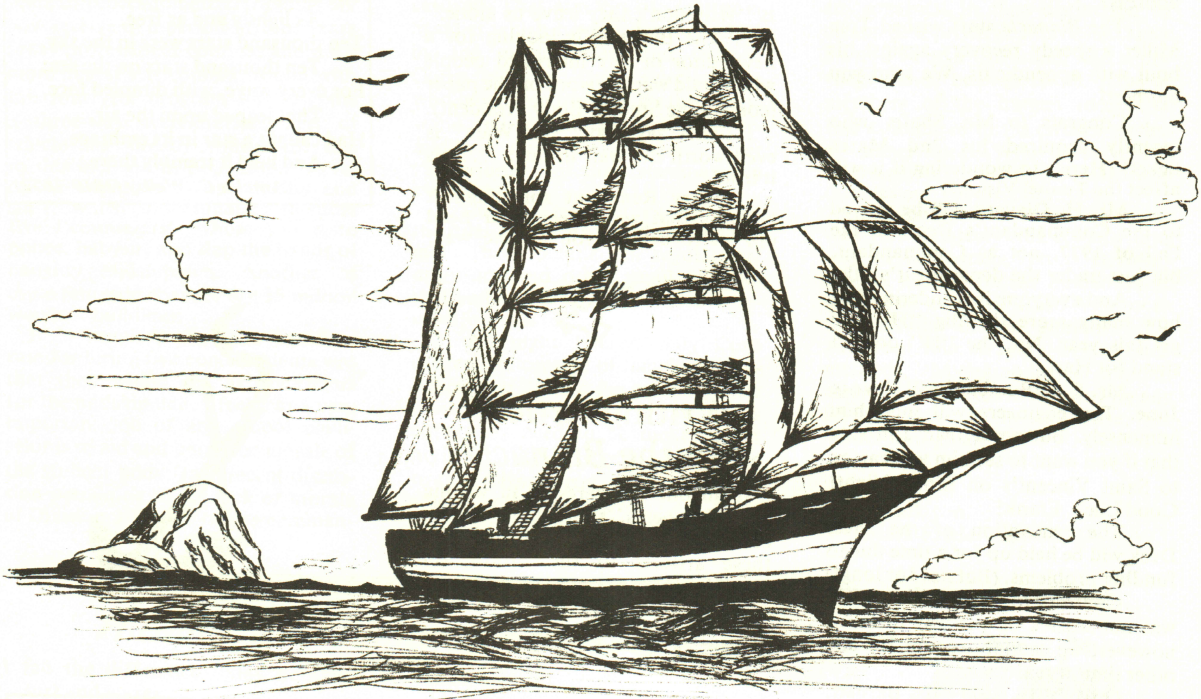
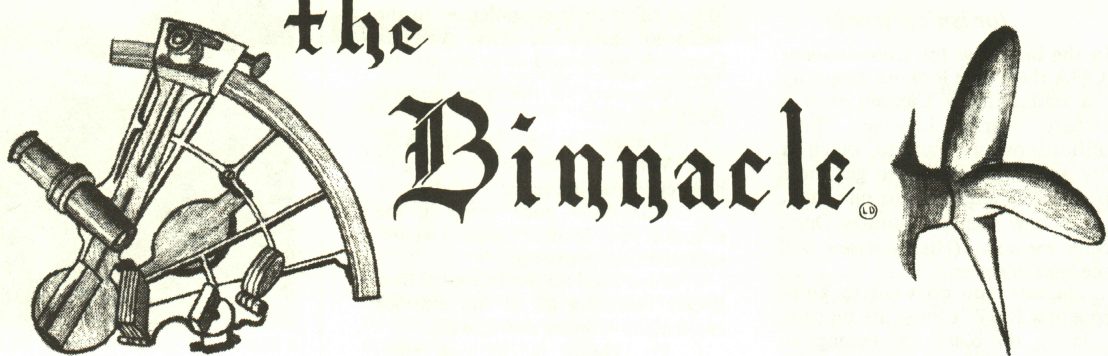


the
Binnacle.



R. Howard

“A Ship of the Sea”

The Cal Maritime *Binnacle* is a paper written *by* the students, *for* the students; long may it remain. For if ever it succumbs to administrative policies, rather than the editorial policies of the *Binnacle*, the purpose of the Cal Maritime *Binnacle* will be defeated.

Kim Estes, Editor-in-Chief, Cal Maritime *Binnacle*, 1975-1977

Scuttlebutt

(or isn't it true?) . . .

In the interview for Commandant of CMA they were looking primarily for a retired Navy Captain with a Merchant Marine License. These qualifications are not so much a rarity and it is possible to get these two qualifications all into one man.

. . . A new General Studies Dept. faculty member. (His interview will come later in paper.)

. . . In case you do want to know whose new BMW's those are on campus lately, the black one belongs to Mr. Hoffmann and the other is Mr. J. Keever's (silver-green).

. . . Congrats Mr. Frank Jump who was married awhile ago. Good Luck!

. . . L.S. where had you been in the afternoons? Moved to Napa? Whose address?

. . . The *Binnacle* staff wished Tom Miller a speedy recovery against his bout with appendicitis. We send you our best!

. . . Congrats to Mr. Shafer who recently acquired his 2nd Mates ticket! (Here's to wondering if it will affect the Tunnel Vision!)

. . . Mr. H. Diavatis will be moved to the Commandant's Dept. in the Fall of 1977, not as Commandant, but just under the department's title.

. . . And everyone is wondering just how many more the Big "H" will get this year. No, the "H" doesn't stand for Hart.

. . . Mr. F. LaBombard will leave in June. The engineers will miss him immensely. But never fear, I'm sure that if you want to see him you can go to Saint Vincent's on Bingo Night! Good Luck, Frank!

. . . The renovation of the Mess Deck will be held up for a time due to funding problems. (But not for long!)

. . . Contrary to public belief, RKM was not seasick on the way to L.A., however, we cannot account for any other time at sea!

. . . On July 16, 1977 Miss Barnett, our new Chem. teacher, will become Mrs. Sare. yes, that's right! Sare! As in Naval Science Lt. M. Sare.

. . . Thanx Dorothy (switchboard) for sorting and sending the mail to the T.S.G.B. while we were away!

. . . Best wishes were issued from the *Binnacle* staff to Dr. H. Thor who was ill. (But he's better now!)

. . . Good luck to the water polo team in the AAU Senior Men's Tournament at Diablo Valley College June 18th-19th.

The Corps of Midshipmen would like to offer their condolences to the bereaved family of Mrs. Virginia Campbell who passed away last month.

. . . Congrats to the new Student Body Officers!

. . . Thanks for the typing, A.T.
. . . Watch out for the tightening of hair regs—coming soon!

. . . Remember your voice in the school is your Student Council Representatives, so speak out!

. . . June 22nd Student Council Bar-B-Que featuring all of the outdoor excitement—dinner and movies.

. . . Mr. Haupt is the new commandant of midshipmen. (more on him after the 1st of July 1977).

. . . "Good Try" is given to the Local 000 Union of Propeller Movers. Better luck next time!

. . . The cry of the 1st Class Engineers is "Why don't they leave us alone."

. . . The *Binnacle* is looking for a new editor or any interested people who would want to work on the paper (contact the Student Body President).

. . . They say that "Star Wars" is even worth the wait in line; . . . is it true?

. . . Sorry Rene but sometimes it happens that way. Keep your head up, we're behind you all the way.



In Memory of Mike Swinstor

Twilight at Sea

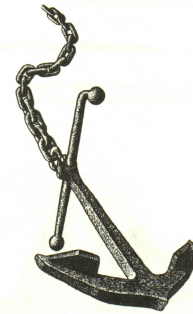
The twilight hours, like birds, flew by,
As lightly and as free,
Ten thousand stars were in the sky,
Ten thousand stars on the sea;
For every wave, with dimpled face,
That leaped upon the air,
Had caught a star in its embrace,
And held it trembly there.

Amelia C. Welby (1819-1852)



Writing Articles for the *Binnacle*

If anyone is interested in writing articles (poems, short-short stories, editorials, jokes, etc.) you may give these articles to the Editor for possible printing.



Good Luck on Final Exams Spring 1977

— *the Binnacle*

The *Binnacle* is a publication of the California Maritime Academy, Vallejo, California. The opinions expressed hereon are not necessarily those of the Corps, Administration, faculty or our staff. All newsworthy items should be submitted to the Editor.

Editor-in-Chief K. Estes
Asst. Editor E. Hodges
Asst. Editor B. Ferguson
Faculty Advisor R. Viargues
Art D. Noland

The Degradation of CMA

Speak Freely is a section of the Cal Maritime Binnacle where interested students may voice their concerns and opinions. The views expressed are not necessarily the views of the Editor, staff or the Faculty Advisor. Any rebuttals to the articles may be submitted to the Editor of the Binnacle for possible printing. —The Editor.

As of the arrival of the Class of 1978, on August 5, 1974, many amazing changes have transpired here at Kamp Keema. The first of these was the institution of the four year program. Instead of being becoming licensed officers after three years of professionalized training, we now receive in a period of four years fewer professional courses, and a lot more liberal arts courses. Along with this four year program was to come a three-way accreditation, part of which has already transpired. due to this increase in population we received additions to our faculty and staff, which unfortunately includes five "counselors" whose job is to police, babysit, and slap the hands of naughty midshipmen. Another of these fantastic changes are \$6 million worth of buildings.

It is rumored that the justification for hiring five commandants was that they would act as counselors for the midshipmen. I feel that a very important job of any school counselor is to aid and boost the morale of the student body. In a recent discussion pertaining to the lack of morale in Division 3-D, one of the comman-

dants mentioned that he wished everyone had morale as low as 3-D if they would look that pretty at formation. What means does that leave us with, by which we can maintain our morale and sanity, other than defiance? This means defiance at formation, defiance in uniforms, defiance of all petty rules and regulations which have little or no bearing on our abilities as watchstanders and eventually licensed officers in the United States Merchange Marine.

Amidst the great achievements for the Academy, and Jimmy Carter's Human Rights Campaign, there is a small minority which is quickly losing many rights and privileges it once enjoyed. That minority is California Middies which haven't been touched by the magic wand and dubbed Corps officers. These selected few who have been touched by this magic wand and transformed into "super-middies" overnight are shown their "superiority" of their classmates in many ways:

1. They are, in effect, exempt from the rules governing all other midshipmen. These include hair regulations, uniforms, and other small offenses that build up the demerits on us common folk real fast.

2. All night liberty; only Corp officers are capable of handling themselves after 2:00 in the morning. The non-officers of the First Class apparently need to be tucked in at night, while officers, by some strange phenomena are much more able to handle themselves.

3. Corps MA; there is one 1/C

(non-officer) in charge of each wing of the Residence Hall, whose duty is to see that all cleaning is done for the week. Over these MA's is a Corps MA (who does nothing). This is not only an insult to all of the "common" First Class, but indicates the laziness of the 1st Officer. When cleaning is not done, the Corps MA "takes the responsibility, but not the blame," they don't get the demerits either.

Our gracious and kind Corps Commander has given the First Class several "First Class privileges." These are not special privileges saved for First Class, but are measly ones which have been taken away from all other classes. I do not feel any greatness in class distinction by means of a privilege I have had since I was a Fourth Classman, and a privilege which belongs to all of us as members of the human race. One fine example of this is civilian clothes at dinner time. Who cares if I'm wearing khakis at my evening meal (besides our "counselors")?

In summation, I would like to say that this Academy has come a long way in four years, yet it is losing ground quickly on the humanitarian level. The words of Isaac Asimov fit the attitudes of our administration and front four so aptly, in that their methods, "having no logical content, cannot be damaged in any way by any further increase in nonsense, no matter how great."

Thank you,
Mark F. McAdams

Hawaii: Third Impression—Surf

I felt the difference today between
surf and waves.

Waves bring in the tide modestly
Or lap at shore lines haltingly.
But surf!

Surf pounds, careens, curls, pulls,
hisses, tunders, frightens, staggers
and knocks your head over ass like
a soap bubble.

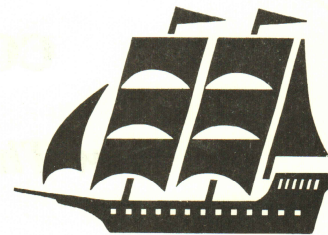
Surf comes at you on its own terms:
stinging,
slapping,
scrapping,
sucking,

sweeping,
dragging,
playing,
laughing,
making you a part of it.

Surf is the heart of the ocean
Flexing its mightiest bicep.
Capable of crushing you or caressing
you.

You leave it changed.

28 February 1976
Sunset Beach, Oahu, Hawaii
WBY



Think Metric!

Space Odyssey 1977

During the winter trimester Prof. J. Henry Glazer, Chief Counsel for NASA's AMES Center, taught a course entitled *The Law and Politics of Ocean Space*. At the end of his course he lectured to the Class of '79 on the subject of Transportation in Space, specifying the carriage of goods and persons in space or space cabotage. Prof. Glazer put forth and developed the idea that "Places such as Cal Maritime Academy are the proper institutions to train the space faring officer for this new frontier."

It is no secret that Earth is running out of resources quickly and those we have are becoming harder to reach, while pollution and population are rising and the ecology goes down. The result does not look good unless some new methods of meeting the world's needs are found; and we may find ourselves back to wooden ships and canvas. Propulsion plants, Prof. Glazer believes the answer is in space, on the planets, and asteroids and development has turned to this area.

The process of space settlement began with Sky Lab and continued with the Apollo-Soyuz Link up. Now the space shuttle is being tested and rather supports the fact that we are in space to stay.

Why will we go into space? The reasons are many, among them energy. There is unlimited solar power available 24 hours a day unimpeded by the Earth's atmosphere. There are minerals and raw materials in the planets and the asteroid belt. Also, there is room to grow food on hydroponic gardens, manufacture goods in orbiting factories, and to live and

expand with all the challenges of a new frontier.

What is proposed is not ferrying raw materials to Earth (it costs too much to fight gravities), rather it will be the set up of ports and habitats on space to refine, process, and manufacture the things humanity needs. Just how will these raw materials arrive at the processing centers? It will have to be shipped. Now enters the topic of Space Cabotage.

Loosely defined, space cabotage means navigation between points in space, including those on or above celestial bodies other than the Earth, by spacecraft *neither designed nor intended for passage through terrestrial air space*. In other words one flies or pilots the space shuttle but navigates as space tug or freighter.

At first, it seems far fetched but where you search for something resembling a large bulk carrying space vessel, the closest analogy on earth is a ship like the freighter or super-tanker.

Of all fields on earth the merchant marine is the one with the closest ties to this new proposed field; anyone capable of loading, navigating and handling a large ship for long isolated periods should have little trouble acquiring or refining the skills necessary to run a space freighter. There are many more similarities between space and the sea than space and aircraft which require motion and lift to stay aloft.

To point out some similarities one need only to look at comparable living conditions, length of trips, watch standing, celestial and electronic

navigation, and the systems of International Law which applies to the high seas and outer space. In our capitalistic society, free enterprise can be counted on to step in if a profit is to be made. What other business could compete with the resources, knowledge and experience of the merchant marine in transporting large cargo in vessels through international areas?

Just as a kicker, it should be mentioned that it is possible to sail in space using what is termed the Solar Wind, and as we all know Air Force types make "lousy" sailors.

Just what does this mean to the midshipmen at CMA? Well it could mean nothing at all if you do not lift your sights and look forward in time. To those who recognize the possibilities it is a chance to grow with what could be the biggest new field yet. You are cordially invited to a ground floor seat on the next frontier and a chance to be part and parcel of mankind's next step, if you can overcome wornout Space Cadet Jokes and a cynical attitude towards Vulcans, there may be room left for you too!

The Proposal: That the interested midshipmen meet and formulate plans for lectures, seminars, and possibly courses dealing with the new regime in space. Prof. Glazer has expressed specific interest in such a group operating at Cal Maritime (possibly the first in the nation) and could certainly be counted on for advice and information, if not more. Further information, possibly sign up list and petitions will be forth coming. With the idea that nothing ventured nothing gained, the possibilities are wide open. Remember, "It'll never fly Orville, better get a horse."

M. McDermott, '79

CONGRATULATIONS
to the
new Third Assistant Engineer and
Third Mates.
The Binnacle

Who's Who at CMA

In the interest of better teacher-student relationship, the *Binnacle* will be interviewing teachers and staff as they enter (or leave) the CMA family. The two people of interest this issue are Steve Hoffmann (eng.) and Brian Law (Deck). The interviews are as follows:

Steve Hoffmann was raised in Oakdale and attended Modesto Junior College for a time after high school. He was headed towards engineering but at the time did not know which field—mechanical or civil. Some friends of his were at CMA and after talking to them he decided to give it a try! (At that particular time I wonder if he realized what the future would hold.)

He made it through with his graduating class of 45 engineers in 1968 (the last year engineers could go straight into the union). Upon graduation he went to work for P.F.E.L. for about 8 months, and at the end of that period of time he sought another job.

He then went to work for Sea-Land and there he remained until recently. He has sailed for Sea-Land for 8 years and acquired his Chief Engineer's License in 1975.

In the meantime, between voyages with Sea-Land, he went to Cal Poly, San Luis Obispo during his vacation time. He acquired a B.S. in engineering while attending. He wanted to break from Sea-Land and decided CMA was the way to go. As of the present he has no regrets about coming back to CMA to teach.

Mr. Hoffmann's present view of CMA is that it is generally a better place due to the changes in the structure. "The four-year program and the new buildings are advantages for the modern day cadet," Mr. Hoffmann says. During his days at CMA he could not validate any classes for which he had received credit at Modesto Junior College. He considered the waste of time to be a drawback in those days.

When asked about his feelings concerning regimentation, he says that if this type of regimentation will produce an officer who is responsible, then he is for it, but if it is here to baby an individual then it isn't worth it!

His hobbies include water-skiing and snow-skiing but he has had very little time for these things lately. Environmental projects also interest

Speak Freely

Why Is There A Mastboard?

Is the purpose of mastboard to honestly judge the meaning of demerits or accusations made by Commandants and upper-class midshipmen?

Theoretically, it is supposed to be this way. But why have the reins been tightened by the Front Four? Are they afraid that the "privilege" of the midshipmen running their mastboard will be taken away? No, to the second question because there is no "privilege" as far as the mastboard is concerned.

The normal midshipman, who has very little knowledge of the mast-

him and his senior project concerned Solar Water Collectors for a house.

As of now, he is living in Pinole and is planning on taking classes at Cal Berkeley in the Naval Architecture Department. His locale in Pinole is the spot to commute from both spots, CMA and Cal.

His long range personal plans are for personal development. He has been offered a permanent Chief Engineer's job on one of Sea-Land's newest vessel. If CMA will benefit his plans, as far as personal development is concerned, then CMA will be the prime spot in his life, but if CMA is going to restrain his plans then he'll probably move on.

His final comment was on the four-year program and he mentioned that the people in the industry wonder if the four-year program has changed the style of cadet coming out of the Academy. There are negative thinkers in the industry that speculate the cadet may lack the valuable aspect of practical training. The solution to the problem could be to add another set of courses or perhaps another year of schooling—but he agreed that the cost would be astronomical!

Thank you Mr. Hoffmann for the time and information.

Brian Law graduated from Vacaville High School and then went on to U.C.D. between the year of 1964-65 while waiting for his acceptance into King's Point (1965-69). In 1969, upon graduation, he went to work for Chevron Oil. He joined M.M.&P. (of which he is still an active member) and continued to sail with Chevron for 3 years. He then attended a law school in Sacramento, sailing during

board system, enters his plea to the mastboard and gets the plea thrown back in his face. The Commandants are usually *right* and the midshipman is more than likely *wrong*.

The mastboard must be aware that they are dealing with people who can be right or wrong. Just because they are commandants doesn't mean they are totally justified on throwing out report sheets left and right to the midshipmen (and making them stick!). On the other hand, the midshipman can be wrong also, and it will take a *very wise judiciary committee* to formulate the outcome.

the interim. In 1975 he graduated from the law school; he took and passed the bar exam and became a General Law Practitioner.

When asked why he switched jobs from the law profession to CMA, he said, "It is more lucrative, enjoyable, and stable." He also stated that he liked the teaching aspect and that he has no regrets about the changing of jobs.

Mr. Law said that in the older systems, discipline was absolutely necessary in the schooling process. However, he says that due to modernization he liked the fact that less discipline has to be used. "There is such a thing as the motivated student."

As for spare time and hobbies, Mr. Law enjoys surfing. Reading is also there as a hobby if the waves aren't breaking.

When asked about future plans, he said the CMA is the place he wants to be. Mr. Law seems to be very involved in the LNG and tanker courses here. He was pretty proud to state that the Coast Guard is going to be monitoring those courses for approval. Hopefully, we are in the forefront in the field of trying to get the Coast Guard approved for courses of this nature.

Thank you Mr. Law for sharing your time with the *Binnacle*.

CONSERVE WATER


CALIFORNIA MARITIME ACADEMY

Spring 1977 Final Exam Schedule

Course		Instructor	Date	Time	Place
D-108	Navigation	Newton	5 July 77	0810-1200	Rm 202
D-116	Cargo	Seiler	5 July 77	1410-1700	Rm 202
D-202	Navigation	Keever	5 July 77	0810-1000	Rm 102
D-210	Naval Architecture	Wise	7 July 77	0810-1100	Auditorium (back)
D-232	Accounting I	Shafer	5 July 77	1900-2100	Rm 102
D-240	Industrial Rel.	Bourke	6 July 77	0810-0900	Rm 102
D-250	International Bus.	R.J. Miller	6 July 77	0910-1100	Rm 102
D-304	Maritime Law	R.G. Craig	5 July 77	1010-1200	Auditorium
D-310	Transp. Mgmt. II	Law	6 July 77	1410-1700	Auditorium (back)
D-318	LNG	Law	5 July 77	1310-1700	Rm 110
D-205	Management	Shafer	5 July 77	0810-1000	Rm 110
E-204	AC Elect.	Thor	7 July 77	0810-1100	Auditorium
E-209	Pollution	Bruhn	5 July 77	0810-1000	Rm 305
E-230	Statics	Hoffmann	7 July 77	0810-1000	Rm 305
E-250	Nuclear Tech.	Hart	7 July 77	1410-1700	Rm 305
E-261	Instrumentation	Hart	8 July 77	0810-1100	Rm 305
E-303	Diesels	Behm	5 July 77	1410-1700	Rm 305
E-306	Naval Architecture	Wise	6 July 77	1410-1700	Rm 110
G-106	Trigonometry	G. Parks, Barnett, Hayler	6 July 77	1410-1700	Auditorium
G-107	Chemistry	Barnett	7 July 77	0810-1000	Auditorium
G-119	Computer Science	Alexander	8 July 77	1410-1700	Auditorium
G-125	Political Science	Viargues	7 July 77	1110-1300	Auditorium
G-141	Economics	R.K. Miller	5 July 77	0810-1000	Rm 110
G-205	Physics I	Thor	5 July 77	0810-1000	Auditorium
G-206	Physics II	G. Parks	7 July 77	1410-1700	Auditorium
G-210	Calculus I	G. Parks	8 July 77	0810-1100	Auditorium
G-211	Calculus II	Alexander	5 July 77	1410-1700	Auditorium
G-245	Economic Geog.	R.G. Craig	6 July 77	1410-1600	Rm 102
G-307	Ships' Medicine	Dr. John Miller	7 July 77	1900-2100	Rm 110
NS-101	Naval Org. & Mgmt.	Sare	8 July 77	1110-1300	Auditorium
NS-201	Naval Ops. (Deck)	Arnold	7 July 77	0810-1100	Rm 202
NS-201	Naval Ops. (Eng.)	Arnold	5 July 77	1010-1300	Rm 102

CMA Goes Transpac '77

The midshipmen of Cal Maritime are challenging the seamanship skills of the West Coast yachting world by entering the 1977 Transpac Race.

This bi-annual event is the longest yacht race in the world, covering some 2230 nautical miles of open ocean between Los Angeles and

Honolulu.

The "Rubber Duck" will be skippered and navigated by midshipmen. It will leave the West Coast on July 2nd and will be at sea for 10-13 days. The Transpac Committee says, "We are proud of our Academy, our midshipmen, and our seamanship. The Transpac Race is widely publi-

cized and our entry will give us the opportunity to display the skills taught at the Academy."

Donations may be made to support the Transpac Sailing Race by writing: Cal Maritime Transpac Committee: c/o John Keever, P.O. Box 1392, Vallejo, Ca. 94590.