

12 JUNE
1957

"A Good School System Is The Result Of Competent People Working Together With Sincerity Of Purpose And Cooperative Action. Human Beings, Whether They Be Students Or Teachers, Do Their Best When Working In An Atmosphere of Friendly Helpfulness. High Morale And Motivation to Perform To Full Capacity Grows Where Commendation Rather Than Criticism Is A Prevailing Practice . . . " : FROM THE EDUCATIONAL PHILOSOPHY OF CMA'S NEW DEAN OF INSTRUCTION, DR. CLYDE L. OGDEN.

* * *

California Maritime Academy Receives Gift of
MERCHANT SAIL : SIX VOLUME HISTORY OF US
MERCHANT MARINE

CMA has been selected to receive a gift of a six volume work by William Armstrong Fairburn (1876-1947), late Naval Architect and Marine Engineer. These volumes have been termed "a monumental work and one of most vital import" by the Superintendent of the Academy, Captain Richter.

MERCHANT SAIL has been distributed to leading schools and universities in the United States. Professor Vernon D Tate, Librarian, United States Naval Academy, has described the volumes "a noble set of books."

Edited by Miss Ethel Ritchie, Ojai, California, and distributed by the Fairburn Marine Educational Foundation, Center Lovell, Maine, the work is dedicated "To the student who is seeking, as the author vainly sought in his youth, to learn the truth regarding ships and their relation to the development of the American colonies and the United States." (Continued on page 2)

The Board of Governors has selected Dr. Clyde L. Ogden to succeed the retiring Dean of Instruction, Captain Carroll T. Bonney. Dr Ogden is currently Director for Education for the United States Armed Forces Institute (USAFI), the world-wide institution responsible for off-duty educational programs of all the armed services, with headquarters at Madison, Wisconsin.

A native of Illinois, Dr Ogden received his elementary education in Iowa, Washington, Oregon, and California. He graduated from Technical High School, Oakland, and received his A.B. Degree at the University of California (Berkeley) with a major in Political Science and a minor in Speech. Columbia University (NY) presented Dr Ogden with a Certificate in Public Administration, and further work at the University of California led to the M.A. Degree in Education and the Doctorate in School Administration.

As Director of Education for USAFI, Dr Ogden has been concerned with all levels of educational achievement. USAFI offers correspondence courses and off-duty on-base courses to military personnel throughout the world. Contracts

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12 June 1957

EDITOR: JT Ellis
STAFF: Dave Lindquist
Bill Wittman
FACULTY
ADVISOR: Lt Comdr Martin

CMA RECEIVES GIFT OF MERCHANT SAIL (Continued)

Volume I covers shipbuilding in colonial days, the Merchant Marine during the Revolution, and the days of the Republic, as well as the Establishment of the US Navy. Volume II includes information on US leadership in Scientific Navigation and the rise and decline of the US Merchant Marine. Volume III discusses US Merchant sail: types, models, and rigs, as well as the clipper ship era and the California trade. Volume IV treats the China, Australia, Manila, and India trades. Volume V analyzes 19th century maritime affairs. The final volume contains much statistical material and includes chapters on ship designing, building, and operating as experienced by the author during his navy and mercantile days: a span of history which included the transition from wood to steel, from sail to steam.

Some of the fervor and excitement of this work is revealed in the author's preface. He tells us: "The US has a glorious history of unequalled accomplishment up to and including the brief clipper ship era of the 1850's. This period of practical attainment in building and operating ships took America to the zenith of her powers as Mistress of the Seas in a strictly mercantile sense. Our country's record on the ocean since before the civil War has been deplorable, unfortunate and humiliating. The US, for long years, has been "a vassal on the seas" where once "she was enthroned." What the government of the country, through ignorance, sectional prejudice, or false economy, has been destroying for almost a century cannot be regained in a year; but it must be apparent to any thinking person after the distressing experience of two world wars, that the destiny of the United States is inseparable from the sea and that survival and freedom demand sustained operations, through the years, of a large and powerful mercantile marine and navy.

The Binnacle concurs with Captain Richter that CMA is fortunate and privileged to have been one of the schools in the United States selected to receive MERCHANT SAIL.

NEW DEAN OF INSTRUCTION SELECTED FOR CMA
(Continued from page 1)

are also provided enabling military personnel to attend evening high school and college classes in areas where they are stationed. Dr. Ogden has been concerned with the development of course materials and testing techniques used with military personnel.

The future Dean has a long history in the field of education. He was Superintendent of the Sequoia Union High School District from 1948-55. While in this position he raised the academic achievement level of his district from the 50th to the 98th per centile as measured by the Iowa Tests of Educational Development. This district rating was declared by a representative of the Science Research Associates (SRA) to be the highest school system average in the United States. Dr Ogden was Superintendent of the Washington Union HS District from 1948-49, Principal and Superintendent from 1938-40 in the Le Grand Union Junior-Senior High School District, and a teacher and department head at Santa Rosa from 1930 to 1938. He taught US History, Government, Economics, Public Speaking and Debating.

Dr Ogden is a member of the Governor's Conference on Education, the Policies Commission and State Legislation Committee, and is State Chairman of the Membership Committee of the American Association of School Administrators. He also holds membership in many other organizations, including the National Education Association, the National University Extension Association, the California Teachers Association, and the National Secondary School Principals Association.

Many of Dr Ogden's views on education have been published in leading educational journals.

During his tour of duty with the Navy (1944-46), Dr Ogden was Officer-in-Charge of the Naval Officers Training School, Naval Air Base, Jacksonville, Florida. He was also Senior Military Government Officer for the Marshall Islands with responsibility for reconstruction of the Island's economy. During the first Bikini atom bomb test, Dr Ogden was Officer in Charge of native population relocation. He also presently an instructor in the Naval Reserve Officers' School at Madison, Wisconsin.

In a prepared statement for the Board of Governors, Dr Ogden summarized his educational philosophy. The Binnacle has selected pertinent quotes as follows:

"A well organized educational program should provide all students with the basic skills for everyday living. These include the use of numbers with accuracy, an understanding and practice of the basic rules of healthful living and

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NEW DEAN SELECTED FOR CMA
(continued from page 2)

a mastery of the English language, which involves the ability to read and listen with comprehension and to express thoughts adequately to others in both oral and written form. In addition to these fundamentals, students should be helped to develop wholesome attitudes and ideals, concepts of right and wrong, and an awareness of their individual responsibilities."

"In the sense that I will not abandon a long used and successful practice until I am objectively convinced that there is a superior practice or method available, I am a conservative; I am progressive in the sense that I attempt to maintain an open mind and a willingness to investigate the practicality of new proposals."

"An effective school system is not a one-man operation but is based upon the principle of mutual confidence and respect."

Dr Ogden is due to arrive here about 1 Aug. uest.

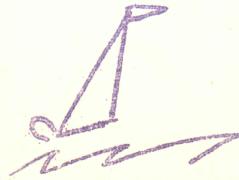
SHOOTING ENTHUSIASTS ATTENTION

* * * *

The CMA Gun Club is now taking new members. Anyone interested in joining the Club should contact M/S Steele or M/S Duncan. The present object of the Club is to practice in the afternoon to develop a team with sufficient skill to compete with outside competition.

**PROPELLER CLUB MEMBERSHIP OPEN TO
THIRD CLASS**

The Propeller Club will now accept membership applications from interested Third Classmen. Application blanks will be obtained from M/S Olcott. These must be endorsed by a Propeller Club Member.



NOTES
FROM
THE
LIBRARY



The Base Library has received a shipment of new books, only part of those recently purchased under the direction of the Library Committee. Among the new books is one called *A DICTIONARY OF THOUGHTS* being a digest of striking thoughts from master minds of the world. Here's a sampling:

ON WORDS:

A man cannot speak but he judges and reveals himself. With his will, or against his will, he draws his portrait to the eye of others by every word. -- Every opinion reacts on him who utters it. -- R W Emerson

ON PUNISHMENT:

Punishment is justice for the unjust. -- St Augustine.

ON LYING:

When thou art obliged to speak, be sure to speak the truth; for equivocation is half way to lying, and lying is whole way to hell. -- Penn

Other new books include Ernest Gann's *TWILIGHT FOR THE GODS*, interestingly dedicated "To the young men of the California Maritime Academy, and their officers, who lead them down to the sea . . ."

For Midshipmen tired of studying the more dense subjects there is Bernard Sobel's *A PICTORIAL HISTORY OF BURLESQUE*; for still others who are overworked, mentally depressed, and otherwise disturbed there is Ray Anger's enlightening work *A PRACTICAL GUIDE TO AVOIDING OR RESOLVING ANXIETY THROUGH REMOVAL OF THE GUILT COMPLEX*.

For intellects ashore there is the *DARWIN READER*, Churchill's second volume of the *HISTORY OF THE ENGLISH SPEAKING PEOPLE* and *ELECTRICITY APPLIED TO MARINE ENGINEERING*.

M/S Wiggs & M/S Ybarra urge Midshipmen with reading difficulties to investigate the use of the Library's *SRA READING ACCELERATOR*. It helps people learn how to read better and faster. Its most important feature is a moving shutter that can be adjusted to descend over a column of print at any speed from 30 to 2400 words per minute. The psychological effect of the shutter on the reader is to push him to read as fast or faster than the shutter is moving.

As new shipments of books arrive at CMA, they will be briefly described in the *BINNACLE*. Take advantage of your Library; use it regularly!

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:BOATSWAINSHIP:

HOW TO SURVIVE IT

(The BINNACLE continues its "How to Survive" Series with the following essay.)

Before I came to CMA I had only seen the word Boatswain. I think it was in the ANCIENT MARINER that I came across the line

And then the Boatswain spake.

I remember my English teacher, unused to sea terms, pronounced it boat-swain, and told us that Webster said a boat-swain was "in charge of rigging, anchors & cables."

SOON I learned that it was not a boat-swain. I was innocent and young in those days. Ah, those early days at CMA. How good it was coming across Carquinez Strait and looking down on the white yacht securely moored. Little did I realize that midshipmen too must face a complicated and suffering world!

One day I was told to go to Lower Three for a takeil. I found the fan-tail and suspected the steps led down to my destination. It was then that I first saw my subject. I had come to turn-to with my little rubber ear plugs (the ones that Adler got for me) still inserted but I could hear the rumblings of a distant force as I descended into the dark hold.

First impressions are rarely fair! Here I saw a giant of a man, his brawny arms thrust out in all direction, his execrations shocking the very atmosphere, blocks and takeils flying in all directions, the very hold a scene from Dante! I approached cautiously; my whimpering limbs shook with fear. I suppose he pitied me . . . He could tell I had not been to sea. He said:

what's for you, sonny?

The ear plugs (the ones Adler sells) made it sound pleasant. The harshness did not filter through. I said:

boat-swain: may I have a take-il?

He said:

g d it, what do YOU want a take-il for?

But I heard only:

TAKE it.

I took one of the swinging takeils and hurried to the quarter deck, thinking
the boat-swain ain't so bad.

The next day I came to turn-to, minus the rubber ear plugs that Adler sold to me. (a fellow has to make a living somehow).

The FIRST LT gave me the word. "Go," he said to the Lower Three and bring a takeil to the quartering deck." I wanted to ask "What's a takeil for?" but I had read Tennyson's "Mine Not To Reason Why". Obediently I went to the Lower Three. It had not changed since yesterday. Only now I heard what yesterday I'd only seen. The boatswain shook with rage as Midshipman C explained how IT was done at the "New York School", how one never used a handy-billy to lift two-ton chocks, how much better a double-luff would be. Exasperated the tall man with the brawny arms shook the hold with his brawny tongue and, to the amazement of all concerned, lifted the two-ton chock in his own bosom and carried it to the upper decks.

I followed and said:

boat-swain, I need a . . .

I never got to finish what I started.

He said:

who in the sam hell ever told you
boat-swain?

I said:

my English teacher, sir.

He said:

just for me, it's bosun, sonny.

It was the way he lingered on the word "sonny" that I will long remember. I knew I had a friend. I took it upon myself to spread the gospel. Here was a man whose boom was worse than his bite. I pointed out to those who had suffered his slings and arrows that he had been brought up with the old time view that if you yell at a man long enough something would filter through. Like osmosis. Look at him, I would say. Exteriors are misleading. Beneath that frown, below that historical frame of his, lies a warm and friendly soul. Look again. His cap's a pastel blue: a warm and friendly colour. Smokes Winston's too. Buy a pair of ear plugs (Adler)

(Continued on page 5)

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(There will be no sailboat in this corner. Our artist has retired: 2330)

(HOW TO SURVIVE . . . continued from page 4)

doesn't make much profit). Bring them down to turn-to (They are approved by the 1st Lt), and when the boson looks at you, smile, and when he speaks to you, listen, listen for the undertone: there's a distant music there, if you'll only let it strangle through. Real good man that boson. Get to know him. You can survive all you've got to learn, if you only understand. Turn to's this afternoon: give it a try!

TRROUBLE BREWING AT KREMA

TEABAGS AT ISSUE

After the appeal in last week's BINNACLE for teabags, the results have been heartening though meager. Cmdr. Heron reports that he has received two communications with teabags enclosed and that the Superintendent has had one such reply. Without more public support of this project, tea at KREMA may pass into oblivion. Don't let this worthy cause die in the brewing. Remember, during the war, it was BUMMLES FOR BILITIAN: now its TEABAGS FOR KREMA! Besides, although we will continue to accept new teabags, scarcity here compels us to accept used teabags in good condition whose saturation point has not reached 32.8% (to the nearest tenth, please). Send your teabags (new and used) to

TEABAGS
KEEMA RELIEF

Vallejo, California.

NOTE: Teabags should not be sent to individual Midshipmen. If this is done they should be immediately forwarded to the Commandant of Midshipmen for proper distribution through channels to needy personnel.

FOOT-NOTE: We Will not accept ORANGE PEKOE teabags, new or used. Saybold viscometer tests prove that ORANGE PEKOE teabags will not hold up under the chemical stress of messdeck water. Those who forward ORANGE PEKOE do so at their own risk.



SCOOPS

BY



2400/12 sun/scoops:
Scotry fell into
the boat basin.
Rescued. Sunned
to sail again!

**** The following former midshipmen are expected to re-enter in August as Second Classmen: Bowler and Horne; as Third Classmen: Ferbrache, Henslin, and Hoyne.

**** An open letter to College Graduates of 1957 from the Secretary of Labor Mitchell is in the Library. It describes job opportunities in a variety of fields.

**** Captain Bonney has job applications forms for jobs with Solar Aircraft Company. If interested, please see the Dean.

**** A Sounding Survey for the Boat Basin has been completed. The chart is dated 1 May 1957 with the notation "Data Compiled by F. A. Nied and K. Pyles."

**** The Wheel House is now occupied by a new aneroid barometer. On its face are the words: US Weather Bureau. Catalogue No G 161. Serial No 75. Bendix Fries. Inches of Mercury. Millibars. Please do not remove.

**** Superintendent Richter has issued a new directive providing that all laundry business henceforth be on a cash basis. This has been necessary due to Midshipmen debts in the past, and out of a regard for equity among all laundry concerns.

**** Plans for Graduation are now being formulated. Details, speaker for the events, and other information will appear in future issues of the BINNACLE.

**** CMA will have a new physical education instructor (full-time) and a new math instructor by September. These new additions to the faculty will lighten the teaching load on existing instructors.

**** Superintendent Richter will soon post in many conspicuous places a sign on which the words DUTY HONOR TRADITION appear. Our school motto ("We Are Trained To Work And Fight"), says Captain Richter, needs to be revised with an emphasis on HONOR DUTY TRADITION. Midshipmen are advised not to deface or remove these signs. There are many in stock.

**** Bids have not yet been advertised for the Barracks. Possibly construction will start on 1 Oct 57.



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WANTED:



Do you need a good pair of shoes? Cheap? Almost new brown uniform oxfords. 1 pair only \$2.50. See M/S Thomas for quick sale. Will fit size (Civilian) 9 - 10.

* * *

Sunbeam Golden Glide electric razor - excellent shape - for sale - 6 months old. Offer accepted (Cost \$31) See M/S O'Farrell.

* * *

FOREIGN AND DOMESTIC AUTO PARTS

SPECIALS: Engines - 1½ liter MG - Hot '51 Merc. '46 Plymouth - '40 Ford Body and frame parts for above mentioned transmissions:

'50 Ford with overdrive - '48 Ford with Zephers - '40 Ford - '46 Plymouth

Also speed equipment for Ford. Contact M/S DaFoe or Arbuckle.

* * *

For Sale. '53 Olds "88" Holiday; exceptionally clean, heater, radio with back seat speaker. Windshield washer, back-up lights, brake warning light, dual pipes. \$1500 or best offer. See M/S Lindquist.

* * *

For Sale - '50 Ford Custom - V-8 with overdrive - motor overhauled within last 10,000 miles. Radio, heater, excellent tires. Make offer. See M/S Lindquist.

* * *

The Binnacle is interested in obtaining the assistance of a good CIA artist. Must be able to draw more than a sail boat or a binnacle. Poor salary. No vacations. Sleep in Monday and Wednesday morning until 0630. Contact the Editor.

WANT ADS???? (Miscellaneous)

FOR SALE

Best collection of over used expressions West of the Mississippi. List follows:

1. By virtue of the fact.
2. Take and....
3. Go ahead and....
4. Huh?
5. He meant well.

All located on campus grounds California Maritime Academy. (If you don't care to buy would be satisfied to swap.) As you enter Academy ask any weed chopping gardner for directions.

* * * * *

FOR RENT

Furnished apartment in beautiful Vallejo suburbs. Near fine cafeteria style restaurant and library. Inquire Building & Apartment 6 in person, NO PHONE CALLS. No children, pets or drinkers(?) Long term lease available after August 9th. Weeds chopped and gardening service furnished free of charge. Property patrolled by local security unit. Excellent residence for men.

* * * * *

WANTED

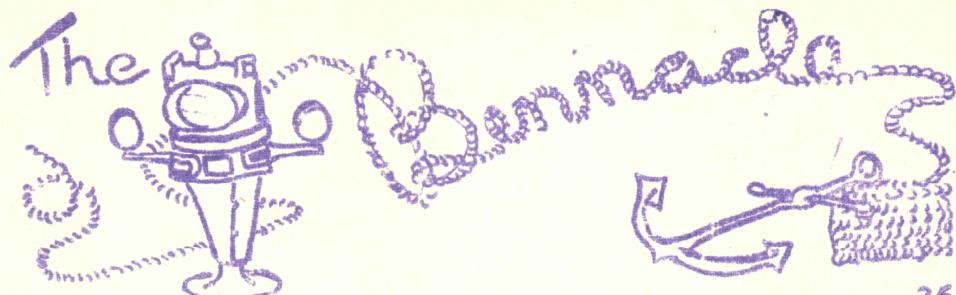
Baby sitter for P. W. Fulton, make his rack, keep track of his belongings, etc. (Also do light housework prior to 0800 formation Mondays thru Fridays.) Contact M/S Kemmerer Room 25 "B" Barracks Only persons of the female sex, between the ages of 14 to 16 yrs. need apply for the above position. P. W. Fulton

* * * * *

FOR RENT

A piece of slightly used merchandise which has moved to the ship from Room 26. This merchandise, imported directly from Walnut Creek, Calif, is in good and usable condition. Anyone interested please contact the occupants of Rm. 26 "C" Co. This merchandise has been handled and used by them only. (As far as is known) The price ranges from 50¢ to \$10.00 depending on the length of time wanted.

* * * * *



26 JUNE 1957
CALIFORNIA MARITIME ACADEMY

ACADEMY EMPHASIZES ATHLETICS:
NEW FULL TIME INSTRUCTOR
FOR PHYSICAL EDUCATION
SECURED

Mr James L Thwing has been appointed as a watch officer-instructor at the California Maritime Academy. He will assume his duties before the new class enters on 26 August.

The Academy, with an excellent gymnasium and swimming pool, has long felt the need of a full time specialist in physical education. Mr Thwing is well qualified by training and experience to fill the position recently authorized by the State Legislature.

Mr Thwing attended the University of Washington under the Naval ROTC program, graduating in 1951 with a B.S. Degree. After three years active duty with the Navy aboard destroyers and submarines, he returned to the University and earned an A.B. Degree in Physical Education. He is currently completing work for the master's degree in physical education, while serving as a graduate teaching assistant and assistant coach. He has coached the lightweight crew, taught swimming and life saving, worked in the intramural program and acted as administrative assistant to the head of the department.

At the Academy, in addition to organizing the athletic and recreation program, Mr Thwing will serve as Assistant to the Dean.

RETIRING DEAN OF INSTRUCTION

REVIEWS HIS YEARS AT THE ACADEMY

Captain Carroll T Bonney, Dean of Instruction, is retiring at the end of this year and plans to raise flowers and travel to many of the places he visited (and many he didn't) while he was in the Navy. He plans to travel mainly in the Pacific area, perhaps with a cruise to the South Pacific.

His comments on the changes he has seen come about in his five years at CMA are as follows:

"Stasis", from the Greek word meaning "a standing still," is usually employed to describe a physiological condition involving a slackening of the blood current and passive congestion. By analogy, the term can be appropriately applied to the academic body. To avoid academic stasis, changes are frequently necessary to keep the instructional program of an institution abreast of the changing times.

During the last five years a number of modifications have been made in the academic program of the Academy and in related areas which have a bearing on the end result of instruction. Within the framework of a three year curriculum, every addition demands a subtraction. It is hoped that the gains have exceeded the losses. Some of the curriculum changes of the last five years are appended to the end of this article.

Besides these curriculum changes there have been other minor changes and many shifts in timing. For example, engineering drawing moved from first class to third class, and meteorology from after first class cruise to before it. Communications and marlin-spike seamanship were moved

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THE BINNACLE

Wednesday . . . 26 June 57



<u>Editor</u>	J. T. Ellis
<u>Staff</u>	Dave Lindquist John Wightman
<u>Business Manager</u>	Bill Wittman
<u>Artists</u>	P. W. Fulton Robert Tozier
<u>Faculty Advisor</u>	Lt Cmdr Martin

INTERVIEW WITH RETIRING DEAN OF INSTRUCTION (Continued from page 1)

from the classroom to the practical instruction period.

What is hoped will prove to be the biggest single improvement in instruction is yet to be felt-- the addition of two members to the faculty: a mathematics instructor and a physical education instructor.

Other changes of significance are: new classroom building and messdeck; new resident hall (in the offing); weekend liberty starting on Friday nights instead of Saturday noon; number of applicants more than doubled; standards of admission have been raised; military status of midshipmen has been put on a more advantageous basis; a limited number of student loan funds are now available; required uniforms are now more suitable.

There will be changes in the future. The following though purely speculative, may be intriguing: four year program; increased student body and faculty; courses in gas turbine, electronics, and nuclear propulsion (among others); increased and improved facilities.

This look at the past, present, and future of CMA brings to mind some words of Longfellow: "Look not mournfully to the past-- it comes not back again; wisely improve the present-- it is thine; go forth to meet the shadowy future without fear, and with a manly heart."



THE ROVING REPORTER

ASKS:

"Many students and instructors at CMA have commented upon the leadership qualities of Midshipmen. Do you believe that leadership can be taught? What are your opinions about offering a course in leadership at CMA?"

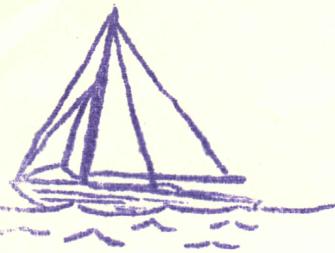
THE OPINIONS STATED:

Mr. Martin: Yes, I believe that the fundamentals of leadership can be taught, and they are essential to a well-rounded education in the type of training given at CMA. Best advantage could be made of this course in leadership if it were taught in the third trimester of the 3d class year. In this way the third class will be better prepared to take over the responsibility of their duties as the upcoming 2d class in leading the incoming new class.

M/S Pyles: Yes, leadership can be taught. It has been my understanding that the Naval Science Department conducts a course in leadership in the first class year in conjunction with their course of Naval Justice. This course is a very good thing; the book they have is fairly complete though it is primarily designed for Annapolis M/S who will become professional naval officers. This course could be amplified more realistically at CMA, since we are concerned with training leaders for merchant ships and for the marine industry ashore. Therefore leadership courses should be concentrated in the direction of the needs of merchant seamen who may have to deal with longshoremen, seamen, and other employees and people encountered along the waterfront. To this end the first thing is to learn to be a follower; in subsequent years the leadership should be practically applied aboard the training ship and around the Base, and in the classroom applied in conjunction with the study of the psychology of the longshore worker, seaman, and other types along the waterfront, and in the offices of the steamship companies, and governmental agencies ashore.

M/S Mellinger: Yes, I think leadership can be taught. I think it is a course that should be taught. I think offering a leadership course is a very good idea and that it should be a course that we take throughout our stay here.

(Continued on page 4)



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NOTES FROM THE LIBRARY

The Base Library will soon receive a book published in 1954 by R. B. Robertson, a physician and psychologist who was senior medical officer to one of the largest whaling expeditions of the 1950-51 season. This book is worth the reading. To interest you in the style of the author, we are going to quote an excerpt from Chapter 8, THE PSYCHOPATHS, which the author prefaces with the remark of the 19th Century New England philosopher, Henry David Thoreau:

"If a man does not keep pace with his companions, perhaps it is because he hears a different drummer. Let him step to the music which he hears; however measured or far away."

"I have labeled the whalers psychopaths, but by that I mean nothing derogatory. I do not mean that they were mentally unbalanced or sick, nor do I mean that they suffered from any defect or neurosis or psychological inferiority. Often laymen who do not understand the term, and even psychiatrists who do not understand the type, use the word psychopath to mean these things. But I use it rather as a term of superiority. The psychopath -- the "man with the suffering mind," to analyze the word etymologically -- is a type I have spent my life studying, and my conclusion long ago was that his mind is healthy -- too healthy to be acceptable to, or to accept, the civilization into which he was born, and therefore doomed to alienate itself from that civilization in some way. Some such minds, like those of Dostoevsky, Kafka, and Thoreau, have found their escape through letters; others, many thousands of them, have escaped through art, and even some, like Galileo, Newton, Darwin, and Freud, through science; and many, like Socrates, have got out of the human jail to philosophy's door. But the great majority of such incompat-

ibles can find no talent or technique which gives them a spiritual avenue of escape from civilized humanity while they remain physically in its midst, and this huge army of unskilled psychopaths is forced to make an actual get-away to some of the few remaining parts of the world where they will not encounter, and so will not clash with, their orthodox, average, and usually intolerant fellow humans. Some of these displaced persons from civilization, like Ernest Shackleton, Robert Peary, Marco Polo, Columbus, and others of the great explorers, have left their fellow men to follow a dream; others, like the Pilgrims, or the Latter-day Saints, have set out to found new communities where, with others like themselves, they hope to be at last compatible; but a vastly greater number have left civilization in covered wagons, on sledges, and -- most of all -- in the fo'c'sles of ships, and especially whaling ships to seek in the lonely places of the earth that thing they could not find, or were not permitted to find, in the crowded places."



SAILING
CLUB
NEWS

The Sailing Club held a meeting two weeks ago for the purpose of electing officers for the coming year.

The following men were elected:

Commodore -- McLeod, I. 3/D

Vice Commodore -- Minney, G. 3/E

Purser -- Swarthout, G. 3/D

Men interested in joining the Sailing Club should see M/S Swarthout. Members of the club who show an interest and help in boat maintenance will be the members eligible to go sailing.

FLASH

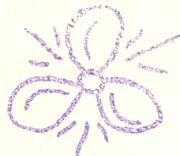
SPECIAL SCOOP????

Henceforth all soft drinks at C.M.A. will be served in paper cups. Glass containers have proven detrimental to the health, welfare and security of midshipmen.

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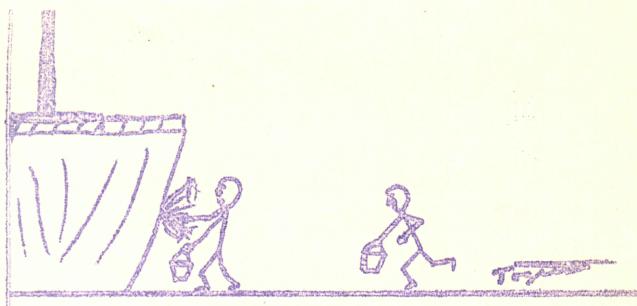
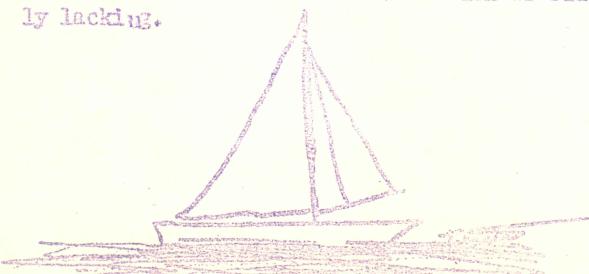


The Roving Reporter (Continued from page 2)

M/S Mellinger: (continued) As we go up through the classes we should have the course as we go along, through the various phases of it. The first class gets a course in it, but I don't think it is what it should be. We are going into a field where we have to have this quality of leadership, and I think it would be a very good idea to have a course in it. We have courses in Navigation which is a thing we have to do, but we don't have a formal course in leadership. I think it is a good idea.

M/S McLevitt (E.D.): Certain phases of leadership can be taught. Some people are born with the qualities of leaders. Others may, with instruction, learn to be leaders. I believe a course in leadership is given here for the entire three year period. The student just does not realize it, but actually it is being given, certainly a separate definite course in leadership naming some of the fundamentals wouldn't hurt. I wouldn't say that such a course was absolutely necessary; the Academy has gotten along pretty well without it for a few years; however, it certainly wouldn't hurt anything.

M/S Kring: Yes, leadership can be taught. I think that it is essential to include in the curriculum at CMA such a course. Since a CMA graduate is in a position of responsibility and leadership, either as a naval officer or as a mate or engineer, an understanding of the principles of leadership is essential. At the present time these principles are presented to 1/3 in an informal manner. Those who choose to ignore them will later in life discover that their education is sadly lacking.



THE BUTTERCUP

as told by R. C. Byrne

This story takes place on Treasure Island. The first day the Admiral in charge of MSTS introduced the class to the ABC Defense School. This school is to familiarize merchant marine officers with the principles of atomic, chemical and biological warfare so they can combat these in any emergency. They were the second class to attend school there. The first class to attend the school was the officials from the larger shipping companies. Instructors for the course were Chief Engineers from MSTS. Middles learned the effects of Alpha, Beta, and Gamma radiation and how to combat their effects, how to treat radiation burns and how to reduce the effects of radiation. They also learned the use of the geiger counter exposure meters.

The remainder of the course was spent in firefighting and damage control. During this period we received different techniques of firefighting and the basic principles of damage control. Theory was then put to practical application in the boiler room of the "USS BUTTERCUP". The USS BUTTERCUP is an actual compartment from a light cruiser. This compartment is fitted with lockers, bunks, piping, steam lines, and fire-main lines. Damage is inflicted to this compartment by means of shell holes, ruptured seams, ruptured steam lines, ruptured fire-main, and electrical power failures. During the demolishing of this compartment, the damage control crew under Captain W. A. Creek, made use of shoring, the use of fire-fighting equipment, submersible bilge pumps, sub-conductors and the OBA amidst all the confusion; but the crew of the BUTTERCUP emerged victorious and the ship was saved. For this Captain Creek was presented the Golden Wedge for a job well done.

The ABC Defense School gives a useful and practical course of instruction, which will be valuable to all merchant marine officers. Next year's course of instruction may be lengthened for the benefit of future classes. We left the mark of CMA firmly embedded in the boiler room. Letters 4½ inches tall of the signatures of HDT, HF, and NC were left behind.

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Editorials



Honor . . .

Duty . . .

TRADITIONS

"Some Traditions Deserve To Be Destroyed"

THE BINNACLE herewith begins an editorial campaign against a tradition at CMA which has been too long condoned, upheld, and worshipped. While most traditions are worthy of respect and honor, some traditions, to quote an old philosopher, deserve to be destroyed.

This tradition may be summed up as follows: a midshipman should be content with doing no more than he is told. He must not suggest improvements involving labor (his own); he must not suggest anything unusual (that is, something which may take a little careful work and sweat); he is especially forbidden from doing anything voluntarily. To volunteer is to be a "seeker after points." To volunteer is to be a -- but there is no need to print the alliterative words; they are well known.

It is our opinion that there are many worthwhile projects which midshipmen can suggest at CMA. These projects will benefit those who effect them, and others as well. Where, may we ask, are those models and displays which every maritime academy should have on hand? Who wants to build an armillary sphere? Who cares enough about the rules of the road to build a model of ships at sea illustrating in graphic clarity the principles of all their movements? Who is there who wants to understand the principles of stability, center of gravity, and the meta-center enough to build a fishbowl and launch a model ship in it?

The Binnacle must confess that there is among us too much indifference to our progress; we need only look at the BINNACLE of ten years ago to see that our progress, compared to theirs

is not inevitable. In those days, compass carousels were built, rowing teams stirred up the Straits, and men were filled with the love of all things nautical. Perhaps this is not so.

In any case, we ask again, who is there among us who is not satisfied? Who wants to build an armillary sphere?

* * * * *

DISCIPLINE, MORALE, AND THE NEW THIRD CLASS

• • •

Rumor has it that the present second class intend to do everything in their power to raise morale upon their succession to command. This is commendable and is to be encouraged. Present Third Classmen have an obligation to support every effort to make CMA a finer school, one in which discipline is regarded as a necessary adjunct to the maritime life.

We have pointed out, in an earlier editorial, that life at sea demands a different sort of conformity than that usually met with landward. This conformity is made necessary in order to safeguard the passage of the ship. There can be no debates as to which course shall be steered, what valve shall be opened, what watches shall be stood.

The acceptance of discipline and order at the Base prepares us for the more stern life at sea.

There are, however, differences of opinion as to how this discipline, this self-restraint, this military climate, can be effected. There are those who hold forth for regimentation and violence; for curse and counter-curse, for the "man against the wall tactics", for the loud order and the strong man's tone, for impoliteness, rudeness, stupidity, totalitarianism.

It is our opinion that such methods breed distrust, bitterness and disillusion and should NOT be used. There is such a thing as polite sternness, quiet discipline, CONSISTENT firmness. It is hoped that these methods will be employed and that those who favor other methods be placed in positions of impotence. Experience leads us to believe that the root of our trouble is inconsistency: today the casual approach, tomorrow the totalitarian stare; today, St Francis, tomorrow, Machiavelli. Men want consistency in their leaders. They want a certain distance which brings respect. They want a consideration and a firmness which brings confidence and a willingness to serve. We hope the new First Class will hold for these ideals.

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HOW TO SURVIVE MATHEMATICS:

PART I: THE ENTRANCE EXAMINATION

I had had eight hours of sleep the night before. My teacher had said to get eight hours of sleep before taking the math exam for the Academy. I wandered into the building. A tall woman, eggloid in shape, approached me. "Why are you late?" She was, I suspected, unhappy with life and roamed about her classes swiftly and bitterly. I could not help it if she reminded me of an eggloid. I said "I had to get my sleep". She frowned, her lips elliptically curved, as if she practiced it each morning and had achieved a mathematical perfection.

I took the test. It was a thin volume: two closely worded pages, with a heavy paper clasp locking the answer sheet. One could see only the instructions, worded in heavy black print an inch & $\frac{1}{2}$ high. They were preceded by a brief title, as follows:

VINEYARDS TEST OF MATHEMATICAL DEVELOPMENT (1832).

I started to raise my hand, thinking that I had gotten the ~~wrong~~ edition; I blurted out the awful words "Teacher, I have the 1832 edition?" I knew I had made an error. My fellow examinees frowned their poor ellipses, and the tall woman rushed to my desk, her eggloid striking an old inkwell which had been obtusely projecting from a plane.

She took my test. Her eyes (strangely obloid) told me it was the right edition.

READ THE INSTRUCTIONS. YOU HAVE TWO SECONDS.

I took out my chronometer and watched the second hand move inevitably about the circumference.

INSTRUCTIONS.

READ EACH QUESTION CAREFULLY. THINK.
READ EACH QUESTION CAREFULLY. THINK.
READ EACH QUESTION CAREFULLY.

I suspected that I was to read each question carefully and to think.

BEGIN! Her voice rang out electrically.

I had started to open the exam, but my fingers became jammed in the paper clip. One could tell that Teacher did not trust Student. I looked carefully at the paper clip. It was a pelican hook in miniature. I had not studied them. I was in panic. YOU HAVE 48 SECONDS! I took out my bowie knife and hacked off the hook.

QUESTION I

Professor Icky has a field of Californian grapes. One day three boys entered his orchard and mischievously stole three large bunches. Each bunch weighed approximately 256 drams. A study by P. B. Vinsyard indicated that each bunch has a volume of two quarts of undiluted juice when crushed in a wine press whose exertional force equals two tons. One of the boys was overheard to remark, "These bunches ain't never gonna be missed; it's only 1/billionth of the crop!" Think carefully of these factors (remembering the conversion factor of drams to ounces) and compute the number of quarts of wine that PB may expect from this year's crop. Consider also that PB's wine press exerted an exertional force of only 1,032 tons and that there was no rain that year. Put your answers on the next page.

YOU HAVE 10 SECONDS TO FINISH THE GRAPE PROBLEM.

I was thirsty for knowledge. I panicked. My watch had stopped. Despair fell upon me. I would never be a seaman. Vallejo was just a dream.

In desperation I turned the page. Life became the lovely, beautiful thing that it is. I read:

MULTIPLE CHOICE FOR GRAPE PROBLEM. CHOOSE ONE:

- (1) 3,500,000 quarts
- (2) 3,500,000 quarts
- (3) 3,500,000 quarts
- (4) 3,500,000 quarts
- * (5) None of the above.

*HINT: answer (5) is not a trick question. It means that there were 3,500,000 quarts of wine or none. (The rain wasn't that bad!)

(continued on page 8)

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Miscellany --- by W

WANTED --- Better students. I am the one who must record those zeros, and send the letters home . . . the zeros hurt me as much as I know they hurt you. Study harder! Keep me happy! Save paper for the government: no low grades, no expenditures for AR Lists, Letters to the Home Front, frowns on the Dean's face (I work with him every day!) -- Elsie (Mrs Elsie Jensen).

* * * * *

WANTED --- Coffee Pot. Must be chrome plated to withstand Midshipman handling during watches. To be used in the Gate House. Present model battered and without cover. Coffee drain over porous. Donations accepted. Leave your contribution with the Duty Officer.

* * * * *

FOR SALE --- SERVICES --- 1st Classmen: Now with 3rds coming up study is imperative. Do you still have to waste valuable time cleaning up your room? This time could mean the difference between getting a 3rds ticket or an oiler's or AB's ticket. Don't let a small factor like lack of study time ruin your entire future career! EMPLOY CRUSOE'S STERLING VALET SERVICE--- complete proper service in all phases of personal attention. E.E. Crusoe, Barracks A.

achievement --- M/S Kenneth Brown, forward engine room, entered the manhole of the steam drum recently to help with the cleaning of the tubes . . . this entrance was negotiated after three tries . . . an audience of interested personnel was on hand . . . after 2½ hours in the drum bets were placed on the emergent crisis. Contrary to all subversive reports M/S Brown is not (we repeat, not) still in the drum.

"I SHALL RETURN" -- Ex-Midshipman Kerri recently re-visited CMA. He tells us that he is working for a division of Public Highways. Driving a late model auto and looking like the relaxed, sun-tanned Californian we read about, ex M/S Kerri had a tinge of homesickness for his old shipmates and the GOLDEN BEAR . . .

"SWAB ABANDONED" --- Your reporter ran into ex M/S Miller in San Francisco a week ago in a war surplus store on Market Street. Miller is presently a member of the US NAVY and is studying electronics at Treasure Island. He's in for four years, but tells us that he doesn't have to work like he did at CMA. Seeme the NAVY has abandoned swabs.

APOLOGIES IN ORDER --- It is now 0130 here in the Binnacle Office and we sit staring at a two page, closely-typed, manuscript about an "Engineering Field Trip to Standard Oil and the California Research Laboratories." We know this article is the personal joy of Commander Flanner. We want to print it. But the flesh triumphs over the willing spirit. We will try to publish it before 9 August. Those interested in reading about this exciting and informative trip may obtain the original manuscript, without charge, from the editor. (Note: we spelled the word triumphs wrong. Forgive us.)

FOR SALE --- Large assortment of used teabags. These bags have been used by the best people. They meet the Sayboldt Viscometer saturation test of 32.7 %. Some are stained. A few are soiled. (We mean, soiled) All bags retain their mesh strength, however. We are forced to get rid of these before 1 July when the supply from Sacramento will arrive. Refunds if not satisfied. Bring your duffel bags to Room 3333333, Barracks C. This is positively your last chance to buy used teabags. They taste better than the new! Why waste money on new bags when any old bag will do?

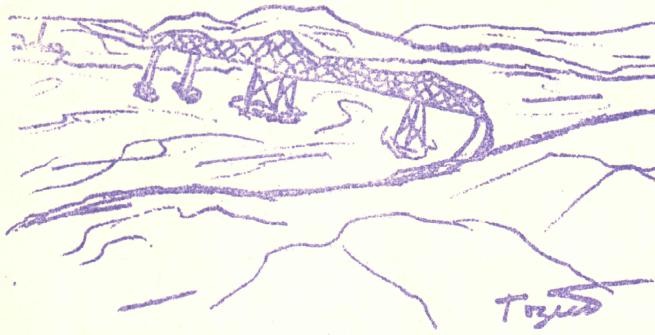
WANTED. LOST ARTIST -- Goes by the name of P.W. Fulton. Listed as artist on page 2 of the Binnacle. At 0145 26 June had still failed to arrive with promised art work. All art burdens shifted to Tozier, who is now limping to his rack. If P.W. Fulton is located direct him to the Miitor. Readers are asked to compliment all art work in this edition to Engineer Tozier: a good man from a fine department. Where is P.W?

CREDIT DUE --- The Binnacle's new title page is the work of Dave Lindquist's brother, Paul S. Lindquist, San Francisco State. Thank you PS!



26 June 1957

THE GOLDEN BEAR (AT LEAST HALF OF IT!)
MAKES THE PAGES OF TIME MAGAZINE!!



"Each day at dawn an explosion of sound reverberates through the hills above California's Carquinez Straits, 30 miles up San Pablo Bay from San Francisco and the Golden Gate. At the sandy tip of a new superhighway pushing across the hills from Richmond to the industrial town of Crockett, an army of mammoth machines comes noisily to life; their motors growl and their exhausts spout blue fumes into the mountain air . . . their rugged and powerful machines are slashing through the hill, cutting a 360-ft deep, 2,200 ft-long scar—the biggest manmade road gash since the Panama Canal . . ."

The above quotation appeared in TIME, 24 June 1957. Above the quotation is a picture, well sketched by Artist Tozier for BINNACLE readers, which shows the magnificent gash and the ~~new~~ present bridge. In the far left corner, an intruder in the dust, lies the half-shaped GOLDEN BEAR. Needless to say, your BINNACLE has written to TIME and asked for at least a footnote explaining the existence of our fair ship there in the shadow of Carquinez Bridge! We will publish their reply.



BATTLE OF TUKEEMA STRAITS

The above fine work of art is the artist's interpretation of the Battle of Tukeema Straits, recently held with whaleboats off the coast of Morrow Cove. It involved, among other things, the ancient naval principle called "capping the T" first used to best advantage by Admiral Togo in the Battle of the Yellow Sea (10 August 1905). The BINNACLE regrets that strict censorship prevents any details of the battle or its results. Consult your grapevine.

HOW TO SURVIVE MATHEMATICS

PART I: THE ENTRANCE EXAM

(CONTINUED FROM PAGE 6)

TIME!
Her voice fell like the Guillotine!

I sat quietly while the eggloid let her oblique eyes scan all those hundreds of papers. My fellow examinees sat panic-stricken. I could see they did not understand the grape problem. They had taken out their slide rules and the musty Bowditch (1929 Edition) and frantically tried to solve PB's problem. Involved as they were, none sought to FOLLOW DIRECTIONS and turn to page two where life was the beautiful thing I knew it to be . . .

Suddenly I felt her eyes upon me. Her synclined (✓) lips anticlined (⌃) in my direction (she smiled!). Her white teeth shone. She put her arm comfortingly about my neck and said:

Vineyard would be proud of you, Iggbert. You alone solved his problem. Your future lies on the periphery. Go to Valleko. Mathematics is your field.

(Continued on Page 9)

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0130

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HOW TO SURVIVE . . . ; continued.

I tried to raise my tired voice; I tried to tell her that this was no longer 1832, that times had changed, that Einstein had come and gone, that Vineyard's problem did not -- but it was useless. She pushed me out with a triumphant smile. I retreated, looking back. I saw her there under the white columns of my old high school, saw her eggloid silhouetted in the sun, heard her shrill voice still praising me . . .

That night I boarded the Velleko train, munching my grapes, thinking of FB, and the mathematical destiny that awaited me . . .

(NEXT WEEK: Part II: "The Jude Awakening")

COURSE CHANGES DURING TERM OF DEAN OF INSTRUCTION

Course	1952	1957
	Sea Hrs	Sea Hrs
Naval Science	20	16
English	4	5
Math	7	8
Physics (Eng)	6	5
Physics (dk)	0	5
Ship's Business	0	3
Auxiliaries	5	4
Turbines	7	4
Ship Construction	5	3
Diesels	8	6
Refrig & Air Cond	0	2
Communications	2	0
Thermodynamics	5	3
Eng Chem	3	2
Eng Materials	3	2
Shop Theory	4	2
Meteorology	2	3
Marine Rules & Logs	10	9
Seamanship Orientation	0	3
Engineering Orient.	0	3
Boilers	4	2
Cargo	8	5

Course	1952	1957
Navigation	18	15
Seamanship	14	7
Eng Admin	0	1
Licence Seminar	0	2
Practical Instruct.	30	45
Infantry	6	1.5

APOLOGY -- 0730. It was discovered at this hour that the "lost artist" was serving his school at a late baseball game last night. Although he contrituted nothing to this edition of the BINNACLE, this is not his error. No man can be in two places at the same time, not even PW Fulton. We hope to print his classic cartoon in the next editions: it's all about "Bureka" and the wood choppers. THE EDITOR.

A PETITION



Whereas we the Midshipmen
of the California Maritime

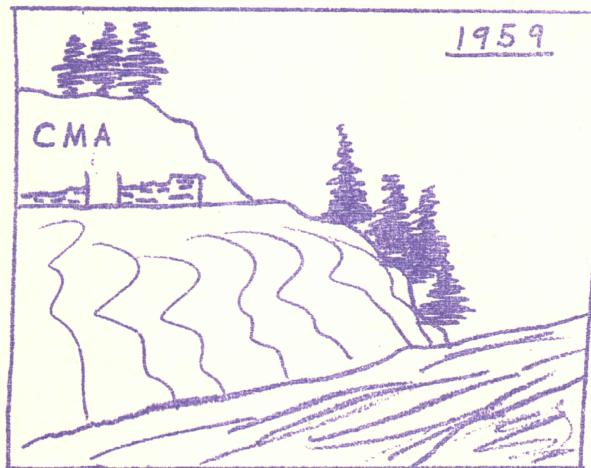
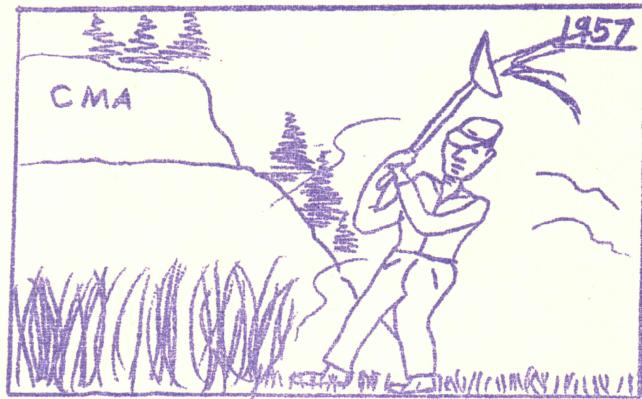
Academy have been secluded behind these walls for some long months, and whereas we, being human, suffer the desire to celebrate the founding of American Freedom on 4 July 1776, it is respectfully requested that the Administration, according to the powers vested in them, declare a HOLIDAY starting at 1630, 3 July 1957 and terminating on Monday 8 July at 0800. A survey conducted by the BINNACLE indicates that most Midshipmen believe it IMPOSSIBLE to properly celebrate and honor those 100 July patriots between the hours of 0700 and 1900 on 4 July 1957. We APPEAL to the patriotism and wisdom of the Administration to so DECLARE THIS HOLIDAY!

The Binnacle

Wednesday . . . 26 June 1957

FROM THE HAND OF OUR NEWLY ARRIVED ARTIST

Bob Tozier, Engineer



FUTURE FARMERS
OF
AMERICA C.M.A.
CHAPTER

