



1956 CLASS LOG

The Class Log will be placed in Skipper Kent's. Skipper Kent's is a bar and restaurant in a tropical fashion. It is located on Washington St., right across the street from "Bimbo's."

Class Logs, for the information of those not in the know, are made out and signed by members of each graduating class. They are left in some bar or restaurant in San Francisco, in reach of every alumnus that comes through town. Entries are made concerning marital, family, and professional accomplishments. The Class of 1954 has their Log at the "Buena Vista." The Class of 1955 have their Log at "Sutherland Hotel."

The Class Log is an old C.M.A. tradition; every prospective grad should drop by a restaurant containing a Class Log and read some of the entries therein. The entries are not only amusing, but also they give a glimpse of what the future may contain.

SAGA OF THE SEVEN SQUARE-RIGGED SAILORS

Monday afternoon seven fortunate midshipmen starred in a T-V movie aboard the brigantine ALBATROSS. The movie was shot around host, Ernest Gann (skipper of the ALBATROSS), Captain Richter, and Marjorie Trumbull, T-V tete-a-tetereess, and the midshipmen, John Barrett, Wayne Creek, George Coppo, George Gann, Knick Pyles, Arthur Thomas, and Bob Wilson. The movie showed shots of the midshipmen climbing around in the rigging, setting sails, heaving up the anchor, and faking down lines. Through the efforts of his partner in film fame, (the editor), John Barrett got a solo shot taking a vertical sextant angle. The ham in some of the

midshipmen came out, while Marjorie Trumbull was on one side of the pilot house combing her hair a certain midshipman of local repute was ducking behind the other side making up his drain-scurper coiffure.

While the movie was being filmed the hands raced up the rigging. Due to his agentish exertions, the editor was beaten by the more experienced George Gann.

The movie, along with a live interview with Captain Richter and Mr. Gann will be telecast at 1530 on Sunday the 29 July on Marjorie Trumbull's "Sunday Supplement" program. If the show is good enough it will be broadcast on a nation-wide show "Today in the West." The date and time will be announced later.

As everybody knows, the ALBATROSS will be wetting sail for Hawaii, Tahiti, and other islands and waters of the South Seas, skippered by Ernest Gann, with Jim Durst as Second Mate and Harry McCullough as Engineer. But a little bit about the ALBATROSS:

She was formerly a Dutch Pilot Schooner; her hull is the same as the YANKEE'S, the circumnavigating cruise ship which is also a former Dutch pilot schooner. The ALBATROSS was bought by Mr. Gann in Hollywood and sailed around to this coast to be fitted out as a brigantine. She went into Moore's in Alameda to undergo repairs and alterations. The rig is that of a brigantine of the late 1800's with gaff main and gaff top sail and square rig rigged on the foremast. The topsails are

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SAGA OF THE SEVEN SQUARE-RIGGED SAILORS & (ALBATROSS) --- (Cont'd.)

split and no stunsails are rigged, thus characterizing a ship of this epoch. A deck house forward was added and the two lifeboats were stowed over the house on rails.

The seldom seven spent a memorable day aboard the ALBATROSS: it was an experience seldom realized today to climb around in the spider-web rigging of a square-rigger, or to spend an afternoon flaked out on a to "gallant" yard watching big tankers lumber down Raccoon Straits and later feel the wake rock gently your perch a hundred feet in the air.

As has been mentioned before, Mr. Gann has dedicated his forth-coming book and movie, "Death for the Gods" to the midshipmen of C.M.A. Rigging this T-V show was another helpful hand lent to the Corps.

NEW NAME FOR THE OLD HOLE

The midshipmen that have made a few cruises down to Pier 45 for the Maritime Day celebrations and festivities have found memories of a span on Fisherman's Wharf known as the Wharfhaven. Now this Wharfhaven was what was known as "the real thing", local colorful characters such as fishermen, dock whalloppers, seamen and caustic off the ships at the Free Trade Zone, and a few sardonic tourists caught in the eddies of the Fisherman's Wharf's Night Lights and soft lighted atmosphere. The Atmosphere at the Wharfhaven perched around in cockroach shells.

Insulted by many, the wharfhaven was closed shortly after the Golden State returned to Harrow Cove; something about an expired lease forced its demise.

It seems that the Wharfhaven will live again only under a new name and a new facade. It has been renamed the Chart Room, the outside wall is woodpaneled. The window showcase is adorned with a sextant and other nautical paraphernalia.

SAILING CLUB NEWS:

The Sailing Club, after a period of virtual non-existence, has had a renewal of interest. the Ursa and the Star are being worked on by M/E Wilson, Pyles and Pilgrim, and the Moth is being overhauled by M/S Lucas and Beck. These boats should be ready to go by September at the latest.

SAILING CLUB NEWS (Cont'd)

When the Ursa is deemed seaworthy there is a strong possibility that midshipmen will be able to take it up the river on weekends.

Anyone wishing to sail or learn to sail should be remembered that this means helping out with the work too and that the sailing will be somewhat in a ratio to the help offered.

IN MEMORIAM

In view of the fact that our erstwhile mascot, the cat, has gone to seek greener pastures (due perhaps to its getting only one cup of milk a meal) our Official Maritime Cat Naming Contest has come to a sad end. All names and nickles submitted to date will be refunded by the editors.

BRIGHT FUTURE FOR MARINE GRADS

"A young man contemplating a career at sea faces a future of expanding employment opportunities", Ralph E. Cassey told recent graduates of N.Y. State Maritime College. The president of the American Merchant Marine Institute pointed at the current movement toward roll-on roll-off vessels to revive the coastwise trade as a prime example of new thinking which will pay off. He said he wouldn't be surprised to see 200 to 250 roll-ons in our domestic trades within a decade.

And the Maritime graduate can also use his skills for important shore-side jobs such as shipbuilding and related marine industries, he said.

SWIMMING MEET IN OFFING

There will be a swimming meet here next Tuesday between the Arden Hills Swimming Club of Sacramento and the Central Swimming Club. Swimmers will be ages 6 - 16 and the event should prove interesting to watch.

INLAND WATERWAYS OPPORTUNITIES

For various reasons, (guess what) many graduates do not wish to ship out on ocean going ships and spend so much time away from home. The extensive shipping on our inland waterways in the east and northwest provides the answer to their problem. The pay, for instance on a tugboat, is only slightly less and there is the added comfort of being home regularly and of being able to predict your schedule. Many GMA graduates are presently successfully employed on inland waterways and the increase of industrial development along our rivers has led to an increase in shipping in those areas, thus providing more jobs.

ROSEBOX

Due to circumstances beyond our control (finals) the BINNACLE will not come out next week. The final issue for the trimester will come out shortly after finals are over.

The HAWSEPIPE has gone to press; it will be distributed shortly after finals are over.

THE BOX SCORE

Softball:

Thursday night of last week proved most profitable for the CMA softball team as they defeated the Selby softball team by a 12-2 score. Ken Ross, in his first start of the year, pitched a 4-hitter. At the plate "Large" Leroy Baldwin proved himself the hero of the night, as he collected two hits, including a 2-run homer. The victory enabled CMA to keep in contention for the league title.

Tonight the softball team will once again go into league play, in action scheduled for 1830, in Vallejo.

After the regular evening meal last Wednesday the softball team enjoyed a fine steak dinner in the mess deck. Many thanks are given to Mr. Ross for his cooperation in supporting the softball team. At the dinner recognition was given L.M. Smith and Mr. LaBombard, both of whom have done much work for the softball team in the last three years. Rounding off the dinner was a short informal discussion concerning the sports situation at CMA.

SPORTS OF THE DAY

Sailing: The British ketch, *Moyana*, was the winner of the 80-mile International Training Ship race held recently at Lisbon.

Track: Rafer Johnson, husky UCLA sophomore, got off and running with a record 4,639 points in the first five events, tailed off slightly the next day when bothered by a knee injury, but still won the national decathlon title and Olympic berth with 7,754 points at Crawfordsville, Ind.

Auto-Racing- World Champion, Juan Manuel Fangio, hard pressed for victory since winning Argentine Grand Prix last January, zipped his Ferrari along at steady and trouble-free 98.65 mph average to capture his first British Grand Prix at Silverstone after front-running Stirling Moss, slowed up by three pit stops,

SPORTS OF THE DAY

Auto Racing --- (Cont'd)

finally was forced out on the 97th lap by a split fuel tank.

Boxing - More and more talk is being spread about the coming Archie Moore fight, all which should lead to a large crowd and good sized gate.

BEST SELLER OF THE SEA

In recent years, the U.S. Navy Hydrographic Office has revised many of its publications. A forthcoming revision promises to be the most noteworthy of all. This will be the revised edition of Bowditch--AMERICAN PRACTICAL NAVIGATOR.

The science of navigation has grown in breadth and depth during recent decades--particularly in the number and complexity of electronic devices confronting the modern navigator. Accordingly, the text has been completely rewritten, new illustrations have been provided and many of the tables have been recomputed or at least rearranged.

Despite these changes, it is a tribute to the understanding and foresight of Nathaniel Bowditch that his original conception of this book has so well stood the test of practical use that the title page from the first edition could almost be used to describe the 70th edition.

The new edition will contain eight parts, 44 chapters, 30 appendices, 37 tables, approximately 500 diagrams, figures, or illustrations, some in color, and over 1,300 pages. The page size will be the same as in the present edition. It will be bound in blue fabricoid similar to the H.O. 214 volumes.

It is expected to be available the latter part of 1956. ---