

# BINNACLE

CALIFORNIA MARITIME ACADEMY

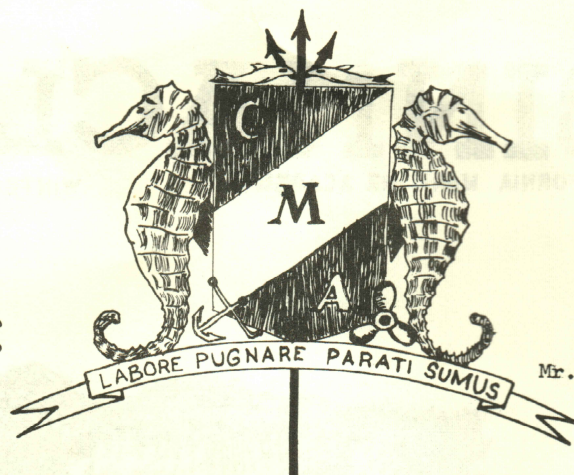
WINTER 1964





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The BINNACLE is a publication of the Corps of Midshipmen, California Maritime Academy, Vallejo, California. The opinions expressed herein are not necessarily those of the corps, Administration, or faculty.

Any individual wishing to express complaints, suggestions, misgivings, etc., may submit these, in letter form, to the editor for possible publication.

BINNACLE

## STAFF

CO-EDITOR  
L. Klatt

CO-EDITOR  
D. V. Grant

SPORTS EDITOR  
H. D. Ryan

ARTIST  
Jack Hatfield

ADVISOR  
Mr. Louis E. Kiger

WINTER 1964



CAPT.

Q.: Will speed up the engineering shortage of

A.: No contemplate present time

Q.: Will be granted since it is

A.: It might liberty American people final decision Captain of the

Q.: Why





Superintendent

CAPTAIN H.E. RICHTER

Q.: Will anything be done to speed up the graduation of the engineering classes due to the shortage of marine engineers?

A.: No such action has been contemplated on this issue at the present time

Q.: Will overnight liberty be granted on cruise in Hawaii since it is an American port?

A.: It is normal for overnight liberty to be granted in American ports; however, the final decision lies with the Captain of the ship.

Q.: Why is it that not all

of the graduates from CMA receive commissions?

A.: The Navy awards a number of commissions according to its needs. I do not know or have any way of finding out why certain individuals are not granted commissions.

Q.: Instead of the present lounge chairs, would it be possible to get study chairs for those living in the Residence Hall?

A.: It is intended to replace the lounge chairs for some regular study chairs as funds become available.

Q.: Can midshipmen bring motorcycles or other heavy equipment home via the Golden Bear from Japan and Hong Kong?

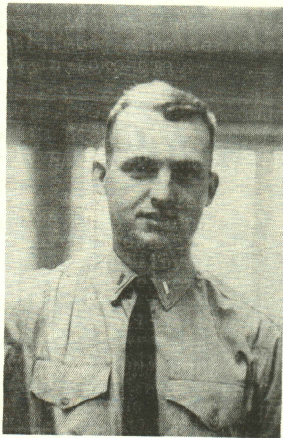
A.: This will have to be by individual arrangement with the Commanding Officer of the ship.

## WHO'S WHO

Mr. S.W. Branin, who joined the CMA faculty on June 1 of this year, was born in Berlin, New Jersey. Mr. Branin holds, in addition to a chief engineer's license (steam vessels, unlimited) a B.A. degree from San Jose State College. His experience in connection with marine engineering includes twenty-one years in the United States Coast Guard, during which time he attained the rank of Lieutenant Commander. While in the Coast Guard, Mr. Branin served on both deck and engineering billets. Five of his twenty-one years were devoted entirely to merchant marine inspection work. Mr. Branin and his wife presently live in Pleasanton where he finds



time to enjoy one of his favorite interests, home gardening. The Binnacle staff happily welcomes Mr. Branin to CMA.



The new addition to the Naval Science staff this year is Lt(jg) Philip M. Quast. He replaced Lt(jg)Liddle in July. In addition to his regular duties, Mr. Quast is coaching the basketball team. He holds a BS degree from Carroll College in Sheboygan, Wisconsin,

where he played his college basketball. Having spent his first three years' in the Navy at sea as Gunnery Officer and Boat Group Commander aboard an AKA, Mr. Quast now has a chance to try a land-based job. He is married with no children, and his interests include golf, tennis, and reading James Bond novels. Welcome aboard, Mr. Quast.

## THE BINNACLE SPEAKS

### A REMINDER

This copy is the first publication of the Binnacle by the present Second Class. Much interest was shown at the beginning of the trimester, but as the days wore on and as the workload increased proportionally, the Second Class found it difficult enough to keep its head above water, let alone spend much time on the Binnacle. Consequently, the Binnacle has been the work of only a few devoted midshipmen. The present staff is very much interested in obtaining more support from the Corps. Everyone's contributions are needed and will be particularly welcome on this coming cruise. It is hoped that the true spirit of this coming cruise and the beauty of the foreign ports can be captured in our next issue. But to achieve this goal, the support of the entire Corps is needed.





### THE HISTORY OF THE MASTERS, MATES, AND PILOTS

The Mate Unions had their beginning in the inland waters of the United States. Around 1850 the Mississippi River Pilots formed the Pilots' Benevolent Association to protect licenses, to insure its members' lives, and to pay burial expenses. Later, increased wages, improved working conditions, and shorter working hours became the principal objectives of licensed deck officer organizations.

In 1887 the ocean going mates followed suit. Captain Ward of the steamer *Minnehawouck* invited the ocean going mates of New England to a meeting aboard his vessel in an effort to organize a protective organization for mates. In spite of the skepticism of many, his plan proved successful. By October 1887, only eight months after the first meeting, the



newly formed American Brotherhood of the Steamboat Pilots had six locals on the New England Coast. In a twenty-three-year period, from 1887 to 1910, the Brotherhood accomplished several things: new locals were formed, acceptance by the steamship lines was gained, and legislation which placed Government operated navigational aids in strategic locations was introduced in and passed by Congress.

However, in 1910 the Brotherhood experienced a serious setback. The Neptune Association, a rival union which was created in 1910, won most of the contracts by lowering their wage standards and benefits. The Brotherhood found itself forced to fight back with the same tactics; within four years it had regained its lost contracts and quasi-monopoly. Unfortunately for the mates, this cutthroat competition had reduced their wage contracts.

When World War I created a great demand for deck officers, the Brotherhood was once again in undisputed power. During the war the Union was primarily concerned with the war effort and staged no paralyzing strikes. Following the war, the abundance of licensed deck officers compared to the relatively few number of operating ships spelled eventual disaster to the Brotherhood. By the end of the Depression, the Brotherhood was virtually unknown.

As the Great Depression neared its end, the United States Maritime Commission was created by the Merchant Marine Act of 1936. The purpose of the Commission was to federally subsidize the construction of the American Merchant ships. The Commission, therefore, was directly responsible for increasing the Merchant Fleet. More ships meant more jobs for deck officers, and out of the ashes of the Brotherhood came the International Organization of Masters, Mates, and Pilots.

World War II created an even

greater demand for masters, mates, and pilots. 2710 Liberty ships, which carried three-fourths of all American cargo alone, were built during the war. The majority of these ships were not manned by Naval Officers, but by civilian members of the Masters, Mates, and Pilots.

Following World War II, the union found itself in rough waters. A sharp decline in the number of ships in service caused an overabundance of mates. However, unlike the Brotherhood at the end of World War I, the MM&P was quick to recognize this situation, and through collective bargaining it increased vacations, created an excellent retirement program, and increased wages. In order to employ more people, a member must take thirty days of vacation for every 360 days of employment, and if he is employed for one year by a single company, thirty days of additional vacation must be taken. After twenty credit years have been obtained, a MM&P member may retire regardless of age with a pension of three hundred dollars per month. A credit year consists of 200 days of employment per calendar year or fifty days per quarter. The increased wages made it easier for a member to live on the amount of money he earned while shipping for a shorter time. The overall plan of the MM&P was and still is to employ a maximum number of officers at the maximum wage possible. In order to help accomplish this policy, the National Shipping Rules were drawn up.

The National Shipping Rules provide two lists from which MM&P members must be hired. The offshore shipping list is a list of members eligible for seagoing jobs. All seagoing mates and port relief mates who desire jobs must be placed on this list. If a member desires to work as a port relief, he must place his name on the port relief officers shipping list. A member must ship for a period of

sixty days remain eligible for relief list a physical sixty years to the MM&P years.

The other aid plan, attendance and fair employment members. I failed to a subjective, the senior Shipping I three major consists of have not yet MM&P contracts wishes to submit an a three-hundredment to the signs up at more than the full subscription fee which is \$1200. To sign up early Union required fee from shipped for

The wages depend upon self, her horsepower, the rating, the of propeller wages. The of deck officers contracts:

#### LARGES

Master.....  
Chief Mate..  
Second Mate..  
Third Mate..

#### SMALLER

Master.....  
Chief Mate..  
Second Mate..  
Third Mate..



sixty days each year in order to remain eligible for the port relief list unless he suffers from a physical handicap or is over sixty years old and has belonged to the MM&P for at least fifteen years.

The Group Shipping List, another aid to the overall MM&P plan, attempts to provide equal and fair employment to all MM&P members. Until now the plan has failed to achieve its initial objective, for it heavily favors the senior members. The Group Shipping Plan is divided into three major groups. Group three consists of all new members who have not yet taken a voyage under MM&P contracts. A new member who wishes to join its ranks must submit an application form with a three-hundred dollar downpayment to the Union Hall. If he signs up after shipping out for more than six months, he must pay the full sum of \$1000 initiation fee which is now being raised to \$1200. To encourage mates to sign up early with the MM&P, the Union requires a \$200 initiation fee from all mates who have shipped for more than one year.

The wages of MM&P members depend upon the size of the vessel, her horsepower, and her propulsion. The greater the tonnage, the greater the horsepower rating, the greater the number of propellers, the higher the wages. The following is a list of deck officer wages under MM&P contracts:

#### LARGEST SHIP

Master.....	\$1,431.89
Chief Mate.....	\$943.20
Second Mate.....	\$766.74
Third Mate.....	\$715.17

#### SMALLEST SHIP

Master.....	\$1,206.72
Chief Mate.....	\$718.88
Second Mate.....	\$633.66
Third Mate.....	\$575.33

One should remember that these monthly wages do not include overtime or penalty time which normally increases wages one and one-half times.

The underlying problem of the entire Merchant Marine is the insufficient amount of ships for an abundance of qualified personnel. If the percentage of cargo of the American import-export trade carried in American bottoms increased from the present 8.8% to an ideal 50%, there would once again be a large demand for all seagoing personnel as there had been during the shipping booms of World War I and II. The MM&P fully realizes this problem and is working towards correcting the situation. To serve as an interim pacifier to the MM&P members, the MM&P strives toward an equal amount of jobs at the highest wages for all its members.

## HIGHLINE

The First Class were found to be engaged in many fields of endeavor this past summer. M/S Ackermann, Lane, Collins, and A.R. Young spent three weeks working for Red Stack. M/S Drahos, Eldridge, Holoch, Mitchell, and Porter could be found at the Maritime Administration Radar and Gyro School, Fort Mason. M/S Ewers and M/S Moehl made a shifting on the SS Texan, a chemical tanker, operated by Hendy International Company. Apparently, a well spent summer was had by all.

Always of interest to the First Class is how the graduating class is doing on the "outside." The not-so-difficult task of keeping in touch with the graduates is accomplished by "shooting the breeze" at Ma Ogle's, from letters, and from the ever-present Log at the Crow's Nest. Pete Peters and Karl Eckhardt can be



found in the Pacific on the SS President Roosevelt; Bob Payne is on a grain ship to India; Bill Schutt signed on an around-the-world voyage with American President Lines; Jim Swanson is on a tug at Kwajalein; Ed Engemann is shipping to Viet Nam for nine months; Russ Beardsley and Roy Zimmerman are with Pacific Far East Lines; Lenny Stenback is with States Marine Lines in Korea; Steve Reiutz was on the ill-fated Red Stack tug Sea Lion; George Conrad, Pete Estabrook, and Gary Kerns are also working for Red Stack; Barry Paulson is with the Matson Navigation Company; and Bob Hanelt and Mike Garnett are with M.S.T.S. (Mike has the luck to have Harry Krabenschmidt 63/D under him!)

In the Atlantic and on the Gulf, Dave Ohlson is on a Gulf & South American ship which was recently sold on the West Coast; Al Bish is with American Export-Isbrantsen; John Monson is presently in Germany; Bruce Hope shipped out of the Brotherhood of Marine Officers Union Hall in New York; Greg Sherry, who married immediately after graduation, now has a shoreside job with Matson; Marv Yamamoto is with States Marine Lines on the run to Northern Europe, and Ed Higgins is touring the Midwest while waiting for his naval commission to come through.

From the looks of things, shipping is excellent in all parts of the country, and jobs will not be lacking upon the graduation of the Class of 1965.

## SWABCALL

After struggling through the Fall Trimester, the Third Class has pretty well adjusted itself to the familiar routine of Acad-

emy life. A few anchor parties have been held, all of which have been crushed by the Second Class "night owls." Whereas the few inevitable swab calls held now and again are enjoyed by none, the Saturday dance, fondly called the "Pig Push," provides a much needed spiritual lift to all who attend.

Routine to the Second Class, but very much a hassle to the new middies, was the period of limbo known as Indoctrination Week. The hectic tempo and the military discipline enforced during those five days changed the lives of many. The military and school regulations stressed in that one week now lead to a natural reaction. The Third Class is already looking forward to their turn at the wheel.

Class unity is perhaps the best ever. There has been no lack of response to any suggestions. The slightest mention of the anchor sends McDowall and a few others into a frenzy.

Disciplinary action by the Board of Governors upset many of the Third Class. All of them, however, realize that the rules are the only basis for order. The Third Class has learned a hard lesson, but one which will be well and long remembered.

## CRUISE LIBRARY HOURS

While the ship is at sea, the library will be open during the following hours:

Monday thru Sunday, inclusive:  
1200-1300 and 1615-1715

The library will be opened upon request while the ship is in the various ports.

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## THE AMERICA'S CUP

This year the British again sent a 12-meter yacht across the "big pond" to challenge the United States for the America's Cup. 1964 will make the twentieth time the cup has been challenged since 1851, when the schooner America originally won the cup. America handily won that race against fifteen British yachts. Once the Americans had gained the trophy, (valued at 100 guineas), it was made available to international challengers. The cup has never been taken by a foreign yacht, although some of the challenges have been close.

Between 1889 and 1930 Sir Thomas Lipton challenged the Americans five successive times. Each time Sir Thomas met defeat, yet he was such a good sport that he became known as the "gallant loser". Sir Thomas ended the America's Cup races on a handicap basis and brought in the matched boat races. This meant that the boats would be built to a rule, based on a complex equation involving most of the boat's important measurements. These measurements cannot be exceeded.

From 1930 until the present all of the America's Cup races have been in class boats built to an international rule. Usually, before each challenge, there are trial races in each of the competing countries to determine which of their class boats is the fastest. The victor of the trial races wins the right to meet the foreign challenger in the defender's own waters. The decision to follow the class boat policy came after an age of giant racing machines, which proved to be too expensive

to operate. For example, the Reliance, skippered by renowned Charlie Barr, of the 1903 challenge was 143 feet overall, 90 feet on the waterline and carried approximately 16,000 square feet of sail! She cost her New York Yacht Club syndicate \$175,000—a lot of money for that era.

The first class boats to race for the America's Cup were the "J" class sloops of the Universal Rule. All of the "J" boats were marconi-rigged, as opposed to gaff-rig with topsail on the previous challengers. They had light alloy, airfoil cross-section masts, and metal hulls, and they utilized many features made possible by the sciences of aerodynamics and fluid dynamics. Models of the proposed hulls were towed in test tanks at different angles of heel and in different simulated sea conditions, similar to wind tunnel tests, in an attempt to design the fastest boat that could be built to the "J" class rules. The masts were about 160 feet long and made of duraluminum, a light strong alloy of aluminum. Ranger, the fastest "J" boat ever built, was 135 feet L.O.A. (length overall), 87 feet L.W.L. (length water line), 21 feet in beam, and 15 feet in draft and carried 7,546 square feet of sail on a 165-foot duraluminum mast.

Because of the wars in the early part of this century, there was a loss of interest in the America's Cup. Interest was revived in 1958 when the British again challenged the Americans. The races were not in the "J" boats of bygone eras, but instead were in a 12-meter class. A "twelve" is based on a formula as



were the "J"boats, only the specifications of the rule are different. The 1958 British "twelve" was Sceptre, designed by David Boyd. In the challenge, she lost four straight races, in both light and heavy airs, to the Columbia. This defeat seemed to be just about the end of the line for England, the queen of the seas.

The Australians saw a chance to show both the Americans and the British how to sail, and Sir Francis Packer decided to challenge the cup. Sir Francis chartered the Vim, a 1939 twelve from the United States, for use as a trial horse for their new challenger because there were no twelves in Australia. Alan Payne, designer of many Sidney-Hobart race contenders, produced Gretel. In tank tests, she showed greater speed potential than any of the American twelves, but one new twelve was being built at the same time in the United States. The new boat was designed by a sailmaker named Ted Hood and was christened Nefertiti. After hotly contended trial races between Weatherly, Columbia, Nefertiti, and Easterner, Weatherly proved to be the fastest boat for the 1962 defense. Gretel won one race (the first time the Americans had lost a single race in five years), but she then proceeded to lose four others. Gretel won the single race by "surfing" a wave, (similar to riding a wave on a surfboard) which put her in a commanding lead. In the end the United States still held the cup.

Again in 1964 the British challenged the cup. For the first time in history, an Olympic style course, instead of the triangular or windward-leeward course was to be used. All of the competing yachts had "coffee grinders" (powerful sheet winches) of interesting and effi-

cient design. The sails were designed for more windward sailing, which was to be encountered on the Olympic course. New methods of jibing the spinnaker were tested to cut down on valuable time in jibing duels and at marks. New sail cloth was used, and it incorporated less stretch and less surface friction, and thus produce a more powerful sail.

Four boats, two American and two British, were built for the 1964 race. Both of the British boats were of identical design, the only difference being in deck layout. The British designer, David Boyd, spent more than a year experimenting with twelve-meter hulls in the Davidson Laboratory test tank at Stephens Institute before this practice was declared taboo to foreign challengers. These boats are theoretically faster hulls than any other twelve meters ever built, but again the British failed to win at Newport. They had far inferior sails, as it is common knowledge that the British are years behind the Americans in quality of dacron cloth and in the design of sails. Both of the British boats pitched badly to windward, so badly in fact that the quarter wave was pulled away from the counter on large waves giving the effect of towing a boat. The story behind the American twelves was entirely different.

The United States had a variety of boats in serious contention. American Eagle was built to Luder's design after tank testing since 1957 and sailed by Bill Cox, a dedicated sailor. Olin Stephens, of famous Sparkman and Stephens, Inc., designed both Columbia, America's cup winner in 1958, and Constellation, the winner in 1964. Nefertiti, a tremendous heavy weather boat designed by Ted Hood, sailmaker for all the American contenders,



Peter Scott

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Peter Scott of Sovereign

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$$L_1 = L_1 + \frac{1}{2} (G_f - 2 \times 0.5R) + \frac{1}{3} (G_a - 2a)$$

$$d = 2 (ACB - AB)$$

THE INTERNATIONAL RULE

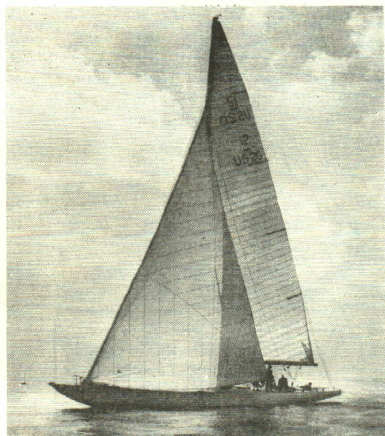


Bob Bavier of Constellation

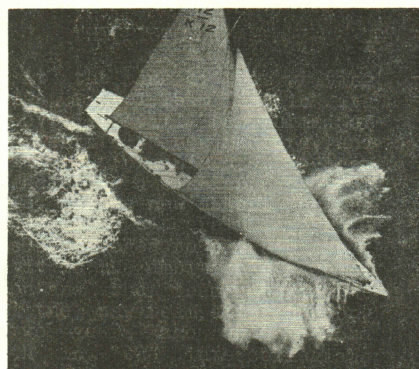
again failed to win the trials. And finally, the persistent Easterner, designed and skippered by C. Raymond Hunt, which lost badly in 1958 and 1962 again failed in the trials in 1964. All of the American twelves, with the exception of Columbia, sailed by Walt Podalak of Newport Beach, were from the East Coast.

In the early trials it looked as though American Eagle

would take the United States trial races. Constellation appeared to be on a continual shake-down, never living up to her full potentials. None of the other boats made a very impressive showing. In the final trials, Constellation turned the tables on American Eagle. After experimenting with sails and technique and reorganizing her afterguard by putting Rod Stephens as navigator and Bob Bavier as helmsman to windward and for starts, Constellation stormed by the opposition in all but one race, a loss



Constellation-victor in 1964



Sovereign pitching to windward



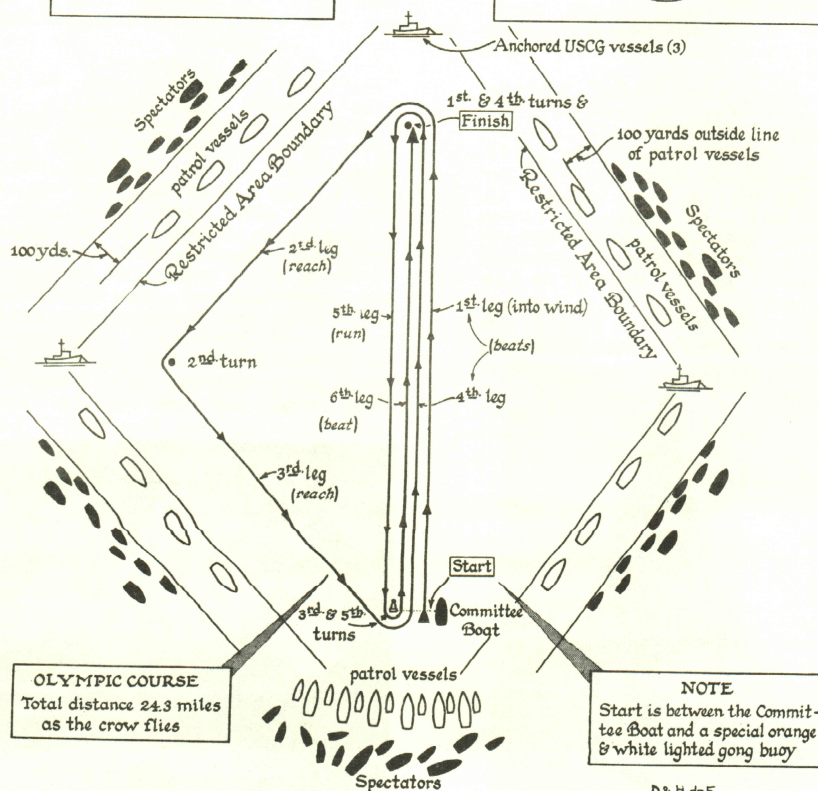
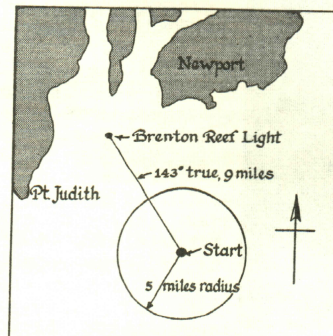
# AMERICA'S CUP COURSE 1964

## SPECTATOR REGULATIONS

Spectator vessels shall keep clear of the restricted area and shall keep at least 100 yards outside the line of the larger U.S.C.G. patrol vessels at all times. They shall comply with all instructions of the U.S.C.G. patrol vessels and helicopters. They shall watch out for disabled vessels and men-overboard and shall proceed carefully.

These regulations will be in effect commencing 15 Sept. at 11 a.m. DST and until each race is concluded. They apply within a 5-mile radius of the special lighted gong buoy (orange & white horizontal stripes) located 9-miles-bearing 143° T (157° mag—from Brenton Reef light tower (see chart). Two Navy tugs will also mark the course. Three anchored U.S.C.G. vessels will indicate the boundaries of the diamond shaped restricted area. Failure to comply with regulations may result in penalties up to \$500.

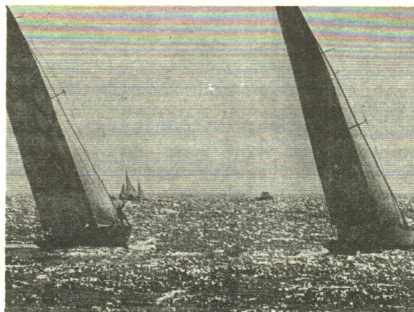
First leg is directly into the wind





to American Eagle in fluky weather. As for the trials in Britain, Sovereign seemed to be the most consistent and was finally selected over Kurrewa V.

Actually, the American defender, Constellation, experienced more competition at the trials than against the British challenger, Sovereign. The America's Cup is sailed in a best of seven race series. The United States completely dominated Great Britain by taking four straight races, thus ending the series. In the four races, Constellation won by times of 5:34, 20:24, 6:33, and 15:40. This amounts to a long time considering the boats should have finished within a minute of each other. Even if Sovereign happened to win a start, the Constellation soon sailed past her,



Constellation (right) shows Sovereign how to point to windward

going faster and pointing higher. Constellation won her races on the windward legs of the course due to Bob Bavier's brilliant helmsmanship, far superior sails, and a better crew. The large swells, remaining from hurricane Cora and Edith far Offshore, stopped Sovereign dead at times, yet Constellation sliced through without excess

pitching. Both, in fair and foul weather, to windward and to leeward, the Americans showed their heels to the British.

What is to come of the America's Cup? Australia's Royal Yacht Squadron has challenged the New York Yacht Club in 1967. The Australians did well with Gretel in 1962, even though she was the first "twelve" built down under. The West Coast is almost certain to produce a contender. Kettenburg, Lapworth, Calkens, and a host of others, located on the West Coast, are capable of designing a successful twelve. A crew of high potential, such as North, Sprague, Edler, Eichenlaub, Chilcott, to name a few, could be chosen by the proper manager. The best gear in the world is made on the West Coast: Barient, South Coast, Spar Craft, Yacht Dynamics, and others. And the very finest sails come from the West Coast: North, Watts, Baxter and Cicero. The 1967 challenge between the East Coast, the West Coast, and the Australians will indeed be interesting. In the near future, Russia is expected to challenge, but as yet they have not produced any designers capable of designing a successful twelve meter yacht.

## THE RING DANCE

The annual Ring Dance of the Second Class will be held at the Mark Hopkins Hotel on the 29th of May, 1965 in the Peacock Court. The Class of 1966 welcomes the First and Third Class and cordially invites the faculty and administrative officials to the annual Ring Dance.



## THE CLUBS OF C.M.A.

### THE PROPELLER CLUB

The Propeller Club this year is once again the largest student organization on the campus. The thirty-seven new members voted in at the first meeting of the year brought the total membership to seventy-four first and second classmen.

A good selection of activities is being planned for all three trimesters of the school year. For the current trimester, speakers are scheduled, two of whom are Captain John Knox, president of Weyerhaeuser Steamship Company, and Captain G.W. Griffin of States Marine Line, with a movie and talk on the new Trans-Pacific cablelayer Long Lines, which that company is operating. Movies of cruise ports will also be shown if they are available. Finally, a field trip will be taken to the Port of Oakland, courtesy of Mr. Ben Nutter, one of last year's speakers and executive director of the port.

Activities for cruise and the spring trimester are still being planned. Efforts are being made to contact the Yokohama chapter of the Propeller Club with regards to visiting one of the large Japanese shipyards or paying a visit to a Japanese training ship. The spring trimester will, of course, include the annual barbecue and kegger.

Another important facet not to be overlooked is the weekend

Shifting programs with Matson. Excellent trips around the Bay are available, with occasional ones including drydocking a ship. Club officers for this year are Mike Mitchell, Jan Moehl, and Pete Ackerman. Club advisor is Mr. Lyle Taylor.

### THE C.M.A. TRIDENT DRILL TEAM

The C.M.A. Trident Drill Team, organized in 1962, marched under the command of M/S Allison in the parade competition of 1962 and 1963. The Drill Team has also participated at the annual Maritime Day ceremonies held on the Golden Gate Bridge for the last three years.

The present unit, the first to include deck midshipmen, marches under the command of M/S Knauer. The rifles for the team have been recently donated to the Academy by the Naval Science Department. Present plans include Veteran's Day and local parade competitions, culminating in the Maritime Day ceremonies. The team consists of nine men, but a larger unit of twelve men is desirable. Any midshipman interested should see M/S Knauer or M/S Ili-zaliturri.

### THE PISTOL TEAM

At the time of this writing the 1965 Pistol Team is in its infancy. It will be formed of almost entirely new members, and it will be organized as a team instead of as a club such as last year's. Since new talent must be found, anyone sincerely interested is encouraged to try his hand.

It is the ambition of Chief Dayton and the team captains to model the new team after the one of two years ago which placed fourth in the intercollegiate match. This high rating gave



valuable publicity to C.M.A. The fact that C.M.A. can enter competition with much larger schools on a national level should be appreciated. In no other sport could we hope to beat schools such as the service academies, the Universities of Wisconsin, Massachusetts, Oklahoma, or lesser competition such as Rutgers or San Jose State.

#### THE SAILING CLUB

The Sailing Club has had an active fall trimester. Besides the many sailing activities, a trip to the sailing ship Balcutha was undertaken; Mr. Piver gave an instructive talk on trimarans; M/S Buell held a travelogue of his five-month voyage to the South Seas; films from the cruise to Tahiti were shown and enjoyed by all. Perhaps the most important activity of all was the acquisition of a Mercury class sloop which the club is planning to build on cruise.

During the cruise the Sailing Club plans to crew on a 110 foot ketch in Hawaii, visit various yacht construction places in Hong Kong, and race against the Japanese Maritime Academy in Yokohama. The Club officers are as follows: David Lyman, Commodore, Bob Hall, Vice-Commodore, Hugo Carver, Secretary-Treasurer.

#### THE SKIN DIVING CLUB

This year, as in previous years, the Skin Diving Club is advised by Mr. Beland, an avid and experienced diver. The club officers for this year are: M/S Miller 1/E, President, M/S Cummings, Vice-President, and M/S Eschenburg, Secretary-Treasurer.

The club has an active schedule this year. The plans

include many weekend trips to various places along the coast such as Salt Point Ranch, Hole in the Fence, and Fort Ross. Plans for diving excursions in Manila and Honolulu are in their final stages of development and should prove to be quite interesting. The club's annual dinner is also being planned as a luau in Honolulu.

On cruise, the club is quite active and some exciting diving excursions are planned in nearly every port. Last year the members helped the scientists of the "Galapagos '64" expedition collect rare fish, octopuses, and eels.

All divers and those interested in learning how to dive are encouraged to take part in the club's activities. New memberships are \$3.00 dollars per person. Members are entitled to use the skin diving locker aboard the ship and air which the club hopes to have available for the coming cruise.

#### THE RADIO CLUB

The chief purpose of the Radio Club is to run phone patches on cruise. Once the Golden Bear leaves Vallejo, amateur radio communication will be the only contact with the outside world, except when the ship is in a foreign port.

In order to actually operate the station, one must be the holder of a general license.

Officers of the club for this year are as follows: M/S Harrison, President, M/S Brown, Vice-President, and M/S Blatt, Secretary-Treasurer. Together, these officers work with Mr. Thor, the club's sponsor, in fulfilling the purpose of the club and in helping interested midshipmen to obtain their licenses.



## THE CAMERA CLUB

The Camera Club is an organization for those midshipmen interested in the field of photography. Membership in the club does not require any previous experience in the field. For those who know little about photography, the club offers informal instructions given by its more experienced members.

The club is most active during the annual cruise, with members doing much work obtaining, developing, and printing pictures for the Hawsepape. All of this work is done on board the ship in the club-operated darkroom. It is at this time that the members learn by doing.

This year's Hawsepape will be needing more pictures than ever before and much of the demand will be placed upon the Camera Club. Any midshipman interested in taking pictures for the Hawsepape should get in touch with M/S Landon or M/S Stanley.

## THE NEWMAN CLUB

The Newman Club is a Catholic club initiated to foster the spiritual, social, and intellectual interests of its members. The club, a member of the National Newman Club Federation, was once affiliated with the Vallejo Junior College Newman Club, but has since become independent. The two clubs meet once a month for a business and social session. The club also meets every Friday morning to attend mass and to have breakfast off the base. Any midshipman wishing to join should contact M/S David Ethier.

## THE CALVIN CLUB

The Calvin Club is an interdenominational group for midshipmen of the Protestant faith. The group holds its weekly Wednesday morning meetings at the Community Presbyterian Church in Vallejo under the guidance of the Rev. Ernest Bradley and the advisorship of Academy instructor Lou Kiger.

A coffee and donut session followed by a short devotional service and the discussion of the week is the standard program for the meetings, also attended by girls from the local Protestant churches. Discussions are aimed at increasing a meaningful knowledge of one's own faith, and since the group is widely interdenominational, individual beliefs give way to intense conflict which is eventually resolved as the discussion's progress reveals ideas which apply to one's real convictions. Theological instruction by Rev. Bradley has always been aimed at a very modern, adult approach to Christian religion as it applies to our present society.

The club itself is headed by President Bill Nickerson and Vice-President John Ittner with the assistance of Secretary-Treasurer Bill Stratton. Any midshipman interested in attending the Wednesday morning session is requested to notify one of the club's officers.

## THE SKI CLUB

The Ski Club is as of yet not official. However, several meetings have been held and several private ski excursions have been undertaken. It is hoped to have Mr. Bruhn as club sponsor and to take a trip to the snow-capped mountains near Yokohama. Anyone wishing to obtain further information should see Bob Hall.



## 1965 CRUISE PORTS

PORT OF CALL	ARRIVE	SAIL
VALLEJO		9 January
HONOLULU Hawaii	17 January	21 January
MANILA Philippine Islands	*10 February	*14 February
HONG KONG Crown Colony	*17 February	*23 February
YOKOHAMA Japan	* 1 March	*7 March
VALLEJO	26 March	

\* Denotes one day ahead of Vallejo

### HONOLULU

Beautiful beaches, interesting shops, and different foods are some of the enticing characteristics of Honolulu. After rounding Diamond Head, the view of Waikiki's expensive hotels will probably shock the average midshipman to reality and make him wonder: "How much will this cost?" In Waikiki as in most tourist resorts, prices are high. The attractive wahines (girls), the good floor shows, and the tourists congregate in Waikiki.

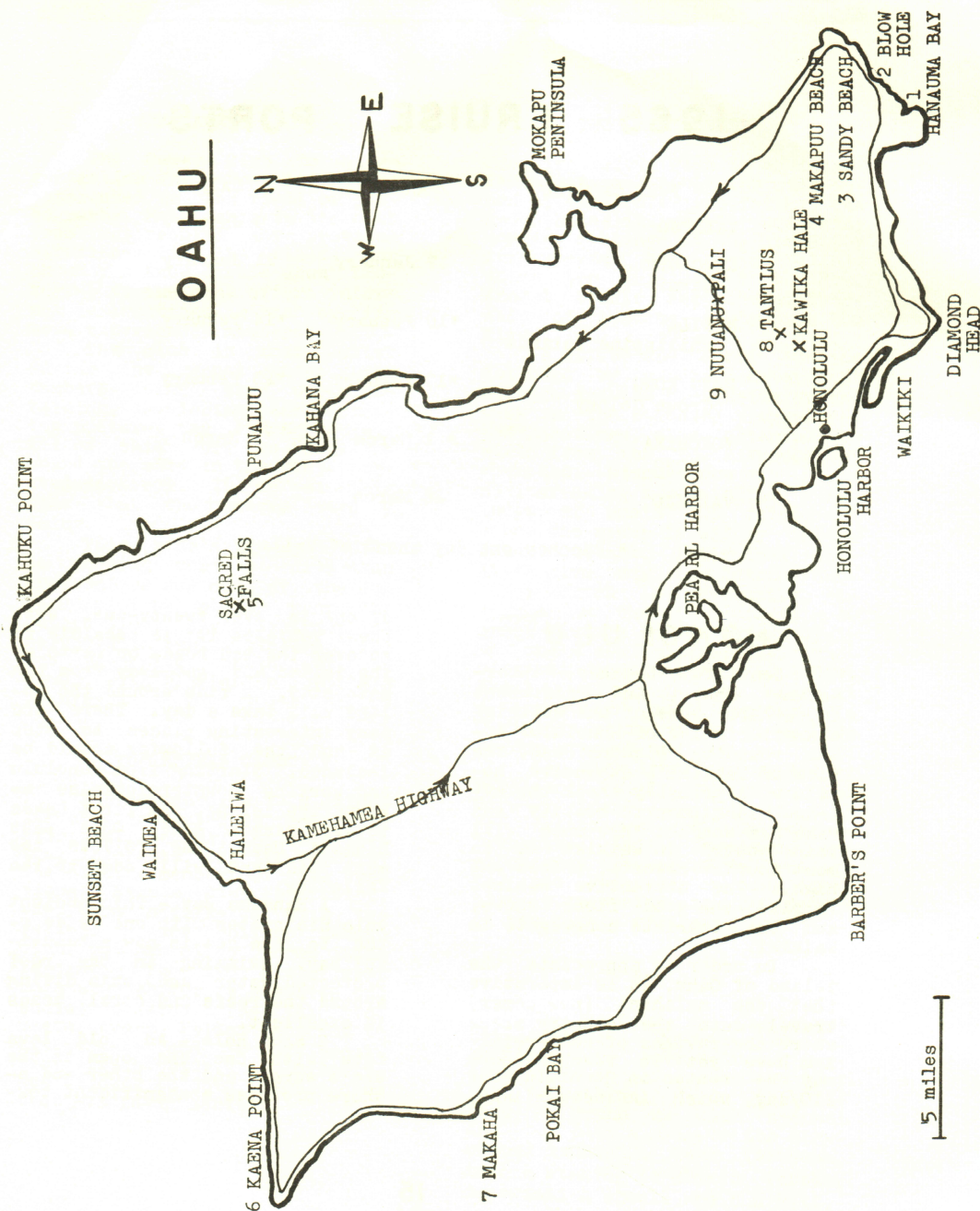
In order to appreciate the island of Oahu, it is imperative that the malihini (new comer) travels into the country areas where the ravages of commercialism have yet to reach. Jeeps may be rented in Honolulu for \$10/day, which includes milage,

if one is over twenty-one. With these vehicles it is possible to go over the bad roads on parts of the island and get away from the main city. A ride around the island will take a day. There are many interesting places to stop at and the following should be included. Starting from Honolulu and working counterclockwise around the island, one first heads towards Diamond Head. Once past Diamond Head, one follows the main road and will come to the following:

1 Hanauma Bay - This ancient volcanic crater with one side open to the sea is now a beautiful bay. Swimming in the reef protected water and skin diving around the reefs and coral heads is excellent.

2 Blow Hole - An old lava tube with one end open to the sea's surges and the other end ashore produces a magnificent tow-





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er of spray when a wave hits the sea end.

3 Sandy Beach - Sometimes good body surfing can be enjoyed here. There is a very strong, dangerous current not too far off the shore and the unsure swimmer should be very careful.

4 Makapuu Beach - This beach, commonly known as the boneyard, is often called one of the best body surfing beaches in the world. The waves here can be treacherous to those who are inexperienced in surfing and should be respected by all.

5 Sacred Falls - A cutoff road leads up into the cane fields where a parking area is found. Watch the road for the cutoff sign after passing through Punaluu. From the end of the road a pleasant two mile hike through the rain forest will end at a small waterfall with a pool. The water is cool, but it is always fun to swim underneath the falls.

Still going counterclockwise from Sacred Falls, the road leads around Kahuka Point, Oahu's northern most point. Much sugar cane grows out here. After Kahuku the road goes down the coast through Haleiwa, Sunset Beach, and Waimea Bay. During the winter the surf along this coast will probably be gigantic. None but the most skilled should attempt to go out in these spectacular, but dangerous waves.

After leaving Haleiwa it would be best to cut across the island on the road which leads back to Honolulu. The roads are well marked and it should not be difficult to identify them. The western side of Oahu should be seen on another day.

6 Kaena Point is the western tip of Oahu; the road leading out here is rough but the ride is well worth it. The country here is very hot and dry and sparsely populated.

7 Makaha Beach - Here the annual International Surfing Championship competition is held. The surf may be up, or it could very well be a mill pond. Again, if it is up, only the experienced surfer should try to surf here.

Besides the foregoing major points of interest there are many side trips one can take.

8 Tantalus is a point reached after a pleasant drive up the mountain behind Honolulu. From here one sees a beautiful view of Honolulu, Waikiki, Pearl Harbor, and the sugar plantations.

9 Nuuanu Pali - A drive up Nuuanu Valley by way of the old Pali Road ends at the well-known Pali. This vantage point provides an excellent view of Oahu's windward side. It is here that the retreating Oahu warriors preferred to jump over the cliff rather than to die in their enemy's hands.

Needless to say, there are many more places to go to and many more things to do than the few mentioned here.

Honolulu has many expensive restaurants, but also many mid-shipman budgeted ones. Chinese restaurants are seen everywhere; most of them are excellent. One can also get Hawaiian food, Japanese food, and American food at reasonable prices. A little asking around will easily help one find a good place that will suit one's tastes and wallet.

The legal age for drinking is twenty in the state of Hawaii; don't try to drink if you are not of age. The Honolulu police have no tolerance for minors who drink, especially those who are only staying for a few days.

Shopping prices are high, but a good investment for a few dollars would be in black coral jewelry. This coral is very rare and is only found at great depth. When the coral is polished, it makes a very pretty ornament.

If one stays away from Wai-



kiki for the major part of his stop in Honolulu, he can have a very enjoyable visit.

## MANILA

As an island group, no other nation can equal the Philippines in magnitude. There are hundreds of potentially productive islands south of the main island of Luzon, many of which have remained uninhabited and uncultivated due to the lack of ambition and incentive on the part of the Philippine people and their leaders. Instead, the population of the Philippines remains clustered on Luzon in the sprawling city of Manila.

Manila can be closely compared to the South American cities where Latin influences have played a paramount role in the lives of the local people. As might be expected, gambling, vice, and thievery are quite common. It seems as though the only redeeming factor in the Philippine economy is the multitude of American, British, and Dutch firms which export the majority of raw materials to their countries for manufacturing purposes. Recently, some American companies have been importing goods into the Philippines, but their efforts are thwarted by excessive tariffs. As much as one-hundred per-cent of import duty is levied on some items.

The tourist attractions or amusements in Manila are few. There are many breathtaking sights thirty miles or more from Manila, but these areas are relatively inaccessible to a casual visitor due to unreliable transportation systems and lack of time. The only way a person can really enjoy himself in Manila would be either to have money or to know many friends. Without even one of these foregoing in-

tems, it is not a port which has many tourist attractions. When visiting the city, the best caution is for midshipmen to proceed in groups of three or more.

## HONG KONG

No one of the midshipmen seems to have been long enough in Hong Kong to give a fair account of this Chinese port. However, our library has a few excellent travel books on Hong Kong, and Mr. Hunter, the librarian, will be more than glad to point them out.

## YOKOHAMA

Yokohama, the last port of call in our Far Eastern cruise, has much in common with Hong Kong. The narrow streets - crowded with people, three wheeled pick-up trucks, and taxis - are closely lined with houses and shops. Yards are nonexistent, for the houses are so close together that many share common walls. Walking in these streets can be quite pleasant, but if one wants a little more excitement, the "Kamikaze taxis," as the foreigners prefer to call the Japanese taxi cabs, provide an inexpensive adventure. The prices range from 10 to 125 yens; one yen is equivalent to approximately one-third of a cent.

The points of interest in and about Yokohama are numerous indeed. The Sild Hotel, located on Avenue A, has a grand view of the harbor and is an excellent spot at which to dine. The scenic Yamashita Park, once a government housing area, lies a bit further down Avenue A. The American Embassy and Consulate is directly opposite this picturesque sight. Still continuing down Ave-



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nue A, across the riverboat canal, the famous shopping center of Motamachi can be found. Everything from vegetables to jewelry can be procured here. Matsuraba, a department store in the center of Yokohama, is another good shopping place.

There are many more points of interest close to Yokohama. Yokosuka, about twenty minutes and twelve miles away from Yokohama, is famous for its Thieves' Alley. This Thieves' Alley, seven streets deep and one-half mile in length, is crowded with bars, ordinary shops and novelty shops, and bath houses. Kawakwa, fourteen miles southeast of Yokohama, was once the ancient capital city of Japan and is now a paradise for shutter-bugs. Tokyo, eighteen miles north of Yokohama, is the center of the electrical and electronical world. The Tokyo night life, however, is quite expensive, and it would be a better choice to remain in Yokohama.

#### THE HAWSEPIPE NEEDS YOU

The last few issues of the Hawsepipe, CMA's annual publication, have shown a considerable increase in quality of the issue as regards subject matter and interest. This year's annual is to be no exception. The ultimate in perfection has not been reached by a long shot and it is only fitting that the Corps should continue the present trend and put out a better year-book than ever before. There is no reason why the 1965 Hawsepipe has to be a carbon copy of the 1964; ours should be better. It definitely can and will be better if any member of the Corps who feels he can give even a few minutes of his time will not be reluctant to do so. The efforts

of some of the staff already should be an incentive for those who have the ability to help to get in and pitch. The staff needs more cameramen, salesmen, and artists. Don't hesitate because you think your talents are not adequate. Volunteer now!

## BOOKREVIEW

THE SEA WOLF

by  
JACK LONDON

Jack London, in the course of his forty years from 1876 to 1916, wrote altogether fifty books besides many miscellaneous articles. He lived life at a fast pace and arose from the slums of San Francisco to great wealth. Unfortunately, despite his literary genius, he could not cope with his finances and died in debt.

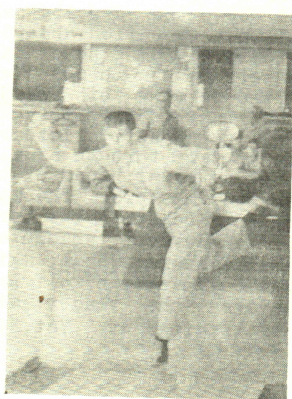
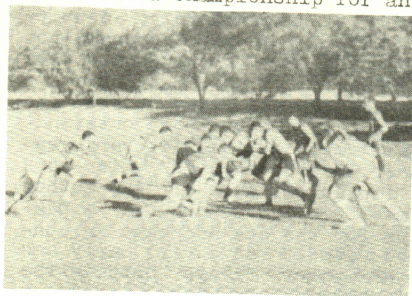
Among his many works, The Sea Wolf, remains as an outstanding example of his literary genius. Incorporated in this work of fiction is much of the author himself. Jack London had a passion for the sea and came in contact with it at a very early age as an Oyster Pirate outside the Golden Gate. He also shipped out for a year's period and was much impressed by the cruelty and hardship that prevailed aboard a sailing ship. From these past experiences, Jack London extracted the setting of The Sea Wolf. The fast moving story describes a young soft aristocrat who finds himself through a quirk of fate in the cruel hands of the sea and its masters. The many blood curling incidents the hero, Humphrey Van Weyden, encounters on the seal schooner Ghost, skippered by the superhuman Wolf Larsen, furnishes the reader with plenty of excitement. Yet, the



story has a philosophical significance. It shows how the human spirit conquers the inhuman superman of Nietzsche. Aside from its philosophical meaning, The Sea Wolf makes excellent reading in itself and depicts the effects of the pitiless sea upon man quite accurately, especially during the sailing ship era.

## S P O R T S

The C.M.A. sports program this fall has held some interest for nearly every man in the corps. The intramural football ended with a championship for an

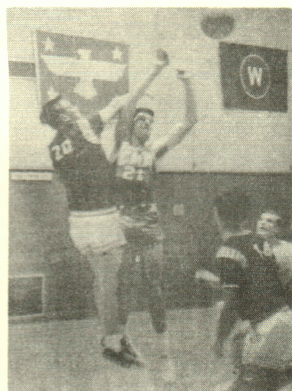


undefeated 4-E team. The traditional first class-second class ended with an overtime victory for the second class. An interview with the director of Physical Education revealed that in addition to the regular sports schedule of baseball, there is also the possibility of initiating competition in horse shoes, ping pong, tennis, or badminton. Also, if enough interest is shown, there is a possibility that water polo might be added to the spring sports.

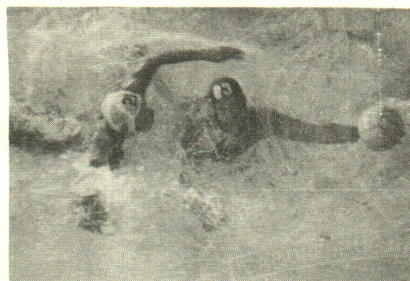


Varsity basketball got off to a good start this year with a surprisingly good showing from the third class. The team which is coached this year by Mr. Quast made a strong showing in the first game, defeating Armstrong College by a score of 70-38. In other games, the midshipmen have looked good, even though the scores have not been an indication. The team lost twice to Treasure Island; once by one point and once by two points. The two remaining games promise to be exciting ones. Coach Quast who is a new addition to the Naval Science Department this year has had previous coaching experience at Carroll College in Waukesha,





Wisconsin. He was coach of the frosh team there in addition to playing on the varsity. The remaining competition for this year includes Western Baptist College of El Cerrito and Mare Island.



The varsity water polo team has made a weak showing this year as compared to previous years, posting only one win against eight losses. Contributing to this poor record was the fact that there was no coach available this year. Player-coach Keith Kjeldsen along with Jack Philips and Lemme has been the inspiration of the team.



