

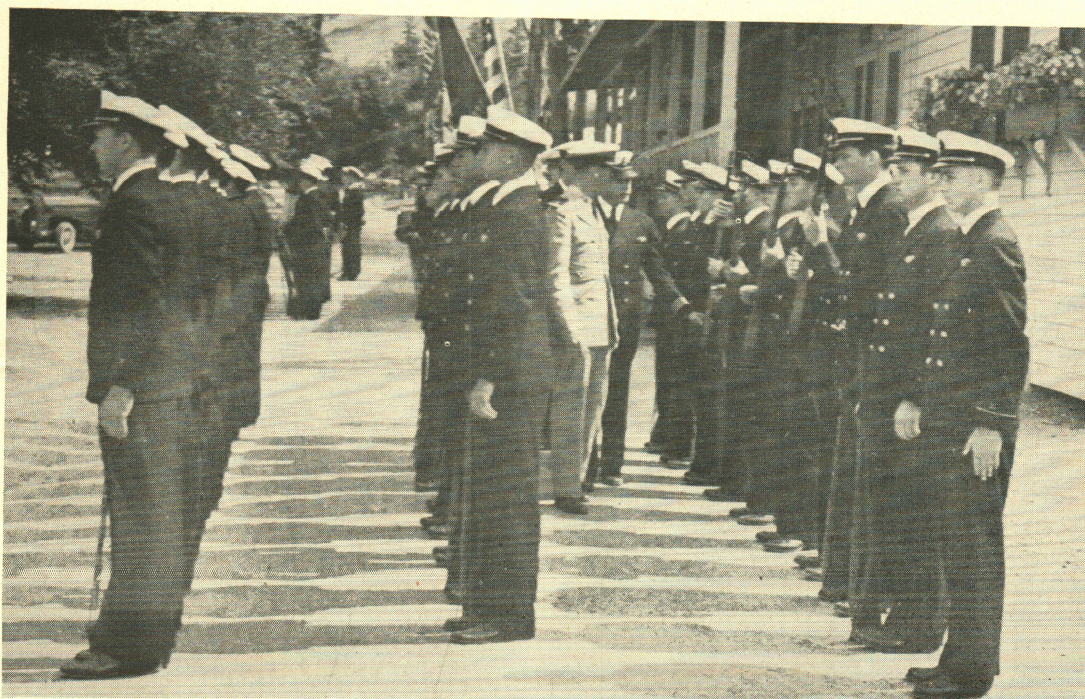
THE BINNACLE

Vol. 3, No. 6

CARQUINEZ STRAITS

June, 1945

BACK TO THE BASE



SATURDAY MORNING DRESS INSPECTION

Thirds Quiz Not Far!

AUGUST 23 - 29

THE BINNACLE WATCH

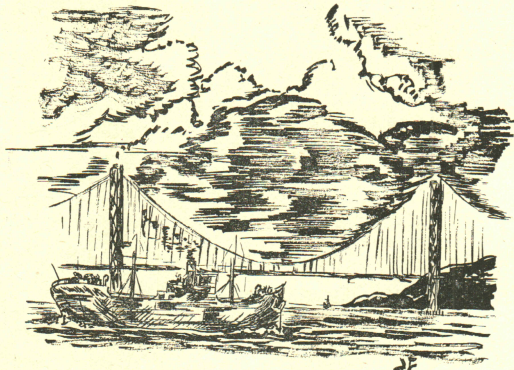
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BRODSKY, RICHARDSON and BROWN

This publication is conceived and printed by and for the Midshipmen of the California Maritime Academy on board the Training Ship Golden State. It is supported by subscriptions of \$2.00 per year. Mail checks to Editor, "The Binnacle," California Maritime Academy, Carquinez Straits, Vallejo, California.

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CRUISE ENDS—THIRDS QUIZ NOT FAR

Once more the middies have weathered the seas of north and south bay and have brought the "Iron Mother" safely to her berth at Carquinez Straits.

The cancelling of the Stockton cruise due to too many "illnesses" was saddening to some of the lads, but to others it meant just that much more money saved.

In lieu of the Stockton cruise, an open house was held to officially close the cruise period. The ship was cleaned and polished to a fare-thee-well for the occasion. International Code flags streamed from the halyards and all around the forward well deck. Refreshments, consisting of sandwiches, cake, apple cider, and ice cream were consumed in great quantities by both the midshipmen and the guests.

Special events for the day were the First-Second class crew race, and the swing concert given by the CMA band under the able direction of Midshipman Doug Van Sicklen.

Now that the cruise is over studies and exams are the order of the day. The thirds quiz is not far off, gentlemen of the first class! It's about time we had some real honest-to-goodness studying for a change—and also a few classes. The "dummy thirds" exam is only a matter of days away, so let's get on the ball. If one fails the "dummy" he will not be recommended to take the real exam. DON'T FOOL YOURSELF! THAT EXAM IS NO CINCH, SO STUDY NOW—DON'T WAIT UNTIL IT IS TOO LATE!



Midshipman Halle P. Robb

PERSONOGRAPHY NO. 1

A very popular fellow indeed around CMA is one Halle P. Robb. Hal is a native of Boise, Idaho, where he was born on January 23, 1925. Since he was 12, he has made San Mateo his home town, and on liberty he can always be found heading there. Speaking of liberty it is interesting to note that "Liberty-Hound" Hal gets his share of it regularly and it is generally agreed upon that he acquires as much special liberty as just about anyone.

He is interested in many things among which include sleep, food, hunting, boats, guns, and Donna. Donna, incidentally is the young lady to whom Hal is engaged. To describe her in a few words, she is dark, 5' 3" tall, and beautiful. Hal plans to be married six months after graduation. A few things extremely unpopular with him are navigation, turn-to, liberty formations, and being called Hallippi.

Halle is quite active in Cadet Activities, having been elected president of the First Class. This should be a good indication of his popularity. He also holds the offices of Business Editor of the Binnacle and Treasurer of the Cadet Service Fund. Communications seems to be one of Hal's favorite subjects and he is generally considered to be one of the fastest at receiving blinker in the Academy.

A C-2 refrigerator ship would be Hal's ideal ship upon graduation and he plans to follow the maritime field in some sort of a shore job after the war. We all wish him the utmost success in whatever he may undertake in the future.

PRESENTING THE NEW BINNACLE STAFF

We take this opportunity to introduce to you, our subscribers, the incoming Binnacle staff. It is with a feeling of regret (and happiness) that we hand over our coveted positions on this staff. It has been a real pleasure publishing the Binnacle and we hope that these new editors and reporters will feel the same. The new staff is as follows:

Editor-In-Chief.....MIDSHIPMAN CARLTON H. GLENDENNY
Associate Editor.....MIDSHIPMAN J. C. KARASKY
Feature Editors.....MIDSHIPMAN WRIGHT W. GARY
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MIDSHIPMAN R. H. BROWN
MIDSHIPMAN JOHN RICHARDSON

WISE AND OTHERWISE

By Marv

Due to circumstances beyond our control and a lack of material, we were unable to contribute a column for the last issue of the Binnacle, but we managed to dig up a few items for this one.

The requests are still pouring in for more questions so here we go:

1. What is meant by the expression, "sallying ship"?
 2. Aboard ship, what is the "blue pigeon"?
 3. According to tradition, who is responsible for keeping the ship's bell polished?
 4. The second dog watch is sometimes referred to by another name. Can you tell what it is?
 5. How does an anchor grow?
 6. In what main respect does sea-going courtesy differ from civilian life?
 7. What was the term applied to the galley on old Dutch ships?
 8. The shoreside expression, "graveyard shift" has a sea-going origin. Can you tell what it is?
 9. What derisive name was applied to the "coasters" by the blue water men?
 10. What was the "banyan day" aboard old time ships?
- The answers will be found at the end of the column, so check the results when finished with the quiz.

* * *

We ran across a few interesting items the other day in regards to how certain expressions used in every-day sea-going language originated:

In the days before the modern cigarette lighter, when sailors couldn't carry matches for reasons of safety or scarcity, lamps from which a man could get a light were hung in the fo'c'sle and other convenient places on shipboard. Smoking aboard these vessels of yesteryear was restricted to specified times by the bosuns or deck officers who ordered "smoking lamp lit" or "smoking lamp out."

Today, the smoking lamp has survived only as a figure of speech. When the officer of the deck says, "The smoking lamp is out" before drills, refueling or taking on ammunition, that is the Navy's way of saying "knock off smoking."

Charlie Noble originated in this manner:

A British merchant service captain, Charles Noble, is said to be responsible for the origin, about 1850, of this nickname for the galley smokestack. It seems that Captain Noble, discovering that the stack of his ships' galley was made of copper, ordered that it be kept bright. The ship's crew started referring to the stack as the "Charlie Noble", and the practice spread throughout the British merchant service. It was later taken up by the British and American Navies and is still in use.

Chit. Back in the days of the British East India Company, Hindu traders used slips of paper called "chitthi" for money so that they wouldn't have to carry heavy bags of gold and silver. British sailors shortened the word to "chit" and applied it to their mess vouchers. American sailors adopted the expression with a similar meaning. Today it is applied to any piece of paper from a pass to an official letter.

Anchor Watch. This term originated in the days when ships were equipped with anchor cables of hempen and riding lights that burned oil. Special care was taken, when riding at anchor, to see that these cables did not part, that the lamps were not extinguished, and that the ship did not drag her anchor. The watch responsible for this duty was designated the "anchor watch." The term, still retained, now refers to a detail on deck at night to safeguard a vessel when at anchor.

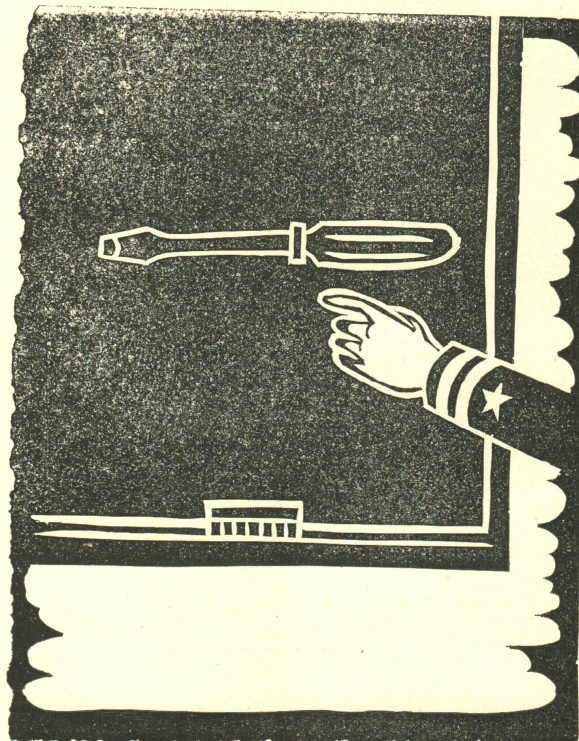
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Answers to Questions

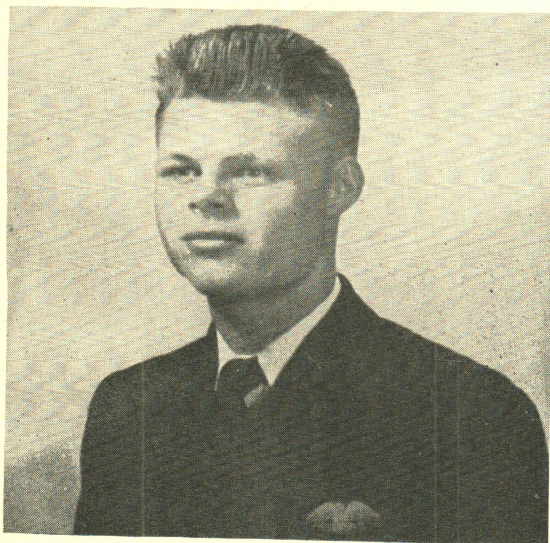
1. The process of rocking a small craft off the mud by moving all hands from side to side.
2. The "blue pigeon" is the hand lead.
3. The ship's cook is responsible for this duty.
4. The Admiral's watch.
5. In the direction the chain tends.
6. The junior always has the last word—"aye, aye, Sir."
7. The galley on old Dutch ships was known as the caboose.
8. The old "blue water" expression for the mid-watch (0000-0400) was "grave-eye watch" because the seamen had sleepy, sticky eyes at the time.
9. "Appletreer."
10. A day on which no meat was served, usually Thursday (probably from the Banians of India who ate no meat).



Port crew at inspection. The last inspection aboard the ship.



"This, gentlemen of the first class, is a screwdriver!"



Midshipman Earl Donald Schlaman

PERSONOGRAPHY No. 2

Earl Donald Schlaman, first class deck hand, and former resident of the neighboring town of Oakland, is another one of the many midshipmen who can lay claim to being a native Californian. Attending University High in the above town, he was especially interested in chemistry and mathematics.

Going on to the University of California at Berkeley, he was able to complete two semesters work in Mechanical Engineering. As a member of the Kappa Sigma Fraternity at Cal, Earl states that his chief extra-curricular activity was girls. However, we also know that he is very much interested in all forms of athletics, especially baseball which has become a hobby with him.

"Baby-face" as his friends (?) sometimes call him, is more or less the quiet, serious type. Among the Academy he is especially noted for his short-cropped hair cuts and his car, otherwise known as the "Blue Streak". Standing in the upper part of his class, navigation has long been of particular interest to "Don."

Schlaman looks forward with much gusto to the time when he can get that C2 or Victory he so much desires, and travel to the far and many corners of the world. After the war he thinks that he might like to come ashore for a time and go into the commercial aspects of the sea business.

Honest Henry Brown was returning answers based upon family history as the medical examiner went through the long list of questions furnished by the insurance company.

He gave his mother's death at 43 of tuberculosis. At what age did his father die? A little past 39. Oh what? Of cancer.

"Bad family record," said the doctor. "No use going any further." And he tore up the blank.

Impressed by the lesson that one shouldn't make the same mistake twice, Henry applied for a \$10,000 policy with another company.

"What was your father's age at death?" he was asked.

"He was 96," Henry said.

"And of what did he die?"

"Father was thrown from a pony at a polo game."

"How old was your mother at death?"

"She was 94."

"Cause of death?"

"Childbirth."

* * * * *

"Daughter, your hair is all mussed up. Did that young Midshipman kiss you against your will?"

"He thinks he did, mother."

* * * * *

In the Samoan Islands two hula girls loved the same man, so they pulled straws for him.

TWO YEARS HAVE PASSED SINCE

By R. M. Williams

June, 1943.

On Saturday, June 19, at 1430, eleven licensed third engineers and nineteen Third Mates left the old "Iron Mother" to take berths on the ships of the United States Merchant Fleet.

The long awaited shore establishment at Morrow Cove is at last becoming a reality, the temporary quarters having been completed and the only work remaining to be done is the moving of equipment into the mess deck and barracks. The temporary quarters will be invaded by the Cadet Corps on or about August 1st.

On May 22nd, a very enjoyable evening of dinner dancing was spent by the Midshipmen of the third class and their ladies. The occasion was one long to be remembered by the "Swabs" as it was the first social function of the class. . . . The Hawsepipes of '43 is really underway, under the combined direction of Ed Johnnessen and Keith Kenny. . . .

Lt. Tubbs is at home convalescing from an acute appendectomy and will resume his duties within another two weeks. Himself recently down with a serious illness, Mr. Miller is handling Mr. Tubbs classes. . . .

Ensign Charles D. Hardy has received his transfer back into the Amphibs of the Pacific Fleet, and is presently at San Diego. He will be engaged in training activities which will probably take him on sea duty. His twenty years experience as a signalman have made Mr. Hardy an expert in his line, and his instruction will be sorely missed.



Well, maybe it's a flying fish.

SEA DUST

By Al Baxter

She was trying to work her way through college selling subscriptions to the Saturday Evening Post, but all the fellows wanted to take Liberties.

* * * *

DAFFYNITIONS:

KISS—to judge—assume—i. e. I kiss she isn't coming.
 MUSHROOM—crowded condition—i. e. There isn't mushroom.
 NELL—a thingamajig to fasten boards together with—i. e. Give me a steel nell.
 LOAF—worship—idolize—i. e. I loaf you.
 OIL—everything—i. e. I'm oil in
 CHAIR—joy—mirth—i. e. Happy New Year, and be of good chair.
 MISS—perplexed state of affairs—i. e. What a miss I've made of my life.

* * * *

Do you know how to drive a baby buggy? Just tickle it's feet. Summerill: "Before we begin this examination, are there any questions?"

Van Sicklen: "Yes, sir. What's the name of this course?"
 (Editor's Note: This is a paid advertisement for the Bridge Deck.)

* * * *

Dunlop: (in class) "Koerber, wake that man up."
 Koerber: "Aw, you do it, sir, you put him to sleep."

* * * *

A lady wouldn't permit the doctors to operate on her husband, and when asked why she replied, "I don't want anybody else opening my male."

* * * *

"I hear that your girl is so intellectual that she spends all her time reading the classics."

"Yes, but what can I do about it?"
 "You can squeeze the Dickens out of her."

* * * *

The dairy maid milked the pensive goat
 And pouting, paused to mutter;
 "I wish, you brute, you'd turn to milk"
 And the animal turned to butter.

* * * *

Irate Parent: "I'll teach you to make love to my daughter, young man!"
 Midshipman: "I wish you would, sir, I'm not making much headway."

* * * *

The naked hills lie wanton to the breeze;
 The fields are nude; the groves unfrocked
 Bare are the shivering limbs of shameless trees;
 No wonder the corn is shocked.

* * * *

Off all the seasons of the year,
 I like the summer best.
 It isn't that the girls are sweet,
 But just the way they're dressed.

* * * *

Woman: (aboard ship) "Captain, I'm so sick, I don't know what to do."

Captain: "Don't worry, Lady, you'll do it."

* * * *

Said Billy Rose to Sally Ran,
 "Why don't you dance without your fan?"
 So Sally danced without her fan
 And Billy Rose and Sally Ran.

* * * *

Now very soon
 It will be June
 And we could spoon
 Where I could croon
 A lovely tune
 Beneath the moon
 On some lagoon
 But you're a goon
 So let's forget it.

* * * *

I'm a little hickory nut
 That dropped from a tree;
 Along came a fat man
 Who stepped on me.
 I'm cracked!

I would not be an Angel,
 For Angels have to sing;
 I'd rather be a First Classman,
 And never do a thing."

* * * *

Mary had a little dress,
 Dainty, chic, and airy;
 It didn't show the dirt a bit,
 But, gosh, how it showed Mary

* * * *

Definition of a Lady: A woman who makes it easy for a man to be a gentleman.

* * * *

I wish I were a moment
 In Mr. Tubbs' class
 For no matter how idle a moment may be
 It always seems to pass.

* * * *

Here lies my wife
 All my tears cannot bring her back
 Therefore I weep.

* * * *

Barber to Everson: "Do you want your hair cut or your oil changed?"

* * * *

After all, the school laundry is merely a place where our clothes are mangled.

* * * *

How time changes! In the old days it was considered quite a miracle for an ass to speak, and now nothing short of a miracle will keep one quiet.

* * * *

A kiss may be petty larceny, but sometimes it's grand.

* * * *

Caught in the Berth Deck: R. M. Griffith measuring his bunk to see how long he could sleep.

* * * *

A roadster skidded around the corner, jumped into the air, knocked down a lamp post, smacked three cars, ran against a stone wall, and stopped. A girl climbed out of the wreck. "Darling!" she exclaimed, "That's what I call a kiss!"

The Wolf

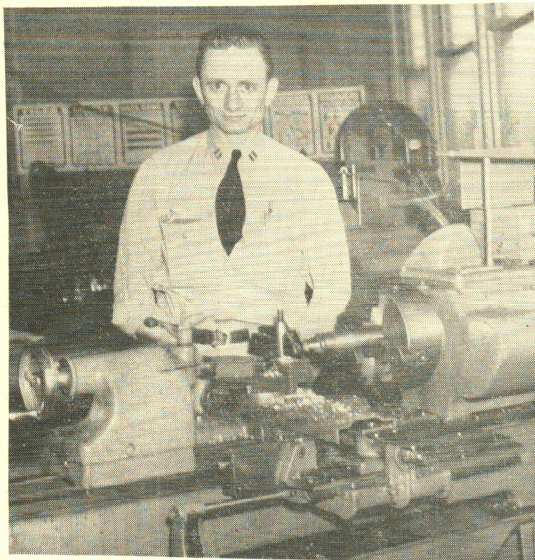
by Sansone

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"Oh! I forgot to tell you— my sister was a guerrilla!"

KNOW YOUR OFFICERS



LIEUTENANT J. B. BLEECKER

Last October first, our engineering department welcomed to CMA Lieutenant J. B. Bleecker, USNR. Ever since that recent date he has shown his classes that he is a helpful and up-to-date authority on the power plants of both the past and present cargo and war ships. His intense interest and constant study of all phases of engineering have made him an invaluable asset to our faculty.

Lieutenant Bleecker comes from Orange, New Jersey, where he was born in 1916. Upon graduation from high school and the arrival of his twentieth birthday, he applied for appointment in the New York State Maritime Academy and subsequently received same. During his crowded two years there he nevertheless found time to engage in athletics and made both the boxing and tennis teams. In his senior year he was chosen as Engine Room Officer and graduation in January, 1939, found him topping off an already brilliant record by ranking second in his class.

Anxious to put his "thirds" license to good use and get on that road which leads upgrade, he immediately shipped on a Freighter until, in 1939, he transferred to the United States Lines. In 1941 the Navy called him into active service as an Ensign in the Naval Reserve and assigned him as assistant repair officer aboard the USS DIXIE, a tender engaged in destroyer repair. It was here that he gained valuable experience in the high pressure and complex machinery common to high speed warships. He became interested in the submarine service but in 1942 the Navy placed him aboard a cargo ship as chief engineer.

After a long two years in the South Pacific, Mr. Bleecker was transferred and sent to commission an "AK" in New Orleans. He accompanied her as chief engineer on her shakedown cruise and then came to CMA. During his four years of active service in the Navy, he has seen duty throughout the South Pacific and successfully engaged Japanese submarines off Midway and again outside the Golden Gate. All of this duty helped him prepare for raises of grade, and in 1943 at Honolulu he again proved his outstanding abilities by sitting for his "First" having completely skipped his "Seconds." Then in January, 1944, a short six years after graduating from the New York State Maritime Academy, he obtained his Chief Engineers license. Mr. Bleecker at present lives with his wife in Vallejo, awaiting the time he may expend his intense interests in further study of electrical and mechanical engineering and engineering design.



LIEUTENANT H. M. BENNETT

The "Binnacle" this month brings to your attention another of the Academy's valuable officers, Lt. H. M. Bennett, aide to the Captain. Mr. Bennett, born in Riverside, California, some thirty odd years ago, ventured forth into the world too young for the first war. But since his entrance into the Navy in June of 1942, just six months after Pearl Harbor, he has seen the landings and invasions of the Mediterranean.

But, to backwater a moment, Mr. Bennett found himself well equipped with a knack for figures and books in his early years, and thus quite easily fitted into a Business Administration major at college. While attending college, Mr. Bennett worked with Standard Oil Company, burning the midnight oil, so to speak, in the accountant's continuous attempts to keep the ledgers balanced. Upon graduation from college, he worked with the Poultry Producers of Central California, and later with Bennett and Layton, Inc.

Mr. Bennett was taken directly from civilian life and sent to Northwestern Midshipman's School in Chicago. Upon graduating he was commissioned a Lt. (j.g.).

Upon completion of his training there, he was transferred to Sub-Chaser Training Center, Miami, Florida. The Navy put Mr. Bennett on a PC as Executive Officer and then in command of his own subchaser, on which he operated in the Caribbean and Mediterranean. In the landings and subsequent operations of the North African campaign, his ship used Bizerete as a base, from which he patrolled the Mediterranean waters. Mr. Bennett was in on the landings at Salerno and Sicily, both of which, it will be remembered, were heavy operations.

Following this tour of sea duty, Mr. Bennett was transferred to CMA in April, 1944. Here he is invaluable in much of the legal work connected with Sacramento, and his other duties as Captain's Aide.

One Siamese twin to another: "You must have had a swell time last night. I look like a wreck today."

* * * *

Bus Conductor, calling from the upper deck: "Is there a machintosh down there big enough to keep two ladies warm?"

Voice from below: "No, but there is a MacPherson who is willing to try."

FIRST CLASSMEN HOLD SHIPS DANCE

The first dance to be held this year on board the ship was given by the first class on the evening of June 20 in the ships classroom.

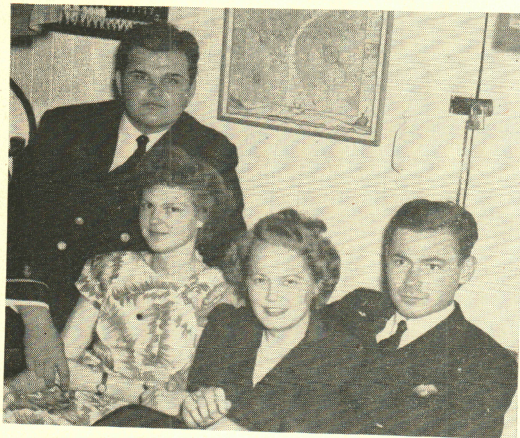
The ship being docked at San Francisco for a special radio broadcast, emanating from the "spacious Midshipmans lounge", it was found to be just the right place for an evening of dancing.

The decorations were of a "salty" atmosphere, consisting of a Lyle line throwing gun, crossed oars, and anchors to give it that final touch of the sea. From the overheads hung International Code flags, while around the bulkheads were flags of

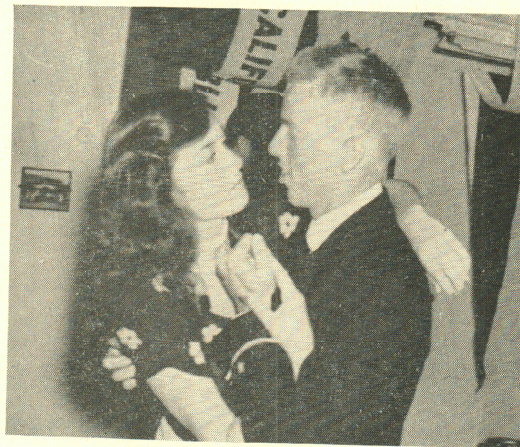
all nations. The lights were dimmed while the couples danced to the tunes of their favorite recording bands broadcasting over the public address system rigged by Midshipman Halle P. Robb.

The highlight of the evening was the mustering of the CMA band for a short "jive" concert. The band was not able to play for the full evening due to the fact that the second and third class members were on liberty until 2300, however, the half hour that they did play was enjoyed by all.

The special guests of the evening included our new skipper, Commander Martin, and Lieutenant Heron and his wife.



Left to right Midshipman Dick Griffith, Miss Kathryn Thrower, Miss Virginia Palmer, and Midshipman Joseph Palmisano.



Miss Helen Schiavone and Midshipman Douglas Van Sicklen.



Left to right: Midshipman Halle Robb, Miss Virginia Palmer, Midshipman Joseph Palmisano (head only showing), Midshipman Richard Naylor, Miss Jeanie Fisher, (left background) Midshipman Marvin Tripp and Miss Jeanette Elliott, Miss Betts Plant and Midshipman Marvin Hall.

GISMOS

By Richardson and Brown

Historical note: Way back in 1936. . . Mr. Tubbs failure to rouse out at reville (only 5 hours ED then).

"Rembrandt" Marsh painting the gunwales with linseed oil instead of varnish, ts, ts, ts.

Young looking for his sack in lower two. . . Cohen giving Chambers the shock of his life. . . Walhgren arguing with Ezell "water" or "H2O". . . Mefford calling a bosn's chair a "seat sling". . . I. P. Williams telling Mr. Heron to stop smoking on the dock. . . All hands greeted Kotelnikoff back after a two week honeymoon with a sweet tooth. . . Dazey ringing two bells for eight o'clock. . . And by now you've heard or seen Pew—the victor in the first battle of the Equis—said to be worse than the "Battle of the Bulge" but the first remark everyone made to Pew as they saw his beaten and bedraggled clothes was: "How did the horse look?"

A preview of first class voting on Baxter's poll: Koerber is unanimously voted "the cutie of the first class" and Morgan's best liked sport is knitting (ha, ha, funny thing is that he wasn't kidding).

Strange music has been emanating from the after berth deck. "Ain't that Nonchalant"—you guessed it—just Everson giving out with his contribution to American folk music. . . And, moving forward a bit, the question has become, will Williams open a Swedish Massage Parlor for the benefit of Lee and Brandt (or as R. M. calls him—Ivan). And talk about buddy-buddy, the nerve of R. H. picking on poor little defenseless, Thorton, with his "Hi yah! Casey," and poor T. E. has to say "Hi yah, Mr. Brown!"

Beauty sleep is getting mighty costly around the berth deck these days—2 week-ends and 10 hours ED. . . Everson plans a long stay at CMA. . . No haircuts—courtesy of C. E. Smith. . . but D. J. Wilson plans to stay just long enough to add another month to his sea time, (ATS). . . And we hear that Coleman is really proud of his girl, hanging her picture in the mess deck. . . but turning from women to another game—the straight dope from high circles has it that Harrison is out of the rut and has finally won not a "ceegar" but a cribbage game. . . "Doc" don't twist my arm—I'll put something about you in. . . "Who comes first, the Danes or the Sweedes?" (For the benefit of unknowing third classmen, the answer to Doc is the Danes—to Walhgren it's the Sweedes). . . This current scuttlebutt has sneaked into the Binnacle files, and, after chewing on the outer cover has succeeded in making final copy:

Tale I: Clendenny, as chief talker, let slip "Trash boat 2 points off the port bow, Sir" to the skipper—oh, well, that's almost the same thing as crash boat. . . and Tale II deals with the feminine problem: It seems that Ezell (ol "Doc" himself), Chambers, and Graves are trying to keep the three lovelies they met at Lake Anza all to themselves. How about it fellas? . . . Say, Graves, is that one really named "Poochie"?

And for mightiest man of them all, Gus Gismo would like to nominate Dauntless Brown—the terror of the third class. . . R. H. can match throws off the lead line with the "ever bragging" Depew even though Depew has an excess of some 100 pounds of muscles, (both over R. H. and himself).

Understand the third class deck are having entertainment nightly, going on right after study in the chart room and the after well. If you're coming up to the chart-room don't forget to bring a rag and a can of polish. . . the price of admission, you know. . . And of course you probably know we almost didn't get back to the base in time for Friday night liberty, thanks to Casey at the helm—naturally he swears he thought his heart was on the right side, but let's make sure next time before we put her "hard right" for HARD LEFT. . . and then we keep telling Schalman that there's nothing wrong with the sextant—all a simple matter of learning how to read it. . . but when you come to errors, leave it to the engineers every time—like Coleman thinking that Cape Cod was in North Africa and then Fogleman packing the fresh water pumps so tight that they wouldn't start. . . also Barton in his Acrobatics kayoing Mr. Bleecker. . . or Naylor's plunge into the deep in frantic haste. . . And Coleman swinging in the boat basin. . . Chamberlain identifying a floating dry dock as an LST. . . Wainwright, being tired of college girls, tries Vallejo. . .

Then there's the case of Cunningham as lookout on the fo'c'sle—reporting number 11 and number 14 buoys as "two submarine periscopes dead ahead, sir". . . ah yes, anything can happen at CMA. . . and usually does.

"Are you a member of the crew?"

"No."

"Then stop stroking me."

* * * *

"I'll tell you something if you promise to keep it dark."

"Shoot."

"You have a wonderful parlor."

* * * *

Cadet Nurse: "Big boy, you're like a locomotive when you hold me this way."

Griffith: "You mean I puff and wheeze?"

Cadet Nurse: "No, I mean you're on the right track."

* * * *

And then there was the CMA engineer who took his nose apart to see what made it run.

* * * *

He: "Only a mother could love a face like that."

She: "I'm about to inherit a fortune."

He: "I'm about to become a mother."

* * * *

She: "Would you like to see where I was operated on for appendicitis?"

He: "No, I hate hospitals."

* * * *

"I had to change my seat several times at the movies."

"Gracious, did a man get fresh?"

"Well, finally."

* * * *

Two farmers met on the road and pulled up.

"Si, I've got a mule with distemper. What'd ye give one of yours when he had it?"

"Turpentine. Giddap."

A week later they met again.

"Say, Si, I gave my mule turpentine and it killed him."

"Killed mine, too. Giddap."



Well, what are you staring at?

SPORTS SPASMS

by
VAN 'n' IRV

SECOND CLASS MAKES CLEAN SWEEP

Yes, the Second Class DID make a clean sweep in the annual inter-class crew races. In rough water, for crew races, on 27 June the middle class nosed out a gallant fighting Third class by a little less than a boat's length. It was a close race and very interesting to see, as everyone expected to see the "Swabs" take a thorough beating at the hands of the steady "clock like" oars of the Second Class.

Two days later, on 29 June, the Second Class again came through with a win which put them in a position that only one other Second Class in the history of C.M.A. has been in. That is beating the First Class in a crew race.

The Second Class, with Vandegrift as Coxswain, was superb. It worked and looked as a single unit. In fact it is of the general opinion, that that crew was one of the most perfectly trained crews that either CMA or CNS has ever seen.

As far as other CMA sports are concerned, in the past few months everyone has been taken in with so much extra-cruise activity and crew practice that aside from the routine morning exercises . . . "next exercise, arm and shoulder rotation, ready, begin . . ." and so on until 0630, nothing much has been done in the regular line of sports. As most of you probably know, construction has finally started on the new Academy gym. When it will be completed no one knows, or do they? Our hand ball courts are again ready for play. How about it fella's? Yours truly thought that handball was a waste of time until a Mr. Palmisano demonstrated a few of the finer points of the game. It's really a good game. All we need is competition.

Another prime interest at CMA is trying to get a South Pacific Tan, minus the South Pacific. It certainly gives everyone a healthy look. No doubt about it, but unless the new beach boys are careful the first day out, they will get a very serious burn. Especially on the eyes, although at first the hurt is not noticeable, too much sun at one time may cause serious damage.

Several of the officers have been doing quite a bit of fishing lately. This spot under the bridge is supposed to be one of the best spots in the Bay Area for fishing. There's nothing better than lying in the sun with a good pole in your hands in



It won't be long now fellows!—September 1st

The Wolf

by Sansone

Copyright 1945 by Leonard Sansone, distributed by Camp Newspaper Service



"He's tryin' to forget a woman-me!"

a small boat. Why don't more fellows try it—its the sport of kings.

One sport that everyone enjoys and one in which no one seems to be able to participate in. You all know the one, Swimming. Everyone keeps saying, "well wait until the gym is built." Are there any suggestions as to what to do? The Doc took a sample of the water in the Carquinez Straits here and found that it is full of "black plague," "yellow fever" and every other disease known, even floating fish . . . That sort of lets out the swimming, but maybe someone will have an idea.

Ransom had an improvised pool over at the camera club the other day, maybe a couple of ambitious Third Classmen will improve on the idea?

FIRST CLASS CREW

Detwiler
Coleman
Ransom
Koerber
Lee
Barton
Robb
Young
Smith—Coxswain

SECOND CLASS CREW

McLeod
Schill
Hoyt
Leavitt
Wieland
Chambers
Valentine
Kollasch
Vandegrift—Coxswain

Midshipman Young and Midshipman Robb substituted for Midshipman Naylor and Midshipman Annin, the regular crew members, as these men were not able to pull due to illness. Midshipman Clendenny was the Second Class crew standby.

PERSONOGRAPHY PAGE

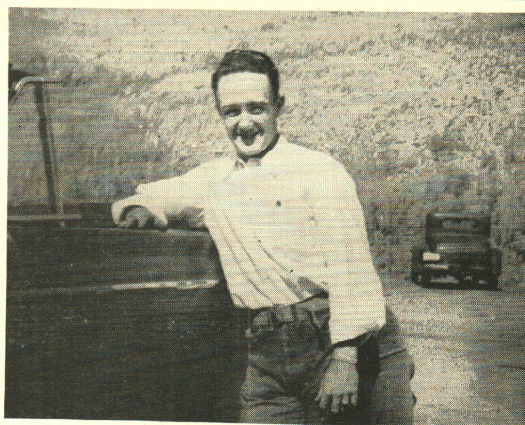
"I'm the best looking guy in the first class," replied Calvin E. Smith on being asked to tell something about himself for this write-up. Far be it from anyone to try and disprove this point of view, for who knows, it may be the truth. "Smitty", as he is universally known around CMA, claims Clarksdale, Arizona, as his birth place, but in 1939 he moved to California, residing in Sonoma and graduating from Sonoma High School in 1943.

"Smitty" is an extremely likeable fellow. This is a statement that I think everyone will agree upon. One thing that is interesting to note about him is that you usually hear him before you see him. His voice can be heard quite frequently bellowing through the berth deck with a tremendous violence. He is also characterized by being the smallest man in the first class and he is a member of that well-known "Sneedur" Club of CMA.

Calvin E. Smith is an admirer of fine cars, being one of the many past owners of the "Red Rocket" of CMA and currently piloting the "Blue Beetle." When asked if he had any particular dislikes he replied, "All women except one," and he is still looking for her. He is currently acquiring the name of "Baldy" as he is having trouble with a slowly receding hair line. On liberty he likes to go someplace where it is nice and quiet, but inevitably fails to get there.

"Smitty" holds the titles of President of the Propellor Club and Secretary-Treasurer of the Camera Club.

This first class engineer has the ambition of someday owning a hotel—a desire he acquired by once working in one as a clerk. After graduation he hopes to ship out on a T-2 tanker and stay at sea until he has seen enough of the world to satisfy himself.



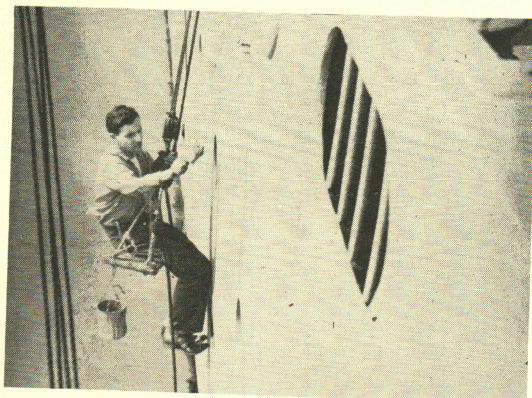
Midshipman Calvin E. Smith

In December, 1943, a tall, dark haired fellow with a friendly smile approached the principal of his high school and rather meekly said, "I'm sorry, but I guess I won't be able to graduate from high school next year, mainly because I'm entering the California Maritime Academy next month." The somewhat bewildered principal of Glendale High finally said that even though it was a year early for it, the fellow would receive his diploma anyway. Such were the circumstances surrounding the admission of James Kennerly Staar to the Academy in January of 1944.

It would easily be possible to spend a day at the Academy and not to notice Staar at all, for he is definitely the quiet, soft spoken, thoughtful type of person. In fact, modesty might well be said to be his most distinguishing trait. No, that is not quite correct; it is not just modesty, but modesty backed up by a strong sense of honesty.

Before coming to the Academy, Jim worked off and on as a curvener, where he gained much experience and a rudimentary knowledge of navigation. In high school he was especially interested in mathematics and physics; not only was he good in his studies, but also in athletics. In his spare time he collected guns, hunted, raced and built speed boats, camped, and took pictures. In addition, as a philatelist he has won many philatelic awards. Lord Byron swam the Hellsipont, Sir Winthrop swam the English Channel, but it was left for Jim Staar to swim the Carquinez Straits, the waters that surround the California Maritime Academy.

Upon graduation, Jim hopes to be called to active duty with the Navy which he would like to make his career. Whether it be in the Navy or any place else, we know that Jim will slowly, modestly, unspectacularly, but surely move ahead.



Midshipman James K. Staar

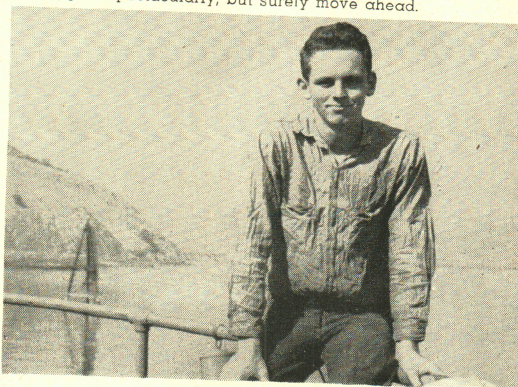
One of the best-liked First Class engineers is that piano-playing Thomas V. Pew. "Stinky," as he is known by his classmates, was brought into the world way back on May 11, 1926, in St. Paul, Minnesota. He also boasts of having lived in Cedar Rapids and Des Moines, Iowa. From there Tom moved to Los Angeles (it is rumored that half the population is made up of the Pews.) He graduated from Loyola High School where he played very much baseball in his senior year. After graduation Tom came to CMA. He rapidly distinguished himself by studying and making good grades and finally by earning his petty officer's stripes.

His favorite hobby, besides playing the piano, is piano playing. Many a Midshipman has relaxed after evening mess listening to Tom sweetly massaging those ivories.

In his spare moments he can usually be found arguing with Bob Peyton about the Navy or the Merchant Marine after graduation. On liberty he can be found in the big city of San Francisco doing most anything.

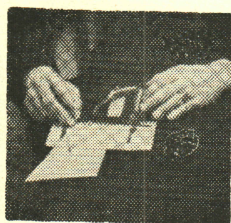
Upon graduation Tom wants to go Merchant Marine, where he hopes to get on a C-2. He intends to remain at sea for about three years and then go to college and complete his engineering training.

We sincerely hope that Tom gets the ship of his choice and has the best of luck thereafter.



Midshipman Thomas V. Pew

ENGINE SERIES No. 23



'SEA - KNOWS'

COLD WEATHER KINKS

Study out your Deck Steam and Hydraulic System and be ready and ahead of Jack Frost.

With freezing weather approaching, deck machinery on a steam winch vessel must be guarded against

freezing up and bursting of cylinder lines and fittings.

Experience has proven that the safest method of protecting Steam Deck Machinery is by keeping the entire system hot, either by continuous "blowing through" or in extremely cold weather, by continuous slow turning over of the units under steam, always to be checked by an hourly "feeling over" by hand for heat, or to note that the units have not stalled.

(Continued in Series No. 24)

REPRINTED THROUGH THE SOLE COURTESY OF THE
AMERICAN-HAWAIIAN STEAMSHIP COMPANY

ENGINE SERIES No. 24



'SEA - KNOWS'

COLD WEATHER KINKS

(Continued)

During any cold weather, it is customary and must be stressed that wire "Runners" be detached from winch drums immediately after cargo stops working to facilitate this important measure. Anchor windlass-

es and warping winches are in this same category. "Condensate Loops" are sometimes encountered in Deck Steam Exhaust return lines and must be anticipated or caught in time to avoid trouble.

Fire lines outside drinking fountain lines and various other exposed and often forgotten pipe lines are sure, unless properly protected or drained, to cause much easily avoidable woe.

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DECK SERIES No. 23



'SEA - KNOWS'

FIGHTING FIRES

Modern fire fighting equipment has been developed to such a degree that the hazard of fire on a modern vessel has been greatly reduced. However even though fire fighting equipment has been im-

proved, it would be of little value if the vessel's personnel were not properly trained and instructed in its use.

Officers should see that each man knows his fire station and knows what the various equipment is intended for and how it is to be handled.

(Continued Series No. 24)

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DECK SERIES No. 24



'SEA - KNOWS'

FIGHTING FIRES

(Continued)

Individual personnel should be instructed to be properly dressed when reporting to the scene of a fire; that the men do not appear dressed in a "singlet and a smile," rather than

non-inflammable clothing such as wool, rubber boots and rubber coats. Men due to the resultant excitement, often report for fire fighting bare-head and bare-footed.

Bear in mind that personal protection is one of the requisites to successful fire fighting.

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NOTES FROM THE MARITIME WORLD

Editor's Note: The articles used in this section are compiled from the Marine Engineering and Shipping Review.

OUR POSTWAR MERCHANT MARINE

We shall have after the war about 45 million tons of Government-owned merchant ships consisting mainly of—

- 25 million tons of Liberty ships
- 6 million tons of C-type ships
- 5 million tons of Victory ships
- 7.5 million tons of fast tankers.

Included in this fleet are, of course, a considerable number of ships which have been converted to special military types, many of which could not be economically reconverted for commercial purposes. But this list includes 18½ million tons of modern, efficient C-types, Victories and tankers. Most of these should be retained in our permanent postwar fleet. We may also find use for a few of our Liberties, but it is doubtful whether any large number of these vessels can be put to use effectively in postwar trade by American operators. The Navy, of course, will have certain merchant ship requirements of its own to serve in the fleet train of our large postwar Navy. It would seem desirable to hold as a strategic reserve all "long-range" program vessels which have not found use in our merchant fleet or in our postwar Navy and also hold a "spot" reserve for commercial purposes to be frozen except when the Maritime Commission determines an emergency requires their use with discretion, after which they should be returned to the reserve. We should then offer for sale abroad the remaining ships to the extent of permitting restoration of foreign fleets.

The Congress is presently considering a ship sales bill to accomplish that general purpose. While there is some divergence of opinion as to its exact form let us hope that a mutually satisfactory bill can be enacted in the near future so as to protect our proposed postwar fleet and private investments and to eliminate at least one uncertainty which is now causing ship-operators to hesitate in formulating their postwar plans.

It would also seem desirable to establish a reasonably short time-limit following the cessation of hostilities, say two years, after which all ships which have not been sold, employed by the Navy, or earmarked for the strategic or spot reserves should be scrapped. We do not want in the years following this war the spectre of a laid-up fleet that will stifle progress in the maritime industry.

There is no simple solution that will satisfy everybody; compromises must be made and compromises will be made. But the solution does not lie in the reduction of the United States to the status of a third or fourth class Maritime power, dependent upon other nations for four-fifths of its foreign shipping, with its shipyards dismantled, with the arts of building ships and operating them entrusted to foreign hands, and with our security endangered.

Rather must the solution lie in a courageous and progressive plan to lead the world into greater cooperation and larger prosperity in the broadening horizons which will follow the new peace.

TANKER TORPEDOING STUDIED BY COAST GUARD

"Suggestions Concerning Tank Vessel Operation During War-time," a 40-page pamphlet based on the experiences of 6000 American tankermen attacked by submarine, has been issued by the Coast Guard and is available to owners, agents and officers of tank vessels on written application to Coast Guard Headquarters, Washington, D. C.

Earlier in the war the Coast Guard put out a similar publication which was based on the experiences of 1000 men who had survived torpedoing. The new publication contains much valuable information that has been gained since. Its contents are divided into three parts, as follows: Suggested Safety Measures for the Guidance of Tanker Officers in Case of Attack by Submarines; The Gas-Freeing of Tankers on the Ballast Voyage; and Suggestions for the Reduction of Oil Hazards in Marine Salvage Work.

The study brings out the following points, among others:

1. The enemy has very seldom been sighted before the attack but in 30 percent of the cases they have been sighted after the attack.
2. Seventy percent of the attacks have been by torpedo alone; in the remaining cases the vessel has been shelled some time later and after being abandoned.

3. When the vessels were shelled there was a high percentage of misses because the submarine, being a relatively small vessel, produced a very unsteady gun platform.

4. In only a very few cases the vessel broken in two and in most cases it has been loaded and has been struck squarely in the midship pumproom and has merely "broken its back." Fire does not necessarily follow in these cases and men have passed back and forth over the decks in safety.

5. In about 85 percent of the cases of attack on loaded vessels oil is sprayed over the decks and houses of the ship. At the instant of explosion a geyser of water and oil is blown upward to a height of 100 or more feet. The geyser normally has two cores, the one over the side being mostly of sea water and rising to the greatest height, and the one from the deck rupture being mostly of oil and reaching less height. Around both there is a cloud of steam and gases. Under the effect of wind and forward ship movement this mixture of oil and sea water falls back over the ship, principally over the after end and the after side of the midship house and the after well deck.

6. Of the loaded tankers attacked, about half went on fire and out of these only a few went on fire over a very large area at the outset.

7. The average time for abandoning vessels which were on fire has been 11 minutes and for those which did not catch fire 22 minutes.

8. Less than 5 percent of the crews have been lost by exposure after taking to boats and rafts.

9. The Coast Guard and Navy have picked up 70 percent of the men in boats and on rafts and the balance have been picked up by other vessels or rowed or sailed to land.

10. Because of the inherent "toughness" of a tanker's construction, half of them after being attacked remain afloat for several hours, and about 30 percent have not sunk at all.

W.S.A. TRAINS MORE THAN 150,000 LANDLUBBERS

3 Separate Units of W.S.A. Organization Handle Training Job

More than 150,000 landlubbers from every state have volunteered for U. S. Maritime Service training to get the "know-how" of the sea under the urgency of globe circling World War II.

During 1944 the Training Organization of War Shipping Administration provided instruction and up-grading of some 85,000 men.

'BOOT' COURSE REQUIRED

Men 17 to 50 are eligible for salt water schooling by the Maritime Service. Passing a physical examination and submitting substantiating papers, the merchant seamen undergo a 6-weeks "boot" course.

During advanced training, men are assigned to specialized schools due to their qualifications and past experience. Deck and engine training, radio operators, cooks and bakers, and hospital corpsmen—assistant pursers—are the five basic schools operated by the Maritime Service.

Deck trainees at the end of their training receive three final weeks aboard one of the U. S. Maritime Service training ships. Engine trainees learn in the station power house and work over installed Liberty ship engines. Cook and baker trainees learn butchering, cooking and baking, working with identical equipment aboard merchant vessels.

COURSE TOUGH

Trained to double as pursers and hospital corpsmen aboard merchant vessels, the assistant purser-hospital corpsmen school is one of the hardest courses. Through this newest of the Maritime Service training courses, for the first time in the history of the Merchant Marine, medically trained persons are sailing aboard the freighters and tankers.

Radio operators must master a thorough 6-months' course of both radio practice and theory before they are graduated ready to step aboard a Merchant vessel and handle that important duty.

For all schools lifeboat training is particularly rigorous. More time is devoted to abandon ship drill than anything else in preliminary training.

ALUMNI NEWS

A letter of interest was received from Fred Schwimmer and is as follows: "Had a fine trip on a fine ship with a fine skipper and crew. It was the best possible 'first trip' that anyone could have had, we took a brand new Sioux Falls Victory right out of the yard and its maiden trip was from Pedro to 'Frisco.' Took on our cargo and sailed—the roughest weather of the trip was right outside the Gate. I'd have rather been on the most ornery buckin' bronco you ever saw— Three days out we developed generator trouble so went to Pearl Harbor, while there did nothing but swim, surf and 'wolf' around at Waikiki. From Pearl to— and spent about 10 days there, swimming, sailing and fishing. We gathered all the CMA boys together that were available and so the following:

SIoux FALLS VICTORY—Paul Rodney Haertel, Chief Mate; Lawrence Powell, 2nd Assistant Engineer; Fred Schwimmer, Third Mate; Milt Klein, Jr. Third Mate.

BRIGHAM VICTORY—O. James Jahnsen, Jr. Third Mate.

CAPE CONSTANCE—Richard Jenness, Third Mate; Jack McDonald, Jr. Third Mate.

C-2—Wayne Harthorn, Jr. Third Mate.

UNITED VICTORY—William Zahl, Jr. Third Assistant.

CZECHOSLOVAKIA VICTORY—Newman, Chief Mate; Richard Walter, Second Assistant; Fred Joy, Second Mate and Richard Page, Third Mate.

From Eniwetok we went past Guam to Ulithi, 85 miles from Yap, still a Jap air-base. Still very nice, but could see something big was cooking as there were plenty ships of all types around, especially troop transports. Spent a couple of very pleasant weeks there and then formed our first convoy of the trip for Okinawa. The island was reached the 11th of April "Love-day" plus six and was immensely thrilled at the sight of numerous battlewagons, cruisers and destroyers lying along the coast, just blasting the H - - out of the Japs. The amount of Naval power in those waters just was beyond all imagination. Many had already been damaged by suicide planes. I blinkered with one that took "one" on the starboard side of the house. The Japs never sent over any bombers, only hundreds of these crazy suicide guys. I figure we were pretty near the luckiest ship in the harbor (also the FIRST MERCHANT CARGO VESSEL TO ENTER THE SOUTHWEST ANCHORAGE). We put one of our injured men aboard the COMFORT only a few hours before she was hit. The most planes in one raid was 157 and out of these about 130 were destroyed. We got there on a Wednesday and the following Sunday we shot down a twin-engined Jap "Betty". We were the only merchant ship in our group to get one and I painted a flag on each side of the stack the next day. Left for Honolulu and then to Frisco but diverted to Portland and had a beautiful trip up the Columbia and saw Kaiser's shipyards—and finally home. These Victories are very nice ships, comfortable, fast and good equipment—even the engineers were satisfied.

Shirl (all should remember that name—in Fred Schwimmer's class—he mentioned it often enough) and Fred were married the 28th of May at the Beverly Hills Hotel at a very beautiful ceremony. Spent a wonderful week in Palm Springs and could be found attending a few of the night spots and also at Santa Anita.

NOTICE

A new arrival—born to the wife of F. T. Welch, '40, a daughter, Pamela—on May 17 at the Dante Hospital in San Francisco. Seven lbs. and 12 oz. Mrs. Welch is the former Lorna Sheveland of Vallejo. (Capt. Wm. Aguilar, '34, is an uncle to the little girl).

We have been most fortunate having E. Johannessen in the position he has been in for quite some time, because he had an opportunity to meet and talk to C.M.A. graduates when they came "in." But now he tells us he will probably ship out again and soon. He has been forwarding us short notes on graduates which have been making up part of our Alumni Column—lets hope his relief will also be a former CMA man or one interested in us so that those items keep coming. Mr. Johannessen says: "I am grateful for the training received at CMA and know that I certainly could have used the three year course. All war time graduates are looking forward to post-graduate courses for their B. S. degree. In closing I want to wish continued prosperity for the Academy. It certainly seems headed in the right direction."

Lt. Comdr. Tubbs received a letter from Mr. Dobson, formerly of the California Maritime Academy staff—quote "Just a note to let you know that I have received the January and February issues of the Binnacle, and have had a great deal of enjoyment out of this publication. The editors are certainly to be congratulated for the excellent production work. The Binnacle is a different paper from the first mimeograph edition put out about Sept., 1940. I have seen a few CMA graduates out in the Pacific—Seth Hargrave was aboard a C2 and sailing as Chief Mate. Piepgrass was one of a CB special battalion in the Philippines. Warnekros and Royston, both liberty ship masters, were seen having a good shore-side chow here in Australia. Clayton was seen and is a skipper of a destroyer minelayer. I saw Snow '34, XO of a 2 stack Navy transport. Flood was seen down in Southern Australia a while back as Chief Mate of a C1. Smullen was up north, Chief Engineer of a Navy Repair Ship." Mr. Dodson is covering the Pacific and Indian Oceans for USMS and CC and is plenty busy with much travel. He has fifteen Kings Point agents assisting him in strategic ports. Thank you so very much for the nice compliment paid to the Binnacle and it's editors.

* * * *

Ensign Joe Devine, USNR, Class of June '43, writes that he and Lt. (jg) Thomas, of the same class, were together in the same Task Group, but were recently separated. Also Thomas is a very nervous expectant father. Matt Ramazane, also of the same class, was thereabouts and spent a few hours talking over school-ship days. Lt. (jg) Stan Stendahl is aboard an APA. Also Joe says that Gene Colfax's ship operated with his last February but they didn't get in touch with each other. Ralph Shallenberger spent a few days with Joe and has hopes of returning to the good old U. S. soon. Another "plug" for the Binnacle—"The Binnacle is really appreciated not only by myself who am personally interested but also by my shipmates." Ensign Joe also says—"Aside from my regular job aboard ship I've been assigned a Collateral Duty as Assistant to the Navigator. Am very much interested in navigation and enjoy the work." Thanks for the news and will forward you the name of Lt. Comdr. Miller's ship under separate cover.

* * * *

And again the Binnacle receives favoritism from C. N. Jackson of the December, 1943, class. "Managed to receive the latest issue of The Binnacle at sea and again was very pleased with it. They seem to get bigger and better each month and are a real source of pleasure. It's good to hear about all of the old fellows and of the new things going on about the Academy. As for myself, I'm sailing second mate on a Victory for A. H. Recently completed a similar voyage on a Liberty for American President lines. I have met many classmates in various ports and also many from other classes. Recently met Banke, June '44 and he is sailing on a sister ship as second mate, also, and carrying the same "live" cargo. (Won't mention any more about that cargo because of the embarrassment it brings)." The addresses you requested are being forwarded. Thank you for your good wishes for the success of the paper.

* * * *

Ray Alfsen's mother gave us the information that Ray is sailing on a Victory and is second mate, and is anxious to receive the Binnacle as a source of enjoyment while out to sea.

* * * *

F. Simpson Jr. of the '44 June class gives the following information. J. Marsh is on a Navy Water Tanker and J. W. Bauer is on a Navy Victory. Simpson just got off a Victory for APL and has his Second Assistant's License. He says that CMA was well represented in Manila—Tedsen, Boomer, Rowe, Spieller, W. Fay, G. Fay, McKune, Wilcox and there were at least a half a dozen more but just couldn't remember them all. "T. Lewis, R. Fleming, J. Bauer and myself really had a reunion at the 'Tuxedo' one night recently." Sounds real interesting and probably was too.

* * * *

Lt. R. H. Greer—sorry you haven't been receiving the Binnacle but a check has been made and you should be getting the ones in the future. Your dues are okay, the amount sent and received is correct for your membership and subscription.

* * * *

Ensign R. E. Colfax writes that he ran into Lt. Comdr. Miller at one of the island ports a couple months ago. He is the "exec" on an AK and likes the duty. Lt. Bill Bellamy has been the Chief Engineer here for the past six months. Also heard from Southern California that Ensign Calvin Reed is in the Pacific on an AKA.

GRADUATE INFORMATION

- Members of the class of June '43 now in port and preparing for Ch. Mate's License are Gene Brick, Geo. Cowan, Ralph Shallenberger. Franz Obrikat will sit for 1st Ass't soon as will Ed Segar and Dave Campbell.
- Stan Scott, June '43, now Ch. Mate aboard a Victory for Sudden & Christiansen.
- Fenton Short, June '43, Acting Ch. Mate aboard a C-2 for Mississippi Shipping. Aboard the same ship are John Lush, Dec. '43 and R. H. Putnam, June '44, as 3rd Mate and Jr. 3rd Mate respectively.
- Upgrading for Seconds now in San Francisco are Leo Ewart, Jim Muhlstein, Malcolm Brown and Bob Heintz.
- Harold Huycke just signed off a Steam Schooner and is now 2nd Mate aboard a Liberty for W. R. Chamberlin Co.
- B. A. Ruth, June '43, is now 1st Mate aboard a Matson liner.
- John Donahue, Dec. '42, now Acting Ch. Eng. aboard a Liberty for Williams Diamond.
- Worth Starrett, June '42, just back from a 10 months leisure cruise in the So. Pacific.
- "Alfy" Sinnes, Dec. '42, Ch. Mate aboard a Liberty for Weyerhaeuser.
- Milton Foskett, Jack Harvey, Harold Banke and R. B. Pasquini are all sailing as Second Mates and are aboard Victories. The latter is anticipating in June.
- Richard A. Murry, May '41, Ch. Mate on a C-1 for Waterman.
- O. G. Rutherford, May '41, 1st Ass't on a Victory for Matson.
- W. L. Russon, May '41, sailing 3rd Ass't on a Deisel Ship for A.P.L. for experience.
- Ensign Mike Locke, Ed. Berryman (Ensign) and Lt. (j.g.) Ben Carlson all USNR (active) are in port at present. Have just seen plenty of action in the Pacific of late.
- Don Tedsen, June '44, is sailing 2nd Mate for Moore-Mac.
- Ensigns Joe Devine, Cal Reid, Matt Ramazane and Gene Colfax have seen plenty of action lately in the Pacific.
- Rog Swain, June '42, sailing Ch. Mate aboard a Luxury Liner for A.P.L. Geo. Zeluff is 3rd Mate aboard same ship.
- Leonard Peck, June '42, Chief Mate aboard a new C-2 for Grace Line.
- Bill Zahl, Dec. '44, sailing for A.P.L. aboard a Victory as Jr. 3rd Mate.
- Guy Harrison, Dec. '42, Chief Mate aboard a C-1 for McCormick SS Co.
- Lt. L. H. Erickson, USNR recently in Port. Is an engineering Officer aboard an APA and is enthusiastic over his present assignment.
- James N. Jensen, May '41, now Executive Officer aboard a new C-4 with Matson.
- Bill Grundy, June '44, back from Okinawa where he lost his ship. He was sailing as 3rd Mate aboard a Victory.
- On a C-2 for Matson are O. Thomas, July '42, 1st Ass't Earl Medina, July '42, 2nd Ass't and Frank Foote, May '40, Ch. Mate.
- Recently returned from the Pacific where they saw plenty of action are Milton Klein, Fred Schwimmer, Lawrence Powell and Paul Haertel. All were serving aboard a Victory for American-Hawaiian.
- Jack Rados, Dec. '44, and Erwin T. Horne, Jan. '42, are reported as missing in action at Okinawa. They were Jr. 3rd Ass't and 1st Ass't respectively aboard the Logan Victory which was hit by a Jap suicide plane. Ben Schoenlieber, May '41, was on the same ship as Ch. Mate but came through unscathed.
- Attention is called to the current quarterly issue of the "Grace Log." In it is contained a story of James A. Butts who was First Ass't on the ill-fated Santa Rita. A Liberty ship has been named in honor of Mr. Butts who graduated from C.M.A. in Sept. 1938. This is believed to be the first time a Schoolship graduate has been honored.

FLASH:

July 1, 1945, will find the subscriptions to the Binnacle discontinued for those who have not paid their Alumni dues, so take care, take care.

E. Yates, Class of '39, writes that J. E. Espey is now a master with APL. Also would like to know the number of Ed Miller's ship. Information is being sent as requested.

T. W. Rice, Class of '38, met Lt. Comdr. Al Gallant in December and said he was then expecting to become engineering officer of one of the OBBS in a couple of weeks.

Mrs. B. Giesner Pennebaker lets us know that Hugh Pennebaker returned to San Francisco after seeing Marcus Island, Hollandia and Leyte from the deck of one of Pacific Tanker's T2s. Also William Giessner is still at sea on a T-2 but hopes to see the USA this summer. Zahl, Dec. '44, was in S. F. and plans to take his Victory ship back out.

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Loren Hall gave us a bit of news about Captain Harlan O. Hall. "Three weeks ago Harlan received a rush call from Alcoa to take out an aircraft transport (converted Liberty with elevators, etc.) from an Atlantic port and as time was short he had to hop a plane. Previous trips he has ridden floating bombs, now, his new command will ease his nerves quite a bit. His new USMC rating is Commander." We agree—his new command will certainly be "on the better side" and he deserves it.

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Captain Wm. Aguilar, wife and daughter Lynn returned recently after a long stay in Galveston, Texas. Bill is enjoying a vacation at his new home at the old Spreckle's Ranch in Napa, California. Also they have celebrated their Tenth Wedding Anniversary and daughter Gail's eighth birthday—May 18th. How about accepting the congratulations of the C.M.A.A.A. And as pretty close to Vallejo, how about stopping in for a look-around.

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Bob Greer gave some news items to Chet Tubbs which is finding its way into the Alumni Column—"I was fortunate enough to have leave from April 9 to May 1st. We took the train and spent our leave in San Diego, unfortunately our train went inland so did not visit the Bay area. Have not seen any of the school ship men except for Dixie Howell and wife. We ran across him in downtown San Diego and he looked about the same. Leonard Wood (Lt. jg) has been around recently and is still Chief Engineer of a DD. He has been through a lot though fortunately unscathed. Is home on leave now and is to be married." (Seems Bob is happy for him—says he deserves it).

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Just received a new member of the Alumni Association. P. W. Heard has forwarded the dues, asked for enrollment and "above all" issues of the Binnacle.

The Wolf

by Sansone

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"Tell me more about Charlie McCarthy!"

EDITOR, THE BINNACLE
CALIFORNIA MARITIME ACADEMY
CARQUINEZ STRAITS - - VALLEJO

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