

THE BINNACLE

Vol. 5, No. 2

CARQUINEZ STRAITS

Holiday Issue

T.S. TO CARRY MILK CARGO TO EUROPE

Governor Warren Will Make Initial Leg of Cruise

Scheduled to begin January 9, the annual Academy training cruise was postponed until January 1 with the announcement that the "Golden Bear" will carry relief supplies to poverty racked Europe instead of making the heretofore planned South American jaunt.

The decision to change the cruise was made last month by Governor Earl Warren after a special conference with the Academy's Board of Governors in Sacramento. The new cruise plan was first conceived by Commodore Russel M. Ihrig, Superintendent, and submitted to the Governor through Captain Henry Blackstone, chairman of the board.

The new voyage, some 4,500 miles longer than the previously planned trek, will allow Midshipmen to get practical knowledge in cargo stowage and handling as well as give them a chance to study the war torn countries of the continent and witness the rehabilitation of the present governments in the Mediterranean.

The cargo, which will consist largely of powdered and condensed milk, is being collected by the various Junior Chambers of Commerce throughout the state and is a direct gift of the people of California to the people of France, Greece, and Italy. Upon arrival at ports of the aforementioned nations, it will be distributed by a regular relief agency.

Ports of call for the "Golden Bear" in Europe are Marseilles, France; Genoa, Italy; Naples, Italy; and Piraeus, Greece. Other ports to be touched by the "Bear" are San Juan, P. R.; Gibralter; Ponta Delgade, in the Azores; and Cristobal and Balboa, C. Z. Per usual, the training vessel will make a lay over at Magdalena Bay prior to returning to the United States.

Departure from the Morrow Cove base is scheduled for January 17, at which time the ship will go to Stockton, Oakland, and San Francisco to load cargo. Leaving the Bay Area the 19th, the TS will proceed to Long Beach and San Diego where additional cargo will be taken.

Accompanying the Midshipmen on the San Francisco to Los Angeles leg of the voyage will be Governor Warren, sponsor of the relief cruise. This will be the first



Commodore Russell M. Ihrig, New CMA Superintendent, who conceived plan of sending "Golden Bear" to Europe with relief supplies.

time in the school's history that the State's chief executive has made such a trip. Commodore Ihrig will also make the trip down the coast to the Southern California port.

This is the first time in more than a decade, the Academy training cruise has taken the Midshipmen to Europe; the last time being in 1932 when the former TS, "California State," made a round-the-world cruise. This, incidentally, was the Academy's first training cruise.

The formerly planned voyage called for stops at Trinidad, Bahia, Curacao, and Rio de Janiero. Upon return to the base, Midshipmen were to have classes for one month and then go to the Pacific Northwest for a three week cruise. Both tentative trips have been canceled.

The "Golden Bear" will return to the United States May 11 when a two-day stop will be made at San Diego. Arrival at Carquinez Straits is slated for May 23.

LT. DUNHAM ELEVATED TO HIGH POSITION

Unable to escape the clamor of public demand and Commodore Ihrigs command, Charles Dunham, engineering watch officer, has accepted the post of faculty advisor to THE BINNACLE, a post left vacant by Mr. Tubbs.

Mr. Dunham has had several years experience on newspapers, having delivered them when still in junior high school and worked his way up the ladder, until now he is faculty advisor to one of the leading maritime publications of the State.

It was with great joy that the news was received by the BINNACLE staff and Editor Carney and Mr. Dunham promptly pledged full cooperation and buried the hatchet which has existed between them so long. As yet, the new advisor has made no announcement as to his plans, but it is expected by those "in the know" that THE BINNACLE will soon regain the prominence it once occupied in CMA life.

Shift Made In Midshipmen Officers

Breaking a precedent at CMA, the Superintendent recently appointed new cadet officers and petty officers to be effective January 10. Another set of officers will be appointed in May after cruise. These appointments will depend largely on the achievements in the fields of leadership by all first classmen both before and during cruise. This system will allow all members of the first class to avail themselves of increased opportunities to practice the qualities of leadership as cadet officers.

Bruce Johnston, former adjutant, took over the post of cadet captain while John Ball, "A" division commander, was elevated to cadet chief engineer. New Division commanders are Bob Otto, John Gibbs, and Harry Christensen. John Meyer has succeeded Johnston as adjutant and Fred Swain, Bill Dux, and Ronald Parker are now first class petty officers. New second class petty officers are Earl Bowersox, Ed Olson, and Alan Rowe.

Naval Science Officer Joins Staff for Cruise

With 14 years of service to his credit, Lieutenant R. M. Van Horne has reported to the Morrow Cove base as relief for Mr. Holly, who left recently to go to Line Officer's School.

Hailing from Southern California, Mr. Van Horne has skippered the tug ATF 107, a salvage ship ARS 9, and the LST 290. He has also served aboard cruisers, destroyers, tankers and repair ships.

Mr. Van Horne will accompany the Training Ship on cruise as a deck watch officer. He states that he expects a two-year stay at CMA.

Married, the new Naval Science instructor has a very charming daughter, Marleen Sue, age seven. (Future Midshipmen please note).

FOUR YEARS SINCE . . .

Roger D. Lapham was elected mayor of San Francisco. It says so in the November, 1943 "BINNACLE," so it must be true. At the time he took over the mayor's post, Mr. Lapham was quite a prominent figure in the shipping world and retained the chairmanship of the Board of American-Hawaiian Steamship Company, even though taking the reins of one of America's leading ports.

There was also an excellent article in the same issue concerning the American-Hawaiian Steamship Company. The home port of the line is in San Francisco and its far flung trade routes extend to China, Europe and the East Coast. The best of living and working conditions are found on its vessels and the company retires its long term employees on a pension. Sounds great, doesn't it, alumni.

As I read over these old "BINNACLES," I am constantly amazed at the life that the first classmen had. Apparently many of them didn't get up at reveille (Ed Isett didn't get up until breakfast), go to formations (Lush went to a formation one day—must have been quite a feat), or go to turn-to (Gruhler had to turn-to an average of once every two months. Wish I could dig up Wes Averell's turn-to record).

Most of the First Classmen who smoked didn't bother to carry matches (Ed Isett, for instance), but let Third Classmen do it for them. These Third Classmen, incidentally were not addressed as Third Classmen, but "Swabs." These "Swabs" however, were most exemplary in behavior and apparently in superb physical condition. Third Classmen like Wolkskill (The Captain finally threw the shoes away) were the backbone of the Academy. It should be noted that all this occurred in the dark year 4 B.I. (Before Ihrig).

Scratch was born. That's right—he was one of a brood of four. No one suspected that he was destined to become a New Orleans Wolf.

Work was begun on the basketball and tennis courts. An enthusiastic working party supervised by Lt. Comdr. Severin and Ensign Slagle pitched in.

Boatswain to Sail Despite Leg Injury

Whether Foster F. Hallman, popular CMA Boatswain, would make the impending cruise was a cause of concern to all hands recently when the key man of the deck force suffered a broken ankle as a result of a fall.

After spending several days at the mercy of the medicos, "Boats" is back on his feet and again directing topside operations, although with the aid of crutches.

It was good news for all when he reported that he would make the cruise, which goes to prove the adage that even CMA can't keep a good man down.

Dear Marilyn . . .

I'm standing my first evaporator watch this afternoon, the 1200-1600 (12 M to 4:00 p.m. to you). Ah, it's a wonderful feeling to find yourself alone with no one but a tangle of pipes for company. An obstruction is one of the main things that is put in the engine room, they even put these in before the boilers. Besides common-day hazards, overhead lines and valves make a series of small lumps on your head, small lines are strewn about for your tripping convenience, and oil covered floor plates present an aid to slipping.

The ship shudders from bow to stern—a blob of grease emerges from under the plates. "Ease that valve," it shouts. Not knowing who or what this piece of slime is and shaking expectantly from head to foot, turning the closest valve seems expedient. "Not that one, the other," it hisses. Looking around at about 2,000 various sizes of valves, wheels, and lines, I stagger over and eventually turn the right one. From then on, everything goes smoothly. I was informed by some "smoe" that we were getting proper vacuum, water level, pressure, and sea water, and our first and second stages were doing their jobs wonderfully.

Rejoicing at this news, which I don't understand, I was surprised to see a man swinging from line to line, a crescent wrench fitted in his mouth, turning on valves with his left foot and same off with his right. "Damn, damn, damn," he muttered as his toes caught on outjutting pieces of metal and he hit his head on the lines. Someone informed me later that he was the third engineer.

I, hiding in one corner, as people ran to and fro, turning on pumps, fooling with valves, and dragging furiously on grease covered cigarettes, noticed a queer looking character slowly walking toward me with a large pot. His eyes dilated, his nose quivering, a drawn, haggard, "I must do this" expression crossed his face. I tried to make myself as much a part of the bulkhead as was possible, holding my breath until he passed me. Watching him, I noticed he drew water from a white container which looked like a coffee percolator and crawled under six pairs of legs until he came to a cabinet, here he mixed chemicals until he got a sickly yellow solution which he threw all over the deck in a blind rage and sat down and proceeded to cry. As I was going over to comfort the poor disheartened boy, a shout vibrated the corridors, "Knock off," so I will.

Write soon,
Sachmo Sooge.

* * *

Dux: "Whisky kills more people than bullets."

Olson: "That's because bullets don't drink."

TUBBS SWAPS TRIG FOR "FIVE ACRES"

A long and successful stay at CMA has been brought to a close by Lt. Comdr. Chester Tubbs. "Chet" is following in the footsteps of many a seafaring man and plans to spend the future back on the farm. Proud possessor of a chicken ranch near the town of Vacaville, Mr. Tubbs is on his way to the domination of the poultry markets of the world.

Mr. Tubbs is a grad of the well known class of '38 and has had the doubtful privilege of hammering the rudiments of navigation into the highly resistant heads of more than his share of cadets. He has occupied the position of Navigator of the training ship, Academy librarian, and faculty advisor to the "Binnacle."

The staff of the "Binnacle" would like to take this opportunity to thank Lt. Comdr. Tubbs for the limitless help and constructive criticism he has sent its way. All hands sincerely wish Mr. Tubbs the best in the world and know that he will make a success of any field he chooses to enter.

1st Class-Officers Enjoy Annual Party

With 8 first classmen and 14 officers attending, the members of the first class held their annual first class party last month at La Vie Parisienne located in the heart of the International Settlement in San Francisco.

Starting the festivities at 2000, it took but little time for the Middies and brass hats to throw aside the "on base" barriers of rank and by the time the soup course arrived, all were "buddy, buddy."

Guest of honor was Lt. Clifford E. Rice, popular CMA instructor who was recently transferred to Guam. Also in the limelight was Lt. (full, that is) George Koski sprouting his new two stripes for the first time.

Midshipmen and officers both took part in the floor show with "Josephine" Dugan Lange nosing out "Frances" McCullough and "Boatsie" Hallman in the beauty contest.

Around 0000, the officers showed that they are not as young as they used to be and excused themselves. Several first classmen continued on until the early hours, returning to the warm sanctuary of their sacks only to find that the diabolical fiends of the lower classes had short sheeted them!

Came the dawn and reville, with Mr. Royston, duty officer, exercising his authority and rousing all weary first classmen and Mr. (we called 'im Chaunce the night before) Holly supervising drill. Another first class party had come to an end as all good things must.



LIEUTENANT DAVID C. HOLLY

Navy Officer Ends Academy Stay

Lieutenant David C. Holly, popular CMA Naval Science Instructor, has been transferred to the Navy General Line Post Graduate School at Monterey and has terminated his cruise at the Academy.

Mr. Holly reported aboard in December of 1946 and was a merry addition to the deck force during the 1947 training cruise. Upon return of the Midshipmen to the Carquinez Straits base, "Little Dave" began whipping his department into shape and with his departure the Naval Science Department is well on the way to the permanent prominence it deserves.

Midshipmen were given a thorough course in Naval Science paralleling that of ROTC students in the nation's universities. As well as securing several new tests, "Chauncy" was also instrumental in securing a gun flat complete with guns, shells, range finders, and a chief gunner's mate and chief fire controlman to instruct the Midshipmen in the use of the lethal tools of Naval Science.

As well as putting the Naval Science Department in working order, Mr. Holly found time to teach the Midshipmen a thorough course in English and also dressed up the Cadet Corp's marching.

The "Little Dynamo" came to Morrow Cove from the USS Nospelen, a tanker attached to the Atlantic Fleet. He was skipper of that ship as well as of LST 629. During the war, he participated in the Aleutian campaign and saw action in the Philippines, New Guinea, and Okinawa.

Prior to his departure, Mr. Holly stated that he enjoyed his stay at CMA very much and said the actions of the Midshipmen had helped him to relive his school days which were spent incidentally, at Johns Hopkins and the University of Maryland.

With Mr. Holly go the fondest hopes of the Midshipmen for his success at his chosen career, the Navy.

CAPT. MAYO ENDS 7-Yr. STAY AT CMA

After over seven years of service as Superintendent of the California Maritime Academy, Captain Claude B. Mayo, USN (Ret.) turned the reins of CMA over to Commodore Russell H. Ihrig, USN, (Ret.) in an impressive ceremony held November 1 on the base.

The formalities opened at high noon with a review of the Midshipman Corps by Captain Mayo, Commodore Ihrig, distinguished guests, and the Academy Board of Governors and officers.

Following an inspection of the Corps by the retiring superintendent and his successor at the gymnasium, Captain Henry Blackstone, chairman of the Board of Governors, assumed the duties of master of ceremonies, and introduced Captain Mayo.

The retiring skipper of CMA commended the Board of Governors for their work and cooperation during his term of office and extended best wishes to the relieving headmaster.

Commodore Ihrig then took the speaker's platform and outlined the goals he hopes to attain while at CMA. In his talk, the Commodore made clear the need for such a school and the potentialities of America's present Merchant Marine.

Cadet Captain John Ford presented Captain Mayo with a silver table service on behalf of the Midshipman Corps and expressed the gratitude of alumni and Midshipmen to Captain Mayo for his exceptional job.

Doctor Richard Dwyer, Dean of Education, on behalf of the officers of the Academy, presented the Captain with a desk set and wished him the best of sailing in his future voyages.

Speaking for the Board of Governors, Captain Blackstone stated that by a resolution of that body, in commemoration of the excellent job done by Captain Mayo, the gymnasium will henceforth be known as "Mayo Hall."

Captain Mayo in making his farewell address to the Midshipmen, urged them never to attempt a task where there was a doubt of honor involved. He concluded by walking down the ranks of the Corps and shaking hands with each man.

The Midshipman choir, under the direction of Midshipman Isadore Maggay, paid tribute to the departing seafarer with "Stouthearted Men." The ceremonies were concluded with all singing "Auld Lang Syne."

All guests and officers retired to the base mess hall for a buffet tea with Midshipmen officers representing the Corps.

* * *
Caldwell: "Two things we're sure of—death and taxes."

Hett: "Yeah, but at least death doesn't get worse every time Congress meets."

* * *

Vallejo Coed: "They say Buck is quite a lady killer."

Alice: "You said it. He starves them to death."

"Gismos"

Combs and Cochrun volunteer to paint the after engine room. . . . Caldwell exercises authority on gob and finally gets rated salute. . . . Ward, J. W. finds out the truth about women. . . . Woodman waits for his girl. . . .

Kubel takes up boxing. . . . Rowe gives test to Brickseal. . . . Dux gets a haircut. . . . Heatherly wears stockings to bed. . . . Christensen has a flat. . . . Buck and Alice still going strong. . . . French gets a jeep. . . . La Bombard can't see it. . . . Mr. Royston passes out cigars. . . . Harvey grows a moustache. . . .

Mac Donald goes on liberty. . . . Freeman changes strainers. . . . Averill gets new boiler suit. . . . Mr. Lambert needs new hat. . . . Santa Claus brings Frankie Flanner a new feed pump for Christmas. . . . Bowersox gets bronze propeller. . . . Ford unable to get lipstick off shirt. . . .

Freeman shuts off cooling water to the handrails. . . . Nay comes in overleaves, a landslide he says. . . . Uhrich and Brown invade quiet solitude of forward berth

"TSGB" Undergoes Annual Overhaul

Once the pride of the Midshipman Corps of the Academy, the former training ship, "GOLDEN STATE," has come out of retirement at the boneyard at Suisun Bay and is being outfitted to ply the seven seas once more!

In tribute to the "Iron Mother," the entire complement of Midshipmen and Officers saluted her as she was towed down the Straits from her place of retirement. Although not under her own power, she looked as smart as ever and brought many pleasant memories to those that had the privilege of sailing on her.

Few men who ever trod her decks will recognize her when the new owner has finished as everything which was peculiar to a training ship is being stripped in making her back into a cargo carrying vessel. All ports below decks and on the main deck amidships are being covered over with steel plates while the mess deck is being made into cargo space and space for refrigerated stores.

The machine shop, situated in lower four, is being moved to the after starboard side of the old mess deck and an access door is being cut to the engine room.

To make way for cargo, the round tanks in the lower holds are being removed and all traces of Midshipmen's quarters have been obliterated.

The power plant is of course being overhauled to meet the needs of the new owner.

The vessel will sail under American registry and carry a complement of approximately thirty two men. Should any former Midshipmen desire to reminisce at the scene of his crimes, the GOLDEN STATE is laying at the Bethlehem Alameda yard.

deck. . . . Flanner and Rowe fight it out over the chess board. . . . Commodore lets the boys rest up week end following leave. . . . Parker shows Southern California to Jackie. . . . Wilkey gives Janet one more chance. . . .

Al Ward and Caldwell fight it out for top favors in the first class. . . . Averill contemplates the final plunge with Lambert holding him back. . . . Dux finds a woman. . . . Christensen brings in overload of advertising. . . . "Little Chuck" follows in his big brother's footsteps via Liberty theatre. . . . Barnes goes to the illustrious J. Q. "Poosite" Brown's wedding. . . . Mulligan spends the holidays in God's Country, Southern Cal that is. . . . Big Bob Otto makes a startling recovery from the mumps. . . . Cole gets out. . . . Swain has a hard time finding a boiler suit large enough, finally settles for a 44. . . . Meyer voted worst photographer of 1947. . . .

Neunzig goes to church. . . . Richards and Harvey take driving lesson in blind flying from Carney. . . . Brubaker gets Christmas present from Superintendent Cy. . . . Deck apes ask Olson for aid in loading cargo. . . . Ball and McCullough looking forward to Stockton. . . . Mr. Swain plays cards. . . . Captain Swaney turns banker. . . . "Boats" Hallman finds that sleepy legs don't walk. . . . Milani gets measured for stripes. . . .

Richley and Gates work overtime for benefit of the ship. . . . McClure jumps gun on paycheck. . . . Wilson boasts of four hour auto trip to L. A. . . . It's now "Sugar Strain. . . . Maggery gets Christmas card. . . . "Cocky" gets engaged. . . . Halbach

Roger H. Swain New Academy Navigator

Stepping in the important shoes of Navigator left vacant by the recent resignation of Lt. Comdr. C. H. Tubbs, Roger H. Swain, CMA graduate of the class of July, '42, has signed on for the forthcoming cruise.

Looking more like a passenger than a master, Mr. Swain was immediately "dealt in" with the Midshipmen when he stepped aboard the training ship. Undoubtedly, he will be "dealt out" again when some of the ladies of the Midshipmen Corps spy him and learn that he is still available for matrimony.

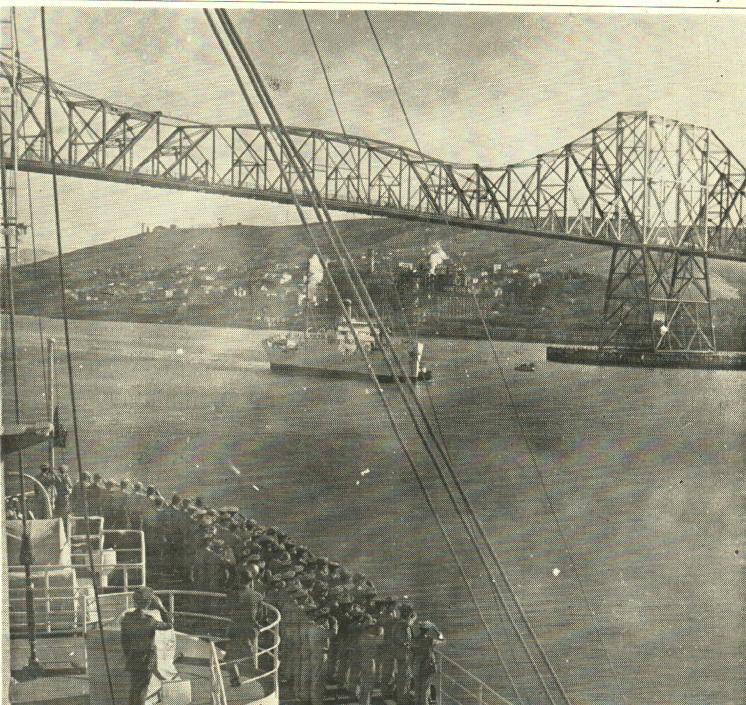
Mr. Swain has his Master's ticket and has captained the Cape San Diego for APL and the Joseph L. Kemp for Lykes Brothers. Among his other ships, he served as mate on the famed President Johnson.

It is the sincere hope of the Midshipman Corps that the new navigator's cruise aboard the TSGB is a smooth one.

plans future via mail. . . . Gates takes own salinity, finds he's "salty." . . .

Racik and Hurlbut plan dance. . . . Mr. Koski consents to coming on cruise. . . . Binnacle Office rates 4.0 on inspection, engine rooms rate 4.0 on inspection. . . . bridge rates 4.0 on inspection. . . . berth deck doesn't even rate.

Mr. Martin teaches swabs Spanish, ship goes to France. . . . R. L. Kelly interrupts first class meeting, never again. . . . Dunham already has a bellyfull of that great publication, "THE BINNACLE." We quit!



Former Training Ship "Golden State" passing Training Ship "Golden Bear" on way to shipyard after a lay-up at the Suisun bone yard.

Sweetheart Contest Nearing Climax

Hurry! Hurry! Hurry! Arise, Cadets! ! Take heed! ! This issue of THE BINNACLE heralds the final opportunity to enter your "One and Only" in the yearly "Sweetheart of CMA" contest. This competition is unique in that it is probably the only current contest in the United States from which the winner receives—exactly nothing.

No screen tests, no movie contracts, no all expense trips, no nothing. Just the singular honor of your lady being the "Sweetheart of CMA". Remember! This contest is open to all hands. Members of the third class have an equal chance to emerge as the sponsor of the Academy's official Sweetheart. Judges will be wholly impartial. In fact, no members of the immediate family of the judges are allowed as entrants.

Remember the simple rules:

1. All entries in by December 10
2. Snapshots only, no portraits
3. Deliver all entries to room 50
4. Name of sponsor, girl's name and her home town on the back.
5. All entries will be returned.

All right! Let's go! Perhaps your locker door is hiding the next "Sweetheart of CMA".



Diane FRUHLING of Long Beach enters the race courtesy of Mid'n Earl Richards.

C. W. ROYSTONS LAUNCH HEIRESS

Wearing the broadest smile since he caught the first class deck gold bricking, Cyrus W. Royston was handing out cigars and taking all the credit for a new arrival to the Royston household, Suzanne Royston.

Born December 22 and displacing 7 pounds, 5 ounces, the young lady and Mrs. Royston were reported doing well. The launching took place at Baltimore, Maryland where Mrs. Royston went last month.



Mid'n Bill Goodman's nomination for CMA sweetheart . . . eye-catching Rosemarie Graham of Monterey Park.



Rosemary . . . submitted by Peter Freeman, another Southern California product.



Mid'n E. H. Smith's choice for the CMA title is Miss Trudi Framer of Pasadena.

CMA BARN JUMPS FOR HALLOWEEN PETE

By S. A. RACIK

Among ghoulish looking pumpkins, the smell of fresh hay and apple cider (kick-apoo joy-juice), CMA Midshipmen came out of their barracks in full to support wholeheartedly the Halloween dance at the Academy gymnasium.

Before going into the dance, let me dwell on the handsome job done by the decorations committee. As one entered the gym, he probably noticed an 1890 hotrod which Mr. Studebaker himself built. Also, there was a two wheeled affair, which was probably farmer's secret weapon during the war, because it's sure shot up now.

At least a ton of hay was strewn around in various convenient places and streamers adorned both walls and the ceiling thus producing a very exotic atmosphere and making the gym an exceedingly "barny" place for a barn dance.

People, all sizes, shapes, and in all conditions, passed through the portals of "Mayo Hall" that night and it is quite impossible for me to describe everyone's appearance but, I shall give my views on the general dress of the dance.

The girls wore pedal pushers, levis (rolled up), and cotton dresses. The boys wore levis or dungarees and bright woolen shirts.

A series of surprising events took place at the gala event, door prizes, practical jokes, and regular "farmers" square dancing."

The door prize was won by "Tex" LaBombard. He won an all-day sucker (super-size) which he proceeded to devour with some help from his wife, who got her licks in now and then.

The practical jokes were probably numerous although I have heard of only a few instances of short-sheeting. There's an ugly rumor circulating also that Mr. Martin's car (if you want to call it that) was unusually conspicuous by its absence from the proceedings.

The Virginia Reel went over big with everyone thanks to "farmer, first class" Holly who contributed greatly to this sweaty routine.

The music was absolutely out of this world. In very few barn dances will you find such a variety of music. Yes, in very few barn dances will you find any kind of music that you can dance to.

So, all in all, I find, and I'm sure you will agree, that "the boys" put on a very good dance, to be long remembered in the hearts of the lucky women who were present.

Carney: "Cheer up, sir. Why don't you drown your sorrow?"

Mr. Averill: "She's bigger than I am and besides, it would be murder."

* * *

Rowe: "Why is Janet so unpopular?"

Wilkey: "She won a popularity contest."

Alumni News

R. E. Nevins (47), Jr. 3rd on the "Swathmore Victory" (PFEL), sends in a grand letter just before sailing for the Orient. He also lists the following of his classmates; "R. Williams on the "Drew Victory"; I. Kotelnikoff, "Alamo Victory"; R. Whalen, "Swathmore Victory"; N. Wainwright, "China Bear"; A. Brune, "California Bear; R. Alford, "Fleetwood"; all PFEL. R. Holmgreen and D. Amsberry, "Marine Lynx"; R. Cunningham and J. Urschich, "Anchorage Victory"; D. Thomsen, "Dartmouth Victory"; J. Kelch, "President Gordon"; all APL. B. Walsh, "Matsonia" (Matson). J. Hargis is on a Liberty, T. Krambuhl, B. Rogers, and D. Rall are out but I don't know what ships. B. Froehlich is waiting for his ship and J. Richardson is working in S.F. F. Brennan is at SFJC, B. McLachlan is at the Montague Stove Works, A. Beck at Cal Tech, S. Tinsman at USC, L. Snow at LACC, and B. Kuykendall at PJC. A. Quittner is at UCLA and K. Quandt is back on the farm. R. Hoyt ('46) is 3rd. on the "Drew Victory" (PFEL) and Mr. Fowler is 3rd. on the "Alamo Victory. (PFEL) D. Love ('46) is on the China Bear." Many, many thanks, Dick. You are hereby appointed an official scribe of Neptune's court. Keep up the good work. Best of luck, love and kisses.

N. Wainwright ('47) comes through with a grand newsy letter from the "China Bear" (PFEL), a C-2, bound for Shanghai, etc., with a load of trucks stowed on wheat flakes. Quite a thrill isn't it? Sure am glad you are enjoying such "lovely" N.P. weather. It gets better (?) in the winter. So R. W. McAllister ('42, Jan.) is your second. We are glad to hear of him. He's a capable man and should be of great help to you. Lots of luck, Norm, and many thanks for the grand letter.

I. Kotelnikoff (47) drops a line from the "Alamo Victory" PFEL, at Taku Bar, off Tientsin, North China. Sounds like you're getting well initiated, Ike—wind, ice, and shipwreck. You are lucky in lots of ways, Ike, you're learning fast and the easy way.

Congrats. So you do like the 214? Seems like all your classmates do too. Good deal, Ike.

To Mr. and Mrs. R. W. Athowe ('44, Louise, 7 lbs., 11 oz. Congrats, Bob, from June), at 9:14 p.m. on 4 October, Dana all of us, to the three of you.

First Lieutenant C. W. Audet, Transportation Corps School, Fort Eustis, Va.—sends on a note and dues. We sure are glad to hear from you, Chuck. Hope they are treating you OK back there in no-man's land. If you're interested in one of the old CNS anchors, alumni that is, let us know, Chuck. I don't know of anything later. We are all very, very thankful that you didn't lose more than that at Wa Wa, Batangas in those horrible days.

Capt. E. E. Oliver ('42 July) writes from the "S. S. Bret Harte" (Waterman) in Bremen, Germany. Home address 2128 Van Ness Ave., S.F., Cal. Says he's on a vacation (?) from school, and misses his Binoculars. Guess that's because they missed printing dates there for awhile, Ed. You are in good standing 'til next July as far as dues go. The latest edition was mailed yesterday and we will check your mailing address. Hope you don't miss any more and thanks for writing.

To Roberta and Wayne Harthorne (44, June) at 840 W. 41st St., Los Angeles, 47, a daughter, Delayne Sue. Weighed in at 7 lbs., 10 oz., on October 18. Congrats and best wishes to the three of you, Wayne, from all the gang.

Paul Kollasch (46) sends in his dues while making a flying stop at Richmond. Still tending the grinder that moves one of those floating oil sumps around, and still liking it. Thanks, Paul.

Seems like we've forgotten several items we meant to tack on here, gang. Hope you'll forgive us. The ship goes to the yard next

week for her annual face lifting, final exams are making this week rather hectic, and this is our last column. After almost seven years in harness, we have turned in the sword, and will follow the footsteps of our illustrious predecessor, Matt Enge. When he moved on to a couple of hundred acres though, we are settling down on "The 5 acres" and will try to coax our bread and butter out of feed, and feathered fowl. Yep, it's the old chicken farmer from here in. It's been fun keeping tab on all the gang, and an honor. No word from the Bay or SoCal gang as to who will carry on, but we hope you'll all be satisfied and happy. The new address, after 1 January, will be Route 2, Box 466, Vacaville, California. We sure hope you'll drop us a card once in awhile. May each and every one of you have lots of luck and happiness in the future.

L. Hecey ('47) was a recent visitor. Looks pretty good considering the "Disorganized" life ashore. He's upholstering, etc.

Golden State Out Of Retirement

Leaving General Engineering and Drydock Company after its annual overhaul, the "Golden Bear" returned to Carquinez Straits December 22 following a three week stay at the Alameda berth.

Principal job performed while the TS was at the yard was the building of a machine shop flat in lower two to be used exclusively for the stowage of tools and materials. Coffin feed pumps were also installed, one in each engine room.

Deck men got a chance to inspect the hull as the "Bear" went into drydock for three days, the first time she has been out of water since becoming the Academy's training ship. Of interest to all hands was the inclining experiment performed to find the new metacentric height. This was necessary as the original figure changed when all armament was removed.

Deck and engineering Midshipmen alike took advantage of the proximity of other ships at General Engineering and could be found diligently inspecting C-3's, T-2's and other merchant vessels.

Mayo Residence Now Is Rec Room

Commodore Russel H. Ihrig, Superintendent, recently announced that Captain Mayo's former residence, adjacent to the Midshipmen's quarters, will be converted into a recreation and reception building for Midshipmen as soon as alterations are finished, with the garage being converted into a locker room for Midshipmen to store their civilian clothes.

Already, additional furniture has been ordered and the first class is slated to paint the exterior trimming in the immediate future, the interior having recently been painted.

The living and dining rooms will be used for a room where Midshipmen may receive their guests and a general lounge for bull sessions. The bedroom is being fitted with newly stained bookshelves and furniture suitable for a library. Midshipmen W. A. Dux and E. C. Bowersox are compiling an up to date list of the Academy's present library and a list of books to be added, which, when completed, will give Midshipmen choice of over 1000 volumes.

Also available for the use of the Cadets on suitable occasions will be the kitchen, complete with china, electric refrigerator, and gas range.

Lockers will be placed in the garage, providing a place for "liberty hounds" to hang their heretofore "verboten" civilian clothes and as soon as the new recreation room is a going concern, Midshipmen will be permitted to go off and come on the base in conventional civilian dress, changing as soon as they possibly can into the uniform of the day.

ENGINEERS AIDED BY NEW WATCH OFFICER

CMA's staff of sterling engineers has been augmented by the arrival of James Lambert, former CNS cadet. Son of a chief engineer, a taste of the sea under his father (as a wiper, that is) led to his entrance in the California Nautical School predecessor of the present CMA.

His earlier schooling took place over the wide territories of Connecticut, Florida, Delaware, New York, and other states too insignificant for note. A member of the class of '38 he later served his machinist's apprenticeship and worked as a journeyman machinist at Mare Island. His sea-going experience from 1943 to 1947 was notably with Grace Lines and Moore McCormack Steamship Company.

Mr. Lambert left his Chief Engineer's post on the Baltic Run for MooreMac to come to the Academy as an instructor.

It is perhaps worthy of comment that he swells the ranks of bachelor officers to the grand total of "three."

Seadust

Mr. Royston: "Where do you find tobacco?"

Brown: "Tobacco is found in North Carolina, South Carolina, Kentucky, and once in a while, in a 5¢ cigar."

* * *

Inebriated Civilian: "Doorman, call me a taxi, will you?"

Captain Swany: "How dare you insult me. I'm a Captain in the U. S. Navy."

Character: "Thash all right, call me a boat. I'm in a hurry."

* * *

Ward: "Goodman has proposed to every girl he knows."

Hoiseil: "That so?"

Ward: "Yeah, he's been turned down so often he looks like a bed spread."

* * *

Nay: "Am I fried. Ford said he wanted a volunteer who would climb the mast to step forward. Then he picked me."

Racki: "Didn't you step forward?"

Nay: "No, everyone else stepped back."

* * *

Bowersox: "When I was at CMA I picked up five medals and four service ribbons."

Admiring female companion: "You must be a great sharpshooter."

Bowersox: "No—crap shooter."

Midshipmen Now Veteran Smoke Eaters

All Midshipmen of CMA are now graduates of Treasure Island's Fire Fighting School two day course. The Middies received their initiation to the smell of smoke and sight of belching flames while the training ship was at shipyard in Alameda, going over in four different groups over a period of two weeks.

Donned in foul weather gear and fully versed in the Navy's techniques of quenching the marinier's worst enemy, Midshipmen successfully coped with all conflagrations the Navy had to offer.

Big event of the two day course was the handbilly race in which competition was keen. Best time for a CMA team was 16 seconds; only 4 seconds behind the TI record and, according to instructors, way above average.

MONGREL BECOMES MOTHER

Not since the arrival of SCRATCH the "Nemesis of New Orleans," has such an exciting event taken place at CMA. "Susie" the ship's mascot, escaped from an accidental three days imprisonment in the galley. She promptly disappeared again and remained out of sight until it was discovered that the Golden Bear's emergency generator room was in reality an emergency maternity ward. Susie gave birth to four bouncing baby dogs some time prior to the Armistice Day Leave. Mother and children are doing fine and are the object of great interest from all hands.

MYERS LEAVES CMA FOR TANKER DUTY

Lieutenant George W. Myers, Lieutenant (jg), USN, has received orders to report to the USS Elkhorn, a fleet tanker, and has concluded his tour of duty at CMA. Mr. Myers received his own orders via a phone message while standing his duty officers watch. A veteran of 19 years in the Navy, Mr. Myers came to the Academy from the USS Pittsburgh on which he served since she was commissioned. Prior to that duty, he was on the battleships West Virginia and Nevada, the destroyer Mayo, named incidentally for a relative of the Academy's former superintendent, and saw three years duty in China on the Black Hawk, a destroyer tender.

Coming to Morrow Cove on November 5, 1945, Mr. Myers has always taken an interest in the extra-curricular activities of the Midshipmen Corps, being instrumental in the organization of the CMA choir and also assisting the cadets on the athletic field.

In the classroom, Midshipmen picked up much valuable information concerning Naval science and Naval ordnance under the instruction of the popular lieutenant.

With Mr. Myers go the best wishes of the Cadet Corps for his tour of duty as Chief engineering officer of the Elkhorn.

Deck Hands Do Work—It Says Here

Contrary to the beliefs of a great majority of engineers, deck hands do work, or at least those at CMA do under the watchful eye of First Lieutenant C. W. Royston.

One of the more common publishable phrases to be heard coming from deck apes' lips is "stroke-two three, stroke-two three" while the members of the third class try to break an oar. At first, the maneuvering of the "paddles" was quite a job, especially when the blisters started to appear. But now that the blisters have turned to callouses and the wrists have become used to the sudden snap of feathering the oars, the job of rowing isn't as tough as it was first cracked up to be.

Life "above" is not one pleasant ride in a row boat though. embers of the deck force are also cleaning up and repainting the berth deck for habitation while the training ship is in ship yard.

Fridays, when the engineers condescend to furnish steam, the deckmen fling aside their paint brushes and manipulate the winches and hoists, hauling stores for the forthcoming cruise.

However, perhaps the most popular turn-to assignment is to the Seamanship Building, where under the direction of Bos'n Foster Hallman, the future mats learn the tricks of splicing and sail making. At first, all are completely mystified by the deftness of "Boats" with nots and the palm, but after a few classes, things become clearer and one feels that all hope is not lost.

All in all, under the direction of Mr. Royston and the rest of the deck officers, the deck hands keep working right up to knock off.

THE BINNACLE WATCH

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