

\* \* \* BINNACLE \* \* \*

Superintendent's Message to C.M.A. Student Body—Last May the Academy achieved a milestone in its progress toward accreditation when the Western Association of Schools and Colleges moved the Academy from "Correspondent" to "Candidate" status, the final step before full accreditation. We hope to acquire full accreditation in the minimum time, which is two years after achieving "Candidate" status. Our curriculum plan being developed provides for a four year course at the Academy - 8 academic trimesters, plus three ten-week sea training periods, a two-week internship by the graduating class at a maritime activity, a final four-week seminar to prepare for license examinations, and graduation in May. Our program will emphasize technology. The two core courses will be Marine Engineering Technology and Nautical Industrial Technology, thus achieving recognized professional status for both courses. In consonance with the development of professional status, after achieving accreditation we shall seek the higher professional accreditation from the Engineering Council for Professional Accreditation for Marine Engineers and the National Industrial Technology Society for the Deck curriculum. The proposed curriculum will provide a broadened technical education which will give graduates a greater range of opportunities in the Maritime Industries. We intend to strengthen our unique and specialized character along technical lines. We are developing optional courses in Marine Transportation, Maritime Specialties, Marine Business Management, Instrumentation and Automation, Ship Construction Technology, Ocean Technology and Nuclear Technology. The courses will provide the student an opportunity to select an area of interest to develop in addition to his major course of study. We envision the optional courses being phased in gradually over a four or five year period. Our plans also include provisions for a new dormitory and other facilities to provide for a student body of 450 to 500. Upon completion, our plans must be approved by the Department of Finance and the Legislature. We hope to have the finest maritime course in the country. Our job opportunities are expected to increase over the next few years as the U.S. acquires the most technically advanced and sophisticated merchant marine in the world. I am optimistic about your future.

J.P. Rizza

Have you noticed the distinguished looking gentleman on campus lately? His name is Mr. Higdon, and he's a consultant hired by the California State Universities and Colleges to help schools interested in accreditation to develop a master plan.

He is proposing a five year plan to broaden the academic program and to adjust it to be accredited. He is also advising the faculty and the administration on the distribution of courses that constitute your curriculum.

Special recommendations are: year length, three and two thirds years programs, at least twenty seven units in Humanities, a management course, and more Social Science. The semester load would be reduced to 18 units per semester.

Also being proposed is a plan for transfer students. If transferring, fifty units would be required and possibly your third class year would be eliminated. The Corps organization would be radically changed in that four classes would be in effect. The first, second, and fourth class midshipmen would go on cruise while the third class would remain behind to "hit the books".

Miguel Jones

Points For Progress

One of the most important lessons in military service is learning to follow the chain of command. C.M.A. may not be the U.S.N.A.'s silhouette, but following the chain of command is just as essential here as it is in the military or the civilian business world. An oiler doesn't ask the Captain where he can work off some overtime; nor does the sailor consult his division officer without first talking to his petty officer. You should always go to your immediate supervisor first.

Secondly, understand your orders and regulations well. If you don't understand an order, ask your immediate supervisor to repeat or provide further information. One misunderstood order at the right time may cost the lives of you and all your shipmates. Furthermore you should never assume anything. For example you can be as regretful as the henpecked husband who who stopped for a few beers at San's on his way home from work if you assume all week liberty was the in thing to do or the mid watch's best joke was the correct thing to write in the ship's log.

If you have any questions as to who your immediate supervisor is on various duties at the Academy, ask your Division Commander. If he doesn't know, he's the one who should find out for you.

Robert C. Mann, CC

Baruna News—This last Saturday, the Baruna spied the New World (of Transpac fame) out on the bay. Our skippers being competitive - well we just couldn't resist. We headed the way (Raccoon Straits) and the race was on. We ran down wind past Alcatraz and headed back up to the St. Francis. Next it was a port tack out near the gate then a starboard tack out the gate. The wind was a steady fifteen knots and we were going at it tooth and nail. We were overtaking her most of the way. Coming about is where we really were gaining. Baruna was just off her stern when New World began adding more sail and headed down wind back to the gate. Well Baruna fell

PAGE "2"

behind as she's not a light displacement boat that raves twenty knots. However we still had a good time and the crew gained a lot of experience. When all was stowed and we were nestled up in the harbor, the skipper and I were talking. I happened to mention that not all C.M.A. midshipmen have had a ride on Baruna yet. He said, "We'll have to remedy that situation fast". So all midshipmen at C.M.A. who are interested in a sail, please stop by my room and sign up. You would want to organize your groups (of 15) yourself then drop by the names. The first group will probably sail with us this upcoming weekend. Maybe we'll get another chance at New World or possibly Blackfin might be out on your group's day.

Jonsie.

Front Headers- While in the W.C., I noticed a scrawl which says "as the Engineers go, so goes the ship". Some intelligent Deck midshipman added "the engineers can't see down there in the bilges". Some Snipe added to that "What's the difference- you can't see either." Hang in there deckies...

And now that Boob has the Duchess diesel in fine running condition out in the lab... It's a good thing it's on mounts. Great for the Corpse Moral.

Rear Headers- Mad Dog has been carrying every barefoot thing in sight, regardless of the protests and screams of the carried.

Heard that Sea Lawyer Palmer had a good time in Reno the other night. Hope he isn't "seeing red" this week.

Did everybody like Hash's new haircut? Jake has finally found a "friend" in Bogart, the new school mascot.

What's this about the Blue mAXE? Lieutenant Lindberg has finally gotten his "baby face".

this has nothing to do with anything. Dreams are nothing more than wishes and a wish is just a dream you wish to come true.

Who ever made the stipulation that English teachers review Chemistry tests? Don't you think we get enough red marks from Hash alone without your critiques Spiffy? This was produced by Crazy woman Arnold and Michelangelo Jones.

If you want to improve it, write it yourself.