

The BINNACLE

FALL 1970



BINNACLE STAFF

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COVER STORY

By M/S D. deBOURGUIGNON

In May M/S Lund and I went aboard the Training Ship Kaiwo Maru in San Francisco. She is a Japanese four-masted sailing ship owned by the Ministry of Transportation and operated by the Institute of Sea Training. Her home port is Tokyo, Japan, where one of the two Maritime Colleges run by the government is located. She is 320 feet long with a 43 foot breadth and a 21 foot draft when fully loaded. She displaces 4,045 tons fully loaded and has a DWT of 1,944 tons. Her main mast is 160 feet long with thirty feet of it below the main deck. She has eighteen sheets of square sail totalling 16,146 square feet and seventeen sheets of stay sail totalling 9,096 square feet. All thirty-five sheets total 25,242 square feet of sail. She has two four-cycle solid injection diesel engines that put out a full speed of eleven knots. She makes eight knots under sail and has a full speed of thirteen knots under sail and power.

There are eighty-two midshipmen onboard all of which are deck students. Four engineering officers constitute the entire engine room staff. The engineering students take their cruises on one of the four motor training ships built especially for training ships. The midshipmen attend the Maritime Colleges for four and one-half years. Their last nine months are spent on a training ship with a total of one year on the various training ships. The midshipmen live in comfortable quarters with seven men to a room. They have two saloons onboard and are allowed to bring alcoholic beverages with them.

When we asked our guide, who was exceedingly polite, what he thought of our 'training ship', he laughed!

STATE ACADEMIES' FUTURE QUESTIONED

By G.L. LUND

The Maritime Administration's subcommittee on Education and Training held on June 23, 1970, to discuss the future of the State Maritime Academy. Robert Blackwell, who represented the Maritime Administration, has gone on record in opposition to increasing funds for state academies. Mr. Blackwell stated that between May and June forty-seven officer jobs were eliminated. In one year 3,000 jobs were lost.

The two bills before Congress now which concern the academies are the Keith Bill and the Hathaway Bill. The first bill would increase subsidies to cadets from \$600 to \$1,000. The Hathaway Bill would increase federal appropriations from \$75,000 to \$250,000.

E.J. Farr, President of the Brotherhood of Marine Officers, stated, "... the academies provide the best trained men with all-around knowledge of training." Mr. Farr suggested that the academies should stagger graduation so all are not thrown out in June or July looking for jobs.

Mr. Calhoon, President of the National Engineer's Beneficial Association, was more pessimistic than MARAD as far as available jobs. He claims that MEBA's statistics call for a much higher drop in jobs in the future. Mr. Calhoon stated one of their complaints about the academies was "... the military-type training in the Academies does not fit in with the non-military type of operation of a ship."

Mr. Camisa of Masters, Mates and Pilots stated, "We firmly support the state schools and their objectives and their purpose. We think the major problem ... is that there are more people being produced than can be used effectively. Probably the thing that we have to direct our attention to is using the same money or even more money to produce better officers."

The State Academies came out with the following statistics on the cost of producing a merchant marine officer: The State Academies require \$19,310 to educate an officer, only \$4,800 comes from the Federal Government. The Fed-

eral Academy needs \$22,822 per midshipman. The union schools require \$25,000.

The State Academies concluded:

1. There is no necessary or logical need to limit the number of students at the State Academies and urge MARAD to continue policy of support.
2. Keeping students abreast of the technological revolution in the maritime industry warrants an increase in federal payment. Therefore an endorsement of the Hathaway Bill is urged.
3. Inflationary costs on students calls for more support to cadets. An endorsement of the Keith Bill is also urged.

PROPELLER CLUB '70 - '71

Currently, the Propeller Club membership for the year 1970-1971 is seventy-nine. That figure is one above the record number set in 1968, however, with the addition of the incoming third class it is hoped that our membership will far surpass any previous membership goal. It is also the hope and desire of the current Propeller Club officers to set new precedents as to meetings, field trips, and social functions.

The first meeting was 18 August 1970 and included a talk by Mr. T.C. Maland of Humble Oil and Refining Company on the S.S. MANHATTAN. A color film on the Manhattan's Northwest passage was also shown. Two weeks later, 1 September 1970, Mr. Joseph Shafer of States Steamship Company presented a talk on automation and its effect on the maritime industry. It is hoped that the film, *To Build Gigantic Ships*, by Mitsubishi Heavy Industry, can be obtained for the following meeting.

In the interim any suggestions you as members have concerning the club will be well received by any club officer. Remember, the club will be only as good as the membership makes it!

H.M. PORTZ
Propeller Club President

THE BIG RACE

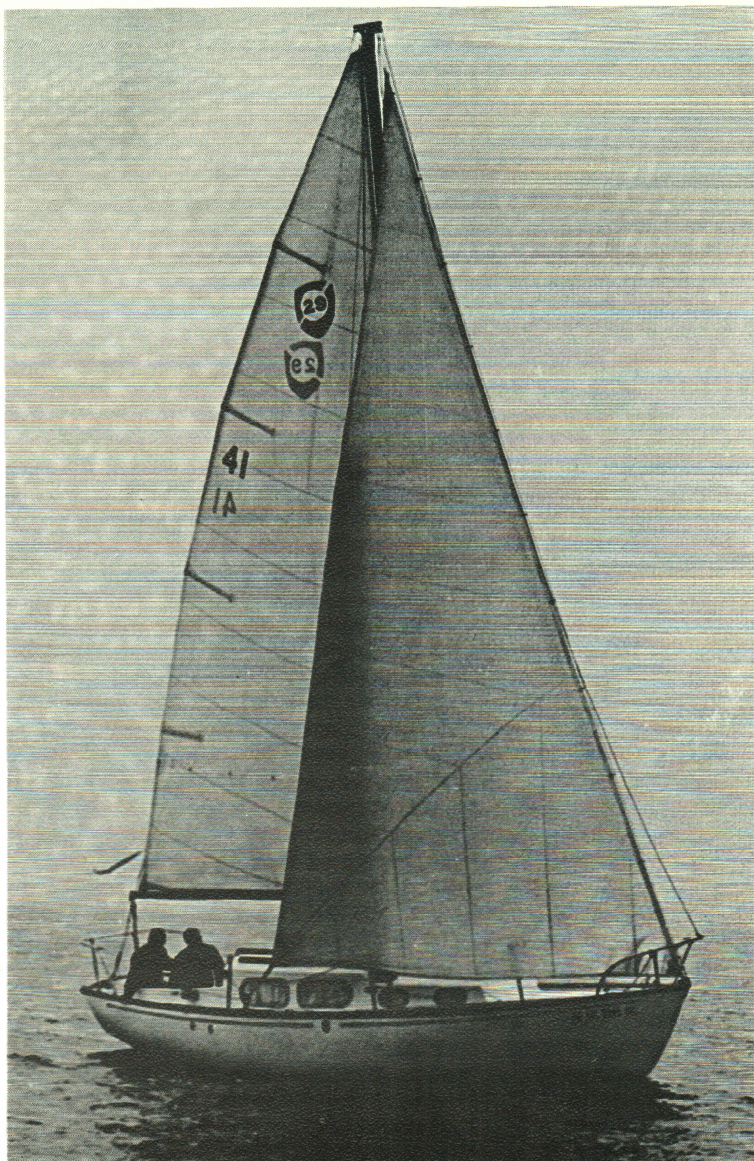
By M/S S. STROUD

Ah, the days of old, when women were loose and seamen were full of grog. When mates were adept at setting the t'gallant as well as servicing the unrestrained females. The mates of tomorrow, namely the four midshipmen who represented C.M.A. in the Ensenada Race seemed to carry on that tradition of the past, and then some. This article is about to reveal one of the best kept secrets of the year.

Harvey Portz, Jerry Lund, Bret McDaniel, and Mark Hafner set off in a Columbia 29, laden to her marks with steaks and beer, for a fun-filled frolic in Mexican waters. The fact that they were competing in the largest international boat race in the world was secondary to skipping almost a week at school. As they laid off Newport Beach waiting for the starting signal, Captain Portz gave his crew necessary instructions as to which end was the bow and how to undo the catch on the ice box. When the race started, the chief navigator noticed that the sixty-odd boats racing in the same class were tacking off in a direction that was 180 degrees from their vessel's intended course. After the charts were checked and it was noted that Ensenada is "South" of Newport Beach, the crew felt safe.

At last, the jenny was trimmed and off they sailed, far away from their home, which they were to represent so well. Even though all weather reports from the area indicated light air for the entire race, the crew has lately been spinning yarns about fifty knot winds and twenty foot swells. The fact is that during one part of the race, the winds died down completely and the boat drifted aimlessly around through 360 degrees. It was so quiet out there that you could hear the "pop" of the pull tabs nearly a mile away, one after another, for hours.

Nevertheless, some forty-eight hours after they had been watching bikinis off Newport, the sturdy Columbia 29 found its way near Ensenada Bay. After repeated checks of navigational aids, they set up the spinnaker for the turn in and, thus, the last leg of the race. But for some reason all the other boats were

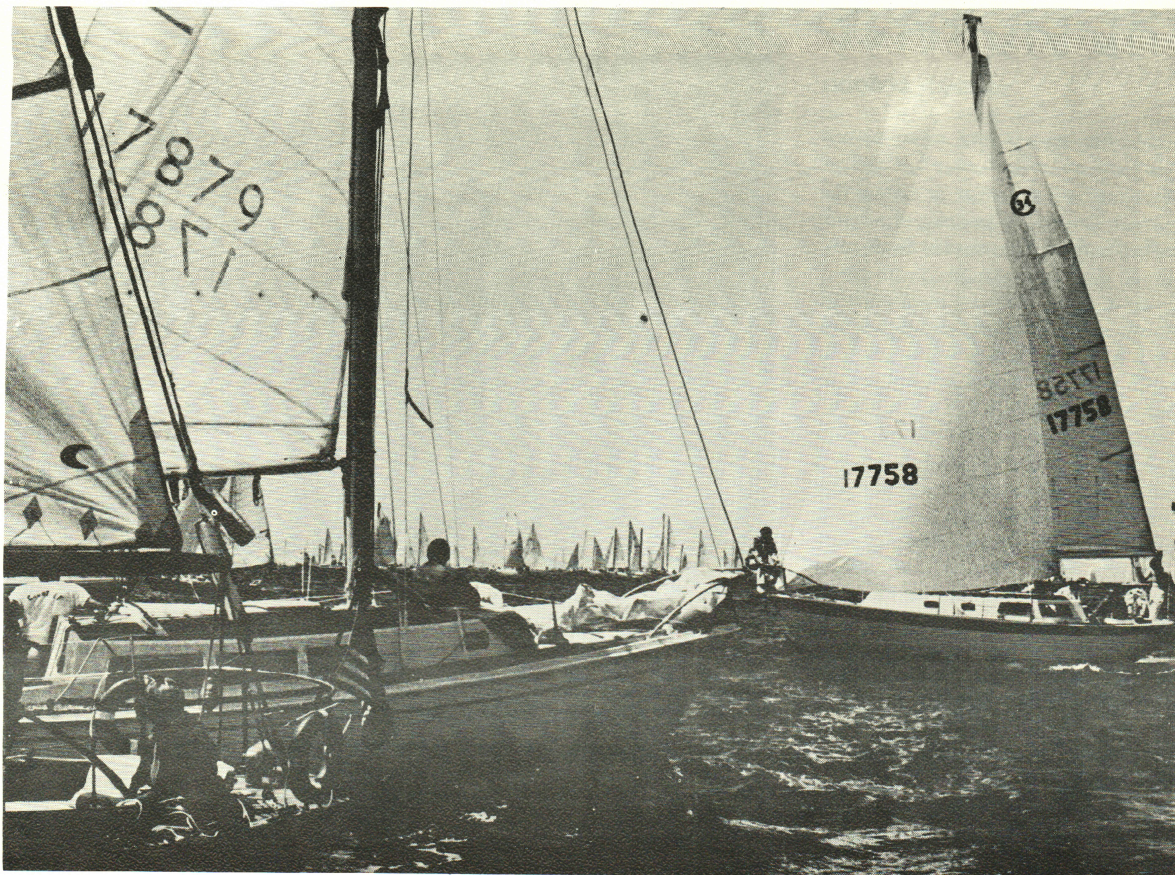


going in another direction. The bay they had charted out so well was aptly named False Bay. Before they could turn out, the wind had died again and the spinnaker halyard had been allowed to run free of the block at the top of the mast and flutter to the deck like a fig leaf. But these experienced seamen weren't to be discouraged easily. The word was passed to just forget about the spinnaker for the remainder of the race.

Shortly afterward, our crew drifted across the final marks, and the crew of Vallejo's finest was informed that they had placed 14th. A remarkable feat, and

the best was yet to come.

The sleepy little Mexican town had come alive as the first of the yachtsmen hit the shore. A representative group from the San Diego C.M.A. Alumni Association was on hand to greet the middies. The old grads purchased all the soft drinks, the lime and salt was on the house. Later, as our men stumbled down the back streets, they were fortunate to meet up with a guy who crewed in the race and wanted some information on our fine Academy. This poor soul was on the way to King's Point, but was greatly impressed with the C.M.A. racing



program. The middies gave a try at recruiting him, but he needed time to think it over. Presently he is wearing one anchor and his name tag says Rittenhouse. He was found wandering around the CRESCENT CITY the other day wondering where all the sails were stored. Good luck, Ritt.

As the sun began to set, our heroes decided to bid farewell to the paradise town south of the border. The journey up to San Diego was relatively accident free, and the crew was relieved of the pressure brought about by long distance ocean racing. It was necessary to fill up the gas tanks at the San Diego Yacht Club, for they planned to power up to Marina Del Rey.

In the midst of gearing themselves for the routine of the Academy that they would be facing in just a few days, their spirits began to falter. Unfortunately, they were faltering off their course line as well. Catalina Island was one of the navigational obstacles they

were able to avoid, but not by much.

The scene was somewhere off L.A. harbor, in dense fog. The man on watch (no names, but he was a third class) was keeping an eye out for the loom from Pt. Fermin light. Our boys were lost. It might be appropriate to mention that no fog signalling device was on hand that no lookout was posted during this time of restricted visibility, and the craft was proceeding at full speed ahead.

Now all of a sudden the man on watch caught sight of a light and the Master of the vessel was notified. They altered course aiming for the light, thinking that they had finally found Pt. Fermin. But, you guessed it, the light was that of another vessel. Our boys swung aft of it and did a little praying for they had identified its true nature just in the nick of time. As it was across the bow, the vessel was kind enough to sound a fog signal. Three men were awake and on deck and one man was still below. They watched the vessel get

further away. Suddenly they looked up into a bright red light. Someone cried, "Hard right! Hard right!" It was too late, the Columbia 29 strained, splintered, and finally cracked as it glanced off a barge. The man below decks jumped for his life preserver not knowing what was going on above. The boat nearly went down and she would have taken everyone with her. The next few minutes were hectic until it was discovered that everything below the waterline was solid.

The crew turned to watch the barge slip into the fog. They had failed to recognize the fog signal sent by the tug indicating a tow exceeding 600 feet.

The cadets and their craft limped cautiously into Marina Del Rey. The repairs to the boat were taken care of during the next two weeks. Midshipmen Portz, McDaniel, Lund, and Hafner returned to their second home and somehow kept the incident a secret. Well, the word is out. When's the next race, Harv?

BOARD GETS NEW MEMBER

By M/S G.L. LUND



Mr. Reed Williams, junior member of the Board of Governors, graduated from C.M.A. in 1947. He sailed with Pacific

Far East until 1949 when he attended Berkeley. During the summers of 1950 and 1951, he again sailed with PFE. In 1951 Mr. Williams entered Hastings Law School in San Francisco.

For two years after Law School, Mr. Williams worked for the Justice Department in San Francisco. In 1954 he moved to Long Beach. Mr. Williams has been working with a law firm which is largely involved with maritime and international cases since his move to Long Beach. In 1963, Mr. Williams was made a partner in the company.

Mr. Williams is very concerned with the academic endeavors of the Academy. At a time when certain courses are being questioned, Mr. Williams is very concerned with their evaluation. Mr. Williams believes that evaluations by midshipmen can be helpful, but brought

out that there are professional people and organizations which are experts in this line.

I asked Mr. Williams some questions which had been brought up by the midshipmen. On the question of the necessity of a semi-military life for training of a civilian profession, Mr. Williams commented that although it may be considered undesirable by many it is necessary since we will receive a reserve commission in the Navy. Along the same line Mr. Williams believes living under authority is an experience we must be exposed to for our profession. A number of months ago it was suggested that a midshipman might be added as a voting member of the Board of Governors. Mr. Williams brought up that only the Governor can appoint members to the Board.

HAYLER FILLS MATH POSITION

By M/S HUFF

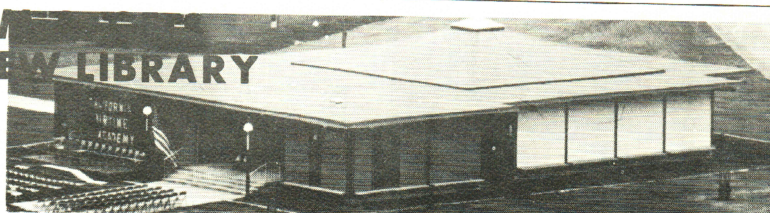
William Hayler graduated from the Naval Academy in 1944, and from there he went on to a career in the Navy. He served for a time on the *U.S.S. Franklin*, and was aboard her at the time of the carrier's near destruction in the Pacific during World War II. Captain Hayler had command of a Navy repair ship, a destroyer for two years, a troop transport for one year, a missile carrier for two years, and an LST for two years. He also served in the Pentagon for three years before retiring.

After his retirement, Mr. Hayler taught International Relations and Strategy at the Naval War College for three years. For two more years, he taught Seamanship and Navigation at the Naval Academy. He holds a Master's Degree in International Relations.

Mr. Hayler learned of the California Maritime Academy through an article in the *Naval Institute Proceedings* in 1940. After his retirement, he inquired about a position at the Academy and was offered an opening teaching math. He is also currently filling the position of Assistant Dean in the administration.

After seven months at the Academy, Mr. Hayler states that he is impressed

C.M.A. NEW LIBRARY



By M/S ROSE

Some may agree that a good library is the heart of any college. Unfortunately, the original design for C.M.A. never included plans for a separate library. However, a library was installed on the first deck of the residence hall. Relatively small and cramped, the library has provided the best it could afford. In 1965, plans were drawn for a

with the school and he feels that it has great potential. He certainly admits that the graduates of the school are very competent and well qualified.

Mr. Hayler has a wife, Mollie-O, and two daughters, Clarie and Margo. His hobbies are tennis and writing, and he is currently the tennis coach for the school.

Mr. Hayler stated his feelings that in a small school such as C.M.A. the teachers and administration should not restrict their activities or their involvement. He hopes that in the future there can be more cooperation between the students and the administration.

new library to be located just behind Golden Bear Park. The plans were accepted and made final in 1968 and work began during the late summer months of 1969.

Construction on the new library is now complete. The next step will probably be that of filling it to its 20,000 volume capacity. The library has room for 70 midshipmen and will also offer many new facilities. A reading lounge has been provided, which overlooks the Carquinez Straits and Mt. Tamalpais in the distance. Also, there is an Audio Visual room, study areas, and listening booths. Another added feature is that the new library will be equipped with micro-film readers and a micro-film library for use in individual research and study. Total cost of the library has been estimated at \$198,000.

The administration hopes to have the new library equipped and in operation by the beginning of the next trimester. Plans for the old library space may be to either make extra berthing or turn it into a recreation room outfitted with pool table.

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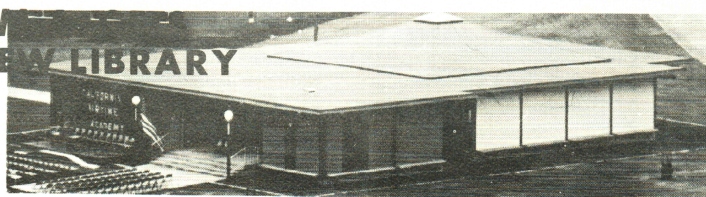
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SAILING '70 - '71

By M/S T. BRAMAN

In a maritime school such as the California Maritime Academy one would think that boating and connected activities would be most popular. This was not true in the past year. A marked lack of interest was noted. The anemia was caused by a lack of club organization and a general lack of member interest, participation and experience.

This year, the club hopes to initiate many regular programs to stimulate interest and participation. Especially promising this year are the many experienced and willing third classmen.

The club will concentrate on issuing licenses to qualified people. This means monomoy licenses to all third class, Mercury licenses to qualifying second and third classmen, and Duchess licenses to qualifying second, first and possibly third class.

Racing in Academy boats will also be stressed. In monomoys, a Tuesday afternoon series is already in progress. When the Mercuries get back in the water, racing will start in them too. Third trimester, an unlimited monomoy series will be started barring unseen problems.

Classes in basic sailing technique and other more complicated sailing subjects will be scheduled soon if interest is shown.

The Northern California Intercollegiate Yacht Racing Association (NCIYRA) has a schedule of weekend regattas during the year for anyone interested in crewing or skippering the club's Flying Junior class sloop. Russ Townsend 71-D is the leader of the club's NCIYRA membership and is the one to see if interested.

The sailing club has a possibility of acquiring a twenty-four-foot trimaran through a temporary donation. Negotiations are under way with the City of Vallejo for a free docking space at the city marina. The boat itself is fiberglass and needs some work, but if we get the berth, the boat could be sailing in a very short time.

The possibility of parties for the members in the Sacramento River delta and down in the San Francisco Bay is being investigated. The idea of using a T-boat has also been brought up and

CMA'S NEW INSTRUCTOR

By M/S R.J. MILLER

Last spring a new instructor joined the Deck Department faculty following the departure of Mr. Taylor. The new instructor is Terry Ruff (63-D).

Mr. Ruff was born in Annapolis, Maryland, and raised in California. He attended Saint Vincent High School here in Vallejo. Upon graduation he enlisted in the Navy. In 1960, Mr. Ruff came to C.M.A. after serving five years in the Navy and being discharged as Signalman 2nd class.

Upon graduation from C.M.A. in 1963, Mr. Ruff shipped with MSTs continuously for almost seven years. He has shipped on all types of the MSTs vessels, including passenger ships, freighters, and special project ships. He holds an Unlimited Master's License.

Mr. Ruff is glad to see the new programs here that were non-existent when he was a midshipman. One very effective innovation, he feels, is Mr. Wood's program of ship familiarization (shiftings) which provide midshipmen with up-to-date and first-hand knowledge of merchant marine practices and procedures. In regards to our replacement training ship, Mr. Ruff feels that the CRESCENT CITY, because of its layout, would make an excellent training ship and in a few years it could be a fine looking ship with time, effort, and a positive attitude.

In regards to curriculum expansion, Mr. Ruff presupposes that future courses will include Gas Turbines for the Engineers and Container Ships and "LASH" courses for Deckies. He feels that any expansion should be solely on a professional basis in the event that the Academy goes to a four-year curriculum.

This trimester Mr. Ruff is teaching 1st and 2nd class Communications and 1st class Seamanship.

favorably looked upon by the faculty.

This year the sailing club has a varied spectrum of events and many interested people. That spells a successful year if all pitch in and help.

KEEMA SPORTS

By M/S HUFF

The sports program at the California Maritime Academy has taken some large strides since the installment of Harry Diavatis as coach here. There is now a persistent working system of athletic competition between the Academy and other schools in the area.

The basketball team played a number of matches, including a couple with Mare Island. The start of this team gave the midshipmen a tremendous lift and showed that a system of competition was feasible. Most of the games were good, but the topper had to be the homecoming game. It was very moving — right up to the crowning of the lovely princess.

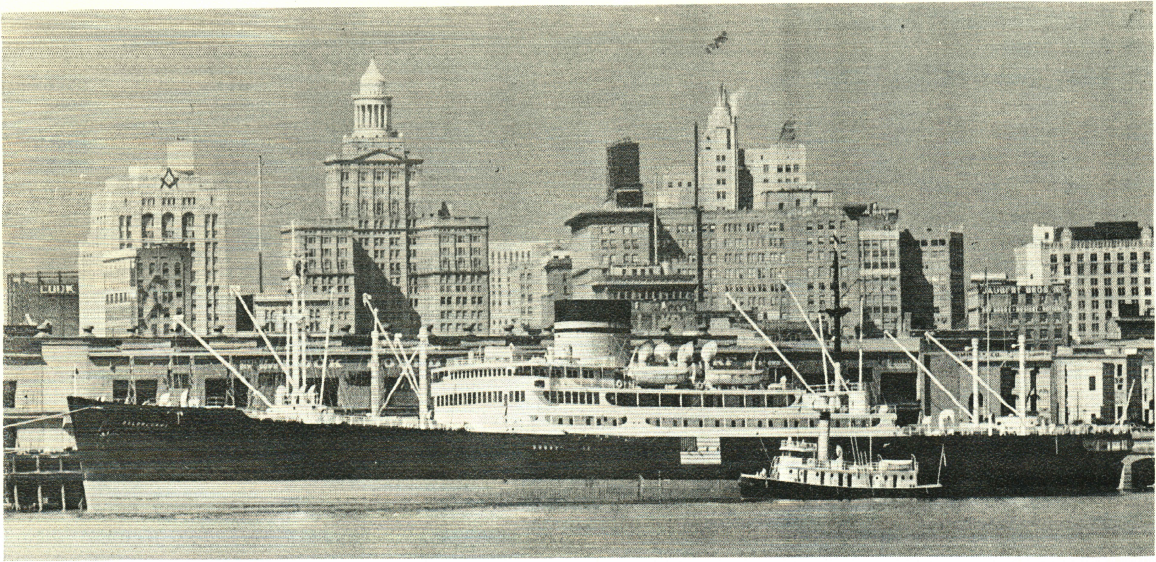
The wrestling team engaged in competition during the latter part of last year and just before the cruise. Although the team did not attend many meets, they did come out of the season with a record of no losses.

Not too long ago the baseball and tennis teams finished their seasons. The baseball team had a 0-7 record and the tennis team finished with a 4-3 season. The success of these teams cannot be measured in the scores as much as it can be measured in terms of the boost of morale it gave the midshipmen and the whole Academy.

The sports program also provides an incentive for cooperation between the deck and engineering classes. Another benefit of the program is that it helps to make the Academy known to the residents of Vallejo, as anyone who attended the baseball game against Solano Junior College would know.

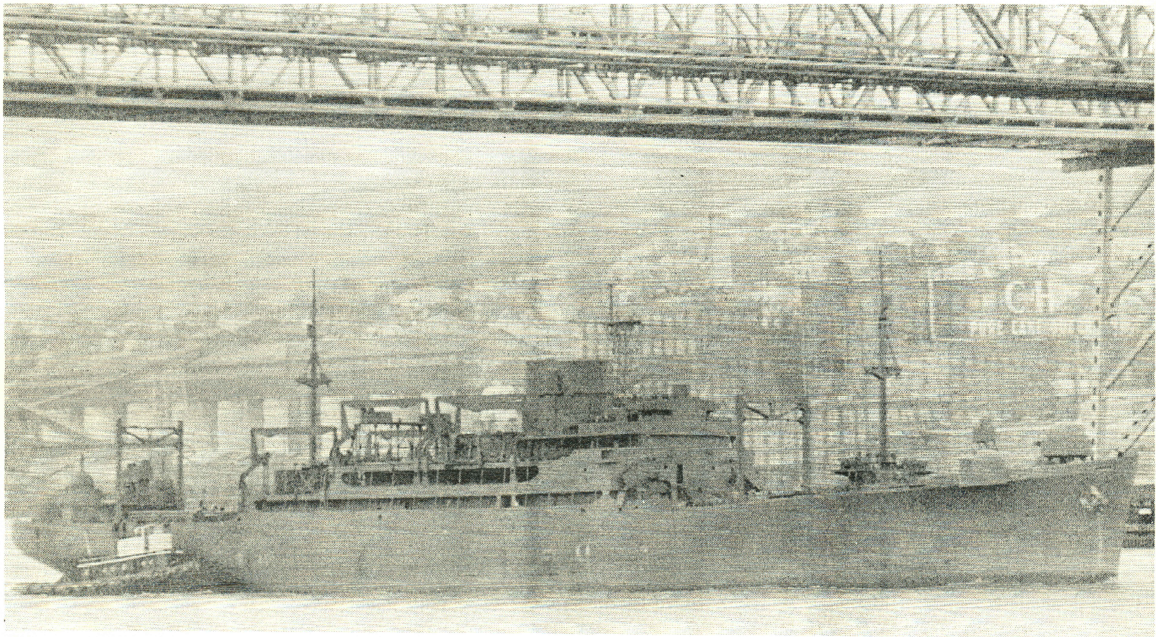
The teams this year should be vastly improved as there will be eight starting returnees to the baseball team and all of the tennis team will be returning. The starting returnees for the baseball team will be Judd Bowden, John Cota, Wayne Muggli, Grant Ferguson, Dale Ferranto, Steve Fedornak, and Stan Gibson and John Patterson as pitchers. On the tennis team will be Paul Lemire, Pete Tupas, Tom Couch, Ron Gerde, and David Huff.

The sports programs will continue to expand in the coming years and there is even talk of competition in flag football.



CRESCENT CITY IN 1940 IN NEW ORLEANS, THEN KNOWN AS DEL ORLEANS.

THE CRESCENT CITY IN 1970 AS IT PASSED THE ACADEMY ON WAY TO DRY DOCK.



CALIFORNIA MARITIME ACADEMY
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