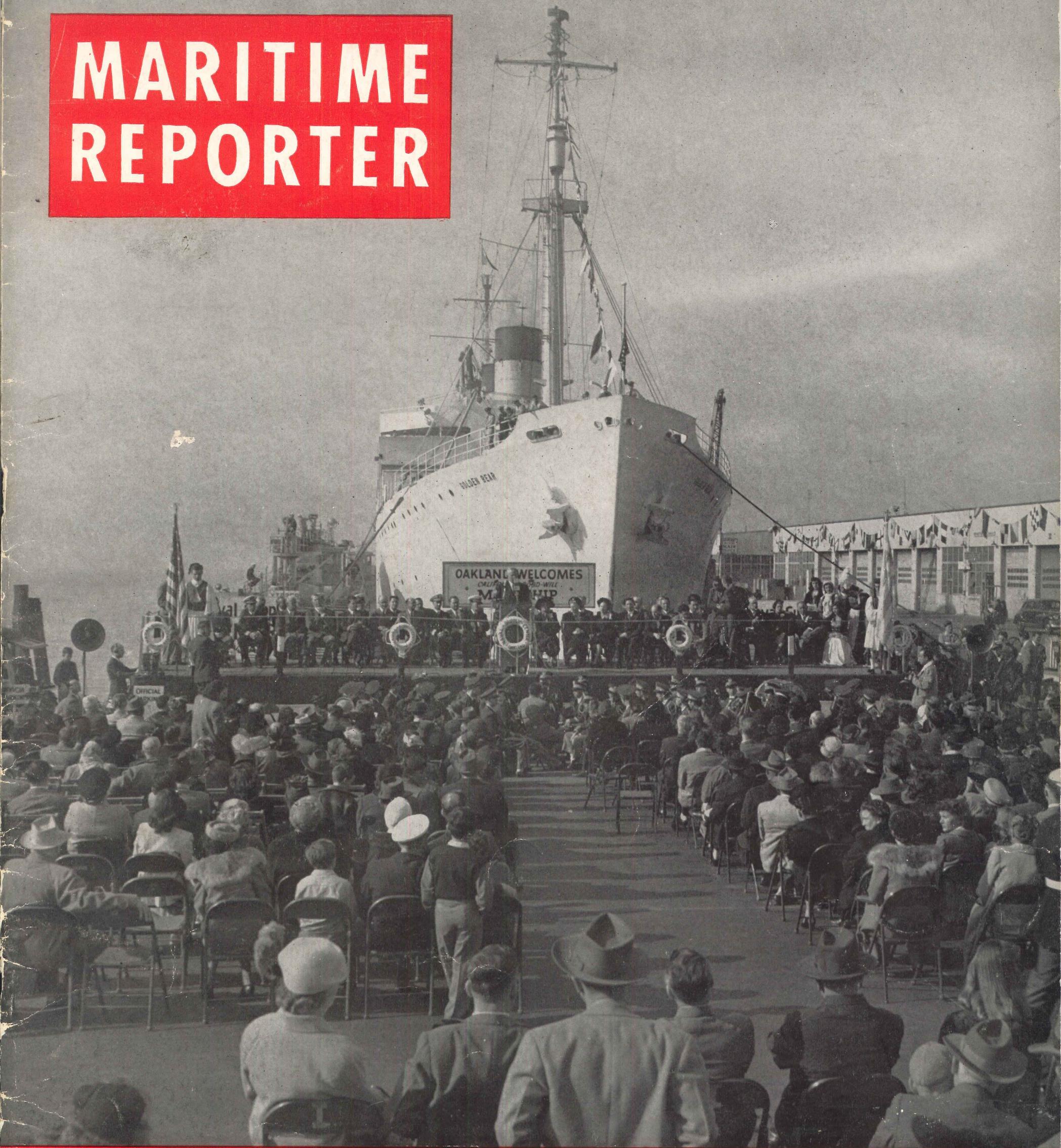


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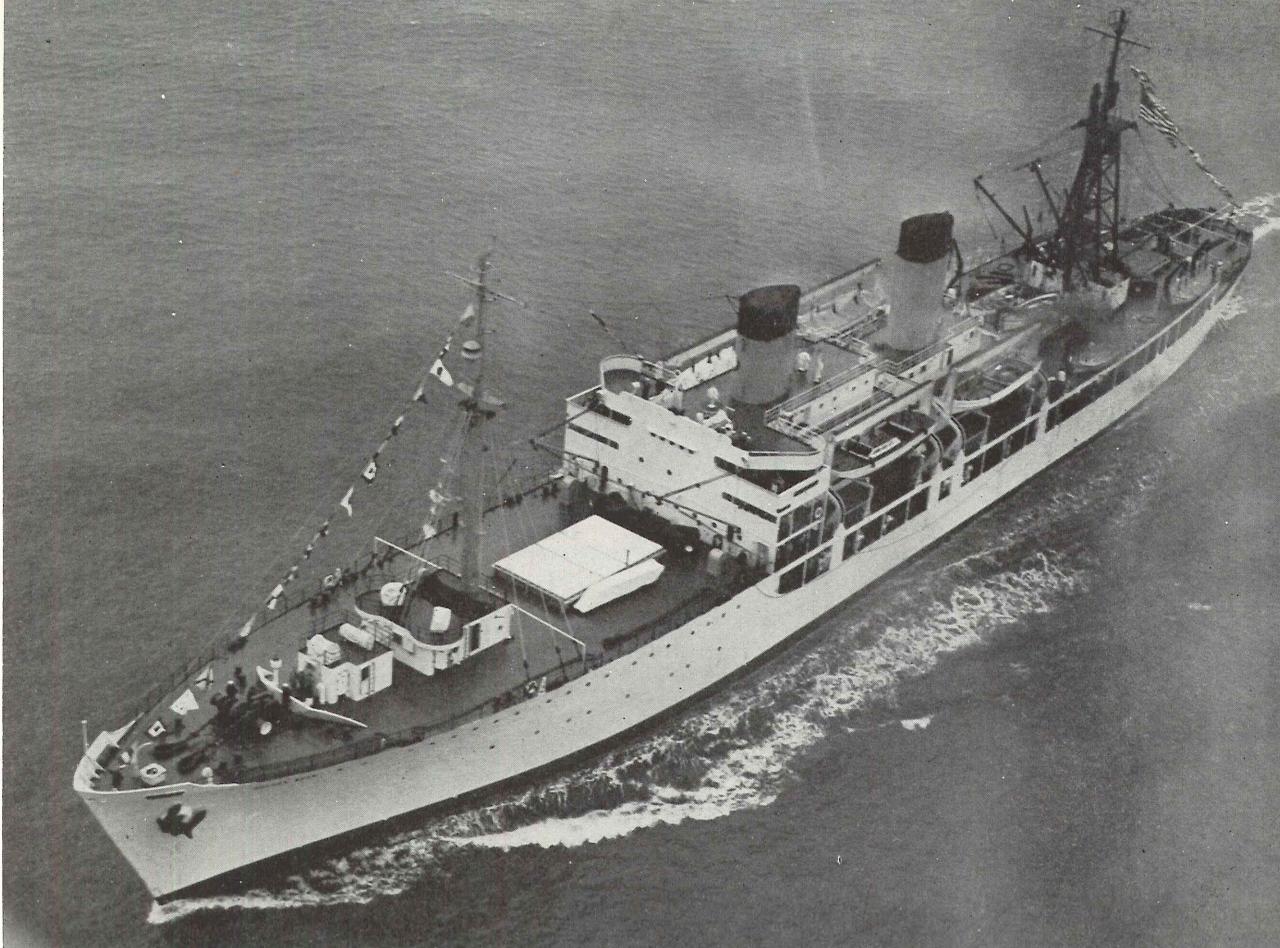
**The California Maritime
Academy's Defense Role**
(SEE PAGE 13)

Academy Training
Ship, Golden Bear

OCTOBER 1, 1952



Commodore Russell M. Ihrig, USN (Ret.), superintendent of the California Maritime Academy since 1947. The academy has doubled its enrollment since he took office.



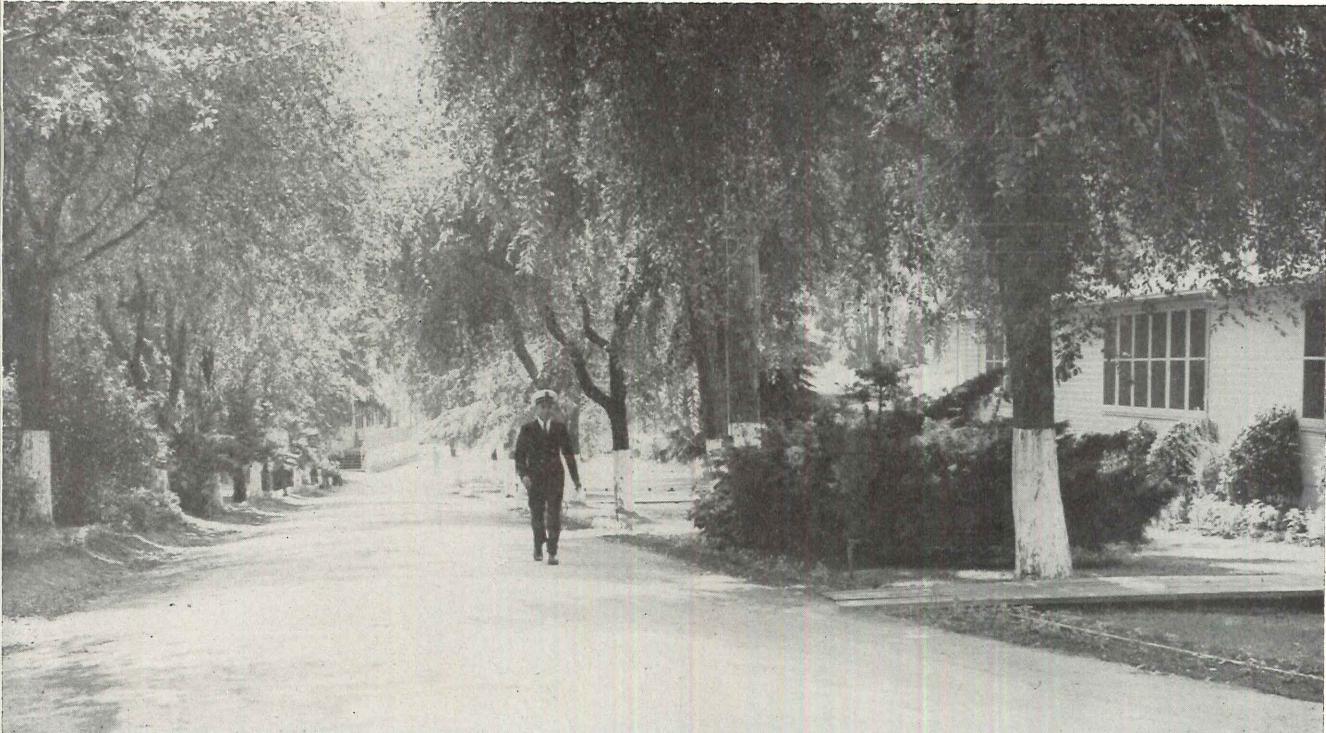
The 7,040-ton training ship *Golden Bear*, loaned to the academy by the Federal Maritime Administration, heads home.

CALIFORNIA'S ACADEMY

ON THE COVER — The California Maritime Academy's 7,040-ton *Golden Bear* is seen holding the center of the stage during gala departure ceremonies held at the Oakland Naval Supply Center. The beautiful white training ship, manned entirely by faculty members and students at the academy, was bound for the Mediterranean on a good-will training cruise at the time the picture was taken. Speaking at the microphone and surrounded by a long list of high civic and Naval dignitaries is Governor Earl Warren of California.

The California Maritime Academy, one of four such schools in the country, is busily training more and more young men to help lead our future merchant marine in times of emergency

A student on his way to the Midshipmen's Barracks (right) walks up beautiful Academy Road, one of many tree-lined vistas on the rolling 70-acre campus maintained by the California Maritime Academy just outside the city of Vallejo.



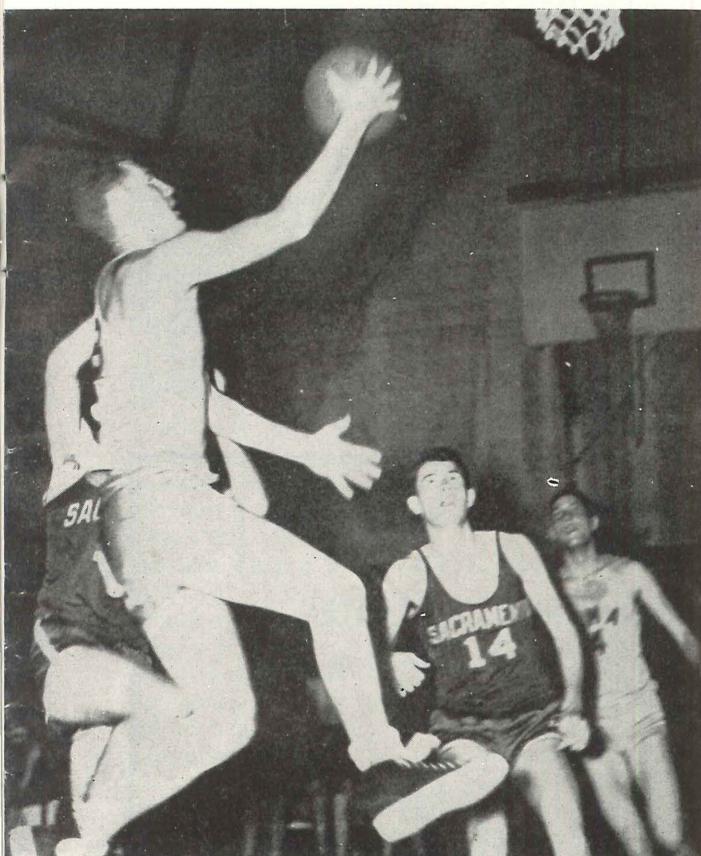
The recently completed sea trials of the *Keystone Mariner*, first of 35 high-speed cargo ships now being built by Uncle Sam to help bolster his flagging power over the merchant fleets of the world, lend new emphasis to an old need this country has for more ships of the same caliber—and for more men, trained as executives and key operating personnel, to man them.

The question of where these ships will come from is an old one which has received a great deal of publicity from the nation's press. During the last session of Congress, the fate of the American Merchant Marine was thrashed out in the halls of the Senate and the House of Representatives, in various committee rooms of government agencies, and in the White House itself, where President Truman finally and reluctantly signed the long range shipping bill. It will probably be thrashed out again before Congress gets around to taking another vacation—particularly since both parties have

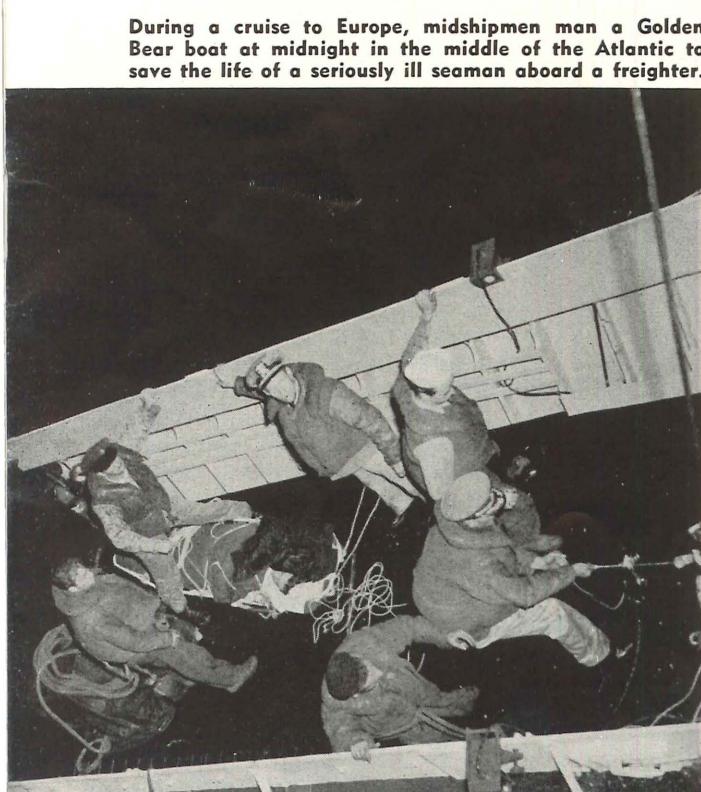
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The pictures on this page reflect a few typical activities followed by the students during their training period. Here four midshipmen enjoy a pre-taps bull session.



Healthy bodies are as necessary to midshipmen as sound minds. All applicants must pass a rigid Navy physical before the academy will consider them for admission.



During a cruise to Europe, midshipmen man a Golden Bear boat at midnight in the middle of the Atlantic to save the life of a seriously ill seaman aboard a freighter.



Captain Ralph M. G. Swany, commanding officer of the training ship Golden Bear, gives a deck Midshipman individual instruction on the mechanics of a course-recorder.

ACADEMY

(Continued from page 13)

planks in their platforms promising such debate.

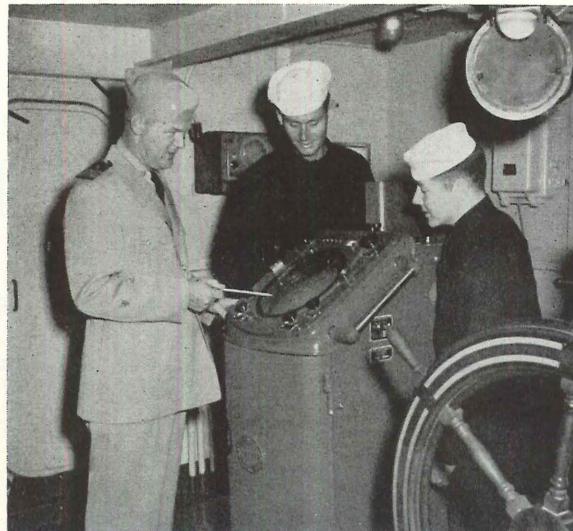
But in all this concern for the future of the American Merchant Marine not one voice has been raised in answer to the second of these all-important questions—where is the United States to get the trained leaders necessary to administrate an expanded merchant marine? Will it get them from among the rank and file of unlicensed seamen who come up “through the hawse pipe?” Or will it get them from such established training schools as the California Maritime Academy, located at Vallejo, California—an institution which has supplied the American Merchant Marine with more than 800 ambitious young executives since its founding little more than two decades ago?

Instead of trying to solve this urgent problem with constructive legislation, the best Congress could offer in the last session was to attempt a 35% cut in appropriations for its own Federally-operated United States Merchant Marine Academy at Kings Point. It almost seemed as if our lawmakers were trying to decrease the number of future shipping administrators at the same time that they were calling for an increase in the number of ships that would have to be administrated!

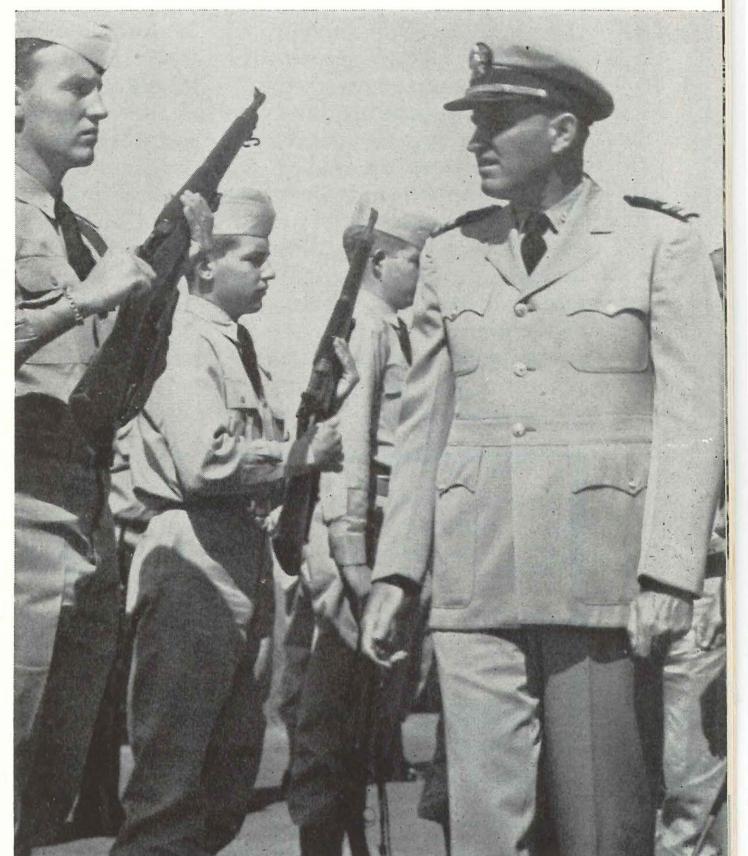
In an editorial appearing in the June 15 issue of MARITIME REPORTER, this attempt to cut the academy's budget was discussed in detail, giving the probable reasons behind such an “economy” move. If all merchant marine academies in this country were placed on the same high-priority level as the academies at West Point and Annapolis, as they should be, there would be no necessity for either Federal or State governments to fight over budget appropriations for these schools—and the merchant marine would be guaranteed a steady flow of young blood into its executive ranks. Without such a flow, the United States might

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Lieutenant Commander Nied, navigator aboard the Golden Bear, explains the operation of a Sperry radar unit to a couple of future mariners in the ship's wheel house.

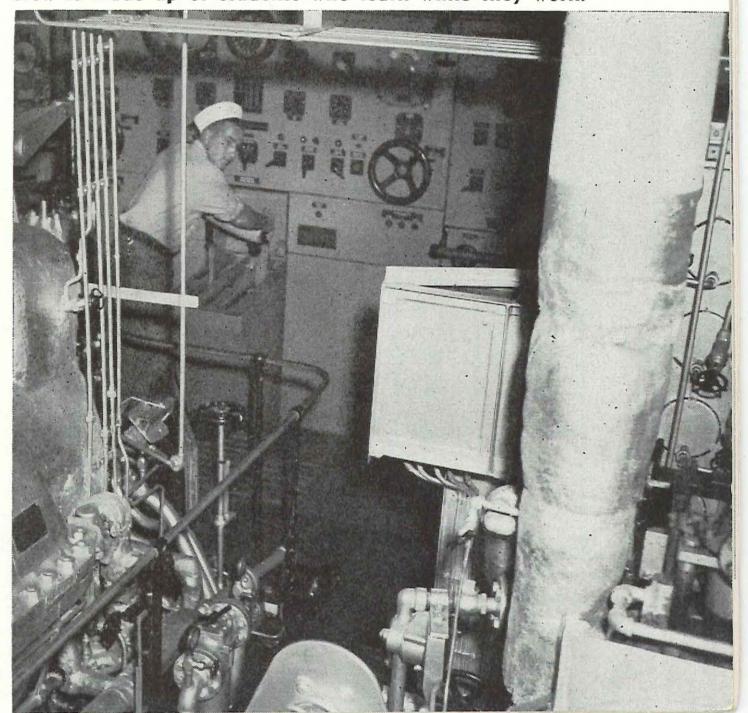


A group of deck midshipmen rig and hoist an auxiliary boiler on board the Golden Bear, good experience for young “salts.” Engineering midshipmen then installed it.



A thorough course in the basics of Naval Science is a “must” for both engineering and deck departments at the academy. Here a Lieutenant Commander holds inspection.

An engineering Midshipman is seen on watch at the Golden Bear's main propulsion controls. The ship's entire crew is made up of students who learn while they work.



CALIFORNIA'S ACADEMY

(Continued from page 15)

very well be left holding the bag in the event of a national emergency. We'd have plenty of ships, as in the last war, but would we have the men to man them?

To help meet the present and future demands of the merchant marine, the Coast Guard and the Naval Reserve for new officers, and to help satisfy the executive needs of the many allied industries supplying these branches of the nation's defense with marine equipment, four State maritime academies are maintained by Maine, Massachusetts, New York and California—all of them operated in cooperation with the Federal Government, each independent from the other, and each with its own particular brand of headache.

Number one headache on the list, of course, is this question of dual control. When the interests of both the Federal and State governments clash, as they frequently do, these four maritime academies find themselves forced into the role of orphans in a storm. At budget time each year, State legislatures often take the self-righteous position that it is not a "state function" to provide funds for a Federally-controlled Navy; Congress, on the other hand, takes the position that it should not be called upon to appropriate large sums of money to help supply trained personnel for what it considers a private industry (the merchant marine). The result? Decreased budgets and limited student enrollments in all four academies.

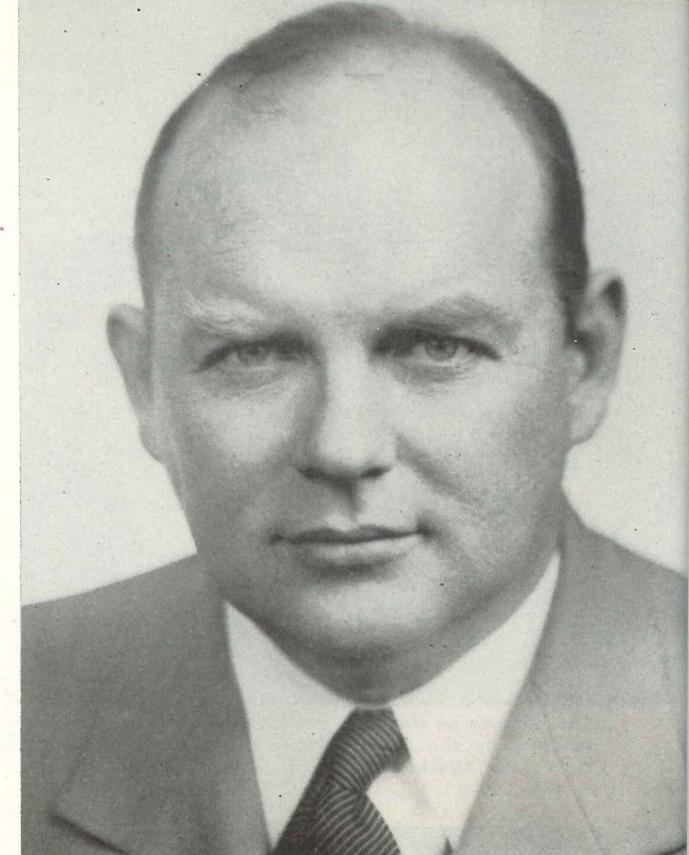
Perhaps Congress and the State legislatures will remedy this situation before an expanded merchant marine begins to outstrip the capac-

ity of our schools to produce trained leaders in the maritime field. That more young blood is needed goes without saying; it is understood by all top-level executives in the industry. But that intelligent steps must be taken now in order to guarantee such young blood in the future needs a great deal more saying—particularly by those men who control the destiny of American shipping and who want to see it restored to the health this country needs.

The California Maritime Academy, located on 70 acres of rolling countryside on the north side of Carquinez Straits, near Vallejo, California, is a good example of the work these four state academies are doing in providing trained young officers to man American flag ships. The value of such institutions to American shipping may be better judged after taking a careful look at her record.

The academy was established in 1929 by act of the California Legislature as a unit of the educational system of the State, coming directly under the State Department of Education. The governing body is the Board of Governors, consisting of five members, of which the State Director of Education and Superintendent of Public Instruction is an ex-officio member. The other four members are appointed by the Governor. The superintendent is selected and appointed by the Board of Governors with approval of the State Department of Education, the Federal Maritime Administration and the U. S. Navy Department.

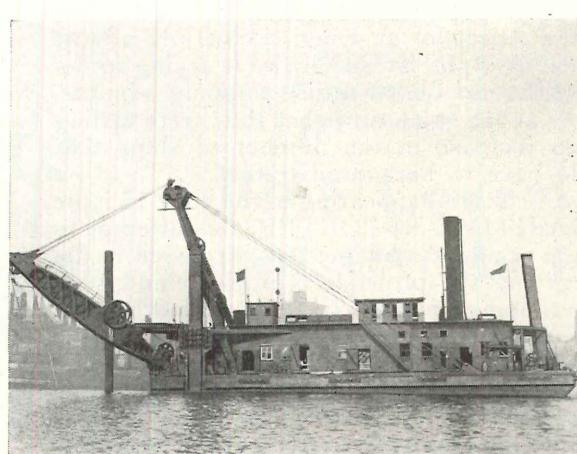
The academy is authorized by the State Legislature to grant the degree of Bachelor of Science in Nautical Science. Graduates com-



Chairman of the California Maritime Academy's five-man Board of Governors is Maitland S. Pennington (above), who is also vice-president of Pacific Transport Lines.

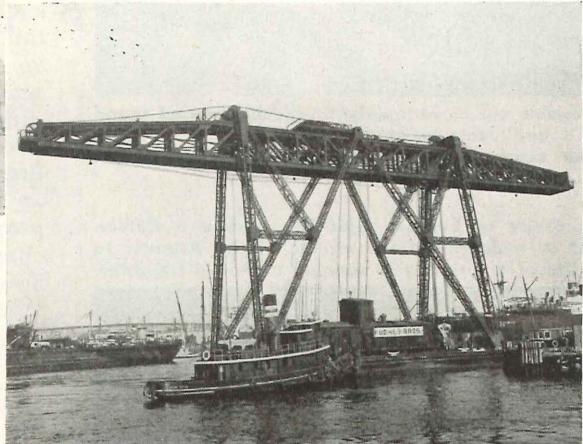
plete 149 units of academic work during a 3-year course, including three annual training cruises of approximately ten weeks each on the training ship Golden Bear. Students, who enter only in September, are appointed midshipmen in the Merchant Marine Reserve of the U. S. Navy Reserve, and are subsisted free, receiving \$65 per month from the Federal Government, provided they pass a rigid Navy physical examination.

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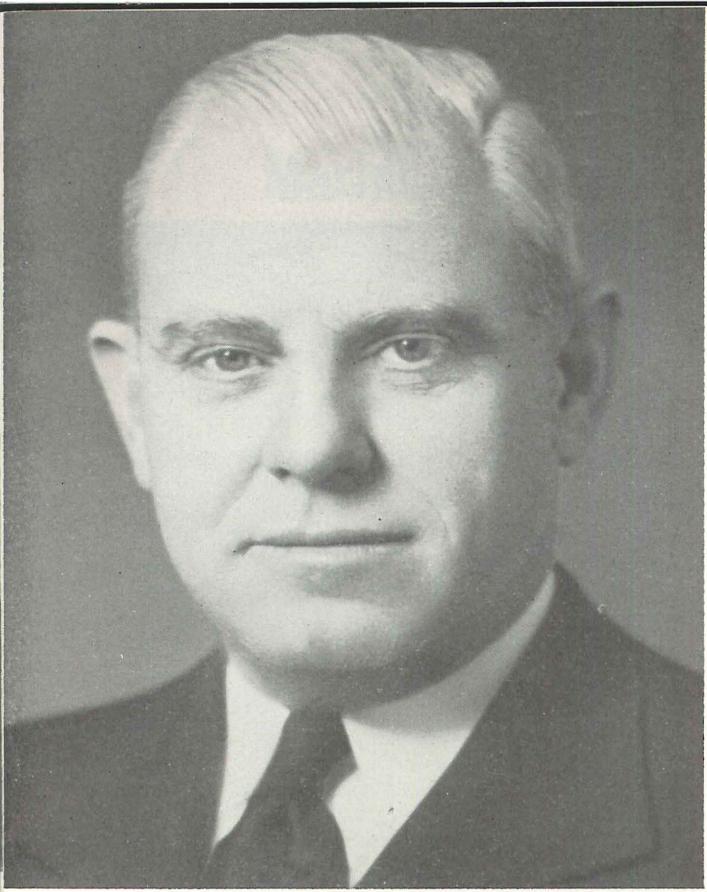
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Ralph D. Sweeney (above), chairman of the Board of Harbor Commissioners of Los Angeles, is another long-time member of the academy's Board of Governors.

In addition to the Bachelor of Science degree, graduates receive licenses from the U. S. Coast Guard as third mates for deck service, or as third assistant engineers for engineering service in the merchant marine; they receive commissions from the U. S. Navy as ensigns in the U. S. Naval Reserve, and commissions from the Federal Maritime Administration as ensigns in the U. S. Maritime Service.

Many former graduates have been selected to fill important shore billets for various companies. As Captain T. Clarke Conwell, assistant vice-president for operations of American President Lines, pointed out in his address to the graduating class of 1952, three key shore positions in foreign Pacific assignments for that company are filled by graduates of the California Maritime Academy. Practically every big American shipping line on the West Coast has graduates of this school at sea or in administrative posts. The Military Sea Transportation Service headquarters at San Francisco put in a bid for the entire deck and engineering class last June. Those graduates who, since the Korean hostilities started, wished to work off their obligated two years of naval service or are hoping for permanent careers in the Navy, have served on almost every type of ship in the Pacific and Far Eastern task forces—with great credit to themselves and their academy.

Commodore Russell M. Ihrig, USN (Ret.) an Annapolis graduate who served in high staff positions under Admiral Yarnell during the Sino-Japanese hostilities, and under Admiral Nimitz both in the Bureau of Naval Personnel and on his Pacific staff during World War II as logistic planner, has been superintendent since November 1, 1947. Commodore Ihrig had valuable educational experience as an officer in the executive department at the U. S. Naval Academy, instructor at the Line Officers' Post Graduate School, and associate professor of Naval Science and Tactics for two years at the University of California.

Captain Ralph M. G. Swany, commanding officer of the Golden Bear and head of the department of Navigation and Seamanship, was a member of the first graduating class of 1933 of the old California Nautical Schoolship and is a commander in the Naval Reserve. Captain Carroll T. Bonney, USN (Ret.), dean of instruction, is an Annapolis graduate with two

years as professor of Naval Science and Tactics at Yale, four years as professor of the same subjects at Harvard, and a Master's degree from Stanford University in Education. The commandant of midshipmen, **Richard D. Heron**, is a graduate of the academy and a Lieutenant Commander in the Naval Reserve with service on Admiral Hewitt's staff in World War II in North Africa and Italy. Commander **Frank Flanner**, chief engineer of the Golden Bear and head of the department of Engineering, is a graduate of the academy and a Commander in the Naval Reserve. All other members of the faculty, except one, are graduates of the academy and most hold commissions in the Naval Reserve.

Engineering graduates, experienced on steam, Diesel and electric equipment, are prime candidates for supervisory positions with America's biggest maritime industrial concerns. General Electric and Westinghouse, two major marine propulsion plant producers, recently offered many graduates of the California Maritime Academy opportunities for further technical study and advancement. The Coast Guard has numerous officers who have qualified for regular commissions. Thus, graduates of this academy, in common with graduates of the other three state operated maritime institutions, have successfully competed and are making reputations in almost every field of a highly diversified maritime industry.

The training ship Golden Bear, on which the entire Corps of Midshipmen cruises each year, is officered by the professional maritime faculty of the academy. The students themselves form the operating and maintenance crew as a fundamental part of their training.

The 7,040-ton vessel is the former Navy attack cargo ship, USS *Mellena*, designed and built during the last war. She served in the later campaigns in the Pacific and subsequently transported Chinese Nationalist troops from South China to North China to fight the Communists. She is presently the property of the Federal Maritime Administration and is on loan without charge to the State of California.

During recent graduation exercises at the academy, Fleet Admiral Chester W. Nimitz bestowed Naval Reserve commissions on the midshipmen, while Commodore Queen (left) presented commissions in the Maritime Service and Captain Henry Blackstone (right) conferred B. S. degrees. From here the new mariners went proudly "down to the sea in ships!"



The Federal Government pays for the annual overhaul, repairs and drydocking, while the State of California pays for operation.

With a length of 425 feet, a beam of 58 feet and a fully loaded draft of 15 feet 6 inches, the Golden Bear is powered by two turbo-electric propulsion units, each driving its own propeller and developing 6,000 shp at a normal maximum speed of 16.5 knots per hour. She is also equipped with two high-pressure, express-type boilers with superheaters. For economy the ship is normally operated at 10.5 knots, using one boiler and one main propulsion turbo-generator with the load divided between the two propelling motors.

The Golden Bear has cruised some 72,000 miles since it was originally acquired by the academy, without ever having failed to maintain the strict operating itinerary set by Commodore Ihrig. In recent years these cruises have taken the young student officers to France, Italy, Greece, Algiers, Gibralter, Funchal, Curacao, Trinidad, St. Thomas, Houston, New Orleans, the Panama Canal, Chile, Peru, Guatemala, West Coast Mexican ports, all Canadian and West Coast ports and the Hawaiian Islands. In this way the student officers learn the weather and currents of the principal trade operating routes, the facilities and customs of the port, and the people and their economy—all of which they should be familiar with as experienced maritime officers.

Commodore Ihrig likes to tell his students, "Our purpose here is to send you forth as a real, and not merely a licensed, leader of men in your profession." The academy motto is "Labore Pugnare Paratus Sumus," or "We are trained to work and to fight."

Congress may well be asked if it considers the work of such schools important. If it is, and if the national defense depends on the quality and quantity of the young blood that is being fed into it, isn't it about time someone on Capitol Hill got around to raising his voice in their behalf—as part of a campaign to increase both Federal and State support of these schools?