preserved condition. Have one dozen pink ones on hand for immediate delivery. Contact Midshipman Cameron... BINNACLE STAFF. Our only comment is our motto: "Deadlines, typing, writing-hurry. Slow-but steady-What, Me Worry?"

BINNACLE'S Soap Box . . .



Articles written
about our profession
by those who
live from
it...

Each edition the "Binnacle" will invite one of the faculty to write on a topic of mutual interest to him and our readers. This issue, Mr. Bruhn, Engineering instructor, has been invited to write about the Merchant Marine Council and its publication.

Mr. Bruhn:

When asked by the Editor of the "Binnacle" to explain the meaning and workings of the Merchant Marine Council, my first reaction was one of mild regret for referring to it in class.

However, I feel it is an important source of educational and informational material for all persons interested in the Merchant Marine. This is especially so for present and prospective ships' officers; therefore Midshipmen.

The "Proceedings" is an illustrated magazine or bulletin published monthly at Coast Guard Headquarters, numbered CG-129. It is published in the interest of safety at sea under the auspices of the Merchant Marine Council. It might be most sufficiently described as a "certified Scoop Sheet" because it is a medium for passing along "the word" of actual casualties, unsafe conditions, new procedures, laws, etc., by those people in the Coast Guard assigned to duties relating to the Merchant Marine. Therefore, you may depend on the accuracy of its information.

The information comes out of hearings, the regional Coast Guard offices, shipping companies, reports to technical societies and other sources from the marine field.

The marine industry is spread around the periphery of the U.S. so conditions and products handled vary greatly. The "Proceedings" provide a means for officers to share experiences of others and thus increase his own experience. A good illustration appears in the last issue, dealing with a boiler casualty caused by tall oil.

The ship carried tall oil in her deep tanks. A leak

developed in the heating coils and oil entered the boilers. Tall oil is used in the manufacture of emulsions, detergents, and emulsifiers. It mixes with water. While being transported it must be kept at 150°F, as it will solidify at 100°F. The first indication of trouble was oil leaking from the turbine throttle valve stem. Superheat dropped from 700°F to 450°F. Since this particular oil mixes with water there was no indication of oil in the boiler gage glasses. No usual signs of oil appeared in the inspection tank. The water took on a grayish color. The vessel was at anchor and by blow-downs damage was minimized till the ship was moved to shipyard for extensive and expensive cleaning. The article points up the necessity of co-operation between dock and engineering officers in passing along information with respect to unusual cargoes. By passing the word along in the "Proceedings" ship officers are alerted to the special problems in handling this product and chances of a more serious repeat of this casualty is reduced.

Included in each publication is a list of all Coast Guard Regulation books and pamphlets with the date of latest revisions to aid in keeping your own or ships' copies up to date.

Of special interest to Mates is a paper on "The Emergency Stopping of Ships." Also in the last issue are published changes in Inland Pilot Rules governing lights for smaller vessels in inland waters and an account of a collision that occurred because of a green uninstructed bow lookout.

Of special interest to engineers is the word on nuclear propelled vessels. Pre-requisite to signing on as an engineer on such vessels will be a dual license. First your regular Coast Guard license and secondly a Nuclear Reactor Operator's license. This second license will be issued on passing an examination by the Atomic Energy Commission, not the Coast Guard.

Reading the commendation to Captain Brigu Jacobsen and the crew of the S.S. Columbia Trader will show you a way in which

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someday you might help to save a cracking ship in a storm at sea. By amazing seamanship, knowledge, and long hard work this ship's crew saved their ship and themselves from becoming another set of statistics under "lost at sea." Knowing how the "impossible" was done once before may enable a ship's crew to do the same instead of giving up and taking to their life boats too soon.

Regular features are "Nautical Queries", a question and answer page for ship's officers, statistics covering the most usual cause of shipboard injuries as well as the unusual freak types but all involving negligence of basic safety precautions.

To sum up, I would repeat that the "Proceedings" is a certified scoop sheet from which all Midshipmen could profit themselves professionally by reading.

Lt. Bruhn.

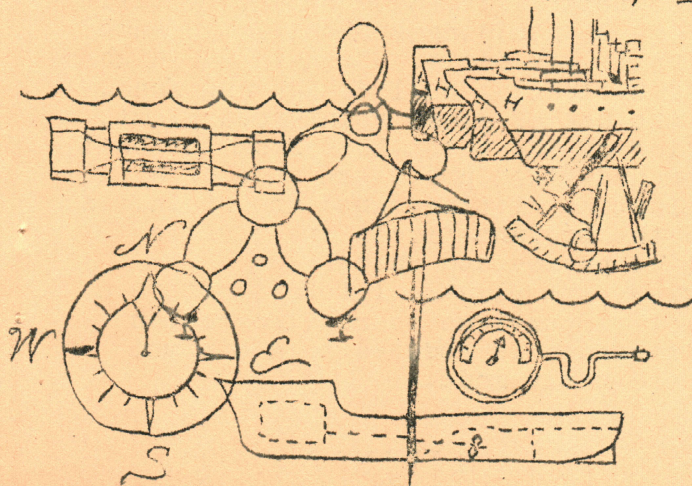
Editor's note: The "Binnacle" wishes to thank Mr. Bruhn for such a fine article as above. Such generous co-operation is appreciated and we on the staff hope that in the future Editions of the "Binnacle" other instructors who are asked to write for this series will also co-operate so wholeheartedly.

In reference to Mr. Bruhn's article I wish to remind the Midshipmen that the Coast Guard Proceedings is a current publication in our library.

BINNACLE'S

What's going on in
the

MARITIME INDUSTRY



Reports on the Maritime Industry is handled by the Binnacle's research staff (anyone who knows the answer). If you have some technical point from either the deck or engineering department that you wish to know about, drop us a note and we'll see how involved we can get.

ABOUT OUR PROFESSION

by Young and Bird

Plastic Life Boats

On August 14, 1958 the Coast Guard issued approval number 160-035/357/0, to the Wellin Davit and Boat Division for a plastic lifeboat.

Plastic lifeboats of approved design can now be used on all American flag cargo and passenger ships. However, the Coast Guard Rules do not permit plastic life boats to be installed on American flag tank ships.

In these boats, prime consideration was given to features of safety and performance. All plastic parts are made of fire-resistant, self-extinguishing resins. Plastic foam flotation material was installed in such quantity as to make the life boat unsinkable, even when fully loaded and completely filled with water. Stability of the plastic was established by maintaining basically the same type of proven lines used on metal life boats. Strength and high impact resistance were obtained by special hull design and Monocoque construction offered by the use of glass reinforced plastics. For the uniform distribution of the total load from the boat to the releasing gear, the stem and stern posts are made of aluminum. The keel, however, is plastic. Fittings used are stainless steel. Lifelines are nylon and the buoyant floats are plastic. Plastic thwarts knees are special premoulded units.

From a commercial point of view, the plastic lifeboat offers a streamlined lightweight lifeboat, impervious to rot, corrosion and exposure. In addition, maintenance is reduced to a minimum and repairs are inexpensively and easily made.

ENGINEERING QUESTIONS AND ANSWERS

Edited by Bird

- #1. An AC electric turbine driven ship is reversed by using an astern turbine. True or False?
- #2. A blown fuse would be indicated on the electrical switchboard by one ground lamp burning with greater intensity than the other. True or False?
- #3. An arbor is the same thing as a mandrel. True or False?
- #4. To get a good finish on a turning job, increase the feed and decrease the speed. True or False?

ANSWERS

1. False. An AC Turbo-electric drive ship reverses by reversing two of the motor lead connections.
2. False. Ground lamps burning in this manner would indicate a ground.
3. False. An arbor is used to mount the cutter on the milling machine. A mandrel is used to hold the work.
4. False. To get a good finish on lathe work, increase the speed and decrease the feed.

DECK DEPARTMENT QUESTIONS AND ANSWERS

Edited by Young

- #1. Does the Master have the responsibility and right to relieve a

OCTOBER, 1958

(Deck Q & A cont.) pilot, when in the Masters judgement, the pilot is jepordizing the safe navigation of the vessel?

- A. The fact that a pilot is on board the vessel does not absolve the Master from his duties. He still remains in command of his vessel and retains the authority to control the actions of the pilot to assure the safety of his ship or the avoidance of imminent danger.
- B. The Master not only retains the power but has the duty to interfere in all cases of necessity or danger and to replace the pilot.
- C. The exercise of this power rests within the Masters sound discretion and is determined by the factual situation.
- D. Whether the pilot is a voluntary or compulsory one, the Master does not surrender his authority.
- E. It should be noted that the Master should not interfere with the pilot unless it is necessary.

#2. What is the Coast Guard regulation regarding the minimum spacing permitted between bulkheads?

10 ft plus 3% of the waterline length of the ship or 35 ft whichever is less.

#3. What is the meaning of the term tonnage deck?

The tonnage deck is the second deck up from the inner bottom. It is merely a convient way of dividing the ship up for purposes of measuring tonnage.

(Editor's Note) Your questions are invited to this section.

BINNACLE'S
ditorial
SECTION...

Editorials
Letters to the Editor

Letter to the Editor:

Massachusetts Maritime Academy
Buzzards Bay, Massachusetts
19 August 1958

Dear Sir:

We cadets of Massachusetts Maritime Academy wish to start a publication similar to your "Binnacle". Therefore, as you are experienced in this field, I ask your help in getting us started.

Would you please tell me the approximate cost of your publication, how often you publish it, and a general outline of what problems, etc., we may encounter in the undertaking of such a publication.

Thanking you in advance, I am:

Sincerely yours,

John F. Doyle
John F. Doyle

Editor's Note: The problems that confront us in preparing such a publication are unique for each monthly edition...A cadet publication such as the "Binnacle", requires relatively little money; not many, but a good selection of supplies and an almost overwhelming variety of good hard WORK...I will forward more information upon completion of the October Edition.

Sincerely yours,

Al Kiddersvold

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BINNACLE

The second class engineers have recieved the results of their lifeboatman's tests. 37 men passed the two day examination. Those that failed will retake the test on October 31st. High point man was Clune with a 99%, second was Roberts with 98%.

The alumni association of CMA has a plan in the workings that will prove to be most useful to the Midshipmen in obtaining work experience and money with shipping companies during the vacation periods. This project is being headed by Mr. J.G. Ellis and Mr. Naylor both graduates of the Academy. They have promised a full report on their activities for publication in the next Edition of the BINNACLE.

The CMA Social Committee has composed a policy to be approved by Captain Richter concerning their activities. They have quite a program planned for the watch company Midshipmen.

The BINNACLE urges any Midshipmen with an amosity or personal complaint over such matters that can be handled through the proper channels of Student Council, Commandant of Midshipmen, Faculty Advisors, or through Upperclassmen and Midshipmen Officers, to take said amosities or personal gripes to these people and get them settled.

I wish to thank all those who have contributed to this Edition.

OCTOBER, 1958

BINNACLE FILLERS. Why? Because this is a blank page and it has to be filled. Yes?

Define the following words:

- | | |
|-----------------|---|
| 1. grammar | |
| 2. dogma | |
| 3. Scotch kilt | |
| 4. bouyant | |
| 5. adverse | |
| 6. concur | |
| 7. lawsuit | 19. The driving force behind every Midshtpmen. |
| 8. paradox | study and early rouse. |
| 9. zeal | 18. The way you feel the morning after you had late |
| 10. arrival | 17. Every other Wednesday. |
| 11. largesse | 16. We don't know. |
| 12. al | 15. What we all feel like doing Friday morning. |
| 13. bitter end | Inspection and drill. |
| 14. blister | 14. The reward you get after loosing Wednesday |
| 15. breakout | 13. End of rope. (He has fooled you) |
| 16. broadside | 12. The way you feel after having late sleep. |
| 17. D-Day | 11. A girl with big... Ah... hips |
| 18. dead-a-head | 10. The guy your girl likes better than you. |
| 19. liberty | 9. A zoo or circus animal |
| | 8. Two physicians |
| | 7. What a judge wears in court |
| | 6. A prison mascot |
| | 5. A singing commercial |
| | 4. A young male ant |
| | 3. Robert Burns is dead |
| | 2. Bitch |
| | 1. Your father's mother |

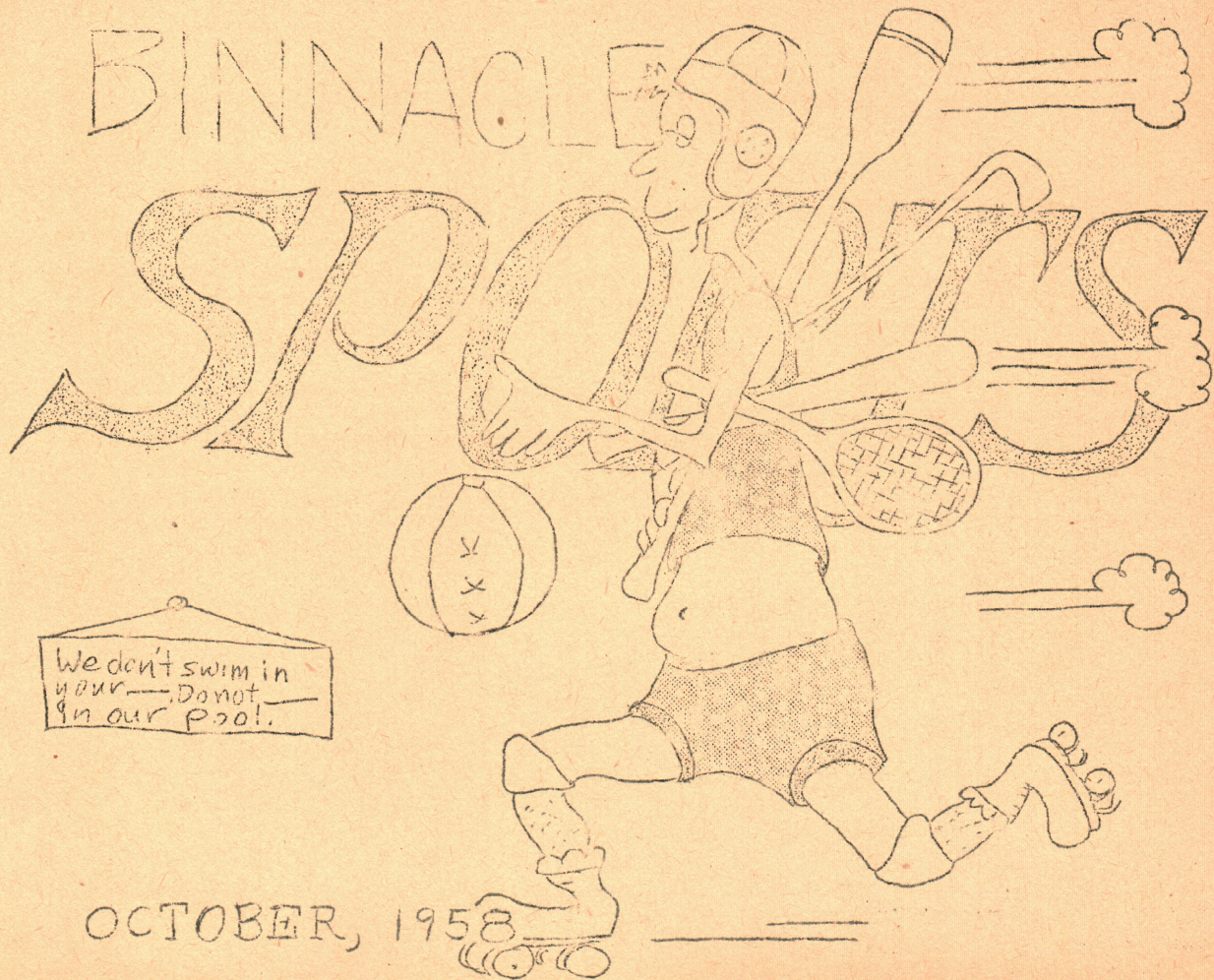
BINNACLE

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BINNACLE



BINNACLE

Sports

We don't swim in
your pool. Don't swim
in our pool.

OCTOBER, 1958

CMA SPORTS:

Waterpolo

The waterpolo season started with a fast action game with Stockton College Friday the 26th at 1545. The CMA members were beaten by a 14-4 score. M/S Cox, left forward, and Hegeman center forward, scored in the first quarter and Roberts, centerback and Hegeman in the third. Other players, who all saw action, were: Cozine, left forward; Delacy, right forward; Mills, right forward; Roth, center forward; Jennings 3/c, center back; Mc Loud, left guard; Estes, left guard; Murry, right guard; Weathers, right guard; Pittsey, right guard; Shiller, right guard; Swarthout 1/c, goalie; and Berwick, goalie. The inexperienced but spirited team gained a great deal of valuable experience from actual play.

The very active turnouts have shown up many weaknesses which should be ironed out with the development of more teamwork. Some of the strong points are: Hegeman's freestyle shot and Cox's sprinting from guard to forward position with the ball. Delacy has a fast back hand but it needs more accuracy. There is a lot of depth as long as CR or AR does not restrict the team as it did in the San Francisco State game. Coach Thwing has a lot more to work with this year so he hopes that the team will make a better showing. He stated that the individuals themselves are not bad and that they have made very good showings against their well organized opponents.

The undermanned CMA team was beaten by a well organized and fast shooting SF State team October the 1st. M/S Laughton, Dale, and Schwarz, not regular players, helped to fill out the team as did Mc Intire who is the team ref. The only regular players were: M/S Cox, Hegeman, Roberts, Mills, Estes, and Berwick.

The waterpolo schedule is as follows: 8/10 with Cal JV there at 3:30; 14/10 with San Jose State here at 4:00; 17/10 with Arden Hills Athletic Club here at 7:30; 22/10 with Stockton College there at 3:30; 27/10 with San Jose State there at 4:00; 29/10 with Pacific Athletic Club here at 8:00; 30/10 with Olympic Club here at 8:00; 5/11 Davis there at 4:30.

BINNACLE

FROM THE TOWEL ROOM....

by Dale

FOOTBALL-

Now that football season is upon us once more, all eyes have turned to the egg rooling contest.

Although "B" company lost their first game, they came roaring back to beat "A" company. The titans from "E" company, however have also beaten "A" company. Whose nose will roll this year?

BASKETBALL-

Although two months before the season, the old basketball has started bouncing already. The city "BB" league co-champs have shed there league ties and hope to field a strong independent team. Perhaps they will battle seattle for the NCAA championship (Napa City Athletic Association)

Many fine rockies have turned out this season and have much needed bench strength.

M/S Riddle, Shieffen (lastyears top scorer), Laughton and Seaman have returned with a years experience behind them. M/S Roberts is an old slinger from way back. He played for the team two years ago.

Mr. Thwing has lined up some very interesting games this year; namely with Vallejo, Stockton, Marin and other JCs in the area.

WATERPOLO-

Waterpolo season again has started and again has suffered its midseason lapse(?). The active team members enjoy a high schoolastic rating; so if you are not on AR join the team. Swimmers are needed badly.

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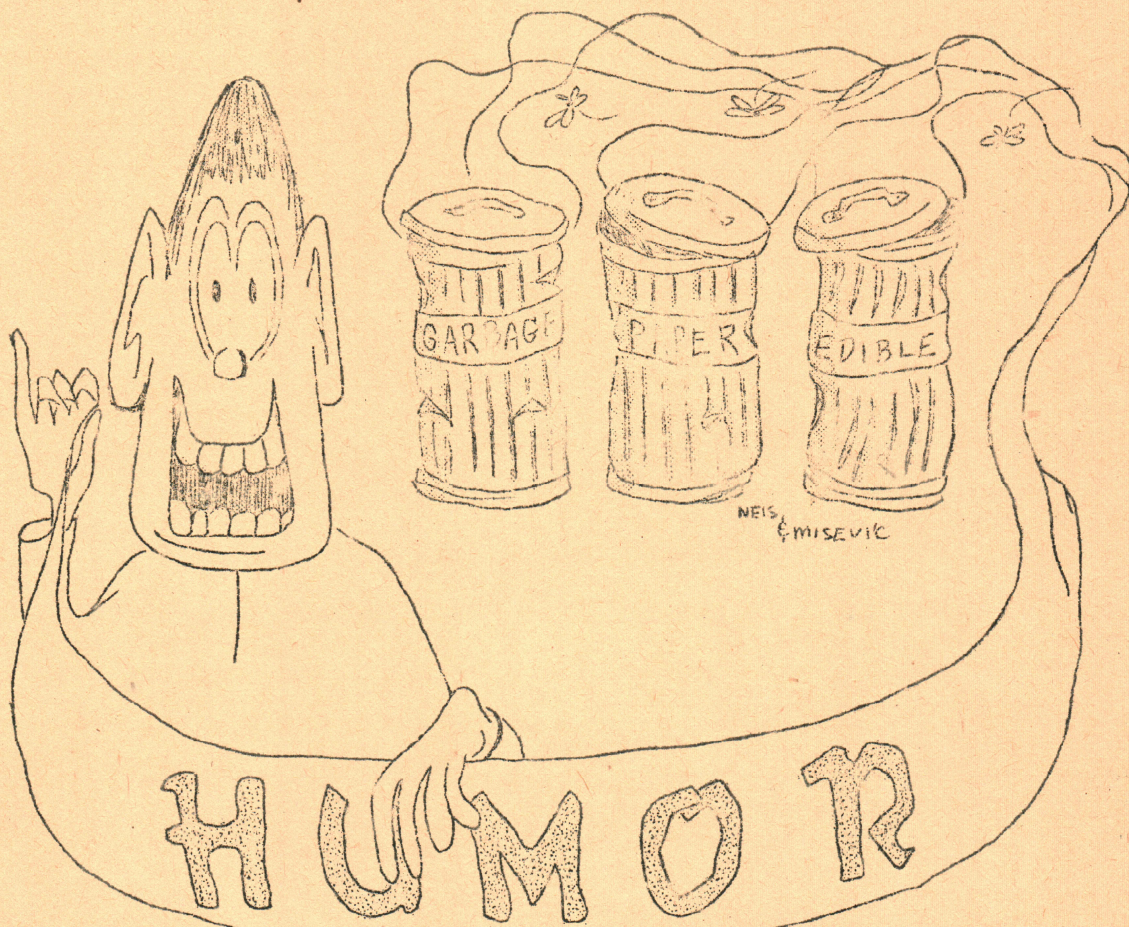
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"B" Co. trounces "A" Co. in Football
by Brinck

Maybe "A" Co. can win the inspections but they have yet to win a football game. In the September 29th football game, the first ten minutes were played to a draw. In the second quarter M/S Kemmerrer 1/c broke through the middle, on a five yard dash, to score for "B" Co. M/S Miranti 3/c intercepted an "A" Co. pass and went twenty yards to score again for "B" Co. "A" Co. got revengeful in the third quarter, but "B" Co. got the last word in when M/S Dale 2/c from "A" Co. got wiped out by M/S Lissch 3/c on an end run. After the stretchers cleared away, "A" Co. picked itself out of the dirt and rallied with a 70 yard end run by M/S Willturn 3/c to bring the final score to: "B" Company 12, "A" Company 6.

*Everyone should have a
sport. Go out for the
team today!*





OCTOBER, 1958

THE FALL GUY

If the ship begins to roll, call the mate. If the cook runs out of coal, call the mate. If the old man goes to bed; if you see a squall ahead; if you need the sounding lead, call the mate.

If your running lights are out, call the mate. If your latitudes in doubt, call the mate. If the winds begin to growl; if the sailors start to howl; if the whistle string gets fowl, call the mate.

If your coming into port, call the mate. If the midnight lunch runs short, call the mate. If the cargo starts to shift; if the workboat goes adrift; if the fog begins to lift, call the mate.

If you want to drop the hook, call the mate. If your looking for the cook, call the mate. If you run a light abeam; if the chief can't give you steam; if the mess boy has no cream, call the mate.

If you need the crew on deck, call the mate. If the gangplank is a wreck, call the mate. If the Captain's on the blink; if a load falls in the drink; if you don't have time to think, call the mate.

Yes, that's who the fall guy is, it's the mate. All the petty griefs are his, ask the mate. And at that, the poor old bird never gets a pleasant word. Thank the Lord I'm just the Third, not the mate.

—*courtesy* Mr. Taylor.

* * * * *

"Could I see the captain of this ship?"

"He's forward, Miss."

"Oh, I don't care. I'm used to men."

LIFE (Where?)

Man comes into this world without his consent and leaves it against his will. During his stay on earth his time is spent in one continuous round of contraries and misunderstandings. In his infancy he is an angel; in his boyhood he is a devil; in his manhood he is everything from a lizard up. In his duties he is a FOOL; if he raises a family he is a chump; if he raises a check he is a thief and the law raises ---- with him. If he is a poor man he's a poor manager and has no sense; if he is rich he is dishonest but considered smart; if he is in politics he is considered a grafter and a crook; if he is not in politics you can't place him. He is an undesirable citizen. If he goes to church he is a hypocrite; if he stays away from church he is a sinner; if he donates to a foreign mission he does it for show. If he does not he is a tightwad. When he first comes into this world everybody wants to kiss him. -- before he goes out everyone wants to kick him. If he dies young there was a great future in front of him; if he lives to a ripe old age he is in the way - only living to save funeral expenses.

Life is a funny proposition after all.

-Commercial Investigators.

Virtues are learned at Mother's knee - vices, at some other joint.

"Lady, if you'll give us a nickel, my little brother'll imitate a hen." "What will he do," asked the lady, "cackle like a hen?"

"Naw," replied the boy in disgust. "He wouldn't do a cheap imitation like that. He'll eat a worm."

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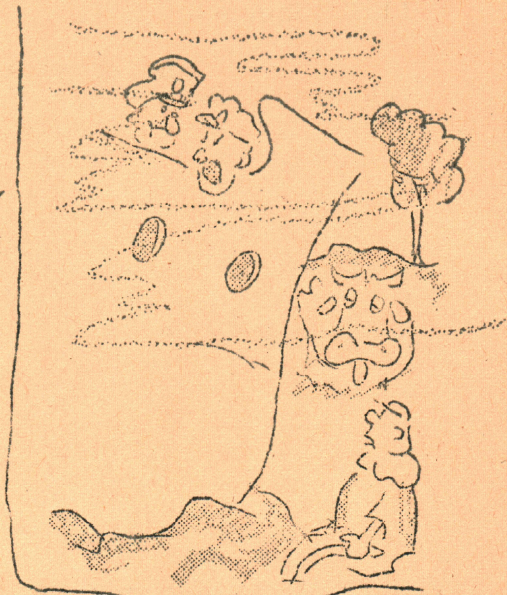
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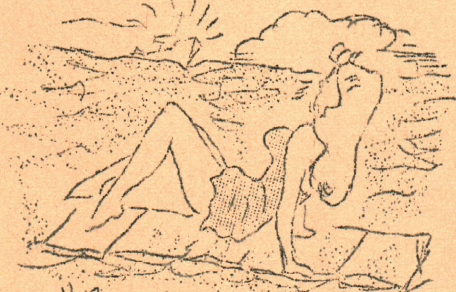
"I see old 'Muscles' is on duty again in the engine room."



Always one hand for the ship



"You and your dead reckoning."

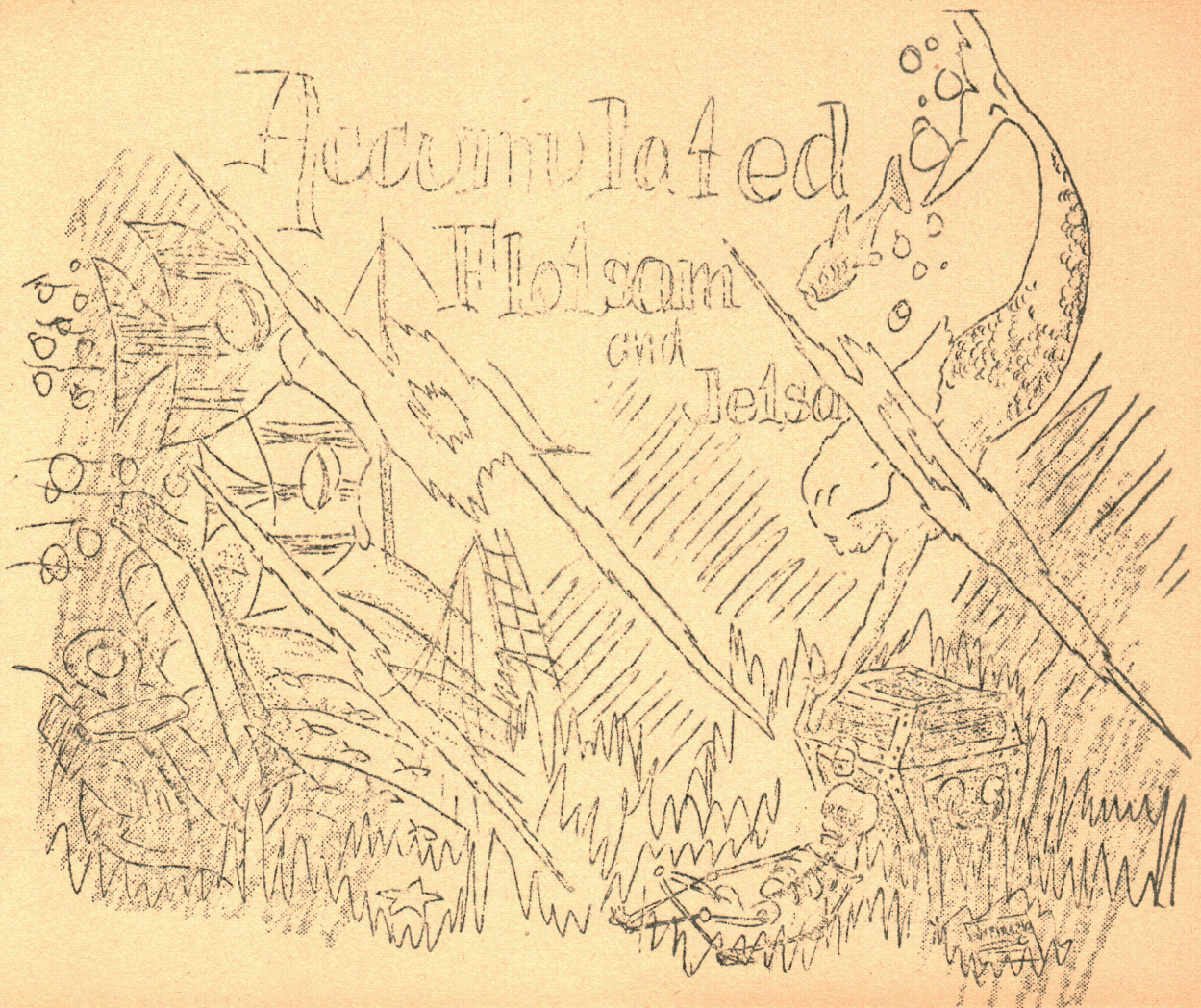


"Broad on the Starboard Bow!"

"Little boy, why aren't you in school?"

"Hell, lady, I ain't but three years old."

Accumulated Folsom and Jelsa



QUESTIONS FROM THE SECOND CLASS MESS TABLES -

by Mc Intire

"Anyone who has had the benefits of physics at CMA is sure to be a winner. Actually, what is involved is the conservation of angular momentum. . .

"It is merely necessary to exert a small but carefully regulated impulse, the product of force x time, by allowing a hypersensitive sacroiliac to impinge on a small portion of the interior periphery of a short section of the ????

"The impulse, applied with some discretion, serves to produce a change in the angular momentum of the ????, and if the force acting on the ???? is so directed that there is a small vertical component of this momentum opposing the force of gravity which acts uniformly over the plane of the ????, then the resulting horizontal motion will be maintained with rare uniformity to the amazement of all beholders who do not realize that the whole deal is just as easy as falling off a log."

- Peyton N. Rhodes .

Answer..

doou etnu

Last year I asked a very nice girl to be my wife and she gave me a decidedly negative reply, so to get even I (don't tell anyone) married the girl's mother. The my father married the girl.

My question: What are the relations between the girl, her mother, my father and myself?

Answer- When I married the girl's mother, the girl became my daughter, and my father married my daughter so became my son. When my father married my daughter, she became my mother. If my father is my son and my daughter is my mother, who am I? My mother's mother is my wife and must be my grandmother, and being my grand- mother's husband, I must be my own grand- father. Asaand there you are.

BINNACLE

CMA's Summer Song-

Down the road and back to the ship.

We say goodbyeto our summer trip.

Goodbyeto our girlfriends, boats and cars,

Goodbye to the beaches and fun at the bars.

T~~h~~en~~t~~ime we soon will know.

Back in the stream of human flow

And off on the weekends we will go,

To find the girls and the things we know.

But after the weekend fun has past,

We're back at KEMA - here at last. ~~Beñ, 78~~

Glad to be back and shoulder the load,

Glad to be back on Academy Road.

To the tune of TGLF

-Burrell

M/S California Maritime Academy
Vallejo, California

To: _____

Stamp

NEW YORK
Third Class