

California Maritime Academy

May 19, 1958

CMA-STATE COLLEGE CONSOLIDATION?

A study of the feasibility of consolidating the proposed new North Bay Area State College with the California Maritime Academy in Vallejo is requested of the State Public Works Board and the State Department of Education under terms of a State Senate resolution introduced by Sen. Luther E. Gibson and approved by the Upper House of the Legislature on April 18th.

The measure (Senate Resolution # 33) actually asks for a three-point investigation into the state college proposal, including the advisability of locating two, rather than one of the institutions, in the four county North Bay Area. The resolution reads, in part, as follows:

" . . . The State Public Works Board and the Department of Education, as a part of their investigations and studies, are requested to analyze all facts available on:

"1. Whether, because of the size of the four-county area and the population and number of potential students in the four North Bay counties and adjacent counties which would be served thereby, the comparative lack of communications throughout the area, and other pertinent

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RING DANCE



Where?

* Mare Island
Officers' Club

When?

* 27 June ~ 2000-0100

What For?

* Dancing to the music of Joe Pallotta
* Dinner for Two

How?

* The Dance Ticket Sales Committee will contact you. The cost is \$10 which covers you and your date. Dates will wear formals; Midshipmen will wear Dress Blues & Bow Ties.

Why?

* To celebrate the occasion of the Class of '59's new Class Rings.
* To support your school's finest social activity.
* To enjoy yourself.

Theme?

* SCENE: ENCHANTED EVENING

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The Binnacle

May 19, 1958

Editor	John T Ellis
2d-In-Command & Artist	Riddervold
Business Manager	Allgaier
Sports Editor	Graham
Reporters	Hedrick Bird Smith Young Thorpe Slade
FACULTY ADVISER	Payne LT CMDR MARTIN

PROPELLER CLUB

By N/S Morris, President

The Propeller Club will officially end its activities for the year '57-58 with the election of new officers on Tuesday, 27 May. Officers elected at this meeting will then take over the Club's activities for the year '58-59.

The nominating committee will submit the following names to the Club at the next meeting: For President: Kemmerer, Swarthout, Ellis; For Vice-President: Hegeman, Sall, Kring; For Secretary-Treasurer: Cox, Lampman, Wittman.

Highlight of the past year has been the growth of the Club in membership, from less than 20 members to a roster of nearly 50 Midshipmen. The increase tends to show that interest in the maritime field and the Merchant Marine is returning to CMA. Feature of the May 27th meeting will be two films, one

nautical and one non-nautical: "Sea Ports of the West Coast," and "Music in America." All Midshipmen are invited to attend. Time of the showing will be announced at a later date.

BINNACLE TO ELECT NEW EDITOR

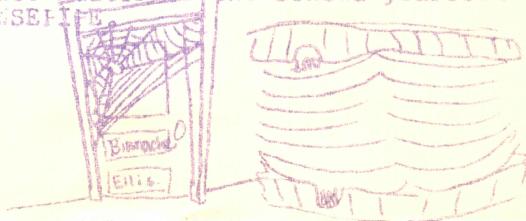
By Riddervold

The present staff of the BINNACLE will hold the annual election of officers for the coming year early in June. These officers will publish the June and July editions and those of the '58-'59 sessions.

M/S Ellis' term as Editor expires after nearly a year-and-a-half of Editorship. He was Editor as a Third and Second Classmen and believes that it has been a challenging and rewarding position, full of opportunity to think and to write. This will be his final issue of the BINNACLE.

Asked to express his views as to what the "philosophy of the Binnacle" is, Ellis replied: "You will find it in this and in all other Editions. I believe the BINNACLE should be a newspaper of students thinking. In this Final Issue I have tried to sum up the mission of CMA as others more experienced than I see it. This issue also contains a resume of Cruise. I wish the new Editor much success in the coming year; I wish to thank the Superintendent, the Dean, the Faculty and the Midshipmen for their interest and support of the BINNACLE during the time I had the privilege of being Editor."

"I also wish to thank the BINNACLE's staff for their loyal support, and to thank Mr Martin for his considered judgment and liberal support of the BINNACLE's philosophy." Ellis will continue as Associate Editor of the school yearbook the HANSEPIE.



MAY 19, 1958



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Editor John T Ellis
2/1 in Command . . . Riddervold
and Artist

Sports Editor . . . Graham

Faculty Adviser . Lt Cmdr Martin

AN EDITORIAL...

WHAT ARE WE? WHERE ARE WE GOING?

Senator Luther Gibson's Resolution # 33, introduced in the State Senate on 18 April, is a point of departure for some serious student thinking about the future of the California Maritime Academy. We say student thinking because the Binnacle's philosophy is that students have an obligation and a duty to think about their school's history, aims, and mission; that we are more than mere students; we are men who are the future alumni.

Senator Gibson's Resolution actually compels us to think of basic questions and we begin to ask ourselves "What Are We? Where are we Going?" Are we a State College, a Nautical School, a Technical Institute, a University of Liberal Knowledge? What are we here for? Are we training to be merchantmen? students of naval history? philosophers? the nation's best professional merchant officers? inputs to the University of Southern California?

These are not idle, abstract, speculative questions. They are meaningful

questions that need to be continually asked, thought about and evaluated.

It is undoubtedly true that the modern merchant officer must be more than a professionally competent one, but he must be at least that: our first duty is to train Merchant Officers who know their tasks and can perform them. If we are able to also make them linguists, philosophers, naval historians, theoretical physicists, and poets -- very well. But our first duty is clear.

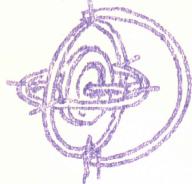
→ THE MISSION

Unique in its field the California Maritime Academy has historically struggled to boldly incorporate the theoretical and practical aspects of maritime life in its instructional program. It was this sense of our mission that compelled the then-Superintendent of the California Maritime Academy, Commodore Russel M. Ihrig, to write in the July 1954 edition of CALIFORNIA SCHOOLS concerning a Stanford University School of Education study of the Academy. This study, Commodore Ihrig pointed out, "strongly recommended the continuation of the school and justified the conception of integrated theoretical and practical training . . . it is interesting to note that in other state colleges the pattern of integration in certain fields of education appears to resemble that of the Academy. Business and industry are insisting upon more specific technical qualification on the part of college graduates accepted for supervisory positions . . . The orthodox educator, formerly bound by tradition to emphasize the liberal arts, is giving recognition to the position that one of education's first obligations is to prepare students to earn a living in the highly technical and competitive world of today."

Commodore Ihrig, understanding the mission of the Academy, spelled out the unique curriculum that did not pretend to match liberal arts college curriculums: "The highly specific mission of the Academy obviously implies that the entering student has the maritime profession as his definite objective. The entire course, both academic and practical, is scheduled to prepare him for this objective. Contrary to the usual

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This Space Is Dedicated To Sperry's
Chief Gyroscopist, Mr Leo Bodian who
resides mostly at Folsum Street . . .

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AN EDITORIAL . . .

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college practice, there are no elective subjects. The broad range of specific skills and knowledge required of the efficient merchant marine officer makes it necessary for the major portion of the academic work to be devoted to professional subjects. General subjects such as English, mathematics, physics, chemistry, economic history and mechanical drawing are all scheduled and designed to contribute to preparation for the professional subjects." Further, in pursuit of the mission Commodore Ihrig outlined in his historical 1954 statement that "in the practical instruction period the students are occupied in . . . seamanship practices, machinery and equipment overhaul, machine shop and foundry practice, ship maintenance and repair. In the exercise and development of supervisor skills and leadership, upper classmen are assigned to take charge of drill and work groups. . . This type of vocational-professional instruction at the college level is steadily receiving more favorable attention and approval. The merit of the program of integrating theory and practice at the Academy is fully demonstrated during the annual training cruises."

We state all these points because they reveal again that the California Maritime Academy is not a stereotyped unit of the state college system. It is a technical school composed of dedicated men who wish to be prepared to

go to sea as mates and engineers and whose program is meaningful only insofar as it is faithful to the mission.

And it was Commodore Ihrig himself who recognized that such a school with such a mission would appeal only to that small group of dedicated men who wished to go well-trained to the sea.

Should the California Maritime Academy become part of a State College, a department of Nautical Science and Marine Engineering in a State College, the questions of mission and function and purpose will have to be carefully considered. And the necessary changes that would have to be made might possibly change the entire character of men who now enter the Academy. It would undoubtedly change radically the standards of entrance. Whether such a change would end the opportunity for a "vocational-professional" education is questionable. Whether this would end the opportunity for Californian men to choose between a liberal arts education and a technical education, such as we offer, is debatable. We do not pretend to know where Senate Resolution # 33 will lead and we are not prepared or able to argue for or against it. We feel only that those charged with such a task have the duty to consider the concepts which Commodore Ihrig has so ably stated, and to ask whether this move will strengthen, weaken or destroy the "West's only Maritime College."

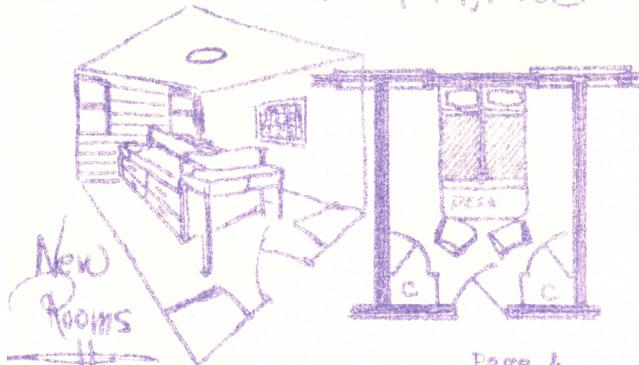
→THE PRESENT

The Senate Resolution is of interest, too, in relation to the current proposed revision of the afternoon practical program. Certainly the past program has not always been perfectly executed but its authors did attempt to fulfill the mission and Midshipmen were given the opportunity to learn skills and to exercise valuable leadership in their First Class Year -- a year that gave the individual Midshipman a sense of accomplishment, a year that helped him make the transition from Midshipman to Mate or Engineer. The work on the revision, now proceeding, is designed, according to the Superintendent, to IMPROVE the learning situation, and that change itself is a healthy and dynamic

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AN EDITORIAL . . . (From Page 3)

check to stagnation. Certainly if the new program revitalizes and energizes the mission which Commodore
Thurber states as one preparing us for posts at sea, it will be for the best.

Fundamentally, it is not difficult to recognize that the California Maritime Academy is in a state of transition, full of meaning for the future. The concert of vocational-professional education, the unique opportunity for practical instruction and student leadership, the existence of the Training Ship Golden Bear as our best "training aid," the whole question of mission and aims, accreditation and degrees, technical school vrs. state college, instructor tenure, and a multiple of other problems, present the ingredients for mature and thoughtful reflection. These questions are not foreign to the students and should be thought about from their own plateau. The informed student makes for a high morale and a wholesome, democratic and liberal atmosphere. It is the restricted, narrow, thought-controlled student oblivious of his school's meaning and purpose and mission that creates that mean, provincial and undiscussed atmosphere so damning to morale. It seems to the Binnacle that "CMA IN TRANSITION" offers STUDENTS challenging opportunities to THINK and that their ideas and suggestions may well be valuable to the Administration BECAUSE they come from another plateau from another level.

The thinking student will, then,

ask firmly and intelligently "WHAT ARE WE WHERE ARE WE GOING ?" *J.C.*

CONSTRUCTION

By C. V. Bird

Upon request, the Business Manager, Commander Keesley has given some information about our new Administration Building that should be of interest to the Lidshipmen.



The cost will be around \$150,000, with completion date of July 31. Commander Keesley stated that he hoped that the offices would be moved into the new building before Graduation. It will be a modern functionally designed building with about 21 rooms. None of these rooms will be classrooms as they are in the old building. It will have a tile deck with "modern office-decor." Due to lack of funds, however, only the Conference Room and the Superintendent's Office will have new furniture. A special feature that will be housed in the new building will be a new closed circuit telephone system. This will incorporate all the field phones now in service plus all office and non-ray phones in the barracks. "Outside", however, will not be able to be dialed except from special phones strategically placed about the Base and will not be for Lidshipmen's use, except for calls on and around the Base. There will be pay phones, as there are now. This system will be a self-contained dial circuit and will not require an operator for around Base calls. The building will have steam radiators and metal framed windows.

Ring Dance! Friday - 27 June!

DON'T MISS IT

The Pinnacle

May 19, 1958



COMBINED MARITIME ACADEMY, NEW COLLEGE ASKED FOR AREA . . . (Continued from Page One)

factors, one state college site can adequately serve the North Bay Area;

"2. The type of curricula which should be established at such institution or institutions, and whether the demand for such curricula would feasibly justify the establishment of two campuses;

"3. Whether it would be feasible to consolidate a state college located in this area with the California Maritime Academy, whether there would be any advantage to the State from such a consolidation, and whether such a move would tend to strengthen the program offered or the administration of the maritime academy or such college, or tend to produce any economies in the operation of either . . ."

Senator Gibson's resolution notes that under terms of an Assembly bill (AB4) adopted at the 1957 session of the Legislature, the acquisition of a site for a state college was authorized to be located in the area of Solano, Napa, Sonoma and Marin Counties.

"The State Public Works Board is charged with the responsibility of selecting the site most adaptable and appropriate for said college and is expected to conduct surveys and studies to accomplish that purpose within the next several months," the measure continues.

" . . . Prior to the adoption of Assembly Bill No. 4 of the 1957 session, the Department of Education had discussed in published reports the desirability of locating two institutions of this nature within the same area to serve these four and adjacent counties. The educational emphasis in separate portions of this area might be different, one tending to be centered on teaching curricula with perhaps added attention to an agricultural curricula, and the other tending to a technical curricula because of the concentration of industrial activities, including now developing industry utilizing nuclear power.

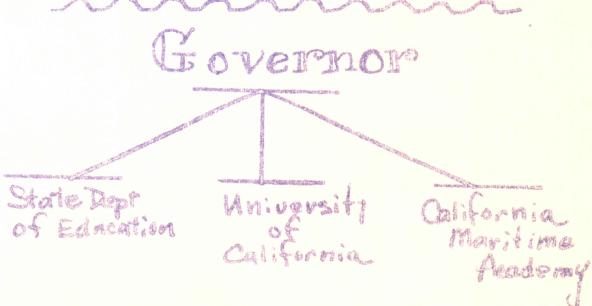
"It is deemed advisable that the Department of Education make further studies as to the need of a second state institution of college grade in addition to the site now authorized to serve the four-county area . . .

"The California Maritime Academy, a state institution of college grade, is now located within this area . . ."

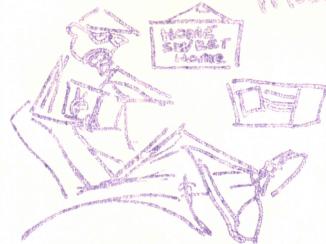
The resolution asks the Public Works Board and the Department of Education to "report any findings (on the three point investigation) to the Senate at the 1959 session, provided, however, that nothing in this resolution shall act to interrupt any action of the Public Works Board to acquire a site for a state college as authorized by Assembly Bill No. 4, 1957 session . . ."

(Editor's Note: The above article is re-printed here with the permission of the Editor, VALLEJO TIMES-HERALD, Vallejo.)

Present Educational Organization of California



The Binnacle May 9, 1958

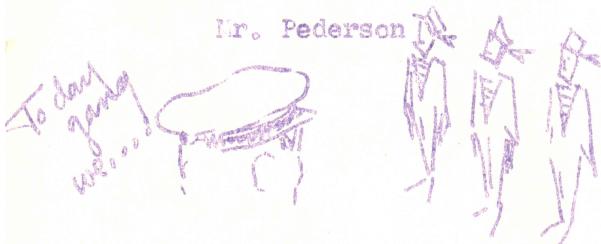


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THOUGHTS OF A C.I.A. FATHER

Submitted to the Binnacle by

Mr. Pederson



There's nothing sadder than the childless couple. It breaks your heart to see them stretched out relaxing in Florida, sitting all sun-tanned and miserable on the decks of their boats-- trotting off to Europe like lonesome fools. It's an empty life. There's nothing but more money to spend, more time to enjoy, and a whole lot less to worry about.

The poor childless couple get so selfish and wrapped up in their own concerns that you have to feel sorry for them. They don't fight over the child's discipline, they don't blame each other for the child's most nauseous characteristics, and they miss the fun of doing without things for the child's sake. They go along in their dull way, doing what they want, buying what they want, and liking each other. It's a pretty pathetic picture.

Everyone should have children. No one should be allowed to escape the wonderful experience attached to each stage in the development of the young. The happy memories of the baby days, the alert nights, coughing spells, debts, diaper deliveries, "dipso" baby sitters, saturated mattresses, spilled food, tantrums, emergencies and never-ending crises.

Then comes the real fulfillment as the child grows like a little acorn and becomes a real nut. The wonder of watching your overweight ballerina make a fool of herself in a leotard. The warm smile of the small lad with the sun glittering on 500 bucks worth of braces ruined on peanut brittle. The rollicking, merry and care-free voices of hordes of hysterical kiddies stampeding the birthday party.

A married couple without little ones envy their neighbors' trains. It isn't enough to be Godparents to the entire block, they still miss out on the glorious period of childhood that is alive, exuberant, and bursting with healthy impulses to shatter the shredded nerves.

I pity the couple without children to brighten the cocktail hour by brushing the Martini from the shaking hand, massaging the potato chips into the rug, and wrestling for the olive. How dimly vacant is the peaceful home without the constant childish problems that make for a well-founded adult life and an early break-down; the tender thoughtful discussions when the report card reveals the progeny to be one step below a half-wit; the report of a closeknit family gathering around the fireplace to roast hotdogs (and the puppy if he isn't fast on his feet); the end-of-the-day-reunions with all the joyful day's happenings related like well placed blows to the temple.

Children are worth it all. Every moment of anxiety, every sacrifice, every complete collapse pays off as a fine sturdy adolescence is reached.

The feeling of reward the first time you took the boy hunting. He didn't mean to shoot you in the leg. The boy was excited. Remember how he cried? How sorry he was? How disappointed that you weren't a deer. These are the times with a growing sun that a man treasures, these poignant moments that capture forever and are held in the heart and in the limp.

Think back to the night of romantic adventure when your budding beautiful daughter eloped with the village idiot. What childless couple ever share in the stark realism of that drama? Aren't you a better man for having lived richly, fully and acquiring that tie by your left eye? Could a woman without children



THOUGHTS OF A CMA FATHER . . .

Continued

touch the strength and heroism of your wife as she tried to fling herself out of the bedroom window? It takes a father to attain the stature of standing by ready and resolute to jump after her. The climax comes when you become really close in the realization that, after all, your baby girl was a woman with the mind of a pygmy . . .

The childish couple live in a vacuum. They fill their lonely days with golf, vacation trips, dinner dates, civic affairs, tranquility, leisure and money. They contribute no addition to the human race--which is satisfaction in itself.

There is a terrifying emptiness without children, and the childless couple is too comfortable to know it. You just have to look at them to see what the years have done. He looks boyish, unlined, and rested. She's slim, well-groomed and youthful. It isn't natural. If they had kids, they'd look like the rest of us tired, grey, wrinkled and sagging . . . in other words, NORMAL!

* * * * FOR SALE * * * *

1947 Black Plymouth Business Coupe. Four New Tires.
Runs Like? Cost: \$75
See: N/S Assevedo, 1st Class

The Dean Speaks On Progress . . .

By Riddervold

Last Thursday this writer had an interview with our Dean of Instruction, Dr. Clyde Ogden. The following information is a resume of that interview.

Starting with the coming trimester, there will be a definite rearrangement of the afternoon practical instruction program. The three hours normally spent on one phase of instruction will be broken into hourly periods with course titles, assigned instructors, and grades. The new program is designed to provide more on-the-job training to the practical training needs of the Midshipmen in both Deck and Engineering Departments.

Dr Ogden was quoted as saying that the new program will grow as more facilities and equipment are made available.

He went on to state that the individual instructors had been assigned the task of organizing the practical instruction courses of their particular specialty.

They will accomplish this objective by first finding a location for their respective workshops, composing plans that show their constructional needs on paper and shall utilize all existing materials and equipment that may be expended for their purposes. An example of this is the conversion of the after part of the Library into an electrical workshop. Lastly, they will list all instructional necessities that they must have in order to conduct their courses.

As a definite program has not yet been authorized, Dr Ogden could only say that the afternoon courses will parallel those taught in the morning. The program still has many kinks to be ironed out, such as the amount of time to be devoted to one particular phase of instruction. Dr Ogden cautioned the Corps to save their judgement of the new program until they have experienced it in action. He concluded his interview by verbally assuring that the new program would be a definite improvement over the existing one.

The Binnacle



MARITIME DAY COMMEMORATES THE FIRST
STEAM OCEAN CROSSING . . .

National Maritime Day was created to remember an historical date in ocean transportation. In 1933 the Congress designated May 22 for the annual observance, because on that day in 1819 the S. S. SAVANNAH, the first ship to use steam propulsion on an ocean voyage, left the United States for England.

To Captain Moses Rogers, of New London, Connecticut, is given the credit for fitting the first ocean vessel with auxiliary steam power. His ship was built in 1818 in New York as a sailing vessel. It was a sizeable craft for the time, more than 100 feet long, with beam of 28 feet and drawing around 14 feet of water.

Captain Rogers had observed the success of river and coastal steamers that followed in the wake of Robert Fulton's ventures with the CLAREMONT on the Hudson River. With characteristic American ingenuity and daring he conceived the idea of using steam as an auxiliary to sails on a trans-ocean voyage, and canvassed the shipping industry for financial backing.

Finally Captain Rogers found support in Savannah, Georgia. A shipping firm there was willing to put up the required money to prove that steam power was feasible for ocean crossings. Sailing his ship to the southern port, he watched as it was outfitted with steam boiler and engine on deck and steel paddle wheels that were collapsible and removable so they could be stowed on

deck when the wind was right for sails.

The ship was gratefully named for Savannah and Captain Rogers departed for Liverpool, England. Some 29 days later the Liverpool citizenry, observing a ship coming into the harbour under a cloud of smoke, rushed to the rescue, prepared to take the seamen off the burning vessel. Their embarrassment at their mistake was exceeded only by their curiosity and wonderment concerning it.

EDITOR'S NOTE: The above article was taken from the BINNACLE, 1945, MAY.

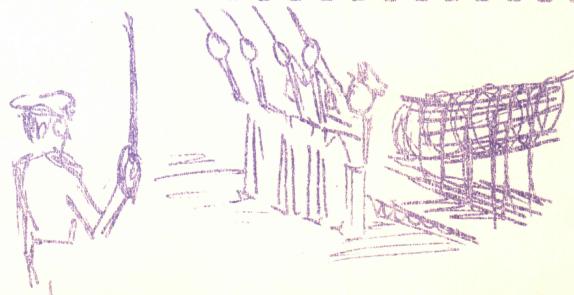
HAYES AND
SAGEHORN
MDAY 1955

The California Maritime Academy will be represented at the annual Maritime Day Golden Gate Bridge Ceremonies on 23 May by a Color Guard and Firing Squad.

In-Charge of the Firing Squad will be 2d Class Engineer Hayes; M/S Sagehorn will be In-Charge of the Color Guard.

Other Midshipmen on the Firing Squad include Midshipmen Van Vlack, Shortridge, Hand, Brossy, Finney, Wyly, Carey, Vicente and Daugherty.

The Color Guard will consist of Midshipmen Zetterburg, Fielder, and Haden.



LETTERS

The Editor
The BINNACLE

Dear Sir:

As I understand from the previous issue of the BINNACLE no provision has been made in the proposed afternoon turn-to practical instruction program revision for preparing the Class of '59 for the AB's exam or the practical Pre-Third Examination.

If this is so, and since we will not have been prepared for these exams by this August, WHEN and HOW will we be prepared for these exams during our FIRST CLASS YEAR?

Speaking as a student, I hope the final version of the revised afternoon program will include some provision giving us the time to satisfactorily prepare for, and successfully complete, the above mentioned exams.

Respectfully,

ROBERT FULLER
2d Class Deck

The Editor
The BINNACLE

Dear Sir:

Twenty-nine years of accumulated experience and knowledge, and an untold amount of faculty know-how, are currently being analyzed by the Administration. As a student of sorts here for three years and as a future alumnus, I would like to express my concern in this matter.

The California Maritime Academy is a professional school solely devoted to

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training men to assume responsible positions in the Merchant Marine industry. Of this fact there can not be any doubt in our minds as it is incorporated into the ideologies which no doubt encourage us to enter the school. There are basic requirements and obligations which must be met in order to maintain the official recognition of our curriculum. One of the most important of these obligations is our afternoon turn-to and Practical Instruction Program. Could anyone imagine the United States Coast Guard waiving their required apprenticeship on a working ship at sea if we could not offer such a program? The "learn-by-doing" precept is not at all an original idea. In fact it is the motto of one of the fastest growing colleges in this state's college system.

It is a well recognized fact that an individual cannot become a good leader unless he has performed the tasks of those he leads. In an occupation as dangerous and exacting as ours it would be sheer folly to entrust the safety of a vessel and the lives of its crew to a "textbook" education. It is true that the daily tasks associated with "turn-to" sometimes become somewhat boring- BUT IT IS NEVER ROUTINE. Every job that is undertaken, no matter how often it is performed has a moral. It is common sense that when you send a man aloft in a bosun's chair certain precautions must be observed, these precautions are not-can not-be learned in a classroom, however; they are learned and retained when you are the man about to be hoisted fifty feet into the air. Safe practice is not common-sense and textbook knowledge alone. It must be tempered with practical experience to make it effective.

In order to be successful in a chosen career, experience in the jobs involved no matter how basic, is necessary. It is difficult to tell if a "seasoned" sailor is efficiently performing a task unless you are familiar with the "sweat" of the job itself. The industry has not prepared the job-time-cost manuals (which are so common in other

LETTERS

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CONTINUED

in other industries where experience is not a prerequisite to leadership). It is the Mate's or Chief's report at the end of a voyage which must furnish us our time-motion analysis and it is superfluous to add that ships can not operate in a deficit.

Our course of study is only three years' duration. During this period it is becoming increasingly difficult, due to modern technological advances and additional requirements to adequately train the average man to assume his role in industry. It is obvious, therefore, that our curriculum does need an extensive review to fulfill our mission. It is highly illogical to assume, then, that our curriculum can be improved with "liberal arts" type courses. I think that if it is felt that we are lacking in a Liberal Arts background when we graduate, it is quite feasible that an Associate of Arts Degree may well become a necessary prerequisite for entrance into the Academy.

I think that it is time to take an inventory here at the Academy. We should face necessary revisions and we must provide additional room for "new" directly-related subjects such as nucleonics, electronic developments in navigation, etc. We must not become sidetracked, however, in wasting our valuable opportunities on any more than a basic liberal arts education (This should not be necessary at all but for the vagaries of "progressive" education in secondary schools). Above all we should not be panicked by the impotent threats of intellectual disapproval as this is a professional school.

Respectfully,

R. A. WOOD
1st Class Deck

THE OUT-SIDE WORLD

by M/S Young

What does it cost to go to a school of the outside world?

At Stanford University the cost of tuition alone is \$336 a semester, there being three semesters a year. Books account for another \$20 to \$40 a semester. Room and board at the University will add another \$250 to the total cost and last, but not least, I will add (except for students living at home) \$12 for laundry and haircuts. Totals?:

Tuition	\$1008
Books	90
Room & Bd	750
Laundry	100

The total is \$1956 for one year at Stanford. Living off campus will reduce this to about \$1304.

FOR SALE

1957 Ford. Custom 300. 2 tone
Blue & White. Standard Transmission.
See Midshipman Thurston, 3d Class

27 JUNE

Ring Dance!

Pinnacles

C.M.A. Sports

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May 1958.

SPRING - SPORTS

By Graham

Now that Spring is upon us the spring sports activities are well underway. The swimming team has just completed a season with a record of 0 wins and 6 defeats. Although this record does not sound too impressive, with the amount of men the swimming team had to offer, without a doubt the star of the team was M/S Hegeman. An excellent swimmer in all respects, M/S Hegeman only lost one race the whole season. He lost this race by 1/10th of a second.

Next year the team plans to enter the State Finals at Long Beach. This will be something to start practicing for now. Some of the swimmers this year were M/S Hegeman, Thorpe, Adler, Horne, Dale, Estes, and Van Vlack and Minney who were also divers. The manager was M/S McIntyre.

The baseball team here at the Academy has played six games with 3 won and 2 lost, with one tie. This team, under the able leadership of M/S Densmore has proven to be a very good and tight ball club. They won their first fight against the Faculty 16-4, although Commander Flanner hit a towering home run over the center fielder's head. Mr LaBombard also played a good game. Since then the team tied the first game 7-7 (A & P Mobile), won the next 4-2 (A & P Mobile), lost the next one 15-1 (The Rodeo Rexall) and won 17-1 over A & P Mobile again. Some of the players are M/S Densmore, Catcher and Manager, M/S Slade, pitcher, M/S Laughton & McLean, 1st basemen, M/S Garton & Schwartz, 3d basemen, and M/S

Haden, Thurston, Payne, Block, Moleski, and Schweighofer as outfielders. The Manager is M/S "Vic" Johnston.

The other day the Intramural Swimming Championships were held with "A" Co edging "B" Co. "E" Co was third followed by "C" Co and "D" had no entries. "A" Co had the diving sewed up with CMA's 3 best divers: Minney, Van Vlack and Laughton. They also placed a first in the 50 meter Back Stroke with Estes winning. "A" Co also won the Freestyle Relay barely edging out "B" Co. "B" Co placed a First in the 100 meter free, 50 meter free and 50 meter Butterfly with its star winner M/S Hegeman. "E" Co placed a First in the 25 yard free-style with M/S Graham doing the swimming. C Co did not win any events but did make a good showing. Some of the swimmers were, from "A" Co: Minney, Van Vlack, Laughton, Dale and Estes; for "B" Co: Hegeman, Cox, O'Reilly, Pearce; C Co: Smith, Van Zant, Gadsick, and Uly; for "E" Co the lone swimmer was Graham who scored 18 points to give his company a 3d place.

I see the Engineers are practicing their rowing; come on Deckies, show 'em how!

There will be an intramural Tennis Touring Tourney up soon.

Some of the other sports are Handball, 2-man volleyball, and water polo.

In our listing of the players on the baseball team in the left-hand column these corrections are herewith made: M/S Garton & Allison (3d) 2d Base, M/S Fielder, Schiefen, & Schwartz, 3d Base.

Over
Gang.

EMDR-FLANNER TRIED OR FACULTY LOGES

By M/S Slade

Once again the theory that "Youth Will Prevail" was proven by the Midshipmen's Softball Team as they walked over the short-winded and red-faced Faculty conglomeration and won the annual Faculty-Student Game by a score (?) of 16-4.

Commander Flanner slugged the games most solid hit with the ball going over the left fielder's head, giving the Chief a home run in the 4th inning.

The Faculty Line consisted of Catcher Ross, Pitcher Thwing, First Baseman La Bombard, Second Baseman Lipman, Third Baseman Zoo-engineerist Beland, Left Fielder Flanner, Center Fielder Bruhn, and Right Field Heron.

It is our conclusion that the faculty was just troubled with that embarrassing malady Old Age in going down to de-feat.

May by next year their stiff muscles be rested to taste de-feat once again!

Good try, Faculty!



Academy Nine Trounced A&P Mobile ...

Combining powerful batting with good pitching our Softball Team won a one sided slugfest by a score of 17-1 over A&P Mobile last Tuesday Night May 13th at Vallejo's Washington Park.

The Victory was strictly a team effort with everyone playing an excellent game. The highlight hits of the game were by M/S Schiefen and M/S Hadon who were prevented by field rules from going home on their hits.

M/S Slade went the distance on the hill allowing only two hits and one run, both actions coming in the last inning. There can really be no singling out of anyone player as the entire team played flawless ball.

This game, above all, showed the potential of the Academy's nine by coming back from last Tuesday's defeat of 15-1 to the Rodeo Rexalls to win over the A&P Mobile with fashionable style.

The team will participate in the "B" League along with A&P Mobile, Rodeo Rexalls, and the De Nolay and two other teams to be named at a later date.

Pre League Standings

CMA vs. Rodeo Rexalls	15
CMA vs. A&P Mobile	17 - 1

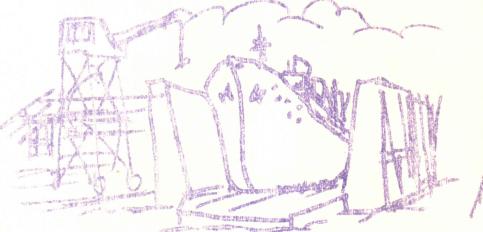
The 1958 Cruise Of The Training Ship GOLDEN BEAR

Script by I. T. Ellis
Art by Riddervold

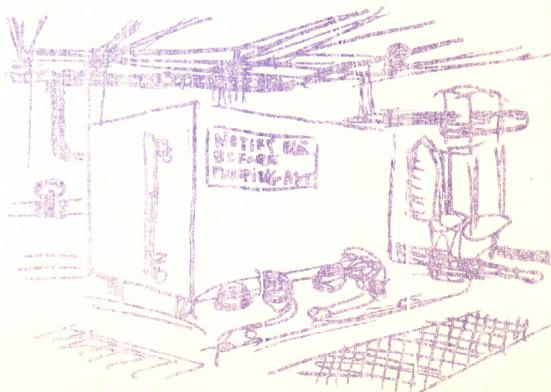
THE STATISTICIAN would find it easy to record our cruise. He could find the blue-backed bell book and the manila-colored log, the engineers' reports, and the cryptic noon slips of Navigator Vied. He would, for example, find that on 8 January the rain commenced at 0652 and the quarterdeck penciled the notation that fog covered the dock and that at 1055 Captain John W. Anderson said "Starboard Engine Slow Ahead," and the Training Ship GOLDEN BEAR shook her hull after some 8 months of dock-sleep, and began her annual training voyage in a cold moist Fahrenheit of 42. Then, too, the statistician would record that the ship steamed some 8795 miles, touched four foreign points, and in the meantime burned into infinity one barrel of oil multiplied by the four digit figure 7274. But would this statistician really understand our cruise? Would he, for all his figures and his troubled facets, have found the essence of the California Maritime's odyssey that took us out of fog-locked Vallejo into the quiet green and sun-drenched rises of the Galapagos? We think he would have but the figures and would not really understand . . .



We left Vallejo on 8 January, fueled at Standard's Richmond dock, passed under the Bay Bridge at 2207 of that same first night and anchored there, three shots at the water's edge. The port anchor was heaved in the next morning at 0720 and the tug SEA ROVER helped us into Drydock # 1. At 1010 the GOLDEN BEAR was out of her element, high and dry on the keel and bilge blocks, her hull ready for the inevitable blast, the final paint . . .



On the 14th of January we left the drydock and moved over to Pier 64 where dock-workers came aboard to complete their work of installing new docklights in the berth decks. The Third Class enjoyed the freedom of Fire Fighting School and the 2d Class listened to the Master Gyroscopicist, Mr Leo Bodian, as he lectured on Loran at Folsom Street . . . The Coast Guard came and went. The ship was nearly ready. On the 24th our Lachinist William P. Anderson, known as "Andy" to most of us, suffered serious burns from live steam as he was working in a tank. It was the first tragedy of our cruise and one none of us will forget. He died on 7 February, at which time the GOLDEN BEAR was plowing through a confused sea at 10.3 knots, five days, twelve hours and thirty minutes out of San Pedro, destined for the Galapagos. How often we would come down the port ladder and see the name-plate WILLIAM P. ANDERSON, LACHINIST, on his door, and suddenly it was gone and something good and friendly had disappeared . . .



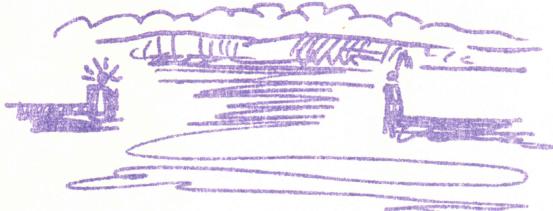
The Binnacle

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WE HAD PLenty of rain in San Francisco and we all welcomed the slow astern of both engines on the morning of 30 January, out of our pier and into the sunlight of Southampton Shoals where the RDF was calibrated and the ship swung for compass deviation (ah, that stubborn standard). The kodachromes for that day still show the sky blue and our KIYG streaming expectantly in the wind. We anchored that night with the Tower of Alcatraz bearing 316° and Yerba Buena Light at 018° . The next day we passed under the Golden Gate at 0958, past an incoming mist laden carrier, into the potatopatch of sea, and took departure off Channel Buoy #3, and headed for fueling at San Pedro . . .



We arrived at the San Pedro Breakwater at 1450 on the first day of February and it was here that Captain Anderson demonstrated his superior skill as a pilot, maneuvering the tugless GOLDEN BEAR for some two hours while the dock force finally gathered itself and made ready, slowly, to take our lines. In a brilliant demonstration of shiphandling, Captain Anderson conned us into a cramped area, and, asked to make a starboard instead of a port landing, turned the ship about, his commands given quietly and patiently as if this ship of ours were but a whaleboat and he profoundly saying "backwater starboard, give way port" . . . Who can forget that day?



At 2140 that night we left San Pedro with some six feet clear space to starboard as we passed the lighted bulb that marked the exit from the pier out into the channel, out into a star-studded night with some 2619 miles ahead of us until we could rise and see Tagus Bay's strange form before our sea-tired eyes . . .



We were at sea at last (the watches set, the study groups begun) getting used to our unstable platform, the feeling of the sun as we approached its line of declination, and the rapid rise in temperature of the surrounding sea . . .

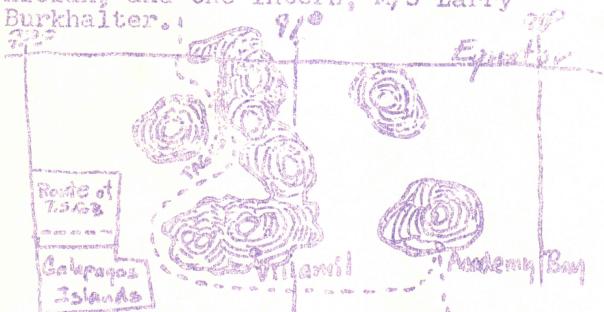
On the 12th of February shell-backs at last met the Dreaded Line and its impending ceremony, and the polly-wogs reluctantly, and with heavy soul, built a canvas covered pool with lumber and tots carried hesitantly to the weather deck. Architects devised a strange hinged chair above the inter-plane. Plans for revolt were laid. They failed, hoses not withstanding! The ceremonies were held and the polly-wog suffered his metamorphosis and emerged from the garbage scoop, the stocks, and the pool a new and full-fledged member of that grand society of men who have crossed the Line . . .



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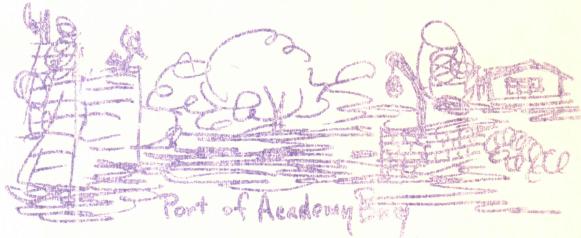


We were to paint the ship at Tagus, but it rained. We would begin the task: inevitably the rain would come. Tagus Bay was our first look at the Galapagos. We were not the first ones there: the rocks were painted white with the memories of old Navy ships. Sharks were seen and black lava on the hills and green close growth that stood out against the geologic anti-clines. The Galapagos (meaning "turtles") failed to send out any turtle-force to greet us. In fact, hardly a one was seen. Dr O'Conner will remember Tagus Bay. It was here that M/S Stephenson lost his appendix in a 45 minute operation aboard the Golden Bear. Sea-going surgeons at large who participated in the operation were Mr. Fritchett, CMA's faithful Medical Technician, and the intern, M/S Larry Burkhalter.



We left Tagus on the evening of 14 February, the GOLDEN BEAR plowing through the lake-like waters of Canal Bolivar in a strange quiet equator mist, and rounded the radared tip of Isla Isabela on our way to Indefatigable and Academy Bay. At about 0120 we picked up shore lights blinking SOS in the vicinity of Villamil, on the south east coast of Isla Isabela. The log tells the rest: "Master called . . . due to lack of safe landing craft no steps were made. Signal sent signifying intention

to report to Academy Bay." It was not until later that we learned that Ecuador's penal colony had revolted, overpowered their guards and raided the village of Villamil in an orgy of raping, drinking and robbing that ended with a primitive barbecue, a giant fiesta, and the capture of a Los Angeles yacht manned by Attorney William Hervey, his wife and six companions.



We went ashore for a few hours at Academy Bay and saw life in an area world famous for its associations with the great ("Origin of the Species") naturalist Charles Darwin. The Midshipmen lined up before a wooden shack and bought Isla Galapagos postage stamps to send back home, swam in unbelievably blue waters, chatted with homesick Ecuadorian sailors, observed exiles from Germany, and noted the strong contrast between the civilization of the Europeans and the sordid condition of the natives. The natives vegetated in the sun, wearing what was necessary, and letting the pressures of civilization abandon themselves to whomever would assume them; the Europeans from the hills, who produced coffee and bananas for export and knew where the elusive turtles were, came aboard and entered the ward-room stamped with the imprint of civilization in the Galapagos: their dress and manners were civilized and one would hardly know that they were exiles in the middle of the world. It was here too that Friar Aurelio Maria Guerrero Franciscano held mass aboard the GOLDEN BEAR on a peaceful Sunday morning (or was it afternoon?).



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Navy Ship No 1. Galapagos
Islands.

It was at the Galapagos, too, that the GOLDEN BEAR became a Scientific Ship under that brave pair of co-explorers, Zoo-Engineerist Beland and Navigator Nied, who daily rose early, and with their hardy Midshipmen crew "steamed off" in Lifeboat # 4 (rumored to be secretly propelled by a small gift of uranium from the AEC) into the wilds of the fearful Galapagos to search for 14 inch penguins, wild fish and the dreaded four foot iguanas for the Steinhart Museum. It was these captures that lead to such log book entries (by M/S Horne) as "... disposed of dead 'Needle Fish found in aquarium with tail apparently bitten off," and such strange-sounding pipes over the intercommunication system as "Compartment cleaners report to the Penguin Cage"



We shall never forget the gift of the native Galapagoans, in return for Captain Anderson's warm hospitality, who brought out their battered wooden craft and in burlap bags lugged aboard some 400 squirming lobsters which our good friend Chef Ross superbly steamed and served in an Equator Feast which the ancients would envied and enjoyed.



Ten-hundred-and-thirty-six miles away Callao and Lima waited for our ship and we steamed there in a little over four days at a leisurely 9.61 knots. Signalling tests were given to the First Class, while the 2d Class was given a grateful reprieve by Executive Officer Heron until arrival Balboa. Andy the Sail put the Midshipmen to work on the manropes, their needles smooth with the pungent sweet smell of beeswax, the main deck port side glistened with pigmented red and the clocks were set one hour ahead as we passed a meridian that also ran through a place called Tampa, Florida, Columbus, Ohio, and Detroit. We arrived at Callao at 0545 on the gray morning of 22 February, seeing our first bit of land like a turtle's hump, which soon stretched out full length, man-like, prone, face-upwards on the sea . . . It was the Island of San Lorenzo; then came the long breakwater and the 15 second light and the tall factory stacks (we thought of Selby) and green trees beneath which could be seen grey guns, which were, so said the natives, "seldom, if ever, used," and there to starboard we could see the red swath which was the River Rimac running fresh into the salty sea. We saw lights again, bicycles, ships, (the harbour was full of ships and small craft- one thought of the aeroplane scenes of the flat sea cluttered with the ships of Dunkirk) autos, and even heard the low-whistled sound of some far off coal-burning freight on unseen tracks. It was our first real view of civilization since San Pedro, and it was a grand return . . .

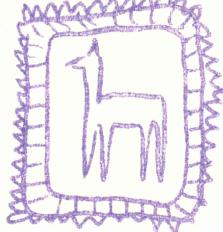


From Port of Lima Peru

Lima was beautiful: and it was ugly too. The Naval Academy had an horizon and a fine architectural line, sleek racing craft, a comfortable lounge and bar. Lima had the world's most beautiful women, statues of bold Pizarro and brave San Martin, fountains in the squares, terrific ice cream, the Hotel Bolivar, probably the world's worst slums, and sullen descendants of the Incas with long black braids and coloured blankets draped about their shoulders . . .

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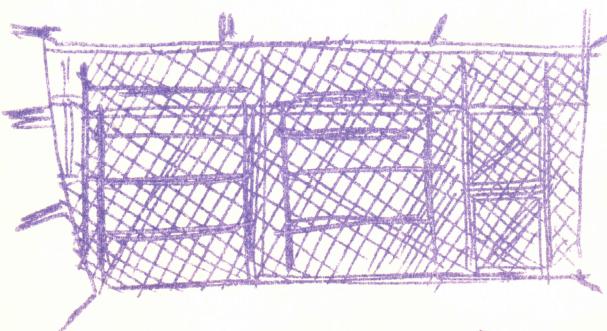
Rng: Llama

4 1/2 x 5 - \$10.00 in Peru \$50.00 in US

We bought nearly every Llama skin in Old Peru, lowered the ship's draft a few inches with native silver, and at last pushed off at 0803, 28 February, destination Balboa, Panama . . .



On the way up the 2d Class endured Commander Heron, armed with his black flag case and reluctantly learned semaphore. The sea was a bit rough after the glassy obsidian calmness of the Galapagos. The study groups streamed the taffrail log, the berth deck hatches were open to the wind, the First Class practices Williamson Turns, the drills came off on schedule, the forward weather deck was scraped and painted, and Commander Flanner and his left hand man Ybarroondo (serving his internship for Chief Engineer) turned the starboard classroom into a re-designed haven for engineers . . .



Library T.S.G.B.

We arrived at Balboa on the 5th of March and settled comfortably into the routine of the Naval Base with its famous CPO Club steaks, cool non-alcoholic drinks, swimming pool, and free cinema. Some of us went on a tour of Old Panama, climbed to the top of the Hilton Hotel, and suffered an 8 hour trip through the US's efficiently managed Panama Canal. We looked at duty free sextants. We longed, at last, for city of San Diego. Finally on 10 March at 0000 we were roused out and in near darkness unmade our coiled lines and lay them on the deck under a 20-day-old moon nearly smothered in clots of cloud. The screws backened and we were off again into a world of night and flashing lights. At 0148 the Pilot pulled away in the U.S. JACKEREL and we steamed off on 142° proceeding out to sea and home some 2878 miles away. Northward we went escaping the sun whose approach had once been so near that we had marvelously plotted its GP on our charts and with incredulous compasses swung full circles of equal radii in place of the usual segmented LOPs. Coming up the west coast of Mexico the weather worsened and heavy spray came over the starboard side forcing us to head in, so that by 14 March we were within ten miles of land in the Gulf of Tehuantepec. Some of us were soon wishing that the Third Class Helmsman would fall asleep with his weight to starboard to bring the GOLDEN BEAR once again into Bahia de Acapulco; he never did; we sailed on . . .



The rest is known to everyone— San Diego, Long Beach, Santa Barbara and a storm rain-cursed, star-blighted voyage up the coast until we passed under the Golden Gate at 0410, 1 April 1958, and came to anchor within sight of our own Selby, and the new construction on the hill. We heaved anchor at 1131 that same morning and at 1245 the Engineers took heed of Captain Anderson's last command and in a driving rain finished with their engines . . .

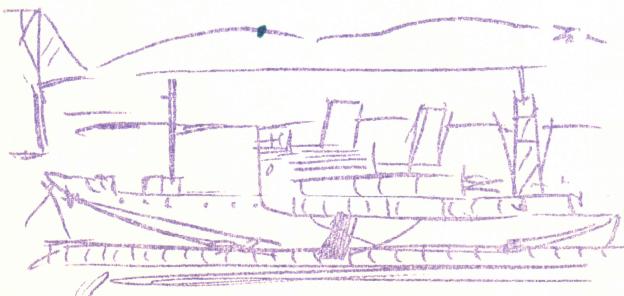
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THIS, THEN, was our Cruise. It was a TRAINING CRUISE. It was a SHIP commanded by a new Captain, officered by CMA Mates and Engineers, and worked by Midshipmen whose knowledge, gained from long classroom hours and an applied practical afternoon instruction period, turned the shafts, whose hands painted its hull; whose skill fed its greedy furnaces, rotated its valves, sweated in its oil heat, felt its cold bridge, and captured its position with the swift sextant in a battle against the stars, pulling Venus, Capella, Achernar and Sirius from their orbits and putting them on the plotting sheet and saying "Here, here is where we are!" Midshipmen Navigators. Midshipmen Engineers. The GOLDEN BEAR was our cruise and it is the GOLDEN BEAR that makes the California Maritime Academy the great school that it has a right to be The 1958 Cruise is over and our lines secured. But even now we yearn for Cruise again, and for the inevitable command "Stand By Your Engines", and for the Golden Gate and for the movement to the open sea.



Home.

News From The Superintendent... by Allgaier

* * * Captain Edward A. Turpin, new Master of the GOLDEN BEAR is due to arrive on the First of June.

* * * The California Maritime Academy will be represented in Maritime Day Ceremonies this year by the firing squad. The GOLDEN BEAR will not sail to San Francisco.

* * * On the 28th of May, Captain and Mrs. Richter will attend the Graduation of their son from the Maryland Dental College.

* * * For those wondering why all the photographic activity, professional photographers are collecting a photographic record of Academy Life for publicity purposes. From time to time such pictures will appear in exhibits and magazines.

* * * The Board of Governors will meet on the 21st of June at Santa Barbara.

* * * Captain Richter is impressed with the general appearance, spirit and attitude of the Corps. "You're doing a good job-keep it up!"

* * * Commenting on the progressive change in the method of instruction forthcoming next trimester, Captain Richter states that the purpose is to IMPROVE and EXTEND the degree of instruction at this Academy. What improvements are made are for the general benefit of the Corps. A complacent attitude, i.e., one that is satisfied with things as they are, is not a healthy attitude-- we must progress with the times. This is the aim of the Administration.

RING-DANCE!