



THE BINNACLE

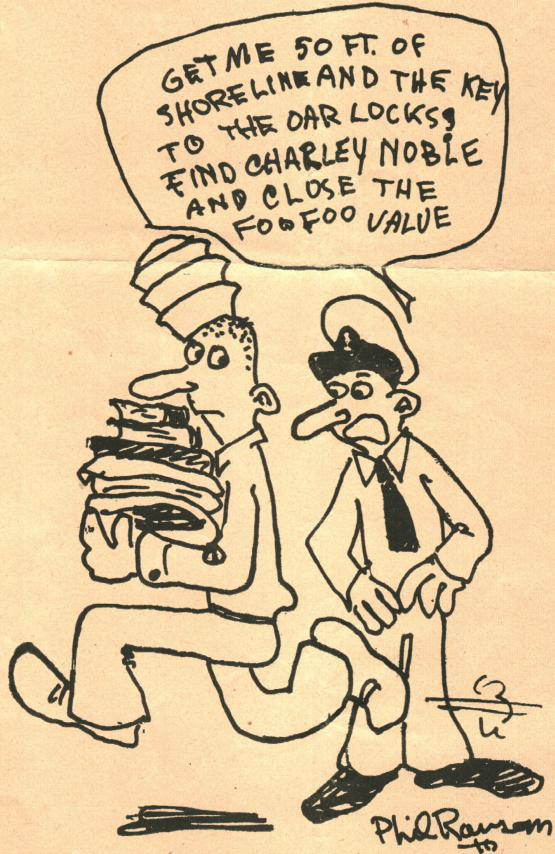
Vol 3, No. 1

CARQUINEZ STRAITS

January, 1945

NEW SWABS

Alford, Robert E.
Bek, Joseph A. Jr.
Brown, John Q. Jr.
Brown, Richard H.
Brune, Alan H.
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McLachlan, Robert H.
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Richardson, John E. Jr.
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Wainwright, Norman
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Welch, John C. Jr.
Williams, Irving P.
Williams, Reed M.



Abel, Phillip E.
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THE BINNACLE WATCH

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**THE BINNACLE LIGHT**

This being the first Binnacle of the new semester, and also the first that the new Third classmen will see, we will take this opportunity to say a few words concerning a "Swab's" position here at C.M.A.

A short time ago, most of you were civilians. Your life was carefree and your daily routine was whatever you cared to make it. Now your life has been changed. You are a part of the service. You are in a well-organized, highly-trained unit. At first your duties may seem absurd or unwarranted, but, as your training progresses, you will find that these duties are all designed to accomplish one thing—to instill a sense of self-discipline; to bring out all your potential qualities and make you part of a great organization.

As Midshipmen in the Merchant Marine Reserve, U. S. Naval Reserve, you will be expected to look, act, and dress like officers. Your uniform will be that of an officer, and your mannerisms should prove you to be worthy of that uniform. You will rank men who have had years of sea experience and who command respect for their knowledge and age. NEVER forget that you are inexperienced and as yet, are not fully trained in military courtesy. As our Superintendent, Captain Mayo, said of the last graduating class: "If you be wise you will speak softly, question and learn." You new Third classmen will do well to also take note of these words.

A "Swab's" life is not easy. It is not meant to be easy. Your upperclassmen have all gone through the same period, and have successfully weathered the storm, so don't think that you are being "picked on." Perform your duties "cheerfully, willingly, and promptly—never argue." If you heed this simple rule, you will have no trouble here at C.M.A. "Life will be more enjoyable for all concerned."

And now a word to the upperclassmen. Our duties are many. We are responsible for the daily routine and proper functioning of the Academy's activities. Let us also remember our positions. Let's not assume too much authority. Our Cadet Officers and Cadet Petty Officers are the only ones legally entitled to author-

LT. COMDR. RASCH LEAVES

Lt. Comdr. Phillip J. Rasch, our Commandant for the past nine months, has been ordered to active duty.

During his stay here at C.M.A. we have seen many changes and new functions. Under his guidance our band was organized (with the very capable encouragement of Midshipman Doug Van Sicklen); the color guard and drum and bugle corps that add that "certain something" to our Saturday morning drill was organized under Mr. Rasch's leadership. A dance for the young ladies of Vallejo was also sponsored by our last Commandant. These are just a few of the highlights of the things that we have observed under Lt. Comdr. Rasch's command.

We sincerely wish him lots of luck and smooth sailing!

NEW FORM FOR BINNACLE

If you will notice THE BINNACLE has taken a new form. Henceforth it will be divided into three distinct sections as follows: The first section will be devoted to life at C.M.A.; the second section will be concerned with Maritime news, i.e., stories and news events of interest to us all; the third section will be comprised of letters from alumni and general alumni news. We hope you will like it.

FIRE SCHOOL

During the week of January 8-13, the first class found themselves engaged in a condensed fire-fighting course at Mare Island Navy Yard. The class was divided into three groups with twelve men to a group. Each group spent two days at the school.

Owing to the short time allotted, the course of instruction was very condensed, and consequently kept the lads moving rapidly all the time.

The first half of each day was devoted to movies concerning the chemistry of fire and the basic principles of how to extinguish various types of fires.

After a sumptuous meal at the officers' mess at the school, the groups were assembled in foul weather gear and prepared to devote the afternoon to the practical work of fighting actual fires. At least a dozen fires were put out during the course of each afternoon. Each man was assigned to a different job for each fire, giving everybody experience at handling all parts of the gear. The fires were started in structures designed to represent an engineeroom, a fireroom, a hatchway and various other compartments. Oil and gasoline were the fuels for the fires.

The highlight of the course was the handy-billy race. A race to see which group could put out a burning oil-tank fire with a handy-billy pump in the shortest time.

The honors went to the first group from C.M.A. This group beat all their shipmates by putting out the fire in a little over 31 seconds; however, the record time of 28 seconds that was established by the last first class still remains unbeaten. The men in that first group were Cook, Dunham, Gullikson, Hall, Messenger, Moeller, Naylor, Peyton, Staar and Strahlendorf.

An amusing incident occurred when this group was topside fighting the hatchway fire. Hall and Strahlendorf were attempting to join two hose couplings when the instructor shouted: "Water on No. 9!" The obedient plugman (Gullikson) spun open the valve and the nozzleman (Naylor) moved in on the fire as soon as the first rush of water reached the nozzle. Well, that was all that reached the nozzle, only the first rush, for the two men attempting to make the connection had succeeded in engaging only one thread—so when the torrent of water surged through the 2½" line their efforts were undone and water spouted out of the open connection in a drenching stream. Undaunted the two men tried vainly to close the gap between the hoses amidst the choking smoke and prevalent downpour. Needless to say, they really took a beating and, incidentally, quite a ribbing.

Another amusing incident happened to John Lee. The instructor told him to back away from the open hatch as the flames were shooting out, and in backing away he came too close to an open ventilator and a long sheet of flame shot out through the vent and caught him in the—well, as we said, he was "backing" away.

Let them use it to advantage. The number of cadet officers was reduced last semester with the reorganizing of new divisions, so let's all cooperate and try to help them instead of adding another source of worry to them. In the last year, the cadet officers seemed to have too much to handle—maybe this was due to the fact that there were fewer of them than usual and consequently weren't able to control the Midshipmen as well. If we were to have more cadet officers it might solve the problem, but in the meantime, let's all pledge our full cooperation.

FIRST CLASS CELEBRATES

Journeying to San Francisco, January fifth, were thirty-three members of the first class and their guests, Lt. Cdr. E. C. Miller and Lt. Cdr. P. J. Rasch, in search of food, wine and entertainment. The gala affair was a combined event in honor of the class' first anniversary at the College of Nautical Knowledge, and a farewell send-off for Mr. Miller and Mr. Rasch, who are leaving the Academy this month.

The group met at Joe Morello's Club Moderne, where, after a few rounds of "Pepsi-Cola," they settled down to a sumptuous dinner. The meal lasted long enough for the Middies to enjoy two floor shows, and for the "wolves" of the class to leap and scream with some of the chorus girls, although unsuccessful attempts were made to get the cute photographer to dance the dreamy whirls.

Griffith and "Bubble Nose" Ransom jitterbugging with the "bespectacled one"; Mr. Miller's "sentiments" on the pictures he autographed; Van Sicklen and Mr. Rasch discussing pulchritude; Baxter's "toast"; Dick G., Doug, and Dick N. with the three cutest "specialty dancers"; Hall and the Midget fan-dancer (38" of dynamite); Dunham adding to his pin-up collection (Peaches please take note); "Lennie" Young and "Tall Tom" Pew making successful dates with the chorines, and Pew smoking his first cigarette, were among the high spots of the evening.

After the dinner and a parting round of "Pepsi's" the boys and Mr. Rasch set out in quest of further entertainment, but finding no burlesque shows open they returned to C.M.A. convinced that the class parties and class liberty was THE thing. (Mr. Heron please note).



Reading from right to left: Griffith, Naylor, Strahlendorf, Baxter, Dunham, Messenger (part of head showing), Koerber, Annin, Smith, Hall, Lt. Comdr. Rasch, and Van Sicklen.

NEW COMMANDANT

The position of Commandant of Midshipmen at C.M.A., formerly held by Lieut. Commander Philip J. Rasch, has now been filled by Lieutenant Richard D. Heron, USNR.

Mr. Heron, an old "schoolship" man himself, graduated from the California Maritime Academy in 1938. After his graduation he entered the maritime world via the Union Oil Company, with whom he sailed until his entry into the Navy in January, 1942.

Since being assigned to active duty with the Navy, Mr. Heron has seen extensive service in the Mediterranean theater of operations. His first tour of duty was as Communications Officer on a Navy combat-transport ship. Later he was transferred to the staff of Admiral Hewitt. Over a period of 18 months, Mr. Heron served as Assistant Operations Officer on three of Admiral Hewitt's flagships.

Upon being asked if he had any statement he wanted to make to the cadet corps, Mr. Heron said, "Only that I am glad to be back at C.M.A. again, and that I am pleased to see how the Academy has grown and improved since I was here as a Midshipman."

He concluded with, "I sincerely hope that you boys and I will get along well together."

Mr. Heron is a quiet, reserved sort of man who gives the impression of sincerity in all his actions. During the short time he has been here he has won the popular approval of all hands, and we are certain that he will be a very efficient and successful commandant.

The Binnacle staff wishes to take this opportunity to welcome Mr. Heron back to the schoolship, and to say that we hope he has the best of luck in his new position.



Reading from right to left: Casey, Robb, Palmisano, Coleman, Lt. Comdr. Miller, and Detweiler.

THE LADY KNOWN AS FLU

A bunch of germs were hitting it up
In a bronchial saloon;
Two bugs on the edge of the larynx
Were jazzing a ragtime tune;
While back of the teeth, in a solo game,
Sat dangerous Dan Kerchoo,
And watching his pulse was his light of love,
The lady known as flu.
* * * * *

Coleman: "Was her father surprised when you told him that you wanted to marry her?"

Dunham: "Surprised! Why the gun nearly fell out of his hand."

* * * * *

The little child was sitting demurely on the couch, watching her mother smoke a cigarette. Her little nose was wrinkled and in her pale blue eyes there was an expression of childish disillusionment. Finally, unable to stand it any longer, she burst out in her quavering falsetto: "Mother, when the hell are you going to learn to inhale?"

* * * * *

The plumber's face flushed, but being a good plumber, there was no noise.

* * * * *

Little Willie: "Mama, where do elephants come from? And don't try to stall me off with that gag about storks."



Reading from right to left: Tripp, Schlaman, Brandt, Lee, Lt. Comdr. Miller, Detweiler, Ransom, Stradley, King, and Staar...



SEA DUST

(These jokes are begged, borrowed, or stolen from any and all sources.)

Cop: "How did you puncture this tire?"

Driver: "Ran over a milk bottle."

Cop: "Didn't you see it in time?"

Driver: "Now, the kid had it under his arm."

1st Seagull: "Who won the football game down there? Cal or USC?"

2nd Seagull: "USC by a touchdown."

1st Seagull: "And to think I put everything I had on Cal."

"Well," said the marriage clerk, "what are your names?"

"Sontag Lomis," said the boy.

"Mary Smith," said the girl.

"And how old are you, Sontag?"

"Sixteen, Sir."

"And you, Mary?"

"Fifteen, Sir."

"Sontag, don't you know that being as young as you are, you can't marry this girl without her father's consent?"

"Yeh, and who do you think that is standing over there with a shotgun—Daniel Boone?"

"Oh, look at the funny little bug. What kind of a bug is it?"

"That's a lady bug," replied her escort.

"My, but you have good eyesight!"

The war news is setting a pattern for reporting. Not so long ago A Barracks reported that "The boys in our barracks caught twelve rats last night. One of our traps is missing."

Mother: "Now Junior, be a good boy and say 'Ah-h-h,' so the doctor can get his finger out of your mouth."

"Mother, are there any skyscrapers in heaven?"

"Oh, no, son. ENGINEERS build skyscrapers."

"I would like some alligator shoes."

"What size shoes does your alligator wear?"

Judge: "You admit you drove over this man with a loaded truck?"

Driver: "Yes, Sir."

Judge: "What have you to say for yourself?"

Driver: "I didn't know it was loaded."

Female Driver: "I want a glass of water for the radiator, a thimble of oil for the motor, and a demitasse of gasoline. I think that will be all."

Attendant: "Couldn't I cough in your tires?"

Mr. Tubbs: "Now watch the blackboard while I run through it again."

A young lady was on a sight-seeing tour of Detroit. Going out Jefferson Avenue the driver of the bus called out the places of interest:

"On the right we have the Dodge home."

"John Dodge?" the lady inquired.

"No, Horace Dodge."

Continuing out Jefferson.

"On the right we have the Ford home."

"Henry Ford?"

"No, Edsel Ford."

Still further out Jefferson.

"On the left we have Christ Church."

A fellow passenger hearing no response from the young lady, tapped her on the shoulder and said, "Go ahead lady, you can't be wrong ALL the time."

The doctor was interviewing the last patient in his office when a woman rushed in crying: "Doctor! Doctor! come quickly. My husband has swallowed a mouse!"

"Get back to him," said the doctor, "and try waving a piece of cheese in front of his mouth. I'll follow."

Five minutes later the doctor reached the house. A man was lying on the settee with his mouth wide open while an hysterical woman was waving a herring close to his mouth.

"You foolish woman," he cried, "I told you to use cheese."

"I know that," she shrilled, "but I've got to get the cat out first."

"I didn't raise my daughter to be fiddled with," said the cat as she rescued her offspring from the violin factory.

A milk bottle was fished out of the ocean and was found to contain a piece of water-soaked paper. But the writing on the paper was too faint to decipher. Clearly it was a case for the FBI.

Various tests were made and the various acids were applied. At last six words stood out in a startling clearness. They were: "Two quarts of milk; no cream."

"So you desire to become my son-in-law?"

"No I don't, but if I marry your daughter, I don't see how I can get out of it."

Guest (to host in new house): "How do you find it here?"

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

Some girls I've known said they wouldn't, While some even said that they couldn't; I sure wasn't rating, so now I am dating A girl who just says that she shouldn't!

Love is one game that is never called off because of darkness.

There's the tale of the Washington diplomat who couldn't find lodgings for love nor money. One afternoon, while crossing the river he heard a drowning man's frenzied cry for help. Peeling off his jacket, he plunged into the river, threw his arm around the unfortunate victim, and cried, "Quick, man! Tell me where you live!" "3552 Q Street," gasped the man. Promptly pushing his head under water, our hero struck out for the shore, and rushed to the given address. "I happen to know that the fellow who lived here won't be back," he told the landlady. "I want to rent his apartment." "Your a minute too late, brother," said a voice behind the landlady, "I'm the guy who pushed him in!"

A wedding ring is like a tourniquet, it stops your circulation.

The Wolf

by Sansone

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Navy War Bond Cartoon Service

"Beat it, Mate—She's buying her Pearl Harbor Day bonds from me!"

KNOW YOUR OFFICERS



CAPTAIN CLAUDE B. MAYO
U. S. Navy (Ret.)

Superintendent California Maritime Academy

Captain Mayo was born in Columbus, Mississippi, on the 14th of April, 1885. He led a normal childhood life enjoying the spacious carefree existence of a large southern plantation owned by his father. His first association with any military organization was in 1898 when he saw service with the Second Mississippi Regiment of United States Volunteers in the Spanish-American War. After completing his enlistment with the Volunteers he attended the Mississippi State College for two years.

He became interested in the Navy several years later and applied for an appointment to the Naval Academy. He entered the Academy in 1902 and was graduated in 1906. Two years after graduation he was promoted to the rank of Ensign. In 1911 he was then raised to the rank of Lieutenant (jg) and in 1913 to Senior Lieutenant. After serving in this capacity for four years he was made a Lieutenant Commander and in 1918 a full Commander. By his hard work and endeavor to get ahead he was made Captain in 1931. He retired from the Navy at his own request to take an appointment as Superintendent of the California Maritime Academy, in 1940.

During his many years at sea, Captain Mayo has served as Commanding Officer, Executive, First Lieutenant, Gunnery Officer, Engineering Officer and Navigator of Battleships, Destroyers, Gunboats and Naval Auxiliaries. He has also been Destroyer Division Commander, Destroyer Division One and Destroyer Division Thirty-six.

He was also Assistant Naval Attaché and Flag Lieutenant Gunnery Officer of Destroyer Flotillas. He then served as Engineering Instructor at the United States Naval Academy. He has been Detail Officer (Naval Personnel) and organized the Naval Morale (Sixth) Division in 1919-1921 founding the Navy Volunteer Education Courses. He was once in charge of all Navy athletics, having been a member of the United States Olympic Executive Committee. He has served in Naval Intelligence.

Captain Mayo has also been connected with air, having trained at Pensacola in Heavier-Than-Air (Naval Aviation Observer) and in training Lighter-Than-Air, Lakehurst. He was once a Balloon Pilot. Upon the completion of his training, he attended the Naval War College (Senior Course). He served for three years as War Plans Officer of the Pacific Northwest and Alaska.

Captain Mayo served as Director of Naval Reserves in Southern California from 1937-1940. His last sea duty was Commanding Officer of the now famous Battleship NEVADA.

Captain Mayo holds Campaign Medals for Haiti, Vera Cruz and World War I service together with commendation and Expert Rifleman medals. He has also received the following degrees: L.L.D., B.S., and F.G.S.A.



DR. R. C. DWYER
Dean of Education

Dr. Dwyer hails from the Valley of the Great Kanawha in the State of West Virginia where he spent his boyhood very much the same as the average American youth, i.e., dreaming of the future and trying to prepare himself to be President of the United States. (That's what his "schoolmarm" in the log schoolhouse he attended early in life, advised him to "shoot at"). Editor's note: He abandoned that ambition in 1933, when he heard that F.D.R. was running.

After two years at W.V.U., and due to domestic circumstances, he was compelled to follow a more practical route to the future. His father, being a locomotive engineer, possibly saw embryo engineering germs in his son and conspired with the Master Mechanic at the local shops to enter him as an apprentice machinist.

Dr. Dwyer tells us that such an arrangement was not entirely to his liking, as he had long since decided to become a marine engineer. However, he had no choice in the matter and completed his apprenticeship in the machine shops with allotted time in the forge, boiler, pipe and sheet metal shops.

His inspiration to become a marine engineer rather than a locomotive engineer was prompted by his love of adventure. Adventure was afforded by the large side and stern wheel passenger river boats and the huge stern wheel tow-boats, towing barges of coal down the Great Kanawha to points afar, like Cincinnati, Memphis, New Orleans, etc., rather than a limited distance of an approximate 100 miles division as the locomotives on the railroad have. This, thought Dr. Dwyer, would be the height of his ambition: Chief Engineer of a show boat.

After trying out as engineer's striker on the Greenwood of the Green Line out of Pittsburgh, Pa., (Ohio and Great Kanawha rivers) for about two months, he decided that the road to his ultimate goal was too long and difficult. Back to the railroad shops he went, trying out many different ones for short periods but always moving West until he reached the West Coast at the Port of Tacoma, Washington, where the love of adventure assumed first place in influence upon his career.

Here he joined the S.S. Elihu Thompson, built in 1874, as refrigerating engineer, sailing to St. Michaels and Nome, Alaska, and way ports. After completing three voyages he resigned to join the S.S. Buckman, running between Seattle and San Francisco. He made several trips on this run to get in enough sea time for an original license. In 1907, having been "grounded" in his sea-going career, he joined the S.S. Minnesota (35,000 tons) as a junior engineer on the run Seattle to the Orient.

We next (1908) find him on the U. S. Army Transport Dix (6 knots—in fair weather) bound for Manila with a cargo of mules and supplies for the Army in the Philippines. This voyage was enough to discourage any man—bad weather all the way, plus an epidemic of cholera in Manila Bay, preventing any shore leave. After his voyage he decided that perhaps the railroad

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DR. R. C. DWYER (Cont. from Page Six)

shops were not so bad after all, so he started back East with short sojourns at various R. R. terminals until he arrived at Eureka Springs, Arkansas. Here he met a girl whom he married in 1910.

Shortly thereafter he went to Newport News, Va., and back to sea again on Atlantic runs to Europe. He found himself ashore again in 1915, in Akron, Ohio, as powerhouse machinist and later powerhouse engineer for the B. F. Goodrich Co.

In 1918 he returned to Newport News to the shipyard there as quartermaster in charge of erecting boilers and machinery in vessels built for the Navy. In 1919 he was made guarantee engineer for the same company and made many cruises on passenger and naval ships, looking after the builder's interests during the guarantee periods. In 1922 he went with the U. S. Lines as 1st Asst. Engineer on the Peninsula State (later the President Roosevelt) running to France, England and Germany. In the same year he joined the S.S. Leviathan while being reconditioned in Newport News and sailed on her as 1st Asst. Engineer in May, 1923, when she entered the North Atlantic passenger service, later to be promoted to staff chief engineer.

Later, in 1925, he joined the Old Dominion Steamship Company as Chief Engineer of the new S.S. George Washington just being completed in Newport News, Va. A few months later, as the second ship was completed, the Robert E. Lee, he was transferred as Chief of it, where he remained running from New York to Havana, Cuba. In September, 1926, he accepted a position as Machinery Inspector for Gibbs Brothers, Naval Architects, then building the S.S. Malolo (now Matsonia), at Philadelphia, for the Matson Navigation Company. In May, 1927, he sailed as Chief Engineer of the Malolo for the Matson Line and remained on its Hawaiian run with occasional cruises around the Pacific until 1930.

In 1930 he resigned sea-going again and went in business (tool and die manufacturing in Oakland, California). This business venture did not prove a success as all business activity was on a steady decline at that time.

In 1929 the California Nautical School was created and during 1930 it began to function. The Board of Governors began to get the organization together and had requested several sources to submit recommendations for key positions. Dr. Dwyer was offered the position of Chief Engineer, which he accepted in December, 1930. He served as such until January, 1934, when he was promoted to Superintendent at the resignation of Captain Topp, the original Superintendent. He served as Superintendent until July, 1937, during which time three foreign and one coastwise cruise was made.

In July, 1937, the Navy Department decided to have a retired Naval Officer in command of the training ship, since it was their vessel, so Captain N. E. Nichols was appointed and relieved Dr. Dwyer, who at that time was only a Naval Reserve officer.

Dr. Dwyer was again made Chief Engineer of the now California Maritime Academy (the name being changed in the meantime). In October, 1939, he was commissioned by the U. S. Maritime Commission to write the engineering text which now is used by the Federal and State Maritime Academies. This project required over three years which he accomplished along with his other duties as Chief Engineer and Instructor at the Academy. In recognition of this work he was awarded the Doctor of Laws degree in 1942.

He continued to serve the Academy as Chief Engineer and Instructor until early in 1944 when he was promoted to Dean of Education, which position he holds at present. He is a member of the Propeller Club of the United States, Port of San Francisco, and the Society of Naval Architects and Marine Engineers.

LIFE AT CMA DURING THE CHRISTMAS AND NEW YEAR'S LEAVES

Saturday afternoon, December 16, marked a milestone in the lives of about seventy-five midshipmen at C.M.A. The long-awaited graduation had come, and with that the Third and Second classes moved into the positions of the Second and First classes, respectively. The new Second class displayed their advancement by eagerly and hastily burning their "Swab Rules," and displaying new three-eighths braid. An eight-day leave had been authorized so approximately half the cadet corps left the Academy for their long-awaited Christmas leave.

The next week saw those on the base confronted by two horrible words: TURN-TO. These unfortunate lads had one consolation, however, because they knew that their leave was still to come. On Christmas Eve, Midshipman C. E. Smith very generously donated some food and a wiener roast was held in the Camera Club building. According to all rumors a very enjoy-

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THE DEVELOPMENT OF THE MOTORBOAT

By Midshipman Richard Tobey

(Editor's Note: Midshipman Tobey has been actively engaged in boat design and construction for the last ten years. At the age of eight he designed his first boat, a kayak; since then he has progressed through racing kayaks, sailboats and motor boats of all classes and types. His prized possession at present is a self-designed and self-built racing runabout whose performance has gained him the reputation of one of the youngest boating authorities in Southern California.)

Motorboats, as we know them today, have developed along with the automobile as the automobile did with the development of the internal combustion engine. Their beginning was as uncertain and precarious as the early horseless carriage, having developed through the various stages until they have reached the state of perfection approximating that of the modern car. Actually, in development, the motor boat was a step or so behind the automobile as it was directly dependent on the car's advancement for advancement of its own. Thus, developments were incorporated only after their being proven in the automobile.

This case, too, has its exception. In motorboats, due to propeller slip and various other inefficiencies an engine is operating under conditions similar to those of a car engine if driven constantly in low gear. For this reason the motorboat provided an excellent means for proving engine stamina. In 1910, soon after the drawbacks of adaptation became apparent, the Waukesha Company produced the first engine designed, engineered and manufactured solely for marine use. The developments introduced in this engine were soon to be available in other fields.

Essentially, motorboats fall into three distinct classifications: First: cruisers, launches, and motor-boat boats, etc.; second: runabouts; and third, racing craft. The latter two having definite limitations, the former more adaptable to varying forms and types. The first is definitely of the displacement type hull *(footnote: refer to Binnacle: Nov.-Dec. 1944) displacing precisely its own weight of water. This displacement changes little, if any, when the craft is under way. Obviously then, in order to move, the hull must push aside an amount of water approximating its own weight. It is on this type of hull that most work on line development is done. The third classification had next be reiterated upon, as the second incorporates the qualities of both. As stated the third type of boat is directly limited to racing craft. In racing craft the basic idea is to apply the axioms of physics such as: velocity, inertia, the inclined plane principle and vacuum, along with the postulates of engineering, weight, stress, strain and efficiency to attain the utmost in speed. The basic racing hull designs, the hydroplane and the three-point suspension hydroplane, incorporates the fore-mentioned qualities into a type of hull designed to skim the surface of the water, decreasing fluid friction. Stability, seaworthiness and safety are all sacrificed to attain the utmost in speed. Because of these divergencies from the orthodox, speedboat racing is one of the most fascinating and popular of sports and hobbies.

The second type of pleasure craft is generally referred to as the "runabout" type. This type combines the better qualities of the other two. The "runabout" hull is designed to displace enough to assure seaworthiness and stability, and yet to have the property of planing. A very prominent distinction should be borne in mind. Types two and three are of type that plane, that is, they are designed so that when a certain speed is attained they begin to skim, increasing speeds and propeller efficiency. Type one is not of the planing type.

The "runabout" had its beginning back around 1910 when that era's conception of a "runabout" was shown in a type referred to as "pencil" hulls. They were referred to as such because of their extreme length and narrow beam, obviously the most efficient of the era. This efficiency pertained only to speed however, as "pencil" hulls were noted for their ability to capsize at the most inopportune moments. It wasn't until 1912 or 1913 that the renowned Gar Wood was reputed to have developed an elementary form of the hull we know today.

Development in hull design proceeded methodically until in the latter part of 1925, where the runabout hull had seemingly reached an erroneous state of perfection. In the four or five years to follow, little more speed was attained through hull change. The question of power was brought to mind. At that time the only solution to the matter seemed to be in more power. From 1925 to 1929 racing boat builders progressed until they were harnessing most everything but locomotives and the kitchen sink. By 1929 it became ominously evident that something had to be done, things had reached the point where the over-

(Continued on Page 8, Column 2)

WISE AND OTHERWISE

By Marv

Now, as in the days gone by, the principle topic of conversation at C.M.A. is liberty. Yes, the everlasting subject of leave commands a great deal of interest and attention whenever the lads gather to talk in their spare time. And with this interest the question is always brought up of what to do on your leave. It is with this thought in mind that this column is being written.

The Bay Area presents an abundance of different types of entertainment and enjoyment. For those who like dancing, but are not too well acquainted, Saturday afternoon dancing at the Palace Hotel should appeal to them. This affair is sponsored by the young ladies of San Francisco and the Bay Area and is held exclusively for Midshipmen and Cadets. The men are greeted at the door by a very charming hostess and are then introduced to any and all the young ladies they care to meet. Dancing progresses from 1400 until 1700 amid the romantic atmosphere of one of the oldest hotels in San Francisco. Refreshments are served during intermissions while the small groups gather to chat.

For those who enjoy taking their dates to dinner-dances, almost all the larger hotels in the city supply ample facilities. There is the Peacock Court of the Hotel Mark Hopkins, the St. Francis Hotel, the Palace Hotel, for evening dancing, and the Claremont Hotel of Berkeley, just to mention a few. The Claremont in particular presents itself as quite favorable because of the fact that it is frequented by a large number of the younger set. The lights are displayed at night in such a way as to make it take on the appearance of an old inn situated in the Swiss Alps.

Many of us enjoy a good show occasionally. Movies of all types, old and new, may be found along Market Street from the Ferry Building on up past the Civic Center. If it's vaudeville you crave, your desires may be satisfied at either the Golden Gate or the Warfield Theaters. Some like a good stage play and there are two theaters featuring these in the city. The Geary and the Curran have an evening performance every night and a matinee on Saturday and Sunday afternoons. Most of the well-known plays and hits of the current season are acted out upon these stages. For the few who appreciate the heavier types of entertainment such as light opera and opera, the San Francisco Opera will perhaps appeal to them. The disadvantage being that the season is but for a short period only.

The subject of a good place to eat seems of interest to everyone. If you like sea foods, Spenger's, located in Berkeley at the foot of University Avenue is one of the best places in the entire Bay Area. Shell fish dinners may be had at the famous Fisherman's Wharf in San Francisco. For a good all-round meal, The Fables, located in the city just off Union Square, can't be beat. The Fly Trap appeals to many of us because of its simplicity and good wholesome food. For a beautiful view of the Golden Gate along with delicious food and a pleasant atmosphere, the Cliff House near Golden Gate Park is considered by some to be one of the nicest restaurants in Northern California. The guests are seated at tables overlooking the entrance to the bay and watch the many ships come and go as they loom larger and larger or disappear beyond the horizon. An occasional seal playing on the rocks attracts the attention of a few.

Since many of the men have attended college at one time or another, they would probably find relaxation in visiting some of the campuses near the Bay Area, the most popular being the University of California at Berkeley. A large number of the sororities hold an open house for service men every Sunday afternoon, at which time they are invited to attend and make the acquaintance of the co-eds. Several of the sororities in the past have held dances exclusively for the Midshipmen from C.M.A. If you happen to be near there in the future, it would be well worth your while to visit them.

As the days grow warmer towards the later months of the year, all eyes are on summer resorts and the thoughts of pleasant relaxation on the warm sands of some beach near cool rippling water and refreshing breezes. The sands of Santa Cruz and the beaches of Rio Nido on the Russian River may well fill this bill. There is much to attract one's attention, particularly at Rio Nido, although it is some distance from the base. Everyone seems to have but one intention in mind—that of becoming acquainted with everyone else, and the evening dances well afford an ample opportunity for just that. Many Midshipmen are attracted to this famous resort every weekend it is open during the summer months.

Though we have presented a few of the high-lights of how to spend a weekend leave, we ask you not to take our word for it, but to experience them yourselves. In this way, and in only this way, can you receive the full benefit of them.

WEATHER WISDOM

(Editor's Note: This is the eighth of a series of articles on weather compiled from the notebook of Captain Claude B. Mayo and reprinted through his courtesy. Others will appear in each issue of The Binnacle).

DEW AND FROST

"The dew of the evening industriously shun
They're the tears of the sky for the loss of the sun."
"When the grass is dry and the morning light
Look for rain before the night."
"When the dew is on the grass
Rain will come to pass."

Heavy frosts are generally followed by fine, clear weather. Dew or frosts form best on a clear, calm night. Dew forms abundantly only when conditions are not favorable for rain.

BAROMETER

The Barometer is a highly regarded and extremely important instrument in the forecast of weather. Its use, however, is based primarily on associated data, rather than on the reading of the individual instrument. The one basic fact related to reading of a Barometer is that no considerable decrease in atmospheric pressure occurs except in the presence of bad weather.

"The hollow winds begin to blow
The clouds look black, the glass is low."

"When the glass falls low
Prepare for a blow.
When it rises high,
Let all your kites fly."

THUNDER

Thunderstorms are caused by the upward movement of warm humid air, producing cumulus clouds. They are more common in the afternoon than in the morning. If they do occur in the morning, rain is sure before night.

A warm spell broken by a cold wave is likely to be accompanied by thunder. In the spring this cold is friendly, as it checks premature budding.

"Thunder in spring, cold will bring."

"When it thunders in the morning
It will bring rain before night."

"The winds grow high;
Impending trumpets charge the sky;
The lightning flies, the thunder roars;
And big waves lash the frightened shores."

—Prior

Photographer (to a little three-year-old): "Watch and see the Dicky bird."

Little Girl: "Just pay attention to your exposure so that you don't ruin the plate."

(Continued from Page 7, Column 2)

age racing craft looked and performed like a Wright Cyclone on a shingle!

Every field was searched, every leaf left not unturned. After slightly less than a year at a standstill, the single step hydroplane made its debut. The era from 1930 on marked the birth of racing craft as we know it today. Following suit, the runabout began to develop rapidly using ideas developed in the new racing field. More beam, wide and flatter transoms, flatter planing angles, less angle of attack on the chine just to name a few. These were all tried and perfected until the present-day runabout was attained.

The development of all boats and ships is far from a state of perfection. Often heard in boating conversations is the statement, "What else can be done to attain greater speed? They are practically flying now, why not fly?" No one will dispute the place of flight in the world today. But for pleasure, there are thousands who will still prefer the dash of spray, the foaming wake and the gentle (?) bounce of a fast boat speeding over a choppy sea.

We all have our fostered desires and pleasures to enjoy with the coming peace. Mine (and thousands more) will be to open the creaky garage doors, roll back the tarpaulin from a beloved boat, and prepare for a day of boating by filling the tank with 20 gallons of beautiful gasoline—ration free.

SPORTS SPASMS

By **Ivan on' Irv**

At long, long, last, construction on the Academy Gym has been started. Although contractors say that it will take from six months to two years to complete the job, at least it is started, and that is the main thing.

In an interview with the Academy's athletics director, Mr. Slagle, he stated that, "Upon completion of the gym, we will have regular and organized teams that will compete with other schools and organizations in this locale, and at that time the outstanding athletes of C.M.A. will be awarded a block letter in the following sports: basketball, swimming, tennis and golf. These will be classified as major sports. The minor sports will include touch-football, boxing, wrestling and rowing."

Up to this time there has been some question as to when boxing and wrestling teams would be started at the Academy. Mr. Slagle answered this in a very few words. "Boxing and wrestling require a heavy mat, and at the present time there is not a suitable place where a mat of this size and weight can be stored. So those two sports are definitely out until the gym is completed."

This term a new sport has been added to the roster. This sport is rowing. This will be scheduled for every Thursday, and it will give everyone a chance to show their ability in rowing and also a chance to find themselves a spot on the class crew.

Almost as reknowned as the schoolship itself, are the whale-boat crews and races of C.M.A. For years the crews of this Academy have defeated, horribly, all comers. For the benefit of bucks the tide and dangers of San Joaquin river to enjoy a few plained. Every term at the end of the cruise period, the T.S.G.S. bucks the tide and dangers of the Stockton river to enjoy a few days of party time and recreation in the fair little city of Stockton. During the stay in that city of hospitality and friendliness, a great event takes place. The Third Class is given a chance to show the stuff they're made of and challenge the Second Class to a crew race. The winners of this race have the privilege of racing the First Class, and the winner of this last race usually gets a couple of days' liberty. In the past, the First Class has never been beaten. Of course, there is always a first time but in this case it is very doubtful.

In the weeks preceding the great race special days will be set aside for "crew" practice only. This will give the different crews a look at each other and maybe a chance to arrange a few preliminary races to sort of "feel out" the opponents. How about it underclassmen? Are you going to stand by and see a great First Class team add another race to their practically traditional "win"? Get together, form your crew, practice hard, and make this year's visit to Stockton one that will go down in C.M.A. history.

TWO YEARS HAVE PASSED SINCE . . .

By **Dick**

December, 1942:

Lieutenant Harkness supplies Midshipmen with reports on the new shore base at Morro Cove. He stated that the major part of the base is now completed and ready to be occupied, but before they could move in there were many miscellaneous jobs and problems to be taken into consideration. Labor shortages, priority ratings, transportation and shortage of material all combine to create further delays which must be expected. (The base was finally completed and occupied on August 24, 1943.)

Midshipmen Tom McFayden and Bill Shaw conducted a very successful blood donor campaign here at C.M.A. and led a group of some sixty-five Midshipmen to the Red Cross Blood Procurement Center. Although the blood procuring process was comparatively painless, several of our sea-faring men found their heads spinning for a short time. Whether this was caused by the loss of blood or by the attractive blonde nurses has not yet been determined.

The graduating Editor of The Binnacle was Phil Franklin. The position was filled by G. W. Cowan with Ed Johmannessen as Associate Editor, D. R. Beaumont, Feature Editor; N. C. Elliot and L. E. Uman were Art Editor and Business Manager, respectively.

The graduation dance was held at the St. Francis Yacht Club overlooking the Golden Gate; the gate through which these men soon sailed as Merchant Marine officers.

Sloshute Jerk continued to amaze the "sweet young things" by telling them that the "C.M.A." on his cap devise stood for "Czechoslovak Maritime Aktiegen-blatt."

(Continued from Page 7, Column 1)

able time was had by all. Christmas day on the base was not what it had been in the past but everyone seemed to make the best of it. There was plenty of turkey for all and most of the boys were happy because they knew they were going home the next day.

On the following morning some thirty-five leave-scarred Midshipmen reported aboard; weary of the past eight hectic days and glad to return to C.M.A. for a "rest." With their return the other half of the Cadet Corps left the base eager for a chance to try their hands at eight days of liberty.

Meanwhile those that had returned aboard were confronted by those same two familiar and unforgettable words: Turn-to, turn-to, and more turn-to. On New Year's Eve Mr. Rasch gave a party in the mess hall for those men restricted. Movies were shown and entertainment was provided by the more talented members of the group. After this refreshments were served and taps were delayed until well after the completion of the party. The traditional sixteen bells were rung on the ship at midnight and the New Year rolled in rather quietly.

The following Thursday saw the rest of the Cadet Corps returning to the base. In the ten days that followed everyone was eagerly preparing for the new term and the incoming Third Class which entered January 8.



PERSONOGRAPHY No. 1

An introduction is hardly necessary for that handsome lad with the boyish grin who calls himself IVAN R. BRANDT. A social "natural," Ivan is the sort of fellow who soon makes himself welcome in any circle.

This popular deck hand is a native of the good city of Oakland, California, and is proud of it (just ask him if you don't believe me!) His favorite pastime is boating, and Ivan has had considerable experience in handling small boats in the bay area.

Although he is very shy, we strongly suspect that Ivan is quite the ladies' man. He likes dancing very much and, as we have noticed at the C.M.A. social circles, does very well for himself.

Ivan's most admirable trait is his utter lack of any bad habits. For instance, no matter how irksome a situation he encounters, no matter how peevish he becomes, never will he be heard to say a "bad word." Profanity, like all other vices, is unknown to him. Perhaps this seems like a minor thing, but it is typical of his sincerity and good-natured attitude.

It goes without saying that we would stake our last dime on this fellow's chances for a successful life at sea. His earnestness is of a type that demands success in any sort of undertaking.

So here's a toast to a great guy and a fine shipmate, and may his career be long and pleasant!

PERSONOGRAPHY PAGE

PERSONOGRAPHY No. 2



BEN BARTON

PERSONOGRAPHY No. 3

Under the spotlight today we see none other than that handsome, personable, suave, irresistible man of the world, THORNTON EUGENE O'CASEY.

"Bob Hope" Casey honored this discouraged old world by his entrance on May 26, 1924, in Houston, Texas. His early life included considerable travel and experience, among which were several years spent in the Hawaiian Islands.

Casey 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. Just give him a boating magazine, and in a few minutes you will find him day-dreaming wishfully as he pours over its pages.

As might be expected, Thornton Eugene has shown great interest in extra-curricular activities here at the Academy. He has been very active on The Binnacle staff; is a member of the drum and bugle corps, and belongs to the Camera Club.

If you were to ask him what his favorite pastime was on liberty, Casey could probably answer your question with one word: "Girls." Definitely a man-about-town, he is very much at ease in any sort of social gathering and, from all reports, enjoys considerable popularity with the opposite sex. (More power to him!)

While on that subject, we would like to comment that of late his attentions have been pretty well taken up by a certain sweet young thing who lives in Sacramento. (Or is it the state capitol's beautiful scenery that intrigues you so, Casey?)

As a serious conclusion, may we express the sincere hope that this likable fellow will always retain his quick wit and fine sense of humor; for as long as he does he is sure to be welcome wherever he goes.

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 nicknames of "Beer Nose," "Butter-gut," "Beer for Breakfast," "Meat Nose," "Fog" and many others. Yes, his name is BEN BARTON, the walking-talking "Tahoe Chamber of Commerce." Big Ben can be found almost any 4-day (and sometimes even weekends) collapsed on the sands of Meeks Bay—Tahoe. (He has "connections" there).

"The Nose" considers University High in Oakland as his alma mater—but actually graduated from A-to-Zed.

Besides being a "big gun" in a high school fraternity, Ben made himself known as quite the lover (he claims) before entering ol' C.M.A. He was actively engaged in indoor sports.

On the serious side, Ben has been interested in the sea-going life for quite awhile. He first heard about C.M.A. in '39 when he saw the T.S.G.S. at the World's Fair and decided then and there that he was going to make the grade.

He chose the "black gang" so that he could follow it up ashore after he gets his fill of the high seas. "Beer Nose" would like to get a taste of "college life" if he can find the time.

Another ambition is to journey across the border to ol' Mexico, Mazatlan, preferably, where he hopes to continue engineering. (Probably selling worn-out boiler tubes to the Indians.)

Rug-cutter Barton is an ol' jive hound from way back, preferring Benny Goodman's boys. Ben pulled a mean oar on the famous Second Class crew that "almost" took the First Class in Stockton last year. He is also Secretary-Treasurer of the new First Class.

Regarding post graduation plans, Benny says, and we quote: "Depending on the turn of events in the War, I may go active duty with the Navy—providing it seems advantageous to do so." He would like to get on a destroyer or any small H.P. ship.

Lots of luck and smooth sailing to a swell guy!



THORNTON E. CASEY

ENGINE SERIES No. 13



'SEA - KNOWS'

PROPELLER

DIAMETER: Is the diameter of a circle that would just touch the tip of each blade.

DISC AREA: Is that area of the circle whose diameter has just been defined.

EXPANDED BLADE AREA: Is the sum of the area in square feet, of all blades if they were rolled out flat.

PROJECTED BLADE AREA: Is the sum of the area, in square feet, of all the blades as seen from aft, or the acting area for steam projection.

PITCH RATIO: Is the quotient obtained by dividing pitch by diameter (about 1.3 to 1.6).

PROJECTED BLADE RATIO: Is the quotient found by dividing projected blade area by disc area (about .3 to .5).

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AMERICAN-HAWAIIAN STEAMSHIP COMPANY

DECK SERIES No. 13



'SEA - KNOWS'

MAKING FAST

"Making Fast" a vessel alongside of a pier or to buoys requires skill, good judgment and quick thinking on the part of the Officers in charge, forward and aft.

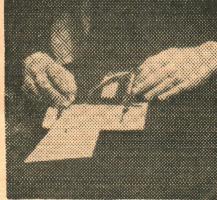
Have sufficient heaving lines coiled properly and ready for instant use. Be sure the mooring winches are operating satisfactorily.

Be ready with a spring line as well as a bow or stern line.

(Continued in Series No. 14)

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ENGINE SERIES No. 14



'SEA - KNOWS'

RECIPROCATING ENGINES

Diameter of Shaft of an engine should be a little less than 1/5th diameter of L.P. cylinder.

Main steam pipe, same diameter as shaft.

Diameter of Crank Pin, 1/4th inch less than diameter of shaft.

Diameter of Piston Rod, 1/10th diameter of L.P. cylinder.

Diameter of Air Pump, 1-6th to 1-8th diameter of L.P. cylinder.

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DECK SERIES No. 14



'SEA - KNOWS'

MAKING FAST (Cont)

Damage may be avoided by the promptness in which you run a line and check the way of the vessel when ordered to do so.

Know how much strain you can allow a manila or wire when you are checking a vessel. You can avoid parting a line by using good judgment.

Pay attention to orders from the Master. Do not allow lines to trail or become slack when the engines are turning over, for a line in the wheel can cause considerable damage.

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MARITIME NEWS

A VOYAGE IN A BURNED-OUT LIFEBOAT

This article is taken from the Proceedings of the Merchant Marine Council of the United States Coast Guard and is reprinted through their courtesy.

Several instances of the ingenuity and resourcefulness of merchant seamen under conditions of extreme adversity at sea have occurred in the reports submitted by survivors of war-action casualties.

Some time ago, a tanker loaded with 80- and 100-octane gasoline was torpedoed and immediately burst into flames. The two boats aft could not be reached because of the enveloping flames, but part of the crew abandoned ship in the motor lifeboat and on a raft and doughnut float. Those on the raft, including the master, lost sight of the lifeboat in the darkness, and the next day found one of the after lifeboats floating nearby, gutted by fire. The chief mate transferred those on the raft and float to the boat and proceeded to see what could be done before rescue.

Everything wooden in the lifeboat had been consumed by flames and most of the equipment, including the boat compass, had been destroyed. A few items, however, were salvaged from the bilges: the bilge pump, the signal pistol, the marlin-spike from the sailmaker's kit, the hatchet heads, and some nuts and bolts from the repair kit. The water tanks were also intact, and they salvaged two paddles from the float, plus the complete equipment from the life raft. With this gear they proceeded to rig their boat for the voyage.

To make mast, they loosened the end of the releasing gear pipe and bent it upward at right angles to the keel. A yard and topmast were fashioned with planks from the raft. The sail was sewn with line from the fishing kit, which was forced through the canvas with the point of a knife. The problem of a rudder was solved by taking the metal from the buoyancy tanks and pounding it flat with the hatchet heads. They then used a marlin-spike to pierce holes in the piece of metal and inserted the wing bolts to attach it to an improvised wooden stock.

The next morning watches were set, the sail hoisted, and a course laid for the coast of India. They steered by the sun and wind by day, and the stars by night. The jury rig performed creditably—the chief mate calculating that they averaged 40 miles a day.

Planes were sighted three times but, although they used flares and signaling mirrors, the distance was too great for them to be seen. Unfortunately, the signal pistol did not work, which was not surprising under the circumstances.

About five days after they set out, the lifeboat was picked up by a British steamer and the survivors landed at an Indian port for treatment. All were in excellent condition, however, and were released from the hospital in a day or two. Even had they not been picked up they would doubtless have reached land within 36 hours.

This story illustrates forcibly what can be accomplished by resourceful and determined men under capable leadership.

INTERCHANGEABILITY OF VALVE PARTS

This article is taken from the Proceedings of the Merchant Marine Council of the United States Coast Guard and is reprinted through their courtesy.

A recent casualty report has directed Headquarters attention to the fact that some members of ships' personnel believe that valve parts are interchangeable as long as the valves are of the same size. It was this assumption that recently caused the death of an oiler on one of our merchant ships.

The story of this casualty centers around a 2-inch angle valve to the soot blower steam line. Due to the fact that the threads were stripped on the bonnet union nut, it was necessary to make repairs to this valve. In the stock of spare parts there was a 2-inch globe valve, and since this valve was of the same size and make as the original angle valve, the union bonnet ring, the bonnet, and the packing nut were removed and joined with the body stem, disc and wheel of the angle valve. The union bonnet nut screwed on easily and was tightened with a wrench. Two days later when the oiler was closing this valve after blowing the flues, the bonnet of the valve came off and the escaping steam fatally scalded him.

During the investigation of this casualty it was found that although the two valves were of the same size, the pitch of the threaded parts was different. Such being the case, there were only two or three threads in the union nut which made firm contact with the threads on the angle valve body. These few threads held so securely under the tightening strain of a wrench that a perfect fit was falsely assumed.

The lesson to be learned from this casualty is that the size of a valve is not the only factor that determines interchangeability. Every engineer should see to it that his engine room is equipped with a thread pitch gauge. This gauge should be used before connecting any threaded items in order to ascertain whether each item has the same number of threads per inch. In addition, when substituting parts of one valve for worn parts of another, be sure that the parts are not going to be subjected to a higher pressure than that for which they are designed.

One day a lifeboat crew returned empty-handed from a search for a man who had fallen overboard. General muster was called and everybody answered 'Here' when his name was called. The mystery deepened.

Finally an embarrassed sailor reported to his superior: "Please Sir, I think the man overboard must have been me. I did fall overboard and grabbed the anchor chain as the current swept me past and managed to climb aboard again."

"Why didn't you report to me at once?"

"Well, you see sir," said the sailor brightly, "I would have but I was on duty with the lifeboat crew and as soon as I got overboard."

Overboard.

* * * * *

"I just used your tooth powder. I hope you don't mind."

"But, I don't have any tooth powder."

"Yes you do. It was on the mantel."

"Oh my gosh, those were my mother-in-law's ashes!"

Male Call

by Milton Caniff, creator of "Terry and the Pirates"



How Vargan One Go With These Things?



1945 WOLF CALENDAR 1945

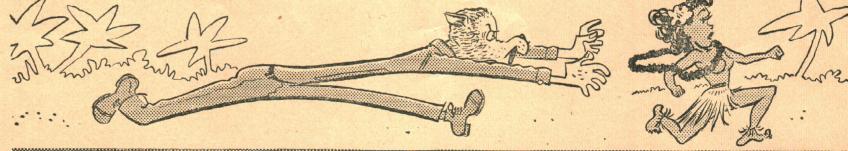


Sgt. Sansone

JANUARY							FEBRUARY							MARCH						
S	M	T	W	TH	F	S	S	M	T	W	TH	F	S	S	M	T	W	TH	F	S
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7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31



APRIL							MAY							JUNE						
S	M	T	W	TH	F	S	S	M	T	W	TH	F	S	S	M	T	W	TH	F	S
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8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
29	30						27	28	29	30	31			24	25	26	27	28	29	30



JULY							AUGUST							SEPTEMBER						
S	M	T	W	TH	F	S	S	M	T	W	TH	F	S	S	M	T	W	TH	F	S
1	2	3	4	5	6	7	1	2	3	4				1						
8	9	10	11	12	13	14	5	6	7	8	9	10	11	2	3	4	5	6	7	8
15	16	17	18	19	20	21	12	13	14	15	16	17	18	9	10	11	12	13	14	15
22	23	24	25	26	27	28	19	20	21	22	23	24	25	16	17	18	19	20	21	22
29	30	31					26	27	28	29	30	31		23	24	25	26	27	28	29



OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	TH	F	S	S	M	T	W	TH	F	S	S	M	T	W	TH	F	S
1	2	3	4	5	6		1	2	3					1						
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

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LETTERS FROM ALUMNI

November 25, 1944

Dear Ed:

Jim Ley and I are contemplating a very warm Christmas, having been stuck out in the middle of nowhere in a perfect dead-end spot. I bumped into Igor just last night when a party from our ship went over to take in some movies on his ship. Not having seen a C.M.A. boy for some months, I could have kissed old Jim when I turned around to see him winging down a passageway in my direction. Ray Alfsen and Paul Marinkovich are also here, Jim told me, and we plan to have a big reunion one of these days. Ley and I will probably have to get a skiff to do it, but we'll all get together some way.

Igor hasn't had a haircut since he pulled out of Cal Ship with his brand new ship and looks like a rough edition of Tarzan with sideburns, so we're planning to apply the clippers to each other soon (haven't had a haircut for almost two months myself). Probably the most coincidental thing that has occurred to me since leaving the states several months ago happened when I first boarded my ship in Benicia. I didn't discover until just before we pulled out the next day (that was really a pier-head jump for me) that the ship just astern of us boasted a new Junior Third, Malcolm Brown. I barged into his room (man, are those C-1's nice!) to find long Mal stretched out in a very normal position. I only saw the sleeping beauty for a few minutes and then we were on our way. The amazing part of the situation was that my skipper, G. H. Lee, had just been over to Mal's ship to say good-bye to his father, who is Brown's skipper. They left the same day and passed us the next day enroute to a different destination.

Practically all I think of when we hit a new port or even sight another ship is the possibility of seeing a classmate or shipmate. It's the same way with all of us, of course, and doubtless you've had hundreds of grads express that same elation at finding one of the schoolship boys somewhere out here. Perhaps it is because the June class is "fresh out," on first voyages for the most part, but I sincerely believe that the Academy has never graduated a group of more loyal young men than those fifty-three loosed last Summer. I can imagine that each successive class has proudly declared the same sentiment, which should please the Alumni Association, who will really be conscious of these recent classes when this war has come to a close. Every one of us has realized the same things—that the old line about C.M.A. men being tops is the straight stuff, that all of us have a permanent, heart-felt pride in our school and in our class, that the Merchant Marine, at the present time at least, doesn't stack up to the standards established at the Academy.

Having attempted to write for the "Binnacle" while at the Academy, I have an even greater interest in the paper than most grads. However, I realize now, more than at any time when I was sweating away on the staff, what it means to the graduates. Along with the commendable get-togethers, it is the only means of keeping in contact with the school and the many men you're so vitally interested in. That alumni page ceases to be just the filler for the back page when you graduate, and I hope it continues to do the swell job it has in the past. Together with the progressive policy of improving the rest of the paper, however, I believe that the alumni page should also attempt to assume a new form. It may be impractical, but why couldn't shots of the alums in action on the seas or getting together in the states be used. The last pic of any alums that weren't dead that I remember was a shot of one of those gatherings centered around Lt. Comdr. E. C. Miller. In view of the many camera fans in the last few classes, I'm sure that many could be prevailed upon to submit some excellent, interesting shots for the grads to gander at. Men that have graduated many years ago would be especially interested in seeing just how their classmates look now.

"Thanks" for the Binnacle should really be put in the form of informative material submitted to the Alumni Editor, and so along with the rest of my class I'll endeavor to express my sincere appreciation for your splendid work by dropping a line whenever anything turns up. I don't need to say again how we all feel about the men back at the Straits—that's where our heart is now, and that's where it will stay as long as we can remember what those eighteen months have meant and will mean to us.

Fraternally,

BOB MYERS

(Editor's Note: Thanks a million for this swell letter Bob; keep sending 'em in. We would very much like to adopt your idea about the Alums' snapshots, so let's have them fellas!)

December 3, 1944
NW Pacific Area

Dear Fellows:

I hope you like my little handicraft. It's rough, I know, but there's no stationery here (referring to his home-made Christmas card).

It seems to be a little difficult to write a plain-language letter. I've been trying to think up verses, so right now my mind's all rhymy.

Graduation must not be far off. I was looking forward to witnessing the occasion, but since it seems impossible, I'll quote C.M.A. and say, "That's life."

I want to wish you all the best of luck and happy sailing; also I hope that we see each other soon.

Your C.M.A. Buddies
PAUL AND RAY

(P. J. Marinkovich and Ray V. Alfsen, June, '44)

NEWS FURNISHED BY E. JOHANNESSEN
(June '43)

DeLacy Cook—1st Asst. on a Liberty for U. S. Lines on the East Coast.

McDermott—2nd Asst. on a C-2 for American-Hawaiian.

Roger Putnam, '44—a 3rd Mate on a Liberty for Army transport.

Wayne Harthorne—just completed a three months' cruise on a Liberty for Inter-Ocean. Will be married soon.

Cliff Widell, '43—1st Asst. on the SS Oriental Robin Lines.

Bruce Burford—Has been sailing 2nd Asst. for A.P.L.

"Captain" Italo Canepa is back in port.

Gordon Fisk, '44, has been sailing as Jr. 3rd Mate with A.H.

Bill Grundy sailing 3rd Mate.

James March, Ensign USNR.

Bill Bauer—Ensign USNR—now at Terminal Island.

Dasso—sailing Chief Mate with Matson on a C-2.

Mel Gielow—Chief Mate on a Liberty for A.P.L.

Ed. Segar—just returned from a 3-months' trip as 2nd Asst. aboard a C-3 for A.H. Bob Davidson, '43, was 1st Asst.

Hugh Foskett, '44, Third Mate for De La Rama.

Ed Horne—with A. H. as 1st Asst.

Al Gregory—also on a C-3 for A.H. with Segar and Davidson. Is Chief Mate, but has Master's ticket.

Don Tedsen—Jr. 3rd Mate on a C-3. Ed Rowe is 2nd Mate and W. F. Averill is 1st Asst.

Dave Nietz and Bernard Ruth—sailing aboard one of Matson's white ships as Jr. 3rd Mate and 2nd Mate, respectively.

Roman Aker—sailing as 2nd Mate aboard a Matson C-3.

Bill Cranston and Tubby Moon, '42—sailing as 1st Asst. and Chief Mate, respectively, aboard a C-3 for A.P.L.

Wm. Opperman—just married. Congrats!

Gordon Fiske—just signed off a C-2 as Jr. 3rd Mate for Matson.

Rutherford—recently received Chief Engineer's License.

J. E. Jacobsen, '43; Louis Parente, '44, and Guy Conover, '38, just signed off a C-1 as 2nd Asst., Jr. 3rd Mate and Chief Mate, respectively.

Howard McCalla, '43, now instructing with the U. S. Merchant Marine Cadet Corps, attached to District C/M Supervisor's Office, S. F.

J. G. O'Donnell has Chief's ticket now.

Paul Mead—Chief Mate aboard a C-1 for A.P.L.

Ralph Moore—Strutting on a Liberty in the South Pacific.

Matt Ramezane—Ensign USNR—APA in Oakland, just commissioned.

"Rastus" Anderson—sailing Chief Mate for Moore McCormick.

Bob Walton, '38, sailing Chief Mate for A.P.L. (C-2) and has Master's ticket.

H. O. Lindgren—1st Class of C.M.A. is now instructing with the Merchant Marine Cadet Corps.

Bob Anderson, '42, Chief Engineer on an Isthmian C-3. Theron Maland, '42, and Clem La Frenz, '42, are on the same ship as 2nd Asst. and 1st Asst., respectively.

R. B. Pasquini—has 2nd Mate's license but is sailing as 3rd Mate aboard a Victory.

Francis Daily and Joe Doerr — just received Chief Mate's license in S. F. Daily with A.P.L. and Doerr with Grace.

Francis Burkhardt, '43, sailing 2nd Mate aboard a Liberty.

Dean Riggs, '43, just received 2nd Mate's license in S. F.

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ALUMNI NEWS

This news is coming to you through the courtesy of Mrs. Adelaide Harrison, one of our three very competent office secretaries, who spends quite a bit of her time helping us out.

Reports from Jim Muhlstein, who as of December 7, 1944, upon arriving in the States gives us the following news:

"In August ran into Gene Brick, in Honolulu, who is sailing as 2nd Mate. In the Mariannes it was my good fortune to get to talk to Leo Evert, sailing 3rd; Bill Grundy, sailing 3rd; Ed Isett, sailing Jr. 3rd, and Frank Dailey, sailing 2nd Mate on an APL. I saw Tommy Lewis the other night and he reports Jimmy Marsh is back from Saipan, where I saw him a couple months ago on a sub-tender. Bauer is at Pedro going to school; also, Lewis has asked for Navy duty."

Thanks so much Jim for all the items—keeps our column going "great guns."

Received a card from H. D. Huycke and so: "Just finished a three-months' trip to the Mariannes on a Liberty Ship and saw Ed Gruhler who was on a C-3 in Pearl Harbor and Ed Isett on a C-1 in Guam. Also W. Grundy on a Liberty in Saipan." Could be you are having a little trouble looking for a "windjammer." Better luck next time.

R. E. Myers came across with another card and stated he has gone so far that he can only hope to attend a meeting in the LATE '45. Glad you are receiving and enjoying the Binnacle—and you can just keep yearning for the berth deck — you had your chance.

So congratulations and best wishes are in order for Richard M. Roche, who was married to Elaine Brewer on August 6, 1944, at St. Catherine's Church in Burlingame.

Robert C. Kelly is still on the same ship in the Western Pacific. Thinks the Victory jobs are O.K. Glad you are receiving and enjoying The Binnacle so much.

Glad you were with us, in spirit, at the "feed," Al Gallant. Better luck next time.

N. F. Main, '41, wrote to us on January 10th with the following items: Harry Doell, '41, is Jr. 3rd Asst. on a C-1—a motorship, and is raising his motor license. "Heard that Jack Carter is up for raise of grade as is Guthrie, '44. E. F. Oliver, '42, is on here now, too, as Jr. 3rd Mate—E. N. Kettenhofen, '41, and I are still here, too—Matson Navigation Company."

We have received a request for the meaning of S & M after the names listed in our Alumni booklet recently published. This stands for Steam and Motor.

Howard L. McCalla, Lt. (jg), USMS, liked our book "Graduates of the California Maritime Academy and Licenses Held" and is requesting more—they are on their way. He states he is now on active duty USMS as one of the four District Instructors in the U. S. Merchant Marine Cadet Corps training Organization office at 262 California Street, San Francisco. Reports all four D.I.'s are C.M.A. grads.

Mr. Heintz writes he is now on a new Swan Island tanker sailing as Act. 2nd Mate and has been with the company for six months and sailed as 3rd Mate on two of their Liberty tankers before. He gives Mr. Miller a nice plug: "I took Mr. Miller's advice and opened my eyes. It worked, and now I am in with a swell outfit and have a good job." Mr. Heintz announced his engagement to Miss Elizabeth Jackson last July 15—best wishes. Hope to see you at one of the Alumni meetings in the near future.

M. W. Brown, '44, sends congratulations to Carpenter and Schwimmer and the rest of The Binnacle staff for their good work. Also states he saw Al Sandretti and Ray Wright in Bick and both are 3rd Mates on Liberties. Tommy Lewis and Gene Malcolm on an A-H, C-1. Gene is going to try another type of ship the next time and Lewis is going into the Navy.

We have received the wedding announcement of Donna Lucille Dyles to Lt. Thomas J. Woods, Jr., USMM. They were married Friday evening, January 19, 1945, All Saint's Episcopal Church, Long Beach, Calif. Congratulations and Best Wishes.

We received the following letter from Gordon Fisk: "I might mention how fortunate I have been in contacting classmates out in this lonely ocean. Mr. Parente has been around the past two months and we have seen each other several times. He is Jr. 3rd. I saw and talked to Mr. Grundy, 3rd Mate, on a Liberty. At one time we had a little alumni meeting of our own out here. Mr. Alfsen and Mr. P. J. Marinovich, both off (ironically enough) a Victory, Jr. 3rd and 3rd, respectively. Joined Mr. Parente and me on the ship. At the same harbor was Mr. Ley and Mr. F. W. Fay who I addressed by blinker but did not see. Mr. Ley is Jr. 3rd on a Victory and Mr. Fay Jr. 3rd on a C-1." Thanks so very much for all the news and be seeing you at a meeting real soon.

We received the following information regarding Bill Trantum of the Class of '40. "Bill took his 2nd Engineer's license at Juneau, Alaska, on April 26, 1943. This last September while on his vacation he took his First at San Pedro and passed it September 14, 1944. It was the first unlimited license in almost two years that the examiner had issued. He is now back on the same ship and sailing for the Union Oil." Thank you so much for the information Verla S. Trantum.

Received a post card with a small item cut from a paper pasted on it: "MARITIME ACADEMY ALUMNI TO FORM." Also was the written notation: "News travels fast these days!!!". Signed E. J. We think so too. Thanks Ed.

Mr. R. H. Muirhead reports he saw C. R. Anderson, T. C. Ma-land and Clem La Fronz. They were in port for several days and came aboard for repair work, saw his name on the gangway list so looked him up. Mr. Muirhead likes the work he is doing very much and is Asst. Communications Officer and Division Officer. States he is still having trouble with reading blinker, but then states in the Navy you don't have to, so gets by. Should have a nice time with that "sock" you are saving.

Received news of the wedding of Lt. R. H. Greer—but this will be congratulations on their first wedding anniversary as January 14th one year ago was the big day. He married Miss Marjorie J. Nelson and as he is on duty at NYPS she is with him. Duties in brief are Asst. Planning Officer for New Construction (Machinery). So, he says, "I'm still pursuing a branch of the 'Tinkers' trade." Prior to his marriage he had completed two years' duty at Pearl Harbor and was there when the war started.

On January 8, 1945, Walt Pease paid us a visit at the old C.M.A. Base. Told us he became engaged to Marion Edmonds who is originally from his home town—Nevada City—but now attending University of California. No date set as yet. He stated when the seven—Alfsen, Marinovich, Fisk, Fay, Ley and Pease were all together, he was in the same bunch but didn't know that until later. Too bad. Really C.M.A. was well represented.

On December 21, 1944, C.M.A. received callers in the persons of Ralph and Walter Bernhardt and Louis Parente—and of course Walt's bride. Ralph and Franz Obrikat are on the same ship, or were. They reported too, the gathering of the seven, and by blinkering, etc., had quite a time renewing this and that. It is good to see former grads back visiting the "campus" so whenever you fellows are around do stop in and look things over.

A recent letter from Mr. C. R. Putnam informs us of the following: Roger Putnam, June '44, is sailing as Third on a U.S.A.T. ship. He has run across a few grads in Honolulu and states, "It sure seemed swell."

Thanks for the letter Mr. Putnam. Glad to hear that you enjoy The BINNACLE; we hope Roge does, too.

Ed Gruhler, June '44, paid his ol' shipmates here at C.M.A. a visit on January 17th. "E. J." is sailing as Second on a Liberty for Alaska S.S. Co., although he hasn't found time to sit for his Seconds' license as yet. He was on a "C-2" as Third for Grace Lines from July 13 to December 1. Ed was home for Christmas and says he saw Pease, Evert, Parente, Fay, Huycke, and Morrison.

Michael Noel Quinn and Stanley J. Stendahl are both Lieutenants (jg) in the United States Naval Reserve. They have been in

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training for the past few months at the Small Craft Training Center of the Navy at Roosevelt Base, Terminal Island, San Pedro, Cal. The course at the Training Center was an intensive one, including Damage Control, Fire Control, and Radar.

Both men are now on A.P.A. ships at sea. Considering the type of ships they are on and the fact that they learned to count in Japanese and some basic Japanese words at the Small Craft Training Center, one may surmise that both men will soon be in the "thick" of the fight in the South Pacific.

Hugh Sawtell Pennebaker is a 2nd Assistant Engineer now. He married Bettie Giesner, University of California student nurse, on August 25, 1944. He plans to take a turbo-electric Tanker out soon.

We are informed that the Liberty ship on which Harlan Hall was Master is now undergoing repairs and he is now sailing on another Liberty. The previous skipper was removed because of heart trouble.

Leo Evart has been sailing on "C" ships and Victories. He is now on a C-2, his fourth ship with Moore-McCormick. His duty has been mostly around Saipan and the Marshalls. Not so long ago he ran into Muhlstein, Grundy, Isett and Marsh in Saipan. Soon after that he ran across Frank Dally.

From a letter received from Loren Hall, father of Harlan Hall, we are informed of the following:

Out of all the classes listed in the November issue of The Binnacle, all the members of the class of July, '42, are 2nd Mates or 2nd Assistant Engineers OR BETTER; no other class having that distinction.

Noel (Tad) Martin, class of '42, was married several months ago. Two weeks after his marriage he passed his exam for Master. He is promised a ship after completing his current sailing.

Harlan Hall received a grade of 99 PLUS on his examination; next highest ever given at that port in New Guinea was 87. "Just plain luck," says Harlan. "They asked me the questions I happened to know." Thank you for the swell information Mr. Hall.

At the age of 21 years, Lt. Walter Geldert, U. S. Maritime Service, holds a license as Chief Engineer for ocean-going vessels in the Merchant Marine.

Lt. Geldert took the license examination last November in the Canal Zone. He is now assigned to a turbo-electric tanker in the South Pacific. An account of his accomplishments was published in the December issue of "American Engineer," official publication of the Marine Engineers' Assn.

Lt. Geldert has been at sea for two years, having graduated from C.M.A. in December, 1942. It is believed that he is the first man of the class of December, '42, to receive his Chief Engineer's license.

(Thank you very much, Mr. Geldert, for sending us this information about your son. We sincerely appreciate your letters and are looking forward to hearing from you often.)

HOW ABOUT MORE PARENTS AND RELATIVES WRITING AND LETTING US KNOW WHAT OUR GRADS ARE DOING!!

(Taken from the Torrence, Cal., Herald)

Cdr. Philip Jensen who has earned his Master's papers in the Merchant Marine, has been visiting relatives and friends in Torrence for the past week or so, awaiting an assignment by the American-Hawaiian line.

Cdr. Jensen, the husband of the former Maxine Steele, daughter of Mr. and Mrs. Carl D. Steele, graduated from the California Nautical School in 1939 as a Third Mate and has continued his climb up the mariner's ladder since that time until January 1944, when he received his Master's papers. He has been serving as Chief Mate with the American-Hawaiian lines, but soon expects to get his assignment as master of a ship.

Cdr. Jensen has made five trips across the Atlantic ocean on a C-4, Liberties, and "Rust Pots," as the old pre-war ships are called, and the first robot bomb fired by the Nazis at London flew over his ship while at London. He took part in the "D-Day" invasion. He also saw action in the South Pacific at Guadalcanal.

ALUMNI DINNER

On the evening of January 12, 1945, a dinner was held in the Main Dining Room of the Army-Navy Club for the members of the Alumni and their ladies. The following were present:

C. T. Horn, S. E. Hargrave, Edward L. H. Johannessen, J. A.

(Continued Middle Next Column)

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John Shallenberger, '43, and John Lush, '43, are 2nd Mate and 3rd Mate, respectively, aboard a C-1 for Isthmian.

George Cowan, '43, just married in San Diego. Congratulations. Sailing 2nd Mate for Alcoa aboard a C-1.

Guy Harrison, '43, just signed off a Victory for McCormick as 2nd Mate—will sit for Chief Mate soon.

Dave Campbell, '43, just returned from a six months' cruise in the South Pacific aboard a Liberty as 2nd Asst. Bill Shaw was lost on the same ship.

John Hanson to be married January 6, 1945. To sit for Master's after the honeymoon; has been sailing with Moore-Mac.

John Donahue, '43, sailing on a new Victory as 2nd Asst.

Koicid—sailing as Chief Mate for Grace Lines.

Jim Towar—2nd Asst. on a C-1 for Alcoa. Married and living in Berkeley.

Thank you so very much, Lt. (jg) E. Johannessen for your information. We are sure all the news items will be greatly appreciated by all.

Today received a letter from Franz Obrikat, '43, stating he was sorry to have missed the December 6th meeting—we are too. Also glad you like The Binnacle. He asks that some of his shipmates write—you can get his address by writing to us—sorry we can't print it here. He received his Second Asst. Engineer's license last August 26th and has been sailing on one of the American-Hawaiian Victory ships. First trip he sailed as Second Assistant but now sailing as First on a waiver. Says the Victory is a great ship in spite of what others say.

LaFitte, Leo A. Dempsey, David E. Campbell, Fred Feuille, II, William Tourtellotte, John E. McDermott, George E. Haas, Robert M. Davidson, R. D. Byrne, C. H. Tubbs, Edwin C. Miller, Arthur S. Behm, Jr., John Summerill, J. Gates, Eugene Brick and Jack Sterling.

Mr. Gates became the proud father of a son the same day as the meeting—Congratulations—let's see him a future C.M.A. "gadget."

An item came up that Mr. R. Swan, '33, has been selected for Commander USNR.

Next meeting of the Alumni will be held in the Army-Navy Club at 8:00 p. m. the second Friday of the month—in other words February 9, 1945—so let's see as many as we can there. The meeting is quite important—being stag—and nomination of officers for the coming year.

EDITOR, THE BINNACLE
CALIFORNIA MARITIME ACADEMY
CARQUINEZ STRAITS - VALLEJO

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