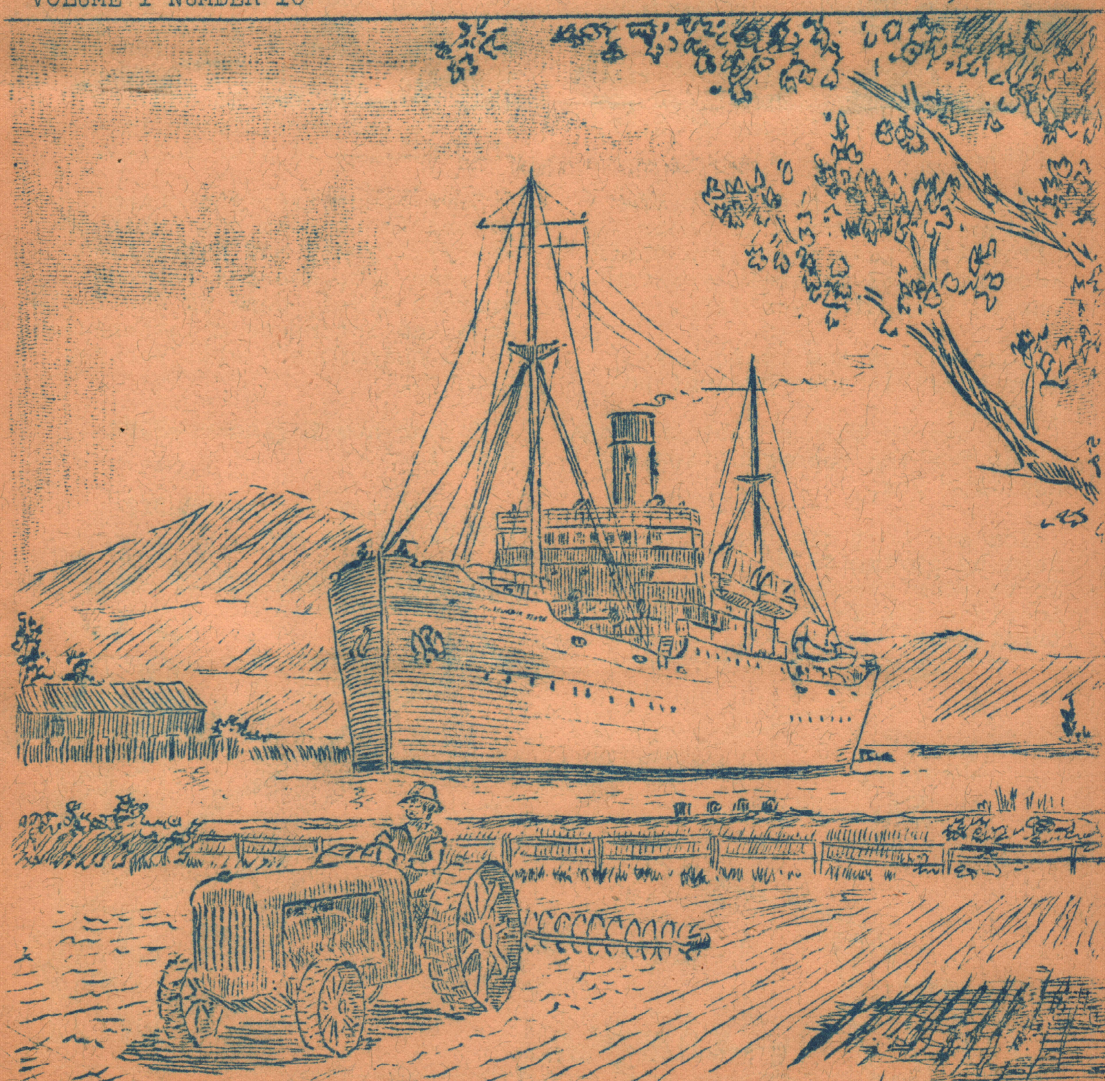


The Binnacle

MONTHLY PUBLICATION OF THE CALIFORNIA MARITIME ACADEMY

VOLUME I NUMBER 10

MAY 1941



C.T.S. CALIFORNIA STATE
Enroute to STOCKTON, CALIF.

R.L.A.

SALUTE AND FAREWELL

Certified officers of America's Merchant Marine; Ensigns of the United States Naval Reserve; Bachelors of Science, you men of the Class of 1941, California Maritime Academy, step forth to take your places on the high bridges of America's ships and at the throttles of her ship's engines.

Your boyhood days are over.

You are leaders of men in a world demanding leadership.

Three years of hard work and of harder study have fitted you for your new positions of heavy trust.

Your officers have been efficient and devoted in their efforts to pass on to you their knowledge and to train you for the battles of a sea life.

Your nation and state have made possible your present positions.

You owe to both a debt of gratitude for the opportunities now awaiting you.

You can best discharge this debt by giving to Nation and to State your steady devotion to American ideals and to California traditions.

And our country needs such devotion of her sons.

They have never failed her.

We feel that you will not now be found wanting; that you will rise to meet danger or emergency with a cool and disciplined skill. We, who know you, are very sure of that.

But it is not enough to die for your country. If America and the American system is to continue you must live for your country. And this is harder, this patient, day in and day out, dogged persistence in faithfulness to your duties.

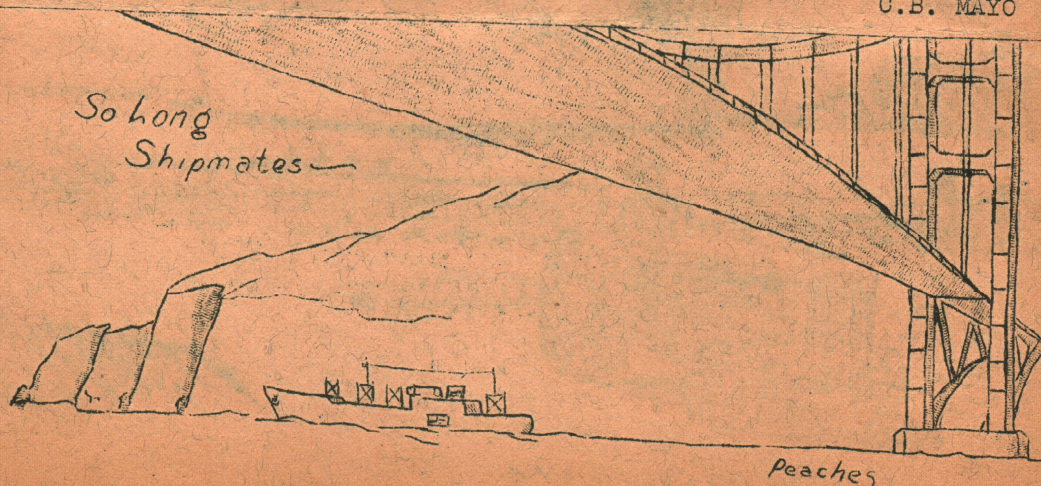
Hard study, (for you cannot afford to abandon the habit of study) loyalty and enthusiasm in your job, decency in your private lives, care of the feelings and interests of others as "good shipmates", will see you through.

To our new Engineers-FOUR BELLS!

To our new Mates-STEADY! STEADY AS YOU GO!

SO LONG, SHIPMATES OF 1941.

C.B. MAYO



THE BINNACLE WATCH

Editor-in-chief
R.W. Dasso

Faculty Advisor
E.L. Robberson

"Salute and Farewell"
Claude B. Mayo

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B.C. Welch
M.N. Quinn
C.E. Pyle
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J.E. Gates
N.B. Martin
J.L. Zenor
H.L. Oldfield

This publication is conceived and printed by and for the Cadet Corps of the California Maritime Academy on board the C.T.S. California State. Ten cents per copy. Subscriptions one dollar per year. Mail checks or money orders to: Editor, The BINNACLE, California Maritime Academy, 515 Van Ness, San Francisco, California.

WHERE, OH WHERE 3 HAS THE FIRST CLASS GONE?

After three years of report masts, rigid inspections, wholesome and abundant food, liberty restrictions, pleasure cruising, bunking in a cargo hold, cleaning stations, and nautical education etc., the members of the class of '41 are finally receiving their reward. The three years are over and at last comes the pay-off. The following gives you an idea of the plans and also the jobs that the present first class have obtained.

Anderson, Carter, Shaffer, and Clayton-deckhands

"Rastus", "Oomlout", Ken and "The Little Skipper" are planning to enter the U.S. Navy as ensigns on minelayers.

J.A. Cronin-engineer

"Arty" has obtained a job as 3rd Ass't Engineer on a British ship sailing for the Orient from Vancouver, B.C.

H. Doell, R. Wimer, E. Singman, -engineers

Harry, "Fine Nozzle", and "Goop" were one of the first ones to ship out and as a result, are now on their way to the Far East as Jr. Engineers on the M.S. American Manufacturer of the American Pioneer Line.

R. Donaldson, and K. Morrison-deckhands

"Whitie" and "Snakes" are looking forward to sailing out with a Canadian teamship co.

R. Elden-engineer

While the American President Liner, S.S. President Garfield, was in port last week, "Rod" was signed on as Jr. 3rd Engineer for the "Round the World" run.

L. Erickson and R.L. Peck-engineers

"Eric" and "Nobby" are on the "Pres. Cleveland" and the "Pres

(FIRST CLASS, Cont'd)

Taft", respectively, as Jr. 3ds for the American President Lines. and are now on their way 'round the world.

Z. Gwartney-deckhand

"Dutch" shipped out with American-Hawaiian. He is on the S.S. Pennsylvanian as fourth mate.

L. Heller-engineer

Our own "Sam" has joined the Grace Line's new ship "Flying Cloud" as Jr. Engineer on that dream run from San Francisco to Valparaiso, Chile.

J. Jensen-deckhand

"Jennie" is placing his "chips" with the Matson Steamship Co. and is waiting for a job with that company.

E. Kettenhofen-deckhand

"Jowles", of course, is with his first love, Matson Navigation Co. He is now on the luxury liner, S.S. Monterey, as a junior officer.

H. Kubal, W. Russon, and O. Rutherford-engineers

These graduates have obtained jobs as Jr. 3rds on the luxury liners of the Matson fleet.

"Howie" is on the S.S. Lurline, "Bill" is on the Monterey, and "Ozzie" is on the Matsonia.

M. Locke, J. O'Donnell, J. Schwab and E. Wells-engineers

"Grant" and Mike are at the famous Newport News Shipbuilding and Dry Dock Co.'s shipyards as inspectors for Matson and will go out as Jr. 3rds on the new Matson ships that are being finished there.

"Joe" and "Rattleshake" have the same positions with Matson but they are at the Federal Shipbuilding Yards in Kearny, N.J.

N. Main-deckhand

"Nat" is sailing with the American-Hawaiian S.S. Co. He is a junior officer on the "Alabaman".

R. Murry-deckhand

"Dick" signed on the U.S.A.T. Grant as quartermaster. He is sailing on the Manila to New York run.

B. Ross-engineer

"Barney" is waiting for a position on a coastwise freighter or a "steam schooner".

W. Prada-deckhand

Warren has just signed on the S.S. Columbian of the American-Hawaiian Steamship Co. as a cadet officer.

Due to the fact that most of the first class are taking their exams for licenses it has been impossible for us to contact all of them and make a complete list, but it is anticipated that everyone of the graduating class will have a place to put his seabag before graduation.

S.J.S. & L.M.

* * *



HOW WOULD YOU LIKE TO GO TO WORK
FOR MY COMPANY TOMORROW AT
\$200. PER MONTH, ON A NEW SHIP?

PEACHES

It is May again and C.M.A., a little ahead of the other colleges and universities in the country, hands its degrees to the 38 first classmen who have completed their maritime education and are ready to take their places on board the ships of the American Merchant Marine. Did we say ready? As a matter of fact they are already out on their own. Yes, they have taken their examinations for their respective licenses and a good 75% have secured jobs and are at sea at this moment. It seems the demand is exceeding the supply. Due to the current boom in shipbuilding many of the engineers, who have been going to sea have obtained places in the shipyards, leaving many positions open for young engineers. Into these jobs have stepped the engineering class of 1941. On the deck side many of the merchant officers have gone into the Navy on active duty, leaving openings for the deck members of this class. This is a successful year for the graduates of the California Maritime Academy.

As a member of the succeeding first class, and speaking for the whole class of '42, may I offer our congratulations to the class of '41 upon their good fortune, and wish them luck and success in their venture into the outside world. I am sure this wish is unnecessary as they have already proved their capabilities and prowess and there is no reason in the world why they should not succeed.

The Editor

Mr. E.L. Robberson
Faculty Advisor,
The Binnacle.

Dear Sir,

The time has come when it becomes necessary for each cadet of the graduating Class of 1941 to resign from his particular duties and positions. It is with a sincere feeling of regret that I must tender my resignation as Editor-in-Chief of the monthly publication of this Academy, THE BINNACLE.

However, upon doing so, I first wish to tell you of the gratitude I have always felt towards you for your interest, cooperation, and more expert advice. Had you not given so readily and unselfishly your assistance and personal time in our interests I can truthfully say the Binnacle would have foundered long ago.

The entire BINNACLE staff and Cadet Corps should be commended and heartily thanked for all they have done. The editing of the paper has been made a more pleasant and worthwhile task because of their hard work and enthusiasm. Let us hope that this fine spirit will continue in time to come.

Last, but not least, the encouraging and helping letters of commendation and monetary assistance of the many readers of the Binnacle and its advertisers should not go unmentioned. Such backing and interest from outside the Academy is what makes the Binnacle Staff feel that their sincere efforts are not being wasted.

In closing I would like to recommend the Associate Editor, Mr. Robert Dasso to the position

(Editor's Page Con't)
of Editor-in-Chief. In the past year he has gained the experience necessary for the job. Such experience coupled with his real enthusiasm and interest has done much to lessen the loads many times on the shoulders of the retiring Editor.

Respectfully,

E.N. Kettenhofen.

* * *

Mr. E.L. Robberson
Faculty Advisor,
The Binnacle.

Mr. Robberson:

I hereby accept Mr. Kettenhofen's offer to take over the Editorship of THE BINNACLE. May I in turn congratulate him for his successful efforts in producing and keeping alive our little paper during its early months of existence.

My only hope is, that I shall be able to, if nothing more, keep up the standards which he has set.

Respectfully,
R.W. Dasso

* * *

Mr. Ernest Kettenhofen
Junior Third Mate
S.S. MONTEREY
San Francisco, Calif.

Dear "Kett":

We are sorry to lose such a darned good Editor and such a genuinely good shipmate. But, on the other hand, it makes us happy to know that your three cruises on the schoolship have put you where you would most like to be.

Your associate editor, Robert Dasso, has been appointed to shuffle around in the boots you left vacant.

We are not counting you as "resigned", but as retired, and we hope that you, with the rest of the Class of 1941, will find time to write again.

As a token of appreciation you have been put on the life subscription list, so let us know if your permanent address changes to Kalakaua Avenue.

Sincerely,
E.L. Robberson
Faculty Advisor

FIRST CLASSMEN WIN AWARDS

Each year at graduation time outstanding members of the first class are given awards in recognition for their services in this Academy. On graduation night, 5 May, these awards will be given to the following cadets:

To the deck cadet who stood first during his First Class cruise, J.N. Jensen, will go a fine pair of binoculars.

To the engineering cadet who stood first during his First Class cruise, L.H. Erickson, will go a \$50 engineer's drawing set.

For contributing most to the welfare of the Cadet Corps, E.N. Kettenhofen will receive a handsome leather traveling bag.

Raymond I. Clayton and R.M. Elden, outstanding in the U.S. Merchant Marine Reserve, will each receive medals awarded by the Army and Navy Club of San Francisco.

Our congratulations go out to these cadets. They are well deserving of the honors bestowed upon them.
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R.W.D.

Citizens of Sacramento were astonished recently to see three large Greyhound buses draw up at one of their downtown intersections and disgorge nearly a hundred brass buttoned sailors into their midst. The occasion was the second trip of the Cadet Corps of the California Maritime Academy to our State Capitol, where a bill for the construction of their new school and base is pending.

An even larger crowd was attracted when the Cadets formed in a company front on the capitol grounds for an inspection and an address of welcome by Governor Olson. The Governor expressed his warm regards for the school, commented on the fine appearances of the cadets, and made the statement that strong backing would be given the Academy, especially now that its graduates are becoming even more indispensable for the Merchant Marine and National Defense. Following this ceremony, the group gathered in the gallery of the state Assembly to witness the afternoon session.

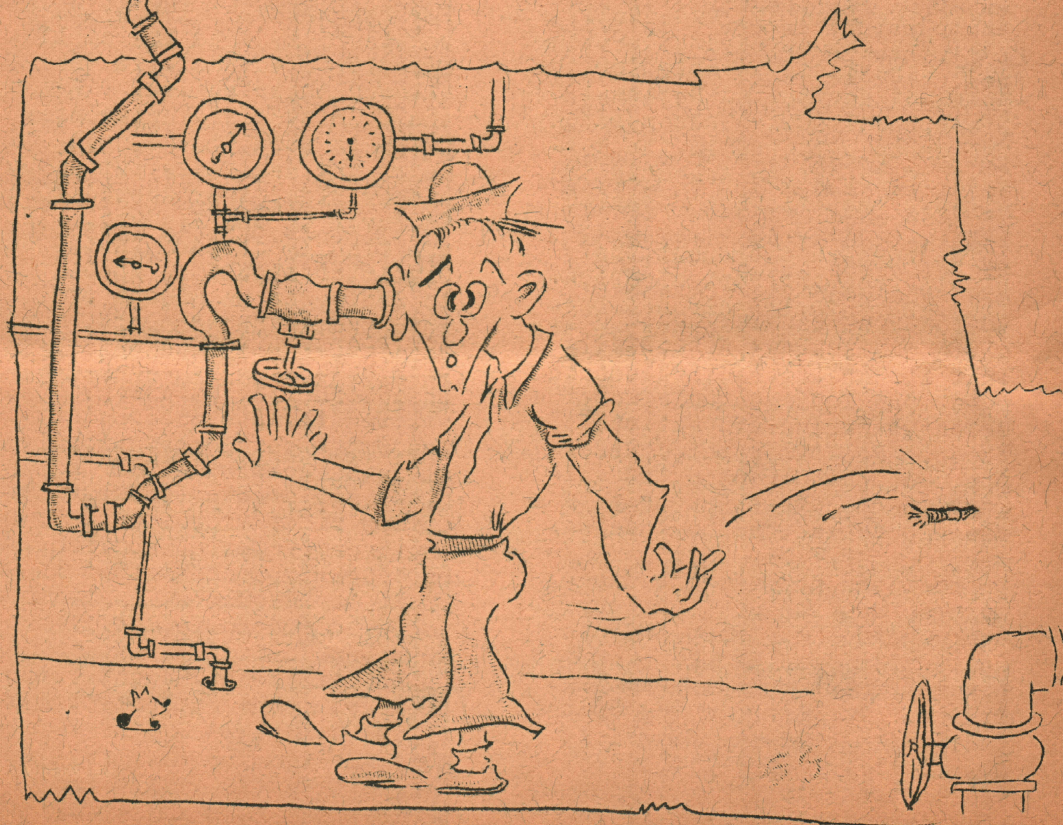
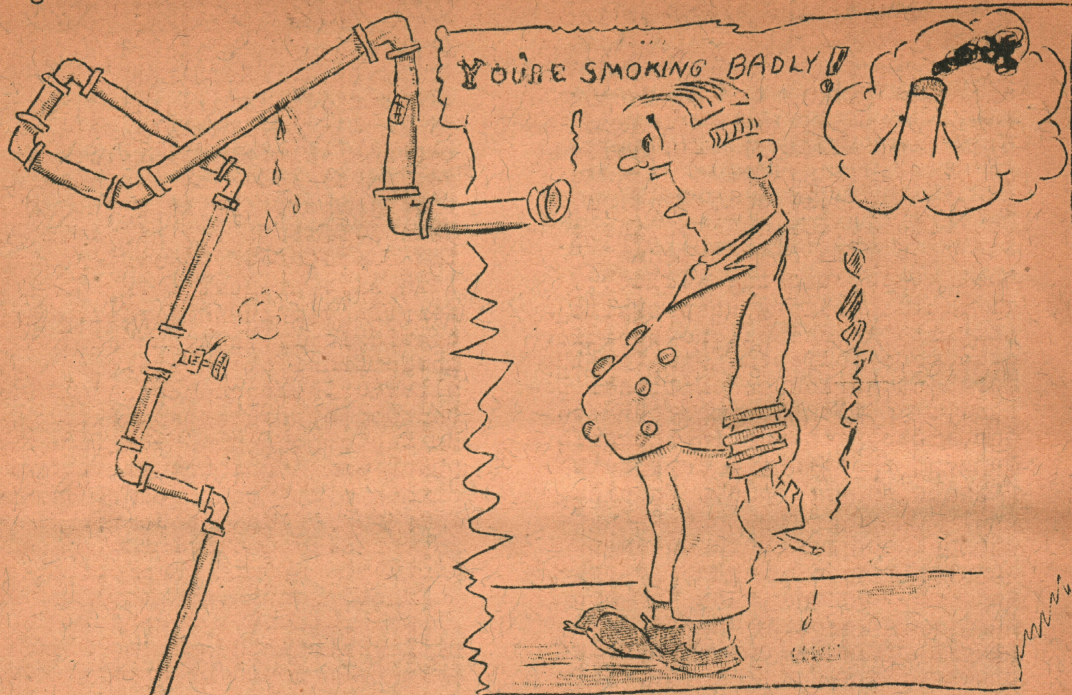
The buses had brought the cadets from the Port of Stockton, where their ship had been docked for some ten days as the finale of her annual training cruise. The trip to the State Capitol was made with a view towards bringing a little reality and personal interest into the bill, now in the hands of the Assembly; the bill which will provide enough money to build the California Maritime Academy a new home at Morrow Cove near Vallejo. While the larger part of this group returned to the C.T.S. California State late in

the afternoon, about twenty of the cadets remained for a hearing of the Ways and Means Committee to be held that evening, with a view towards settling the exact amount of money to be asked for in the bill. A picnic supper had been provided but a suspicion as to just how long it would last seemed to prevail, for a final vote resulted in a "mess gear" at three o'clock in the afternoon, followed by a general survey of the town, its shows and malt shops.

Eight o'clock in the evening found the Academy's representation including Captain Mayo and several of the officers, in the chambers of the Ways and Means Committee. Mr. Fouke of the Board of Governors and Captain Mayo presented the plans for the new school base very convincingly, and the small opposition to the bill was allowed their chance. Although the Committee was apparently having a good time tearing apart any arguments put up by either side, they seemed to be in favor of the Academy. It was finally decided that a Subcommittee should be appointed to decide on an amount of money which would be adequate, and still within the amount which they felt could be appropriated by the State.

If the Cadets rolled into their bunks at a late hour with a little bewildered wondering at the workings of our legislative bodies, they were at least convinced of a strong backing by many friends and a certainty that the California Maritime Academy is going to grow tremendously both in importance and in size.

L.M.M.



To those who are interested in the sea, the study of nautical terms and words is exceedingly interesting. Even on the newest of ships one finds the same old words and expressions in use, even though they have long since lost their original meaning.

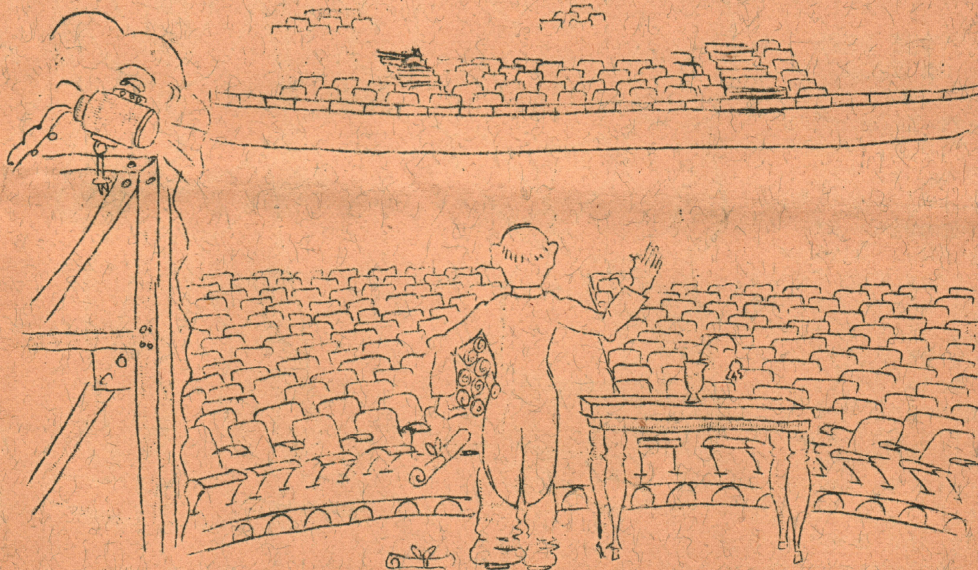
The word "ship" itself has come down from the very oldest days of the English language. It is found in one of its earliest forms in the eighth century epic poem "Beowulf", in the form of "skip". The words "skipper" and "skiff" are both derived from this early form of "ship".

The words, "port" and "starboard" are even older, and deserve special consideration because of their widespread use. When a steering oar was first put over the side it was placed on the right side because most men are right handed. Thus, this side of the ship became known as the steering board or

steering side. This practice was discontinued with the advent of the 'midships rudder, but the term is still used. The other, and more important side was known as the larboard or loading side until recently, when the term was abandoned to avoid confusing it with starboard. The word "port", which had long been used to denote the side used for coming against a dock and which had a large loading port, was officially adopted in 1840.

In closing, there is the word "BINNACLE". Roman vessels had a small shelter structure for the helmsman which was called the "habituaculum" (little dwelling). In Spanish it was changed to "biticula", and meant "a frame of timber in the steerage where the compass is placed." In Old English, it is "bittacle" with its present meaning. There is no truth in the rumor that it is derived from an old English corn bin.

H.L.O.



GAD! EVEN THE AUDIENCE MUST HAVE JOBS!

10 NATIONAL MARITIME DAY

May 22, 1941, marks the ninth celebration of NATIONAL MARITIME DAY. On that date in 1819 the "Savannah" made the first successful transoceanic voyage under steam propulsion. This marked the beginning of a great change in ocean transportation, and is perpetuated in the celebration throughout the country on that date.

The purpose of celebrating this day is to bring to the attention of the public the importance of their Merchant Marine and Maritime Industries. Today this is more important than ever before. The accomplishments of American Shipping in the last few years are justly deserving of your utmost consideration and support.

J.L.Z.

MOVIES SEEN ON VEGA

Last Wednesday the U.S.S. Vega tied up to the dock adjacent to our mooring at Pier 54. During her stay the Cadet Corps has been her guest at the movies shown nightly on her main deck. "Submarine D-1", "Little Old New York", "Mexican Spitfire", "Snow White", and "Judge Hardy and Son" are the pictures seen and enjoyed by the cadets.

Our sincerest thanks go to the officers and crew of the Vega for their kind hospitality.

J.L.Z.

JOE ROBERTS AND CO.

UNIFORM CLOTHING

Caps and Equipment

88 Townsend St.

Phone Douglass 1706



... I'M STILL WAITIN FER ACTION!

..Rumor has it that R.C. Wilson that handsome Cadet Commander-to-be (??), had something to do with the announcement that a certain beautiful young lady had broken her engagement. It seems that Wilson knew of the broken engagement before her brother, Freddie, did...

..Can it be that "Navy" Paul Mead, prominent third classman, has some idea of occupying the lower bunk in the Cadet Commander's room? Only yesterday he was seen tearing the stripes off of Jensen's blues while painting the room at the same time...

..At that sporty shindig, given by the Stockton Chamber of Commerce, who was that handsome officer, sporting two gold stripes, shaking a mean foot in the Conga number? An interested chaperone was heard to remark, "Why that man is running on his knees!"

Remnant of the cruise:

..During the warm part of our journey to South America, young George Sattler was heard to remark to "Nose" Tourtillote that it would be only a few days before said "Nose" would be carried out of the engine room. But, alas', poor George was the

unlucky one to be carried out. Today there remains very little of George but bones after that fateful journey, but with the help of Mother Magnesia, George is slowly beginning to look like himself again...

..That enthusiastic Irish member of the fourth class was seen sporting a beautiful young gal from the College of the Homely Dames (beg pardon) Holy Names last Saturday in the quietude of Oakland. Although quite a girl, Joe, shall we wait until she is old enough to leave the bottle alone? My, my, what am I saying?...

..Beware! The beast of Belvedere is again on the prowl..

..After the recent Santa Barbara dance there seemed to be quite a commotion at the dock. This skirmish can be readily attributed to those two girl killers of the first class, "Oomlout" Carter and Johnny Cleborne. After hiring a taxi to take their respective girls home, they ran to catch the boat. Upon finding that they could catch the next boat, they beat a mean track back to the waiting taxi. At the rate of ten cents per kiss (by taxi meter) they had quite a time. How about it, kids?...

..It has just reached this writer's ears that the pudgy porker, Mike Quinn, of the third class tacked a new handle on his name at Santa Barbara. Young Michael was bidding a tender farewell when the impulse to kiss her became too great. This impulse was carried out with quite a show of manliness. Upon cessation of such activity the young lady remarked, "My, how strong you are, Michael!"

Beating on his chest with both hands, Mike answered, "I'm known as 'Little Tarzan'!"...

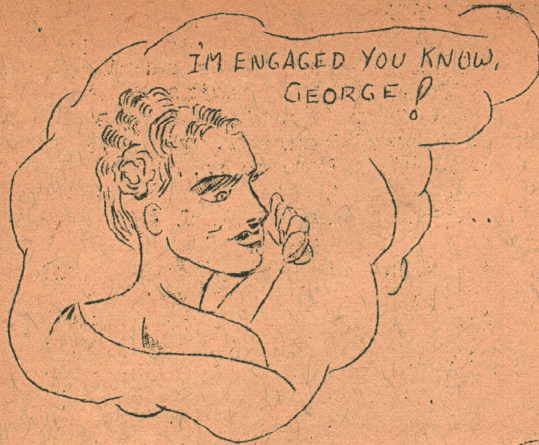
J.B.G.

1282-1284 MARKET ST. MARKET 4568-4569



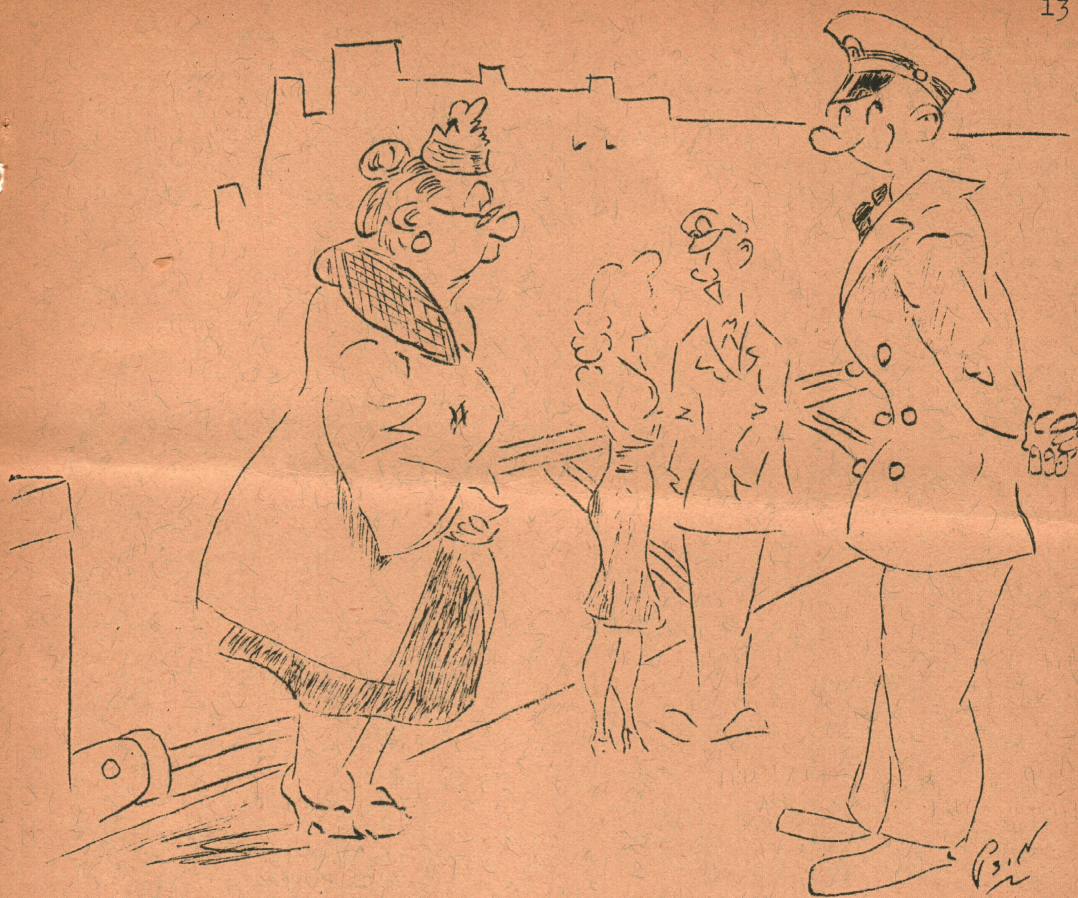
AMATEUR-PARTS-SETS

SHORT WAVE PUBLIC ADDRESS



DATE?





"I'M FROM THE W.C.T.U. ... WHO IS THIS
BEAST OF BELVEDERE?"

CADETS PARTICIPATE IN SAILING RACE

After a week of preparation the sailing crew left the California State Sunday morning to participate in a Sea Scout sailing race. Sunday was the opening of the yachting season and our boat joined the three hundred others on the Bay that day.

Upon arriving at the Gashouse Cove we ate our picnic lunch and then received instructions concerning the course, etc. The race began at 1:30 and we cross-

ed the starting line a minute later. Fourth boat to start, we rounded the first buoy at Fort Point, second. On the second leg we gained considerably on the leading boat. We passed "52", our old rival, on this leg by running "wing and wing". We followed the leading boat around the Angel Island buoy very closely, only to have them draw away from us on the final leg. The last leg of the race proved the most exciting, due to

14(SAILING RACE, Cont'd)
the stiff breeze against the
outgoing tide.

We crossed the line at the St. Francis Yacht Club second in our class, but third in elapsed time, due to a five minute handicap given us because of our large sail area.

The sail itself, though rather wet, was very exciting. The Sea Scouts were excellent sports and we are looking forward to another sail with them.

The boat was ably commanded by Jim Kehlor. Other members of the crew were: Bob Welch, Mike Quinn, Ramon Aker, Laddie Moairs, and Seth Hargrave.

B.C.W. & M.N.Q.

* * *

CADETS DANCE IN STOCKTON

In the last fleeting moments of our stay in Stockton, a super formal dance was given the cadets of this institution.

There had been wild rumors of various affairs being held for the cadets, but not until midway through our enjoyable visit to the inland port did any of these rumors terminate in the real thing.

An addition to the wonderful hospitality shown us was this unrivaled event.

On Wednesday afternoon, April 16, anyone peering into the cozy sanctuary of the Cadet Corps could see that they were preparing themselves to the utmost (shave, shine, shampoos, showers) in order that they might please the fair belles of that city at the dance. At 8:00 P.M. sharp two city buses showed up at the ship and transported the cadets to the ballroom. A troupe

of Sea Scouts, lending a hand with the details, produced a more than nautical atmosphere to the occasion. The fair ones soon arrived and before you could bat an eye, our young gentlemen and the aforementioned personages were tripping the light fantastic.

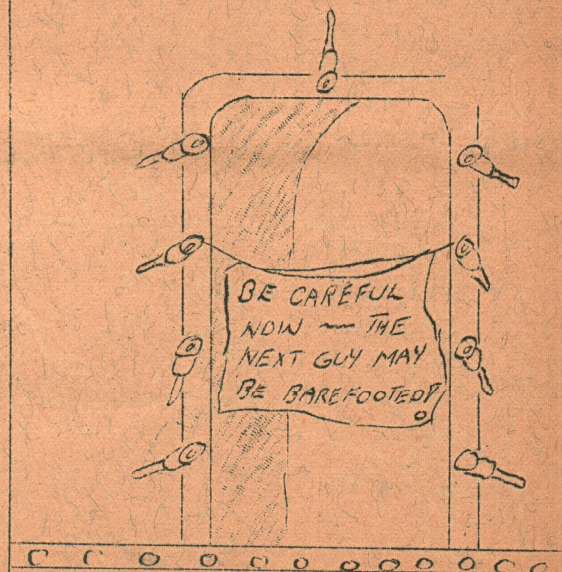
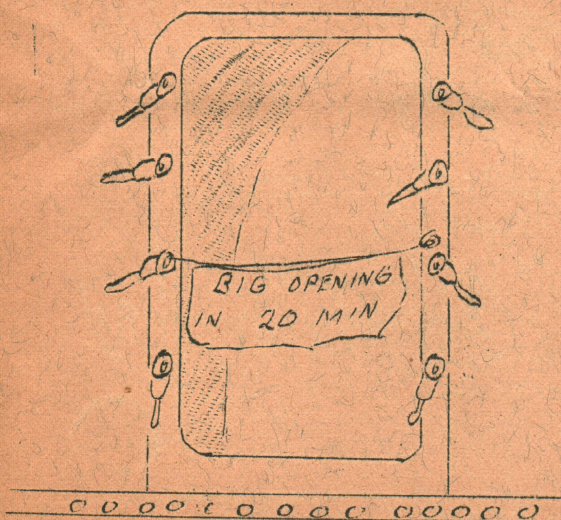
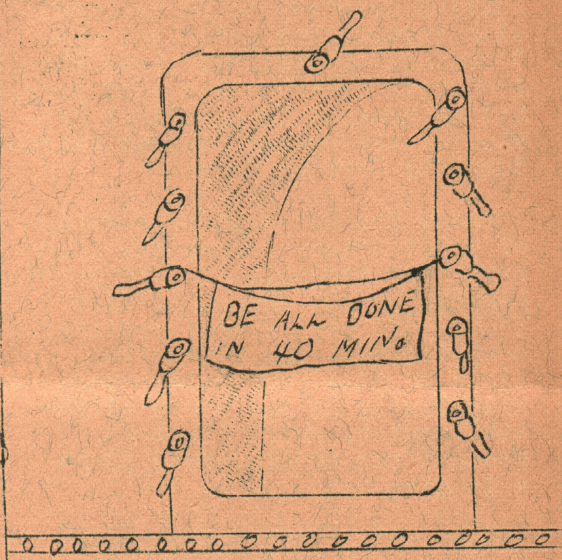
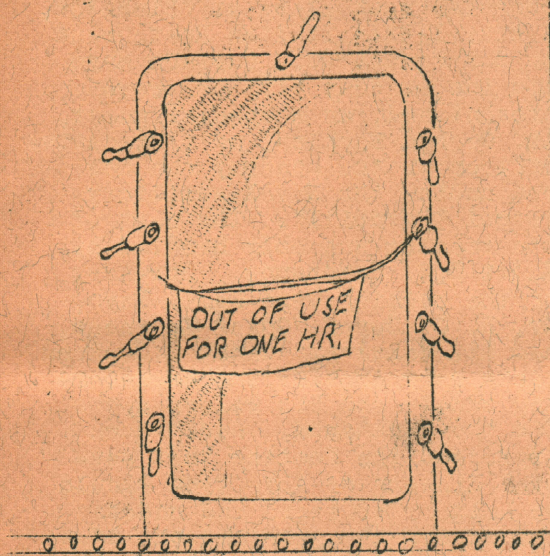
During the evening the cadets danced (Conga-ed, trucked, jitted, and what have you?) to the soft and enhancing rhythms of Hal LeBorg's versatile orchestra, and marveled at the light-footedness of the entertaining pupils of Elsie Orsi's Dance School.

The presence of Ed "Gene Krupa" Berryman, and his indeed noble performance on the drums, gave the "Nightengale of the Airlines" cutie T.J. Woods, a close run for the role of topnotch guest artist of the evening. ----Da-da da-da- the Beguine----. Other innocent victims that registered on the applause meter were: a well known English humorist(the humor hadn't been stripped from the cob), E.T. Horn; that Latin-American troubador, ace Conga artist, ditto lover, Bill McCaffrey; and other notables too numerous to mention.

At the stroke of one ; I mean at the sound of two bells, and with the last strains of the "goodnight" waltz dying away, the cadets bid the young ladies fond adieus and embarked on the buses for a trip ending in their humble, soft, and restful bunks.

The Chamber of Commerce, Bureau of Conventions, and the numerous chaperons, along with the new friendships that had been made monopolized the conversations in the following days; thus, a new adventure, with those lingering memories that are so cherished, can be added to our diary.

C.E.P.



Yes! it's on the press; the California Maritime Academy's year book for 1941, the HAWSEPIPE. Better by far, this year's edition promises to be crammed with interesting articles, photographs, and glimpses into the Academy's interesting past year, not to mention an excellent preview of the sports program introduced by Captain Mayo.

Under the splendid editorship of Cadet Erickson many new ideas have been included in this year's HAWSEPIPE; 150 pages, leather bound, and with formal pictures of each cadet of the graduating class of '41. You will laugh hilariously at the story of the 1941 cruise, where "Abskonk Fromph", the model cadet" plays a leading role.

Make it a point not to miss the fun of reading the SUPER HAWSEPIPE of 1941; you will enjoy every minute of it.

Orders are being taken now; the price: one dollar per copy; so here's your chance; don't miss it.

R.D.C.

On Friday evening, the 28th of April, the third class cadets held a dinner in honor of soon becoming first classmen. The occasion took place at "Bimbo's", a cozy little Italian Restaurant in San Francisco. Captain Mayo and the Academy officers were present and, as a special guest, Lt. George Barkley, past Executive Officer of the Academy and now commanding the Naval Auxiliary vessel "Hornbill". The part of toastmaster was ably handled by Cadet C.S. Severence. Speakers of the evening were Capt. Mayo, Mr. R. C. Dwyer, Chief Engineer, and Lt. Barkley. Cadet E.T. Horn spoke representing the engineering cadets and Bob Wilson spoke for the deckhands. Cadet Horn expressed the feeling that several dinners of this type should be held by officers and cadets throughout the year, and the idea was unanimously approved by all hands. A pleasant evening was had by all and our thanks goes out to Cadets Rocca and Huldquist for promoting the affair.

R.D.C.



ENTRANCE EXAMINATIONS

DO YOU KNOW A YOUNG MAN WHO
WISHES TO BECOME A MERCHANT MAR-
INE OFFICER?

Entrance examinations for the
California Maritime Academy will
be given on Saturday, June 28
1941 at 9:00 o'clock at the fol-
lowing places:

Los Angeles - Room 203
Metropolitan High
School
234 Venice Blvd.

San Francisco - Civil Service
examining room
City Hall
Civic Center

Sacramento - Room 114
Sutter Junior High
School
19th and K Streets

For any other information re-
garding application or examin-
ation please apply at the office
of the secretary of the school:

California Maritime Academy
515 Van Ness
San Francisco, Calif.

Note: It would be appreciated
by the Editor if its readers
would kindly pass this copy of
the BINNACLE around so that
this information might be more
widely spread.

THE EDITOR

GRADUATION EXERCISES

The graduation of the Class of
1941 of the California Maritime
Academy will be held:

Monday, May 5, 1941
7:30pm.
Marina Junior High School
Bay and Fillmore Streets
San Francisco

NEW OFFICER-INSTRUCTOR 17

Mr. Chester Tubbs, C.M.A. 1938,
will take his residence as in-
structor on the California State
on May 1st. He is to fill the
vacancy left when Lt. Alan Win-
beck, USCG, was recalled to act-
ive service in the Coast Guard.

Mr. Tubbs is adequately
equipped as an instructor. Be-
fore entering the academy, he
graduated from Santa Barbara
State College with a Bachelor of
Arts degree. His record here
was excellent. During his last
year he achieved the num-
ber one position in the deck
department.

Since graduation Mr. Tubbs has
been in the employ of the Amer-
ican Hawaiian Steam Ship Company.
He leaves a position as second
mate on the S.S. Virginian of
that company to come here as
watch officer. Although as yet
his instructing duties have not
been decided, it is probable that
he will teach cargo handling and
other seamanship subjects.

N.B.M.



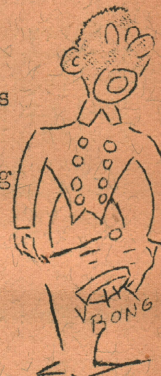
13. THE WORLD OVER, "CHOW TIME" IS BASICLY THE SAME, SO AFTER EXTENSIVE RESEARCH AND COLLABORATION WE HAVE SELECTED, AND PERSUADED THE FAMOUS CULINARY EXPERT, MR. DIEN DERF, TO PRESENT SOME OF HIS FINDINGS FOR PUBLICATION ABOUT THE METHODS OF INFORMING THOSE PRESENT THAT EDIBLES ARE PREPARED AND READY FOR CONSUMPTION.



1. Little known to most people today,,but at one time an official in charge of a royal wine cellar and chief announcer of arriving guests, he is today, minus the vintage cellar, a rare personage and does his promulgating in the parlors of our wealthier folk, but he still retains his rank by the time worn phrase, "Dinnah is served".

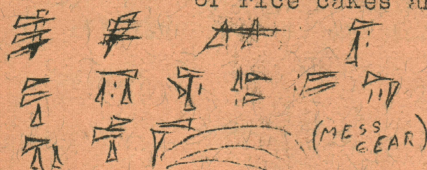
2. Usually an individual of dark complexion familiar to all travelers by his soft droning voice..... "Dinnah is being served in the dinah".

(A carry-over from the old plantation days of the South).



3. Attracted to the South Western U.S. in the days of '49 the little yellow man found his inherited knowledge of rice cakes and chop suey an asset to a place in life.

Ranchers came to hungrily await the triangle's chord and the sing-song voice----- "Clome and glet it, chop, chop."



4. But on the schoolship, about 10 minutes before that time designated for meals, a shrill, piping, whistle cuts thru the din. Then in a voice barely audible above the bedlam, that person who is titled "Mate of the Berth Deck" or in short, "M.O.B.D." bellows casually this strange call: "MESS GEAR--COME AND GET YOUR//??*\$\$ YOU \$%***?/&\$** BUMS!!

As an added admonition he sometimes warns: " Lock your lockers and stow your gear". Just what this has to do with partaking sustenance, this worthy observer fails to discern.

