



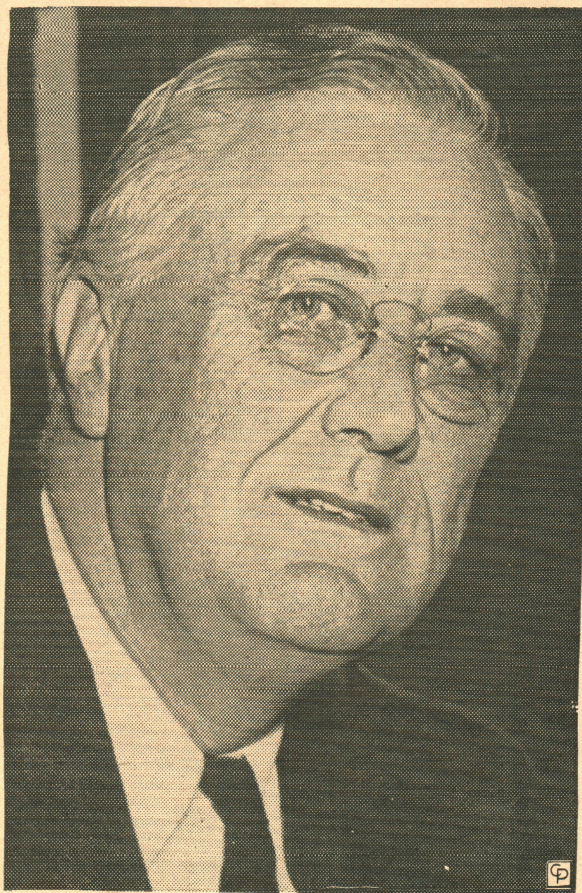
# THE BINNACLE

Vol. 3, No. 4

CARQUINEZ STRAITS

April, 1945

## In Tribute To



PRESIDENT FRANKLIN D. ROOSEVELT

## A Great American



## THE BINNACLE WATCH

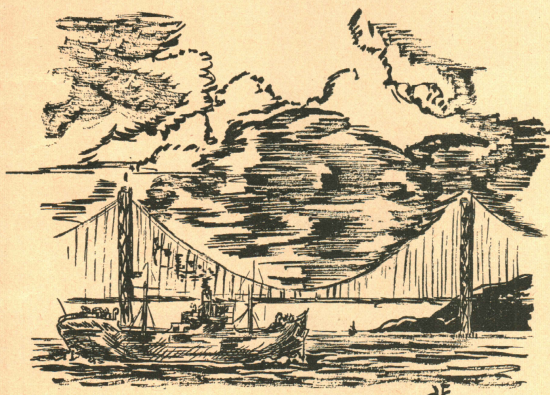
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## BINNACLE LIGHT

This issue is dedicated in solemn tribute to one of the greatest leaders in all history.

All nations mourn the passing of Franklin Delano Roosevelt. From the leaders of great nations as Great Britain, Canada, China, France, to the leaders of the small nations as the Dominican Republic, Czechoslovakia and Peru came the expressions of deepest sympathy. Even our hated enemy, Japan, expressed the view that the United States had lost one of its greatest leaders. (However, true to form, they later made slanderous remarks.)

As with all great men, his great achievements were not fully realized until his passing. In reminiscing on his career, we remember that he was a graduate of Harvard, was admitted to the New York State Bar Association in 1907, a member of the New York State Senate 1910-1913, from 1913-1920 he served as Assistant Secretary of the Navy, was elected Governor of New York in 1928 and re-elected in 1930. He became President of the United States in 1932, elected to an unprecedented third term in 1940, framed the Atlantic Charter with Prime Minister Churchill in 1941, enunciated "unconditional surrender" formula for Axis at Casablanca Conference in 1943, re-elected to a fourth term in 1944.

More than any other President he has strove to keep a unity between the powers of the world by having frequent "get-togethers" with the leaders of these powers. As General Charles de Gaulle said, "President Roosevelt was the symbolic champion of the cause of liberty . . . France admired and loved him." We too admired and loved him, but even more, we fought and died for him and what he strove for—a free and peaceful world.



ROBERT MOELLER

## PERSONOGRAPHY No. 1

Everybody's buddy, ROBERT BECKER "PICKLES" MOELLER came prancing into this joyous world on the 11th day of October 1925 in the city of San Francisco. When Bob was eight years old his family decided to move to sunny San Leandro. "Pickles" attended San Leandro High where he distinguished himself in debating. Bob was not only a debater but also quite a speedster on the track. His closest pals claim he was a half mile of some reknown. After leaving high school Bob went to Cal where he spent a few semesters before coming to C.M.A.

"Pickles" claims to be a man of the world, as far as women go. The girl he wants to marry has to be a brunette, 5 feet 6 inches tall, "well proportioned," and last but not least, a good sport. (Boy for the life of Moeller!!!) Bob is also a skier—part of the inseparable combine of Lee, Hehir, Coleman, and Barton. Like the afore-mentioned, Bob is a liberty hound and spends his summer liberty on the warm shores of Lake Tahoe. Here his debating does him some harm, for at this summer hide-out he treats women as smooth as a broken beer bottle.

Upon graduation from C.M.A., Bob wants to go Navy, on a cruiser, if possible. All his life he has wanted to do this so we hope he gets his ship. After the war Bob wants to get a shore job, then get married, settle down and have two boys who can go skiing with him in the winter. Good luck Bob in all your ventures—especially the last two.

## FIRST CLASS DECK GO TO GYRO SCHOOL

The ten days from March 26th until April 5th found the First Class deckhands seeking knowledge of the gyro compass and related devices. The ten days' course was given at the Sperry Gyro School in San Francisco.

Instruction was given on the operation and maintenance of the Sperry Gyro Compass, compass repeaters, course recorders, and Gyro Pilot. The course was a little boring at times, but the lads from C.M.A. livened things up a bit in their own little way. Just ask Depew what he can do to a gyro pilot with a screw-driver, ask "Daring Doug" Van Sicklen how to reverse the rotation of the rotor in a gyro compass—or better yet, how he "fixed" the motor generator. "Professors" Casey and Hall "came thru" by being picked to give the San Mateo Cadets a one-day course on the operation of the gyro compass.

The instruction period ran from 0900, with an hour off for lunch, until 1600, six days of the week. Each day several hours were spent on lecture; at the completion of which, time was given to review the material or put into practice the information received from the lectures on the various pieces of equipment at the school for that purpose. On two of the days, the lectures were supplemented with moving pictures covering similar material to aid in the instruction already given.

All the students were urged to operate any and all pieces of equipment whenever they found time so that they would be familiar with all the types that they would be likely to come

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## WISE AND OTHERWISE

By Marv

Our last column for the March issue of The Binnacle met with wide acclaim and request for more questions has steadily poured in since then so here we go again. This time let's mix them up a little and add a few questions on the Navy since many of us may go into the Navy either upon graduation or sometime after. (Much of our information was taken from current issues of the Information Bulletin).

1. True or false: The weight of an anchor is stamped near the base?
2. Other than the number of stars on it, does the personal flag of a Commodore have any features which distinguish it from the personal flag of an Admiral?
3. Would a becalmed sailing vessel be aided by an "Ash Breeze?"
4. For what are large cruisers of the U. S. Navy named?
5. Admiral Dewey, USN, gave the now famous order: "You may fire when ready, Gridley," at the battle of Manila Bay. Who was Gridley?
6. The naval base at Pearl Harbor, T.H., is situated on the island of (a) Hawaii; (b) Maui; (c) Oahu?
7. True or false: The Judge Advocate General of the Navy must be an officer of the Navy?
8. The expression "freshen the nip," means to (a) shift a rope so as to take the wear in another place; (b) change the set of a sail so as to take full advantage of the wind; (c) add hot coffee to a cup that has become cold?
9. What are the colors of the ribbon representing the Bronze Star?
10. What class of ships are given the names of deceased Surgeon-Generals of the Navy?
11. Convicted by a summary court martial on AOL charges, a sailor was sentenced to two months' confinement and to lose \$20 per month for six months, but the convening authority ruled that he should not serve the confinement. The convening authority had (a) remitted; (b) mitigated, or (c) commuted the part of the sentence involving confinement?
12. One of the U. S. battleships which the Japs "sank" at Pearl Harbor supported the Normandy invasion. Name it.
13. Before 1915 the Coast Guard was known as the \_\_\_\_\_ Services.
14. When a ship is commissioned, who begins the log book by entering and signing the remarks describing that part of the ceremony which takes place previous to the setting of the watch: (a) the CO; (b) the exec., or (c) the navigating officer?
15. These names for parts of the body are also nautical terms: (a) brow; (b) eyebrow; (c) heel; (d) eyes. What do they mean as applied to ships?
16. True or false: Leyte is more than twice as large as Rhode Island?
17. True or false: Commanding officers of U. S. Navy vessels may perform marriages aboard their ships?
18. With one exception all sentences by court martials may be determined by a majority of votes. Name the exception.
19. The "prevailing westerlies" are winds which blow: (a) toward the west; (b) from the west.
20. What is "laden in bulk?"
21. What is "bright work?"
22. An enlisted man completes eight years' continuous service in the U. S. Navy and receives his second Good Conduct Award. He then sews gold service stripes on his uniform. Is he correct or incorrect in doing this and why?
23. The battle of Manila Bay occurred during the (a) Mexican War; (b) World War; (c) Spanish-American War; (d) present conflict.
24. How many of the ribbons representing campaigns and medals are colored in horizontal stripes?
25. The island of Okinawa, scene of recent U. S. Naval action is in the (a) Philippines; (b) Ryukyus; (c) Volcanoes?

Give yourself a score of four points for each question answered correctly and total them up. Here is your grading system. The answers will be found below the scoring table.

90-100—Excellent  
80-90—Very Good  
70-80—Good  
60-70—Fair  
50-60—Poor  
Below 50—Better start reading a little.

1. True.
2. Yes. A Commodore's flag is a burgee pennant while an Admiral's flag is rectangular.

(Continued on Page 7, Column 2)



(Left to right) Miss Louise Stoneson and Midshipman George Detweiler, Miss Jeanie Fisher and Midshipman Richard J. Naylor.

## C.M.A. PRE-CRUISE DANCE

One of the best and nicest dances ever given by the Academy took place Friday evening, April 13th, in the spacious Gold Room of the world-famous Palace Hotel. Despite the fact that it was "Friday the 13th," the Midshipmen and their escorts, officers and their wives and friends, proved that the average person holds no fear of superstition by enjoying themselves while dancing to the majestic strains of Murray Petersen's orchestra until the legal curfew time of 2400.

Many couples participated in a dinner held in the Garden Room of the same hotel earlier in the evening. Having covered all the current topics of conversation of the day, they adjourned to the Gold Room to join the rest of the Corps in making the affair the gala event that it was. The setting was arranged so that the individual groups could gather at intermissions at the various tables provided for this purpose, or, for the more romantic couples to sit quietly by themselves. Refreshment was provided in the form of sandwiches and the bar, which was under the management of the hotel for those who cared to indulge.

The evening was high-lighted by the famous Detweiler-Ransom routine, Third Classman J. Q. Brown getting "stuck" for a number of rounds of drinks and Mr. Summerill's rendition of how to get away with sleeping in the morning — of interest to all the Midshipmen at the Academy, and other occurrences too numerous to mention here.

One of the outstanding details of the dance were the unique and original bids presented to the couples as they entered. Credit is due to Midshipman Naylor for his work on the bids and also to Midshipmen Moeller and Barton for the time and effort expended in order to bring this dance to us. A good time was had by all and it was a dance that will long be remembered by those who attended. Also the fact that Mr. Heron extended the time limit for Midshipmen returning to the Academy on Saturday morning helped to make the evening more enjoyable. Here's hoping we can have many more dances in the future of the same nature.

## (Continued from Page 2, Column 2)

across on various ships. They encouraged experimenting on the machines with the thought in mind that it is better to experiment here where little damage could be caused than to experiment with the gyro aboard ship where it is liable to prove costly both in lives and money.

The ten-day period was topped off with an examination consisting of about twenty or thirty questions on all phases of the training and in addition to this, a test on starting and stopping the gyro compass with a blindfold to simulate a condition aboard ship where there would be a loss of power at night. The instructor "fouled up" the machine in any manner he wished and in order to pass the course, the student had to find the trouble and continue the operation of starting or stopping the Mark 14 compass—and all with a blindfold on.

The men from C.M.A. completed the requirements and were awarded their Gyro Certificates in the traditional style of the Midshipmen from the Academy.



## GISMOS

The following Gismos are all true, being Gyro Gismos—heh, heh, heh. These were overheard by our agent for San Francisco. It was the first day at Gyro school and with a Tubbs-like grin on his face Mr. Bodian announced, "Be informal here—it isn't like the schoolship—we don't browbeat you here—just relax." "That den of inequity up there." Must be that Tubbs and Bodian are twins or something similar because it brought back Navigation memories in Bodian's "Any questions?"—both with that same deadly manner. . . . Bodian telling Detweiler to be sure and cancel all the telephone calls he'd been getting now that the 10 days in S. F. were over. . . . By the way, who was the First Classman at Gyro school who told the Ensign to get his \*\$% hands off his hat. He says he thought the guy was Griffith, but much to his embarrassment—it wasn't.

They tell me, on the sly of course, that when the boys get hungry, a gander at Patsey's picture in Room 49 satisfies the inner man—who is that guy anyhow? Must be a friend of Joe's. . . . O.K. Rall, I'll get you in too, don't worry. The following is a paid pin-up advertisement: What are the main things which stand out above the pin-ups in Room 57? (Hmmm, very interesting—could be bas-relief perhaps.) . . . Don't shoot that ape father dear, its only Hallepi in his new beard. Understand the whole thing started with a mix-up in a seed catalogue—somehow the rhubarb seeds got into his shaving cream with the interesting results to be noted. Namely a walking rhubarb stalk in undress whites. Perhaps there's a purpose in this beard business—after all I understand Ransom has pictures of small boys in his locker and as anyone knows, small boys are hard to get. As has been said before, things are tough all over. . . . Ah, yes, that was Scotty Annin picking dandelions on the top of the hill; understand he makes quite a bit when there's a big dance on.

We've got 'em worried in Hollywood, boys; just keep up the dark glasses and they'll think that Errol (The Terrible Terror) is hiding out at C.M.A. . . . I know Koerber, you're just standing by. . . . Strahlendorf and R M Williams stood a tough 12 to 4 the other day—well—after all it was warm and they did have their shorts on so how could they help it if they fell in. . . . Open the door to Sick Bay, Doc? Ratray has been out playing tennis. . . . The new word in Schlaman's life is Mary Beth.

Naylor buying orchids by the dozens for all the First Classmen for the Pre-Cruise Dance. . . . Peyton wondering why his paper collars aren't coming back from the cleaners. . . . The First Class deckhands are rapidly losing their minds over navigation—here's proof that we're not kidding—Casey's ditty, "When on da equata, mercata is betta." . . . Rosa and Van Sicklen also come through with some "choice ones"—"From magnetic to true, what do you do?" . . . "From compass to magnetic, you get a headache!" OKAY, OKAY, OKAY, quit twisting my arm, I'll put your name in—Young, Young, Young, Young, Young—SATISFIED? . . . Then there's the First Class engineer that couldn't start a pump. . . . Okay Smith, we know YOU can. . . . We wish to state that Barton wrote most of Moellers' personography.

Coming back from liberty: "Robb, can't you afford the pants? It must be cold in that short coat!" . . . We will have a moment of silence for one James K. Staar, the lad who put his heart and soul (well, his face anyway) into digging the new rifle range.

Brodsky, when are you going to hang out your shingle? . . . A complaint has been registered against a certain "ham" radio station in "B" barracks . . . get off the air King and Stradley!



RICHARD J. NAYLOR

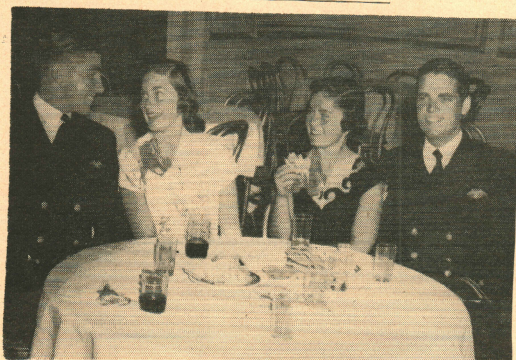
## PERSONOGRAPHY No. 2

The thriving metropolis of Oakland has brought many outstanding personalities to C.M.A. Included in this list of the more fortunate lads is the name of one RICHARD J. NAYLOR, better known as "Dick," or "Big Rich," by his more intimate associates.

Rich is a native son, having spent his early years in the capitol city, Sacramento, later moving to Berkeley. He received his high schooling at Berkeley High, where he distinguished himself by being elected president of his high school fraternity. After graduation he entered the University of California, where he majored in Mechanical Drawing for several semesters. His entrance to C.M.A. interrupted his course at Cal but someday after he has shipped out long enough, he plans to finish his college education.

Dick is well-known around the base as the man who makes out the watch list, and one to whom you can turn when you want something done. Incidentally, Dick is the other half of that inseparable, liberty-loving team of Hall and Naylor, and can usually be found visiting a certain beautiful young lady named "Jeanie," when he's on liberty. He is also well-known around here because he's the guy who's responsible for putting out The Binnacle every month. Yes—he's our editor-in-chief. Another of his accomplishments is being the business manager of The Hawsepipe. "Big Rich" also pulled a "mean" stroke oar for the crew in his second class year and also pulled for the crew in his swab year. In spite of his many extra-curricular activities, Dick finds time to study enough to keep up his class standing (4th highest).

Upon graduation Dick prefers to go Tanker. His disposition and personality make him well-liked by all and it is certain that he will go far in his profession. We certainly hope that he gets the ship he wants and we wish him the best possible luck!



(Left to right) Midshipman Ben Barton and Miss Mary Fulton, Miss Nevill Dunn and Midshipman Howard Annin.



Mrs. Richard D. Heron and Lt. Heron



## SEA DUST

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

He: "I'm not feeling so well tonight."  
She: "Well, for goodness sakes, take off your gloves."

There's one thing about dropping a sick of dynamite — you don't have to pick it up.

Three blood transfusions were necessary to save a woman's life at a hospital. A brawny young Scotsman offered the woman his blood. The patient gave him \$50 for the first pint and \$15 for the second. But the third time she had so much Scotch blood she only thanked him.

A grouchy Naval officer fell overboard and was rescued by a sailor. When he spoke of a reward, the sailor said: "The best way to reward me is to say nothing about it. If the other fellows learn I pulled you out they'll throw me in."

First Fraternity Brother: "May I borrow your dress necktie?"  
Second: "What's the matter, couldn't you find it?"

Judge: "You say you have known the defendant all your life? Do you think he would be guilty of stealing the money?"  
Witness: "How much was it?"

It's all right to tell a girl she has pretty ankles, or even legs, but don't compliment her too highly.

"Where did that beautiful blond you had last night come from?"

"I don't know. I just opened my wallet and there she was."

One broom said to the other: "Couldn't we have a little whisk-broom?"

The other replied, blushing: "Why we haven't even swept together."

A pretty young woman operator of a drill press was greatly relieved after a visit to her doctor. "I've just found out," she told her pals, "that those hard lumps on my arms are muscles."

Just before the launching the woman who was to christen the vessel rushed up to the shipyard superintendent and nervously asked: "How hard do I have to hit it to knock it into the water?"

Panhandler (to kind ol' lady): "Madam, could you give a cripple four bits for bus fare?"

Kind ol' lady: "You poor chap. How are you crippled?"  
Panhandler: "Financially."

A Scotchman entered a saddlery shop and asked for a single spur.

"Why only one?" asked the salesman.

"Well," replied King, "if I can get one side of the horse to go, the other side will have to go with it."

Prosecuting Attorney: "You say that when you visited the nudist colony on the night of the murder, you didn't do a thing while there. Don't you realize you are under oath?"

Old Fellow: "Sure I'm under oath, but I'm also over 80."

"Did the Doc really mean it when he said you wouldn't live a week if you didn't stop chasing women?"

"I'll say he meant it. I've been chasing his wife."

A girl and a boy were walking down a country road. Said he: "Winter draws on."

Girl: "Is that any of your business?"

First Sailor: "They tell me that in China a man can get three pounds of imported Swiss cheese, a case of beer, a quart of whiskey and a wife for five bucks."

Second Sailor: "I'll bet the whiskey is awful."

Wonderful indeed is a woman shopper. In a department store she can hurry through an 18-inch aisle without brushing glassware piled on both sides, but when she drives home she can't get into a 12-foot garage without knocking the doors off.

Little Fella: "My dad is an Elk, a Lion, a Moose, an Eagle and a Quiet Birdman."

Little Fella No. 2: "Gosh, how much does it cost to see him?"

Pa: "It's after two o'clock. Why doesn't that young fool go home?"

Ma: "Now, Pa, don't get excited. Remember how we used to court when we were young?"

Pa: "What! Where's my shotgun?"

Then there is the patient who took a turn for the nurse.

To get along in Hollywood a girl must cross the street cautiously and legs recklessly.

A farmer who had spent most of his life in the sticks retired and moved into town. On the first morning in the new home his wife said:

"Well, Pa, it's about time you started the fire."

"Not me," he replied, nesting down deeper into the bed, "we might just as well start now to get used to all these city contraptions—telephone to the fire department."

"It seems to me," observes Salty Sam, "that some of these sweater girls would do right well as school mams — they outline things so clearly."

Two bobby-socks girls stole a two-cent peek at the headlines on a news-stand at Broadway and Forty-second Street recently. One of them read about: "British Bomb Sumatra." The other exclaimed: "Why are they on poor Frankie?"

"Where'd you all git that Southern accent?"

"Honey chile, I've been drinkin' outen a Dixie Cup."

The young bride was asked what she thought of married life. Oh, there's not much difference," she replied. "I used to wait up half the night for George to go, and now I wait up half the night for him to come home."

"I think I'll have another little nip," said the Marine as he shot the Jap sniper out of the palm tree."

A civilian, writing to his draft board, ended the letter with: "Eventually yours."

Definition of a meteorologist: A man who can look in a girl's eyes and tell whether.

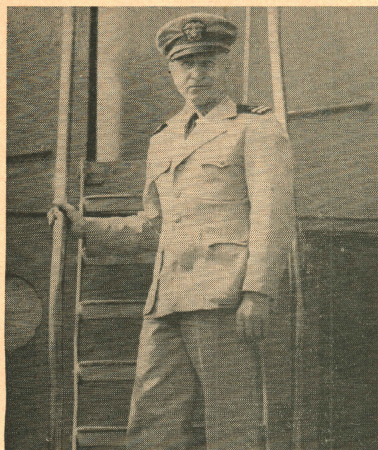
A chiropractor is a guy that gets paid for the same thing the other guys get slapped for.



"He advanced and I recognized him. It's Mr. Nay, sir."



## KNOW YOUR OFFICERS



LIEUTENANT HAROLD PEDERSEN

C.M.A. is fortunate indeed in having an officer of such knowledge and experience as Lieutenant Harold Pedersen.

Mr. Pedersen was born in Oslo, Norway, and came to America in 1907. He has been connected with the sea all his life, having gained his first experience sailing on steam yachts. Mr. Pedersen shipped with an East Coast Steamship Company as an Engineering Officer until 1917 when he enlisted in the United States Navy. He remained in the Naval Reserve until 1921, at which time he returned to the Merchant Marine as an engineering officer on passenger ships on the East Coast.

In 1931 Mr. Pedersen rejoined the Naval Reserve, remaining on inactive duty until the beginning of the war. His first assignment was instruction work with the Coast Guard. He was later assigned to the Maritime Commission Officers' Training School at Fort Trumbull, New London, as Chief Plant Engineer.

"Pete" was transferred to C.M.A. in August 1944 as an engineering instructor. Since then he has made himself very popular with the entire Cadet Corps. Although he is assigned to the engineering department, he is well-known to all the deck midshipmen and he is respected by all for his frankness and willingness to "Turn-to" with everyone else. It is not infrequent to see him working right along with the rest of the boys on some tough job.

Mr. Pedersen is married and he has two sons, one of them in the Army Air Corps overseas, and the other engaged in important work as a draftsman. Little known to most people "Pete" has a great love for skiing.

We truly hope that Mr. Pedersen will be with us for a long time and we wish him many more smooth sailings in the future.

Y2c: "I hear you're calling Helen 'Appendix' these days."

Y1c: "Yeah, everyone takes her out."

\* \* \* \* \*

Beautiful Girl: "May I see the OOD?"

Yeoman: "Certainly, lady, the OOD always has time to see pretty girls."

Beautiful Girl: "Then, in that case would you mind telling him his wife is here!"

\* \* \* \* \*

Patient (coming out of ether): "Why are the shades drawn, Doctor?"

Doctor: "There's a fire across the street—and I don't want you to think the operation was a failure."

\* \* \* \* \*

Most wives agree that it's the little things that break up a marriage—little blonds, little brunettes and little redheads.

\* \* \* \* \*

"Why daughter, your hair is all mussed up. Did that Midshipman kiss you against your will?"

"No, he just thinks he did."



LIEUTENANT (jg) CHARLES SLAGLE

Nobody on the base is better known to the Cadet Corps than a man who always has a friendly word for everyone, Lieut. (jg) Charles Slagle. For the past 20 months Mr. Slagle has been here at the Academy acting in the capacity of Welfare Officer.

Mr. Slagle received all his early schooling in his home state of Ohio. For his college education he claims Ohio State and Miami University as his alma maters, having attended the former for one year and completing his education at the latter. Probably very few of us know that "Charlie" Slagle was quite an athlete. As a varsity letterman he proudly claims letters in basketball, football and baseball. Because of his interest in athletics it was only natural that Mr. Slagle should major in P.E. and upon graduation he coached high school basketball, football and baseball. We can be pretty certain that he put out many winning teams.

As for more of his past history we have found that he was employed by General Motors in the Material Car Purchasing Department.

On the outbreak of war Mr. Slagle answered the call immediately by entering the Navy in January 1942. He was assigned to the Norfolk, Astoria Naval Air Station as a Chief Specialist in the Physical Training Program. In June 1943 he was promoted to the rank of Ensign and July of the same year he was transferred to C.M.A. Here at the Academy he is in charge of all supervised athletics. It has just been in the past few months under his able guidance that a really competitive class athletic program has been in effect. Mr. Slagle is also in charge of the canteen and it is due mainly to his efforts that the canteen has been so successful. Last September Mr. Slagle received his promotion to Lieutenant (jg).

Mr. Slagle is happily married and the father of a 10-months-old son. After the war he would like to go into the Hardware and Sporting Goods business.

We of The Binnacle Staff want to wish Mr. Slagle the best of luck and we hope that he'll be successful in all his plans for the future.

The curfew tolls the knell of parting day;  
A line of cars winds slowly o'er the lea;  
A pedestrian plods his absent-minded way  
And leaves the world quite unexpectedly.

\* \* \* \* \*

Judge: "What possible excuse did you fellows have for acquitting that murderer?"

Juryman: "Insanity."

Judge: "Really? The whole 12 of you?"

\* \* \* \* \*

Recruit: "My wife writes me she is all unstrung. What shall I do?"

"Snapper: "Send her a wire."



# SAFETY HINTS



## SHIPBOARD SAFETY

By Dick Tobey

There is a salty and timely proverb used among sea-going men that is "One hand for your ship and one hand for yourself." It means just this—don't try to do any more work than you can safely accomplish.

On every ship there is always that spontaneously ambitious individual who will attempt to do a two-man job in half the required time, forgetting that the work gained won't quite equal the loss of his ship if he is injured. Ladders in particular on shipboard were designed to be used with the aid of at least one hand. They will be found rather hard to use with both hands and arms full of gear.

During the face-lifting process of the training ship "Golden State" during the past few weeks, it was noticed that one indifferent upperclassman failed to have the gantline with which he was being hoisted aloft tended on a cleat. Depending upon one or more of the Third Classmen to hold what was made while the others secured new grips. This practice is definitely frowned upon. Remember it's not the fall that bothers you; it's the sudden stop you have to make at the bottom, and besides you might dent the deck!

In working overside on stages there are a few precautions that are to be observed unless one cares to get the "Deep Six." The first and probably most important is to wear a life jacket or have a life line secured on deck. If you're using a life line be sure that there is not too much slack in it as it's better to get dunked than have your back broken by too much slack in the

life line. It's good seamanship to mouse the hooks secured topside, to know the proper hitch to be made in belaying the hauling part, to have the stage canting inboard, at the proper angle, and the paint buckets properly secured with a light messenger.

If you are one of the more turbulent individuals who doesn't feel capable of hoisting himself back up after a hard day of painting (and there are a few of them) it's better to ask for the skiff than to fail in a gallant display of endurance and strength. Safety aloft doesn't differ materially from safety ashore, although the equipment used, the environment and procedure differ considerably. The essence of shipboard safety is to think clearly and don't take unnecessary chances. It would be well to bear in mind that safety at sea should be a greater concern because of the absence of hospitals and treatment facilities on your ship.

## WILLIAM C. WELDON

Class of May, 1941

The Government has publicly announced the sinking of the "Steel Traveler." Bill Weldon ('41) was Chief Mate on the Traveler, and is listed as "Missing in Action and Presumed Lost" as a result of the loss of the ship. The announcement of his being missing was published in a former issue of The Binnacle. However, since the name of the ship has been announced, we can now publish it without violating security.

Mrs. Weldon, Park Plaza Apartments, Larchmont, New York, has very kindly granted us permission to pass on to you some of the details associated with the loss of Bill's ship. We know that all of Bill's shipmates will be interested, and will share with his wife, as we do, the hope that he may yet come home to her.

The merchant ship "Steel Traveler" has been lost while participating in an invasion of enemy territory. Bill left on this last trip on October 25th, making Ireland his first stop for about two weeks, then on to England for a week, and finally to ——— to unload. There were two weeks of unloading and finally on December 18th they were homeward bound. Just outside of the harbor of ——— a mine hit the "Traveler," breacking it in two. Within five minutes the ship had sunk. Only two boys were lost—the fireman on watch, and Bill, the Chief Mate. The rest of the boys are back in the States and have stated the explosion occurred at ten to five p. m. Bill was on watch from 4 to 8 and had just been relieved to go to the saloon for dinner. That being the last anyone saw of him, and they can only think that he must have been in the immediate vicinity of the explosion and never knew what happened.

Mrs. Weldon would like any of Bill's friends or classmates who are in the vicinity of her home to stop in and see her and she hopes as we do that Bill will be by her side to greet them.

(Continued from Page 3, Column 1)

3. No. An "Ash Breeze" is a term meaning no wind, requiring a sailing vessel to resort to the use of oars.
4. For territories and insular possessions of the U. S.
5. Captain Charles V. Gridley, USN, commanding officer of Admiral Dewey's flagship, the USS OLYMPIA.
6. (c).
7. False; he may be an officer of the Marine Corps.
8. (a).
9. Old Glory red, royal blue and white.
10. Transports fitted for evacuation of wounded (APH).
11. (a).
12. USS NEVADA.
13. Revenue Cutter and Life-saving.
14. (c).
15. (a) a platform leading from the ship to the dock; (b) a strip of metal above a porthole; (c) the bottom of the mast; (d) the extreme forward part of the ship.
16. True; Leyte is 2,799 square miles; Rhode Island 1,214.
17. False.
18. The death sentence, which requires the concurrence of two-thirds of the members present.
19. (b).
20. Cargo carried loose in a vessel.
21. Woodwork which is kept scraped and not painted.
22. Incorrect. Gold Service stripes may be worn only after twelve years' continuous service with good conduct, each stripe representing four years of such service.
23. (c).
24. One, the Presidential Citation Unit ribbon.
25. (b).



## MORE SEA DUST

You can never tell how far a couple in a car have gone by the speedometer.

You say you were rejected by the Navy.  
Yes, my seeing-eye dog had flat feet.

"Hey, honey," he yelled to his wife, "please throw down the key."

And 12 keys came clattering down on the sidewalk.

Naylor (pointing to cigarette on deck): "Is that yours?"  
Hall: "Nope, you saw it first."

"The last of my daughters was married today."  
"Really! Who was the happy man?"  
"I was."

Flattery is 90 percent soap, and soap is 90 percent lye.

Snapper: "Now tell me, what's your idea of strategy?"  
Riveter: "It's when you're out of rivets, but keep right on riveting."

The British aviator had just returned from a leaflet raid into enemy territory.

"Why are you back so late?" asked his C.O.  
"I misunderstood instructions, sir, and pushed the leaflets under people's doors."

With a lady, "no" signifies "perhaps" — "perhaps" signifies "yes" — and "yes" signifies no lady.

"They tell me Jones has a right good voice. Is he cultivating it?"

"I can't say about the cultivating, but I know he irrigates it frequently."

Famous Last Words: "If you'll button your lip, sir, I'll explain why I didn't salute when you passed."

She: "Did you eat all that cake I baked you?"  
He: "I had to, I couldn't break off a piece."

Exercise kills germs but the trick is to get the darn things to exercise.

He who laughs last has found a double meaning.

The young kindergarten teacher bowed effusively to a gentleman on a street car and then realized he was a total stranger.  
"Oh, I beg your pardon," the schoolmarm stammered, "I mistook you for the father of one of my children."



(Left to right) Miss Georgian Calder and Midshipman Alan Brune, Miss Margaret Field and Midshipman Igor Kotelnikoff, Miss Virginia Potter and Midshipman John Q. Brown.

Doctor: "You must avoid all forms of excitement."  
Patient: "Can I look at them in the street?"

Does not drink  
Does not smoke  
Does not borrow money  
Does not give women a line  
Does not exist

If dad is worried when daughter is out with a boy, it is because he has a good memory.

Then there's the real garden romance—he's a dead beat and she's an old tomato.

A fool and his money are some party.

Exclusiveness is a characteristic of recent riches, high society, and the skunk.

"I represent Mountain Cheap Wool Company," began the snappy young salesman. "Would you be interested in coarse yarns?"

"Gosh, yes," breathed the gal, hopefully. "Tell me a couple."

Rose's are red,  
Violet's are blue,  
Lillie's are pink:  
I saw them on the wash line.

Two little girls were on their way home from Sunday School, and were solemnly discussing the lesson.

"Do you believe there is a Devil?" asked one.  
"No," said the other promptly. "It's like Santa Claus: It's your father."

"Don't you go with Tools any more?"

"No . . . I couldn't stand her vulgar laughter."

"I never noticed it."

"You weren't there when I proposed."

Then there was the bashful burglar who, upon finding the lady in the shower, covered her with a revolver.

A drunk got into a taxi and asked to be driven around the park five times. After the third time around, the drunk shouted to the driver: "Faster—I'm in a hurry."

She looked as if she had been poured into her dress and forgot to say when.

Judge (to couple): "Caught on the park bench, eh? What are your names?"

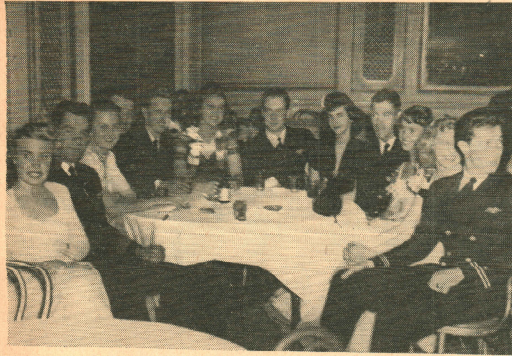
He: "Ben Petten."

She: "Ann Howe."



(Left to right) Midshipman Bud Corlett and Miss Elayne Stoy, Miss Sylvia Harlow and Midshipman Richard Miller, Miss Carol Howard and Midshipman Rushton Backer.





(Left to right) Miss Louise Stoneson and Midshipman George Detweiler, Miss Sally Klose and Midshipman Richard Griffith, Midshipman Douglas Van Sicklen and Miss Helen Bont, Midshipman Charles Dunham and Miss Irene Nagy, Midshipman Frank Coleman and Miss Carolyn Fox, Miss Jeanne Anderson and Midshipman Phillip Ransom.



(Left to right) Miss Helen Nielsen and Midshipman Duane Kolasch, Midshipman Bruce Leavitt and Miss Betty Leeka, Miss Clelle McAllister and Midshipman William Schill, (unidentified girl) and Midshipman Denny McLeod, Miss Bette Ann Scott and Midshipman Ralph Hoyt.

### BE THE LIFE OF THE PARTY

Here are a few toasts to amuse your drinking partners:

Here's to the smart man—  
Who hasn't let a woman  
Pin anything on him since  
He was a baby.

Here's to the couples who don't pet in parked cars—  
The woods are full of them.

Here's to dignity—  
One thing that can't be preserved in alcohol.

Here's to the girls—  
Who walk home and get their heels sore.

Here's to a girl men toast and women roast.

Here's to courtship—  
May the feeling be nuptial.

Here's to the gentlemen—  
Who believe in clubs for women but only after kindness fails.

Here's to the evening dress that's more gone than gown.

Here's to plenty of exercise—  
Go to horror movies and let your flesh creep.

Here's to sympathy—  
What one girl offers another in exchange for details.

Here's to women—  
Here's to women—

Here's to my wife—  
When I argue with her words fail me.

Here's to the grass widow—  
After every divorce she feels like a new man.

Here's to knitting—  
It gives women something to think about while they're talking.

Here's to the town belle—  
They ring her in on all the parties.

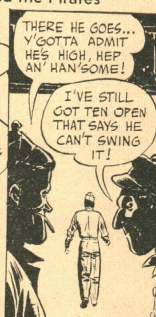
Here's to the stenographer—  
She's been on more laps than a napkin.

Here's to woman—  
Ah, that we could fall  
Into her arms without  
Falling into her hands.

Here's to nite clubs—  
Where tables are reserved  
And guests aren't.

### Male Call

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



### Plain Identification



## PERSONOGRAPHY PAGE



**MILES S. MESSENGER**  
**PERSONOGRAPHY No. 4**

Down on the border where the country is rough and the men rougher, in the little wide-open half-Mexican half-American town of Calexico was born JIM KOERBER, otherwise known as the "Neanderthal Man."

"Beachboy" is one of the best athletes that has ever attended C.M.A. At Saint Anthony High in Long Beach, where he went to school he earned a letter in six different sports and was Captain of the football team and baseball teams. He played end on the Compton J. C. football team and also equally able here, he is especially known for his miraculous long distance one-armed, "never fail" basketball shots.

On liberty he may be found either in Stockton where we hear he has a beautiful young thing for a girl friend, or in San Francisco at Mr. Chips or Tom Sullivan's lounge.

Definitely one of the best liked fellows at the Academy, "Dimples" is a natural for the practical life of a Merchant Marine officer—especially that of an engineering officer. Koerber is also possessed of an almost extraordinary coolness regardless of the confusion, excitement or anger of others. In fact, no one has ever seen him really mad or excited. He claims that he is one of the most diligent men at the Academy in regard to turn-to, and offers as proof, the best tan at C.M.A.

Living in San Pedro and being one of the biggest boosters of the town we have ever encountered, a T-2 tanker seems a natural for him after graduation and if past performance is any indication of the future progress, we are sure he will do well.



**JOHN LEE**

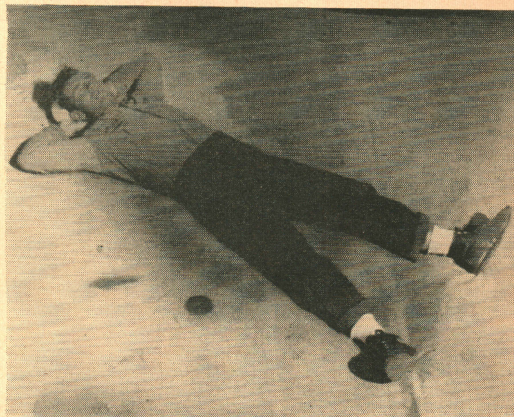
### PERSONOGRAPHY No. 3

You simple fool! Swab, what are you doing? Short sayings like these might be heard bellowing any time from a certain room in 'A' Barracks. On having a closer look we would always be certain to notice that they were echoing from the lips of one MILES S. MESSENGER.

Miles claims San Pedro as his home town. By doing this his name can now be added to the long list of alumni who have immigrated to C.M.A. from that fair city. He was brought into the world way back on August 28, 1925. As for his schooling he boasts San Pedro High as his alma mater. He is very interested in Chemistry and some day he plans to take up Chemical Engineering at Cal. He says that he is a woman hater, although he displays 12 very nice pin-ups on his locker door. He is extremely fond of a certain beverage—namely seven-up and bourbon. He is also a fan of good music. On liberty he is so weary of this hectic life at C.M.A. that all he can do is sleep, at least that is what he claims.

After Miles graduates he plans to ship out in the Merchant Marine as a Junior Third Mate on a C-2 cargo vessel. Incidentally, we are sure that he will have changed his mind about women by that time since he was recently seen in action at the Pre-Cruise Dance.

We hope very much that Miles gets the kind of ship that he wants and we wish him the best of luck in his plans for the future.



**JAMES KOERBER**

### PERSONOGRAPHY No. 5

This honest-looking, likeable First Class engineer claims he comes from the "best little city in the world." Yes, your first guess was right; MIDSHIPMAN JOHN LEE comes from none other than the town of San Leandro where he is known as the "King of Bull."

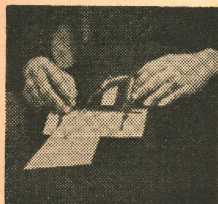
"Don," as he likes his friends to call him, has long been interested in engineering. He studied civil engineering during his semester at Cal and did practical work in an engineering line during the summers. After the war, he hopes to return to his engineering studies at the University of California and perhaps go into Civil Engineering with a good background of Marine Engineering as he will have after some sea experience.

Lee has always been interested in sports. He played end on the San Leandro team for almost ten minutes one time and went out for football at San Francisco J. C. In his spare time he has raised cattle and is particularly fond of horses. At present, he has become very interested in skiing which he does at every opportunity.

Don has fitted nicely into things ever since he arrived. Unpretentious to the point of being modest, he has the pleasant habit of calling almost everyone by his first name. He is a member of his class crew and also Vice-President of his class. Yes, the fellow with the ready smile and the personality as straightforward as his very straight hair will definitely be missed when he graduates.



## ENGINE SERIES No. 19



## 'SEA - KNOWS'

## BOILERS

There are two general classes of marine boilers, namely:

- (a) Fire Tube Boilers.
- (b) Water Tube Boilers.

The term "Fire Tube" indicates that the water, steam, or both, are around the tubes and the heat and

gasses of combustion circulate through the tubes.

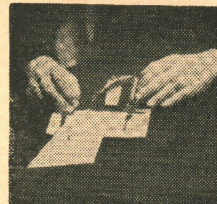
The term "Water Tube" indicates that the water, steam, or both, are contained in tubes and the heat and gasses of combustion circulate around the tubes.

The most familiar example of the "Fire Tube" boiler in marine use is the "Scotch" boiler.

In general, "Water Tube" boilers are used for higher pressure than "Fire Tube" boilers.

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## ENGINE SERIES No. 20



## 'SEA - KNOWS'

Effects of Heat on  
Various Substances

|           |       | Melts at |
|-----------|-------|----------|
| Antimony  | ..... | 951°     |
| Bismuth   | ..... | 476°     |
| Brass     | ..... | 1900°    |
| Cast Iron | ..... | 3479°    |
| Copper    | ..... | 2548°    |
| Glass     | ..... | 2377°    |
| Gold      | ..... | 2590°    |
| Ice       | ..... | 32°      |
| Lead      | ..... | 594°     |
| Platinum  | ..... | 3080°    |
| Silver    | ..... | 1250°    |
| Steel     | ..... | 2500°    |
| Tin       | ..... | 421°     |
| Zinc      | ..... | 740°     |

|                |       | Boils at |
|----------------|-------|----------|
| Ether          | ..... | 100°     |
| Linseed Oil    | ..... | 640°     |
| Sweet Oil      | ..... | 412°     |
| Oil Turpentine | ..... | 304°     |
| Fresh Water    | ..... | 212°     |
| Sea Water      | ..... | 213.2°   |
| Mercury        | ..... | 662°     |
| Naptha         | ..... | 186°     |

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## DECK SERIES No. 19



## 'SEA - KNOWS'

## CARGO REPORTS

A wide-awake Deck Officer will always have available a notebook and pencil.

While on duty and cargo is being handled, he will make careful entries in such notebook as to the condition of cargo, particularly cargo that has been

damaged. Note should be made of the exact nature of damage; whether caused by pilferage, breakage, accident or willful damage of property. Care should be taken that the date, hour and the minute of such entry is indicated in connection therewith.

These notebooks should be maintained and kept neatly by the Officer while attached to a particular ship.

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## DECK SERIES No. 20



## 'SEA - KNOWS'

## PERSONAL INJURIES

It is of the utmost importance, in fairness to the seaman and the ship, that when a seaman is injured, irrespective of the cause, a careful report be made out of the exact injury sustained, the time and place and what the seaman was doing at the particular moment.

Due to the length of sea voyages a minor injury may, after a lapse of time, become serious; hence the necessity for an accurate record to assist the medical attendant in treating a subsequent disorder which may result from a prior injury. A personal statement from the injured seaman and also any witnesses that may have been present should be obtained.

These reports are to be prepared immediately the accident occurs and not at a later date.

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## SPORTS

By Carlton Clendenny

Once again the sports scene at C.M.A. comes to a virtual standstill as the two months' cruise period commences. That time has once again rolled around and now the Midshipmen's activities no longer include athletics as was the usual case at the base. When the Golden State casts off from the dock an end shall have come to a sports program that has seen a steady increase in both number and popularity.

Out of this lull emerges each semester, one of the bright spots of the cruise period and one on which the spotlight will be focused continually up to the final climactic week; if you haven't guessed already, this featured event is the inter-class crew race held each cruise period on the calm waters of Stockton. Sports may come and go at C.M.A., but the tradition furnished by the class boat races will always remain and in the future continue as an outstanding example of the skill and competitive spirit possessed by the men of this school.

Each year the crews have as a goal, the defeat of the First Class and this semester's race will be no exception. Despite the fact that every advantage is on the side of the First Class crew, they will have no easy time in winning a victory at Stockton this cruise. Backing up their claim is the strong Second Class crew which has undergone months of hard practice with the only thought in mind of avenging last year's defeat by the present First Class.

It is no secret that the First Class crews very seldom experience defeat. Not only do they have the edge in experience gained through racing, but they also have only one race between them and victory. The crew that opposes them will already have spent a considerable portion of its energy in the Second-Third Class race. This fact is one of the principle reasons why the defeat of the First Class has been achieved so seldom that it is hardly thought possible. The closest a Second Class crew has come to upsetting the First Class crew in recent years was in the race of a year ago. The hard-sought goal was missed in that race by only three-quarters of a boat length.

As this paper goes to press, the chances for a Second Class victory are the brightest seen in many a year. It is true that they will be given considerable competition by the Third Class which, although they started later than the Second Class, should be in good shape by the end of the cruise period. Many members of the First Class believe that this competition along with what practice they may gain during cruise will be sufficient to turn the tide against the Second Class crew. But those of us who have watched the steady improvement of the Second Class from day to day are inclined to think that it will take more than the Third Class and a considerably greater amount of interest than the First Class has shown so far to prevent the Second Class from achieving the goal for which they have strived all semester long.

The attitude toward the race shown by many First Classmen so far has not been a very encouraging one. Several of them have said that if the Second Class is willing to practice as long and as hard as they have been, they can have the race without much argument. If the First Class is willing to take their defeat sitting down it's O.K. with us. Just don't forget that the Second Class has not only voiced their challenge, but they have also shown it in months of practice. If the First Class decides not to answer this challenge, their only alternative is to accept defeat.

Just as expected, the Second Class deck quintet was still on top as the intramural basketball league closed. The winning five faced opposition in twelve games and only once did they fail to come out on top. This one blemish on their record was scored by the Third Class deck who trailed a short distance behind the Second Class all season long.

Outside of the above squads, the only serious competition was provided by the First Class and Third Class Engineers. The latter five looked dangerous from the start, but couldn't match the power of the top squad. It is hard to say just how far the First Class Engineers would have gone if their season had not been interrupted by High Pressure school. As for the remaining teams, it was mostly a case of fair players as individuals molded into a not-too-sharp squad.

Donovan Love still insists that he was the high-point man of the league. Since there wasn't an accurate check kept to verify this statement, we will concede the honor to him.

When the accomplishments made by each class in the field of athletics these past few months are weighed against each other it is easily seen that the greatest strides have been made by the Second Class. As an argument we offer the fact that two basketball teams as well as the strongest boat crew have been going strong all semester long. So far neither of the other two classes

## CALIFORNIA MARITIME ACADEMY GRAD MISSES LIBERATION BY FOUR DAYS

The tragic story of Warrant Officer Charles Audet, who was moved to Tokyo from the Jap prison camp at Cabanatuan in the Philippines just four days before its inmates were liberated by the arrival of American Rangers, was reported April 5th.

The news of Audet's transfer to the Jap mainland came by shortwave radio direct from Tokyo when Audet was permitted to send a message to his parents, Mr. and Mrs. George C. Audet of Los Angeles. Amateur Shortwave Operator Roy X. Johnson picked up the broadcast.

Audet, who was a member of the Mine Planter Service at Corregidor, was taken prisoner when that fortress fell to the Japs on May 7 1942. He had been interned at Cabanatuan until four days before the Americans liberated that prison camp. No details as to why Audet was moved to Tokyo could be obtained.

Audet was graduated with the Class of June 1939.

## TWO YEARS HAVE PASSED SINCE . . .

April, 1943

The T. S. Golden State was in the General Engineering Drydock Co. in Alameda. The ship was placed on the marine railway and gradually raised out of the water. Midshipman Devine, who was on watch at the time, thought the tide was going out and was quite concerned.

Once in drydock and secure, workers began to scrape barnacles; take out the anchor cable and check the tail shaft. The scene was one of great activity.

Following the overhaul work in drydock, The Golden State was taken next to a tranquil little slip where an inclining experiment was given. At the completion of this the ship was taken back to San Francisco, ship-shape for some time to come.

\* \* \* \* \*

A daughter was born to Lieutenant and Mrs. Edwin C. Miller.

\* \* \* \* \*

For the first time in the history of the Academy, six midshipmen of the First Class deck department have been appointed second class petty officers in the middle of their first class year. The new petty officers were appointed because of the large number of lower classmen and also to provide more efficient organization.

\* \* \* \* \*

To the music of Benny Goodman, Gene Krupa, Harry James, Artie Shaw and a host of other leading bands of the nation, the First Class enjoyed a dance aboard the Golden State. It was the first "on Board" affair held by the Class and the main scene of activities centered in the ship's classroom due to the fact that the weather was threatening and the ladders too steep for the ladies. The dimly lit classroom provided a romantic but salty atmosphere and was arrayed with signal flags and other decorative designs. Messrs. Morgan and Canning served the refreshments.

\* \* \* \* \*

John McDermott, July '42, received his First Assistant's License in Honolulu.

\* \* \* \* \*

Wimpy Wimpress, December '42, was Third Mate with Luckenbach but was contemplating a change to tankers for experience.

\* \* \* \* \*

Ray Russell, '34, Chief Mate of one of Matson's erstwhile luxury liners, showed up on board the Training Ship.

\* \* \* \* \*

The Camera Club was looking forward to a period of rejuvenation due to the dark room in the Ferry Building. This was being rebuilt and new equipment was being purchased through the efforts of Midshipman J. S. Lush.

Co-ed: "Jack, are you sure it's me you love, and not my clothes?"

Jack: "Just test me, darling!"

\* \* \* \* \*

If a fellow tries to kiss a woman and gets away with it, he's a man; if he tries and does not get away with it, he's a brute; if he doesn't try but would get away with it if he tried, he's a coward; but if he doesn't try and wouldn't have gotten away with it if he tried, he's wise.

have shown themselves capable of doing as much. The Third Class has made a good showing as far as they have gone and much more is expected of them in the future. It is our belief that in the coming year, athletics will see a growth above those levels reached in past years. The return of outside competition may not be far off.



## NOTES FROM THE MARITIME WORLD

Editor's Note: The articles used in this section are compiled from the Proceedings of The Merchant Marine Council, U. S. Coast Guard, and are printed through their courtesy.

### TRAGEDY FROM OVER-CONFIDENCE

The S. S. HENRY BERGH was a standard type of Liberty vessel converted to carry troops in accordance with a standard plan for such conversions. She was bound for a port in the United States, having on board in addition to her own crew and the Navy Armed Guard, a capacity load of Army Personnel. The ship was fully fitted with the necessary life-saving equipment, and the crew and passengers had been drilled in its use.

Routing orders required it to pass within two miles of some rocky islets laying offshore and there to take a direct course to destination. A landfall on these islets, which contained a light-house and fog signal, was computed to be due about daylight.

At about 0200 of that morning a dense fog shut down—a common occurrence in that locality. The Master was called and extra lookouts were posted. The ship's direction finder had not been accurately calibrated on her previous departure, due to press of time, and it was not considered reliable by the Master. He therefore called up the shore stations and asked for a fix. In response he was given three bearings which intersected accurately and gave him a position 303° from the islets and distance 11 miles at about 0400.

The ship was making 11.5 knots through the water, and the troops who had been called early to prepare for disembarkation, were all up on deck, noisily milling around in happy anticipation of landing shortly on United States soil. Several times the Master asked over the loud speaker for quiet so that he might be able to pick up the fog signal ahead. His course was 55°, or almost directly for the islets.

At 0420 the signal was reported, apparently bearing slightly on the starboard bow, or about where he placed it, although if his fix and speed were correct such a report would mean that he was hearing it at a distance of 7 miles. At 0430 another report was made placing the signal on the starboard beam. These two conflicting reports, based upon hearing alone, clouded the situation for the Master.

He stopped his engines but was unable to hear any further signals so proceeded on a slow bell until 0445. At this time by his reckoning he should have been 4 miles from the rocky islets which rise boldly from the ocean. The ship was hauled 20° to starboard with the intent of passing to the southward of the obstructions. In less than 10 minutes rocks loomed out of the fog right under the ship's bow, and before any effective action could be taken the ship struck, holing herself amidships and flooding the machinery spaces.

Because the vessel was on a pinnacle, with danger of either capsizing or breaking in two, the Master correctly appraised the situation and decided to abandon ship. This was accomplished with a degree of precision and efficiency that speaks well for the training of the ship's crew and the discipline of the troops. Not a soul was lost or seriously injured in manning the boats and rafts, and everyone either reached land or was picked up by rescue vessels dispatched to the scene. The ship became a total loss.

In reviewing the casualty in the light of all knowledge it is apparent that undue dependence was placed upon two points: The original fix and the failure to hear the powerful fog signal. Although the three bearings which established the fix intersected accurately, their angles of intersection were acute, and any error thereby created would directly affect the assumed distance of the vessel from the obstructions. The possibility of current was not taken into account, and investigation disclosed a current of 1.8 knots setting exactly with the ship.

Even had the 0400 fix been absolutely accurate, the ship stood at full speed directly toward the danger, her only hope of hauling off in time being her estimate of distance run and her picking up the fog signal. If the latter was heard at all, the two reports of it should have been red flags to the Master. That she continued on her course, despite the fact that she heard no further signals, was accounted for by the Master on the ground that there was a "blind spot" in the signal area — if so, the strongest kind of reason for not proceeding!

It is impossible to emphasize the folly of trusting to ears alone, or to sound transmission in thick weather, if other precautions and navigational means can be employed. The use of the ship's fathometer to permit following the 200-fathom curve would have kept the vessel 5 miles off the rocks. Courses at 90° to bearings of the islets, successively taken, would have permitted the ship to circle them without approaching any closer. No routing order is intended to risk the lives of a thousand men.

### LIQUID DEATH

Review of personnel casualty reports discloses the lengths to which some seamen will go to get what they believe to be a drink of intoxicant and their utter ignorance of the effects of some of the mixtures. Wood alcohol, since it is carried by most ships as part of the paint locker stores, is the most common ingredient. Apparently there seems to be prevalent a fallacious belief that if wood alcohol is filtered through a loaf of bread, its toxic properties are removed. There is, of course, absolutely no foundation for this belief, but nevertheless case after case shows that somebody gambled his life or his eyesight upon it.

The casualty reports make pretty grim reading, for death by methyl alcohol is an agonizing one. A ship's maintenance man mixes hair tonic and wood alcohol and dies 6 hours after drinking it, first having lost his sight; a ship's cook, abstracting it from the paint locker, dies after 2 days of agony; a boatswain, securing his supply from the same source, mixes it with fruit juice with the same fatal result.

Sometimes the casualty is due to lack of knowledge that the ingredient is poisonous, though this would never be the case when the alcohol comes from the paint locker. For example, two seamen arranged to purchase what they thought was grain alcohol from a Navy seaman at the base where the ship was discharging. Actually it was wood alcohol stolen from that ship's cargo. One of the seamen died and the other was hospitalized with permanent loss of sight.

The urge for drink leads to utter disregard of elementary caution. Thus one Second Mate died from drinking carbon tetrachloride which happened to be in a half-filled beer bottle. The odor should have told him that it certainly was not liquor. Perhaps the most remarkable case involved a First Assistant who believed that the steward had some liquor in his medicine chest, and finding there a bottle marked "Poison," announced that he wasn't going to be fooled by that trick and took a drink. The contents happened to be sulphuric acid!

Part of the safety measures taken aboard every ship could well be a warning to the crew as to the ghastly and certain effects that flow from drinking wood alcohol or any other so-called intoxicant whose origin is unknown.



Said the sailor to the cute little grass-skirted wench on a South Sea island, "Love you? Why darling, why did I join the Navy if it wasn't to come 3000 miles to see you?"

The old precept: "When in doubt, assume the most unfavorable situation and navigate accordingly," is not sissy stuff; it is good, hard sense.



This page isn't filled because we just  
didn't have enough time . . . SORRY!

★

(Just TRY and publish a complete issue during mid-  
term examinations!)



## ALUMNI NEWS

Philippines  
March 31, 1945

Hi Fellas:

I remember on graduation day last, I told my old shipmate "J.C." that I would drop him a line at some time to give him some pointers that I thought might be useful. After being at sea for about two and a half months I figured it was about time to fulfill my "duty." You can take it for what it's worth with the added stipulations that it can also be filed in the slopshute.

After graduation we were herded into the offices of R.M.O. (and I use herded in the strongest sense of the word) to fill out the necessary data. I filed my application on December 23, 1944, and it was January 20, 1945, before I got a ship. At that time the Maritime Commission sent a slew of "Thirds" from the East Coast with a higher priority than the fellows on this side. Finally, coming from number 73 on the list to number 2, I was called into Mac Goveren's office. He then broke the news to me that the top 13 on the list were to be sent to New Caledonia as standby replacements at \$15 per. Scuttlebutt had it that one stood a good chance to just sit there for the duration. After, figuratively, getting off my knees and going into a long colloquy, I was assigned to a Liberty.

After paying my union fees I immediately went over to where she was tied up in Oakland. Remembering what "Smiling Jack" told us, I first reported to the Chief Mate. We then went up to see the skipper, an old German from way back. So help me, I'll never forget, as long as I live, his first words to me. "Svanson," he said, "Ve haf deesipline aboard dis ship." From then on I had a strong hunch what the trip would be like. As I told "Smiling Jack" in a letter, every time he wrinkles his face I darn near go thru the overhead. Incidentally, the other day I was told that I would have to give a lecture on Navigation to the Gun Crew. A bunch of Army Officers attended the lecture, and all during the lecture they would haze the hell out of me. One of them told the skipper, in a joking manner, that I told them that horizontal black and white striped buoys meant mid-channel. After about two minutes the old man came down to my room, in which four of the Army Officers and the Third Assistant and myself were shooting the breeze. "Svanson," he ambled on, "if you don't know by now vat de buoyage system is you'll never know." So he went on to explain in detail the whole damn system and all I could say was "Yes Sir, yes sir"; it got damn monotonous indeed. All during his discourse, the fellows in the room would laugh their heads off. All in all he's a pretty good man, I guess.

I'm having a heck of a time ending this letter. I shall tell you a couple of things you might use in the "Binnacle." While we pulled in to one of the ports along the way to our destination, I ran across a couple of the "boys." I ran across none other than Jim Sieler, who is sailing with, I think, McCormick, aboard a Victory. I also ran across Bill Opferman, June, '44. He's sailing with Grace Lines.

I also received a letter from Jackson Smith. He's sailing Jr. 3rd Assistant with McCormick S. S. Co. Also aboard his ship, as 2nd Assistant, is Rod Clark of the Class of June, '43.

Hoping to run across some of you in the near future, I remain  
Fraternally yours,

BOB SWANSON

(EDITOR'S NOTE: Bob gave us quite a few helpful hints, but lack of space prohibits our printing them.)

## ALUMNI NEWS

R. W. McAllister sends greetings to Tubbs, Miller and Engs. All have been delivered, to be sure. He saw Mel Gielow in Seattle recently and he is serving as Chief Mate on a Liberty with A.P.L. Also ran into Chesty Zenor "on the fly" in San Francisco and found him sailing 2nd with Grace. R. W. is at present in command and has been since January on a Liberty ship (a good one) and states "All's well, so far."

Ens. R. Duncan Connell, USNR, gives us some news besides a correct address—thanks. Is at present aboard an A.P.A. and recently visited Bob Anderson, Glen LaFrenz and Theron MaLand. Had a real Alumni Fest. We hope, too, you will be running across C.M.A. men along the line and maybe, who knows, ALL will be in near future meeting at the Association.

L. R. Petersen gives forth with the following: "Just got in after an 11-months' cruise as Chief Mate for Sudden & Christenson. Saw a couple of the boys but all beat me home. Leonard Peck is getting hitched the 25th of this month to a gal he met while

at C.M.A. Our class will remember "The Pecker" as a confirmed bachelor. Dick Roche is getting ready for his 1st Mates ticket with Peck. Harlan Hall just got in after a 15-months' trip. Wild Bill Fennick, '42, is in and getting his Master's ticket." Thanks for the items of interest and we too hope a number of you will be present at a "C.M.A." get-together.

Mrs. Trantum was wondering if the following item had been published—we don't believe so. Although a little late, here goes.

Chuck Smith, June '42, was married. He married Valaria Pfeifferle, on May 18, 1944, in Seattle, and is now sailing as First Mate for the Matson Line although he has his Master's license. Maybe we are late with the news, Chuck, but our congratulations nevertheless.

J. D. Woodard, Class of December '43, has just completed an 8-months' trip sailing as Second Mate on a Liberty and is now going up for a raise in grade. Good luck and that raise in grade.

J. G. Carpenter, Class of December '44, who had so much to do with making The Binnacle a success during his term at its helm, writes: "It annoys me to see The Binnacle get along so well without me." There is a plug for the present staff, how about it?

Commander B. M. Dodson, former executive of C.M.A., writes from Sydney that he had dinner on 7 February with two Liberty Masters, Cy Royston ('38), and Bill Warnekros ('38).

J. P. Anderson is now sailing as Chief Mate.

Lt. Comdr. U.S.M.S. Weston F. Averill, '39, is at present sailing as Chief Engineer for Pacific Tankers, Inc., somewhere in the South Pacific.

Mrs. Don G. Jenness gives us news of her son and some of his classmates. The Hawsepipes has been sent, Mrs. Jenness, Dick and Jack MacDonald were in the South Pacific for five months on a Victory. They have seen New Guinea THOROUGHLY. We were fascinated to see two of our big B-24's make crash landings on an old Jap air strip, and the crew just get out and walk away unhurt. Received a further thrill watching our planes come in for the first landing on the new air strip our Americans made. They have recently had a thirty-day leave and are Jr. and 3rd, respectively on a C-1 being repaired. They saw Dick Page in New Guinea—and are constantly on the lookout for C.M.A. men. "We read The Binnacle every month entirely and, of course, now the Alumni News is of such interest to see where all the classmates are (of Dicks)." We are glad it brings so much enjoyment to you and hope it will do so in the future.

F. L. Martin, '39, states he had a 12 months' trip on the "Mule Ship" that "42-year-old work horse" that A.H. has. Liechel, '39, was First Mate, and Beaumont was Second Mate, and Martin First Assistant. He met Mat Donaldson in Calcutta and W. M. Aye on a Navy Liberty in Guadalcanal. He says "hello" to everyone. (Tubbs says h-m-m-m, that was quite a ship.)

L. Rossi, '38, wants this item to reach Ed Miller. "Cecil" Cook was lost on a Jap prison ship sunk by U. S. subs. He was one of Tom Crawford's boys." Rossi himself got his Master's in September, and this summer comes a little MIDDLE AISLING in Redwood City. Good for you, but let's have all the info for our "wedding bells" column—when the time arrives.

## UP-GRADE SCHOOL OLD HOME WEEK FOR C.M.A.

Alfson, Ley, Meyers, Foskett, Kelly, Sales, Anderson—all from Class of June '44. Jack Harvey, McGowan, Sandretti, Dan Danley of Class December '43. Parente, June '44, signaling instructor there.

Wm. Sales, June '44—"Binnacle coming through swell—get a lot of enjoyment from it and like the bigger and better Alumni page." Thanks pal, we like it, too. Sorry to report, still no news regarding the post-grad work for degrees — work to start on it soon, and all will be notified.

The following is a quote from L. H. Erickson, Eric to you: "I'm glad to see the Association 'on the ball' — keep it up and I'm sure the fellows will feel like helping out. I'm sorry I didn't write sooner (but I won't offer excuses) how could anyone neglect to do so when he's sent this form. I'm sure you've heard

(Continued at Top of Next Page)



## ALUMNI NEWS (Continued)

about 'Mark William' so I'll leave off the three pages of boasting that usually follows the mention of that name." Glad you like the form sent out and that fellow members will feel as you do and thus our column will keep going "Great Guns." Next time "in" bring the little fellow down to see us?

Walter Bernhardt, June '44, is now serving as an instructor at U.S.M.S. Training Station, Avalon, California. Ralph Bernhardt, December '43, is also on active duty with the Maritime Service, and at present is Gunnery Officer and Assistant Training Officer aboard the training ship American Seafarer. Binnacle on its way to you Walt and from now on let's hope it reaches you.

N. V. Bird, '39, writes he has been in the Navy since 1940 and the past year has been shipmate with Ray Russell, '34. They have covered considerable territory and participated in the amphibious landings at Saipan, Palau Island, Leyte and Lingayen Gulf. Bird also writes: "I am just completing my fifty-third month of sea duty in the Navy and like most everyone else, would give my shirt for a little time on the beach." He also ran into J. M. Dallas who is now a Lt. Comdr. and Engineering Officer on a new repair ship. C. K. Holzer says Lt. Bird is an Executive of a L.S.D.

W. R. Giessner's mother writes that he is still at sea and at times is in very warm climate and then again in very cold. It seems he is getting around. On January 1, 1945, he received his Second Mates License — you have reason to be proud, Mrs. Giessner.

Lt. Comdr. J. P. Piegrass has been battling around in the Philippines the past four months and asks if anyone from C.M.A. runs across the 33rd Special Seabees to look him up. Could be we are a little late on the congratulations, but didn't know. He was married to a Boston girl in March, 1944.

Have corrected the initials of your name on the Alumni files from H. M. to M. H. Foskett and the information about receiving some back copies of The Binnacle has been forwarded on to The Binnacle staff. Hope you will receive future copies on time.

R. L. Smith, January '42, states he was aboard Mr. Miller's ship in Saipan (before Ed's arrival). Two C.M.A. boys were there—both engineers. Smith states the ship is a Liberty troop ship and a swell bunch aboard—looks like Ed. Miller will have real smooth sailing as its Executive Officer. By now congratulations are in order for R. L. as middle ailing was on the program for Easter Sunday, April 1, 1945. Mr. Tabbs wishes you continued success and smooth sailing in regards the letter, and says "thank you."

## ANNOUNCING:

Baby girl born to Mr. and Mrs. R. L. Young on July 28, 1944. At the present time the proud father is sailing as First Assistant for Hilcone Steamship Company on a coastwise tanker.

## ANNOUNCING:

Second son born to Lieut. and Mrs. Harold Bergeron on January 29, 1945. Named Lawrence Peter. The first son has just passed his first birthday and is named after his daddy. Lt. Bergeron, U.S.M.S., '38, is sailing as Chief Mate on a Standard Oil Tanker in the South Pacific area.

## ANNOUNCING:

Engagement of Bill Shaw to the girl he was going with while attending C.M.A. Wedding to take place at completion of Bill's present cruise.

## NOTICE:

The treasurer has on hand a few of the gold, old-fashioned anchors engraved C.N.S.A.A. which can be had for \$2.00 each. They are all of the pendant type and are easily re-engraved to C.M.A.A.A. and are suitable for charm bracelets, ear-rings, lapel ornaments, or for their original purpose — gentlemen's watch chains. Address: Treasurer, C.M.A.A.A., Box 1392, Carquinez Straits, Vallejo, California.

First Mate Merle Clendenny, Class of '44, returned recently from Pearl Harbor and New Guinea with exactly six months of sea time to his credit. He obtained his Second's papers last March and was then promoted to First Officer aboard a T-2 tanker. Previous to this he was shipping as an unlicensed Second Mate. Merle dropped in to see his brother (a second classman, now) and to say "Hello" to the lads who "knew him when." He says the old schoolship really is looking great.

## MAIL HAS BEEN RETURNED "UNCLAIMED" FOR THE FOLLOWING:

Mervin Thomas—Class of February 1934.  
Shelton D. Ross—Class of December 1943.  
D. W. Coker—Class of September 1938.  
Italo Canepa—Class of July 1942.  
Holvar O. Lindgren—Class of August 1933.  
Melvin Hendriksen—Class of September 1938.  
Harlan C. Hall—Class of July 1942.  
William J. Peck—Class of May 1940.  
Erwin Horn—Class of January 1942.  
Barth J. Fennick—Class of July 1942.  
Robert L. H. Dahloff—Class of June 1935.  
Lloyd Waller—Class of December 1942.  
Bertram Irving—Class of September 1938.  
Arthur Behm—Class of January 1942.

## NOTICE:

The following notice has been given us in regards to addressing mail to Merchant Marine: "Merchant Marine Mail requires name of ship and agent c/o Postmaster." In the future if you wish us to use your Merchant Marine address kindly give us the information desired by the U. S. Postoffice.

## ENGAGEMENT ANNOUNCED

The engagement of Miss Laurie Jehle to Robert C. Kelly (June '44, Eng.) has recently been announced. The bells will not ring, according to the prospective groom, until after the war.

Bob is at present in San Pedro, with a turbo-electric tanker in his plans for the immediate future. Miss Jehle is employed by Douglas in the planning department in Long Beach. They are "old school sweethearts," according to what we can learn.

Lots of luck to you both, and our heartiest congratulations to Miss Jehle.

## SUPPORT THE 7th WAR LOAN!

EDITOR, THE BINNACLE  
CALIFORNIA MARITIME ACADEMY  
CARQUINEZ STRAITS - - VALLEJO

SEC. 562, P. L. & R.

Form 3547

Postmaster: If addressee has moved, notify sender on Form 3547, postage for which is guaranteed. In case of removal to another post office do not notify the addressee but hold the matter and state on Form 3547 amount of forwarding postage required, which sender will furnish.