

# CAPTAIN ANDERSON RESIGNS... AUTHOR OF "M.M.O. HANDBOOK" TO SUCCEED

## Interview at Sea

BINNACLE INTERVIEWS FIRST CHIEF  
ENGINEER OF CMA . . . DR RICHARD C  
DWYER RECALLS EARLY HISTORY OF THE  
ACADEMY . . .

By jte

The Training Ship Golden Bear was honored on its return voyage up the Californian coast by the presence of one of its oldest and most famous personalities, Dr. Richard C. Dwyer, who has the unparalleled experience of being, at one time or another, Chief Engineer, Commander of the Training Ship, Superintendent of the School, and Dean of Instruction.

An Apprentice Machinist from 1903 to 1907, Dr Dwyer went to sea in 1907 as an oiler with the Pacific Cold Storage Company on the S.S. Elihu Thompson, built in Newcastle, England, in 1874 -- a coal burning, two Scotch boiler reciprocating job which ran from Tacoma, Washington to Alaskan ports in the summertime.

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By The Editor

Captain John W. Anderson, Master of the Training Ship Golden Bear and Head of the Department of Seamanship and Navigation since his arrival at the Academy in October 1957, submitted his resignation to Superintendent Richter after the completion of the Training Cruise, a cruise described by Captain Richter in a Memorandum on 14 April as "one of the most successful cruises that the ship has made in recent years."

Captain Anderson's successor will be Captain Edward A. Turpin, famed co-author of the MERCHANT MARINE OFFICER'S HANDBOOK and skilled master mariner with a history of life at sea dating from 1921 and including service on a wide variety of craft including a 4 masted schooner, 5 masted barkentine, cargo ship, oil tanker, fruit ship, "J" class sloop, diesel yacht, passenger ship, landing craft repair ship and a service force supply ship.

Captain Turpin, presently a resident of Massachusetts, was born in 1903 and is the father of three children-- two daughters, Lartha (20) and Cynthia (13) and a son, Edward (16). He attended

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April 21, 1958



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## Editorials . . .

### CAPTAIN JOHN W. ANDERSON

The majority of Midshipmen of both Deck and Engine Departments have expressed concern over the resignation of Captain John W Anderson. This concern is indicative, evidently, of the high regard which many Midshipmen came to have of him as a result of his handling of the 1958 Training Cruise. Any doubts we may have had concerning his ability to handle the uniqueness of the GOLDEN BEAR vanished with his superb demonstration of shiphandling at San Pedro. It was not unexpected that his command of the GOLDEN BEAR would create problems that were not always easy to solve; he differed in many ways from his predecessor of 11 years, Captain Ralph Swany. It is unfortunate that Captain Anderson has resigned. It is not our purpose, nor are we able to discuss, the reasons for his resignation. It is enough to say-- it is enough to know-- as Captain Richter said in his memo of 14 April that Captain Anderson's cruise was "one of the most successful cruises that the ship has made in recent years, not only from the training

angle, but in all other respects." Further, Captain Anderson stated in a final letter that "After almost a quarter century devoted to ship handling (I) will be more contented with that line of work . . . To the entire Corps and all my co-workers here at CIA I wish to extend my best wishes for a bright future and sincere thanks for their interest in my behalf . . ."

### RULES OF THE NAUTICAL ROAD

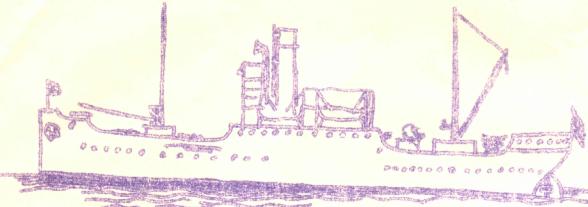
The recent voluminous list of academic restrictions for failure to memorize the cruise requirements concerning the INTERNATIONAL RULES OF THE ROAD has again created a discussion on the part of many Midshipmen. Most of the discussion is personal and subjective. On the one hand the BINNACLE is damned for printing letters from other Maritime Academies concerning their particular memory requirements; on the other hand the Dean found our letters interesting and informative. We plead "guilty" to bringing in this foreign bit of intelligence and to those Midshipmen who have found this knowledge "dangerous" and "subversive" we only state that the BINNACLE will print more from the "Outside World" in the future. The person who fears that he may be required to know more because others are is the one to be feared. Not the BINNACLE.

We will, however, state that we are opposed to the verbatim memory of the Rules, even though other academies require it. We feel that in most men it will lead to the dangerous and misleading view that because they have memorized the Rules (AND PROMPTLY FORGOTTEN THEM!) they actually KNOW them! It is like the individual who says "I have memorized the catechism; therefore I am a Christian." Many of us are so caught up in the grammatical and structural language of the Rules that we could easily fail a test in night light identification.

On the other hand, again, the Dean is faced with the FACT that M/S have done poorly in San Francisco on the Rules of the Road. Actually, it was the failure of past students to learn the rules without memorizing them that brings the Dean to his current conclusions.

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# The Binnacle



CNS T.S. GOLDEN STATE

## INTERVIEW AT SEA (Continued from Page 1)

He became a 2d Assistant in 1909 and shipped for a time on the Atlantic. During World War I he was a Quarterman with Newport News Shipbuilding and Drydock Company in charge of naval and merchant marine construction, intermittently serving as a Guarantee Engineer. It was his task to ride out a vessel for 6 months to determine if it would actually perform to the prescribed specifications. During this period of his life he evaluated the performance of such vessels as the USS Trinity, SS Silver State, USS Maryland, SS Leviathan, and the SS George Washington.

Dr. Dwyer was intimately connected with the history of the Leviathan. Not only was he in charge of the conversion of this vessel from coal-burner to oil-burner but he was also, upon the ship's completion, Guarantee Engineer on this vessel for Newport News Shipbuilding and Drydock Co., and later was one of its First Assistant Engineers. Dr. Dwyer recalled with excitement the trial run of the Leviathan starting in the Bahamas, during which the vessel averaged 27.48 knots for a 25 hour run. For this record he, along with the other ship's officers, was awarded a Gold Medal.

In October 1925 Dr. Dwyer left the Leviathan and brought out the George Washington; in 1926 he transferred to the Robert E Lee sailing on New York to Havana runs. In August 1926 he was asked by the famous marine architect William F. Gibbs to become Inspector of Machinery in the then-building Malolo at Cramp's Ship Yard, Philadelphia. Upon completion he became its Chief Engineer only to experience near disaster on its

trial run to Rockland, Maine. Off Nantucket Light, in a heavy fog, the Norwegian Freighter Jacob Christensen collided with the Malolo. This was the 23d of May, 1927, and Dr. Dwyer related vividly the scenes of water rushing through one of the holes in the side of the ship through which "a Ford car could have been driven." Down by the head some ten feet and with a 10 degree list, the Malolo survived to be towed to a New York drydock for repairs. Dr Dwyer recalls, humorously, that after the collision the cooks and messmen were so afraid that they went topside and refused to go back on the job. Undaunted, Dr Dwyer began frying eggs and making coffee in the engineroom using that indispensable weapon of the engineer, the blow-torch!

The Malolo sailed again in October 1927, via the Panama Canal, with Dr Dwyer as Chief Engineer, arriving in San Francisco on Armistice Day, 11 November. He served on the Malolo on its Hawaiian runs until December 1929 when he was sent to Quincy, Massachusetts, for a progress check-up on the then-building Lurline, Montrey, and Mariposa, returning to San Francisco in March 1930.

In 1930 Dr Dwyer was selected as Chief Engineer of the newly formed California Nautical School, being the 2d employee of the school, the first being Lieutenant Commander Emile Topp, Superintendent and Captain of the Training Ship. The school was founded but it needed a ship and it is here that Captain Topp and another personality famous in CIA history, Mr Joseph Peterson (the readers of the Binnacle may recall Mr Peterson's visit to CIA last August), went to the laid-up fleet in the James River, near Newport News, Va., and selected a ship to be re-conditioned as the school-ship. The Laker SS Henry County, a single-screw, reciprocating engine, 2 scotch boiler vessel was delivered to Bare Island where Dr Dwyer was to assist in planning the conversion to a Training Ship. Interestingly enough, Dr Dwyer recalls that it was seriously debated in those days whether the school should have a sailing or a power-driven vessel. The power-enthusiasts won out! In September, 1931, due to contractual difficulties at Bare Island, the SS Henry County was towed to Bethlehem Steel Shipyard in San Fran-

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INTERVIEW AT SEA . . .

(Continued From Page 3)

cisco where the reconditioning was completed. On the 8th of December 1931 the ship steamed to the California State Nautical School's dock at California City where the US Navy had lent its coaling station for our use, two miles out of Tiburon. Although the school had been established by the State Legislature in 1929, the first class entered in March of 1931 and from March 1931 until the arrival of the SS Henry County in December 1931 (renamed the California State) the school's students (in whose ranks, incidentally, was Captain Ralph Swany, Master Mariner of the Golden Bear for 11 years until his retirement last year) had been training on the yacht Valero II. This diesel driven craft, about 100 feet in length, had been loaned to the school by Captain Hancock; then a member of our Board of Governors, and could be seen going out to the Gate and up and down the Bay once or twice a month for a few hours. Such was the infancy of CNA!

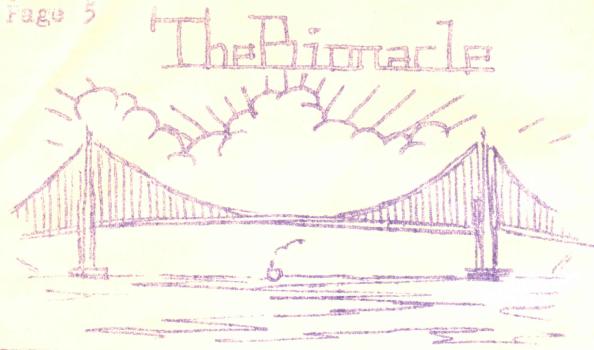
Chief Engineer Dwyer commanded the engine spaces on our first cruise, a 21,000 mile trip around South America with 112 Midshipmen who left San Francisco with a first stop at Balboa, then down the west coast of South America to Callao, Valparaiso, through the Straits of Magellan to Punta Arenas (S Chile), Buenos Aires, Montevideo, Rio de Janeiro, Port of Spain, Washington (DC), New York City (where we beat the New York Nautical School in whale boat races on the Hudson River!) and back, via the Panama

Canal, arriving home again on 28 May 1932. On the 2d Cruise the California State traveled some 23,760 miles and circumnavigated the globe. Its 132 Midshipmen saw a galaxy of ports: Honolulu, Guam, Manila, Singapore, Colombo, Port Said (Egypt), Alexandria, Naples and Nice, not to mention Barcelona, Gibraltar, Funchal (Portugal), and then home via the Panama Canal, arriving at our base on the 6th of June 1933!

In February 1934 Captain Topp resigned and the appointment of Dr Dwyer as Superintendent Commander of the State Nautical School was announced. Caught in a depression the State Nautical School entered a period in its life history during which it struggled for a continued existence. Many political groups in the State could not appreciate the need for a Maritime Academy and began a battle for its abolition.

Dr Dwyer recalls that almost weekly trips to Sacramento were made in a valiant effort to keep the school alive. The 1934 Cruise had to be cancelled because the Legislature cut the biennial appropriation to \$25,000, hoping thus to drive the school into non-existence. Thanks to the assistance of the Navy Department we survived that year and a short cruise to Hawaii in 1935 enabled the third class to obtain their required deep-sea training. It was on this cruise that the Executive Officer also served as Radio Officer and as the ship's Navigator. (Continued on Page 5) . . . .

Ring  
Dance  
June, 1958



### INTERVIEW AT SEA . . .

(Continued from Page 4)

In July of 1937, Captain Neil E Nichols was appointed as the Superintendent and Dr Dwyer reverted to his former post as Chief Engineer which he kept until June 1944 when he was appointed Dean of Instruction by Captain Claude B Mayo, Superintendent. Dr Dwyer remained as Dean of Instruction until his retirement in April of 1952. (The California State Nautical School became the California Maritime Academy in 1939).

In 1939 Dr Dwyer was commissioned by the United States Maritime Commission to compile a three year text on Marine Steam Engineering which he began in October of 1939 and completed in June, 1942. The text was used in all Maritime Academies and at Kings Point during World War II and was only discontinued in 1955 because its author had not been able to revise it to keep abreast of the advancements in the engineering field. For this work, he was awarded an Honorary Doctor of Laws Degree in 1943 by the California Maritime Academy.

Since 1952, Dr Dwyer has done a number of things. He has owned a walnut grove but found it too dull and sold it. He then joined the Bechtel Corporation as a Field Engineer on the construction of a large electric generating plant at Antioch, California . . . he then became a counselor for boys at the Hanna Boys Center at Sonoma for 8 months and then joined the Frances I Du Pont Co., as a Stock and Bon Salesman . . . after Du Pont came his "tour of duty" with Clyde E. Bently, Consulting Engineers, San Francisco, on a survey of aviation

facilities at Midway and Barber's It., Oahu, Territory of Hawaii. Since then he has been holding his hands, so to speak, and says that the engineering industry as a whole feel he was born too soon and thus age has gotten ahead of him. Now 72, Dr Dwyer remarked that if he had only been born later he could be a younger man now!

This ended our interview at sea with Dr Richard C Dwyer, a name to be remembered in the history of the California Maritime Academy.

### CAPTAIN EDWARD A TURPIN . . .

(Continued from Page 1)

Mount Tamalpais Military Academy, the School of Practical Arts in Boston, the United States Maritime Service School at New London, Connecticut, the Chemical Corps School in Alabama, the Structural and Ship Firefighting School and the Special Weapons School in Virginia.

He has served in the following capacities at sea: ordinary seaman, marine guard, AB seaman, quartermaster, 3d Officer, 2d Officer, Chief Mate, Executive Officer, Navigator, Gunnery Officer, Commanding Officer, Master and First Class Pilot. He presently holds his Master's License, steam and motor vessels, 1st Class Pilot for New York Bay and Harbor to Hoboken, First Class Pilot at John's Bar and River to Jacksonville, and rank of Commander, US Maritime Service and Commander, US Naval Reserve.

During World War II, Captain Turpin served for 2½ years as Gunnery Officer, Navigator, Executive Officer, and Commanding Officer of the USS Merak, a service force supply ship and transport in the Atlantic and Mediterranean Sea. During the Korean War he was Commanding Officer of the USS Satyr, a landing craft repair ship. In 1951 Captain Turpin was an Assistant Administrative Officer at the Boston Naval Shipyard with collateral duties as Atomic Defense Officer. Since October of 1957 he has been Chief Officer of the S/S Heredia, a fruit and general cargo ship.

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21 April, 1958



CORNELL MARITIME PRESS  
CAMBRIDGE MARYLAND

Publishers of "Merchant Marine Officers Handbook"

CAPTAIN EDWARD A TURPIN . . .

(Continued From Page 5)

Captain Turpin has had extensive instructional training on board navy ships and was an instructor and later principal of the School of Navigation and Civil Engineering at the Marine Corps Institute at Washington, D. C. This is a correspondence school.

Of particular interest to Midshipmen is Captain Turpin's own account of his co-authorship of the MERCHANT MARINE OFFICER'S HANDBOOK:

"In 1941 while enrolled as a student at the U. S. Maritime Commission Upgrading School, Fort Trumbell, New London Connecticut, I was at times called upon to assist as an instructor. While here I became aware of the need for a book containing in brief form, under the one cover, the various subjects required for ready reference by Merchant Marine Officers in their day-to-day work and for upgrading. Having already condensed this material for my own use I sought the collaboration of a more experienced officer. This collaborator was Captain W. A. MacEwan, a former master in the United Fruit Company who was at the school serving as an instructor with a commission in the Coast Guard. In addition to his American Master's License, Captain MacEwan holds a British Board of Trade License as Extra Master Sail and Steam and with his lifetime of practical experience he was of great assistance in making the MERCHANT MARINE OFFICER'S HANDBOOK a success. This book was placed in the Master's Library aboard all Maritime Commission Ships and is used as a textbook in Maritime Schools in Maine and California. A review of the book

appeared in the "Naval Institute Proceedings" . . . Whole chapters have also been published in the "Proceedings of the Merchant Marine Council, United States Coast Guard." On completion of the class (at the US Maritime Commission Upgrading School) I was offered a position as instructor at the school but did not accept it as I wished to enter the Navy at that time."

Captain Turpin will assume command of the Golden Bear and the Department of Seamanship and Navigation upon his arrival at the Academy in late May.

The Binnacle wishes to take this opportunity of welcoming him to the California Maritime Academy with high hopes that his term here will be rewarding and satisfying to all concerned. Welcome Aboard!

*Cruise Statistics . . . 879.5 Miles*

FROM	TO	DISTANCE	TIME AS SAVED	TIME DEPART	TIME ARRIVE
S.F.	San Pedro	740	10.43	1101 - 1030	211 - 1435
San Pedro	Tacoma	2619	10.69	211 - 2230	2112 - 0630
Tacoma	Alaska	124	8.57	214 - 1700	2115 - 0700
Alaska	Seattle	1376	9.61	217 - 1715	2122 - 0600
Seattle	Alaska	1341	11.46	2128 - 0940	215 - 0640
Seattle	San Pedro	2872	14.80	215 - 0200	2121 - 0715
San Pedro	Seattle	1718	11.04	2124 - 0900	2123 - 0545
Seattle	San Pedro	870	8.90	2127 - 0100	2128 - 0700
Seattle	San Francisco	1670	11.71 - 0606	211 - 0312	

*Courtesy of Merchant Marine*

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## Base Events

### RULES OF THE NAUTICAL ROAD

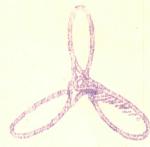
(Continued from Page 2)

We feel that if the Rules must be memorized that the place to do so is ON CRUISE. Again (and we realize this remark will cause many students to cancel their subscriptions) some Deckies did not use cruise to best advantage and are now faced with the Dean's conclusions; but all is not dark: the Dean tells us that a brilliant program on the Rules has been planned for September that will ease all our fears that M/S will memorize but not know. Class hours on an UNDERSTANDING OF THE RULES will be radically increased and every effort will be made to make their conquering less painful and secure.

### THE SAILING CLUB

The Sailing Club is starting off the semester with competition sailing. Now that upper classmen have their life-boatmen's certificates there will be increased activity.

M/S McLoud, 2/C  
Vice-Commodore



### THE PROPELLER CLUB

The Propeller Club will start off the summer meetings on Tuesday 22 April at 1830 in the Naval Science Classroom. All members are requested to attend as recent Propeller Club developments and future plans, of interest to all, will be discussed. Third Classmen, who are interested in applying for membership in the Academy's only maritime organization, should see M/S Lindquist or M/S Morris for application forms.

### THE GUN CLUB

Do you like to shoot? There are thousands of rounds of ammunition (.22 calibre) in the armory just waiting to be used. The Naval Science Department even furnishes the rifles and pistols. All you have to do is join the Gun Club. No experience is required! Here is a wonderful opportunity to improve your shooting; matches with other rifle teams are expected in the future.

### THE HAWSEPIPE

A meeting of the Midshipmen interested in producing the First Class Hawsepope (1958) was recently held in Classroom A15. Members attending from the First Class were M/S Yokum, Editor. 2d Classmen attending were Bryan, Wyly, Wittman and Ellis. Third Classmen in attendance were Riddervold and Gautreau.

### LIFEBOATMEN (At last!)

The following Midshipmen recently passed their lifeboat exams at San Francisco: Fielder, Swarthout, and Ellis.

*The Binnacle*  
April 21, 1958



# Letters

Dear Editor:

My main interest is getting answers to my own questions --- not in getting this letter printed. My questions are: (1) Why has Captain Anderson turned in his resignation? (Undoubtedly there are reasons). (2) Why have all special liberty requests been denied (i.e., the Larine Hospital requests) and why will they be in the future? (3) Why do we have a uniform fund and a small stores if the M/S cannot draw or buy clothing from them? (4) Why haven't we had the monthly Student Council meetings with the Superintendent?

There are undoubtedly many good reasons and answers to these questions. Just what are they?

Respectfully,

M/S Chiaravalle, 3/C

.... EDITOR'S NOTE: For answers to questions 1 and 2 see Pages 2 and 9 respectively. Answers to 3 and 4 will be printed in the next *Binnacle*.



Mr. Editor:

It has come to the attention of several Midshipmen that the washing machines are no longer in the barracks or on board the ship. These machines have been of great use in the past to Midshipmen who wash their clothes on the base. I, therefore, would like to know if in the near future these machines will be back in operation or not.

Respectfully,

M/S Lorenzana, 3/C

.... EDITOR'S NOTE --- See Next *Binnacle*. We suspect the answer is yes.

THE FOLLOWING LETTER IS REPRINTED FROM THE 24 March issue of the VALLEJO TIMES

I see by the papers that the Maritime Academy training ship Golden Bear is bringing back some penguins from the Galapagos Islands. This will probably be the most momentous scientific discovery since the first Sputnik started orbiting.

I looked up some reference books on the Galapagos Islands and one of them said the temperature of the sand on the beaches averages 137 degrees. The islands are situated on the equator.

If these penguins, as reported by the press, were captured there then they undoubtedly are fried penguins---southern style.

I am now waiting for the announcement by the US NAVY that they have captured some elephants in the Antarctic. This is no reflection on the midshipmen aboard the Golden Bear, but some reporters should take a course in zoology.

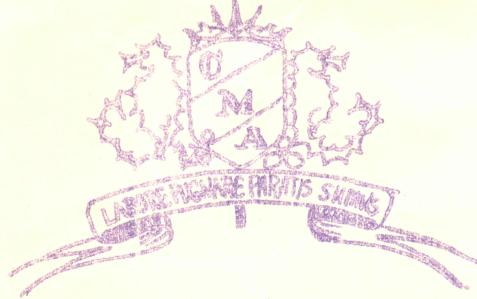
Skeptical Vallejoan

.... Editor's Note: Ah, the wonderful innocence of the Vallejoans.

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The  
Binnacle

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## INTERVIEW WITH THE SUPERINTENDENT

Maritime Day -- It is uncertain at this time whether the Golden Bear will make the May trip to San Francisco this year or not. The Academy will provide, however, a Color Guard for the wreath ceremony on the Golden Gate Bridge.

Dental Specials -- CMA is not obligated to provide Midshipmen with class and turn-to time in order to have their dental work accomplished. Midshipmen may go to their private dentists and physicians on week-ends, or use the facilities of the Marine Hospital on official leave periods only. Folio shots should also be scheduled on leave time. Midshipmen should remember that they're here to learn and to study; the evacuation of many M/S on Wednesday afternoons is detrimental to the successful accomplishment of the learning missions of CMA. Emergency treatment at the Marine Hospital may be obtained at any time. Dental specials are not a right of the Midshipmen.

Washing of Cars on the Base -- This privilege has been abused by the M/S (for example, flooding the black top) . . . CMA has no commitment to provide costly State water to the M/S. State facilities will not be used to wash or over-haul autos. M/S are encouraged to use their own water supplies and economize on State equipment by doing repair work at home.

Visitors to CMA -- On the 22d of April the Women's Club of Benicia are coming to lunch, as well as the Maritime Academy Committee of the Chamber of Commerce . . . On 29 April the Sonoma County Pomona Grange will be guests of CMA for the evening meal.

Things in General -- New curriculum plans for September and increased faculty and library allotments, as well as the September reorganization of turn-to, are all designed to improve CMA, raise morale, and more nearly accomplish our training mission here.

## INTERVIEW WITH THE DEAN

New Academic Year -- The new academic year will commence on 18 August for the incoming 3d class. Approximately 112 men have indicated their desire to attend CMA, of which 48 are engineers, 43 deckies and the remainder undecided. Two more entrance exams will be given before August.

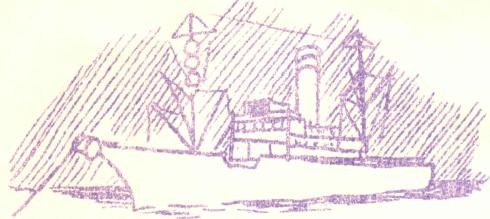
September Turn-to -- The afternoon program will be revised. Trimester hours will be assigned to afternoon work with course titles. Midshipmen will receive grades in these afternoon courses and instructors will conduct them. 2d and 3d classmen will spend their afternoons in class learning HOW TO DO THE JOB and the 1st classmen will spend theirs DOING THE JOB. There will be a closer correlation between AM and PM learning experiences. The program has not yet been fully developed.

RULES OF THE ROAD -- The current academic restrictions are regrettable but necessary. In the fall memory requirements will be broken down into specific units (4) of 8 rules each. There will be AM and PM work on the Rules. It is estimated that the time spent on the Rules will be increased from the present 20 hours to 31 hours!

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# the Binnacle

April 21/1958



## INTERVIEW WITH THE DEAN . . .

(Continued from Page 9)

Pre-Thirds -- Dean Ogden states that the license exam is something the Midshipmen should think about from the moment they arrive at CMA and not postpone such thoughts until the last three months. To avoid "panic", however, a new program has been devised. The License Seminar, currently being conducted, is giving a thorough review of all courses studied at CMA; on June 2d "Pre-Thirds" will be conducted and will conclude on 13 June. This is a "dry-run" and will indicate individual strong and weak points. From June 13th to July 13th students will return to the normal schedule, including morning classes and afternoon turn-to. Thirds will commence on 14 July.

Editor's Note: Binnacle readers will remember (perhaps with sweet pain) of the letters submitted (on request) to Editor last term concerning the Rules of the Road. We received letters from Maine, New York, and Long Point. On 17 February a reply finally came from Massachusetts. We wish to thank Mrs. William J. Connors for her kind reply.



The Commonwealth of  
Massachusetts  
Department of Education  
Massachusetts Maritime  
Academy  
Buzzards Bay

Feb 17, 1958

Dear Mr. Ellis:

I am writing this note for my husband, Commander William J. Connors, instructor of "Rules of the Road", at the Massachusetts Maritime Academy. The Academy ship "Bay State" is now on its 2½ months winter cruise.

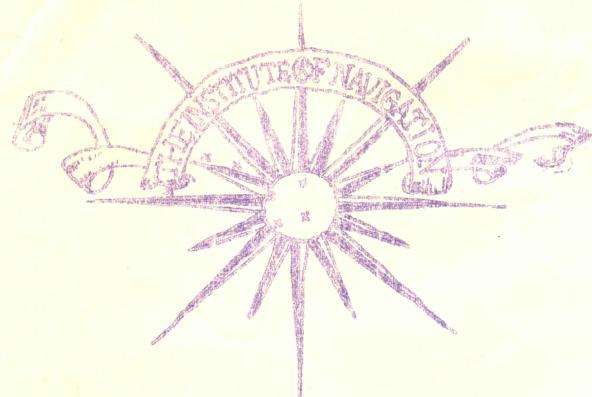
As we are preparing to move in the spring, I am clearing out files, etc., and came across your letter which must have been given to my husband for attention. I am sorry but he misplaced this letter and it was accidentally filed away, so I apologize for him for not answering. We had a great deal of work and confusion this past year trying to get the "Bay State" in shape, etc. He finally collapsed from exhaustion and was not well for sometime. He is still "snowed under" with work on the ship, classes, etc.

I cannot answer for my husband, but I do know that he is very particular about midshipmen learning the Rules of the Road as accurately as possible, as they are so vital in passing the Third Mate's examination and will be needed throughout their sea-going career. Midshipmen have written us after graduation when they are in service how grateful they were that Mr. Connors did work so hard to get them to memorize as closely as possible these Rules. To memorize them is important-- and to apply them correctly is absolutely essential.

I have noted that Mr. Connors has repeatedly mentioned how poorly prepared mathematically students are these days. A better background of math, problems, etc., would be of great help. And a serious desire for good marks and progressive learning seems to be lessening. In other words, too many midshipmen are satisfied to "just get by."

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Page in Binnacle (April 21, 1958)



### MASSACHUSETTS MARITIME ACADEMY . . .

(Continued from Page 10)

As our Academy has just acquired the large "New" ship (the old "Doyen") from the mothball fleet and much work still has to be done on her, things are a little difficult for the present, but should improve now that we have a larger, more adequate ship. However, we still have no campus and but one small shore building-- so much is desired yet it is rumored once again that work will begin this year on campus and buildings.

I am sorry I cannot be of greater help to you but thank you for your interest in writing us. Good luck to The Binnacle. We have not had a school paper for some years . . .

Yours very truly,

Louise B. Connors  
(Mrs Wm. J.)

**Editor's Note:** This letter should be a sobering reminder that other Maritime Academies have their problems too, and that we are luckier than we sometimes like to believe we are.



### Maine Maritime Academy

Castine



Maine

#### IMPRESSIONS OF A VISITOR

By EA

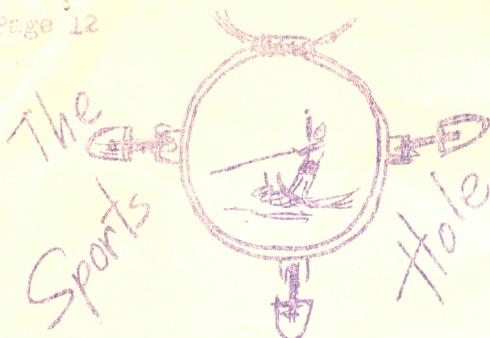
Last week Lt Jg John Allgaier visited his brother Ed at CMA. Mr Allgaier had dinner with the Midshipmen and toured the school grounds and ship. He is a graduate of the MAINE MARITIME ACADEMY, Class of '56 and his opinions of CMA relative to MMA are interesting.

To begin with, MMA consists of two fairly old buildings. Midshipman's quarters and messhall are in one building; the other building contains the classrooms and the administration. Their ship the "State of Maine" was a former hospital ship and is berthed at a pier similar to our own.

MMA is located at Castine, Maine, far up the coast towards Nova Scotia. You need not be a fluent geographer to realize that it gets mighty cold thereabouts. Mr Allgaier accoured his frigid experiences at shoveling snow and ice from the ship and grounds. Incidentally, all engineers stand quarterdeck watches at MMA.

Mr. Allgaier was impressed by the fact that we have solid rules and regulations. His opinion was that MMA had less controlled regulations and the upperclassmen were subjected to considerable personal service. This is a logical point of discipline--when regulations are consistent you know precisely what is expected of you and are better able to adjust accordingly. Life as a third classman is not easy, but think how much more difficult it would be with less discipline and personal service.

Mr Allgaier was surprised to see the varied equipment we have to train here at CMA. He never had the opportunity to train or work on electric-turbine equipment. He feels that that type of training would have been of more value to him; he trained on gear-turbine propulsion. He also remarked on our advantage of having two firing systems to work with. His overall opinion of the engineering department of CMA was that we have more (See page 12) to offer.



#### IMPRESSIONS OF A VISITOR . . .

(Continued from page 11)

Mr Allgaier, who just terminated two years active service with the Navy, served as an Ass't Eng'neering Officer aboard the ELDORADO, AGC. Third class engineers might be interested to hear that the Navy is now using a solution for cleaning burner tips that completely dissolves carbon deposits rapidly and without scraping, or periods of soaking in diesel oil. Where do we get this stuff?

#### SKIN DIVING GEAR . . .



20 % off on all gear. Suits-Guns-Lungs. Guaranteed & New. Contact M/S. Chiaravalle, 3/C Engineer. Qualified Under-water instructor.



#### CASABA SEASON SUCCESSFUL?

By M/S Dale

The California Maritime Academy played a slightly losing basketball season this year, playing numerous games down the coast of the Western Hemisphere, and finishing with a 10 won, 14 lost record. During the early part of the season the Academy sportsters worked their fast break into smooth, swift precision. Although

losing the first game by a slight margin (63-42) to Armstrong Business College and also the second game to a highly respected Gring's Pest Control AAU team, CMA gathered experience for the coming league season.

Because of cruise CMA was only allowed to participate in half of the league games. This season the casaba bounced well for the cadets in league play, and they finished the league season undefeated.

After Christmas vacation the casaba chose to bounce the other way. The first game was a close one which CMA won over the City College of San Francisco by the score of 46 to 36. But after that it was all down hill for the Kidshipmen of CMA. The San Francisco Chinese, using phenomenal shots with a swift, fast break broke the cadets record with an 82 to 68 win.

On the road (waterway) CMA took sound beatings from the Peruvian All-Stars, Lima All-Stars, Peruvian Air Force Academy, FortKobbe All-Stars, and were edged by the Sanata Barbara Teachers.

Outstanding players for the Kiddies included M/S Schieffen, who led the team in scoring, M/S Allison, the Captain, M/S Riddle and towards the end of the season the comeback artist, M/S Densmore.

#### Gray Gym Shorts

Although the CMA Kiddies did not draw large home crowds, they will not, contrary to rumor, move their franchise to Riverside . . .

#### COMMANDER FLANNER SEZ-----

(Reprinted from "Pinnacle" Feb., 1948)

Commander Frank Flanner recently disclosed to intimate acquaintances that a great load was lifted from his mind with the advent of the 1948 training cruise.

Commander Flanner stated that for a long time the gender of the GOLDEN BEAR had puzzled him, but now that the "BEAR" is giving milk to the children of Europe, the Commander feels certain that it is a "she" BEAR.

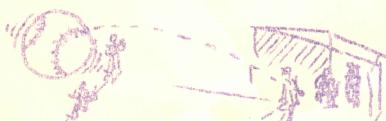
# the Binnacle

## April 21, 1958

### SWIM MEETS & SOFTBALL



By M/S Schofield



The Swim Team started practice last Tuesday and some very good times were turned in for the first time out. This is a list of the meets scheduled:  
16 April: Vallejo JC, there; 19 April: Stockton, there; 22 April, San Francisco State, here; 28 April, California JV, here; May 1: Treasure Island, there; 7 May: St. Marys, there; 9 May: California JV, there; 13 May: Treasure Island, here.

The Softball Team will start practice tonight at 1630, Mr. Twing announced. The CMA baseball team will play in the Vallejo League.

### COCKTAIL & DINNER MEETING FOR ALUMNI

#### MIDSHIPMEN MAY ATTEND

Date: Saturday 31 May

Place: Mare Island Officers Club

Time: 6:30 PM, Cocktails  
7:30 PM, Prime Rib Dinner  
9:00 PM, Dancing

Cost: Dinner-Dance \$3.00 per person

Reservations: Must be made by 27 May through Mr. J. G. Ellis, 1055 Maple Avenue, Vallejo.

### Quotations - Past & Present



1945 - - - The State of California is justly proud of the record of its California Maritime Academy and especially proud of its hundreds of graduates who, after applying themselves to its arduous training courses, have entered the Merchant Marine and served with such distinction during the recent years of war effort. -- Governor Earl Warren

1954 - - - The natural let-down after World War II in public interest in service on the high seas had caused the Academy enrollment to drop. This had resulted in some weakening of the academic and disciplinary standards for retention of students. It was now agreed that the future of the Academy must inevitably rest on the quality of its graduates, rather than upon the number. -- Commodore Russell M. Ihrig

1955 - - - Ever since the Academy's first class of 1933, CMA graduates have been shipping aboard Standard tankers. Today more than 10% of our officers are Academy men, whose knowledge and skill are an important part of Standard's contribution to America's maritime tradition. -- Standard Oil Co.

1958 - - - I have been at the Academy long enough to have observed the instruction being given in every class and have found the instructors to be conscientious and well grounded in their subject areas. -- Dr. Clyde L. Ordern

1958 - - - Engineer Beland, who, with Fred A. Nied, was in charge of collecting the specimens, said the penguins were caught 30 miles south of the Equator. -- Vallejo Times-Herald (For the complete article see The Editor)

NOTICE - - - Due to the reduced staff of the Binnacle it will henceforth be a monthly newspaper. The next edition will be issued on Monday 19 May.

- - - The Binnacle wishes to thank N/S Payne for lending us his fine Underwood typewriter for this edition.

Got a moment?  
Then read this!

WHY IS A SHIP CALLED "SHE"?

We always call a ship a she  
And not without a reason,  
For she displays a well-shaped knee  
Regardless of the season.

She scorns the man whose heart is faint  
And doesn't show him pity,  
And like a girl she needs the paint  
To keep her looking pretty.

For love, she'll brave the ocean vast  
Be she a gig or cruiser,  
But if you fail to tie her fast  
You're almost sure to lose her.

On ships and dames we pin our hopes,  
Be fondle them and dandle them,  
And every man must know his ropes  
Or else he cannot handle them.

Be firm with her and she'll behave  
When skies are dark above you,  
And let her take a water wave  
Praise her, and she'll love you.

That's why a ship must have a mate,  
She needs a good provider,  
A good strong arm to keep her straight,  
To comfort her and guide her.

For such she'll brave the roughest gales  
And angry seas that crowd her,  
And in a brand new suit of sails  
No dame looks any prouder.

The ship is like a dame at that,  
She's feminine and swanky,  
You'll find the one that's broad and fat  
Is never mean and cranky.

Yes, ships are lady-like indeed,  
For, take them altogether,  
The ones that show a lot of speed  
Can't stand the roughest weather.

The Bivouac  
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Page 14

\* \* \*

It's all right to compliment a girl on her ankles, but not too highly.

\* \* \*

Definitions: For the benefit of those who have forgotten the meaning of some infantry drill commands, we reprint the following:

Hut...one, as in "Hut, tuh, thruh, fuh."

March... March

Harms...Arms, as in "Hoder Harms."

Prezent...Present, as in "Heir suh."

Heir suh... Here sir, as in "Prezent."

Harrite... Right, as in "harritelankharch."

Herlip,herlip,tuh,rip,fuh... Meaning unknown. Used by I/S

Allison 3/c when he is guide.

Awflescowfa... "All present and accounted for."

Two... Sorry. That was the page number of the paper from which I got this from.

If you still have trouble, read page 15 of this issue.

\* \* \* \*

A very small boy came home from his first day at school (CIN). "Ain't goin' tommorrah," he sputtered.

"And why not?" his mother asked. "Well, I can't read and I can't write, and they won't let me talk, so what's the use."

\* \* \* \*

What only other English word can be made from "CHLSTY."

See next issue.