



California Maritime Academy
27 September 1957

NEW DORMS: WHAT? WHEN? WHERE?

by Riddervold

FIRE SWEEPS HILL NEAR DOCK.

 MIDSHIPMEN VOLUNTEERS & VALLEJO FORCE

 CONQUER BLAZE . . . FISHERMEN

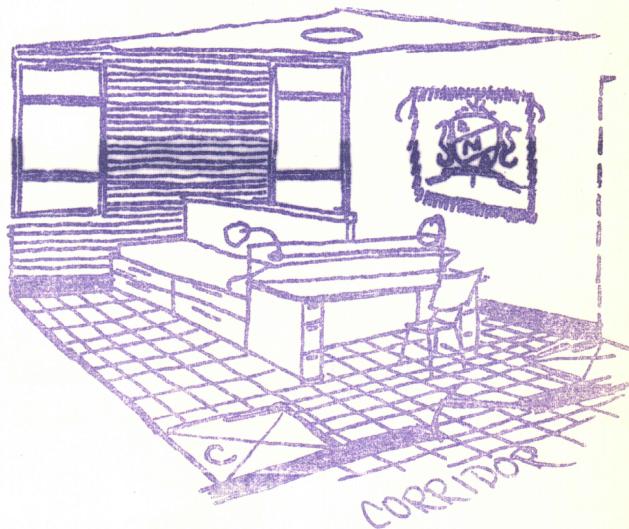
 SUSPECTED OF CARELESSNESS

The Pinnacle herewith reprints the log entry of Midshipman R. W. Crane, 2/c Deck, who was on watch on 14 September—the day in which the following incident occurred.

"1410 -- fire observed on hill east of dock. All hands were piped to the dock and the Office was notified. Five 2½ inch hoses were taken from the following stations on the ship: 18, 19, 23, 24, and 26. Three CO₂'s were taken from stations 6, 7, and 28. CO₂ number 11 was used from the pump at the head of the dock. Pressure from hydrant was delayed because of no wrench attached to hydrant. It was also noted that no pressure came from the fire pump. 1415: Vallejo Fire Department arrived. 1435: flames were all out. 1435 Going, 3/C, received minor burns on arm. A 1950 Buick parked near brush was scorched on left front side . . . R. W. CRANE"

This fire has emphasized the dangers which exist here due to careless disposal of matches and the lighting of camp and barbecue fires by fishermen. The Pinnacle understands that steps are being taken to insure that such an incident does not reoccur. The Midshipmen & Vallejo Fire Departments are to be congratulated for their work.

On the plateau above the mess deck, commanding a luxurious view of the Carquinez Straits, will, by July, 1958 sit the new three story Midshipmen's dormitories. Long awaited, actual operations are now being commenced with the construction of a utility road to the building area.



TYPICAL MIDSHIPMEN'S QUARTERS BY '58

Rooms (14 x 12) are planned to house two Midshipmen, with bunks, desk, and clothes closet as furniture. Other features, such as lounge area, TV room, student council room, and barber shop are incorporated in the living plan. The decks are (3/c: no wading ???)

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FACULTY ADVISOR . . . Lt Cmdr Martin

First Class Learn ABCe

. . . RAL Lucas

At 0730 Thursday Morning the First Class Deck reported to ABC school on Treasure Island. The class included several masters & mates and two Coast Guard officers as well as ourselves. We were introduced to the course which consisted of learning the groundwork in defense against Atomic, Bacteriological, and Chemical warfare.

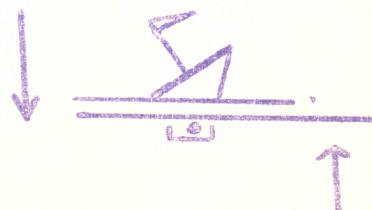
After several moves & lectures we filed over to the Radiation Lab and were checked out on Geiger Counter Monitoring and radiation detection. After lunch the class took a refresher course in Fire Fighting. There is nothing more refreshing than

spending an afternoon fighting roaring flames and greasy black smoke. The next day we listened to several lectures and saw movies about damage control. Just before lunch we drew cards for our jobs in saving the USS BUTTERCUP.

The BUTTERCUP is a section of a ship floating in a large tank. It is rigged to receive many kinds of simulated damage. We were expected to keep the ship from sinking with our newly acquired knowledge of shoring, pumping, & fire-fighting. The price of failure was the sinking of the ship and having to swim for your life amid floating mattresses and writhing firehoses. K. H. Mao had drawn the position of Officer in Charge, so when the alarm bell rang he bravely plunged down the scuttle to see what needed doing while the rest of us stayed on deck awaiting his orders and watching the instructor gleefully turning valves and punching buttons which caused, among other things, a small hidden fire which filled the place with smoke, three simulated "shell holes" which poured water in at something like 10,000 gallons per minute and two ruptured fire mains (the valves had been tampered with and could not be closed while repairs were being made). The lights went out and about a 10 degree stbd. list developed until a Midshipman (who prefers to remain anonymous) (delete that double n, please) sneaked up on deck and secured that particular valve. The confusion may be imagined.

However, with pumps and shoring, and the able direction of Captain Mao we managed to keep the water from exceeding 1 $\frac{1}{2}$ or so in depth and, eventually, to save the ship with no casualties or damage, except for two blown fuses and a tripped circuit breaker resulting from the author of this article having plugged in a portable blower where he hadn't oughta.

At the end of the day we received our certificates and had a group picture taken.





NAUTICAL WANDERINGS OF THE CLASS OF 1957

The following information was relayed to the *MAIMACLE* by Mr. Durham. We believe it will interest CMA MIDSHIPMEN who are asking the inevitable question "Whatever happened to him?"

* * * MC INNELL -- on Victory out of Portland; stopped in Japan; next stop, Calcutta.

* * * MARONEY -- on C-2 headed for Far East and South Pacific islands.

* * * BAXTER -- Shipping coastwise out of Eureka.

* * * Gurke -- left last Friday on President Cleveland.

* * * Farrel -- working at APL docks, waiting for a ship.

* * * Lester -- finished temporary job on Matson C-3, Hawaiian Fisherman.

* * * Franke -- is going to Navigation School in San Diego to qualify for Coast Guard Commission.



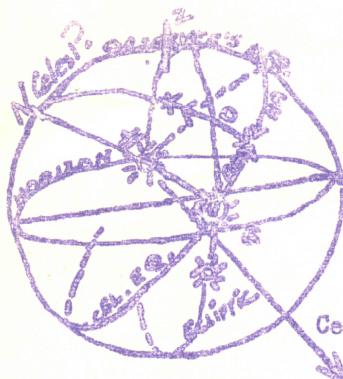
The Midshipmen of the California Maritime Academy will soon be competing with Hollywood stars. Alfred T. Palmer, Productions, San Francisco filmed a "typical schoolship day" here last term: a beautiful, sunny day. One of the first shots was from the hill by the messdeck, just as Battalion Commander McLaughlin called the Corps to attention. Selected Midshipmen were then routed to the GOLDEN BEAR and rowed, lowered boats, attempted to tie carrick bends, and took the elusive sun down to the non-existent horizon line.

This film is sponsored by the NATIONAL INGENIER CLUB, and will show CMA in action with Midshipmen from the other Maritime Academies. Palmer Productions will integrate the scenes shot here with those from the Maine, Massachusetts, and New York school. It will be in color, thus those orange life jackets will really stand out between the caught crabs.

Captain Swany directed the lowering of No.3 Boat: men sharing the glory of this descent include Wood, Kring, Wiseman, and others not caught in the drama of the moment by this reporter but undoubtable photographer Don Palmer caught them.

There were some embarrassing moments. We wonder if the film will be edited or if the announcer will merely say "But give these men a week or two and they too will be performing ..." It is hoped that all incidents, such as the precarious descent of No.3 while Midshipmen clambered aboard over a six foot gulf, will be well glossed over (perhaps Brahms' Tragic Overture could be begun at this moment).

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The
Pinnacle

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Celebrating the
Autumnal Equinox

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FILMSTER AT CMA (Continued from
Page 2)

On the whole, however, all things went nautically. The film will be reviewed by the National Propeller Club at its Annual Convention on 21 October at Houston, Texas. Subscriptions and permission forthcoming, the Pinnacle will be happy to send one of its reporters to record the event!

"I WENT TO SEA"

By H/S Kring, 2/C, Deck

On the afternoon of the 12th of August, I went aboard a tanker owned by Standard Oil of California, for what was to be my first experience aboard a vessel of the United States Merchant Marine.

I was assigned to the 8 to 12 watch and on the morning of the 13th, I went to the Bos'n and asked what my duties would be.

"I can tell you have great possibilities," said the Bos'n. I thought to myself, "Ah, my one year's training at CMA has left its mark of capability on my face!"

"Yep, We'll make you our sanitary engineer, a very responsible position!"

And so for 18 days I cleaned heads aboard the R. C. STONER while she ran between Richmond and Seattle and Richmond and San Pedro.

(See Next Column)

In the time I spent aboard I tried to learn as much as possible about the working conditions of a Mate. I was standing watches with the Third Mate and I questioned him as often as I could.

He was married and had been working for Standard for 8 years. He had been on coastal runs ever since he had made mate. He did not make the money that some of the mates working offshore ships did, but he preferred his job because he could get home on an average of once a week. Then, too, Standard gives their mates time off with pay in place of overtime. He actually worked about 9 months per year and netted about \$7,000 during that period. He was very pleased with his life.

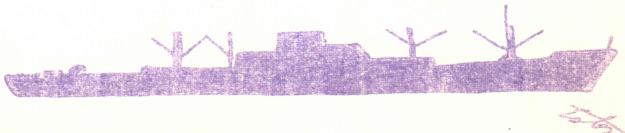
It wasn't really any of my business just what he made down to the penny, so I didn't ask.

I can give you, however, an idea of the money that can be made aboard ship. I was shipping as an ordinary seaman and the following figures are what I made this summer.

Base Pay	269.00
8.96 per day	
18 days	
	161.28
Over-Time	1.91 per hour
	50 $\frac{1}{2}$ hours
	96.46
Penalty Time (standing watch in port)	
	1.45 per hour
	40 hours
	58.00
Base Pay	161.28
Over-time	96.46
Penalty time	58.00
	315.74 for
	18 days

Believe me, given the same opportunity, I'd spend my leave period that way again!

"Know Your Ship?"



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New Ideas Seaward . . .

By H/S Morgan



If a new ship with which the Navy is experimenting proves to be successful some of our engineers may have to learn to fly. Recently Parlin Contractors, Inc., of Jacksonville, Florida delivered a converted Liberty Ship to the Navy. This ship, the YAG-37, JOHN L. SULLIVAN, has for its main propulsion unit four aircraft engines mounted on deck.

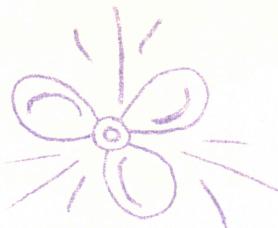
The four turbo-prop aircraft engines, which have a combined 24,000 horsepower, are mounted on 40 millimeter gun mounts, making possible 360 degree turns. Since the regular propeller has been removed and the vessel's main engines secured, these aircraft engines provide the ship's entire mobile force.

All of the ship's controls, engines, ship's rudder, ballast system and fuel controls, have been placed in the conventional wheel house.

This is the first attempt, on a major ocean-going craft, to remove the main propulsion units from their vulnerable underwater position to an on-deck position. The JOHN L. SULLIVAN will be operated by a 20 man crew. This is about one-half of the complement of a normal Liberty ship.

This experiment is described in greater detail in the August issue of MARINE ENGINEERING LOG.

Remark of the week -- (Overheard near the Gunner's Classroom): She had a green ogive and a . . . Dynamite!



SIGNIFICANCE OF CLASS LOG OUTLINED IN

MEMO BY CLASS OF 1957



The graduating class of 1957 of the California Maritime Academy has chosen the Franciscan Restaurant at Fisherman's Wharf as the custodians of the traditional class log.

The California Maritime Academy trains men as officers for the ships of the U. S. Merchant Marine. As the graduates follow their chosen profession they become widely scattered over the Seven Seas.

The situation created by these circumstances make it difficult for the members of the class to follow their shipmates' progress and travels throughout the world. Thus the class log was born.

Year after year the logs have been placed in strategic locations throughout the City of San Francisco, where the members of each class may go and record the accounts of their adventures.

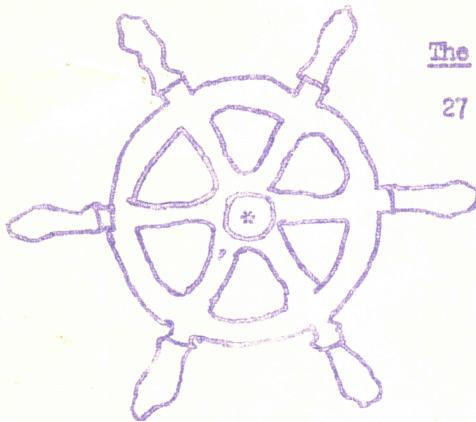
The log is more than just an account of travels; it is a uniting force. It binds the members of each class to one another and tells their story as they travel between the ports of the world.

ANSWER TO "KNOW YOUR SHIP" QUESTION:

C 3 P & C - Combination passenger and cargo type. Length (over-all) 491 feet, 10 inches. Beam, 69 feet, 6 inches. Draft (loaded) 26 feet, six inches. Cruising radius, 20,300 miles. Net tonnage, 5,170. Deadweight tonnage, 9,937. Shaft horsepower, 8,500. Propulsion, turbine.

Dream of the week:

"I was sailing in the Urca and her center-board did not fall out."



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~~REJECT~~

Editor's Note: The Binnacle is happy to announce the commencement of a new series of articles entitled REJECTS - a column devoted to those unhappy articles which in the ancient past were relegated to annihilation (near annihilation, that is) for reasons too complex to here present. These articles often represent scraps of old conversations, experiences, events, conversations, some bearing the unbearable name of truth. They have been dug out of anonymity by a kind (if not intelligent, discerning Editor). We hope you will take these rejects not too seriously.

CHAPTER I

From "A Midshipman's History of GIA"

The train stopped in Valleko. Through the window I saw the HOME OF HARE ISLAND sign. I stopped and asked a local where GIA stood. He stopped. A quizzical look fell over his physiognomy; his eyes clotted up with tears; his limbs quivered. "Come now," I said sweetly, "It can't be that bad!" This was, evidently, too much for the good citizen to bear; he burst out weeping audibly; I quickly ricocheted away, not wishing to become involved in a street scene. I took a well traveled road that lead to a battered CALIFORNIA MARITIME ACADEMY sign. It was a little oblong sign that looked as if it had been crushed by a snow-plow, like nail boxes in New England.

Turned right and entered a little building with wheels. It was pleasant. Sort of a reception room. Rhododendrons. Geraniums. Nothing like a good impression, I muttered complacently. The door opened. In came a well-dressed man. She looked like the Receptionist. She said:

Ray's not in yet but I got one out back that's not too read-ridden. Course if ya come here to get a cheap bargain we ain't got one . . .

I said:

But Madam, I'm here to get an education.

She said:

You've come to the wrong place. Go over to D's or O's . . .

Later that afternoon I stumbled past the little iron gate with the anchor stuck in it. I had gone to O's and D's, but that is another story. (Frantic searches by our staff fail to discover any record of that story-Editor's Note)

. . . . in math I used to watch the blackboards being wheeled in and out (they had to wheel them in and out; security somebody whispered . . . it was wartime and slate was being sold on the market for use in the I Bomb). The professor would stand for hours marking hieroglyphs on the forbidden slate (he had taught Ancient Egypt at Harvard in the old days before they began to raze the pyramids). I know he loved the ancient symbols. His name was Aprime (pronounced A-prime). This didn't help me either. He would write his name in the upper left of the slate thusly:

A

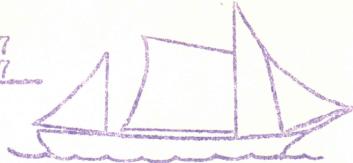
and I would always take it to be the apex of his triangles. One day he told me that only quadrilaterals had four sides, that if I wished to succeed I would have to remember that there were only 189 degrees in a triangle (those d-Egyptians!)

----- Here are only a few charred fragments left of this magnificent work which was denied to posterity for a reason we must never know; hidden in history is this famous work. The Binnacle will have these famous words urned in glass in the new Historical Museum we hope to build with your contributions. Mail your checks to "Fund To Preserve Academy Historical Relics & Ancient Archives, C/O Miss Hazel Glyph, The Binnacle, Valleko. You may deduct all contributions from your income tax."

HELP THIS WORTHY CAUSE!!

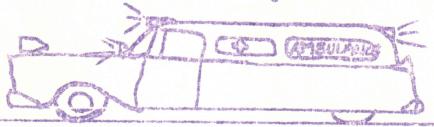
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McDuff and I

By E.J.L



McDuff was out inspecting Mr. Wittman's new car last week. He says that all it needs is to be lowered about four inches, the top chopped about the same, some custom work done (inside and out) and a good vivid paint job. It is one of those cars commonly called a meat wagon, and with all that too I can see why. Undoubtedly Mr. Wittman will continue the tradition.

McDuff tells me that the third class is getting jerry. They are even coming to attention for members of their own class. At this rate, it won't be long before they come to attention ~~for~~ McDuff, ~~humbly~~

and

McDuff and a couple of second classmen got together last week and set up a motto for the third class. I quote: "Never back out of anything for a Second Classman may be behind you."

I understand that a no swear club was started last week, and members of the club had to forfeit a dime every time that they were caught swearing. McDuff told me today that the club has broken up. The president went broke.

SURVEY REVEALS AVERAGE FIRST CLASS

INCOME

A survey conducted for the PINNACLE by M/S Arbuckle revealed that the average income of First Classmen is \$10.00 per month. This does not include subsidies by the Federal Government. The source of the income was not revealed. 2d & 3d class surveys will be published soon.

The Lubbers Line

By M/S Lucas



I dare not risk another quotation as the typist's rendition of the last one doubtless set Edward Fitzgerald a-spinning in his grave.

I notice that I have been termed Reporter At Large. You will perhaps be happy to hear that I have so far escaped capture and am still at large.

While not one to blow my own horn, I feel it only just to point out that my newshawk's finger on the pulse of the nation enables me to bring you such timely warnings as the one found in my last article concerning the base fire bill. The rumors that I started it myself to back up the views are groundless and were probably started by unworthy persons jealous of my rise to power as the Pinnacle's only (Per Se) columnist.

As regards the fire itself it will be covered at some length elsewhere but I will take this opportunity to commend the incredible heroism of one fisherman who, when others panicked and fled, stuck grimly to his fishing pole and refused to be bothered by the fire trucks and commotion. I feel sure that in his cool thinking and unshaken courage put new heart in to us all, up there on the hill. After all it was for the use of these people that we are saving the academy we all owe them a great deal.

I have had some response on the chess club but would welcome more, one more at least as we are now five. The lack of interest in the Spanish club, however, was very disappointing. I repeat that previous experience is unnecessary and its going to be a pretty dry cruise if you don't know how to order a beer.

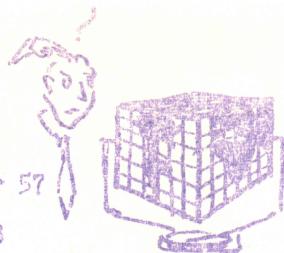
Someone told me the other day that I employ too many "fanciful and hi-falutin words for plain folks like me." (This is a distortion of the actual terms employed but served to illustrate the point.)

If you feel that this is the case I commend to your attention a series of publications by the Becca publishing house; E.G. ; Superman, Batman & Robin etc.

The lofty scorn just expressed is supposed to imply to my worthy readers that my own purple prose is a heady & lightening mixture of pig-
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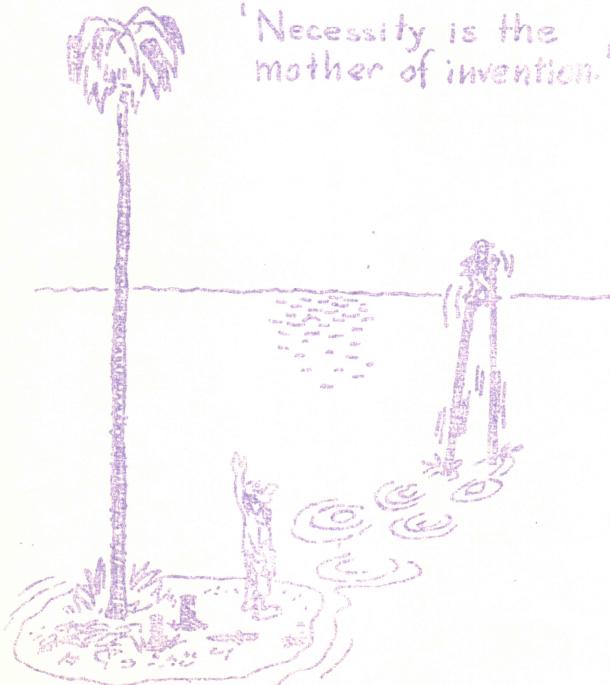
NEW DOMS: WHAT? WHEN? WHERE?

tile, bulkheads are plaster, the overall building is in brick and similar in design to the gym.

With a total of \$667000 in contracts being awarded to various construction, electrical, and plumbing firms around the area, high hopes are being held by Cmdr. Keeley, CIA's business manager, for its completion in time to accommodate the class of '61'.

Till July 1958 then, we all tentatively wait for the new and spacious living quarters.

'Necessity is the
mother of invention.'



"Well, good luck, Jim."

A Chat With The Dean

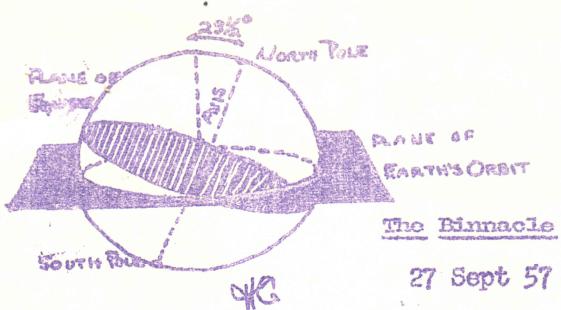


The New Dean of Instruction, Dr. Ogden, says he is still in the process of becoming acquainted with CIA. Midshipmen have seen him visiting the classes; he hopes to attend all of the courses at one time or another in order that he may be in a better position to understand the academic life here. He says he likes to be on the "firing line", and feels he can better do his tasks with a knowledge of current classroom procedures and techniques.

The Pinnacle was told by the Dean that he is impressed with two main facets of CIA life: first, he is encouraged by the sincerity and helpfulness of the Academy instructors; and secondly, he has been impressed with the general appearance and behavior of the Third Classmen on the Sentry Watch. The Dean says he has been courteously treated at the Sentry Box and that his guests have gained initial favorable impressions thanks to the military bearing of Third Classmen on duty. He wishes to congratulate the First and Second Classmen for the fine training which the Third Classmen are receiving.

Asked about the plans for the future, the Dean said that the "wheels are turning" in his head: he is thinking of such problems as the enlargement of the curriculum to include more liberal arts subjects; he is aware of the concern for a four-year course at CIA; he has considered the need for more professional instruction along nautical lines. But there will be no changes overnight. Course revision must be dictated by two prerequisites: 1) What courses are absolutely necessary to insure the successful completion of the San Francisco license exams? 2) Beyond the necessary core subjects, what courses are most desirable to enable our graduates to compete with other schoolship men and with men who have been trained all their lives at sea?

Dr Ogden's believes in "making haste slowly"; and he repeated what was printed in the Pinnacle last June: that is, his philosophy is to make only those changes for which there is a real and substantial need.



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THE LUBBERS LINE (Continued From Page 7)

uancy and good sense, which is in fact, the case.

All this verbal fireworks was intended to cover up the fact that there really hasn't been anything happening worth writing about. So, on this note of defeatism, I leave you until next issue.

SCOOPS IV



*** Dr Ogden, Mr. Thwing, Mr. Boland, Captain Russell, and Captain Ridder attended the meeting of the Northern section of the C. H. A. A. A., in San Francisco yesterday.

*** The Rotary Club of Napa had a luncheon meeting followed by a tour of the ship and the base here on Wednesday.

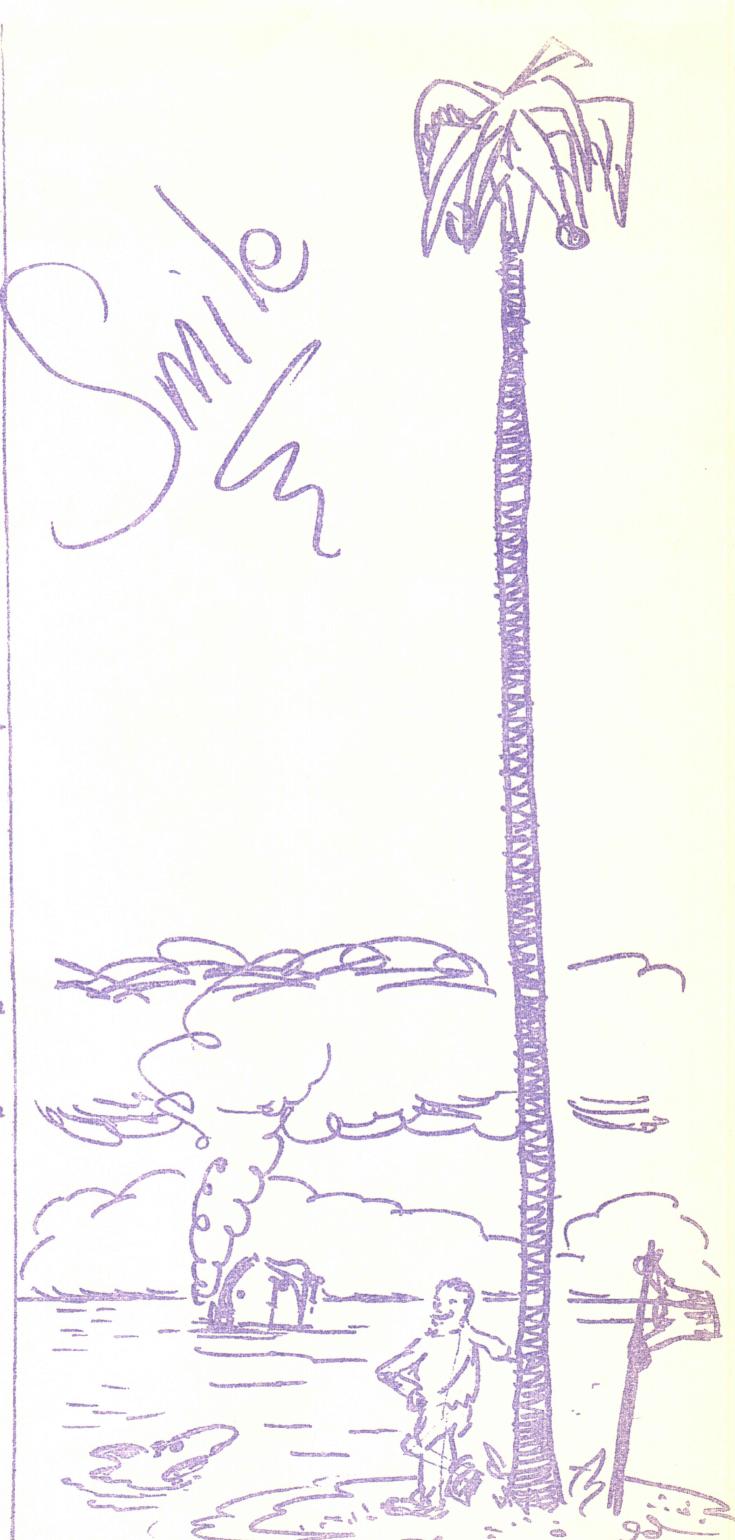
*** The next meeting of the Board of Governors will be 5 October 1957.

*** Reliable members of the faculty have stated that the cruise for 1958 will be across that old line, into South America, most likely to Callao, Peru.

*** Many sounds have been coming from the sailloft on Tuesdays & Thursday's from 1630-1800. Anyone can come and bring their ear-muffs.

NOTICES - - -

ALL FIRST CLASSMEN ARE REMINDED TO TURN IN THEIR FIRST CLASS HANDPIPE WRITE-UPS PRIOR TO OCTOBER 15TH.



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This page is dedicated to
Seaman's 1924 Remington Portable.

MIDSHIPMEN:

by: Out of State

M/S Oberdorf, Third Class

M/S Lee Allison, 3/C, is from Indianapolis; this hoosier was born on the 9th of June in the year 1935. He first heard about and became interested in CMA when on duty with the Navy in Korea. Lee, known as the "Spider" to his roommates, finds California delightful. San Francisco (it is so hyphenated in Ind) has really struck home with him. If you can not find Lee busily performing his duties on the Base, you just might be able to hear him pouring out woeful cadences at Lil's. Lee's favorit sport is baseball; his favorite song is Rhapsody in Blue. Mr Allison (Third Class, Sir) is an engineering student.

Next edition we will continue our series, Midshipmen, Out of State.

WHAT DID YOU INTEND TO DO BEFORE
YOU CAME TO CHINA?

A survey

by Muney, 2/c

Many Midshipmen feel it is time that a little fresh air was blown over the the idea that the men who come to the Academy have cherished the idea of becoming merchant marine and naval officers since boyhood and that sort of stuff.

The following questions were asked various Midshipmen: "What did you intend (we mean, intend) to do before you came to CMA? What did you intend to do before you came to CMA?

THE ANSWERS

MEMBERSHIP IN LIBRARY COMMITTEE

OPEN TO THIRD CLASS MEN

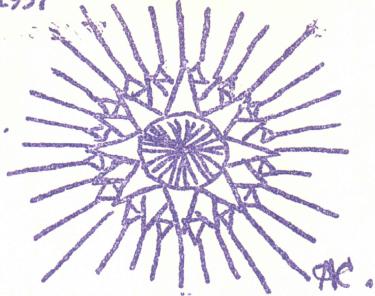
Two Third Classmen are being sought for representatives to the Base Library Committee. The Library Committee, under the Chairmanship of Navigator Nied, is charged with the task of Library Improvement and Publicity. Third Classmen interested in becoming members of this Committee should report to Mr Nied. Their qualifications will be discussed and their membership voted upon by the Committee in the near future.

The newly formed Social Committee, by the third class Elected H/S Graham as chairman; staff members are, H/S's Castela, Eledsoe, Hindrolet, Glune, Henslin, Chiavalli, and Smalley. Not many plans as yet but this years activities will be the best yet. One of our main factors is the sponsorship of the Christmas dance.

A hand-drawn illustration of a tall, slender plant with a bulbous base, labeled "The fated da Binnach" with a signature "Steffes. (EH)".

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CLUBS AT CMA By C.R. STRECKLAND

In recent weeks since the start of classes at the Academy many new and old clubs have been organized and revised. Any of these clubs would be a welcome retreat for Midshipmen interested in competition among Midshipmen as well as outside interests.

To name only a few of the clubs, we may mention the Canterbury Club for those interested in Biblical review as well as social events with Vallejo Junior College members. Any Midshipman or Junior College student may join this club regardless of religion by contacting M/H Cox, second class.

Next is the Sailing Club which has been very active in the port around the Academy. This club is organized to promote interest in the ever increasing sport of Sailing as well as creating a form of relaxation away from the rigors of Academy life. After putting in five (5) hours of working time on the various sail boats at the Academy one may join by contacting M/S Minney or M/X McCloud.

The Gun Club is another fast growing club about the Academy grounds with M/S Muncey as the Supreme Commander. This club is organized to instruct Midshipmen in the use of firearms, develop a competitive spirit, and to provide recreation.

The Golf Club is a club that has been revived in the last couple of years. Anyone interested in golf or joining this club may contact M/S Hope. Specials are granted to members on Wednesday afternoon for playing golf on local courses.

WHO IS CAPTAIN RUSSELL?

By M/S Castela

We shall begin this difficult task by giving a brief background of our new Captain.

He graduated with the second graduation class of C. M. A. in 1934. Captain Russell considered these early years in the history of C. M. A. as an organizational period, since this was the State's first Academy. C.M.A.'s second cruise took them around South America and also around the world! Captain Russell did not have anything to say definitely as to where we will go this year, but hinted that we might go to South America. But, as he says, "Nothing is definite yet." He believes that this is an excellent school if the person that is going here plans to make the sea his life. He also thinks the academic program is far better now than when he went here.

After he graduated from C. M. A. he immediately shipped with the Oceanic Oriental Company. His first voyage was on the S. S. Golden Gorn for three (3) months. He then changed and shipped with Associated Oil for nine (9) months where he was a Third mate and an A.B. From Associated Oil he went to Matson and was with them from 1935 until the time he went into service (1944-1946) after which time he went back with Matson. Captain Russell has been with Matson ever since then. He is married and has a boy 17 years old.

Our Captain has no immediate plans for changes at C. M. A.—at least not until he has been here a little longer. About the only thing he had to say was, "It is very nice to be here and I hope I can help the Midshipmen out in every possible way."