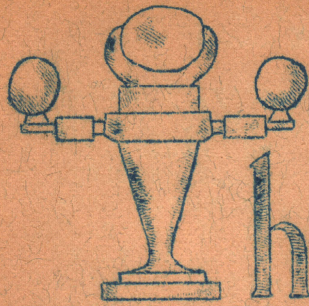




The Binnacle

MONTHLY PUBLICATION OF THE CALIFORNIA MARITIME ACADEMY

VOLUME I NUMBER 9

APRIL 1941

CO-OPERATION

In the year 1807 Robert Fulton presented to the American people the first vessel to be propelled with mechanical power, the Clermont, and born on that first successful voyage up the Hudson River amidst great cheering was a feeling of malignity. Malignity between the engine and deck departments. So let us place the blame on Robert Fulton.

As far as his men were concerned why couldn't he have built his ship in two parts, one being forward with the bridge and sails for the mates to play with, and the other part away aft and separate with an engine for the engineers to tinker with. The latter part to be used only when absolutely necessary to propel his great vessel through the water.

How this would have simplified things! The mate could wash down his decks all day without the constant fear of getting little drops of salt water on the Chief's shiny engine, and too, the engineer could blow tubes whenever he saw fit without dread of the moment soot falls on the Captain's spotless bridge.

But Fulton was a man with little foresight and placed both departments on the same ship.

Often you hear those familiar words mumbled, "Why did they ever put those engineers on our ship?" Or, "What good are those mates?" Most of us recall the story of the Captain and Chief Engineer who decided to trade jobs. Suddenly the phone rang from the engine room and the Captain said, "Chief, there's something wrong down here. The engine has stopped and I'm having trouble getting it started!" The Chief cried back, "Captain, you think you're having trouble; the ship has been on the beach for the last half hour!"

Each of us may be compared to a small tooth on a large gear. Yes, insignificantly small, but great would be the stress on the other teeth, perhaps complete failure of this large piece of machinery, should one tooth break.

One of the real purposes of this Academy is to teach young men leadership. A leader among men builds the many minds into a single machine, all working toward the same goal. In closing, remember that a good leader co-operates with the men working for him. This proves the good quality of his leadership.

J. Shafer

2. THE BINNACLE WATCH

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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 Ave. San Francisco, Calif.

FIRST CLASSMEN
TAKE LICENSE EXAMS

Commencing Wednesday, 9 April all first classmen are beginning the last step toward procuring their papers which will qualify them to follow their chosen professions. In groups of six or seven from each department they are going to the customs house each day for a period of about a week in order to take these exams. We under classmen, looking ahead into the future, to the time when we will be taking the same examinations wish them all possible luck in this, their last undertaking as cadets of the California Maritime Academy.

R.W.D.

JOE ROBERTS AND CO

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68 Townsend St

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The First Class
CALIFORNIA MARITIME ACADEMY

announces its graduation exercises
to be held

Monday, May 5, '41

Auditorium
MARINA JR HIGH SCHOOL
Chestnut and Fillmore
San Francisco

EDITORIAL

U.S.S. HORNBILL

The C.T.S. California State has returned from its 80 day cruise of 1941 and, except for the two or three short trips which may be made in the next two months, we can settle down to the steady routine of the school term in our home waters.

We are proud to say that, from all appearances, the publication of THE BINNACLE issues during the cruise term proved successful. At the start of the cruise we had some doubt as to the practicability of such a project, but, because of the fact that it did turn out, we are adopting the policy of printing the BINNACLE on all future cruises.

And now, looking into the future, we should like to express our desire to have as many more new advertisers as possible for the publications to come. Advertising is an important factor in the existence of our paper, as the funds available in the Cadet Service Fund are limited, but with this additional income we know that a better BINNACLE can be published. If our plans materialize as we hope, we can safely predict that all future issues produced at the base shall be sent to a commercial printer, making the paper more presentable. This should be a good inducement for our advertisers, as we are sure they can understand the benefits that may be derived by their help. Adding to the appearance of the paper will, assuredly, increase its circulation, thereby spreading the advertisers' messages over a much greater area.

The EDITOR

Alameda, Calif.
27 March 1941

The Editor,
The Binnacle,
T.S. California State,
Long Beach, California.

Sir:

I want to express to you my thanks for placing me on your mailing list for the BINNACLE.

This cruise that the California State is now completing is the first that I have missed since the ship was first commissioned. I've missed her, and all of my shipmates in her. The copies of the "Binnacle" that have come to me while the ship has been away have helped to take me along with you all.

I think that you have done a "bang-up" job with the "Binnacle". And no one knows, better than I do, what a job it has been for you all, and the difficulties that you have had to meet in getting out the little paper. My congratulations on a job well done.

To you all let me add my word of welcome home.

Sincerely,
George Barkley

1282-1284 MARKET ST. MARKET 4568-4569



AMATEUR-PARTS-SETS
SHORT WAVE PUBLIC ADDRESS

TO THE EDITOR

SANTA BARBARA BUS TRIP

I should like to take this opportunity to thank the members of the Propellor Club for electing me their president for the next year; also to extend a very sincere welcome to the new members.

The Club has been very active this past year under J. Grant O'Donnell. We hope to carry on his fine work during the school term and also the cruise term. To the graduation class we say, "Bon Voyage and fair sailing".

Sincerely,

J.L. Zonor

The Editor,
The Binnacle

Dear Sir,

The new chairman of the Service Fund Committee has been chosen and as he has had experience on the committee during the past year we are confident in his ability. The members of the Committee that have now been relieved join in wishing Cadet Rocca success in his new job.

K.R. Morrison
Chairman, Cadet
Service Fund

-POSITIONS WANTED-

Able young man, with Third Mate License, Naval Reserve Commission and B.S. Degree, recently graduated from Calif. Maritime Academy, wishes a position in a west coast steam ship company. Make propositions early, as this outstanding specimen of California's young manhood will accept the best offer in three days.

Apply: Antone's - 2 to 4 PM
or phone Winchester
Hotel and ask for
Ambrose.

Thursday morning the deck cadets of B and C Divisions were the guest of the Chamber of Commerce of Santa Barbara on a bus tour of that city. The first stop was at the historic Santa Barbara Mission. Franciscan Fathers conducted the party through the mission and surrounding grounds. It was the first Roman Catholic Cathedral in California and is considered to be the finest of the missions built by the early Spanish fathers.

The tour continued into the Montecito district and to the spacious Mitchell estate. Here the Cadets spent about half an hour in the Italian and Japanese gardens. The Riviera district of Santa Barbara is very comparable to that of the Italian Riviera. Throughout the tour our guide pointed out old Spanish land marks. The city and residents of the county have taken great pains to preserve these symbols of a very colorful era in the history of California.

The last stop was the County Court House. This is no doubt the most picturesque building of its type in the western states. The architecture is that of the Moors. Many of the furnishings were brought from Spain and it is indeed a modern version of the Spanish Alhambra.

We extend a very sincere "thank you" to the Santa Barbara Chamber of Commerce for a very enjoyable morning. Our condolences go to the bus driver who lost an argument with a gate on the Mitchell Estate. Also a bouquet to Morrison and Donaldson for their constant entertainment while the bus was under way.

J.Z.

CADETS ATTEND SANTA BARBARA DANCE

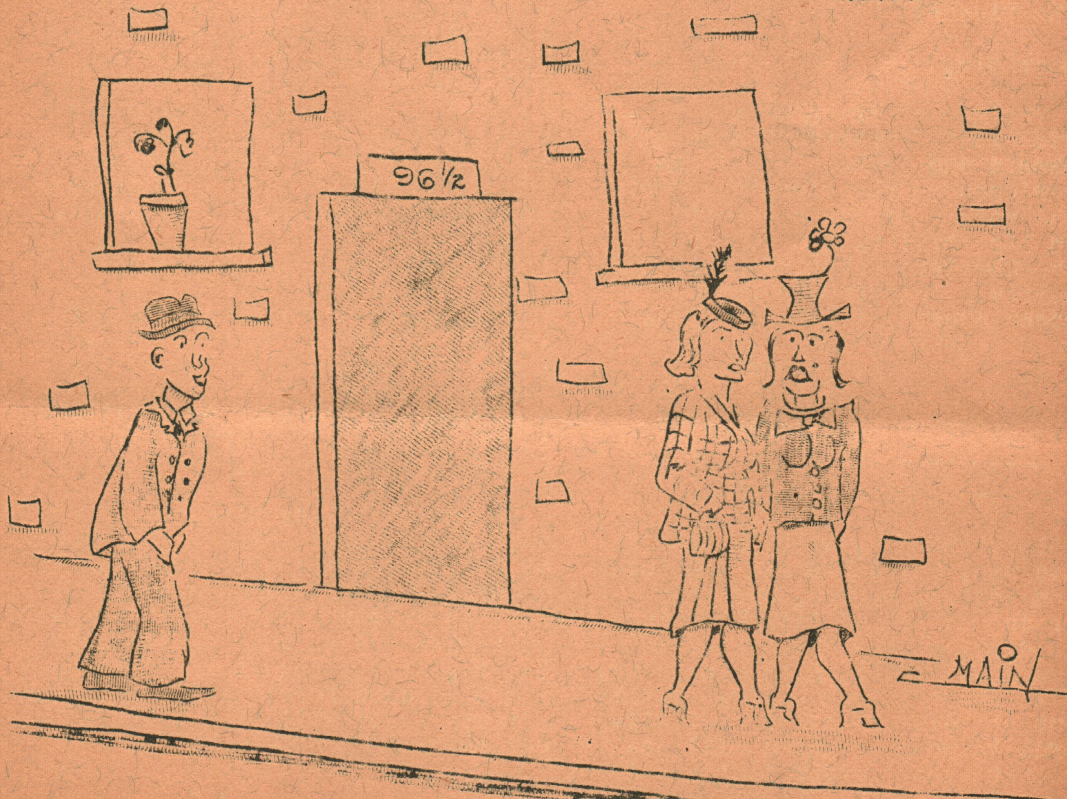
When the boat crew brought the news that there was going to be a dance the next night after our arrival in Santa Barbara there was a bedlam aboard. When they mentioned forty or fifty girls with cars, it was worse. C division went around with a smirk and the lobbyists of A division, who had manipulated the liberty schedule to suit themselves sulked because they couldn't go.

The idea was that the cadets were to be met at the dock by the girls with cars, but these wily cadets, in order to beat their friends out, all sneaked up to the Chamber of Commerce building to get first pick.

All the beautiful belles of Santa Barbara were there and many new and enjoyable acquaintances were made, Morrison turning in his usual performance. Unspiked, but delicious punch and sandwiches were served as refreshments. As poor Joe Cadet had to be back by 2400 the party broke up early (darn it). I hear that the landing was a very popular and romantic place around midnight.

We wish to thank, to the utmost, the Santa Barbara Chamber of Commerce, which was so kind as to arrange this dance, and also the organization of CO-EDDETTES, which furnished the beautiful companions of the evening.

R.E.D.



"I WISH HE'D STOP FOLLOWING US A LITTLE CLOSER"

PROPELLER CLUB ACTIVITIES

7

Highlighting the activities of the Propeller Club, Port #68, Port of California Maritime Academy, was the selection of new members for the organization from the members of the present third class, prior to the arrival of the ship in Los Angeles Harbor.

As usual, the new members were chosen on a basis of merit, considering their interest in the activities of the club and the support they have given to the club's bi-monthly open meetings sponsored back at the old base during the past school year.

On March 18, the following third classmen were unanimously elected into membership: Aker, Blankenburg, Dasso, Heard, Kehlor, McAllister, Mead, Rhoads, Mears, Neid, Peterson, Quinn, Smith, Stendahl, Welch, Wilson, Behn, Connell, Durning, Freeman, Harvie, Horn, Huldquist, Karr, McCarty, Pyle, Rasmussen, Rocca, Sattler, Severance, Towar, Weeks, and Young.

On March 28, the night before arrival in Long Beach, a meeting was held for the new Propeller Club Members to explain the true

workings of the organization and the purpose that the club serves. An election of officers for the coming year was held. Jack Zenor, formerly the assistant secretary, was chosen as President. Bob McAllister was elected Vice-President and Board Member, and Bob Dasso (new BINNACLE editor) was elected the Secretary-Treasurer.

J.G.O'D.

TO THE EDITOR

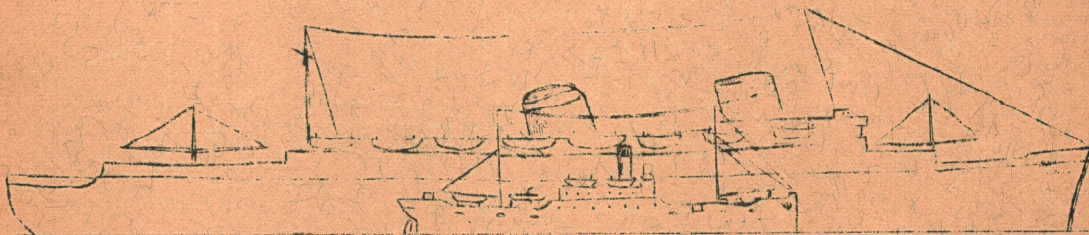
In winding up my term as president of the Propeller Club, I seek this opportunity of expressing my gratitude and appreciation to faculty advisor Mr. Dodson, and the Club members one and all for their splendid cooperation and help in carrying out the past school year.

To Jack Zenor, the new president, I offer my hearty congratulations and wishes for a successful term full of activities and service to the Academy.

Respectfully,

J.G. O'Donnell

"FOR FREIGHT OR TRIP USE AN AMERICAN SHIP"



C.T.S. CALIFORNIA STATE VS. SS AMERICA

One of her lifeboats can accommodate the entire cadet corps and officer personnel combined.

C.M.A. DEFEATS JUNTO CLUB FIVE

Playing their first game since Peru, the C.M.A. five defeated the Junto Club of Long Beach in a fast game by the score of 32 to 25. This win, and also the last game of the cruise '41, brought our string of victories to five against two defeats.

The game arranged for us by Mr. Ellis, started out with a "bang" for the boys from the "Great White Yacht". Five buckets, made mostly by "Buzz" Geandrot and Stan Stendahl, found their way through the hoop before the local boys of Long Beach could put through a long one from thirty feet out to make the score 10 to 2 at the end of the first quarter.

The start of the second quarter found the game slowing down as each team tried to work the ball in for set up shots. Being so long out of practice our boys lost the ball on numerous attempts to pass to a man in the hole. Despite this fact the Cadets managed to hold on to

their lead and at the half were leading by a score of 16 to 10.

It was decided at half time by Capt. Bob Young that our defense should be changed to a man to man. As a result of this change the Junto five came within three points of our "Quints". But during the last quarter Young and R.L. Smith found their respective eyes and we surged ahead to win by the score of 32 to 25.

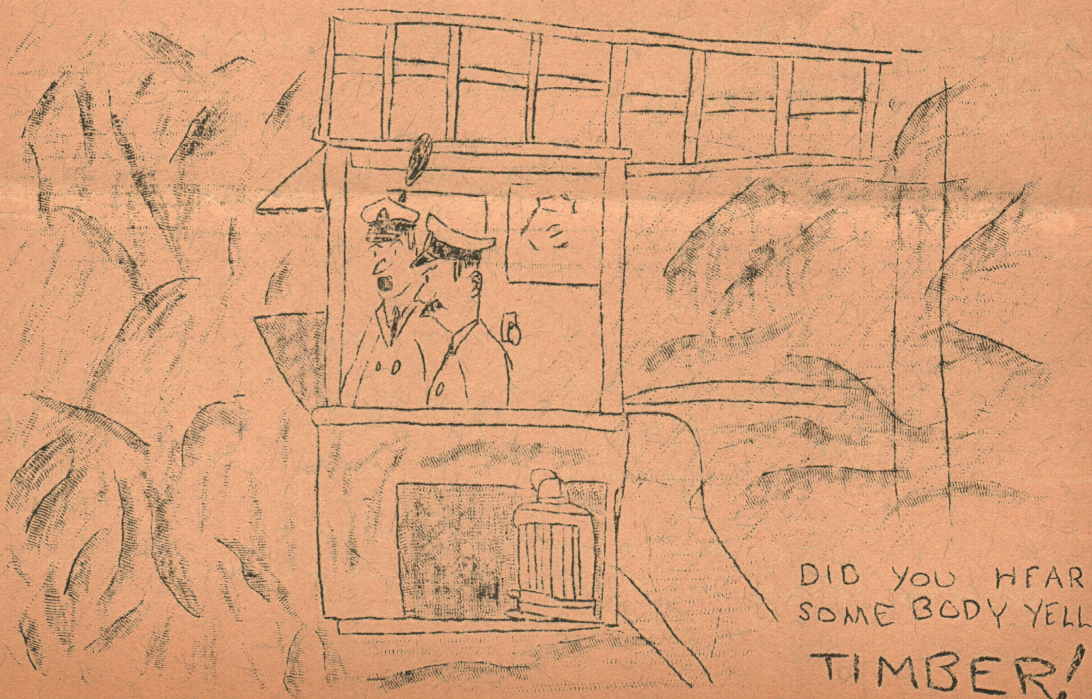
After the game all hands retired to a local "malt shop" and were treated to a victory feast by Mr. Ellis.

Line up for the Cadets

Name		Fouls	Points
Geandrot	RF	1	12
Lafrenz	LF		4
Stendahl	C	1	10
Young	RG		4
R.L. Smith	LG		2
Horn	LF		

C.L

* * *



DID YOU HEAR
SOME BODY YELL
TIMBER!

WHO----

said, "Shall we be going, Dear?" Hint: Boots, Boots, marching up and down again-Boots-

Injured by falling cheeses and bearing scars from every coaming on the main deck, has solved the problem of keeping the skin unbroken while on the ship by fashioning shin-guards from heavy corrugated cardboard from Wheaty cartons?

Is the Teddy Bear that is brave when among the boys, but quails when confronted by the gentler sex. ("Come on, drive around the block once more. Let me have one more cigarette, please")

Was the third class deckhand that tried to sell the Tanner Bus Co. some vaseline?

Is the Fourth class engineer that, after being at C.M.A. for seven months, (poor soul) still calls and believes the eccentricities are concentrics?

Tried to paint the classroom inside white the easy way? (dropping a couple of buckets of paint down the ladder).

Is the fourth class man with the big nose who continually uses the after berthlock ladder, and also thinks that he is the best looking lad on the ship?

Is the first classman that wanted the ports "bogged down"?

Said, quote, "I won't sign nuthin'"; what'll Ditter say?

Is the third class engineer who after taking Mr. Ellis' physics class doesn't know that five fires put out less B.T.U.'S than six?

Is the ~~swab~~ who, upon arising the first morning in Santa Barbara and looking out towards the Channel Islands, said, "Gosh we are coming in closer than this, aren't we?"

Is our dark, handsome, swarthy Latin that parades around the ship in a pair of cowboy boots?

* * *

FAVORITE QUOTATIONS

The Frenchmen are are a funny race....

Three years in the 'tween decks or Why I am stir crazy. First Class

When you come right down to it I am pretty good looking.
Gus Flood

Sure, I'm getting lots of shows.
Billie Cuddeback Weiden

Sure I know all about the Navy; I spent three weeks dicing spuds on the Jarvis.

"Navy" Paul Mead, S3/C

I just have to beat the women off.
The Editor

I'll never get married; I hate to make a girl suffer the rest of her life.
K.R. Morrison

What have you done to earn your three squares today.
Mr. M.N. Engs

I paid my 225 tuition.
Nat Main

I hate fresh air.
Rod Eldon

I am going to hold out for 4¢ on my bean farm.
"Umlout" Carter

R.E.D.

LUNCHEON ABOARD SHIP

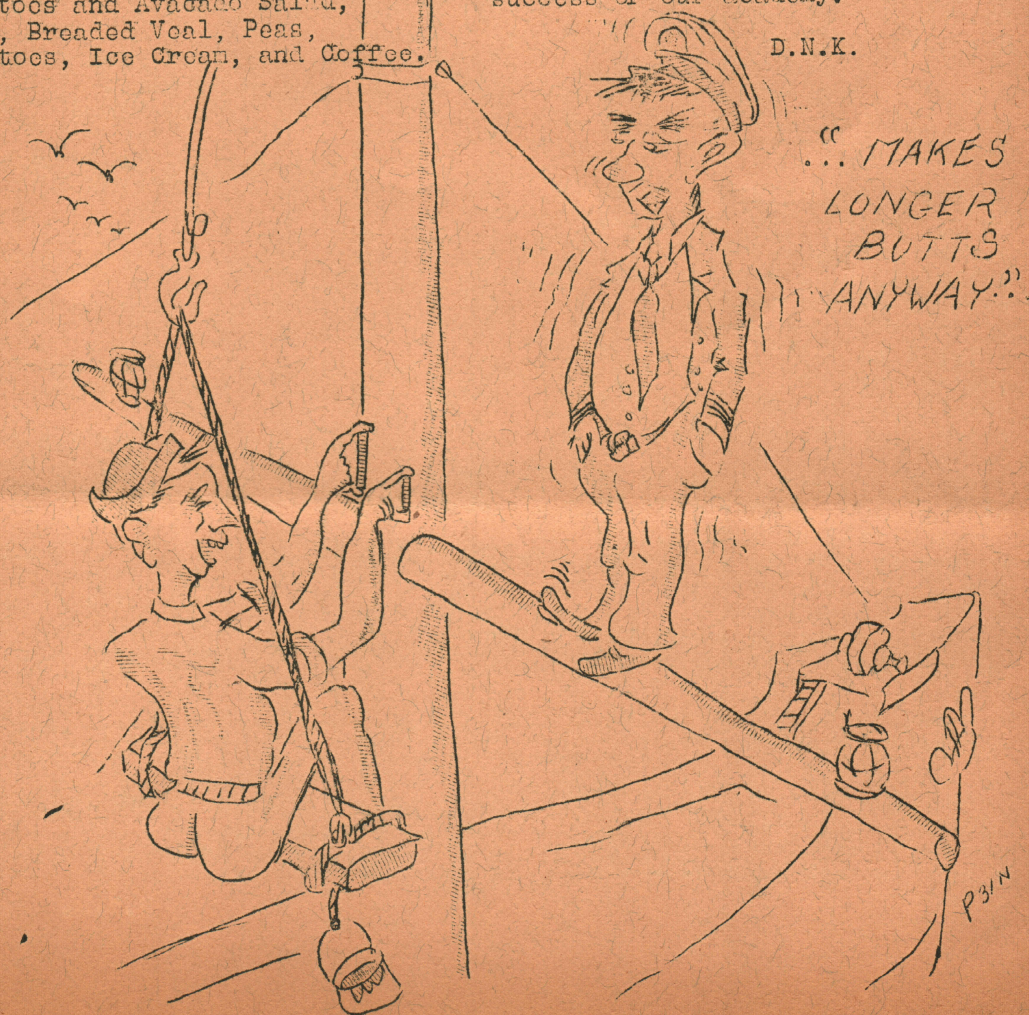
Among various events enjoyed by the cadets during their stay in Santa Barbara was another successful luncheon aboard ship. The officers and cadets were honored to have as their guests on Thursday, April 3, 1941 Mayor Maher, Mr. Presly Lancaster, secretary of the Chamber of Commerce, and a group of distinguished citizens of Santa Barbara.

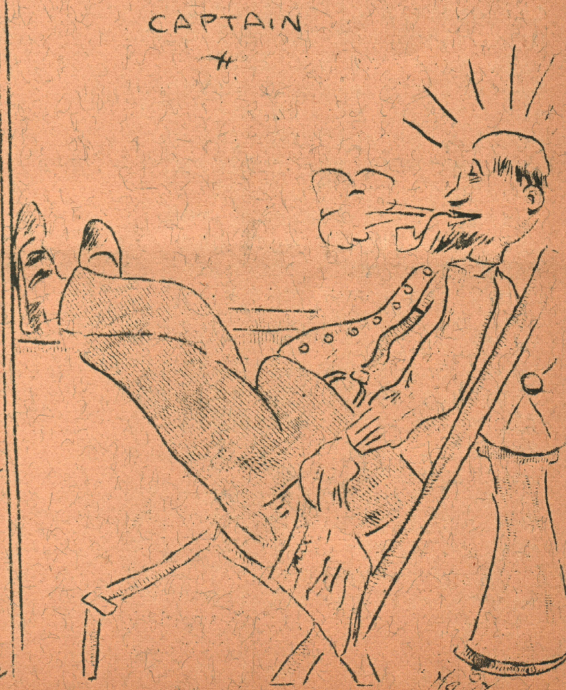
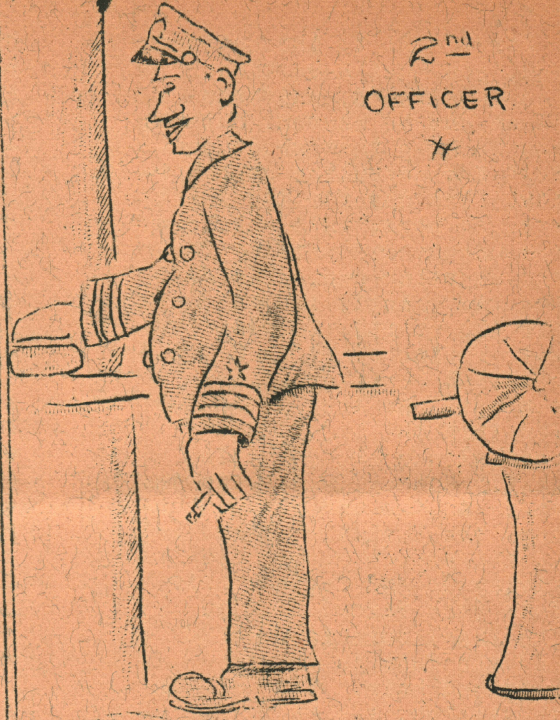
The party arrived on board shortly before noon and was escorted on an informal tour of the ship by members of the cadet corps. The luncheon got under way about 12:45 and lasted until 2:00. The menu included Tomatoes and Avocado Salad, Soup, Breaded Veal, Peas, Potatoes, Ice Cream, and Coffee.

After dinner Captain Mayo addressed the group and related to them the present position of the Academy concerning our new base and the pending state action. In closing he expressed his sincere thanks in behalf of the officers and cadets for the hospitable reception and courtesies extended by the citizens of Santa Barbara.

The success of the occasion was due chiefly to the hard work and cooperation put forth by the messmen and members of the crew. A hearty thanks should be extended to them since the success of such occasions reflects directly upon the success of our academy.

D.N.K.





First call to inspection! Yes, you must have those shoes polished, uniforms clean and be shaven, but ah, now we have that great contest for masculine superiority. The day for the great race is here. All whiskers are uneasy and waiting for the starting gun. The MOBD has his whistle in his mouth for the start! They're off --to a fine start in C.M.A.'s colossal beard growing contest. As they round the far turn the majority of hair glands are jockeying easily but a few are straining. As the undergrowth enters the backstretch several of the weaker hearts are giving up and facing their fate (the razor) boldly. The final turn is reached and the fuzz is running hair and hair. They are in the stretch, the hairs are crowding one another, but alas, the winner!

This unique race left to the actions of nations is unheralded and unequalled to only those of the Irish Sweepstakes class. After the 13 days of watching all entries closely the judges have come to the following conclusions: The best beard, Cadet Bonchuo, and with that title went one tube of shaving cream, a money order and razor blades. The reddest beard to Cadet Nied, blackest beard Cadet Gwartney, the blondest to Cadet Feuille II, the most distinctive to Cadet McAllister and last but not least the ratiest beard title went to Cadet Main. Along with the titles mentioned above went a money order, shoe polish and those ever vital razor blades.

All winners were invited to participate in a major

Pie Eating Contest whose reward for the winner was a one dollar money order and a box of Soda BiCarb' and --- A pear pie! For this event Cadet Kettenhofen was given a special invitation, which he accepted.

The tables were set, the contestants awaited the signal and ---they're off! The blackberries flew and finally as the bottom crusts started showing there emerged a winner crowned with a special facial application and finally, when necessary identification took place our own Nat Main was the double winner. With the dying cheers and jeers the beard growing contest for the '41 cruise had come to a successful end.

G.E. P.

* * *



THE WINNAH!!

ENTRANCE EXAMINATIONS

13.

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 23,
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 - Place undecided as
yet, but may be found by
found by inquiring
at the Academy's
office in San
Francisco.

If sufficient applicants war-
rant it, examinations may also
be given in Fresno and Eureka.

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

California Maritime Academy
515 Van Ness
San Francisco, Calif.

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

THE EDITOR

* * *

CALIFORNIA STATE RETURNS HOME

On her way back to California
and home the C.T.S. California
State puts in at Balboa, C.Z.
to stay for three days. This
is the last stop for the ship
before reaching Southern Calif-
ornia. We arrive in the middle
of the morning, March 10th and
anchor out to await the arrival
of the pilot. After a short
wait we proceed up the channel,
but we don't get up as far as
usual this time. We moor at
the coaling dock at the south
end of the channel. The same
crowd is there to meet the ship;
relatives and friends of the
Canal Zone boys, Russon, Huld-
quist, and Dunn. These three
have native liberty again and
leave almost as soon as the bug-
ler sounds "secure".

Late in the afternoon of the
second day here, word is pass-
ed that the S.S. America is in
sight coming through the canal.



14.

(Continued from previous page)
All of those aboard quickly rush on deck to watch her come in --- and it's really something to see! The America ties up to the end of the same dock to which we are moored, and most of the cadets are soon sprinting down the dock to get a better look.

The next day we are privileged to go aboard. Tours have been arranged, with the engineers spending their time in the engine room, and the dockhands taking everything in up topsides. Some ship!!

Ashore it is about the same as when we were here a few weeks ago. The clubhouse, beer gardens, chivas, Hindu shops, etc. Andy Rocca has such a good time frolicking around the swimming pool at the clubhouse, that he doesn't realize he has a broken toe until he returns to the ship.

Third classmen Petersen and Quinn succeed in borrowing another motorcycle here, and repeat their Acapulco performance. They make a grand tour of the Canal Zone including Pedro Miguel, Madden Dam and Gamboa. Very educational.

"Squeaky" Weeks goes ashore and buys a lot of fancy equipment for the baseball team. This time they have uniforms for their return engagement with the Pedro Miguel team. But the game doesn't come off. It seems that the other outfit is playing somebody else that day.

After three glorious days in port, we sail on Sat., March 13th: So, with all hands aboard we leave for Long Beach. California here we come!!!

The beard-growing contest, which is a feature of every cruise on the schoolship, commences officially when we depart

from Balboa. As the days pass the foliage on the faces of the Cadet Corps, and one officer, becomes bushier and longer. Some clever designs in the way of goatees, Van Dyckes, mustachios, and side burns are exhibited by some. Two days before arrival in Long Beach everyone gathers in the classroom for the pie-eating contest and the proclamation of the best beard growers.

The swimming tank, which was erected on the forward well deck for the Neptune Party, has been left standing. It is rather nice to be able to take a dip now and then, and the tank is full every day with the lids off watch.

One bright day we pass Acapulco and go in so close that we can almost touch the cliffs. We give them three blasts of the whistle for a greeting and then sail on.

To brighten the ship up for California ports, we have another painting spree. From fireroom to boat deck, and from forecastle to poop, the paint flies! The afternoon before arrival in Long Beach, the finishing touches are put on. Everything really looks sharp.

Thursday evening, March 27, after twelve days at sea, we see a large glow of light on the horizon, which turns out to be San Diego. We know we are getting close to home now. On this same evening we sight the "America" again on her way South; our third meeting with the pride of the American Merchant Marine.

Awakening the next morning we find ourselves anchored out in Los Angeles harbor. Right after breakfast the pilot takes us in to the same dock in Long Beach to which we were tied last Jan. On the dock, waiting for us is Captain Mayo, who left us in San Diego. Also present are the

wives of the officers and some relatives and friends of cadets from Southern California. Shortly after returning aboard the Captain speaks to the officers, cadets, and crew regarding his activities during our absence, latest developments concerning the new base, etc.

Another luncheon is held aboard and the basketball team wins another contest with a local team.

Lieutenant Winbeck receives orders to leave the ship in Long Beach; however, he stays aboard to return to San Francisco with us. We are sorry to hear that he is leaving us, because of the many improvements he has fostered during his stay at our Academy. On April 1, five days after arrival, we leave for Santa Barbara, the last port of the cruise. We awake the next morning to find ourselves anchored off this beautiful city.

The citizens of Santa Barbara are always hospitable and friendly to the cadets of C.M.A. This is due mainly to the Academy's good friend, Mr. Tom Crawford, a former sea-going man, who has shown much interest in the Academy and has helped to send many Santa Barbara

boys to C.M.A. This year we are offered free transportation by the local bus company and thus have a good opportunity to see the many interesting sights of the city. The S.B. Chamber of Commerce holds a luncheon for the officers, the engineers are conducted on a very interesting tour through the brand new industrial department at S.B. State College, and the dockhands take a sightseeing tour about the countryside while we are in this port. I mustn't forget the dance given us by a local girl's club while we are here. Cadet Doell entertained some cadets at his home. A luncheon is given on board ship for local dignitaries.

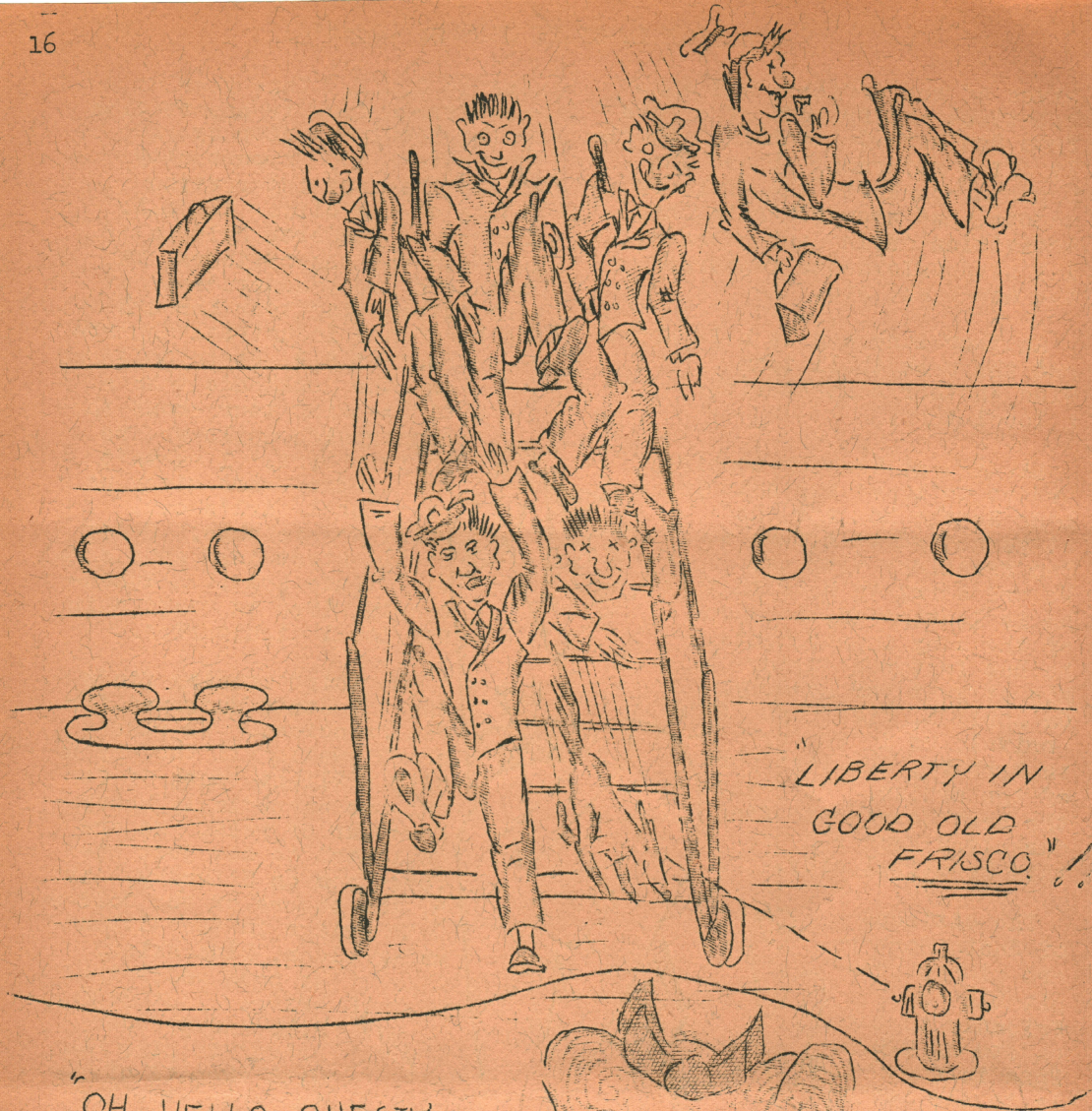
The third morning finds the Cal State underway for San Francisco. We ride heavy swells all the way up with a slight touch of fog and one exceedingly heavy downpour of rain. We are delighted to see just before noon on Saturday, April 5, the towers of the Golden Gate Bridge in the distance under clear, blue skies.

We pass under the bridge about 3:30 P.M. and proceed around to pier 54. With the aid of a tug a spectacular landing is made and the cruise is over!

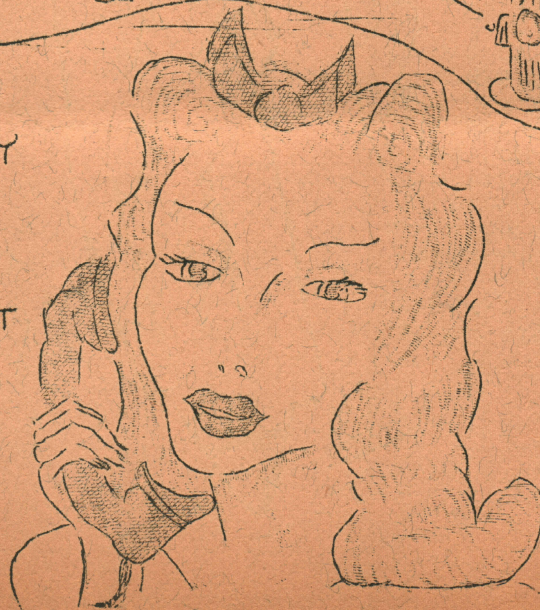
F.F. 11

"CALLING FLIGHT SIX
... FROM FLIGHT NINE
... SIX FROM NINE...
"DIVE FOR THAT
BLONDE ON THE
CORNER"!!



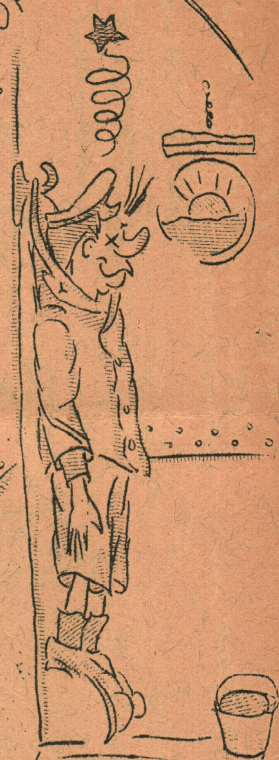


"OH, HELLO CHESTY
DEAR, YOU CAN
COME OVER AND
SEE ME NOW...
ALL OF THE FIRST
CLASSMEN HAVE
GRADUATED!!"

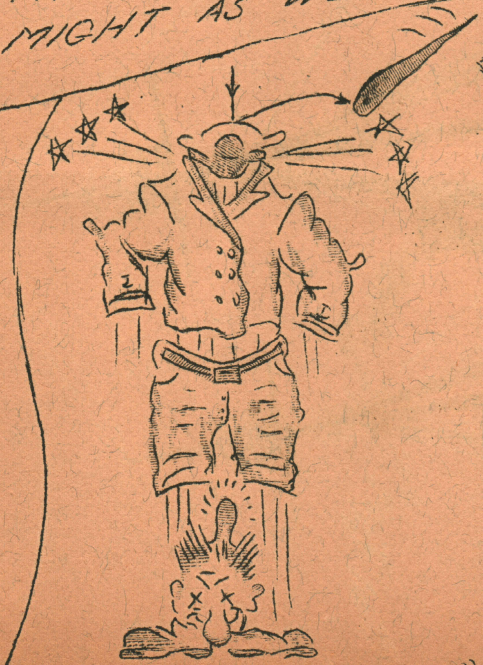




"AT LEAST
HE HUNG UP
HIS UNIFORM!"



"WHAT THE HELL JAKE WE
MIGHT AS WELL TURN-TO!"



"NO! NO! NO!
THAT'S NOT A
RADIATOR - ITS
A FIRST CLASSING"



"LOOK OUT BELOW!"