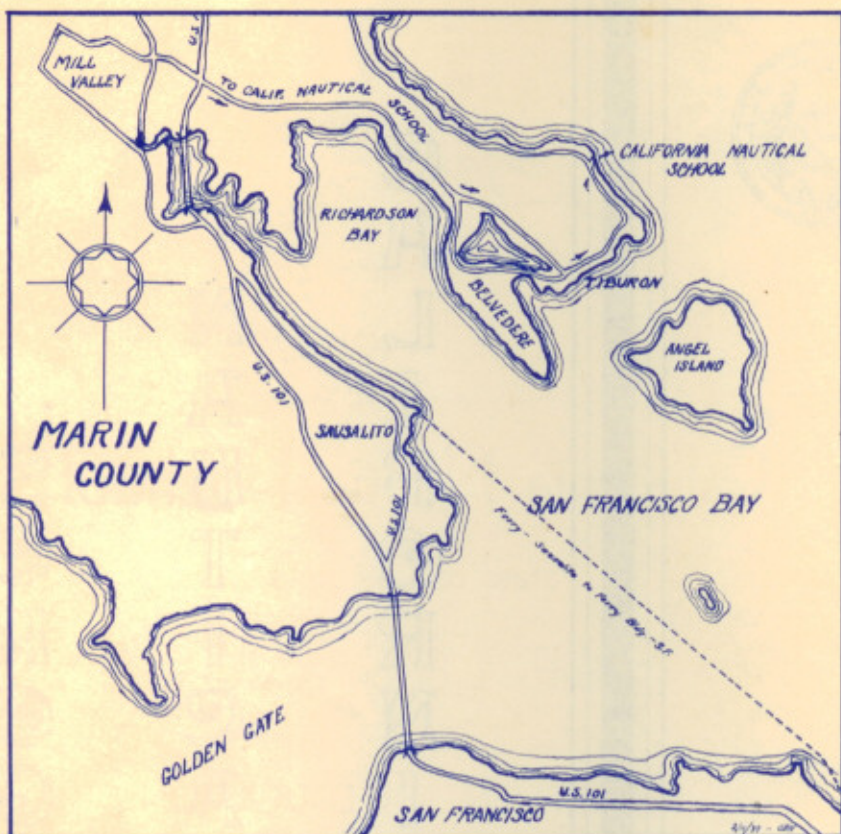




CALIFORNIA
NAUTICAL
SCHOOL

JUNE
1939





LOCATION

The Base is located in Marin County, within one hour of San Francisco. Visitors who come by automobile from San Francisco may take the Golden Gate Bridge to Tiburon and thence to the Shore Base. Pedestrians may come by Market Street ferries to Sausalito, and thence by bus to Tiburon. Taxicab service is available at all times from Tiburon to the Base.

Visitors are welcome on the ship and Base on Saturday and Sunday afternoons from 1 to 5 p.m. Parents of cadets may visit the school at their pleasure. Cadets are not excused from school or duty to entertain visiting relatives or friends during class or duty periods.

Requests for information, and application for admission should be addressed to the Secretary, California Nautical School, California Building, San Francisco, California.

Communications for the Superintendent or personnel of the school should be mailed to Tiburon, Marin County, California.



California Nautical School

State of California

CULBERT L. OLSON, Governor

DEPARTMENT OF EDUCATION

WALTER F. DEXTER
Superintendent of Public Instruction

Board of Governors

ROBERT H. FOUKE, Chairman
ROBERT S. ABERNETHY, Vice Chairman
ROBERT B. McPHERSON
ROBERT HENDERSON, Captain, U. S. N. (Ret'd)
WALTER F. DEXTER, Executive Member
J. C. SMITH, Secretary

Offices

San Francisco,
California Building,
515 Van Ness Avenue

California City, (Tiburon)
Training Ship *California State*,
Tiburon, California

DONATED BY
JANE AVERILL, DAV. OF
WES AVERILL CMA 39-E

CMA ARCHIVE
02.30.01-08
06.70.25.02



Foreword

The California Nautical School was established by legislation enacted in 1929 for the purpose of training young men for service as officers in the United States Merchant Marine. The School is financed by both federal and state appropriations, the federal government having supplied a training ship and shore base, together with the necessary equipment.

The outstanding accomplishment of the California Nautical School is reflected in the list of its graduates who are now serving on board American ships as responsible officers, and the rapid advancement in licensed ratings. The value of the training and education received in this School becomes more apparent when graduates become eligible for higher licensed positions, due to the ever-increasing restrictions and requirements of the federal government. In the evolution of the Merchant Marine a point has been reached where a sound educational foundation is of paramount importance to the modern seaman who desires to forge ahead and become a captain or chief engineer on a large modern vessel.

As a result of the efforts of various governmental agencies to enlarge the United States Merchant Marine, there will be excellent opportunities for young officers who have been fortunate enough to graduate from the California Nautical School. It is believed the demand for these young officers will always exceed the supply—at least on the Pacific Coast.

Walter F Dexter



ROBERT H. FOUKE, *Chairman*
Board of Governors

Introduction

Today, four state nautical schools are in operation, namely: New York Merchant Marine Academy, Fort Schuyler, Bronx, N. Y., successor to a nautical school established in 1875; Massachusetts Nautical School, 1893, Boston; Pennsylvania State Nautical School, 1919, Philadelphia; all furnishing two year courses; and the present California Nautical School, California City, near Tiburon, established by legislation enacted by the State of California in 1929, offering a three year course.

Sponsored by the C. C. Thomas Navy Post of the American Legion in 1928, the California Department of the American Legion in 1929, and many local and state-wide groups, former Governor C. C. Young, upon being convinced of the merit of the project and the need for the school, on June 3, 1929, signed the California Nautical School Act authorizing the creation of the California Nautical School, appointed a Board of Governors, and requested the Secretary of the Navy to make available a suitable Navy ship for schoolship purposes.

Annual cruises, required not only for practical training purposes, but to enable the cadet graduate to secure a third mate's license upon graduation, lasting about $4\frac{1}{2}$ months, are made each year.

Invaluable training and practical experience is thus afforded students to familiarize themselves with actual port facilities and conditions in foreign countries, and to act as ambassadors of good will on behalf of California and the United States in ports visited.

Licenses as third mates or third engineers, a Bachelor of Science Degree, and a commission as an Ensign in the United States Naval Reserve, are available to students upon graduation.

Annual fees contributed by students are insufficient to cover the cost for their board, room, clothing, textbooks, and other incidentals, including medical service, furnished, and approximate only about one-third of the cost that would be required if the student lived at home, ashore, or in attendance at another institution.

The State of California contributes but approximately 40 per cent of total school costs, students 17 per cent (board, room, clothing, etc.) and the Federal Government 43 per cent in the form of an annual cash grant of \$25,000 and expenses for overhauling the ship each year.

Facts gathered indicate that the cost of similar and even inferior training costs the taxpayers nearly twice as much, and in some cases four times as much, as does the present education furnished by the California Nautical School. Moreover, this differential is even greater when other factors are considered. Yet, basically speaking, the need for a trained merchant marine officer personnel was never greater than today.

Estimates received indicate that about 80 per cent of all officers on American vessels have received no systematic training. In fact, only 10 per cent are graduates of State Nautical Schools whereas most of the officers of foreign nations are graduates of nautical schools.

Nautical schools maintained by other foreign nations include: Italy, 17; Norway, 15; Japan, 10; Holland, 12; France, 11; Sweden, 5; and Denmark, England and Germany with 6, 4, and 2 schools, respectively also maintain municipal and private nautical schools in large numbers.

Improvement in existing facilities will enable the California Nautical School to carry out one of its primary purposes and thereby more effectively and efficiently procure, educate and train a superior type of licensed merchant marine officer.

Young men must be trained in the science and practice of navigation, seamanship and marine engineering, for the purpose of making them capable and efficient officers of the American Merchant Marine in the future.

IN VIEW OF WORLD CONDITIONS AND PAST
EXPERIENCES, IT IS IMPERATIVE THAT WE EDU-
CATE AND TRAIN OUR AMERICAN YOUTH TODAY
TO MAN AND DEFEND OUR MERCHANT MARINE
TOMORROW.



Officers and Graduating Class

OFFICERS AND FACULTY

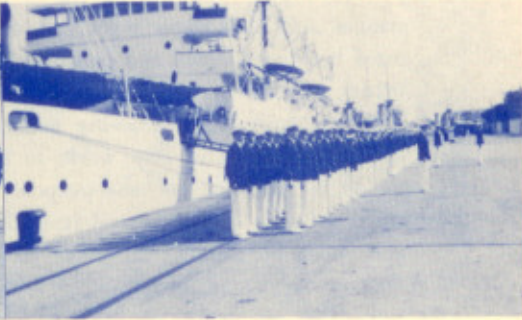
N. E. NICHOLS, Captain, U. S. N. (Ret'd)
 Superintendent-Commander
 Training Ship *California State*
 Tiburon, California

GEORGE BARKLEY, Executive Officer
 BENNETT M. DODSON, Deck Watch Officer
 EDWIN C. MILLER, Deck Watch Officer
 RALPH M. SHEAF, Deck Watch Officer
 RICHARD C. DWYER, Chief Engineer
 JOHN G. ELLIS, Engineer Watch Officer
 DAVID WARWICK, Engineer Watch Officer
 CYRIL G. HANSEN, Engineer Watch Officer
 J. M. CADWELL, Supply Officer
 E. L. ROBBERSON, Communications Officer

Waiting for Assembly, Canal Zone



Cadet Corps Assembled at Balboa, Canal Zone





Message From the Superintendent- Commander

*Captain Neil E. Nichols
U. S. N., Ret.,
Superintendent-Commander*

The general mission of the California Nautical School is, in common with other State educational institutions, to educate young men to become self-supporting, respected citizens. The special mission is to produce a superior type of licensed officers of the American Merchant Marine, educated in the prime essentials of a specialized profession and trained to recognize the importance, especially on board ship, of such qualities as orderliness, cooperation, obedience, leadership, and loyalty. When the mission includes naval reserve duties, that special mission will be to educate and train officers for the war time requirements necessary to coordinate the activities of vessels of the merchant fleet with the regular navy.

A large proportion of the work at this school necessarily consists of studies and class-room work, all of which is intended to make graduates more highly educated and consequently a more desirable class of officers than others who have not had the benefit of the special training offered by the school. Much of the training will consist of actual and practical experience in ship work. This ship work, in many cases, may seem menial; nevertheless it is necessary for the purpose of maintaining the ship in an efficient and creditable condition and it is the kind of work with which the graduates must be familiar in order to efficiently supervise similar work when

employed as a licensed merchant marine officer. There is an old saying which is as true today as it ever was: "A clean ship is an efficient one."

Life on board ship is, in many cases, radically different from that ashore. A large number of persons must live amicably in a comparatively small space. The saying, "A place for everything and everything in its place," is more important aboard ship than ashore. Orderly habits are a necessity.

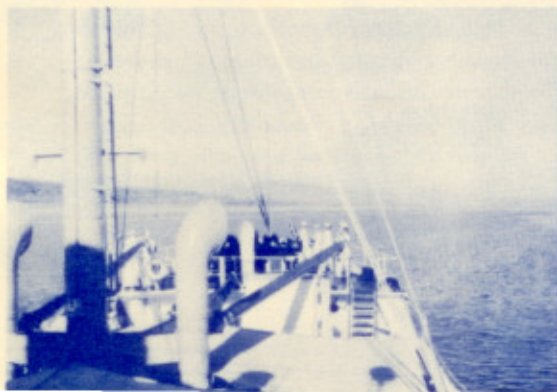
Every member of the complement of a ship is a member of a team; each must, if there is to be a smooth working organization, fit into his proper place and cheerfully perform the part his position on the team calls for; if he can not or will not cooperate with his shipmates, he has no place on board a ship, he no longer is a worth-while member of the team and the ship will be better off without him.

Hence, it is one of the first duties of a cadet to adjust himself to the new conditions under which, on board a ship, he will find himself. Certain regulations are made so that there will be that coordination and cooperation so necessary to an efficient organization. Military drills are performed, as much as anything else, to inculcate the "habit of obedience." When that habit of obedience is acquired, there will be efficiency. And with efficiency, combined with a reasonable amount of understanding, unselfishness, fair play, and consideration for others, the result will be that ambition of all seamen, a happy ship.

The good old golden rule, "Do unto others," etc., has a place on board ship as big and prominent as anywhere else in the world.

Cadets at Balboa, C. Z.

*U. S. S. California Starting on its 1939
Training Cruise. Leaving San Diego,
California*



American Ambassadors of Good-Will

Visits to Foreign Ports

[Reading From Top Down]

(LEFT)

Street Scene, La Union, Salvador
"Where Do We Eat," La Union, Salvador
Not a Bathing Beach, La Union, Salvador
Shore Leave in Salvador

(RIGHT)

Scene in La Union, Salvador
"Sailors on Horseback"
Cadet Corps Assembly



The California Nautical School

PURPOSE

The California Nautical School is operated by the State of California, with the assistance and cooperation of various departments of the Federal Government, for the primary purpose of training and developing young men to become licensed officers of the U. S. Merchant Marine in a manner somewhat analogous to the methods employed in training midshipmen to become officers of the U. S. Navy.

The size, power, and speed of modern ocean-going ships and the growing importance of our merchant marine make mandatory the employment of intelligent and educated officers who have had sound basic training in understanding and handling the elaborate apparatus and devices used in navigating and in propelling various types of ocean-going vessels.

This School is organized to give that training, and furthermore, to develop in its students those qualities of obedience, initiative, leadership, loyalty, cooperation, and attention to duty which are so desirable and necessary in positions of responsibility.

ADMINISTRATION AND CONTROL

The School is a unit of the State Department of Education. A Board of Governors, composed of five members, four appointed by the Governor of the State of California, and the fifth being the State Superintendent of Public Instruction, is charged with the general operation, management and control of the institution.

ORGANIZATION OF THE SCHOOL

The active and immediate management and operation of the school is vested in the Superintendent-Commander, appointed by, and responsible to, the Board of Governors. The Superintendent is a retired U. S. Naval Officer, approved of by the Navy Department. The instructors are selected for qualities of practical experience and training in their specialties, their ability to impart their knowledge to the students, and their personality, including the ability to deal with young men without friction. These instructors in navigation and engineering subjects are all licensed officers of the U. S. Merchant Marine, and stand duty as such, both in port and while the Training Ship is on its training cruises.

The training of the School is separated into two main departments—the Deck Department and the Engineering Department. The corps of cadets

for matters of administration is divided into three "divisions" in charge of cadet officers and subdivided into "crews" in charge of cadet petty officers. These cadet officers and petty officers are chosen from the first class of cadets and because of their demonstrated fitness for these duties.

The course of instruction at the School is approximately three years, the cadets entering early in August and graduating in late June of the third year following. After the cadets have had some experience in both deck and engineering duties, each is permitted to select the branch he wishes to make his specialty. Throughout the courses of instruction a constant effort is made to develop in cadets such qualities as obedience, leadership, initiative, and attention to duty, and to that end each is given individual responsibilities in the training ship and the school organization commensurate with his experience and ability.

All of the work of maintaining and operating the School and the training ship is done by the cadets. This gives them the practical experience and knowledge which later, as licensed officers, will qualify them to direct and supervise similar work on board their ships. The saying "He who is not able to perform the duties of a seaman is not fit to be an officer" is appropriate to this School. The work is not easy, especially during the first year at the School. The discipline is strict but not over-exacting, and is maintained partly with a view of training the students to adjust themselves to the entirely new and restricted environment of living on board ship and of having to maintain orderly habits. Only young men who seriously intend

Boat Racing



to become licensed officers of the American Merchant Marine, and who are willing to undergo the apparent inconveniences of that profession are welcome at this School. Because of the close contact of students with many others, a high standard of personal conduct is necessary and is expected.

By recent congressional action, all cadets who so desire may enroll immediately upon entering as Cadets, Merchant Marine Reserve, U. S. Navy. During the course, these cadets have the same naval rank as midshipmen at the Naval Academy, and upon graduation are qualified for Commissions as Ensigns in the U. S. Naval Reserve. Such reservists are in line for promotion up to and into the grade of Rear Admiral, U. S. Naval Reserve.

By Federal Law, the United States Navy is permitted to furnish to certain States important equipment to assist those States to maintain State Nautical Schools. Under that Federal Law, the Navy converted a reasonably modern merchant vessel of the cargo-type to be a training ship for cadets, and loaned it to the State of California.

It also authorized the use of the U. S. Naval Station, beautifully located on San Francisco Bay, near Tiburon, California, as a base for the training ship, which was renamed the *U. S. S. California State*. This vessel is equipped with modern navigational and marine engineering devices, machine shop equipment and facilities, power, sailing and pulling boats, complete surgical equipment, modern laundry facilities, and radio equipment capable of worldwide communication. Nearly a quarter of a million dollars was expended in adapting the *California State* to its purpose as a training ship, and it now has comfortable accommodations including separate berthing, messing and recreation compartments for 132 cadets. A modern galley or kitchen is equipped with ample facilities for cooking and special attention is given to supplying cadets with abundant, wholesome food. The ship is 261 feet long and of 4500 tons displacement with a speed of ten knots and a fuel oil capacity to enable it to cruise over 10,000 miles without refueling.

The training ship is used for annual cruises of about four months' duration. The itineraries of these cruises vary from year to year and are selected with the dual purpose of giving cadets the maximum amount of practical experience in the time available and of varying the waters and ports to be visited. In past cruises, the *California State* circumnavigated the globe, rounded South America, visited East Coast, Hawaiian, Samoan, Australian, and practically all available California ports.

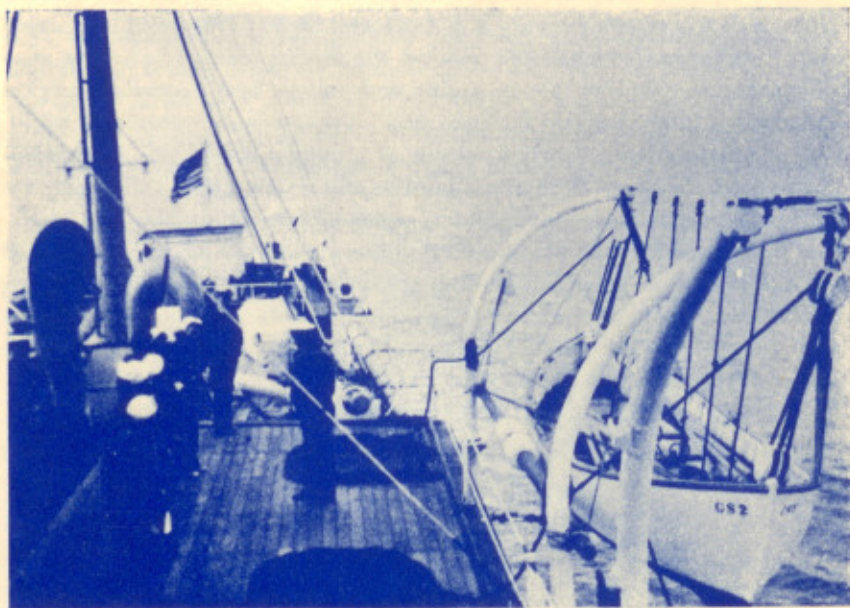
At its base at the Naval Station the School has adequate classroom facilities, wharfage for the Training Ship and a small-boat basin, an additional machine shop, an electrical shop, a foundry, a sail-loft, and an engineering laboratory.

The General Board of the Navy Department has drawn up specifications of a new training ship, specially designed for the California Nautical School for long distance cruising.

ADVANTAGES OF THE SCHOOL

The life of a merchant marine officer is not an easy one, and is subject to many and various inconveniences and even discomforts. Before a young man decides that he wants to become a merchant marine officer he should be quite sure that he is adapted to a sea-faring life and that he has the stamina to withstand its hardships. Having decided that he wants to become a merchant marine officer, this School is the most direct route available; and that ambition and the training and education received here will fit him not only for his first license as a deck officer or engineer, but for rapid advancement.

Mustering the Life Boat Crew





Health

Ordinary medical service, both in port and at sea, is furnished the cadets gratis. Hospital services are furnished by the United States Public Health Service where such service is available.

In all cases of emergency, cadets will be sent to the nearest hospital, and all expenses incurred for transportation to and from the hospital, as well as charges at the hospital, must be borne by the cadet concerned.



The State of California, its officers, agents, or employees, assume no liability, expressed or implied, for the result of sickness or accident involving personal injury to any cadet, whether incidental to ship or school duties, or otherwise.

ENTRANCE REQUIREMENTS



In accordance with the law, the Board of Governors of the California Nautical School has established the conditions under which students may be admitted into the School as follows:

They must be of good repute. Three letters of recommendation, preferably from school officials or employers, must accompany applications for admission. They must be citizens of the United States, and have a high school education, or its equivalent.

Upon entrance to the School they must be not less than 17 years of age, nor on December 31 of the year in which they enter the School must they be more than 23 years of age.

Applicants must be of normal size and weight, sound and robust in body and free from physical defects. Prior to admission to the School they may be required to present:

- (a) Certificate of cowpox vaccination.
- (b) Certificate of typhoid-paratyphoid inoculations.
- (c) Certificate of dental surgeon showing teeth to be in sound condition.

Students must enter the School voluntarily with the fixed purpose of completing the course and serving in the United States Merchant Marine.

Before being admitted, applicants must pass a written examination in applied arithmetic; elementary algebra, including factoring and solution of simultaneous equations; applied plane geometry; English grammar and composition; United States history; civics; and general information.



Physical Require- ments

The physical requirements for admission are based upon the standards of the United States Public Health Service and the United States Navy. Since all graduates are expected to become licensed officers of the United States Merchant Marine, and should become commissioned officers of the United States Naval Reserve, no waivers from these standards can be considered.

It is recommended that prospective candidates for admission be examined physically at home preliminary to making application for admission to the School. *PARTICULAR ATTENTION SHOULD BE PAID TO COLOR AND VISION ACUITY.*¹ This preliminary physical examination is for the information of the candidate only. A medical officer designated by the School will conduct the official medical examination. A fee of \$3 will be collected at the time of the physical examination. The finding and decision of the designated medical officer will be considered final.

STANDARDS OF HEIGHT, WEIGHT AND CHEST MEASUREMENTS

Height (inches)	17 years			18 years			19 years			20 years			21-23 years*		
	A ¹	B ²	C ³	A ¹	B ²	C ³	A ¹	B ²	C ³	A ¹	B ²	C ³	A ¹	B ²	C ³
62 and under 65.....	110	30	2	115	31½	2	120	32	2	125	32	2	128	32	2
65 and under 68.....	114	31	2	119	32	2	124	32½	2	129	32½	2	136	33	2
68 and under 70.....	119	31½	2	124	32½	2½	129	33	2½	134	33	2½	148	33½	2½
70 and under 72.....	125	32	2½	130	32½	2½	135	33½	2½	140	33½	2½	152	34	2½
72 and over.....	132	32	2½	135	32½	2½	140	33½	2½	148	34½	2½	162	35	2½

¹ Weight.

² Chest at expiration.

³ Expansion required.

* Minimum requirements.

Marked disproportion of the foregoing standards is cause for rejection.

¹ Ishihara test for color perception required.

The following minimum physical standards are established:

Vision 20/20 in each eye *unaided by glasses*

Hearing 15/15 whispered voice, 40/40 watch tick

Heart rate not over 100 nor under 50 in reclining position

Blood pressure not over 140 systolic nor 95 diastolic.

Any of the following are causes for rejection: obesity, height more than 74 inches, deficient muscular development, color blindness, all diseases and conditions such as nutritional diseases, glandular or blood dyscrasia, tuberculosis, asthma, pleurisy, organic heart diseases, cardiac arrhythmia, nephritis, venereal diseases.

The following specific conditions are causes for rejection: chronic conjunctivitis, disorganization of either eye, exophthalmos, pronounced mystabnus or well marked strabismus—diplopia or night blindness.

Disfiguring deformity of the ear—acute or chronic otitis media, suppurative or catarrhal—existing perforation of the membrana tympani.

Eczema, chronic impetigo, psoriasis.

Deformities of the skull.

Any derangement of the nervous system.

Any evidence of disease of the brain, spinal cord, or peripheral nerves.

Unsightly deformities of the face.

Hare lip, malformation, partial loss or atrophy of tongue, and deformities atrophic or hypertrophic interfering with speech or breathing.

Marked enlargement of or diseased tonsils.

Laryngitis from any cause.

Extensive restorations by crown and bridges and teeth generally unsound.

Thyroid enlargements, adherent or disfiguring scars of neck.

Hernia of any variety—chronic disease of stomach, intestines, liver, gall bladder, spleen, or pancreas.

Hemorrhoids, stricture or prolapse of rectum—anal fistula.

Acute or chronic diseases of the genitourinary tract—phymosis variocoele—undescended testicle.

Atrophy of muscles of any part, knock knee, club feet, flat feet, hammer toe, ingrown toe nails.

Spinal deformities—scoliosis—kyphosis or lordosis.

Just before reveille





Educational Requirements

Written entrance examinations are conducted about July 1 each year at various cities in the state.

While the examination subjects are elementary, the examinations themselves are comprehensive. The character of the examination is such that anyone with a sound knowledge of principles should pass. Carelessness and inaccuracy are not allowed in the work of the California Nautical School and candidates severely jeopardize their chances for admission by submitting papers which are not their best.

Selection of the entering class is made from those candidates who stand highest in the written examination and meet the physical requirements. Weight is given to the individual's aptitude, as evidenced by recommendations and extra-school activities. At the time of examination all candidates are interviewed by the examining officer.

The examinations are competitive and consequently certificates from other schools can not be accepted in lieu of entrance examinations.

As soon after the examination as possible candidates will be informed as to whether they have passed or not. No applicant will be reexamined for admission to the same class; provided he meets all requirements he may apply for admission to subsequent classes.



Typical Entrance Examination

GENERAL

I

Accurately locate the following geographical entities:

- | | |
|-----------------------|-------------------------|
| (a) Galapagos Islands | (f) Wake Island |
| (b) Mobile Bay | (g) Republic of Georgia |
| (c) Gulf of Aden | (h) Mount McKinley |
| (d) Bilbao | (i) Orinoco River |
| (e) Colon | (j) Tientsin |

II

- (a) Briefly discuss the causes of the civil war in Spain.
(b) What recent step has the United States taken toward the enforcement of our neutrality in foreign wars?

III

Prepare a brief outline of a book that you have read recently. State when you read this book.

IV

What magazine or periodical do you regularly read? Why do you prefer this publication?

V

Discuss the organization and function of the United States Supreme Court.

VI

What are the sources of revenue of the government of California?

VII

Write a letter of application for employment in the job that you believe you can *now* most competently fill, addressing the letter to a firm that you know affords opportunity for that employment.

VIII

What do the following names signify to you?

- | | |
|------------------|----------------------|
| (a) Oregon Trail | (d) Mason-Dixon Line |
| (b) Bear Flag | (e) Alamo |
| (c) Dust Bowl | |

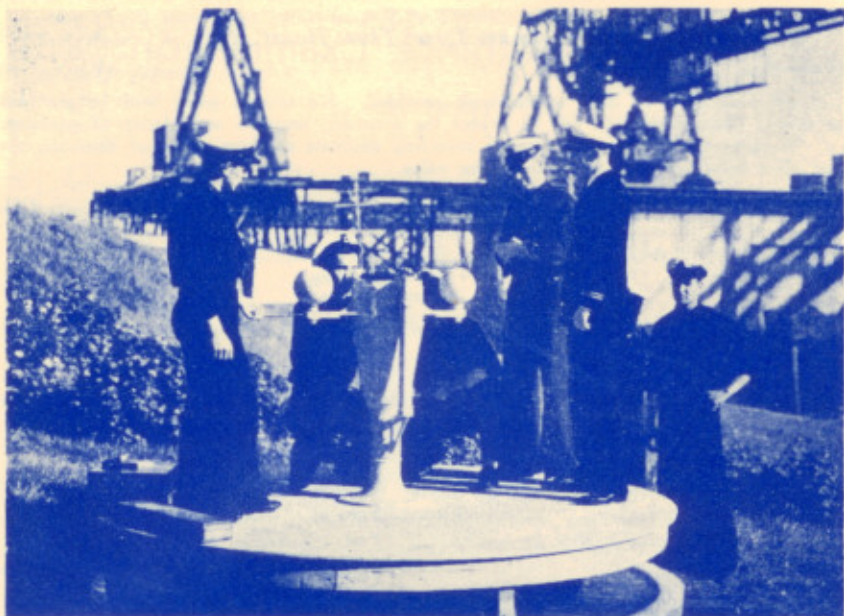
IX

Discuss the present program of the government, looking toward the reestablishment of the United States as a principal maritime power.

X

- (a) Why is a fuse placed in an electrical circuit?
(b) Why is the California climate milder and more equable than that of the Atlantic coast of the United States within the same latitude range?
(c) What is the function of the carburetor of a gasoline engine?

A Class in Navigation Adjusting a Ship's Compass at the Shore Base



The Training Ship at Sydney, Australia



MATHEMATICS

*Maximum Time: Three Hours**Instructions*

All work will be done in notebook provided. No scratch paper will be provided or used. This examination will be graded for accuracy, neatness, and clarity of solutions.

Work every step of each problem involving decimals to three places of demicals, the last place being taken at the nearest true value.

I

Solve for values of x , y , and z .

$$\begin{cases} x^2 + y^2 = 25 - 2xy \\ z = 2x - 10 \\ y + 2z = 6 \end{cases}$$

II

A satisfactory formula for white paint requires the following ingredients to make one gallon.

The ingredients can be purchased at the prices stated.

White Lead	7 lbs.	@ \$10.45 per 100 lbs.
Linseed Oil	3 pts.	@ 2.16 per gal.
Japan drier	2 oz.	@ 1.12 per lb.
Prussian Blue	2 oz.	required to make 100 gals. of paint, and procurable at \$11.18 per. lb.

Using this paint, how much will it cost to paint a rectangular area measuring 26 ft. 3 in. by 47 ft. 6 in.? One gal. of paint covers 350 sq. ft. and 10% of the paint supplied will be wasted.

OFFICERS AND



III

(a) "A" has assets \$11,000 greater than "B." If "A's" assets are doubled, and if "B" gains \$5,000 their joint valuation will be \$18,000. How much is "B" worth in the first place?

(b) Solve for values of x and y .

$$\begin{cases} \frac{1}{2}y + 2x = 2 - \frac{1}{3} \\ 2y + 4x = 5 - \frac{2}{3} \end{cases}$$

IV

Find the highest common factor of:

(a) $3y - 27 - 9x + xy$ and $3x + xy + 3y + 9$

(b) $x^2 + xy - 2y^2$ and $4y^2 - 10xy - 6x^2$

V

Find the square root, to the nearest three places of decimals, of 137,489

VI

The formula for the area of a circle is πr^2 . What is the area of the largest circle that can be inscribed in a square having sides 32 inches long?

VII

Simplify:

$$(a) \quad \sqrt[3]{25a^9b^6c^3} + \sqrt[3]{27a^9b^6c^3} - \sqrt[4]{81a^4b^8c^4} - \sqrt[5]{32a^{10}b^{10}c^5}$$

$$(b) \quad \frac{4}{x-1} - \frac{3}{x-3} + \frac{x-15}{x^2-4+3}$$

CADET CORPS



VIII

Ship "A" leaves San Francisco for Honolulu at 8:00 p.m., 28 June. The speed of "A" is 8 knots (Nautical Miles per hour). (At 11:24 a.m., 29 June, ship "B" leaves Honolulu for San Francisco. The time at Honolulu, and that by which "B's" departure is scheduled, is two and one-half hours behind the standard used at San Francisco. The speed of ship "B" is 11 knots, and the distance from San Francisco to Honolulu is 2091 nautical miles. How far is the meeting point of these two vessels from San Francisco?

IX

The length of a room exceeds its breadth by 8 feet. If the length is diminished by 3 feet and the breadth increased by two feet, the area will remain the same. What is the area?

X

Simplify:

$$\frac{x^2y - 2xy - 8y - 6x^2 + 12x + 48}{xy - 6x + 2y - 12}$$

$$x - 4$$



The Captain Inspects the Cadet Corps





Fees and Costs

The California Nautical School Act, as amended, requires an annual school fee of \$225 from California resident students "to cover part cost of the annual cruise, board and lodging, uniforms and equipment." In reality, this is not a tuition fee, as this sum covers but part of the expenses of the student for food, clothing, etc., which costs are much greater to the students at other schools and colleges hence must be borne by the student individually in addition to other student fees. It covers but part cost of board, lodging, medical care and uniforms. Obviously, the cost of food, clothing and medical care of a healthy young man at home will exceed \$225 a year. Recently, the requirement that the full fee must be paid at the beginning of each school year was modified to permit payment of \$125 at the beginning of each school year and the balance (\$100) by the following December 1st.

A deposit of \$17 semiannually is required as a "Cadet Service Fund," to which all cadets must subscribe. The purpose of this fund is three-fold. It provides for the purchase of recreational, athletic, and other materials needed for the health and comfort of cadets and for entertainments controlled by cadets. It provides laundry service for the cadets. It covers the small cost of a special accident insurance.

A dress uniform, including a dress cap and other dress accoutrements costing approximately \$50, is required in addition to the uniform included in the School fee. Textbooks, required by the course of instruction and which will no longer be of value to cadets after graduation, are supplied by the State. Other textbooks which should be retained as reference books by the cadets after graduation must be purchased by the cadet. The estimated costs of books to be purchased by cadets is included in a fund designated, for brevity, as a "Uniform Fund," although its purpose is to cover the cost of the above mentioned textbooks as well as the cost of the dress uniforms.

The following is a summary of the costs and the dates payments are due. It is especially requested that payments be made by checks or money orders and that each fee be covered by a separate check or money order.

The School fee should be made payable to "California Nautical School," and addressed to Superintendent, California Nautical School, Tiburon, California.

The fee for the Cadet Service Fund should be made payable to "Cadet Service Fund," and addressed to Superintendent, California Nautical School, Tiburon, California.

The fee for the Uniform Fund should be made payable to "Uniform Fund, C. N. S.," and addressed to Superintendent, California Nautical School, Tiburon, California.

Cadets should be provided with funds for purely personal items, such as barbering, tailoring, spending money for essentials, such as soap, writing paper, stamps, etc. The sums required for these items must be determined by the individual, but parents are requested not to encourage sons in the school to extravagance. Fifteen dollars a month is considered ample under ordinary conditions.

During the annual training cruise, it is desirable that cadets have money for spending in ports to be visited. The Superintendent will, prior to the commencement of the cruise, recommend to parents a maximum and a minimum sum that should be supplied for that purpose and will, if so desired by the parent, arrange to receive for safe-keeping and to disburse to cadets, the sums entrusted to him.





Cadet Navigators Take Observations

Tabulation of Fees

FIRST YEAR

	Residents			Non-residents		
	On entering	Dec. 1	Total	On entering	Dec. 1	Total
School fee.....	\$125 00	\$100 00	\$225 00	\$250 00	\$250 00	\$500 00
Uniform fund*.....	80 00	30 00	110 00	80 00	30 00	110 00
Cadet service fund.....	17 00	17 00	34 00	17 00	17 00	34 00
Totals.....			\$369 00			\$644 00

SECOND YEAR

	Residents			Non-residents		
	Aug. 1	Dec. 1	Total	Aug. 1	Dec. 1	Total
School fee.....	\$125 00	\$100 00	\$225 00	\$250 00	\$250 00	\$500 00
Uniform fund*.....	20 00	10 00	30 00	20 00	10 00	30 00
Cadet service fund.....	17 00	17 00	34 00	17 00	17 00	34 00
Totals.....			\$289 00			\$564 00

THIRD YEAR

	Residents			Non-residents		
	Aug. 1	Dec. 1	Total	Aug. 1	Dec. 1	Total
School fee.....	\$125 00	\$100 00	\$225 00	\$250 00	\$250 00	\$500 00
Uniform fund*.....	5 00	5 00	10 00	5 00	5 00	10 00
Cadet service fund.....	17 00	17 00	34 00	17 00	17 00	34 00
Totals.....			\$269 00			\$544 00
Totals, 3 years.....			\$877 00			\$1,697 00

*NOTE.—Any balance remaining at the end of the first and second years is placed to the credit of the cadet and the balance at the end of the course is returned to the cadet.



Clothing

Cadets are required to wear uniform throughout their course of instruction and are not permitted to retain civilian clothing aboard the training ship or to wear civilian clothing while in the School reservation.

At entrance, the appointee is supplied by the School with:

- | | |
|---------------------------------|----------------------------|
| 1 neckerchief | 4 apprentice marks, white |
| 4 uniforms, white, undress | 4 prs. trousers, dungaree |
| 1 pr. shoes, gym. white | 4 shirts, working, cambray |
| 1 uniform, blue undress | 4 caps, blue denim |
| 1 cap, undress | 1 pair leggins |
| Bed linen, blankets, and towels | |

These articles will be replaced or augmented by the School as necessary, except that an undue amount of replacement evidently caused by a cadet's neglect or indifference must be borne by the cadet. These remain the property of the School and, if required, must be returned upon the cadet's separation from the School.

At entrance, the appointee is required to purchase in accordance with the direction of the school the following additional articles of uniform and equipment at a cost of approximately \$50.

- | | |
|---------------------------------|----------------------------------|
| 1 uniform, dress | 1 rain coat |
| 1 cap, dress | 1 Arctic overshirt, blue flannel |
| 2 neckties, black, four-in-hand | 2 padlocks |

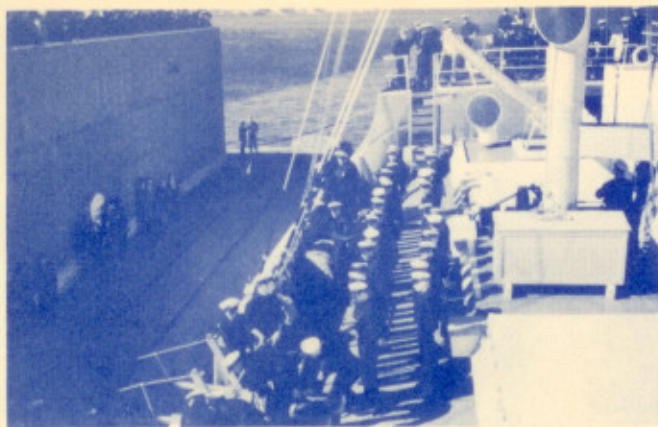
These articles, with reasonable care, will not need replacement during the three-year course.



The following items are procurable at ordinary dealers and need not be of a regulation type. They must be supplied and maintained by each cadet.

- | | |
|--|--|
| 1 pr. shoes, white | 6 prs. socks, black (cotton or silk) |
| 2 prs. shoes, low, black (it is recommended that an extra pair for work be provided) | 1 pr. bathing trunks |
| 6 shirts, white, without attached collars | 2 prs. pajamas, white |
| 8 collars, white, semi-soft | 8 handkerchiefs |
| 2 prs. trousers, white duck | 3 belts, black |
| 4 undershirts, white | 1 whisk broom |
| 4 drawers, white, athletic style | 1 shoe-polish set, black |
| 1 jack knife | 1 sewing kit, including buttons and scissors |
| | Toilet articles as required |
| | Collar and cuff buttons |





Admission Procedure

After having decided that he wants to become a merchant marine officer and be a candidate for this School, a young man should obtain an application blank. This may be obtained at any time either by oral or written request to:

Secretary,

CALIFORNIA NAUTICAL SCHOOL

California Building

515 Van Ness Avenue

SAN FRANCISCO, CALIFORNIA

or to:

Superintendent

CALIFORNIA NAUTICAL SCHOOL

TIBURON, CALIFORNIA

This form should be completely filled out and returned to either of the above mentioned addresses, and acknowledgment of its receipt will be made. In sufficient time before the actual date of the educational examination the candidate will be informed of the date and hour and the city and address of the examination. As soon as practicable after his papers have been examined he will be informed whether or not he has been selected to fill one of the vacancies in the school. He will then be notified of the name of the examining physician and the time and place to report for his physical examination.

Some candidates fail to satisfy the physical requirements and consequently a certain number of alternates will be required to replace these. If a candidate is chosen for the status of alternate he will be so notified and should be prepared to take a physical examination when so directed.

Assuming a candidate has fulfilled all the requirements for entrance, he will be given a form to fill out which will supply the necessary data from which to order his uniforms other than his dress uniform, for which he will be measured by a qualified tailor.

Further information of special interest to the successful candidates will be furnished in ample time for compliance.

Academic Calendar

1939

June 12—Scholastic term begins.
June 16—First Class graduates.
June 30—Entrance examinations.
July 3 and 4—Fourth of July Holiday.
August 1—Third Class enters.

September 1-5—Recess.
November 17—Scholastic term ends.
December 4—Annual Navy Yard overhaul of training ship begins.
December 8—Fall leave period for first cadet group begins.

1940

January 3—Leave period for second cadet group ends.
January 5—Overhaul of training ship completed; returns to base.
January 16—Annual training cruise begins.
May 3—Annual cruise of training ship is completed. Leave granted, in two groups, to second and third classmen.

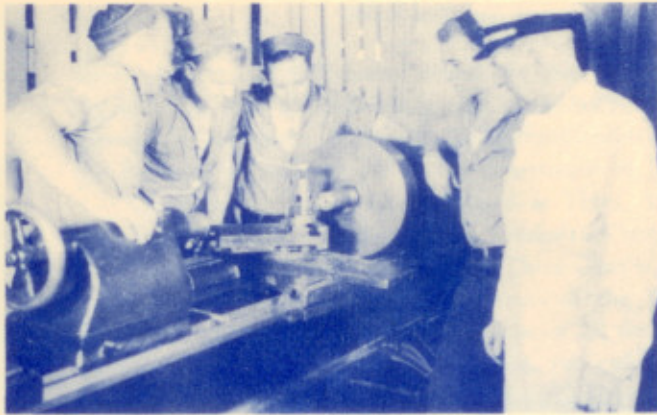
June 17—Scholastic term begins.
June 21—First class graduates.
June 28—Entrance examinations.
July 4 and 5—Fourth of July Holiday.
August 6—Third class enters.
August 30-September 3—Recess.
November 15—Scholastic term ends.
December 2—Annual overhaul of training ship begins.

This calendar is subject to minor changes that may be required by adjustments of the overhaul and cruising periods.

The cruise itineraries are subject to approval of the Navy Department and the U. S. Department of State. As diplomatic arrangements for the visits in foreign ports must be made prior to publication of a cruise schedule, persons interested can not be advised until about two months before commencement of a cruise.

Cadets of the First Class and Ship's Officers, Balboa, C. Z.





Curriculum

The course of study at the California Nautical School is primarily professional, and is designed to prepare the graduate for immediate service as a junior officer in the deck or engineering department of an ocean-going ship. Additional courses build a foundation of understanding of the entire problem of shipping operation. As it is to the advantage of graduates to enroll as officers of the United States Naval Reserve, the organization of the school is essentially military, and courses in naval subjects are included in the curriculum.

It is the intention that this course be the equivalent in academic standards to a full college course. The three-year course (three years of eleven months each) is in fact longer than the usual college course (four years of eight months each). Beginning with the June, 1939, graduating class, college degrees of Bachelor of Science (B.S.) will be awarded with the diploma. As soon as the graduate takes his first job as a merchant marine officer, a U. S. Naval Commission as an Ensign will be awarded upon his request, provided he has served during the course as a U. S. Naval Reserve Cadet.

Completion of the course of instruction requires three years. The incoming class enters the school about August 1st each year. This class is organized and given preliminary practical and military instruction during the first two weeks in the school. Then follows a three-month scholastic term, devoted to instruction in fundamental subjects of both the deck and engineering departments of the school.

The Training Ship *U. S. S. California State* departs from Tiburon shortly after January first each year for the annual training cruise of about four months' duration. These cruises are largely devoted to practical instruction, applying (for each cadet) the class-room work of the previous scholastic

*Heaving the Lead Entering Crescent City Harbor*

term. Instruction and duties aboard the ship, both at sea and in port, are organized so that the individual cadet's responsibilities progressively increase through his succession of cruises. In his final cruise the cadet performs all of the duties of a junior officer in the department of his selection.

Classes in the school are designated as Third, Second and First Classes, the Third Class corresponding to the Freshman Class in college.

In his first cruise, the cadet of the Third Class is rotated in duty between the deck and the engineering departments of the Training Ship, and he is given elementary instruction in the duties of all ratings in each department. At a point, about midway on the cruise, the cadet of this class selects his future specialization, the deck department or the engineering department. From this point his instruction is specialized except in subjects that concern officers of both departments aboard ship.

Following the first cruise the cadet commences his first full scholastic term of twenty-one weeks' duration. Instruction in this term is largely devoted to professional subjects required by the junior officer and the lower ratings aboard ship. On his second cruise the cadet practices the subjects of the preceding scholastic term, and he stands the watches and performs the duties, within his own department, of petty officers and lower ratings.

For cadets of both departments the final scholastic term is devoted to perfecting performance of the junior officer's duties, to elementary instruction in the broader aspects of shipping operation and management, and to training in military subjects required for his commission as an officer in the United States Naval Reserve.

The cadet's final cruise is devoted to performance of responsible duties within the ship organization, including the standing of a regular rotation of officer's watches. Special emphasis is laid on training in leadership.

Cruises of the training ship end about May 1 annually. The graduating class remains at the school at the conclusion of this cruise and is then examined by officers of United States Bureau of Marine Inspection and Navigation for license as Third Mate or as Third Assistant Engineer of Ocean-Going ships. Graduation from the school is intended to be concurrent with the completion, by the class, of these examinations.





Practical Instructions

[Reading From Top Down]

(LEFT)

*Daily Inspection of Cadet Corps
Practical Instruction in Use of Sails
Cadets Receiving First Aid Instruction
Cadets Receiving Practical Instruction in the
Use of the Sextant*

(RIGHT)

*Cadets Practice Approved Method of
"Resuscitation"
Cadets at Dinner on Board the
CALIFORNIA STATE
Theoretical Instruction in Navigation During
Training Cruise*



Syllabus of Instruction

SUBJECT

<i>Third Class</i>	<i>Scholastic Term 12 Weeks</i>
	<i>Class Periods</i>
Navigation III	24
Seamanship III	48
Mechanical Drawing III	48
Communications III	24
Infantry Organization and Tactics	12
Physics	48
Metallurgical Processes	36
Visual Signaling	10
Boat Practice—Rowing and Sailing	20
Applied Seamanship—Sail Loft	10
Engineering Laboratory	10
Infantry Drill	20

<i>Deck Department—Second Class</i>	<i>Scholastic Term—21 Weeks</i>
Navigation II	105
Seamanship II	84
Mathematics II	84
Ship Construction II	84
Marine Engineering IID	42
Communications II	21
Visual Signaling	12
Boat Practice—Rowing, Sailing, and Motor Boats	12
Applied Seamanship—Sail Loft	24
Applied Navigation and Compass Compensation	12
Infantry Drill	20

<i>Deck Department—First Class</i>	<i>Scholastic Term—21 Weeks</i>
Navigation I	105
Seamanship I	42
Ship Construction I	36
Maritime Law	42
Economics	42
Communications I	21
Gyro-Compass Theory and Operation	20
Cargo Stowage and Care	42
Navy Regulations	14
International and Military Law	9
Naval Ships and Aircraft Types	1
Tactics and Maneuvering	10
Ship Drills	4
Gunnery	20
Communications (Naval)	10
Damage Control	2
Visual Signaling	12
Boat Handling—All Types	12
Applied Seamanship—Sail Loft	24
Applied Navigation and Compass Compensation	12
Infantry Drill	20

*Engineering Department—Second Class**Scholastic Term 21 Weeks*

Propulsion II.....	84
Steam Engineering II.....	84
Electricity II.....	84
Drawing II.....	42
Engineering Chemistry II.....	63
Ship Construction IIE.....	42

*Engineering Department—First Class**Scholastic Term 21 Weeks*

Propulsion I.....	84
Steam Engineering I.....	63
Electricity I.....	84
Diesel Engineering.....	63
Engineering Chemistry I.....	42
Navy Regulations.....	14
International and Military Law.....	9
Naval Shaips and Aircraft Types.....	1
Tactics and Maneuvering.....	10
Ship Drills.....	4
Gunnery.....	20
Communications (Naval).....	10
Damage Control.....	2

*Deck Department—Second Class**Cruising Term 15 Weeks*

Medical First Aid and Hygiene.....	20
Meteorology.....	10
Navigation.....	40

*Deck Department—First Class**Cruising Term 15 Weeks*

Rules and Regulations, U. S. Bureau of Marine Inspection.....	20
Navigation.....	40

*Engineering Department—Second Class**Cruising Term 15 Weeks*

Medical First Aid and Hygiene.....	20
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*Engineering Department—First Class**Cruising Term 15 Weeks*

Rules and Regulations, U. S. Bureau of Marine Inspection.....	20
The Gyro-Compass and Gyro-Stabilizer.....	10

In addition to class instruction, here tabulated, all cadets engage in ship repair and maintenance work, and all cadets are employed in a constant routine of ship operating duties under the supervision of instructors.



Practical Instructions

[Reading From Top Down]

(LEFT)

Making a Round "Strong Back" From Heavy Timber

Seamanship Instruction

Cadets Constructing Safety Platform for Boats

Deck Cadets Constructing Jacobs Ladder

Wire Rope

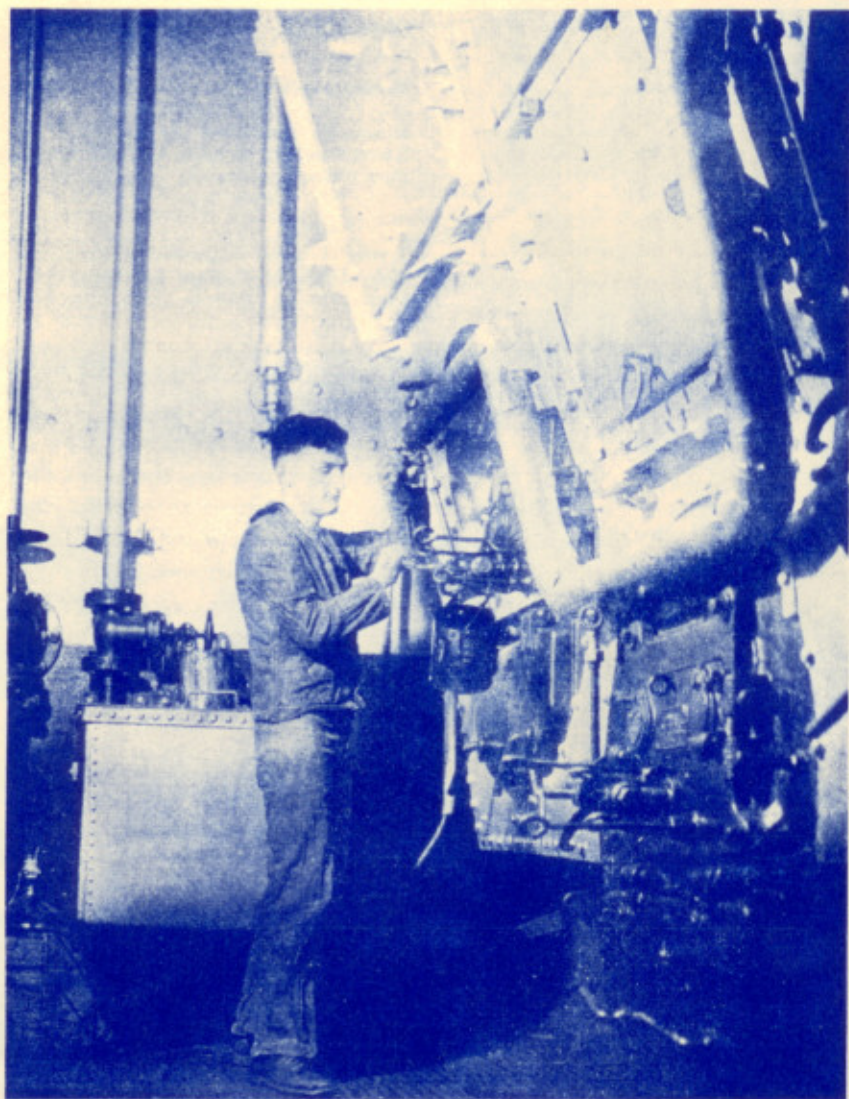
(RIGHT)

Testing Batteries After Recharging

Cadet Engineers' Practical Instruction

Cadets Mixing Paints in Ship's Paint Locker



*Cadet Operating Oil-burning Boilers*



Practical Engineering

Throughout the course of instruction engineer cadets receive practice, under supervision, in the maintenance, operation, and routine repair of the engineering equipment of the training ship and the shore base of the school. This, coordinated with class-room instruction, insures that the engineering cadet, at graduation, is competent to assume the duties of an engineer officer of a merchant ship.

All cadets of the Third Class are employed, in a regular rotation of duty, in the performance of elementary tasks in the engineering department of the school and training ship. These cadets become competent to perform the duties of lower ratings in the engineering department, and can better determine their aptitude for further training in the engineering department.

Engineering cadets, having selected this specialization, receive applied instruction and are assigned to duties of increasing importance in their department throughout the entire course. The Second Classman, upon completion of his second cruise, is proficient in all of the duties of a petty-officer of the engineering department of a merchant ship. Throughout this year he has received instruction in the machine-shop and forge-shop, and he is competent to perform simple tasks of metal manufacture and repair.

In the First Class year engineering cadets have duties of a junior engineer officer in the operation of the ship's engine, boilers, distilling plant, electrical machinery, and refrigerating machinery. Throughout this year these cadets are assigned to tasks in the machine-shop, forge-shop, and foundry, requiring skill. All work performed by Second and Third Classmen is directly supervised by cadets of the First Class, and these cadets are trained in leadership. The facilities of the ship and shore-base permit the performance of manufacturing and repair work not ordinarily undertaken aboard ship, and engineer cadets, under supervision, carry out these tasks usually done in a ship-yard. On the final cruise engineer cadets of the graduating class assume watches as engineer officers and senior officers of this department. Although advised by an instructor, cadets in these positions are required to assume full responsibility and exercise complete initiative.

Practical Instructions

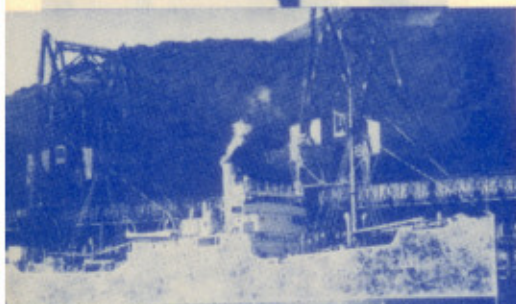
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(LEFT)

*Cadets at Morning Inspection at Sea
Training Ship at Tiburon Base
Cadets at Dinner During Training Cruise
Semaphore or Flag Signaling Practice*

(RIGHT)

*Abandon Ship Drill
Life Boat Drill and Launching*



Practical Seamanship

All Third Class cadets, and deck cadets of the First and Second Classes receive continuous instruction in the application of Seamanship. This instruction is divided into two phases: routine maintenance and watch-keeping; and instruction in technical problems of the ship's officer.

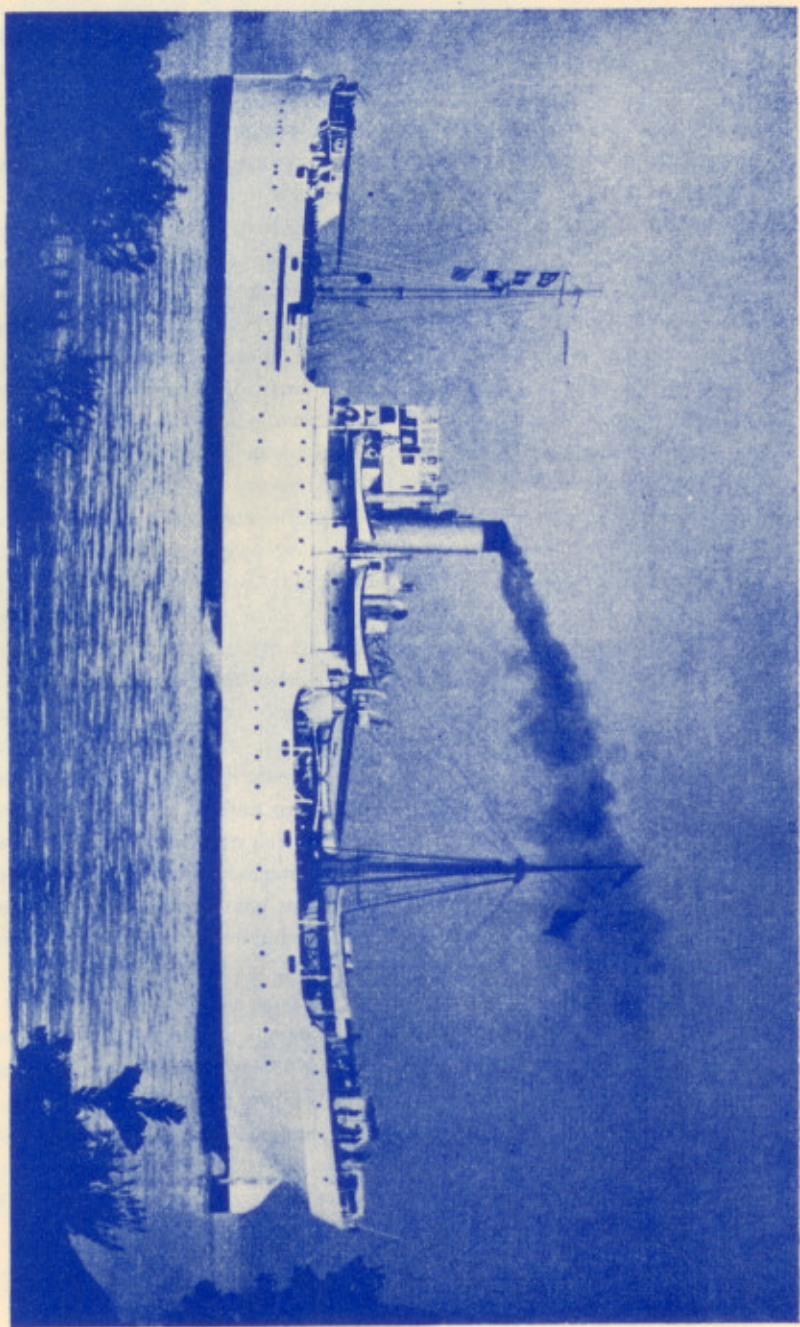
Cadets perform all routine work of the training ship, with entering cadets performing nonskilled tasks, and second class cadets performing tasks of an Able Seaman under the supervision of cadets of the first class, planned and supervised by a ship's officer.

Throughout the course of instruction cadets are trained, in groups and classes, in the practical application of Seamanship. Groups are under constant instruction, in the sail-loft and aboard the training ship, in the art of marlinspike-seamanship, working with wire rope, cordage, and canvas. Cadets are exercised in rigging to handle heavy weights, and in work aloft. Groups are instructed in the mixing of paints and their uses, and cadets of the upper classes are rotated in duty in charge of the ship's paint and boatswain's store-rooms. Daily, while at the shore base of the school, cadets are exercised in small boats, under oars and sail; and motorboats are operated on schedules between the base and the nearby town of Tiburon to serve the school. While cruising, boats are in constant use when the ship is in port, and all boats are manned by cadet crews.

A great deal of attention is given to instruction in safety measures for protection of the individual at work, and constant drills—amplified by lectures—teach and discipline the cadet to effectiveness in combatting hazards to ship and personnel at sea. In fire and abandon-ship drills every effort is made to simulate actual emergency conditions. All cadets are drilled in the use of gas and oxygen masks, and all cadets participate in drill in the launching of boats under emergency conditions.

All watches and other routine duties performed by a seaman, petty-officer, or officer of a merchant ship, are carried out by cadets, with the duty assignments graduated to the degree of training reached by the individual. Although instructors are constantly on duty, in an advisory capacity, cadets of the First Class are assigned to duties performed by officers of merchant ships and these cadets are given the fullest opportunity to exercise leadership and responsibility. The objective of the instruction in practical seamanship is two-fold: That deck cadets of the Second Class be competent to perform any duty required of a seaman or petty-officer of the deck department; and that graduating cadets of this department be competent junior officers, with practice in meeting the responsibilities or emergencies that may later confront them as senior officers of merchant ships.

The Training Ship Returning to its Base



Cadet Routine

The school year is divided into three distinct periods—about 7 months are spent at the Base, 1 month to six weeks at the Mare Island Navy Yard, and 3½ to 4 months are spent on the annual training cruise. Reasonable periods of leave are granted to cadets during the first two of these periods; about three weeks immediately after the termination of the cruise, about 10 days during the Christmas and New Year holidays, and short periods of one or two days when practicable. Week-end holiday is granted to the cadets throughout the year providing they are not on duty or have not been penalized because of deficiency in studies or conduct. Leave and holidays at times other than regularly provided for will not be granted except in case of unusual circumstances. Unauthorized absence from the School will result in immediate dismissal.

During the period the cadet corps is at the Base the forenoons of week days are spent in classroom work and the afternoons in practical work. A recreation period of one and a half hours is provided before supper and a study period of about the same length of time is given after supper.

During the period the training vessel is at the Navy Yard at Mare Island for its annual overhaul and docking to clean and paint the underwater part of the hull, cadets are engaged in all manner of ship work and, generally, drills and study periods are suspended. This period, which coincides closely with the Christmas and New Year holiday period, is utilized to permit cadets in two groups to take about ten days' vacation.

During the training cruise, each cadet is given a tour of duty in positions required to be filled on board a vessel at sea and in port, such as watch officer, quartermaster, helmsman, lookout, etc., for deck cadets; and watch engineer, oiler, watertender, fireman, etc., for engineer cadets. When not detailed to such special duties instruction and studies are prescribed both forenoon and afternoon periods.

During the time the training ship is in a foreign port while on the training cruise, cadets are given leave to visit the port as often as the requirements of ship work and their watches on board will permit; and in so far as is practicable ports to be visited during the cruise are chosen for their interest, historic or educational value.

Cadets of the third class are required to return aboard each night at 10 p.m.; second class cadets, at 11 p.m.; first class cadets at 11.30; and cadet officers and cadet petty officers at midnight. Over-night liberty or leave is not granted in foreign ports except under very special circumstances.

Graduates

Graduates of the California Nautical School have been, and are now employed as officers on the following vessels, among others:

<i>SS Dakotan</i>	<i>SS Utacarbon</i>	<i>SS Maliko</i>
<i>SS Manna Kea</i>	<i>SS Golden Coast</i>	<i>SS La Purisima</i>
<i>SS Pennsylvania</i>	<i>SS Manoa</i>	<i>SS Warwick</i>
<i>TS California State</i>	<i>SS Manukai</i>	<i>SS Montanan</i>
<i>SS Matsonia</i>	<i>SS Los Angeles</i>	<i>SS Mariposa</i>
<i>SS La Brea</i>	<i>SS Panaman</i>	<i>SS Makiki</i>
<i>SS Minnesotan</i>	<i>SS Miller</i>	<i>SS Carique</i>
<i>SS Hamlin</i>	<i>SS Miller</i>	<i>SS Manna Ala</i>
<i>SS Hanna</i>	<i>SS Alabaman</i>	<i>SS D. O. Scofield</i>
<i>SS Golden Coast</i>	<i>SS Golden Pride</i>	<i>SS Louisianan</i>
<i>MS F. H. Hillman</i>	<i>SS Monterey</i>	<i>SS Kansan</i>
<i>SS Mahaimahi</i>	<i>SS La Brea</i>	<i>SS Kaimoku</i>
<i>SS Nevada</i>	<i>SS Golden Cloud</i>	<i>SS Alomar</i>
<i>SS Harry Luckenbach</i>	<i>SS Talamanca</i>	<i>SS Charlie Watson</i>
<i>SS Malolo</i>	<i>SS Makua</i>	<i>SS J. C. Fitzsimmons</i>
<i>SS Virginian</i>	<i>SS Monterey</i>	<i>SS La Purisima</i>
<i>SS Kainala</i>	<i>SS Iowan</i>	<i>SS Point Judith</i>
<i>SS Wilbilo</i>	<i>SS Memphis City</i>	<i>SS Honomu</i>
	<i>SS Hawaiian</i>	<i>SS Antigua</i>
	<i>SS Mahele</i>	<i>SS Alaskan</i>

Since 1931, four classes have been graduated from the school in 1933, 1934, 1935 and 1938. No classes were graduated in 1936 and 1937 due to insufficiency of legislative appropriations.

Today, graduates of this school are recognized as the finest type of officer material on the Pacific Coast and the demand for graduates has exceeded the supply. Within a few weeks after graduation, all 44 graduates of the 1938 class were employed and requests for some 30 more graduates could not be met, indicating that present facilities are inadequate to meet the demand for trained merchant marine officer material.



Partial View of Cadet Corps and Ship's Officers at Baloa, C. Z.

Employment

Graduates of the School are eligible to sit for examination for license by the United States Government either as third mate or third assistant engineer of ocean steam vessels. Since the establishment of the School its graduates have been in demand by the Merchant Marine. Although some of these young men have been immediately employed in lower capacities, they have been uniformly promoted to licensed officer status within a few weeks or months of graduation from the School.

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