



THE BINNACLE

Vol. 3, No. 8

CARQUINEZ STRAITS

August-September, 1945

Class of 1945 God Speed



From left to right in back row: Stralendorf, Schlaman, Koerber, Barton, Moeller, Detweiler, Cook, Casey, Morgan, Naylor, Palmisano, Brandt, Gullison, Staar. Middle row: Van Sicklen, Messenger, Young, Annin, Stradley, Robb, Hehir, Depew, King, Rattray, Rosa. Front row: Smith, Baxter, Lee, Griffith, Ransom, Hall, Coleman, Dunham, Peyton, Pew.

THE BINNACLE WATCH

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SEPTEMBER 1 A DATE TO BE REMEMBERED

Today, September 1, 1945, is undoubtedly a most significant date in the history of California Maritime Academy. The occasion for such prominence is the graduation of the class of September 1945 and today's laying of the cornerstone to the new gymnasium now under construction. Today is more than the setting for graduation and dedication ceremonies, it is a definite milestone along CMA's broadening path of progress.

Those of you attending today's activities may find it difficult to associate them with any particular significance. It is true that there have been other graduations at CMA in the past and will continue to be more in the future as will there be dedications of academy structures. Therefore the hidden prominence does not lie in the ceremonies taking place here today alone. In order to get the true picture it is necessary to consult the record of the past years at CMA. Throughout the prolonged period during which the TS Golden State was home to the midshipmen a constant search was conducted for a permanent base. Proposed sites were submitted from points throughout California. The present location at Morrow Cove was finally selected as the most advantageous and the midshipmen took up their shore duties August 23, 1943.

There is no denying that the establishment of the shore base is a huge step towards the splendid establishment that is planned for the academy in the future. The class departing this afternoon is the first to culminate an entire training period here at Morrow Cove. Through their efforts the future plans of the Academy have been brought much closer to a reality. The story of CMA's development from muddy paths to the well sur-

CAPT. MAYO'S FAREWELL ADDRESS

The class of 1945 graduates at a moment of nation shaking importance. A great victory has been won in a war of two fronts and our country has become the most powerful nation since Rome ruled the ancient world. On land, on the sea, in the skies above, America is preeminent. By her efforts and influence, a World Charter has been signed almost within sight of our Alma Mater. We hope devoutly that this means the beginning of a new era for mankind. Soon eleven million young Americans will return to their homes. The Army and Navy will be demobilized. Your chosen service, the Merchant Marine, will be the last to be reduced. It will never be "demobilized." If America is to retain her place of influence in world affairs she must show to that world a high standard of living enjoyed by a happy and a free people. So she will be judged. America can attain this continuing prosperity only by general employment and therefore great production. She must have at least 20% of that production exported in foreign trade. To guarantee the success of this undertaking experience teaches that 60% of those goods must be transported in **American** ships. You are trained to be the leaders in this great **sea** undertaking. It cost 1400 times as much to transport a ton of freight by air as it does by water in ships.

Consider well, then, graduates, of California Maritime Academy 1945, your duty, your obligation to your country and your great opportunity.

America needs you.

You will not fail.



Pictured above is The Binnacle Staff responsible for the continued success of the school paper in the coming year. In the above picture reading from left to right: Craig Karasky, Associate Editor; Dick Valentine, Sports Editor; Carlton Clendenny, Editor-in-Chief. Kneeling are: Richard Tobey, Art Editor; Bill Bradley, Photography Editor and Bill Cree, Business Editor.

ATTENTION

There will be a meeting of the California Maritime Academy Alumni, October 12, 1945, at the Army-Navy Club, 560 Sutter Street, San Francisco, California.

Please make every effort to attend as this is a stag meeting at which plans will be made for a real "blow-out" at the end of the year. Let's make this meeting well attended so that the party will be one worthy of the C.M.A.A.A.

facéd grounds as represented today is paralleled to the advancement achieved by the class of September '45.

In the not too distant future the Academy as you see it today will be but a thing of the past. Proof of this are the structures now being raised on the upper grounds and out on the fill. But in a sense these are only slight indications of the visioned plant which is to raise out of the barren grounds of the present base. The laying of the cornerstone of the gymnasium today will at the same time provide for the ground work for this new phase in the academy's development. Today, therefore, may not only be a milestone but also a turning point for California Maritime Academy.

GRADUATION

Once again he time has come for 36 well-trained young men to join the ranks of the professionals. Yet it is the first time in nearly four years that these men will graduate into a world of peace. It is evident what this means to all of us. This graduating class will be the last one to finish the normal three year course in its accelerated 20 month's run.

C.M.A. graduates have achieved an excellent mark in the Maritime World. When you, the class of September 1, 1945, ship out as sea officers, you will be stamped with this mark; and it is your responsibility to keep it beyond any reproach whatsoever.

The past month has seen many a worried Midshipman cramming his spinning brain with additional knowledge that may be asked on the Third's Exam. The men who leave us today will do well to remember their creed: "Labore Pugnatore Paratus Sumus"—"To Work or Fight, We Are Ready."

The life of a sea officer is not for the weak. The ensuing long hard periods at sea will furnish many a trial of skill and hardihood to these men who are about to leave us. And the liberty period in various ports all over the world are also dangerous, for the sailor on shore-leave is sorely tempted as are few other men. They must be on their constant guard that the fine, clean life of their ship-home, and the excellent training received at C.M.A. is not fouled and soiled by their unworthy conduct shore-side.

Keep the C.M.A. banner flying proudly and the reputation of its bearers will fly with it. Let the banner drop, the bearers drop with it.

Following is the graduation program:

The laying of the cornerstone of the first permanent Academy building will take place at 1330. A benediction by Captain Addison Cutter, Assistant Yard Chaplain, Navy Yard, Mare Island, will be given; and there will be music by the Mare Island Navy Band.

PROCESSIONAL AT 1430

INVOCATION

Captain Addison Cutter

Assistant Yard Chaplain, Navy Yard, Mare Island.

ADDRESS OF WELCOME

Capt. James Brenner, USN (Ret.)

Member, Board of Governors.

GODSPEED FROM CALIFORNIA

Honorable Earl Warren, Governor, State of California.

Dr. Joel A. Birkman, State Department of Education.

WELCOME TO THE SERVICE

Rear Admiral Mahlon S. Tisdale, USN.

Commandant, Navy Yard, Mare Island.

Captain Norman L. Queen, U.S.M.S.

War Shipping Administration.

WELCOME TO THE SHIPPING WORLD

Mr. Frazer A. Bailey.

Matson Navigation Company.

Mr. Fred L. Doelker.

Grace Line.

Mr. J. J. Coney.

Hilcone Steamship Company.

RESPONSE BY MIDSHIPMEN

Midshipman Captain George Detweiler.

Midshipman Chief Engineer Frank Coleman.

ADMINISTERING THE OATH

Lt. Comdr. Harry Mayer, USN.

Captain Norman L. Queen, USMS.

AWARDING THE LICENSES AND COMMISSIONS

Captain Claude B. Mayo, USN (Ret.)

Lt. Comdr. Harry Mayer, USNR.

SALUTE AND FAREWELL

Captain Claude B. Mayo, USN (Ret.)

BENEDICTION

Captain Addison Cutter

Assistant Yard Chaplain, Navy Yard, Mare Island.

RECESSIONAL

Music by Mare Island Navy Band under the direction of

Chief Musician G. F. Swett, USN.

Following is a list of the graduating Midshipmen, Class of September, 1945:

DECK

Baxter, Alfred X.

Brandt, Ivan R.

Casey, Thorton E.

Depew, Donald M.

Detweiler, George

Griffith, Richard M.

ENGINEERS

Annin, Howard R.

Barton, Ben Jr.

Coleman, Francis J.

Cook, Neil Macdonald

Dunham, Charles B.

Hehir, Lyman T.

THE WAR AND CMA

With the announcement of peace on August 14 we have become aware that the future of the present classes at the Academy will be changed a great deal. If we stop and look back to the date of our entry into the war in December 1941, we can see how the lives of some 130 cadets were changed over night. In the first place the class that was to graduate in the summer of 1942 was rushed through and graduated in January of that year, fully six months before their time. The class of 1943 was graduated in July of 1942 while the lowly SWABS who had not planned on graduating until 1944 were put through and graduated in December 1942. In other words, the course of study was cut in half and instead of a three year course as had been the case in previous years, it was now shortened to 18 months. During these early years of the war many things happened, some good and some bad, that changed the former policies and routine of the Academy a great deal. First of all, the cadets were given the new title of Midshipman and given a salary of \$65.00 a month. Second, the new instructors to arrive at the Academy were Navy officers. Third, the annual world cruises that were always looked forward to with so much enthusiasm were cancelled and the T. S. Golden State was confined to the waters of the San Francisco Bay.

Since the early days of the Academy when it was known as CNS, the original plan of those concerned was to find a permanent base for the training ship. Many localities had been considered but the site at Morrow Cove was selected and the talk in the early part of 1943 was mainly of the new base. In the latter part of the summer of that year this talk became a reality and the training ship tied up for the first time at the new dock at Morrow Cove. Since the main construction of the new base was still in progress, the midshipmen continued to live aboard ship and had only classes ashore. On January 5, 1944 the class to which this issue is dedicated entered the Academy and in so doing they became the first class to spend their entire three semesters at the base.

The next change in plans came in the latter part of the summer of 1944 after the next class had entered the Academy. The course of study was lengthened to two years in order to get the Academy back towards the pre-war basis.

Now with the fighting over and peace declared, it is almost a certainty that the semesters will again be increased, this time to 12 months, making the course three years again. To he many midshipmen who are anxious to get to sea this may come as a disappointment but with this also comes the probability of a cruise to foreign waters, and the resumption of the awarding of B. S. Degrees, something everyone would welcome. Right now it is hard to say exactly how our future here will be affected because probably no one yet knows all the coming plans and policies of the Academy. However, we can be sure that the future plans will be such as to benefit us all in the maximum possible way.

GRADUATION DANCE

Dancing to the melodious strains of Benny Glassman and his orchestra the first class, in a most spectacular manner held their farewell formal dance at the Sequoia Country Club in Oakland. The swimming pool and rolling lawns provided ample room for interesting intermissions. Many a first classman from the Southland had their girls come up for the occasion.

Bids for the dance were personalized, scroll shape, blue and gold ribboned with each couple's first name on them.

At 2 a. m. the evening which had long been awaited, ended leaving many memories of a wonderful dance.

The dance was preceeded by the first class dinner at the Zombie Village. The complete compliment of the Academy was in attendance. Thanks to Midshipmen Don Lee, Ben Barton, Bob Moeller and Dick Naylor the evening will be remembered by all.

Gullikson, Henry, M.

Hall, Marvin Ray

Messenger, Miles S.

Morgan, Thomas M.

Naylor, Richard J.

Palmisano, Joseph S.

Robb, Halle R.

Rosa, Irwin H.

Schlaman, Earl D.

Staer, Louis Hall Jr.

Strahlendorf, John C.

Van Sicklen, Frederick D.

King, Harry Milton

Koerber, James E.

Lee, John W.

Moeller, Robert B.

Pew, Thomas V.

Peyton, Robert J.

Ransom, Philip J.

Rattray, William M.

Smith, Calvin E.

Stradley, William B.

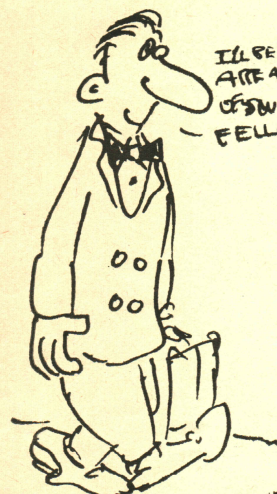
Tripp, Marvin R.

Young, Arthur J.

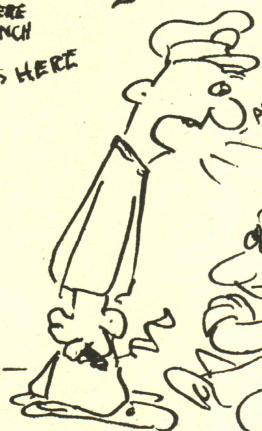


Smackin'

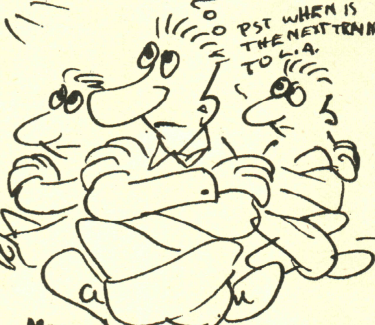
20 MONTHS



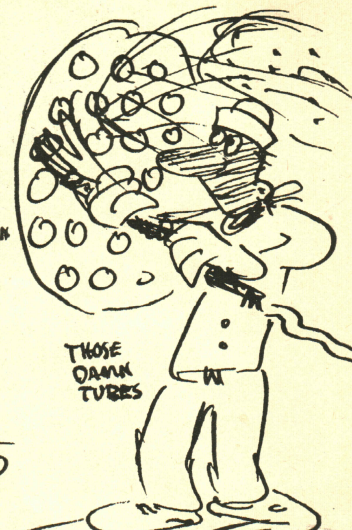
I'LL GET THERE
WITH A BUNCH
OF SWELL
FELLOWS HERE



AND THE BRIDGE DECK IS BEHIND US



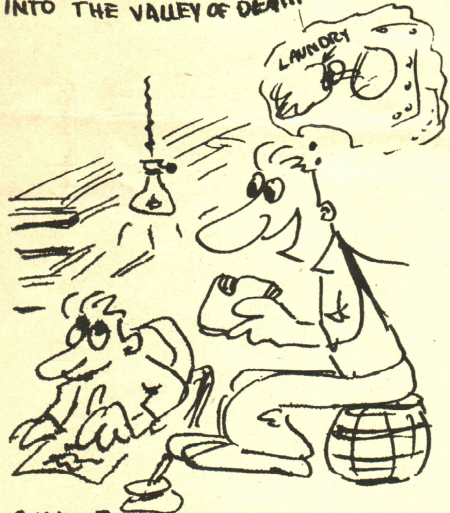
PST WHEN IS
THE NEXT TENN
TO 4-4



THOSE
DAMN
TUBES

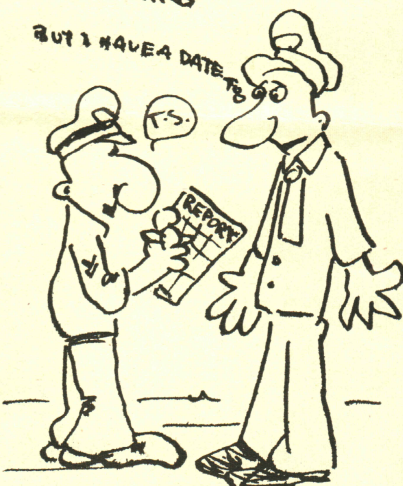
INTO THE VALLEY OF DEATH

B... MEETING



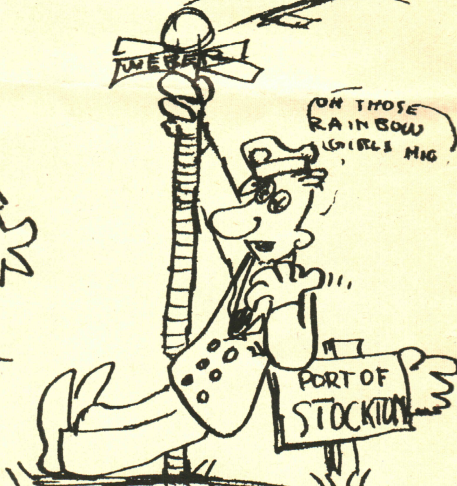
LAUNDRY

BUT I HAVE A DATE



T.S.

BUT KLINE I'M A 2ND
CLASS MAN

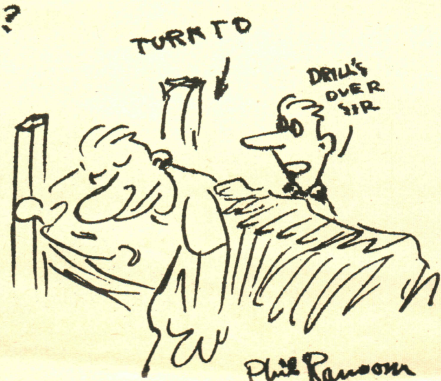


ON THOSE
RAIN BOW
WHEELS MIG

11:30 LIBERTY



HOW MANY TIMES
IS THAT THIS
WEEK MR DUNLOP?



TURN TO

DRILL'S
OVER
SIR

AT LAST
SEPTEMBER 1ST



Phil Ransom

HOWARD R. ANNIN

"Howie" took his first bow in the little city of Pasadena, California. Since then his claim to fame has risen steadily. In high school he made people sit up and take notice by being a two year letterman in track. (This explains his ability to chase down the fairer sex.) Ever since Howard entered CMA he has been up in the top of his class scholastically. Upon graduation he hopes to go Navy or get on a C-2 turbine job.

BEN BARTON

That hustling, bustling, wild and wooly tinker who hails from the thriving metropolis of Oakland needs little or no introduction. He has picked up the nickname of "Beer Nose." Yes his name is Ben Barton, the walking, talking Tahoe chamber of commerce. Besides being a "big gun" in a high school frat, Ben made himself known as quite the lover (he claims). Before entering ol' CMA he was actively engaged in indoor sports.

ALFRED X. BAXTER

Laughingly called Xavier because of his tendency toward a petite Spanish figure, was launched July 22, 1925. Little known upon his entrance to the Academy soon became famous with his recitation of "David and the Lions" and still more famous when he won the title of Mr. America. Al's main interests are horses, journalism, photography, dramatics and girls, girls, girls and more girls. All kidding aside though, no one at the academy deserves more praise for the success and tremendous improvement of The Binnacle than Al. From his camera have come the fine pictures that have put life into our paper. We wish you all the luck in the world and your future at sea, Al.

IVAN BRANDT

This popular deck hand is a native of the good city of Oakland, California, and proud of it. A social "natural," Ivan is the sort of fellow who soon makes himself welcome in any circle. His favorite pastime is boating and Ivan has had considerable experience in handling small boats in the bay area. So here's a toast to a great guy and a fine shipmate and may his career be long and pleasant.

THORTON E. CASEY

Under the spotlight we see none other than that handsome, suave, irresistible man of the world, Thorton E. Casey. He is a spontaneous sort of fellow with a personality that is almost magnetic. His likes and interests are many, but one of the strongest is his passion for sailing boats. May we express the sincere hope that this likeable fellow will always retain his quick wit and fine sense of humor. For as long as he does he is sure to be welcome where ever he goes.

FRANCIS J. COLEMAN, JR.

Here we have that rugged, muscular, undefeatable midshipman Chief Engineer Francis J. Coleman, Jr. He entered the picture deep in the heart of Texas in 1921 but claims Los Angeles as his home now. As an all around practical engineer Francis is hard to beat and we know that when he graduates he will be a credit to the Academy and will rise quickly in his profession.

NEIL M. COOK

Neil M. Cook, the "turtle" as he was called answered to this name many times during his third class year at the academy. It is said that the illustrious Neil was the best "Turtle" ever to attend C.M.A.

This quiet engineer was brought into this world of wine, women and song on the 13th of January, way back in 1926. Neil spent his high school days wooing the girls at Alhambra High, where he attained great heights in academics, too. Neil claims he is a woman hater.

Like most midshipmen at C.M.A., Neil's life ambition has always been to go to sea. Best of luck to him and smooth sailing.

DONALD MAYO DEPEW

Don, plumpish and blonde, standing six feet and three inches was born on the 30th of January, 1926 in Hollywood, California.

A short time after graduating from Hoover High School in Glendale, he traveled the state working with a geographical survey party for a short time. Perhaps this is where he obtained his capability of talking the leg off of any subject whatsoever.

Liking "hot" cars, sleep, girls, and wide open spaces, he chose the Deck Dept. Don plans to follow the sea for 10 or 15

years before retiring to a gentleman's life where he can sleep all the time.

We know he will be successful in his future life and wish him "Bon-Voyage."

GEORGE DETWEILER

We should like to present Cadet Captain George Detweiler alias "The Voice", "Stripes", and "Lover Man." Our illustrious character hails from Santa Ana; although most of his early training was received at Balboa, amidst the throngs of the tanned opposite sex. Upon his graduation from Santa Ana High, George entered Santa Ana J. C. Here he stayed for a year until he left in search of a job. Soon, however, he learned the horror of work and immediately entered the University of California until he heard CMA's call. George has a record here at the Academy to be proud of and his graduation will prove a decided loss to the entire Cadet Corps. We all wish him the best of everything and a fond "Bon Voyage."

CHARLEY DUNHAM

One of the most versatile men of CMA is Charlie Dunham. Mr. Dunham proved his ability to handle men by being a capable "division" officer. In the world of music he can hold his own. He was a key man in the CMA orchestra. He can make wonderful music with his sax. In the mechanical department he scored high. His past experience and ability acquired as an apprentice at Mare Island are big assets. He has a sense of humor and is always cracking jokes with his men. His sincerity has won the respect of his men. With such a grand background Charley is bound to succeed.

RICHARD GRIFFITH

Big Griff was brought into the world back in 1920 in ol' Los Angeles. His pet peeve is being called Fatty or receiving casual remarks about how well his best khaki's fit. Before coming to CMA, Dick served for 21 months on active duty with the United States Coast Guard. His big desire at the moment is to get to sea and get started towards his ultimate goal, his master's license. Knowing him as we do we are sure that his perserverance will make the fulfillment of that desire a certainty.

HENRY GULLIKSON

Tall, soft spoken "Mort" as he is called around CMA, can boast a record at the Academy, the like of which has rarely been seen. Having planned his entrance to CMA for at least eight years prior to that event, he entered with an objective in mind. After plodding his way through the first two years, he became a mighty first classman, a second class Petty Officer, and a leading member of his class, simultaneously. Good luck Mort—and smooth sailing.

MARVIN HALL

Midshipman Marvin Hall is one of the outstanding first classman in this year's graduating class. Hall hails from sunny Los Angeles where he studied two years at the University of Southern California. On arrival to CMA Hall distinguished himself as the third class' cowswain. Since that time Hall has accepted responsibility in the following positions: Associate Editor of The Binnacle, Secretary-Treasurer of the Hauspipe, 1945, Division Officer, commanding the best drill division in five years. These and many more are the outstanding record of Hall's training. It is with sincere regret that CMA losses such a valuable man, but our loss is the Merchant Marine's gain. Good luck from the under classes, Marvin.

THOMAS HEHIR

One of the best natured guys in the first class is a fellow who always has a cheerful smile and a good word for everyone. Yes, it's none other than the local (yocal) boy from San Francisco, who goes by the name of Tom Hehir.

We have long suspected that he is a liberty hound and we are constantly being astounded by the many ways he has of obtaining Special Liberties, but Tom is also a great athlete. He's one of the top men of the first class engineer's basketball team and we understand that he is a pretty fine swimmer. On liberty you can usually find Tom on the banks of the well known Russian River.

HARRY KING

Here is one of the most congenial first classmen. Known to his fellow classmates as "King Kong" he much deserves this title after seeing him. Every once in a while Harry supplements the CMA diet with some of those Covina oranges. Indeed he is

one of the Chamber of Commerce's chief assets for this district. When no one can find Harry, he is usually working on the "green bug" his '32 V-8 coupe. He claims that it is one of the hottest cars at CMA. So the best of luck to one of the best engineers in the first class.

JAMES KOERBER

Down on the border where the country is rough and the men rougher; in the little wide open half Mexican, half American town of Calexico was born Jim Koerber, otherwise known as "Beach Boy." Living now in San Pedro Jim seems a natural for a T-2 tanker after he graduates and if past performance is any indication of the future progress, we are sure he will do well.

JOHN LEE

Lee has long been interested in engineering. He hopes to return to his studies in Civil Engineering at the University of California. Backed up by his sea experience in Marine Engineering Don has fitted nicely into things ever since he arrived. He is a member of his class crew and also Vice-President of his class. Yes this fellow with the ready smile and the terrific personality will definitely be missed when he graduates.

MILES S. MESSENGER

SWAB, what are you doing. The foregoing can usually be heard echoing from the lips of Miles S. Messenger. Some twenty years ago San Pedro was blessed with the first appearance of Miles S. Messenger. Miles struggled through high school and some day expects to take up chemical engineering at Cal. Miles can usually be found in his sack or dodging the duty officer. After graduation, if he graduates, Miles plans to ship out as a junior third mate on a C-2 cargo vessel. We all wish the best of luck in his plans for the future.

ROBERT "BOB" MOELLER

"Bob" Moeller, better known as the "Pig" to the boys of the academy, plans to make the sea his career, at least for a few years anyway. The two places that you can always count on finding him are: 1. His sack where he spends a better part of his life and 2. The mess hall where he most likely picked up his nick name. Not one for high marks he makes up on his amazing practical ability. We all believe and hope that "Bob" goes far in the Maritime world. Good luck "Bob."

RICHARD J. NAYLOR

Dick, distinguished himself by a superlative job as Editor-in-Chief of The Binnacle. He was also Business Manager of the Hawspipe. He entered the Academy in January, 1944, after spending several semesters at Cal. As a SWAB and second classman he stood fourth in his class, rowed on the class crew, but missed the last race due to sickness. His choice after graduation is a T-2. Good luck and smooth sailing, Dick.

JOSEPH S. PALMISANO

Salvador originated from a place famous for its Mardis Gras. He spent many a wild time in New Orleans until he bid farewell to the southland society from a banana boat at the ripe age of seven. This was the inspiration which spurred him on to dear ol' CMA. Sal, as he is affectionately called by his close buddies, migrated to California in 1937 and now calls himself a native son of the ——— Golden West. Joe's major hobby is hunting and a very good hobby, too. Especially on Market St. around 9 p. m. The serious minded "salt" sporting the dark glasses has proven more than once that he has a mind of his own (a very handy thing on a date). He has always stood high in his class at the Academy and during his high school career obtained many scholastic honors. We are all sure that Joe will make the best of whatever the future has to offer.

THOMAS V. PEW

One of the best liked first class engineers is that piano-playing Tom Pew, who was born in St. Paul, Minnesota, in the very distinguished year (to Tom) of 1926.

Thomas V. Pew (can't say what the V is for) is the boy who made out watch lists last year, and I can readily see why he was given those nice petty officer stripes. He played baseball in his senior year at Loyola High in Los Angeles, but I'd rather hear him beat the ol' ivory keys of the piano, and I think everyone else does too. Tom wants to ship on a C-2 ship upon graduation, and we all sincerely hope he gets it.

ROBERT J. PEYTON

Robert J. Peyton known to all as "BOB" and jokingly sometimes as "Free" is extremely easy to get along with. He is an engineer and was selected as a second class petty officer for his first class year. Bob is one of the boosters of the sea upon graduation and his ideal choice of a ship would be a turbo-electric transport. As for his post-war interests he plans to stay at sea until he has seen a good portion of the world and then take up an engineering course at college.

P. J. RANSOM

We would like to present the "character" of the first class, P. J. Ransom. Ransom, who comes from L. A., attended Dorsey High School before coming to C.M.A. Phil entered C.M.A. in January 1944 and has distinguished himself both in studies and social events.

He is Cadet Chief Petty Officer and Author of "Sneeder", the character of "The Binnacle." Phil is rumored to be quite a smooth operator on liberty, according to him. His ambitions after graduation are to take one trip South and then spend his time around the beaches of Southern California.

WILLIAM M. RATTRAY

Across the bay from San Francisco lies peaceful, quiet, marvelous, Marin. In the hills of Marin County lies the little town of Ross where Bill made his entrance into California and the world. After graduation Bill wants to go Merchant Marine and after seeing the world he intends to get married and get an engineering job ashore. We hope very much that Bill gets the kind of ship that he wants and we wish him the best of luck in his plans for the future.

HALLE P. ROBB

Hal is a native of Boise, Idaho, born there in 1925. Since he was 12 he has made San Mateo his home town and spends all his liberty time there. Halle P. has been one of the most popular and active midshipmen while he has been at CMA. He holds the office of President of the first class and Business Manager of The Binnacle and the Cadet Service Fund. A C-2 ship would be Hal's ideal ship upon graduation and he plans to follow the sea in some branch of the Maritime field ashore after graduation.

IRWIN H. ROSA

This graceful, athletic, swan like beast is all man. He has got it all. No wonder "C" division is the best in the company (end quote). The Rose has really got 'em jumpin'.

Born in Honolulu where the hula girls flourished, some twenty years ago, "Oiwini" came to Menlo High in Menlo Park, state side for his junior year. Unlike the Frisco pallor, Ali developed a beautiful beach boy complex. He's a superb boxer, excellent grid man and a fine track boy. What a personality. He excels in all his subjects including the finals species. Not Stanford women. Although his plans are still indefinite we know that Irwin H. Rosa will come through.

EARL D. SCHLAMAN

Earl had his first look at this irregular and confused world in Oakland on the sunnny day of October 15, 1925.

He attended the University of California, where he majored in Mechanical Engineering, before settling down to the more routine life at C.M.A.

Here he chose the Deck Department for his life at sea, and has done very well in this field. Upon graduating he intends to put his knowledge to good use and follow the life of the sea. We know he will do well for he knows his stuff and is a friend to everyone.

Good luck, Earl!

CALVIN E. SMITH

When one is asked to think of one of the most popular fellows at CMA, the name of C. E. Smith immediately comes to one's mind. He is a joyful, even smiling first classman. The fellows call him "Smitty" and the SWABS were fast to notice what a really swell guy he was. He's seen most day's around his blue Ford Convertible. Here he has a very definite asset to his most wonderful social life. (I'm only kidding Smitty). When he graduates it will really leave a hole to be filled. Good luck Smitty—be seeing you.

JAMES K. STARR

It would easily be possible to spend a day at the academy and not notice Starr at all, for he is definitely the quiet, soft spoken, thoughtful type of person. In fact, modesty might well be said to be his most distinguishing trait. No, that is not quite correct, it is modesty backed by a strong sense of honesty. Upon graduation, Jim hopes to be called to active duty with the Navy which he would like to make his career.

BEN STRADLEY

This personograph section would not be complete without one of Ben, first class engineer.

Ben's hobby is a practical one. He is known for converting a fly sprayer into a fire gun before the government ever thought of it. He has developed a fluorescent lighting system aboard ship and many electrical devices never thought of before.

Ben hails from Delano, Calif. Having completed Delano's high school Ben attended Bakersfield J. C. for one year. Before entering C.M.A. he worked as a projectionist in a theater for one and one half years.

We who know Ben will not be surprised by his future developments in electricity or his sure to come success in the Merchant Marine.

JOHN STRAHLENDORF

John being well known in "C" barracks for his looks and personality was raised in the heart of the "north." The north to us means S. F. Throughout his stay at CMA he has become well known to all of us mostly through his wide fill of social life, (Root Beer being his zest drink). You very seldom see him at "turn-to", but when he shows up you know he is around. We give him a lot of credit for helping his class get ahead on this point.

MARVIN TRIPP

Looking around good old C.M.A., one might see a certain, long, slender body supporting a rather shaved head, slouching here and there, consistently dodging the officers. Immediately he is noticed, for no one could miss him in his greasy dungarees—yes, a moldy engineer—Marvin Tripp. As one follows this lythe body about the "campus" you can't miss his outstanding trait—his voice. When in the showers his warbling surpasses even Frankie's. Quite an accomplishment for even a Los Angeles lad. Tripp's graduation will truly leave a big hole in life at C.M.A., one that will be hard to fill.

DOUGLAS VAN SICKLEN

It was July 9, 1924 when Frederick Douglas Van Sicklen started bouncing out a boogie rhythm in rattle time near the pulsating mining village of Kamloop, Canada. Later he moved to San Diego, California and was active in extra-curricular activities while in high school. Playing in well known orchestras and having a band of his own have prepared him for an all important position as director and arranger for the CMA's versified orchestral entertainers. So—best of luck Doug and we will be remembering your "Artistry in Rhythm."

ARTHUR J. YOUNG

Sporting a stature that has commanded the scene around CMA for 20 months, Arthur Young is definitely a dominating engineer first class. The pride and joy of Benicia has been well schooled in the ways of the sea. He is right at home in the moter whaler or the first class crew. Possessing a likeable nature, he is the center of attraction whether on the base or off. Displaying plenty of know how in matters concerning engineering, Art is headed for a successful career at sea.

MIDSHIPMAN OFFICERS

The following midshipmen have been selected as Midshipmen Officers for the coming year. Their duties were turned over to them August 11:

Midshipman Captain
William Schill
Midshipman Chief Engineer
Denny McLeod
Midshipman Division Officers
Craig Karasky, Curtis Dreyer, Ralph Hoyt
Midshipman Adjutant
Samuel Fogelman
Midshipman First Class Petty Officers
Paul Kollasch, Carlton Clendenny, Jim Chambers
Midshipman Second Class Petty Officers
Lucian Vandegrift, Richard Miller, George Dickinson

SPORTS REVIEW

By Johnny and Reed

With the present sports program initiated by Lt. Slagle, the Midshipmen Corps is becoming aware of the number of fine athletes in their midst. Due to the rather meager facilities and equipment available, an inter-collegiate program has been impossible to date. However, with the near completion of the new gym and swimming pool, and the improvement of the baseball diamond atop the hill, the prospects of a full sized athletic program may soon become a realization.

With a future so bright, it would do us well to look back upon the activities and the fellows who participated in them, the combination of which has formed the nucleus of the many CMA teams to come.

Basketball: The Second Class Deck team lead by co-captains Wally Baitenger and Bud Corlett outfought the Third Class Deck team under the lead of Igor Kotelnikoff to win the inter-class basketball championship. As a reward to the winning team and to stimulate interest in inter-class sports, Captain Mayo presented the Second Class team with individual gold basketballs.

Crew: In the only sport to successfully weather the storm throughout the history of the Academy, the Second Class again came through in choppy waters of North Bay by winning over a Third Class team and going on to soundly thrash the First Class aggregation. In so doing, they became the second Second Class team in the Academy's history to score a "double" win.

CLASS OF 1948

After many months of careful interviewing, examining, and screening, The Binnacle now presents to you those successful applicants that have "made the team." These incoming midshipmen represent nearly all of California and are indeed a most select group, having been chosen from nearly 1800 applicants.

Engineering

Thomas G. Backer	Beverly Hills
John W. Ball	Oakland
Robert N. Beechinor	San Francisco
Maurice B. Brown	Sunnyvale
Stuart P. Carney, Jr.	San Pedro
William F. Davies	San Diego
Norman L. Gibson	San Diego
John W. Gibbs	Los Angeles
Robert H. Gillham	Los Angeles
Richard L. Gurnett	Los Angeles
Gerald H. Jacobs	Sacramento
Richard H. James	Oakland
John H. Lederle	South Laguna
Lorin S. McBride	Gustine
Francis L. McCullough	Piedmont
John D. Meyer	Sacramento
Melvin R. Rollins	Hayward
Raymond A. Rowe	Hayward
Frederick C. Swain	Lomita
Raymond D. Wilson	Berkeley

Deck

Milton E. Bacon	Pasadena
John W. Bernhard, Jr.	San Diego
Earl C. Bowersox	Ocean Beach
Frank A. Brandecker	San Diego
Donald E. Buck	San Diego
Harry R. Christensen	San Pedro
Frank R. Cole	Los Angeles
John M. Cummings	San Francisco
Duncan P. Davidson	Los Angeles
John H. Darby	Los Angeles
William A. Dux, Jr.	Mill Valley
John W. Ford	Sausalito
Heinz Janzen	Ontario
Bruce T. Johnston	Redwood City
Kenneth H. Lazar	San Pedro
Norman D. Lean	Bellflower
Penlie B. Leadbetter	Sarrento
Gordon E. Morrison	Sacramento
Robert W. Otto	Los Angeles
Malcolm F. Rice	La Jolla
Richard M. Robbins	Whittier
Roscoe S. Wilkey	Long Beach

Leavitt (as he finished dinner): "And now, my dear, how about a little demitasse?"

Blonde: "I knew it! You weren't treating me like this for nothing."

SPORTNOGRAPHY

Dennis Alberto "Tex" McLeod, better known as "the man with the Outside Calliper legs, has built for himself quite a reputation as an athlete down in the southland. Tex not only pounded the line from the fullback position but also caused no little commotion as a center. Strange as it seems he was the only center in Hoover High history who could center through his legs and still keep his feet together. O. C.'s talents were not limited to the gridiron, he developed a yearning for another sport while working during vacation. One summer he obtained a job in the San Diego stockyards killing cattle by dealing them a most severe blow between the eyes with his fist. This fascinated the "killer" in him and soon he became so proficient at this that he decided to enter the ring—to partake of the manly art of fisticuffs. Again he rose to fame, clad only in the hide of a ferocious bull he had slaughtered. Tex fought his way to the heavyweight title of Hoover High.

GISMOS

They should use the broken hearts that Tobey leaves around as a warning to all young ladies in Northern California . . . Rall and Levin celebrating V-J Day by accidentally (?) blowing the safeties . . . Seen in San Francisco during the celebration all but 30 "middles"; they all survived . . . A party was held at Wielands V-J night, a good time was had by all . . . Bill Cree, the race driver, has set many new speed records up Russian River Way . . . "Sorry Swab, you can't go into room 60, Mr. Fogleman is reading a Navy pamphlet" . . . Things haven't changed much, the engineers still weep over their electricity . . . All nose Valentine caught his proboscis in the door, better stand back a little farther when you close the door . . . Lucky boys when it comes to drawing for ship's bunks, Levin 40, Wahlgren 41, and "I was robbed, Cohen" 42 . . . "Have you guys heard about the 45 pound trout I caught?" asks Vandergriit. "Yes, and the 350 pound buck" . . . Donald Depew showed how drill should be executed. We won't quote Mr. Summerill's praise . . . "A" Division, the best drilled division in 5 years is getting conscientious (not conceited). Marv Hall packing a rifle, Merritt Nickerson as Division Officer. "Chest in, stomach out, Hall—What do you think this is?" . . . He's been at CMA for eight months but he still gets pig-tails. It's the mighty Dieter Rall.

TWO YEARS HAVE PASSED SINCE SEPTEMBER, 1943

Reveille, on the morning of September 8, rather brutally burst in upon the peaceful slumber of the Midshipman Corps. Being the first time in four days that they had heard those beastly notes, and due to a late return the previous evening from a leave, it was with great difficulty and a supreme effort of sheer will power that many were able to tumble out of their sacks and stumble onto the dock for morning exercises.

With the first breath of fresh air into several score of lungs came the realization that this was the day of the beginning of the cruise. A short spell of cleaning stations, breakfast, and turn-to brought the hour hand around to 1100 when docking stations were piped.

Due to the fact that this was the first departure of the Golden State from her berth at Morrow Cove, and also due to unfavorable winds, and a little difficulty in predicting the stage of the tide, a good deal of trouble was encountered in leaving the dock.

Projected on the plan of cruise is a trip to Stockton, which is looked forward to by all hands. The cruise will be carried over to the first part of November.

Through the efforts of Ensign Slagle, and the courtesy of the Y.M.C.A., we are now able to have full length movies once a week. These pictures add greatly to the few pleasures which the midshipmen can enjoy on the base.

SEA DUST

Girl: "You married me for my money."

Brodsky: "Well, I've earned it."

* * *

Question on recent examination paper: "If the President of the United States died, who would get the job?"

Little Joe's answer: "A Democratic undertaker."

* * *

Here lie the bones of Nancy Jones
For her life held no terrors;
Born a maid, died a maid,
No hits, no runs, no errors.

AMERICA A MARITIME NATION

In the post-war period the merchant fleets of the world will be called upon to fill the void created by the absence of the foreign trade fleets of the Axis powers. In 1938, Germany, Italy and Japan carried approximately 1/5 of the world's foreign trade. If the United States performs for itself that part of its own shipping services which formerly was rendered by Germany and Japan, others of the Allied nations will not lose any business which they previously had but, rather, will have an opportunity to increase their previous routes and services. The shipping business available to foreign nations in the post-war period will depend more upon the volume of world trade than on the relative size of the American merchant marine.

It has been said that America is not a traditional maritime nation and for that reason should leave the maritime trades to nations which are more suited to them.

It is factually incorrect to say that the United States is not a maritime nation. On the contrary, with our 60 major harbors and 7,000 miles of coastline, and with our industrialized civilization dependent upon raw materials which must be imported by water from distant areas of the globe we, are, if anything, perhaps more naturally inclined by maritime activity than are most nations. Moreover, it seems that the statement that the United States is not a maritime nation comes with particularly bad grace at a time when the world is about to enter into the final stages of the second great war within a single generation in which the free nations of the world were preserved from extinction largely for one reason, that America is a great Maritime nation.

It is true that we have relinquished the preeminent position in foreign shipping which we held in the days of the clipper ships, but we did not thereupon cease to be a maritime nation. For several decades, we diverted our energies from foreign shipping to the building of railroads and the opening up of our vast frontier. But ever since the development of those areas of our continent, we have naturally and properly turned once more to the sea. It is illogical to contend that we should not now actively engage in the field of foreign shipping for the reason that we once curtailed our activity in that field. There is not, or should not be, any national monopoly in the field of foreign shipping.

No nation with seaports is precluded from becoming interested in maritime activities and not any nation, with the possible exception of Norway, is so definitely wedded to maritime activities that a diversion of part of its energies to other fields would disrupt its economy. In 1937, no nation in the world, except Norway, depended upon its shipping activity for more than 2 1/2% of its national income.

It has been said that America is not, or at least should not aspire to be a maritime nation for the reason that its merchant marine has always required government subsidies in order to survive in world competition. It is, of course, true that government subsidies have been paid to the American merchant marine. It is equally true that other maritime countries have subsidized their merchant marine fleets in many ways. That, however does not detract from the fact that we need a merchant marine for our military and commercial well-being nor does it prove that our people do not have an aptitude for maritime pursuits. It simply means that the United States, like every other nation in the world, has been so impressed by the extreme importance of having its own merchant fleet and of not being dependent upon foreign shipping interests, that it has spent public monies to insure its continued existence.

The American ship owner is required to operate according to the American standard of living and to sell, meanwhile, in the unprotected foreign market in competition with low-cost foreign vessels. Under these circumstances, a balanced American merchant fleet could not long survive without some protection. A measure of protection is provided by our Merchant Marine Act.

1/c: "I've been misbehaving and my conscience is troubling me."

Doctor: "I see, and since I'm a psychiatrist you want something to strengthen your will power?"

1/c: "No, something to weaken my conscience."

* * *

A man's greatest mistake is to suppose that grass widows are green.

* * *

Guest (to host in a new home): How do you find it here?

Host: Walk upstairs, then two doors to the left.

ALUMNI NEWS

TO THE MEMBERS OF THE GRADUATION CLASS

The Alumni Association of the California Maritime Academy congratulates and welcomes to its ranks the members of the September, 1945, graduating class.

It is impossible for most of the members to attend the ceremony of your graduation and say personally to each and every one "glad to have you aboard", due to the very good reason that so many of our members are sailing the seven seas, while others are more or less permanently located in the far corners of the globe.

Annually particularly during the past several war-years, many new members, graduates of our Academy, have been admitted into the Alumni Association, as we soon hope to have the pleasure of admitting you.

As cadet-midshipmen at the Academy, you had no occasion or reason to become acquainted with the C.M.A.A.A., other than reading the letters and items as printed in the Alumni column of your school paper, The Binnacle.

The Alumni Association, as such, has never enjoyed headquarters of its own, and since its establishment, records and membership cards have been handled through Alumni officers stationed at the Academy. It has been the aim and goal to some day have private headquarters for the Association—this is fast approaching a reality.

Until such time—permission has been granted to hold our social and business meetings at the Army-Navy Club in San Francisco. Admission is accomplished only by the presentation of your membership card in the Alumni Association.

We are sure you can appreciate the difficulties involved in attempting to operate an organization such as ours which has no permanent headquarters. Meetings are held the second Friday in every month. With members scattered, it has been a pleasure to see so many attending these meetings whenever possible. Being ashore, after so many months at sea, there are many things, probably more urgent, than attending an Alumni meeting, but genuine interest in promoting the professional interest of the graduates, and in fostering acquaintances and friendship among the boys who lived together on the Golden State, bring them out.

Membership in the C.M.A.A.A. is comprised of regular, associate, honorary, and auxiliary members. Regular members are restricted to graduates of the California Maritime Academy. Associate members are non-graduates who served in the Academy for a period not less than one Academic year. Honorary membership may be conferred upon any citizen of the United States who has distinguished himself in affairs beneficial to the aims and ideals of the Academy and the Alumni Association. Regular members may elect any one person of the feminine sex of their immediate families to auxiliary membership who has distinguished herself in the maritime field or in affairs beneficial to the Academy or the Alumni Association.

Dues for regular members consist of an annual fee of six dollars (\$6.00) which may be remitted for ensuing year or years at any time. There is no initiation fee. All members, in good standing, shall be listed as subscribers to "The Binnacle", the school publication.

As the American flag is raised from day to day, it is over increasingly progressive work on our new home, one you will be proud of. At the dedication ceremonies you will recall the hardships you endured, those months when you first came ashore and took possession of those temporary buildings at Carquinez Straits, and will be proud of the fact that you were a member of the Academy during those "baby" days, and equally as proud to be a member of the California Maritime Alumni Association.

We congratulate you, wish you smooth sailing and know we will be as proud of you as members of the Association as you will be of us, the Association. C.M.A.A.A.

Two men left a banquet together; they had dined exceptionally well.

"When you get home," said one, "if you don't want to disturb your family, undress at the foot of the stairs, fold your clothes neatly and creep up to your room."

The next day they met at lunch.

"How did you get on?" asked the adviser.

"Rotten," replied the other. "I took off all my clothes at the foot of the stairs, as you told me, and folded them up neatly. But when I reached the top of the stairs—it was the 'L' station."

Mrs. A. U. Robison, gives us some information about her son, Richard, class of December, 1944. He sailed January 4th on a tanker, the Hood River, of the Pacific Tankers Inc. and is sailing as Jr. Third Assistant. Also with him is Bill McFarland sailing as Third Assistant. They were in the South Pacific, then made two trips to Italy, where Richard was united with his elder brother, Donald, after a separation of fifteen months. After the last trip to Italy, Don wrote that Richard was on his way home, via the Pacific. They have sailed a distance of twice around the world, so far. Guess they really have seen some country and places of interest.

J. G. Ellis in forwarding his dues says: "The fellows are doing a fine job on The Binnacle." We think so too.

Bob Swanson, also in forwarding his dues writes: "Sorry for the delay in replying, but just never seemed to have had the time, also congrats on The Binnacle, they're terrific and lots of luck to the First Class on their license exams."

Verla Trantum sends us the "moola" that puts Wm. Trantum in good with the Alumni Association and says he still is with the Union Oil and still on the Victor H. Kelly and also First Engineer.

J. F. Donohue is sailing as Chief on the John G. Brady.

Captain Jack Wilson recently returned from the South Pacific and has now taken his first command as master of an American Hawaiian freighter.

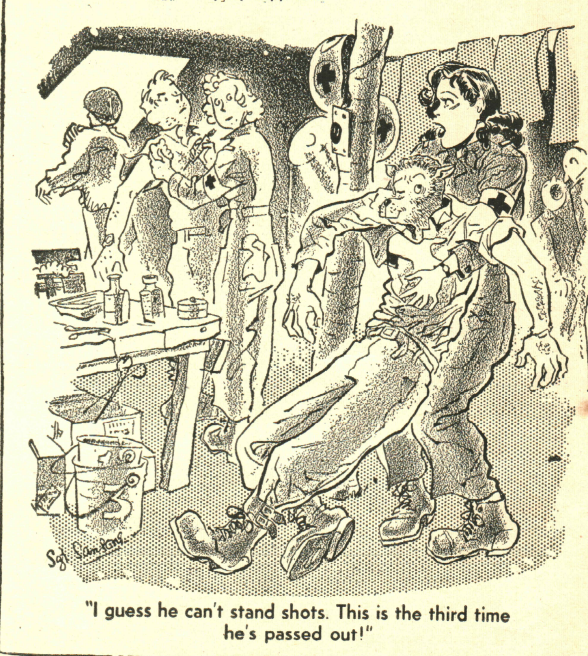
He also took over "Command as Master" when he claimed Eileen Flick, of Los Angeles, as his bride on July 28, 1945, in a ceremony at the Presbyterian Church in San Francisco. A reception followed at the Palace Hotel. Best man and matron of honor were E. J. Welch, of the Class of '40 and Mrs. Welch.

Our sincerest best wishes and congratulations, too.

The Wolf

by Sansone

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"I guess he can't stand shots. This is the third time he's passed out!"

Received a letter from Mrs. John Zeluff stating that her son, George Zeluff, June '44, is sailing with A.P.L.

Mrs. Zeluff requested that we put George's address in The Binnacle so that his classmates may write him, so here it is:

Lt. (jg) George Zeluff, S. S. President Johnson, American President Lines, c/o Postmaster, San Francisco, California.

We are sending George The Binnacle as requested by Mrs. Zeluff. Thank you for your letter.

* * *

Gentlemen:

For your information my son, Lt. Comdr. Charles K. Holzer, U.S.N.R. ('39), was made Commander of one of the Navy's largest Fleet Tankers in June this year.

Respectfully,

C. A. HOLZER
1320 Pacific Street
Santa Monica, California
August 9th, 1945.

* * *

Master of a Victory ship at 26, is the unusual record achieved by Lt. Commander Ralph W. Newman, ('41), son of Mr. and Mrs. Davis Newman of Three Arch Bay.

Recently returning here after acting as second in command of a Merchant Marine ship operating in South Pacific waters, Newman was advised that he had been placed in command of a Victory ship now being readied for Pacific service as one of the fleet of the American-Hawaiian Line. He is reported one of the youngest masters ever assigned this post in the Maritime service.

Ralph has been with American-Hawaiian ever since graduating from CMA.

* * *

Melvin H. Gielow and Thomas G. Kelly visited the base last week—after the eventful day, "V-J" Day, and after looking the place over spent the rest of the time "chatting" with Lt. Comdr. Tubbs. A few items of interest were obtained that weren't off the record, that Les Harlander married one of his school "flames" recently, but that is all the info they had on the affair. Tom Kelly is working in the office of the same outfit. They heard from Fred Doan who hopes to be home soon from the far East. Also Jacobsen is sailing as Chief Engineer—that is all.

* * *

Miss Eleanor Lundeen was a lovely bride when she exchanged vows with Ensign Gene C. Greig at 8 o'clock Saturday night, August 18, 1945, in the First Methodist Church with over three hundred guests witnessing the ceremony in Vallejo. The bride wore a gown with a white satin top, square neckline and long pointed sleeves and a bouffant net skirt with satin inserts. The attendants were roommates of the bride at the University of California and wore identical costumes in different pastel shades. William Greig, older brother of the bridegroom was best man. Lawrence Lundeen, brother of the bride and Charles Dunham, junior classmate of the bridegroom at the California Maritime Academy, served as ushers.

At present Mrs. Greig is a student at the University of California at Berkeley and formerly graduated from the Vallejo High School. She was an Honor Society member, treasurer of her senior class and a member of Vallejo Assembly, Order of Rainbow for Girls. Ensign Greig is a Vallejo High School graduate and was graduated with the December, 1944, class from the California Maritime Academy as a deck officer. He recently returned from duty in the Philippines and New Guinea.

* * *

Visitors were welcomed in the persons of Mr. and Mrs. Seth Hargrave of 1433 Lincoln Avenue, San Rafael, California, today, August 20, 1945. Seth is now waiting reassignment and expects to go out in about two weeks. On his last trip he saw Fred Nied and Zed Gwartney on a Liberty in the South Pacific, but missed seeing Commander Ben Dodson and Lt. Comdr. Ed Miller. Dick Kellam is Chief Mate on the Dickinson Victory and reports he had a rough time as Mate on a C-2 from England to New York, rolled 45° in a full gale, eight hours off Sandy Hook to get in the anchor, even the gloves froze to his hands.

* * *

Teacher (in grammar class): "Willie, please tell me what it is when I say, 'I love you, you love me, he loves me'."

Willie: "That's one of them triangles where somebody gets shot."

* * *

Mountain Guide: "Be careful not to fall here. It's dangerous. But if you do fall, remember to look to the left. You get a wonderful view on that side."

A LETTER FROM GOVERNOR WARREN

(Ed. Note: The following letter was received by Mr. Ralph D. Sweeney in reply to the invitation extended by him to the honorable Governor Earl Warren to attend the graduation exercises of the California Maritime Academy. It was dated August 14, 1945.)

Mr. Ralph D. Sweeney, Chairman
California Maritime Academy,
Board of Governors,
433 South Spring Street,
Los Angeles 13, California.

Dear Mr. Sweeney:

I have before me your letter inviting me to visit the California Maritime Academy and make an address on the occasion of the laying of the corner stone of the gymnasium and the graduation exercises which are to follow on September 1.

The Academy has done an outstanding job during this war and it would be a pleasure to be able to say that I could be with you on this occasion. However, my commitments for the end of this month and the beginning of next are very indefinite. Although I do not know just what they will be, indications are that it would be impossible for me to join you on that date.

I know you will understand when I say that I would not like to accept the invitation knowing it is quite possible I would have to decline at a later date.

It was kind of you to think of me and I hope that I may have an opportunity to visit the Academy some other time not too far in the future.

Please convey my greetings and best wishes to the graduates.

Sincerely,

EARL WARREN,
Governor.

P.S.: If I should be in the bay district I will drop in at the ceremonies.

* * *

Flora: "You know George proposed to me last night."

Dora: "Doesn't he do it beautifully?"

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

SEC. 562, P. L. & R.

Form 3547

Postmaster: If addressee has moved, notify sender on Form 3547, postage for which is guaranteed. In case of removal to another post office do not notify the addressee but hold the matter and state on Form 3547 amount of forwarding postage required, which sender will furnish.