



This aerial view shows the entire campus of the California Maritime Academy, and the training ship Golden Bear. Tomorrow a group of seniors will graduate from the state school. In the center are barracks for midshipmen, at left is Mayo Hall—the gym and scene of graduation—and at

upper left are quarters for the faculty. Just right of Mayo Hall is the new mess hall facilities. The Academy, just off Highway 40 (upper right), is located on Carquinez Strait at the inlet known as Morrow's Cove.—News-Chronicle Photo.

New Milestone Reached In Sea School's History

"The sea is a lovely lady, a capricious maiden, or a raging monster . . . no longer does the seafarer depend upon incantation, incense, and intuition to gain a livelihood from the sea. The practice of the maritime profession has become an exact science demanding the ability to lead men and utilize efficiently the tools of the trade."

This foreword from the catalogue of the California Maritime Academy—the West's only maritime college nestled on the banks of Morrow Cove in Vallejo—describes the goal of two dozen young men who will graduate there tomorrow.

All of them will immediately become officers in the Merchant Marine as nine of the group receive Bachelor of Science degrees in Nautical Science and the degree of Bachelor of Science in Marine Engineering is conferred upon the remaining 15 midshipmen.

THE LICENSES they receive upon graduation as the Academy's 24th graduating class will enable them to go on merchant ships in the lowest ranking officer grades as third mates (deck officers) or third assistant engineers.

Tomorrow's 2 p.m. ceremonies at Mayo Hall will mark a milestone in the relatively brief 28-year history of the college, for the coming year will see the beginning of a large-scale construction program to give it permanent buildings. These will replace most of the temporary wartime structures erected when the Academy was moved to Vallejo from San Francisco's Ferry Building in 1945.

Bids for an \$800,000 dormitory will be opened Aug. 27, the day after approximately 100 midshipmen enroll in the institution as members of the incoming class for the next term.

Other buildings erected in succession by 1961 will be a \$180,000 administration building, a \$950,000 engineering laboratory and a \$275,000 auditorium. Included in the expansion program as well are outdoor physical education facilities to cost \$80,000 and a \$100,000 corporation yard.

THUS, IT'S superintendent, Capt. Henry E. Richter, steely-

eyed yet colorfully humorous ex-Navy officer who for the past two years has steered the Academy's somewhat financially perilous course, notes with satisfaction that the school is "acquiring more of a permanency."

The struggle for funds he blames on the "tendency to look at California as an agricultural state" despite the fact that last year exports and imports handled in the state's ports exceeded two billion dollars.

"One of the difficulties is that you don't have the heritage of the sea in California that you have in the New England states.

"I'm thinking of getting a herd of Rocky Mountain goats and turning them out to pasture on these hills," he facetiously observed. "Of course, that is my own idea and fantastic but it might help in Sacramento."

BUT THE education of the midshipmen at the Academy, nevertheless, is largely subsidized by both state and Federal funds. A boy with the yearning for the sea and its ships can get his education there in three years (the school runs continuously lopping a year off the normal four-year college course) at an estimated total cost of \$2,500. And this includes things like board, room and spending money.

While the list of applicants each year is lengthy, entrance is fairly difficult for a good number of them because of rigid physical requirements, particularly for eyesight.

And after entrance about a third of each class "washes out" before graduation. Capt. Richter, calling this "normal attrition" declared "The major problem with most of them is that they dodge math and English in high school."

HIGHLIGHT of each year's training is a three-month Pacific cruise on the Academy training ship, the Golden Bear. Given to the school in 1946 by the Federal government, the 426-foot Navy vessel of turbo-electric propulsion was built in Rhode Island during World War II.

What is in store for the Academy in the next decade?

Capt. Richter answers this by pointing out "At the present

time, the shipping industry is booming in this state. Shipping companies are keenly interested in acquiring our graduates.

"The government has been authorized to build the first nuclear powered merchant ship. Last week I went to a symposium in Washington, D. C., to get the aspects of training merchant marine officers for nuclear powered ships.

"Eventually all state academies (there are three on the East Coast also) will include a course on that. My guess is that we wouldn't get into nuclear training for three to four years—but that is strictly a guess."