



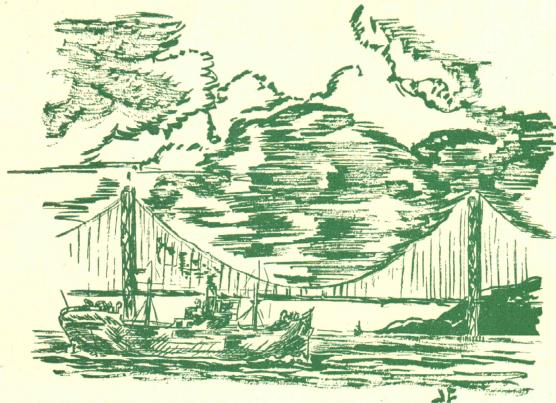
# THE BINNACLE

Vol. 3, No. 11

CARQUINEZ STRAITS

December, 1945





### THE 1946 CRUISE

By The Editor

The hopes and dreams of the Midshipman Corps for four long years will be realized 10 January at 1100 as the Training Ship "Golden State" slips her lines at the Carquinez Straits berth and puts out to sea through the Golden Gate. These have been years of patience, anxiety and expectation for the entire Academy. Once the day came that made it no longer possible to cruise beyond the gate, the Midshipmen found themselves deprived of their most highly valued asset. The fruits of each year's training were no longer to be had. The sudden turn of events was typified in the T. S. "Golden State's" change of face over night from a proud white beauty to a dull and gloomy battle gray.

Much to the joy of the officers and midshipmen of the Academy this condition is now reversed. The cruising restrictions have been lifted and all is in readiness for the embarkation. When that day arrives it will be farewell to the base and our shore-side life for four months. We will in turn exchange the fog and haze that at present hangs over Morrow Cove for the balmy airs of the tropics.

During the course of our daily milk runs up and down the bay, many a midshipman has cast a longing gaze at the Golden Gate and wished along with the rest of his shipmates that they could only sail out through its portals. For eight war-time classes this wish never materialized. For the ninth it will soon be a reality. We shall take with us as we put out to sea the memory of those who were less fortunate.

Yes, a new life lies just ahead of us. Although there has been a great deal of scuttlebutt and enthusiastic anticipation concerning it we still know very little of what to expect in the coming months. In the past when such a cruise was anticipated it was possible for the polywogs to gain information from the shellbacks. At present this is no longer possible as the entire Midshipman Corps does not possess a single shellback, save Don Love, who claims possession of an honorary certificate, gained by him at the ripe old age of 2½ years. As it is the midshipmen are rapidly being carried away by the wild and luring tales of life below the border. All of which adds much color to their visions of the cruise.

Without a doubt this cruise will fulfill its every expectation. It will also present its share of responsibilities to the midshipmen. Efficiency concerning the proper carrying out of the responsibilities of watches, routine and maintenance of the schoolship is to be expected. Also to be expected of the midshipmen is our constant vigilance against any actions on our part that might cause a bad reflection on the uniform we wear. We will do well to remember that not only do we represent to the outside world the men of this academy, but the nation as well. Don't forget that in many of the ports of call the citizenry will be judging our country and our school by our actions. Too many Americans visiting Latin America have attempted to take advantage of these people. At a time when we need their friendship as well as they need ours we cannot afford to let this happen. Let's prevent it from ever being said that the midshipmen prefer to make enemies rather than friends of our neighbors to the south.

The cruise itself has been flawlessly planned by the officers. Looking on paper like a page out of a travelogue, the route to be taken has received its approval from Washington. With final preparations underway it is apparent that the responsibili-



### E. C. MILLER PROMOTED TO CAPTAINCY

Word was recently received that Lieutenant Commander Edwin C. Miller is now in command of his ship, the U. S. S. Rotanin (AK 108) to which he was assigned as Executive Officer upon his departure from the Academy last February.

Captain Miller has attained command of his ship in less than a year of sea duty and in so doing has earned the congratulations of every one of his shipmates that have served with or under him. It is truly fitting that the man who has contributed more than any other single person to making it possible for so many of our graduates to achieve their commands should also gain this common goal. Mr. Miller's record since leaving the schoolship is further proof of his exceptional ability and qualities that made him so respected and admired by the members of the Academy. To you Mr. Miller the Academy takes increased pride and devotion. It is men such as you that make it possible for the name of C.M.A. to be held so highly in the maritime world.

Mr. Miller's interest in the sea dates back to early boyhood as a yachtsman at Santa Barbara and a member of that proud organization that has given this school some of its saltiest of men, namely "Tom Crawford's Navy." Upon graduation from CNS in 1934 he shipped with Grace Lines as Quartermaster and Third Officer for a period of a year and a half. August of 1935 found Mr. Miller once again at the Academy only this time in the capacity of an instructor. His teachings have included at one time or another small boats, practical seamanship, seamanship, navigation, cargo, ship construction, stability and maintenance of hull. Not only is Mr. Miller's record one of which he might well be proud of, but at the same time serves as an inspiration to each one of us who follows in his footsteps.

ty of making the cruise a complete success falls on the shoulders of the midshipmen. With the cooperation of all hands it should be a cruise long to be remembered. Let's make it just that.

### THE BINNACLE WATCH

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# 1946 CRUISE UNDERWAY

10 JANUARY SET AS EMBARKATION DATE

By Craig Karasky

On 10 January 1946 for the first time in over four and one-half years, the Training Ship "Golden State" will once again depart on a deep water training cruise to points south. For just about every midshipman this can be looked upon as the highlight of their days spent at C.M.A. up to the present time. Besides being a more or less exciting adventure the cruise will be a test for each of us as to how we will react to a seagoing life. For the majority of us the latter has brought forth a big question mark to our minds.

During the cruise every man will be required to stand the normal sea watch of four on and eight off. Watches naturally vary in importance with the class of midshipman; the first class performing the duties of midshipman officer of the deck, navigator, and midshipman watch engineer; the second class to take over helmsman, assistant navigator and oiler, while the third class function as messenger lookout and fireman. This system should thoroughly acquaint us with the normal routine of a seagoing deck officer or engineer. Of course it is understood that one of the licensed officers of the Academy instructing staff will be in charge of each watch on the bridge or in the engineroom.

When not standing watches the time will be taken up with classes on some mornings and turn-to or practical seamanship in the afternoon. From this schedule a much more "salty" group of midshipmen should return at the termination of three and a half months.

Of the ninety some odd days that we are scheduled to be out about thirty of these will be spent in the various ports from San Francisco to Valparaiso, Chile. The cruise itinerary includes some of the following Pacific ports: Long Beach, San Diego, Acapulco, Balboa, Callao and Valparaiso. From this one can see that the midshipman will be very well versed in the mannerisms of the Latin Americans.

At the time of this writing the Cadet Corps is preparing for midterm exams and laboring in the afternoons to prepare and outfit the ship with the necessary gear to make her ready for the cruise which we are all looking forward to with the greatest amount of enthusiasm.

## 1946 CRUISE SCHEDULE OF PORTS

Port	Date	Depart	Arrive	Days at Sea days-hrs	Days in Port days-hrs	Miles
Carquinez Straits	Jan. 12	1100				
Long Beach	Jan. 12	0700		1-20		396
Long Beach	Jan. 16	1700			4-10	
San Diego	Jan. 17	0800		0-15		93
San Diego	Jan. 19	1600			2- 8	
Acapulco	Jan. 26	0800		6-16		1408
Acapulco	Feb. 2	0800			7- 1	
Balboa	Feb. 9	1700		6- 9		1426
Balboa	Feb. 13	1500			3-22	
Callao	Feb. 19	1500		6- 0		1350
Callao	Feb. 25	1600			6- 1	
Valparaiso	Mar. 4	0800		6-16		1311
Valparaiso	Mar. 11	0800			7- 0	
Balboa	Mar. 23	0800		12-0		2616
Balboa	Mar. 27	0900			4- 1	
Long Beach	Apr. 10	0900		14-0		2913
Long Beach	Apr. 14	1800			4- 9	
Santa Barbara	Apr. 15	0700		0-13		92
Santa Barbara	Apr. 17	1700			2-10	
Carquinez Straits	Apr. 19	0900		1-16		318
Total				56-9	41-14	11,923

## WALES COLLECTION DONATED ACADEMY

The Academy should be very proud of its collection of engravings, old prints and fine lithographs some of which are now hung on our walls. While some of these were purchased we should be grateful to Mrs. George C. Wales who presented a magnificent collection of signed original engravings, the work of her late husband. Mr. Wales was recognized as the foremost American engraver and etcher of ships and of marine subjects of his day.

The entire collection to date represents the works of most of

## THE T. S. GOLDEN STATE GETS A NEW GYRO-COMPASS

By R. H. Brown

When the T.S.G.S. sails at 1100, 10 January, 1946 for South America on her first sea cruise since the beginning of World War II, she will be sailing with a new attraction added to her already gleaming white peace time colors. The new addition will not be a noticeable one from outward appearances but it will be an invaluable aid in the safe navigation of the "Golden State."

The new gyro-compass has long been awaited by Mr. Tubbs and the members of the deck department. It will be installed by the Sperry-Gyroscope Company, Inc. The gyro will be a Mark XIV, which is the type being used in all the new merchant ships built since 1937. Previous to 1937 the Mark VIII compass was used. The cost of the gyro-compass complete with installation amounts to \$9,000, about equal to the price of one torpedo.

This was the first step in procuring the latest in the way of navigational instruments and aids, thus providing the training ship with the most up to date equipment.



CARLTON CLENDENNY

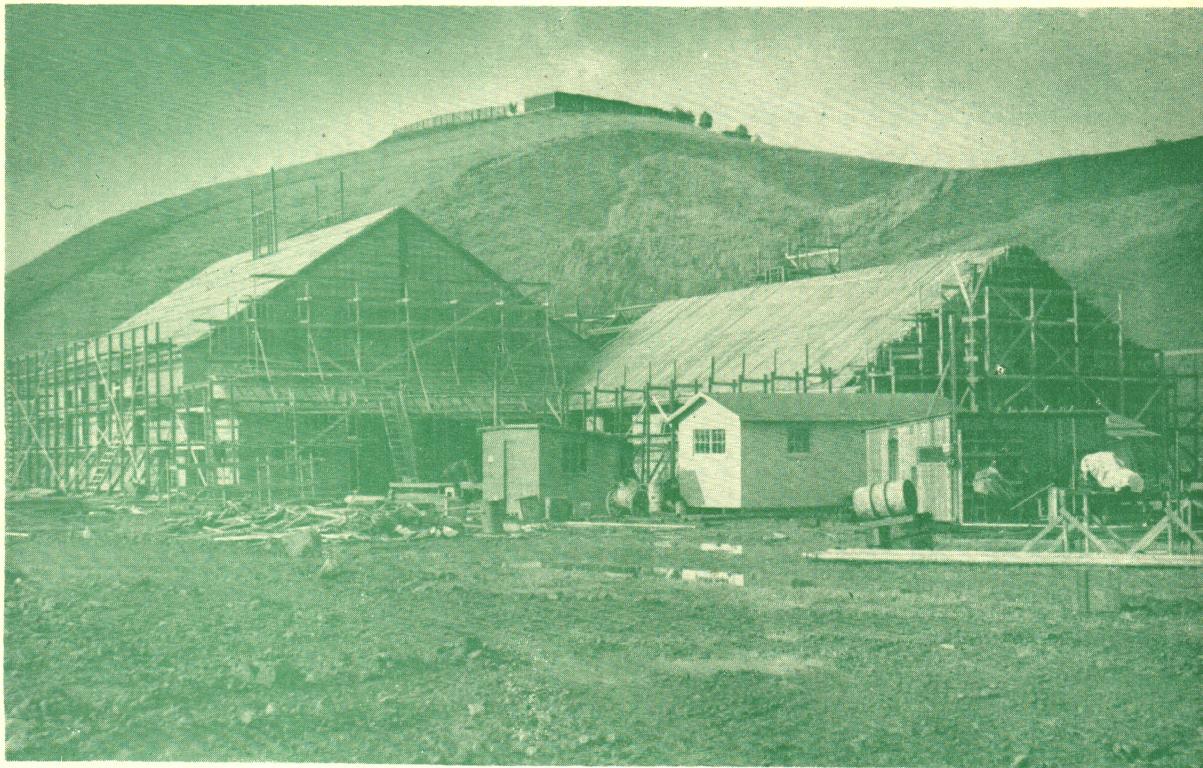
He's a fine looking young man, seemingly normal. Even after living with him for these many months I never realized that anything was wrong until I asked him what he thought of C.M.A. "It's great," he said, "I've always wanted to come here, and I've not been disappointed in anything." Oh well I guess it takes all sorts to make the world go around.

Clendenny has taken an active interest in all phases of Cadet Corps activities and as a result is now serving as a first class petty officer.

"Clink" was born back in 1926 down in Long Beach. For natural reasons his family soon moved to Santa Barbara. He swept through the Santa Barbara school system. Later on he quit his job as a janitor and became a student. He was a math major (no kidding, Mr. Tubbs), was sports editor of the school paper, and starred in intra-mural football, basketball, and track. Enough can't be said of his work for The Binnacle. He does everything but sell it on the street corners. As editor he's really doing a great job of spreading the good word of C.M.A.

He is interested in anything that has to do with the sea. Quite a salty character around C.M.A., but at home he's just one of the boys. His brother Merle graduated in '44 and was a Cadet Division Officer. Clendenny number 2 plans to hop a C-3 upon graduation and ship till he gets his master's papers. They tell me the veins of the "Clinks" flow salt water.

the great sea artists of our time. It should prove a source of constant inspiration to all of us who are here fitting ourselves to be sea-officers.



### THE NEW GYMNASIUM

By A. M. Quittner

Tired? Got that run-down feeling? No pep lately? Well brother, in a few more months we can absolutely guarantee a sure cure for those reveille blues — just grab your swim trunks and head 202 degrees p.s.c., easily identified navigational aids all the way in, and no port changes.

For gentlemen, the promised word is "February" — in just five weeks the pool and gymnasium will be completed — all ready for the aquatic acrobats of C.M.A.'s Middies. "What's that you say, bub?" "South of the Border?" "Callao? Till April 19th?" . . . pardon me, folks, the pool will be finished by February, it's very true, but there will be a slight delay of three months before the first Middle bellyflops off the low board.

When completed the pool and gym will be quite an imposing structure, with brick veneer walls, asbestos shingle roofing, and large circular windows. The gym will have a regulation size basketball court, 84' by 42', and ample seating facilities provided by four rows of folding bleachers. On the side opposite to

the bleachers will be a folding stage on which future Swab smokers may be given in professional style. Just off the basketball court will be an armory, kitchen, equipment room and large locker room. The locker room will be modern and up to date, with a drying room for your swim suits, large shower room (17 showers in all), and spacious metal lockers. The pool will be strictly co-educational as evidenced by the women's locker room, and the kitchen to facilitate the serving at those class parties. And as for the sports angle of it, there's no reason why C.M.A. can't feature a swimming team and water polo team as the pool will have six regulation size AAU lanes and an overhead balcony to accommodate the spectators. Although present plans call for a low diving board only, there's no reason why, if we need others, a high diving board can't be squeezed into the appropriations for the lads who like to fly low—swan style.

All in all, the entire layout will be one of the finest structures of its kind in the country, and considering that these facilities are being built for about 130 of us, we should realize that we're darn lucky and the reality of the pool and gym is due in great part to Captain Mayo's efforts.

### TWO YEARS HAVE PASSED SINCE

Members of the class of December, 1943 had the distinction of being the first class to graduate from the Academy's own base.

Exercises for the 38 new officers were held in the mess hall which was decorated with flags of the Allied nations.

Dignitaries present were Rear Admiral W. L. Friedell, then commandant of the Mare Island Navy Yard; Dr. Joel Burkman, State Board of Education, member of Board of Governors, C.M.A.; Luther E. Gibson, member of Board of Governors, C.M.A.; and Ralph W. Myers, President of the Shipowners Association of the Pacific Coast. Captain Claude B. Mayo, Superintendent of the Academy introduced the speakers.

Music for the event was furnished by the Mare Island band.

Members of the first class during the weeks of January 17 to 28 in groups of ten to twelve men attended a two day course at the Fire Fighters' School at Mare Island.

Soon after arriving at the school, the men found themselves in foul weather gear fighting fires. The second day, the men went through by themselves, quenching the flames without the aid of an instructor.

The group of January 24 and 25 got so ambitious in wanting to put out the fire that they came within one second of breaking the record for the handy-billy contest, held at the termination of each course.

Members of the feminine world lost out on 6 January when the entire first class ventured to the Club Kona in El Cerrito stag!

Competition was keen for the confidence of the local chouirs queens. Highlight of the evening was a rousing 15 minute speech given by Mr. "Afraid of Naught" Foskett.

C.M.A.'s cage men dropped a close one to Shop 31 of Mare Island by a 44-43 final. The locals at the half held the lead by a 24-22 tally. However, the most experienced shopmen were too much for the cadets in the last half and the latter were unable to hold any substantial lead.

Main spring of the midshipmen was Tommy Lewis. Lewis played his best game ever and managed to sink enough to run up 16 for C.M.A.

On the other side of the fence, C.M.A.'s reserves waxed Shop 63 to win by a final of 22-16. Although the scoring was light, the game was a fast one. Top man for the midshipmen was Ray Alfsen who hit the bucket for 11 points.

## GISMOS

Another month, another issue of The Binnacle, another problem — how to pass a navigation exam? . . . Seen cavorting at the Palladium were Don Cohen and Swabs Carney and Parker substituting real women for Joe Brodsky . . . Brennan and Bowersox digging boogie the Oakland way . . . Doc and Wally starring on the same football team and helping the other team a lot . . . Nickerson still carving Lincoln for posterity and lack of something better to do . . . Hoyt and Mr. Slagle nourishing a bit of growth on their upper lip . . . Chamberlain fighting off a trip to the showers unsuccessfully via Froelich, Alford and Fitz . . . Ezell strung up by Vandegrift and C.P.O. Sammy Fogelman . . . Lazar giving some poor unfortunate woman a real workout at Mills . . . Red-Dog Weller surrounded by beautiful women on Thanksgiving leave . . . Otto getting a fine new transmission in his blue bottle while the luckless five who used it beg, borrow, and go without . . . Party-time passing cigars of inferior quality for some reason or other . . . D. J. Wilson's receding hairline still receding . . . Kollasch and Karasky threatening Schill and "Cowboy" while "C" division wins drill for the third consecutive time with Dreyer and Chambers playing politics the right way . . . James and Ball starting for Mills and finding out that even a Chrysler won't fly across ditches . . . Marink, the man with the perpetual beard . . . Mr. Erickson showing his ability as a chucker with Davies waking up in time to dodge the missile . . . Levin finding out what his mother never told him in the "Barbary Coast" . . . Meff, Tassey, Smitty, and Lawsey — four midshipmen with one ambition . . . Found, a new personality — "Dimples" Dux . . . Rall showing off his new specs . . . Rice making tattoo sound like a broken record with a scratchy needle . . . Swain playing Chopin and Pete Johnson at the same time . . . Beek, the perfect M.O.O.D. . . . Darby still expounding upon the merits of his women . . . Cunningham still marvelling at the resistance Rollins has against Zombies . . . Wilkey giving free advice of how to get what you want . . . Third classman Olson giving first string cagemen some worry . . . Brandecker's imitation of osculation getting him two hours via Mr. Summerill . . . Swenson making with the fine notes on Saturday morning . . . Kuykendall breaking the record and several laws to arrive in L. A. at 0130 Thanksgiving leave . . . Fiedler and Amsberry still arguing as to who is going to blow . . . "Bones" Bradley snapping pictures of any and everything for all publications . . . Clink Clendenny bothering everybody for articles — the power of the press . . . Richardson and Nay living up to the titles bestowed upon them by the swab smoker . . . Tinsman keeping score for C.M.A. cagemen — he had to learn to count.



## "SLOPSHUTE JERK"

By Timothy A. O'Doggan

Memo to be read at noon formation: The following will be restricted for study failures in Navigation: Slopshute Jerk, Sambo, Party Time and Kissey. By order (pew) you know who.

"Oh beans," sighs Slopshute, as he visualizes that fine date in Oakland fading into the dark horizon. Just then the Jerk spied a trinket on the ground. "Ah ha," Jerk yells in mid air, a penny maybe." No, tis but a good luck charm. Jerk proceeds to read the inscription: "He that reads and tosses left, shall receive a wish in a heft." "I wish I were an Engineer," mutters Slopshute to the top of his lungs. WOOM!! SWISH ZING BAAA. A miracle has occurred. From the fog and smoke appears a new and different character. Broader in shoulders, larger in brain spaces, dirty of face, moldy dungarees and lugging a super Hatcher style tool box. Henceforth to be known not as Slopshute Jerk, but as Pigtail Pete.

"Ah," thought Pigtail, "liberty this weekend." "Nay, Nay," cried the MEOD. Thou art restricted fireman. Oh, Be --, but that is the life of a rough tinker.

As Pigtail descends into the fireroom, on his first watch, a moldy gloom encases the oiler. "Now listen Pete, if you blow the safetys, that's OK. Just two weekends. If you blow off the furnace fronts that's OK too. Because it'll just help us out by putting you on no duty. But in the name of Adolph Johan, don't put bilge in the boiler. We may all die of thirst, but the boilers must get 99 44/100% pure H<sub>2</sub>O. Not H<sub>2</sub>O<sup>2</sup> Graves." "Yes sir." LIGHT OFF Pete.

After airing his furnace, draining his pigtail, and removing his draftplate, Pete lights No. 1 torch. He inserts it in to the orifice and gives her the OIL. Due to unforeseen circumstances over which he had no control the inner workings and hidden mechanisms in Pete's brain were not in accord with Dr. Dwyer's methods. For Pigtail had forgotten to insert the burner. A trick that can happen to the best of us, eh Kollasch?

Among the blood (Pete's), Sweat (Adolph's), Tears (oiler's) and fifty gallons of black, greasy, moldy oil we leave Pigtail Pete until the next issue where we find "Pigtail's wonderful invention, namely, how to get to L. A. in three seconds."

## SEA DUST

By Red Dog Jr.

Fogelman: "Com-pam-ee Ten-shun!"

"Companee, Lift up your left leg and hold it straight in front of you!"

By mistake a 3rd classman held up his right leg, which brought it out side by side with his neighbor's left.

Fogelman: "Aw right, aw right; who's the wise guy over there holdin' up both legs?"

\* \* \*

"That's the Spirit," said the Medium as the table began to rise.

\* \* \*

Karasky: "Why the black crepe on the door? Is your roommate dead?"

Ford: "Black crepe nothing! That's my roommate's towel."

\* \* \*

Cohen: "Is my face familiar?"

Girl: "No, but it's trying to be!"

\* \* \*

The music was soft and dreamy and the lights were scarcely aglow when all of a sudden she whispered: "I'm tired; can we go?"

\* \* \*

Ursich: "I'll take pork chops and make them lean."

Ed Olson: "Yes, Sir, to the right or the left?"

\* \* \*

An agitated young man named Chamberlain ran frantically down the ferry slip and leaped across the water, landing with a crash on the deck of the boat.

"Well," he said as he picked himself up, "I made it."

"What's your hurry?" asked a deck hand. "This boat's coming in!"

\* \* \*

Little Jock Horner,  
Sat in a corner  
B. O.

\* \* \*

The following sign was tacked on Snow's car during Thanksgiving vacation. It read:

"This car stops for all R. R. Crossings, redheads and brunettes — and will back up one half mile for a blonde."

## KNOW YOUR OFFICERS



Ensign William Esch

### ENSIGN ESCH ADDED TO ENGINEERING RANKS

Modest about his campaign bars, quiet in manner, and sure of what he is talking about when he does talk is William Esch, Ensign, USN, one of the latest additions to C.M.A.'s post-war staff in the engineering department.

Mr. Esch is no 90 day wonder as he enlisted in the Navy 15 years ago and came up through the ranks. He is also no arm-chair officer as is evidenced by his glittering array of battle ribbons, the presidential unit citation with a star being the most prominent.

The new boiler instructor served on destroyers in the Pacific throughout the entire war and took part in several battles starting in at the beginning with Guadalcanal and finishing up with the last bombardment of Tokyo with the battle of Munda, second battle of Kula Gulf, the raid on Rabaul and Cavaang, and the invasions of Okinawa and Palau filling the dull spots in follows.

Not one to stand by and let others do the dirty work, Mr. Esch recently traded his slates for dungarees and his hat for a bandana and went inside the boilers of the "Iron Mother" to see that they were ready for the cruise.

Although a native of New York, he prefers California. He was married in 1937 and is the father of a son five years of age.

As if Mr. Esch had not been through enough, he says he expects to stay in the Navy and see the TSGS through the battle of Valparaiso.



Lt. Adolph J. Erickson

### C.M.A. GRADUATE RETURNS AS INSTRUCTOR

The arrival of Lieutenant Erickson on the C.M.A. scene has added yet another schoolship man to the Academy's faculty. But let us go back to this institution. Coming here in 1936 straight from Palo Alto High, he discovered that there were about forty-seven friendly fellows who have gotten here a year earlier, and who had decided to form themselves into an unofficial welcoming committee to sort of ease the new 'Swabs' through the change from 'the more confused life ashore' to the better organized life aboard the *Golden State*. Among the welcoming committee were such hail fellows as Chet Tubbs, Jack Summerill, Dick Heron, and Jack Bailey, who did much to make the new boys feel at home.

While at the Academy, Mr. Erickson published the first printed *Hawsepope* and was on the basketball team. After graduation he shipped with the Matson lines until 1940, when he wen ashore to accept a job with the Pacific Gas and Electric Company in a stationary plant.

In August, 1942, he was called to active duty by the Navy and assigned to the Officer Candidates' School at Alameda as an instructor. A request for sea duty brought him a subsequent assignment as an Engineering officer aboard an Escort Carrier engaged in anti-submarine work. Taken ill at sea, he was placed in the Norfolk Naval Hospital where he fell in love with his nurse and later married her. Following his recovery (from being ill), Mr. Erickson spent the next fifteen months at King's Point as an instructor, at the end of which time he was sent to C.M.A.

Although he has only been here a short time, he has brought much enthusiasm and interest to bear on his job as acting Chief Engineer, having completely reorganized and revitalized Engineering turn-to. He has, as well, proved himself to be an able instructor.

Mr. Erickson's plans for the future center mostly about the middle of January when he expects either a boy or a girl. Therefore, if any of you readers find him cross or short tempered in the next few weeks be tolerant; a man isn't on the point of becoming a father every day.

### CRUISE MAIL SCHEDULE

Mail addressed to the ship on the cruise should be addressed as follows:

Name—  
Training Ship Golden State  
c/o American Consul  
(in Acapulco, Mexico; Callao, Peru; Valparaiso, Chile)

or  
c/o Postmaster  
(in all United States ports and Balboa, Canal Zone)

Mail sent air mail (recommended) should be mailed no later than dates indicated to insure reaching the Training Ship in each port.

Air Mail by January 10 to reach Long Beach by January 12  
Air Mail by January 15 to reach San Diego by January 17  
Air Mail by January 21 to reach Acapulco by January 26  
Air Mail by February 1 to reach Balboa by February 9  
Air Mail by February 7 to reach Callao by February 19  
Air Mail by February 20 to reach Valparaiso by March 4  
Air Mail by March 11 to reach Balboa, C. Z. by March 23  
Air Mail by April 8 to reach Long Beach by April 10  
Air Mail by April 13 to reach Santa Barbara by April 15

### PRE-CRUISE DANCE

Berkeley's "Town and Gown Club" and the evening of 7 January will be the locale and time of C.M.A.'s final social gesture until the return of the training ship from her cruise in the waters of Central and South America.

This event will be a formal dance with the music being rendered by Bill Rice and "His Little Rascals." Flowers will be in order.

The "Town and Gown Club" is located at Dwight and Dana Streets in Berkeley. It may be reached by going down Telegraph Avenue in Berkeley to Dana and then turning west.

## KNOW YOUR OFFICERS



**ENSIGN J. R. WALSH**

Recently the officer ranks of C.M.A. were swelled by the arrival of Ensign J. R. Walsh, graduate engineer of Kings Point Maritime Academy. Mr. Walsh has been established here as an instructor of Mathematics and Mechanical Drawing. As a civilian, Mr. Walsh studied engineering at Brown University and at present is a member of American Military Engineers.

During cadetship he toured the globe on an ammunition ship and the fourth of February of 1944 brought graduation ceremonies and a commission in the Navy for Mr. Walsh. His interests in the sea gave way to those of matrimony in March of 1944 as he said "I do" with a girl from his hometown — Summit, New Jersey.

His assignment as an assistant engineer officer on an L.S.D. took the new ensign to too many Pacific islands and ports to mention here. While operating near the Philippine Islands on the 24th of January of this year his ship was struck just forward of the engine room by an aircraft torpedo which ripped open a hole large enough to admit the Ruler of the Raging Main and all his seas. Quick thinking and action on the engineering department put the main engines into operating condition and within an hour the ship made port under her own power. Even though we aren't expecting the plant of the T.S.G.S. to fall into the bilges in the near future we know that Mr. Walsh is a valuable man to have on our ship and we respectfully hope that his duty here will be appreciated by both the midshipmen and himself.



**BOAT CREWS COMMENCE PRACTICE**

A notice appeared in the last issue of The Binnacle in the form of a warning to the upper classes that the swabs had definitely made headway in their attempts to organize a formidable boat crew. In this issue the first class puts forth its warning directed to all comers. The crew representing this class is also underway in its preparations for the coming racing season. This is evidenced by their weekly practice runs up and down the Straits.

In their first row together since they gained the Academy Championship last year the first class crew showed little lack of form or precision as they churned up the waters in a fashion much like last year's performances. Lacking only in endurance,



**MR. JOHNSON INSTALLED AS BOATSWAIN**

The paint locker is again under the supervision of a very able and experienced boatswain, Mr. Raymond Johnson. Our new "boats" comes to C.M.A. with many years of experience in a very colorful career with the Merchant Marine.

Mr. Johnson started on the sea as a "glorified messman", in the year 1913, sailing from San Francisco with the Standard Oil Company. During the following thirty-two years, he has sailed with quite a number of companies, the Dollar Lines, Matson Navigation, American-Hawaiian, Alaska Packers and many others.

Most colorful of his experiences were with sea-going tugs, towing sailing ships out to sea to pick up a breeze and to proceed on their way. Mr. Johnson has also spent a good deal of time sailing on the round the world trips of the old 502 type. Of the very long and diverse itinerary of the round the world cruise, "boats" says that there were only three ports that mattered to the seaman—San Francisco, Havana, Cuba and Genoa, Italy.

The midshipmen are very glad to have a boatswain aboard once more, and offer Mr. Johnson a very hearty welcome.

each man seemed to possess the same old finesse gained from months of hard practice.

If and when the schoolship men are pitted against crews from other stations and nations in the coming cruise it will be without a doubt this same first class crew that will form the nucleus for the schoolship crew. Time and again they have proven themselves to be well trained and capable of giving any crew a tough race. The Academy crew would be further bolstered by the members of the second class crew who will figure greatly in the inter-class races if their promising showing against the first class in last year's race is any indication. Nevertheless all of the talk about possibilities for an upset will be of no avail unless the second class gets out and does something about it. The first class crew is more than willing to challenge the second class in a boat race at any time.

As for the third class, they are somewhat new at the game, since not one member can boast of sufficient previous experience to make him outstanding in the crew. This should not cause them a great deal of trouble as they are not the first crew to start from scratch. On the contrary recent rows have improved their form considerably and if this improvement continues they will constitute a definite threat by the time they meet the second class.

With such crews as the Academy can now boast of it should never hesitate to accept the challenge of any crew it should happen to run up against on the cruise. We may rest assured that the Academy's racing laurels are still in good hands.

## RICHARD TOBEY

Interviewing "Ears" Tobey is a more difficult task than might be expected. The difficulty lies in finding Dick Tobey to interview him. Attempts to find him were met with various results; e.g.—"Tobey's at band practice," "He's out taking a flying lesson," "'Ears' is up playing tennis with the Captain," "He's out on the bay sailing," etc. You see, our Mr. Tobey is a man of diversified interests, to say the least.

We finally were forced to resort to getting our information from a few of Tobey's friends(?). He hails from South Pasadena, a little town built on a mound of dirt which at some time was washed down from Pasadena by the Arroyo Seco River. Dick calls South Pasadena High his alma mater and before coming to C.M.A. he dropped in at Cal Tech for a few classes.

Tobey is a nautical (there's room for a pun there, but we'll skip it) man from a way back. Sailing has long been one of his chief pastimes. He is extremely interested in marine architecture and after satisfying his desire to roam the sea will probably settle down as a naval architect.

Physically, "Ears" has a slender, six foot-plus frame, topped by brown curly hair. His nickname should be self-explanatory.

Recently one other interest has been giving tennis, aviation, music and sailing stiff competition in Mr. Tobey's young life. At this point all we know about it is that she goes to Cal. (Watch "Gismos" for further information.)



JAMES R. CHAMBERS

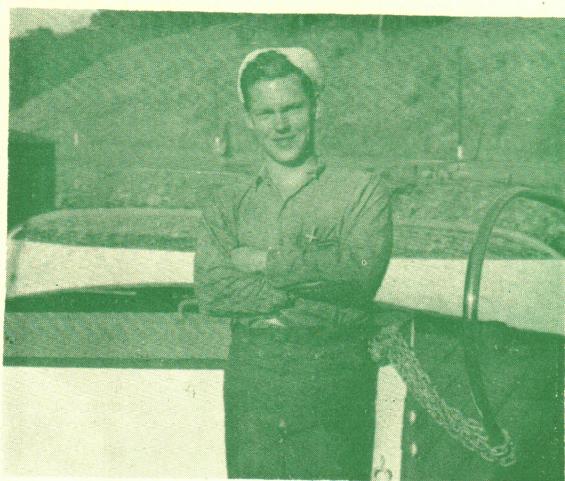
The charming personality crown of the present first class is undisputedly possessed by our local gopher, Jim Chambers. "Gopher Jim" was born in the constantly sunny little village of Los Angeles on the eighth of July, 1926.

At University High, from which he graduated in the summer of 1944, Jim was definitely not a club man. Instead, he spent his idle hours driving between L. A. and Laguna with "the boys" in his red hot '34 V-8. Jim used Simon's as his habitual hangout.

Civilian life came to an end for Jim about seventeen months ago when he came to C.M.A. to take part in the life that "differs vastly from the intensely confused and disorganized life ashore." Now, as a first classman, he is one of our fabulous engineering men and also a big time petty officer.

If you should see an especially fast green streak moaning southward on U. S. highway 99, it's only Jim on liberty heading for his beloved homeland. When there's not enough time for that, it's a toss up between Cal. and Mills. "Variety is the spice of life", Jim's personal motto, expresses his opinion on the social situation.

After his graduation from C.M.A., Jim wants to sail the seas for a while. After that, he would like to turn civilian once again and do a little brain work at either Cal. or U.C.L.A. His ultimate ambition is to become a mechanical engineer, and we know that he will be a great success.



DON COHEN

The very interesting city of Pittsburg, Pa., where through the teeming efforts of men, a good percentage of the world is supplied with ore by-products, proudly claims Don Cohen, born September 11, 1925. Hitch-hiking at the age of four he moved out West to become a movie star as a big scale John Barrymore in Hollywood. However realizing that to be recognized he must have an education first, he attended Marshall High in Los Angeles. Graduating he proceeded to UCLA staying two years but again his career was interrupted by still a better plan, namely a Midshipman in USNR at C.M.A. Since Junior High he has been playing a mean trumpet rivaling the style of some of the greater artists. He became interested in the trumpet, innocently, when Harry James married Betty Grable. Tennis was an important activity in his 'teen life, playing two years for Marshall. Don's spare time is taken up in writing a theme, "The Effects of College on the Teen Age Girl." A born naturalist, he studies the wild life of the various cities of Northern California. His pet likes are solid music, hard work, and solid chicks. His pet dislikes are sorority squares. Intending to ship out on a C-2 until his wanderlust is satisfied, Don can be assured whenever he picks up his horn C.M.A. ears will be turned intently his way.

A young C.M.A. alumnus having been just married got off the train with his wife.

"Bruce, dear," said the bride, "Let's try to make the people think we've been married a long time."

"All right, Honey," was the answer, "you carry the suitcase!"



## NOTES FROM THE MARITIME WORLD

**Editor's Note:** The articles used in this section are compiled from the *Marine Engineering and Shipping Review*.

### LORAN: A NEW LONG RANGE ELECTRONIC NAVIGATIONAL AID

As part of the Coast Guard participation in the American Merchant Marine Conference at New York, on 18 and 19 October, Capt. Lawrence M. Harding, SCG, gave a talk on the peacetime use of Loran. Excerpts from Captain Harding's talk follow:

"The word 'Loran' is an abbreviation of three words 'Long Range Navigation.' Actually Loran is considerably more than this. It is a dependable system of long range navigation which is unique in providing a means of quickly and accurately ascertaining geographical position over long distances, regardless of weather conditions. Loran is a radically new type of navigation. Although it is an electronic device—quite close kin to Radar—it offers all of the important advantages of the conventional celestial navigation and the time required is considerably less.

"Loran uses a wave length which is not greatly different from the range of wave lengths used for long-range radio communications. Thus its waves are reflected from the ionosphere and follow around the earth's surface as do the familiar radio broadcasting waves. It naturally follows that the range for navigational use of Loran is considerably greater than that afforded by its British counterpart. In fact, the effective range is limited solely by power output of the transmitters and the rate at which their signals are absorbed by the earth's surface medium over which they pass.

"This characteristic, coupled with others presently to be enumerated, has established Loran as the basic navigational scheme for the long-range ships and aircraft of the United Nations, not only for combat craft but for transport ship and aircraft as well. This demand for Loran has resulted in the construction of a vast network of Loran stations. Thus, Loran service is now afforded navigators along both coasts of North America, along the busy great circle courses of the North Atlantic and North Pacific, and in the central and southwest Pacific where pin-point navigation is essential. The great majority of these stations, though born of war-time expediency, will be retained as permanent establishments.

"The range and accuracy of Loran establish it as a basic, sound navigation system. Its freedom from many common equipment errors bespeaks its reliability. Changes in weather, darkness, etc., are unknown to Loran. The fact that the Coast Guard maintains Loran transmitting stations in most areas of the world marks it as a navigational device that can be installed on commercial ships and put to good use immediately.

"What then is required for an average commercial vessel to utilize the Loran system of navigation? One item of equipment only is necessary. This is a receiver-indicator which is installed on the bridge where it may be used constantly as a navigational aid. The characteristic of Loran is one of its principal assets. Being thus affected by weather it may constantly be used, with the result that the navigator is always confident of his position. It may not have been possible to obtain a celestial sight for several days, yet the navigator is always able to determine his position quickly and as accurately as though he were using celestial navigation. One of the principal reasons that our air forces were able to bomb Germany and Japan round-the-clock, and our ships were able to steam when and where they pleased in search of the enemy was the reliance that could be placed in Loran. Obviously then, Loran will occupy a vital place as a tool of the commercial ship's navigation. With his newly found ability to accurately establish his position in the thickest 'soup', the navigator will save his ship many hours and miles of useless steaming which will contribute markedly to economy of operation and maintenance of schedule.

"The cost of a Loran receiver will probably be slightly higher than for a good communications receiver. Various estimates have been made which indicate that the cost of buying and installing all necessary equipment will be in the neighborhood of \$500. The cost of maintaining Loran equipment is negligible. No special operator is required for the equipment. Every navigator can become a proficient Loran operator with one day's training on the receiver-indicator.

"It is obvious from what has been said that Loran, viewed

### PERSONAL INJURIES

Accidents to personnel on shipboard do not just happen—they are caused, in most cases, by thoughtlessness and failure of the human element. Accidents can be avoided by determined and positive action to prevent them. Be guided by the wisdom of the old Quaker whose grandson broke a window playing ball. The boy said he was sorry, that he hadn't meant to do it.

"Yes", said the Quaker, "but did thee mean not to do it?"

Every man on board ship has the moral obligation of preventing injuries from occurring, either to himself or to his shipmates. The master and his officers have a direct responsibility in that direction. Proper instruction and careful supervision are particularly important in the case of inexperienced men.

Many injuries to hands and head are due to the fall of an improperly suspended or latched cover. Potato bins, waste lockers, and similar containers fitted with hinged lids should always be rigged so that when in the lifted position they can be securely hooked or otherwise made impossible to fall shut. Port and deadlight covers, when fitted to hinge up, are in the same category and their chains and toggles should be adequate and in good condition. Never prop a cover with a stick which might be inadvertently knocked adrift. The general principles holds true with doors when at sea. Any heavy door, such as a watertight steel door, or an icebox door should have substantial means of holding them open in a seaway.

Most lifeboats are equipped with releasing gear which will release both ends of the boat simultaneously and under tension. If the boat is rigged out while in port, be sure that no one works in it until the release gear is moused or lashed so that it cannot be tripped. A number of deaths have resulted from failure to observe this precaution.

Eyes are among man's most valuable possessions and they are particularly vulnerable to injuries. A proper set of goggles should always be worn while chipping or scaling, working at an emery wheel or while mixing caustics and acids. This should be a firm rule of the ship, enforced by the head of the department. Each department should have a sufficient number of goggles and they should be kept in good condition and available.

Most accidents due to slipping or tripping are traceable to improper footgear. Old and dilapidated shoes, slippers, and the like are particularly hazardous, both on oily floor plates and on wet decks. Other accidents due to improper clothing are caused by loose garments or sleeves and gauntlet-type gloves that catch in moving parts of the machinery.

All seagoing vessels are equipped with a proper medicine chest, which should be kept stocked at all times. Ships' officers are required to be familiar with first aid and, as a wartime measure, pharmacist's mates are carried. Medical treatment is therefore readily available and should be obtained without delay for all injuries. Many slight cuts or abrasions, not serious of themselves, become infected and may incapacitate the patient for an extended period of time, which prompt treatment would have prevented.

If the ship is to be fumigated in port, while any of her crew are still living on her, every care should be taken to see that all men are not only off the ship but are kept off until the fumigation is over and the ship has been thoroughly ventilated and declared safe by the fumigation authorities. Hydrocyanic gas is lethal in very small quantities and many fatalities have resulted from men who have reentered their ship before it was safe to do so.

from the post-war application angle, possesses a number of salient advantages.

"1. The present day range is from 700 to 1,400 nautical miles. Laboratory and field tests, now under way and well advanced, show that the daytime range can be increased under light noise conditions.

"2. Stability, reliability and accuracy are very high.

"3. Receiver cost in the first few years is about \$500.

"4. Equipment is very compact, shipboard receivers are now approximately the same size as a communications receiver.

"5. The system is fundamentally sound and is therefore susceptible to development. For instance, direct reading receivers now in beginning stages of production demonstrated by relatively simple connection to automatic pilots, automatic steering of aircraft will be possible."

# Mare Island Edges C. M. A. 48 to 43

## WALLY BAUTINGER STARS FOR LOCAL FIVE

On Friday night, the seventh of December, 1945, the Rodman Club Gym on Mare Island, Vallejo, was filled with an enthusiastic crowd of spectators. For on that night the C.M.A. "cagers" played a basketball game against the Mare Island Navy Yard team.

Coached by Lt. (jg) Charles Slagle, the C.M.A. men were no match for their opponents as far as weight and height were concerned.

The starting line up for C.M.A. was: Baitinger and Love, forwards; Kotelnikoff and Corlett, guards; and Richardson, center. The game was played with zone defense on the part of both teams.

Mare Island proved a strong team and got a good lead, making the score at the end of the first quarter Mare Island 16, C.M.A. 8. Baitinger was responsible for four points and Corlett and Kotelnikoff were each responsible for two.

Replacements before the half were Christensen, Cree, Olson, and Porterfield. With the scoreboard showing 16 for the "Locals", and 22 for the hosts, it represented a great deal of fast play on the part of both teams. This was possible because Richardson had scored four points and Christensen, five points, while Baitinger and Corlett helped out with two points each.

A bit of bad luck occurred for C.M.A. during the last half. The Mare Island team started to score heavily against them and before they put in their second team, they were ahead, 44 to 24. Then Christensen was injured with a sprained ankle received from a fall and high point man Baitinger was out for a while with an aching leg muscle. However before the last quarter Baitinger was in again to score five more points and Kotelnikoff added two more making our team 31 to Mare Island's 46.

In the last quarter, Kotelnikoff and Richardson each scored two points and Baitinger and Corlett each accounted for four points so that the game ended in a 48-43 Mare Island victory.

A great deal of credit should be given to Lieutenant Slagle and team Captain Corlett for turning out such a good team which came out very well in its first big game of the season.

## SPORTS VIEW

The blue and gold jerseys of C.M.A. which have laid dormant since 1943 are once again coveting on the hardwood floors. Casting aside such handicaps as not having a gym on the base in which to practice and having a very short time to develop a team, C.M.A. opened their season with a rousing 47 to 39 victory over "The Hillside Cubs."

Much credit for the developing of the team must be given to Captain "Bud" Corlett, "Hawk" Baitinger, and Jack Welch. In the first game C.M.A. was sparked by the superb shooting of Welch and Richardson and was severely hampered the following week when they lost a close game to a superior Mare Island team, 48 to 43, by the loss of Welch as he fell victim of sickness.

The players who have shown the most in practice are: Baitinger, two years of varsity and one year of lightweights at San Mateo High; Corlett, two years of varsity and one year of lightweights at Napa High; Richardson, two years varsity and one year lightweights, St. Ignatius High; Welch, one year of freshman basketball at the University of California; Kotelnikoff, two years varsity at Berkeley High; Love, one year Messoula High and one year "B" at Hoover High; Christensen, two years

of varsity at San Pedro High; Olson, two years "B" at Woodrow Wilson High; Porterfield, one year varsity and one year "B" at Woodrow Wilson and one year at Long Beach City College. Other players who have improved with every practice session are: Backer, Dickenson, Miller, Davies, Cree, Quandt, Beechinor, and R. M. Williams.

A new and welcome addition is Ensign Osterdock as a coach. We feel that with a good coach such as Ensign Osterdock C.M.A. will exhibit a much smoother organization than the one which fell victim to Mare Island. We predict that C.M.A. will win next Friday night when they play the Napa Junior College quintet.

Froehlich: "What kind of pie is this, apple or peach?"  
Mess Boy: "What does it taste like?"

Froehlich: "Glue!"

Mess Boy: "Then it's apple. The peach pie tastes like putty."

## C.M.A. DROPS HILLSIDE CUBS 57-39 IN OPENER

C.M.A. made its initial appearance as a competitor in outside competition Friday, 30 December in the capacity of a basketball team. The long awaited and hard worked for game was the first of many sports activities scheduled for the Academy in the future.

The game was played on the Hillside recreational gym in Vallejo against the Hillside Cubs. When the gun sounded ending the contest C.M.A. was on top with a score of 57-39. The Blue and Gold was never in trouble and always had a comfortable lead.

The starting team of Baitinger and Richardson at forwards, Welch at center, and Kotelnikoff and Corlett looked like a double A club that could hold its own against most any five.

Richardson started the scoring with a tip in and a few seconds later hit the bucket again for another two points. Before the Hillside boys could sink a bucket C.M.A. had rung up 10 points, and were well on their way.

Welch, Richardson, and Baitinger were high point men in that order. For the Cubs Collins, Mason, and Hall were standouts.

Welch was high point man with 17 and was really jumping for those rebounds. Richardson was a terror under the backboard and was second in points scored with 15. Three of these goals were tip-ins. Baitinger scored eight and played a terrific defensive game. Kotelnikoff and Captain Corlett rounded the team at guards, scoring two and six points respectively. Kotelnikoff played about the steadiest game of the evening and Corlett with his six points and great defensive play was a standout.

Early in the second quarter Coach Slagle and Manager Snow subbed freely. Olson and Love scored four apiece and Olson was particularly good on defense. Christensen hit the bucket for one free throw and that completed the scoring parade.

Other subs were Porterfield, Davies, Miller, Dickinson, Backer, Cree, Quandt, Beechinor, and R. Williams.

## SEA DUST

When Richardson went to grammar school, he approached his father one Christmas and said:

"Pop, I need an encyclopedia for school."

Whereupon his father replied: "Encyclopedia nothing! You can walk to school like I did!"

House Mother: Young man, we turn the lights out at ten o'clock in this house!

Carney: Gee, that's darn nice of you, ma'm!

\* \* \*

Bowersox: "A woman's greatest attraction is her hair!"

Cole: "I say it's her eyes."

Robbins: "It is unquestionably her teeth."

Davies: "What's the use of sitting here and kidding each other, fellows?"

\* \* \*

Wainwright: "I'm a man of few words. Will you kiss me or won't you?"

Maiden from Mills: "I wouldn't normally, but you've talked me into it."

\* \* \*

A political leader is one whose task it is to keep ahead of several crowds each going in a different direction.

\* \* \*

Cop: "No parking! You can't loaf here!" (At Mills)

Kuykendall: "Who's loafing?"

\* \* \*

Overheard!

McLeod: "My only sin is vanity. I look into my mirror every morning and think how handsome I am!"

Schill: "That's not a sin—that's a MISTAKE."

\* \* \*

Kollasch: "Pardon me lady, but you dropped our handkerchief."

Disgusted Co-ed: "I did not, I threw it away!"

\* \* \*

Schrader: "What is the feminine of bachelor?"

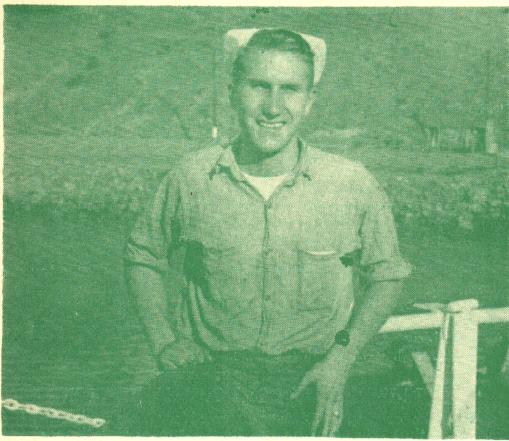
Hatcher: "I don't know unless it is 'Lady in Waiting'."

\* \* \*

Nevins: "Where is Lawrence?"

Gary: "He's in the dark room accentuating the negative."

## ALUMNI NEWS



CURTIS DREYER

Curt Dreyer, first class engineer and division commander of "C" division, is better known as "Buzz" to his shipmates. He is a native Californian from the metropolis of Oakland.

After graduating from University High in 1942, Curt finished two and a half years at the University of California at Berkeley with a splendid record. On the campus this modest and unassuming guy definitely had a way with the women, especially as a member of the Phi Gamma Delta fraternity. At C.M.A. he has also proved to be a scholar and a gentleman.

Although "Buzz" is considered to be the quiet and serious type, he certainly is a social butterfly and is intensely popular with the opposite sex. He is one of the few men that has won the respect of every midshipman of the Corps through his flawless style of handling any situation that arises. For recreation, as well as all other activities, he believes in hitting a happy medium. This good natured fellow is so because of his love for the great outdoors. His favorite sports include hiking, skiing, swimming (mostly on the shores of Lake Tahoe) and just sightseeing (Mills College).

Upon graduation Curt would like to be a chief engineer on a ferry boat or maybe a beer schooner. However, it would probably be disguised as a T2 tanker with turbo-electric propulsion. After due experience, Curt plans to return to college and utilize the great assets of C.M.A. training and actual operation of a ship as an engineering officer. We all feel sure that this Oaklander will be outstanding in whatever he may undertake. Good luck and smooth sailing to a swell shipmate.

## THE SECRETARY'S NOTEBOOK

29 November—

John Rankine ('42 Dec.) was a flitting visitor this afternoon. Came aboard as most of us were leaving, so we didn't get a chance to gab much. First time we have seen him in years. Looks good too. Must be something about this sea-life (or is the married life?)

An invitation posted on the Bull Board states "Mr. and Mrs. Robert James Fisher request the honor of your presence at the marriage of their daughter Jean Cecile to Richard Jack Naylor, Ensign United States Maritime Service, on Sunday 25 November 1945, 2 o'clock, at the First Congregational Church, Berkeley, California." Our congratulations and best wishes to you both, Jean and Dick ('45).

3 December—

Bob Hargis ('39) checked in this morning to begin a short refresher course for a ROG. Bob becomes the first to take "post-grad" work at the Academy. We hope that there will be facilities for many more, and that it works out as well as we hope it will. Details of the necessary arrangements are not available at this time, but we hope to have definite information for those of you

that are interested before this issue goes to press. In the meantime, lots of luck Bob.

Got a very nice note from Fred Nied ('42 Jan.) in the morning mail. He has left the "Schuyler Colfax" and the Martinez-Seattle run. Says "that 10.5 knots is too slow for my blood so I flagged my way back to the 100 knot mode of transportation." Fred got his Chief Mate papers recently (although the WSA PRO pictures have him with the engineers at upgrade school). He is now back with TWA, and at present is on the run from Washington to Cairo via Newfoundland, Azores, Paris, Rome and Athens, an 8 to 10 day trip with two weeks in the States between runs. Says further, "I still have a soft spot in my heart for surface craft". Well Fred, it sounds grand. Congratulations and best wishes from all the gang. Say hello to Tony Peck ('38) next time you are in his office for his old shipmates. (Fred commutes ??? from Akron O. to Washington, D. C.) Thanks for the letter Fred. Write soon again.

\* \* \*

5 December—

Received a nice note from Mr. R. E. Berryman with dues for his son Ed ('42 July). Lt. (jg) E. B. (our congratulations Ed) is at present on duty in China with the 7th Fleet, after duty in Japan and Korea. Thank you Mr. Berryman. The gang will be glad to know about Ed.

\* \* \*

6 December—

"Uncle Tex" tells us that Lt. Comdr. Ed Miller ('34) has been made Captain of his AK 108. Congratulations Ed. We are happy to add your name to our lists of grads who are in command.

\* \* \*

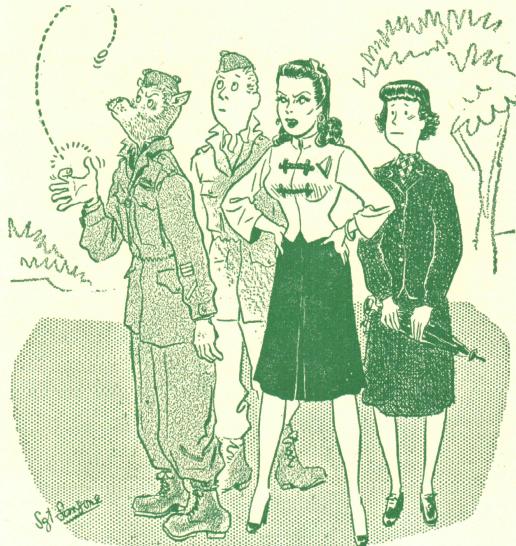
Received a card from Bob Knudsen ('43 Dec.) mailed in Okinawa on 21 Nov. Says "I am stuck in Okinawa on the Douglas Victory and from the looks of things I'll be stuck for one helluva while. Saw Bill Elliott ('43 Dec.) in Seattle. He's on the "Cape Bon." Thanks Bob. My how you do get around. Last we heard you were on the Alaska run."

The following came in today on our grapevine system: Lloyd  
(Continued on Page 12)

## The Wolf

by Sansone

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"What difference does it make how we pair off?"

## The Wolf

by Sansone

Copyright 1945 by Leonard Sansone, distributed by Camp Newspaper Service



"Friend of Yours"

## THE SECRETARY'S NOTEBOOK

(Continued from Page 11)

White ('39) is sitting for his Chief's papers; is just back from ferrying troops in the far East on a C-4, and has a Victory for his next trip; Lee Buwilda ('39) has just arrived in Norfolk after a tour of some fifteen months, and expects to be home soon to see Marge (his classmates will remember Marge). He is particularly pleased at the prospect of meeting his baby for the first time; Vic Buenzle ('34) Lt. Comdr. USNR, is Chief Engineer on the USS Mendor, which he is putting into commission (it is his third carrier incidentally). \* \* \*

10 December—

Lou Parente and Fred Fay ('44 June) were recent visitors here at the Base. Lou is planning on a sojourn at Stanford. \* \* \*

14 December—

One of the largest groups we have ever enjoyed met tonight at the Army-Navy Club for our monthly business meeting. Those attending: J. G. O'Donnell, Rod Eldon, J. A. Cronin, J. P. Anderson and B. Ross ('41); A. K. Rasmussen, P. Heard and L. Weeks ('42 Jan.); J. E. McDermott ('42 July); P. Franklin, L. Dempsey, T. MacFadyen, J. Donohue and M. Gielow ('42 Dec.); E. Johansen ('43 June); J. Carpenter ('44 Dec.); and C. Tubbs ('38). Matt Engs had the duty at Alameda, so our President missed his first meeting.

Some of the info, gleaned from those attending:

Homer Karr ('42 Jan.) is Chief on the Laurel Hills. We also hear that he married the gal he met in San Diego at a Schoolship dance.

Stan Brookover ('42 Dec.) recently relieved Lloyd Weeks ('42 Jan.) on the Black Hills in Philadelphia. Lloyd is recuperating from an operation that removed some bones in his ankle.

"Stork" Carpenter reports that he sailed under one of those dream Masters; gave orders to zig-zag from 375 to 390 degrees (he says he was so tired he really tried to do it too). Stork is recovering from a bout with dysentery.

Stan Scott ('43 June) is Mate on the Belgian Victory. He plans to sit for Masters in about six months, then attend UCLA.

Bob Reilley ('42 Dec.) is doing personnel work in Texas. We hear that he is also coaching an Air Corps basketball team.

C. U. Jackson ('43 Dec.) is Mate on the Boise Victory on the A-H intercostal run.

Al Sandretti ('43 Dec.) will sit for Mate starting next week. We hear that he had a lovely (?) trip to the Philippines during the recent hostilities; eleven months out there, got five Jap planes and the jitters.

F. J. Doerr ('43) sits for Master next week. We understand that he is the first of his class. Congrats from us all.

Tom Kelly ('42 Dec.) is at present at Okinawa on the Dashing Wave (no pun).

Dick Roche ('42 July) is sailing Mge. on the Carrier Pigeon. Ed Johansen started his Mates license exams yesterday.

A. K. Rasmussen is 2nd Asst. on the Czech Victory (A-H). H. McCalla ('43 Dec.) is President of the San Francisco chapter of the A.V.C. Those of you interested in a worthy cause or a Vets organization that welcomes the Merchant Marine can get in touch with his room at room 325, 68 Post St., San Francisco 4. \* \* \*

15 December—

Don't forget to send in your reservations for the dinner of 11 January immediately. Arrangements have been made to meet and eat at El Jardin. Roast Beef Dinner. Two bucks per each. Let's get together. \*

This has been a busy week here at the Cove. Getting the little white pot ready for a deep-water cruise involves a lot of work. Semester exams are scheduled for next week. A radio auto-alarm has just been installed on a new Sperry Mark XIV is in the process of being installed. Some fun. Then of course there are those beaucrats who have to have seven copies, immediately, at least once a week, of something or other. \*

Well, the ed. says another deadline has come. Wants to go to press. Seems like very little time since the last one. We don't know yet for sure whether there will be another issue before the cruise or not. If so we will be seeing you then, if not, look for us next May.

Seasons greetings to all hands.

## THIS IS THE LAST BINNACLE UNTIL MAY

With the coming of Christmas and New Year's liberties it is regretted that this must be the final issue of The Binnacle for some time to come.

Beginning 21 December and extending until 3 January, the holiday leave period includes all but seven days preceding the cruise. It is evident therefore that the publishing of another issue of The Binnacle between the conclusion of leave and 10 January, which is the date set for embarkation, is next to impossible.

The publishing of The Binnacle during the cruise is also out of the question, since the necessary facilities and time will not be available.

Taking into consideration the existing conditions, it is apparent that The Binnacle staff will be unable to publish another issue until the return of the training ship from its cruise. This all leads up to the fact that you can expect your next issue in May and it will be appreciated if you will bear with us until then.

EDITOR, THE BINNACLE  
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