



JULY

...:CONTENTS:...

1958

Graduates, —	Maritime Industry, —	Sports,
C.M.A. Campns —	Soap Box, —	Humor,
Going On's, —	Editorial Section, —	Flotsam and Jetsam.

The "Binnacle" is the monthly student publication of California Maritime Academy, Vallejo California. The opinions expressed herein are not necessarily those of the corps, administration, faculty or our staff. All news-worthy items for publication must be signed and given to the Editor no later than four days previous publication.

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Mr. Martin

NB

Take note before you read the July Edition of the "BINNACHE." . . .

① In our haste to get the paper out, the last page of CMA CAMPS GOING ON was inserted backwards.

② The following words were misspelled —

~~Errata~~ —

WIERSEMA

BERKELEY

LICENSE

TAUGHT

HAPPINESS

OF

BROSSY

SAMOA

PLANNED

TERM'S

SUPPORT

VETERAN

WHISPER

*SWEET

* it might be

as spelled if

it happens to

be before a test.

victims of
our overworked
typing staff.

There are more!

Find them!

Alfred
Editor

③ The first page did not receive its heading GRADUATES — Mr. Mao, eliminated by us from the list of 1st class men, does have a future but an undecided one.

by Graham

Those of us who remain all are looking enviously at August 8th and graduation of the 40 first classmen.

Most likely all of us have our own plans upon our graduation but there's one thing wrong, it's not our graduation. The first class have expressed themselves as to what their plans are as follows:

D.L. Allison, Engineer, plans to see duty in the Navy.

J.J. Adamson, Deck, plans to ship with American President Lines.

Arbuckle, Engineer, plans to see duty in the Navy.

Azevedo, Deck, has a toss-up between the Army and the Merchant Marine.

Botkins, Engineer, will go into Naval Air after graduation.

Davis, Deck, will go into the Navy.

Brownson, Engineer, plans to ship with either Matson or A.P.L.

Duncan, Deck, will see duty in the Navy.

Burton, Engineer, will go into Naval Air.

Gann, Deck, is planning to ship in the Merchant Marine.

Baldwin, Engineer, will see duty in the Navy.

Hockett, Deck, will be shipping with Standard Oil.

Dafoe, Engineer, into the Navy.

Krum, Deck, will ship in the Merchant service.

Dews, Engineer, will be a Life Guard????

Lucas, Deck, plans to continue his education at the University of Barcelona where he will study Spanish.

Fleming, Engineer, will see duty in the Navy.

Mellinger, Deck, will be shipping with the Merchant Marine.

Gosling, Engineer, plans to go into the Navy.

Monahan, Deck, is to see the world with the Navy.

Henry, Engineer, plans to go into the Navy.

Morris, Deck, will see duty in the Navy.

Hester, Engineer, plans to go into the Navy.

Viggs, Deck, will be found in the Navy after graduation.

Hope, Engineer, plans to go into the Navy.

Weirisma, Deck, will see duty in the Navy.

Hawthorne, Engineer, plans to go into the Navy.

Wood, Deck, will ship in the Merchant Marine.

James, Engineer, will ship in the Merchant Marine with M.S.T.S.

Killough, Engineer, will go into Naval Air.

McLaughlin, Engineer, is as of yet undecided.

McMillan, Engineer, will see duty with the Navy.

Miranda, Engineer, will ship in the Merchant Marine with A.F.L.

Steel, Engineer, is as of yet undecided.

Stephenson, Engineer, will go into the Navy.

Thue, Engineer, will see duty in the Navy.

Wilson, Engineer, will ship in the Merchant Marine with A.F.L.

Yborrondo, Engineer, will ship in the Merchant service.

Yokum, Engineer, will ship in the Merchant Marine with MSTS.

Sounds good. Doesn't it. Hope they all come back before we graduate and tell us how they are finding life in their fields'.

The "Binnacle" wishes them the best of everything they do.

C.M.A.

CAMPUS
GOING

OMS.....

STRAIGHT
SUCCPS



CLUBS,
INTERVIEWS,
INFORMATIVE ITEMS,
AND ANYTHING ELSE THAT ISN'T
CLASSIFIED UNDER ACCUMULATED
FLOTSAM AND JETSAM.

CAPTAIN RICHTER TELLS CMA'S FUTURE

Captain Richter at a recent Propeller Club meeting gave the administration's outlook towards the future of our Academy.

He opened his talk by pointing out that it was some time since he had appeared before a group of Midshipmen. This very point brought everyone's interest to what he had to say.

Captain Richter informed his audience that as far as the architectural future of CMA was concerned the new administration building and the new residence hall are wonderful additions to Academy life. The rooms are designed for study purposes only and give the Midshipmen much more personal privacy. Orders for design have been given for an Engineering Building to house, among a number of things, an electronics, chemical, and machine shop laboratory. An auditorium and Planetarium may be next. It is not impossible to conceive an instructional Nuclear Power Plant within 15 years. When the State is through it will have a \$6,000,000 investment in CMA.

This itself insures the permanence of the Academy.

He went on to say that the Academy has now reached its acceptance maturity. People think of it as a worthwhile school and they are interested to know more about it.

The improvements in the afternoon practical instruction period are designed to tie in morning and afternoon instruction. It has been organized to make full use of the time in the afternoon allotted to practical training.

He said that the present deck department organization was being looked at to see how improvements could be made. (cf. Editorial: "Ship's Organization Book.")

Captain Richter made a plea for our confidence by stating that he does not consider himself 100% right and that he will listen to all worthy complaints. His purpose is always to improve the program. The program must never stand still but must always be improved or the training efficiency will drop.

The Superintendent's talk was very informative and well worthwhile. It is only regretted ~~the~~ the entire student body did not accept the Propeller Club's invitation to attend.

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MARTIN AND PEDERSON TO LEAVE CMA

Lt. Comdr. N. B. Martin and Lt. D. A. Pederson of the department of Seamanship and Nautical Science are leaving the Academy at the end of this trimester.

Mr. Martin, CMA 1942, holds a Master's licence unlimited and a M. A. degree from San Francisco State College. He has been with the Academy since August 1947 and was a Duty Watch Officer until January 1950. At that time he became 1st Officer, the position which he now holds.

Mr. Martin has taught History, English, Basic Math, Meteorology and Basic Spanish. He is the advisor to the Canterbury Club, "Binnacle," "Hawsepole," and "Sea-horse."

In September he will commence graduate study in history at the University of California, Berkeley.

Mr. Pederson, CMA 1934, holds a Chief Mate's licence unlimited. He has been with the Academy 8½ years. He has taught Rules of the Road, Cargo, Seamanship, and Marine Rules and Regulations. During this time he has been a Duty Watch Officer.

The "Binnacle" regrets that it

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has to report that these men are leaving, for they are intelligent men in their field and valuable instructors at the Academy. Whatever their future holds we wish them health, happiness, and success.

SCOOPS ON NEW OFFICERS:::

Midshipman Commander: John T Ellis.

"I am a Yankee, born in Boston, and raised in the farm country of New Hampshire. I received an AB Degree from the University of New Hampshire, taught one year of secondary school in the State of Maryland, and was the first full-time Education Director of Griffis Air Force Base, Rome, New York.

I decided that a life at sea was the best philosophic compromise. I believe in IMPOSSIBLES."

Battalion Adjutant: Linquest.

Born in Oakland in April, 1935. Spent the summer of 1955 on a bicycle tour of Europe, two years at the College of the Pacific, and
(continued next page.)

one year with Kaiser Engineers. Expects to serve Navy time and later go into shipping as a career. At present, the Institute of Foreign Trade at Thunderbird Field sounds good- European area...

"A" Company Commander: Hegeman.

Born in San Diego in September of 1935. Attended Vallejo J.C. before coming to C.M.A. At C.M.A. he has been active in the Propeller Club and on the swimming team. Expects to ship in the Merchant Service after graduation. His main interest at C.M.A. is "LIBERTY".

"B" Company Commander: "Chuck" Lampman

Born in Catskill, New York in 1936. Before coming to C.M.A. he attended Mt. San Antonio J.C. He has been active in the Propeller Club, the basketball varsity, and at present is the new Gun Club president. His main interest at C.M.A. is "PASSING NAVIGATION."

"C" Company Commander: Brossey.

Born in Annapolis, Maryland in

January of 1939. Attended Prep school before coming to C.M.A. Extra curricular interest leans heavily towards playing handball, and "LIBERTY."

"D" Company Commander: Jim Kring.

Born in Pheonix, Arizona in April of 1932. Before coming to C.M.A. he worked two years, served a four year hitch in the Navy, At the time of his discharge he was an Aviation Electronics Technician third class. He expects to ship in the Merchant Service after graduation. His main interest is "GRADUATION."

"E" Company Commander: Van Vlack.

Born April 17, 1938 in Pasedena. Entered C.M.A. from High School. His activities have included the swimming team and the athletic council. He expects to ship with the Merchant Service after graduation. His main interest is "COOPERATION!"

Battalion Sub-Commander: E.D. Mc Devitt. & Battalion C.P.O.: Max Garton.

The reporter of this section regrets that these two Officers were not available during this writing, but feels safe in announcing that these two men were also born and expect to have a career upon graduation...

That's them...

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CLUB DOIN'S

by C.V. Bird

The last Newman Club meeting was held on July 10. Father Giard, the new chaplain gave a talk on what his lectures of the future will contain. A number of committees were set up with the following as chairmen. Social-Minney, Educational- JM McDevitt, Religious- ED McDevitt, Executive- O'Rielly.

There was a serious discussion on plans to raise money. The club is helping to sponsor a mission on the island of St. Leonas in the Somoas. This is perhaps one of the most worthwhile projects undertaken by Midshipmen here at CMA.

M/S Schwieghofer heartily invites all Catholic M/S to attend the meetings.

It was reported that M/S Ellis appointed at the last meeting of

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the Propeller Club three new committees- House, Ways and means, and Membership. The chairmen are M/S Sall- House, M/S Mellier- Membership, and M/S Kemmerrer- Ways and Means.

M/S Autem reported to the club that a select group of M/S would be going out to a number of high schools to spread the good word about CMA. He asked that all members of the club support the idea.

The Propeller Club will meet again early next term and it is hoped that the new club leadership will be able to bring about closer relationship with other clubs in the area. Principally the Propeller Club of San Francisco and of the University of San Francisco. It would be well to remember that the Propeller Club is the only professional club here at CMA.

M/S Wyly reported to this reporter that the Canterbury Club will meet today and at this meeting next terms program will be planned. The Canterbury is anxious to extend the hand of greeting to all incoming third classmen and to all other Protestant M/S. The Canterbury Club usually goes to church at least once a week to attend services. This club has as
(continued next page.)

its objective to help all M/S with their religious and mental as well as other problems they may have.

The Sailing Club just held elections. As a tribute to the old officers they were all reelected to their same posts. M/S McLeod- Commodore, M/S Minney- Vice Commodore, M/S Swarthout- Sec-Treasurer. The Sailing Club is trying to promote a cruise during the second or third week of summer leave to last for about two or three days. It is also rebuilding a "snipe" sailboat here at CMA. Any help would be welcomed.

At present the executive order from Cap. Turpin restricting the use of sailboats until a power boat is available has temporarily put the anchor down on their activities but it is hoped that this will be remedied this week or the next. All interested parties may contact any of the officers for further information.

Mister Jefferies, of the Naval Science Department, announced last Wednesday evening that all Midshipmen who are interested in electronics are invited to join a new group that he is starting. Those who are interested please contact him.

It has been announced that the OK has been given to build a new rifle range. The rifle club hopes that it will be large enough to accomodate at least two or three teams.

To close, this, reporter would like to urge the following points.

1. Give the Newman Club Your wholehearted support by seeing M/S Allison 3/E about any contributions that you might like to give for their Somoa mission.
2. Help the Propeller Club spread the good word about CMA by giving your support to their idea.
3. If anyone has any time to give to the Sailing Club to help them with their snipe please see M/S McLeod. This small sailing craft could provide a great deal of enjoyment to those who are interested enough to give them a hand.

--- ----- ---
NEW INSTRUCTORS COME TO ACADEMY...

The Deck Department is getting several new instructors. They will start their duties at the beginning of the next trimester. Two have arrived and the "Binnacle" was able to interview one.

Mr. Lyle Taylor, CMA 1951, comes
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to us with 1 year work with Standard Oil, 2 years in the Navy and work in a Marine survey in Riverside. He is married, lives in Napa and is the father of four children.

The other instructor, Mr. Garret, has been seen around but we were unable to interview him.

The "Binnagle" welcomes both of these men to our Academy.

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NEW LIBRARY BOOKS...

The library has received five new books: "Mysteries of the Sea," "Tugboat," "Death in the South Atlantic," "Five Lessons," and "The Battle of Cassino." These and a lot more are on our unorganized shelves now.

August 6th, 1950 will be the 26th graduation at CMA and 1043 graduates will have received their diploma and B. S. degree from the

August 6th, 1950 will be the 26th graduation at CMA and 1043 graduates will have received their diploma and B. S. degree from the Superintendent. The principal address will be given by Rear Admiral Harold Larson, Commanding Offi-

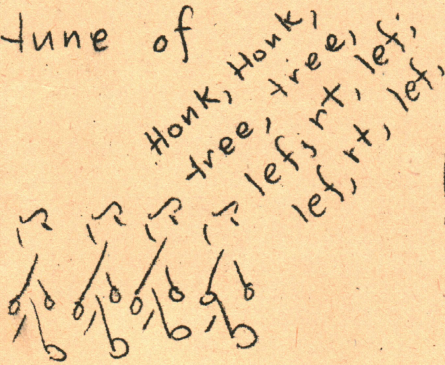
cer MSTs Pacific Area...THE NEW THIRD CLASS WILL ARRIVE AUGUST 18th FOR A TWO WEEK ORIENTATION PERIOD. OUT OF STATE STUDENTS ARE COMING FROM ALASKA, HAWAII, WASHINGTON, OREGON, UTAH, MASSACHUSETTS, CONNECTICUT AND NEW YORK...The new afternoon program is all organized with teaching facilities almost completed...A FULL TIME LIBRARIAN, BRUCE YERKE, IS COMING TO US SEPTEMBER 2nd FROM THE CALIFORNIA COLLEGE OF ARTS AND CRAFTS WHERE HE HAS BEEN A LIBRARIAN FOR THE PAST SEVERAL YEARS...The State has provided funds for an Engineering Building to be completed by fall of 1961...MIDSHIPMEN SHOULD BE LIVING IN THE NEW BARRACKS BY DECEMBER. NEW BEAUTY-REST MATTRESSES HAVE BEEN PURCHASED TO ACCOMPANY THE M/S. TO SWEET DREAMS...The hill to the Academy...SPECIAL MESSAGE FOR ALL M/S. HOPE EVERYONE TAKES FULL ADVANTAGE OF 3 WEEK VACATION- LOTS OF OUTDOOR LIVING- LOTS OF REST-. WANT THEM TO COMPLETELY FORGET THE ACADEMY SO THAT WHEN (continued next page)

THEY RETURN THEY WILL BE RESTED
AND READY TO GO FOR THE NEXT TRI-
MESTER...Next cruise will be up
North. We hope to be in Port and
for the Rose Parade and to help
celebrate centennial of Oregon's
admission as a State.

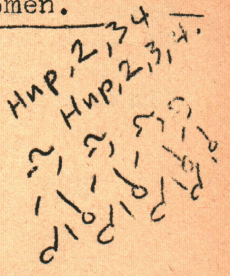
Mr. Twing, Assistant to the
Dean, added that the new class is
shaping up with 77 completely pro-
cessed and an additional 25 still
to be cleared. They will give the
class of 1961 approximately 50 deck
and 50 engineer Midshipmen.

Orientation Week.....

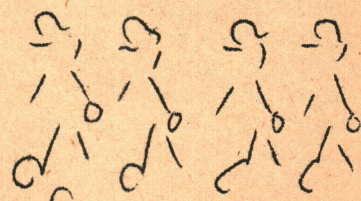
These Navy
Guys drive me
to make up a
new one to the
tune of



No Straight
Scoops...
Just
space to
fill here



Her lip,
Her lip,
Her lip, tw,
rip, fer.

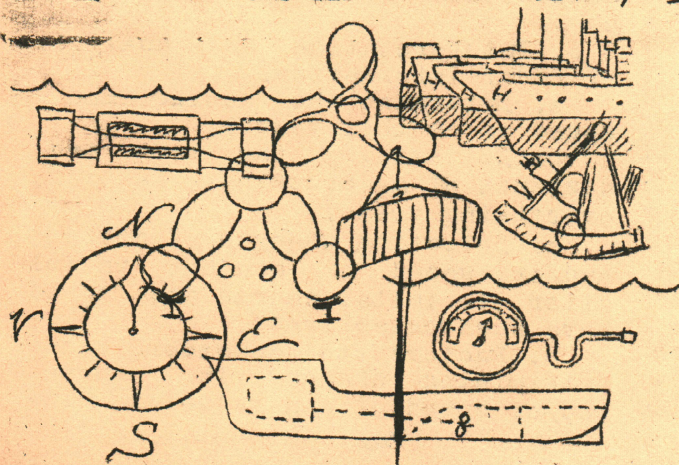


Hand
Jive One Tw Three four.
Hand Jive.

BINNACLE'S

What's going on in
the

MARITIME INDUSTRY



Reports on the Maritime Industry is handled by the Binnacle's research staff (anyone who knows the answer). If you have some technical point from either the deck or engineering department that you wish to know about, drop us a **note** and we'll see how involved we can get.

RADAR OBSERVER REQUIREMENTS SET
TO START JANUARY, 59'

from "Proceedings of the
Merchant Marine Council" June,
1958.

Effective January 1, 1959,
every applicant for an original
deck officers licence, raise in
grade, or increase in scope of
licence for service on ocean,
coastwise or Great Lakes vessels
of 300 gross tons or over shall be
required to qualify as a Radar
Observer.

Considered at the Public Hearing
and annual meeting of the Merchant
Marine Council on March 10, 1958.
The new regulations will become
part of the regular professional
examination schedule starting with
the new year.

The following aspects of the
proper operation and utilization
of marine radar equipment will
make up the examination:

1. Fundamentals of Radar.

a. How radar works.
b. Factors affecting the per-
formance and accuracy of marine
radar.

c. Description of the purpose
and functions of the main compon-
ents that comprise a typical marine

radar.

2. Operation and use of radar.

a. The purpose and adjustment
of controls.

b. The detection of malfunc-
tioning, false and indirect echoes
and other radar phenomena.

c. The limitations of radar re-
sulting from design factors.

d. The effect of sea return and
weather.

e. Precautions to be observed
during internal examination of
radar components.

f. Range and bearing measure-
ment.

g. Effect of size, shape and
composition of ship targets on
echo.

3. Interpretation and analysis
of radar information.

a. Determine the course and
speed of another vessel.

b. Determining the time and
distance of a crossing, meeting,
overtaking vessel.

c. Detecting changes of course
and/or speed of another vessel
after its initial course and speed
have been established.

d. Factors to consider when
determining change in course
and/or speed of own vessel to pre-

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vent collision on the basis of radar observation of another vessel or vessels.

4. Plotting (any method that is graphically correct may be used)

a. The principles and methods of plotting relative and true motion.

b. Practical plotting problems.

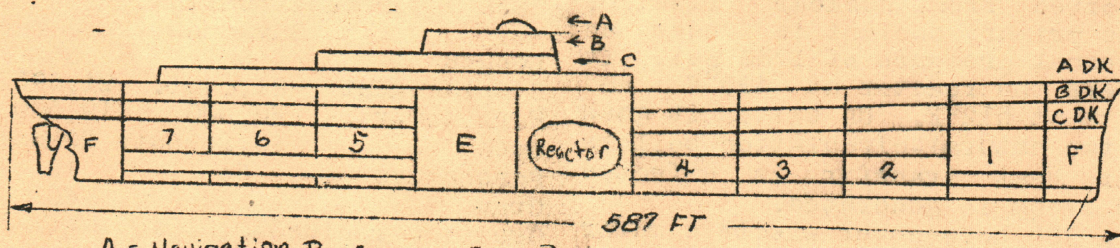
NUCLEAR POWER FOR MERCHANT SHIPS by Thurston

The forerunner of the nuclear shipping age, the N.S. Savannah, whose keel was laid on May 22, is scheduled for delivery in 1960. It is being built by the New York Ship-

building Corporation with the nuclear reactor propulsion plant being built by Babcock and Wilcox and DeLaval Steam Turbine Co. The ship is designed on the shelter deck principle with a raked stern and a modified cruiser stern. It is being built for and by a joint Maritime Administration-Atomic Energy Commission account.

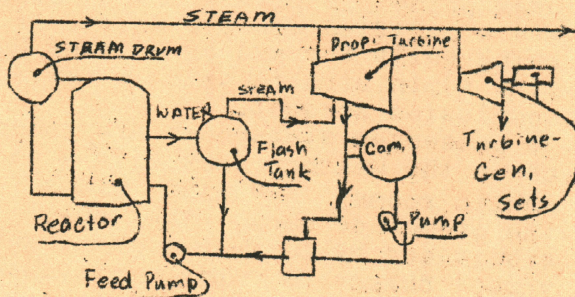
30 passenger staterooms are located on the weather deck with a pool, public rooms, and play areas on the promenade deck. The hull is subdivided by 10 watertight transverse bulkheads which provide 7 cargo holds, two peak spaces, an engine room, and a reactor space.

The 20,000 horsepower plant con-
(continued next page.)



A = Navigation Bridge F = Peak spaces
B = Boat Deck 1-7 = Cargo Holds
C = Promenade Deck
E = Engine Room

sists of a geared, steam turbine unit driving a single propeller. A single nuclear reactor of the pressurized-water type is provided.



Two sets of two primary-coolant pumps circulate the heat exchange medium, pressurized water, through the 3 pass reactor. There, heat is absorbed from nuclear fission. This primary coolant is under an internal pressure of 1750 psi. It enters the reactor at 495°F and exits at 512°F. On exit, it goes to two natural-circulation boilers where heat transfer is effected and steam is generated.

A 750 horsepower electric motor served by diesel generators will

permit a six-knot speed in event of failure of main plant.

The United States may be the first with a nuclear powered merchant ship, but the Russians' recently launched a nuclear powered ice-breaker and another one is under construction. These are the first of a projected icebreaker fleet which will have the endurance and range necessary to lengthen the Navigation periods in the Arctic areas and along the northern sea route.

United States officials declare that our merchant fleet will be Nuclear powered by 1975.

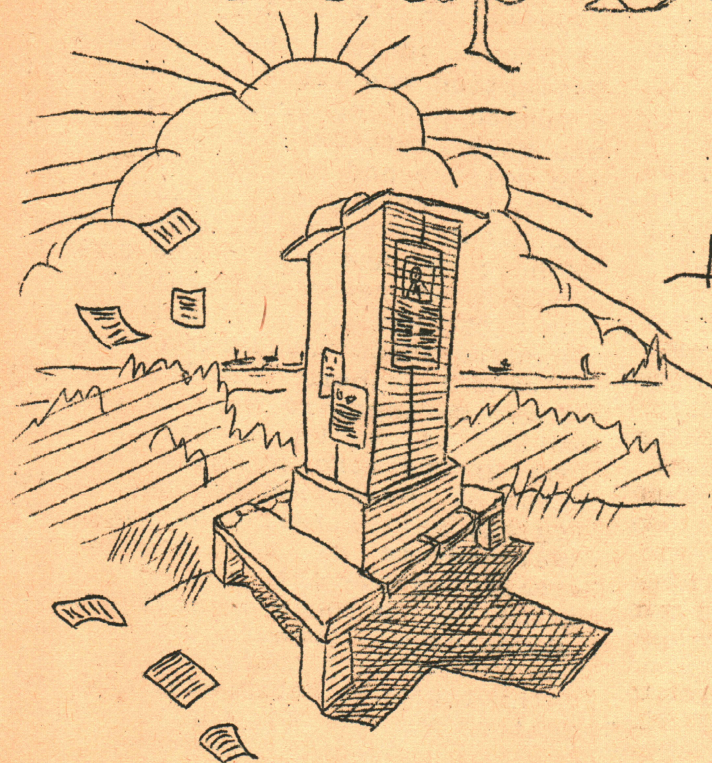
NUCLEAR POWER VERSES STEAM POWER

This is a comparison between the NS Savannah and an American President Lines Sea Racer Class ship. Both under construction.

	Savannah - Sea Racer	
Length	567'	563'
Displacement	21,240T.	21,093T.
Horsepower	20,000	12,500
Speed	20.25knots	20knots
Passengers	60	12
Crew	130	60
Cruising radius	350,000mi.	20,000mi.

BINNACLE'S

Soap Box . . .



Articles written
about our profession
by those who
live from
it...

Each edition the "Binnacle" will invite one of the faculty to write on a topic of mutual interest to him and our readers. This issue Mr. Nied, Navigation instructor, has been invited to write about the Institute of Navigation, a professional organization of which he is a member.

Mr. Nied:

Recently, you asked me to write a brief description about the Institute of Navigation and its aims, for publication in the "Binnacle."

I am delighted to tell you all I know about the Institute because it's the kind of professional organization anyone can be very proud to talk about. It consistently adheres to extremely high professional ideals and remains ever vitally interesting to its members and many friends throughout the world.

Since the very day man appeared on the face of the earth, he has felt the urge to travel from one place to another. First he ventured over short stretches of terrain, then in an increasing scope of distance; he traversed the ocean; pro-

pelled himself thru the air; and finally, today is on the threshold of trajectory into space. Thus the art of Navigation is quite an old song to mankind, but the application of science to the age old art is still in its infancy.

Thus, in 1945 the Institute of Navigation was founded to establish a common meeting ground for people who were seriously interested in the science and art of navigation.

With the ending of World War II, the giant strides in navigational techniques had opened the door to a whole new realm of fantastic theories and amazing guidance concepts whose boundaries were the celestial sphere itself. With a potent springboard such as this, a handful of charter members started from ground zero to raise the standards of navigation by co-ordinating the activities, knowledge and achievements of men engaged in practicing the art, and men developing the science of navigation.

Research was encouraged, and soon the countries leading astronomers, mathematicians, designers, and navigators joined the rapidly expand-

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ing probe into the new dimensional concepts of navigation.

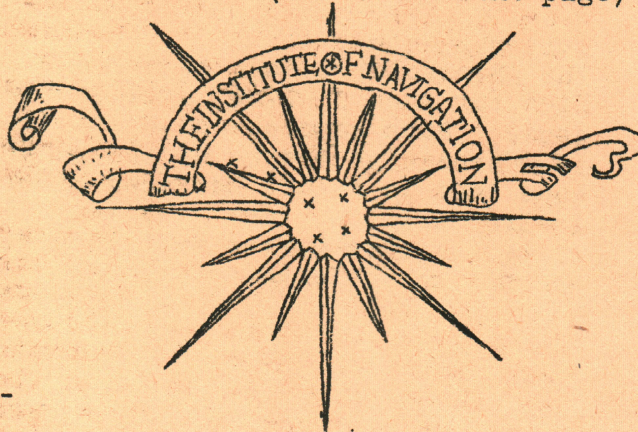
One of the mottoes of the Institute has been, "Navigation from raft to rocket." As might be suspected, this was certainly a most appropriate slogan to work with. Developments of a revolutionary nature have evolved in nearly every facet of the navigators basic spectrum of guidance, whether his medium of travel is land, sea, air, or space, there is a new instrument or technique to aid him to his destination.

Progress reports on these discoveries and interesting discussions of things to come are published quarterly in "Navigation," the journal of the Institute of Navigation.

If you are interested in learning about dazzling new unheard of navigation instruments and techniques, or if you have a fondness for small boat navigation, or even a hankering for some airborne techniques, you will find many other kindred souls working and experimenting in the very phase you are excited about. There is even a special committee on space navigation. The "Astrody-

namics Colloquium;" organized about one year ago at UCLA under the direction of Dr. Samuel Herrick. This group is limited by invitation to persons actively engaged in local industries, universities, and other research centers. It is devoted to problems that relate to one of the components of astrodynamics, namely those portions of celestial mechanics, astrodynamics, geophysics, and propulsion theory that bear upon the trajectories of astronomical objects and space vehicles. This interesting group, belonging to the Institute Of Navigation, are busily engaged in the current

(continued next page)



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topic of satellite perturbations and lunar orbits. Many of their findings will undoubtedly influence the design and characteristics of the first United States launching of a missile to the moon.

Membership is available in the Institute of Navigation to students attending C.M.A.. I would be very happy to discuss the Institute, or aid anyone desiring a membership.

ZAN

Editor's Note:

The "Binnacle" wishes to thank Mr. Nied for such a fine article as above. Such generous co-operation is appreciated and we of the staff hope that in future Editions other instructors who are invited to write for this series will also cooperate so wholeheartedly.

"Binnacle" Extra...

SOME FACTS ABOUT THE 1952 VIKING VOYAGE

by R. C. Young

The ship called "The Vikings" started from Bergen Norway on June 4th and has made the crossing in 22 days. This ship belonging to Kirk Douglas, is a 78 foot long replica of the Gokstae Viking ship on display in a museum in Oslo.

The ship is registered in Norway and is flying the Norwegian flags until it is formally transferred to its owner when the U. S. flag will be hoisted.

Although the ship is fitted with an auxillary engine and modern radio equipment, the fast trip is nevertheless a true example of excellent seamanship, which is no doubt due to the great experience of the skipper Mr. Thorvald Ljung, a Jeteran sailor with a first class knowledge of wind and current of the Atlantic Ocean. This ship and two others like it are now to be seen in the "Vikings".

July 19, 1952 at 4 AM, Engineering instructor Lt. Bruhn and his wife (especially his wife) received into their midsts a boy to be named John Bryson. Congradulations Bruhns.

BINNACLE'S
Editorial
SECTION...

Editorials
Letters to the Editor

EDITORIAL:

The new Midshipmen officers, headed by Corps Commander Ellis, have given CMA ethics a long overdue shot in the arm.

From a speech given to the present 2nd and 3rd class, by Mr. Ellis, the general conditions under which the new Midshipmen corps officers will operate for the remainder of this year and for the forthcoming year were made clear. The following quotes are from that speech:

"Each man is asked to conduct himself maturely and to observe elementary rules of politeness and behavior..."

"Each man will be personally responsible for his own behavior..."

"Each man should think twenty times before acting, and if he purposely and deliberately violates the common rules he should know that he will be placed on report and that he will accept the consequences of his acts..."

"Slackness and disregard for the common and basic regulations will cease..."

"Midshipmen officers are charged with this responsibility and this task that must of necessity give them an equal authority..."

"None of these ideas, beliefs, and hopes which have herewith been expressed are designed to repress the youth and joy of any individual here. What is wanted is a return to a common standard of decency and a reasonable respect for those semi-military acts that we are continually performing..."

"Let's put our best foot forward; give your student officers your support and it is believed the changes will be for the best and that we all will have a little more pride in ourselves and in the Academy..."

"All anyone can ask of us is that we give ourselves a try..."

Summed up briefly, Mr. Ellis' "Conditions" revolve around these four main points; (1) ALL Midshipmen will observe uniform regulations; (2) ALL Midshipmen will observe proper military bearing when in ranks and when marching; (3) The possession and/or use of alcoholic beverages on the base is a class "A" offense for ALL Midshipmen; (4) No M/S may hope to commit an AWOL offense with impunity.

Mr. Ellis, his staff, and I

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think that it is worth the try.
How about it?

contains his accumulated thoughts
on this subject.

19 June, 1958

EDITORIAL WITH LETTERS TO EDITOR:

SHIP'S ORGANIZATION BOOK

TO: Editor: "The Binnacle"
FROM: Captain Turpin, Master TSGB.
SUBJECT: Ship's Organization Book.

Dear M/S Riddervold:-

A ship's organization book for the deck department of the "Golden Bear" has been an idea hanging in the fire for a long time around CMA. Background information for this book was given to the Master, Captain Turpin, by the superintendent, Captain Richter, on June 14th. With this information, his own ideas, and suggestions submitted by the persons he has consulted, Captain Turpin has commenced to write a "Ship's Organization Book."

This book will be used as a guide for the Deck Department Sea Training Organization and wherever or whenever it is applicable to the organization for safety and maintenance of the training ship and instruction of the Midshipmen.

The following letter from Captain Turpin, dated June 19, 1958

July 1958

We are in the process of writing an Organization book for the "Golden Bear" in which Captain Richter has given me a very free hand. The following are some thoughts of mine along that line which might be of interest to the student body. In it I have had in mind some beneficial suggestions which I asked the first class to submit to me...

The mission of the "Golden Bear" is the training of officers. The fact that they are to be officers of the civilian Merchant Marine does not mean that their performance of duty and attitude toward their job can be casual and slipshod. As ship's officers they will be intrusted with property of
(continued next page.)

great value and the lives of many people. This does not permit any but the highest standards. In time the hard school of life will teach them the worth and value of these standards but the purpose of a training vessel is to inculcate them in a relatively short time without the waste and sometimes fatal lessons of "the school of hard knocks." The large number of persons aboard in excess of that minimum required for the economical operation of a commercial vessel calls for a more precise and clearly defined organization than is required in the Merchant Marine where the great majority of a ship's crew are acquainted with life at sea and a knowledge of their duties thru long experience. Therefore, the organization of the "Golden Bear" will be along Military lines; that is, it will follow the organization of a Naval Auxiliary. All duties will be performed in a military manner and all Naval customs and traditions will be observed to the letter. All such requirements will be published and all officers and Midshipman officers and petty offi-

cers will see, and be held accountable for seeing, that these regulations are carried out...

Sincerely,

Edward A. Turpin

Editor's Note:

In reorganizing the Deck Department, Captain Turpin discussed his proposals with Midshipman Ellis. Mr. Ellis has offered the "Binnacle" the following letter, dated July 18, 1958. He explains how, in general, this proposed Deck Department reorganization will pertain to the duties of Deck Midshipmen during the Sea Training period.

July 18, 1958

TO: Editor, "The Binnacle."

FROM: Midshipman Ellis, Corps Commander.

SUBJECT: Proposed reorganization of the Deck Department Sea Training Period.

Dear M/S Riddervold:-

Captain Turpin was kind enough to submit to me his proposed reorganization of the Deck Department in the form of the Ship's Or-

The Binnacle

ganization Book. He has also granted permission to me to say a few words in this edition of the "Binnacle" regarding the proposed changes for the new year. In his Forward to the Organization Book, Captain Turpin indicates that the Golden Bear will henceforth operate under distinctly Naval procedures. Why is this so? Says Captain Turpin: "The organization of the GOLDEN BEAR must provide for purely ship operational procedures, upkeep and maintenance, and this same organization must provide for the ship's primary mission as a training vessel. Due to this training mission, far more persons are embarked than would be required for the economical operation of a merchant vessel of similar size. This situation, plus the fact that the Navy has similar requirements in regard to training and instruction, has determined that the designation of officers, the general framework of the organization and the delegation of duties follows Navy practice."

It is not possible here to provide a complete analysis of Captain Turpin's work and ideas. It will be done eventually by those individuals thoroughly familiar with

the plan and responsible for its execution. It is enough to point out that the Deck Department will be divided into three divisions: Deck, Navigation, and Damage Control. Captain Turpin's reorganization plan meets the acid test of any training program: does it provide Midshipmen with a variety of learning experiences that will prepare them for their duties as a third mate? Initial fears concerning the institution of a striker system, that would bind one man to one task and thus cultivate specialization at the expense of versatility, have been ended by Captain Turpin's specific injunction that ALL deck Midshipmen will, during each year, rotate through the Deck, Damage Control and Navigation Divisions, and that each must pass specific examinations eventually leading to the Midshipmen titles of Boatswain Mate, Quartermaster, and Damage Controlman.

Those of us who have been unable to understand what could replace the Study-Maintenance-Watch plan of the past will be pleased to discover that the old system's best aspects have been revitalized and transmuted in Captain Turpin's
(continued next page.)

July 1958

theoretical discussion as contained in the Organization Book. It will be interesting to see these ideas in action. At this point it is good to know that the new plan will provide for those training and practical experiences which are essential in a Deck Midshipman's life here at CMA.

Sincerely,

John T. Ellis.

LETTERS TO THE EDITOR:

July 17, 1958

TO: Editor, "The Binnacle"

FROM: M/S Kopp.

SUBJECT: Golden State Service Fund

Dear M/S Riddervold

According to Section XXX of the Reg. book, about the Golden State Service Fund it states... "monthly statements showing the status of the fund will be posted as issued on the official bulliten board in the mess hall for a period of one week."

I was wondering why this has not been observed and also I think it would be interesting if we could have a future article in the "Binnacle" about the Golden State Service Fund and the insurance policy which we pay for.

Sincerely,

M/S Kopp.

Editor's Note:

Mr. Kopp. Refer your question to "Pritch." Personally, I think it would be something nice to know but I don't think that there is a need for a monthly statement. Maybe by the trimester. Let's wait and see what happens.

Next edition we will try to observe your very good suggestion to have an article about the Fund. We might even know about those Monthly statements by them.

TO: Editor, "The Binnacle" 7/18/58

FROM: M/S Horne

SUBJECT: Articles for entry in "Binnacle"

Dear M/S Riddervold,

QUESTION..What second class deck Midshipman (a former employee of Standard Sta.)has been seen recently in the "Kingdom" of the Machinery Spaces of the Golden Bear.

QUESTION..What other Second class deck M/S has formerly accepted employment aboard a SO vessel in the capacity of "wiper".

Sincerely, M/S Horne.

Editor's Note:

ANSWER..Along time ago some bright individual invented a mirror.Well?

ANSWER:..Wonder if his initials are S.G.S.?

June 25, 1956

TO: Editor, "Binnacle"
FROM: Mr. LaBombard
SUBJECT: Last edition's "Questions
for Student Thought."

I have been approached in regard to my opinion of questions that have appeared in the column headed "Questions For Student Thought" now appearing in the Binnacle.

I will go on record as saying that I do agree with some form of un-official contact between the Midshipmen and the Faculty. The term un-official contact as used here simply implying the absence of protocol as regards official and un-official correspondence. I also wish to be counted among those who recognize the fact that there ARE, at present, means provided for this so-called un-official contact between Midshipmen and the Faculty, for example, the Faculty advisors and the Student Council are un-official organs as far as military procedure is concerned. The above being true, it would appear that full use of existing means should be utilized before formation of some new medium is considered. There are examples of what I refer to around us in civil

life, rules and organs, which exist, but are not utilized and results in the forming of additional rules or organizations to orderly control a situation. This control must exist; otherwise, we flounder around aimlessly to the disadvantage of all instead of to the benefit of all. This is truly a question for Student thought. ARE YOU FULLY UTILIZING WHAT YOU HAVE? I believe that when an individual, or a group, is that, then is the time to add additional media.

Let us consider some of the questions posed in the new column contained in the Binnacle of June 17, 1956.

1. Is there a need for closer co-operational understanding?

I believe the answer to this to be yes, definitely so; however, I feel that there exists two means of accomplishing this. These have been mentioned above.

2. Is morale at a point where it must be raised?

This is truly a controversial question. The answer to this will depend upon a number of factors. Does the person happen to be depressed at the time the question is put forth? What is the environment at the time? What did we have for "chow" on the day the question

was asked? Have I just received a couple of "gigs"? Did my girl just refuse me a date? All of these will influence the answer to such a question. However, to answer the question specifically, it is an accepted FACT among the armed forces and even in industry that a group is not happy unless they are complaining. Thank God that in this country we are able to do this! I note with interest that the greatest "beefers" among the Midshipmen in past classes have had nothing but acclaim for the school when they return.

3. Do you feel that it is the duty of the Student Council to organize its meetings, learn the topics for discussion, make certain that everyone is heard, then submit these to the Superintendent?

My answer to this is absolutely affirmative. The Student Council is not full-filling its obligation to the Corps unless it carries out the duties listed above; however, an additional duty should be added. Screen these topics. Many of them, I feel certain, could be handled legally and properly without reaching the higher echelons. In regard to this question I believe that herein is the value of

the controversial column now appearing in the Binnacle. It can act as a "hopper" into which the topics of interest to Midshipmen can be tossed and the student council should use this as a nucleus for its agenda in subsequent meetings.

Sincerely,

Frank L. LaBombard

Editor's note: Thank you and well said Mr. LaBombard.

With a new set of officers in command who have very high ideals I think they will take advantage of this space in the Editorial Section in which I hope they will openly discuss all problems that are just kept to a whisper around here. If they do not make the Student Council satisfy the need for better understanding between everyone this space will serve as a "gadfly" to those ends. Mr. Ellis take note...

I wish to thank all those who contributed to this edition of the Binnacle. I wish the first class luck and I am looking forward to a successful year for the newly elected student officers.

Robert Riddervold, Editor.

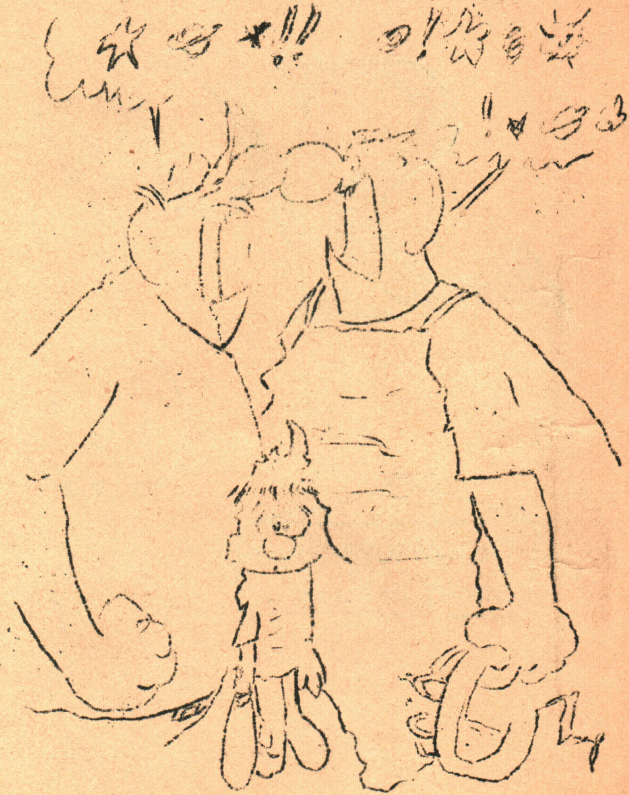


Baseball???

Since the last edition of the Binnacle, nothing much in the way of excitement has happened at in the viewpoint of the California Maritime Academy softball team. They closed out first round play by losing to the Overpass Bar and Mobile team by the score of 7-0. The first scheduled game of the second half against Union 76, was postponed because the Union team was not notified of the game. On July 15, we played Sub Group One and lost by the score of 9-1.

Coach Thwing and Captain Densmore, have been juggling the order trying to get a little more solid lineup. This may or may not be the cause of the teams poor showing. The infield is very solid with M/S densmore as catcher, McLean on first, Garton on second, Fielder at third, and schiefen at shortstop. There is now a little depth at the pitcher's mound with Slade the number one pitcher and Vanzant backing him up. The outfield, however, is far from secure. The outfielders are M/S Meleski, Allison, Shortridge, Schwarz, Payne, and Dale.

The team has three league games left in the second half; they are against, Rodeo Roxall Union 76, and the De Molay.



Intramural Sports At A Glance by Midshipman Dale

The final waterpolo game was completed on the 17 July 1958 between those fabulous "A" company athletes, and "B" company. Winners again were the A company 1/3. The athletes from "A" company have had winning combinations in both second and third classmen competitions. Undefeated and untied, rolled through two opponents and gained an extra win on a forfeit. The winners team consisted of 1/3 Dale, Loughton, Thurston, Schwarz, and Walker who was the goalie. M/S Hogeman, newly acquired in a trade with "B" company, also helped, providing most of the scoring touch in the last game.

Tennis is just getting into all swing on the intramural picture. "A" company has no players entered, while tennis players from the other companies are taking considerable interest in the game. As of yet, the winner has not been determined because of the double elimination rule. M/S Hawthorne and Lorenzana are currently leading the pack with no defeats. They will battle it out this week for

top spot.

The two man volleyball season has come to a close with the last point scored by M/S Thorpe and Shieffen who are the newly crowned champs. They represented "E" company. M/S Thorpe has a very good spike which is accomplished much the same way as one would serve overhand. This puts a curving spin on it.

Recently there has been a lack of competitive spirit between the different companies. This years intramural season, drawing to a close, has been very successful until recently. I also feel that we could make the whole season much more enjoyable only if we back it. Mr. Thwing has put a lot of work into the sports scene and the Binnaele staff would like to thank him. Also I feel that the Midshipmen can thank Mr. Thwing by making next years intramural season a more successful one than this season has been.

Bowling Club Averages For June 1958

Name	Average	Series
Fuller	183	196-185-170
Orender	159	192-161-124
Allgaier	152	162-147-147
Thurston	145	164-148-134
Vanzant	145	166-137-134
Tozier	135	139-136-131
Schwarz	132	141-137-120
Daugherty	131	134-130-129
Dale	122	140-114-114
Cox	117	113-113-107

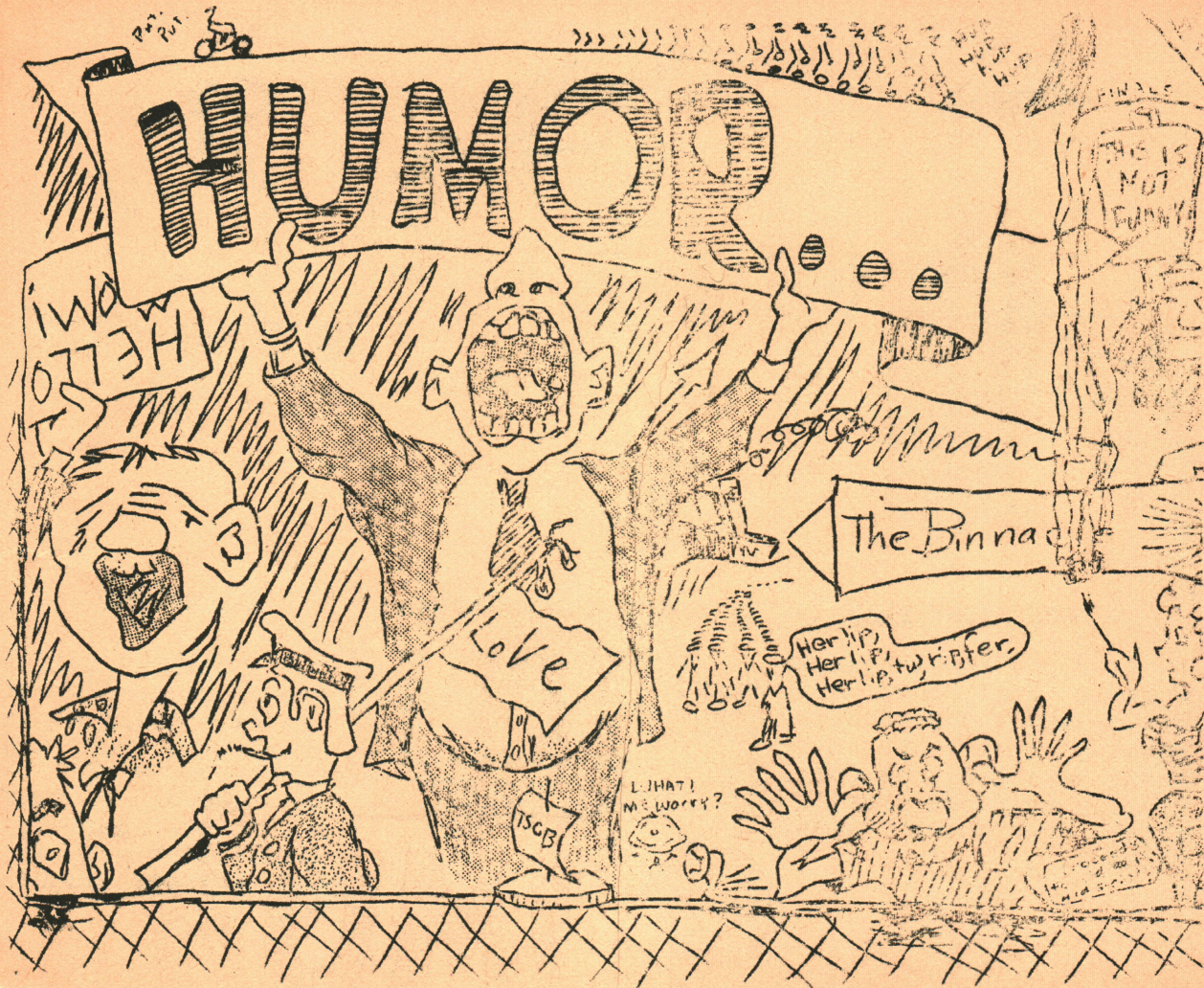
Individual High Game

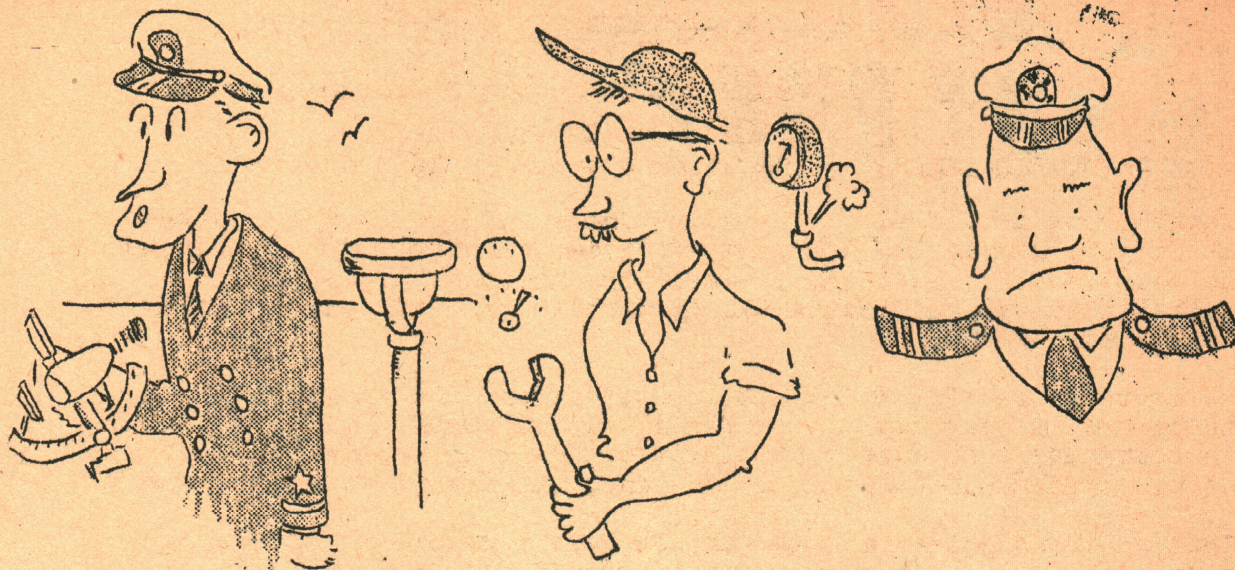
Fuller 196

Orender 192

Averages submitted by F.L. LaBombard

HUMOR





DECK MIDSHIPMAN

A young man who knows a great deal about very little, and who goes along knowing more and more about less and less until finally he knows practically everything about nothing.

ENGINEERING MIDSHIPMAN

A young man who knows very little about a great deal, and who goes along knowing less and less about more and more until finally, he knows practically nothing about everything.

INSTRUCTOR

A strange fellow who starts out knowing everything about everything but who ends up knowing nothing about anything due to his continued association with deck and engineer midshipmen.

by N1ed

The Strange Cruise Of The Buttercup

By David W. Donaldson

CANTO THE FIRST Presenting a scene of life aboard the ship.

The ship was moored at the Tyneside Docks, along the river Thames,
The Captain strode the bridge with pride; the crew were playing games.
The coxwain whistled a happy tune, like the warbling of a bird,
And below in the hold where the first mate was, his singing could be
heard.

The crow was sitting on his nest, atop the mast so high,
The binnacles were out of the bin and lying neatly by.
The barnacles were stored in the barn, the compass had been wound,
The crew had washed the sails that day, and spread them all around.

Aloft on the topmast part of the ship was a cabin, neatly made,
Built of Mahogany, Ebon and Pine; covered with Gold and Jade.
And when the crew glanced up that way, as they hurried-by apace,
Framed in the window they could see the Commodore's placid face.

A tall, stern man was the Commodore, and never known to smile.
Through storm and rain and thundering winds, he was placid all the while.
His face never mirrored a sign of fear, anxiety or alarm;
Whatever the circumstances might be, the Commodore's face was calm.

The sun was shining bright this day, and the sky was a brilliant blue.
The spindrift sparkled in white and green, and a dazzling emerald hue.
And as the sun began to sink down into the western sea,
The Captain clapped his hands in joy. "We sail tonight!" said he.

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(continued next page.)

CANTO THE SECOND In which is presented a view of the manner in
which the crew goes about setting sail.

The Cook jumped up from his place of rest, the crew left off their games,
They began to rush and bustle about with a hundred different aims.
The Mates began to roar and curse; the Boatswain swained the boats,
And the Cook began to boil a stew of Parsley, Beets and Oats.

The Captain watched the toiling men with happy, piquant eye.
They went at their work with a will and a way, to DO, by gosh, or die.
The Engineer was the only man who loafed among the crew,
For the boat was run by sails alone, and he hadn't a thing to do.

At last the Mate to the Captain came, politely touching his cap,
And remarked that they were ready to sail, and then curled up for a nap.
And far above this hue and cry, in a window trimmed with lace,
Overlooking this scene of frantic toil was the Commodore's placid face.

"Ahoy! Ahoy!" The Captain cried. "Avast, my lads! Heave Ho!"
"Snap to it there, and smartly now! Look sharp about! Let's go!"
The Boatswain ran to the Captain's side as quick as a musket shot.
"We'll do it, sir," he said. "If you will only tell us what!"

And then as the sky above was dimmed by the darkening shades of night,
The ship was checked and everything was tied down snub and tight.
The Commodore's placid face stared down on the crew lined up at the rail
As the Captain raised his hand and gave the order, "Hoist the Sail!"

CANTO THE THIRD In which it is discovered that the ship has
fallen under a curse.

CANTO THE SECOND In which is presented a view of the manner in
which the crew goes about setting sail.

The Cook jumped up from his place of rest, the crew left off their games.
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CANTO THE THIRD In which it is discovered that the ship has
fallen under a curse.

The night was dark and all was still; the lookout manned his post,
The Captain lounged in his cabin aft, lunching on tea and toast.

The Binnacle

... of them ran to the bow.

When suddenly he sprang erect; his face was white with chill,
For the night was split by an eerie shriek -sharp, high-pitched and
shrill.

The Captain was astounded; his perplexity was great.
He ran arround in circles and a backward figure eight.
Then out of the night and into his room the Navigator rushed.
His face was white with terror, and his voice was choked and hushed.

"Oh, sir! We're doomed! We're lost!" He said. "We all shall perish,"
cried he,

"A curse is on us all," he wailed. "The ship has sailed on Friday."

"No, no, my lad," the Captain said, "It's quite all right, I know.
We sailed upon a Thursday, 'cause the calendar said so."

The Navigator fell to the floor. He wailed and kicked his feet.
"The International Date Line, sir, we crossed last year with the fleet.
We gained a day when we crossed the Line and because of that South Seas
trip,

While it's Thursday for all England, it is FRIDAY FOR THE SHIP!"

The Captain's face turned white with fear; he jerked and spilled his tea
"The word will get around," he said. "The crew will mutiny!"
And sure enough, as quick as light, the word went whizzing roun',
That the ship had sailed on Friday and was cursed, and would go down.

Some of the crew were seen to blanch, and some to grit their teeth.
Two of the crew raised up the stove and crawled in underneath.
The frightened Cook to a lifeboat ran, leaving the stew to burn,
When all of a sudden the Watch cried "HO! I see a THING astern!"

CANTO THE FOURTH

In which a strange THING is seen behind the
ship, causing consternation among the men.

(continued next page)

1/10/58

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CANTO THE FOURTH

In which a strange THING is seen behind the
ship, causing consternation among the men.

July 1958

(continued next page)

A few of the men ran back to the stern, but most of them ran to the
And one man made a slim excuse to crawl to the tip of the prow.
The Captain and the Mates peered out abaft and faintly could discern,
A dim, tremendous, threatening SHAPE, looming far astern.

The Coxwain jittered, and wiggled his nose in whitefaced, trembling fear
While the Third Mate scrooched his mouth around and bit his own left ear
The Cook began to screech and wail, the Boatswain paced the floor,
When suddenly the Captain cried, "Be calm! Like the Commodore!"

The racket stopped; the ship was struck by silence, still and soft,
While forty eyes turned upward to that Cabin far aloft.
And there above them, looking down, the men could faintly see,
The placid face of the Commodore, as calm as he could be.

"Oh see how calm," the Captain said, "The Commodore appears.
He weeps not, neither does he wail; HE has no childish fears!"
His placid eyes rebuke us all, and seem to say 'For shame!
You are sailors of the Buttercup; be worthy of the name!"

Gaze on that noble face, my men, no fear will you detect.
He has no craven cowardice. He's a man of Intellect!"
A wave of courage swept the crew that they'd never felt before,
And with one accord they gave three cheers! Three cheers for the
Commodore!

CANTO THE FIFTH

In which the men organize a plan of action
and put it into effect.

The men began to laugh and talk, and some began to sing,
And one man stuck his tongue out at the dim and misty THING.
The Captain chid them gently, and remarked with impish rue,
That they'd better stop and think a bit; And figure what to do.

The Binnacle

The third mate said in a loud, clear voice that, as far as he could see, It seemed to him, that is, if all was what it seemed to be, In case the circumstances changed, there still remained a question. And the crew was lost in thought a while, considering his suggestion.

When suddenly the Captain cried, "We're not unarmed you know! Let's load the gun and fire it at this THING to show it so!" With a hearty cheer the men leaped up and rushed to load the gun, Happily shouting that now, by gosh, they'd have a bit of fun.

Powder was brought; the gun was cleaned, the primer hole was fused, The Third Mate chuckled happily, and the Captain was amused. When suddenly a horrible fact was noticed by them all. They had forty pounds of powder, but they didn't have a ball!

Despair set in; the men all moaned in misery, dark and dismal. But the Engineer shed a ray of light into the night abysmal. A dour Scot, Mac Whack by name, the men had always banned him, For he spoke with such an accent, they could hardly understand him.

But now he spoke the sentence that would change his life forever, For the men all changed toward him then, and thought him wise and clever "Hoo weel ye ken," he started in, "A hae na ony worrrrk, Gin yon vessel has hae engines; But A didna wush tae shirrrrk,

Sae A has spint ma worrrrkin' time preparin fuir tha day, When we shud hae an engine - and on this A spint ma pay. A hae a stock o' engine parrrts, and gin ye'll but gae doon, An get them, ye kin load ye're gun; they're back abaft aboon."

With another cheer the men rushed down, and soon came running back, With buckets full of bolts and parts, and other engine tack. They fetched the keg of powder out and pulling out the stopper, They dumped it all into the gun, to do the job up proper.

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(continued on next page)

Then they began to fill it up with ratchets, gears and cams;
Nuts and valves and boiler plate, with piston rods for rams.
They packed it full and rammed it tight, so it wouldn't spray out loose,
And the Captain struck a safety match, and touched it to the fuse.

CANTO THE SIXTH

In which is described the firing of the
cannon, and the strange results of the
shot.

The men all watched as he lit the fuse, with open admiration,
And then they stared at the sizzling fuse, in eerie fascination.
The fuse burnt down to the primer's hold, and then there came a roar,
A flash of light and a gout of smoke, like they'd never seen before!

And when the smoke had blown away, the men looked aft and cheered,
For the misty, terrifying THING had completely disappeared.
They walked off laughing happily, with many a merry jest,
And hied themselves to the Fo'c's'l, to get some well earned rest.

But, strange to tell, and sad to say, when came the dim, gray dawn,
The Captain peered behind the ship with a face both pale and drawn.
The silent men lined up beside in horrified sickening shock,
For they'd never cast the hawsers off, and the ship was tied to the dock!

They'd raised the sails and weighed the anchor perfectly, it's true,
But none had thought to loose the ship, they'd had so much to do.
And the dim, great THING they'd shot at when they thought they were at
sea,
Was the handsome Brownstone building which had housed the Admiralty!

The Captain and Crew all shivered and shook, with a nauseating qualm,

The Binnacle

But the Commodore, as always, was serene, unruffled, calm.
Upon his changeless face there showed no signs of doubts or fears,
For the crew had never noticed; he'd been dead for fourteen years.

POEMS

by burrell

Two fair maidens sitting on a fence. One slugged the other —
so what?

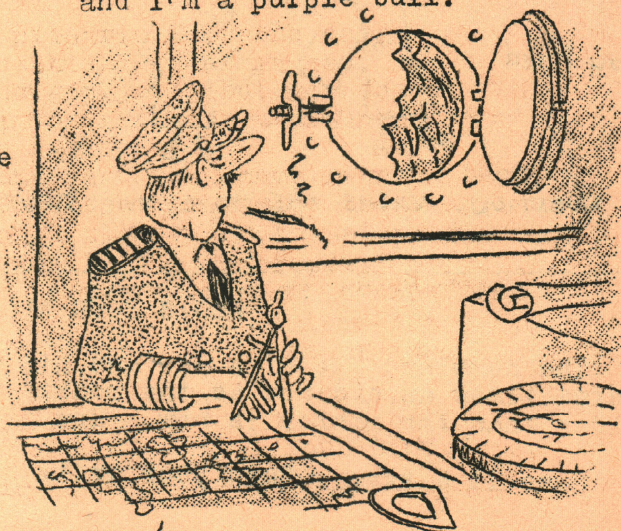
Standing on the corner
With my colored glasses
Watching all the girls go by
And looking at their
legs.

I watched them in the daytime
I watched them after dark.
I'd like to walk right up to one
And ask her if she'd
like a coke.

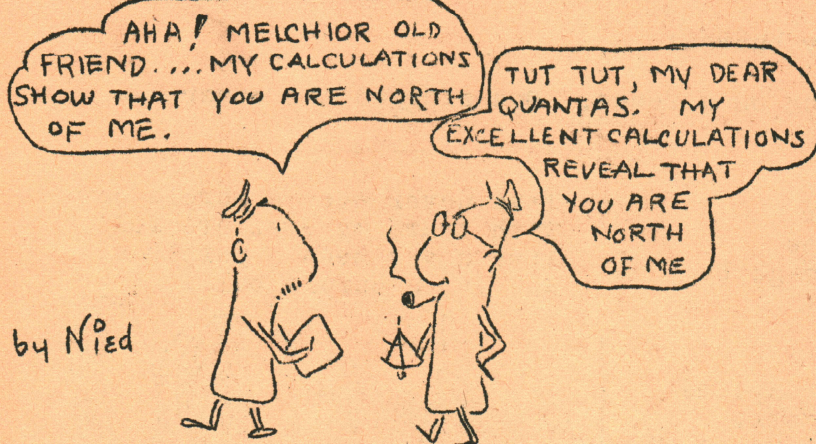
More space to fill,
Material needed.
A line of verse,
Our hopes are heeded.

July, 1958

I've never seen a purple cow
With tears my eyes are full.
I've never seen a purple cow
and I'm a purple bull.



YOU GOT ANY SMARTS ???



QUESTION. WHERE ARE THESE TWO STOUT FELLOWS?

HOW'S YOUR ALGEBRA??

The combined age of a man and his monkey is 100 years. The man is three times as old now as the monkey was, when the man was ten years older than the monkey is now. How old is each now???

Give it a try... Turn your written solutions in to M/S Allgaier.

M/S Allgaier

This "brain strain" section is a new addition. If you like it let me know.

If you've got any goodies, let me have them.

Let's all get confused.....

$$\int_0^2 x \sqrt{3-2x} \, dx$$

$$\frac{2+3=?}{(x-3)^2}$$

$$\theta = \tan^{-1}\left(\frac{u}{p}\right)$$

(FOOL!) Ye Gads!

Accumulated Floisam and Jelsa



SPEOLOGY ANYONE?

Are you interested in adventure, danger and excitement? Would you like to walk where no other human has tread? If so, you are interested in SPEOLOGY.

Speology is the fancy name for the sport and science of cave exploring.

Spelunking brings the thrills of mountain climbing and the adventure of Jungle exploration at the cost of walking.

If you think you would be interested in forming a club dedicated to cave exploration and rock climbing contact M/S Clune and the other CMA cave men in the Naval Science classroom at 1230 Friday, July 25th.

BECOME A SPELUNKNICK NOW!

DO NOT READ THE FOLLOWING
ARTICLE BECAUSE THEY
SAY NOTHING THAT
YOU WOULD
WANT TO
KNOW.

This is not very interesting
But if
You have read this far already
You will
Probably
Read as far as this;
And still
Not really accomplishing
Anything at all

You might
Even read on
Which brings you to
The line you are reading now
And after all that you are still
Probably dumb enough to keep
Right on making
A cope of yourself
By reading
As far down
The page as this.
Thank you for
your time. See you next Edition.

The move, the gale, on creaking hinge.
Midshipmen off for fun and binges.
A summer season just commences
To kill the turmail, frets and tenses
'Till September 3rd and once again
Over the backs our heads will bend.
-Burrell

M/S Editor
California Maritime Academy
Vallejo, California

TO: File Copy

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