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THE CALIFORNIA MARITIME ACADEMY

California Legislative Assembly Committee on Efficiency & Cost Control

**REPORT
of the
COMMITTEE ON
EFFICIENCY
AND
COST CONTROL**



**ECC 71-1
APRIL 26, 1971**

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COMMITTEE ON EFFICIENCY
AND COST CONTROL

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STATEMENT OF PURPOSE

The Assembly Committee on Efficiency and Cost Control shall exercise general legislative oversight in order to determine the extent to which programs, policies and actions of government fall within and adhere to the expressed intent of the Legislature, including but not limited to the:

- I. Determination of programs which duplicate or overlap other programs in existence; the
- II. Determination of programs which no longer fulfill an intended or necessary need; the
- III. Determination of agencies which are conducting programs or functions not within the intent of the Legislature; and the
- IV. Determination of agencies failing to conduct programs or functions intended by the Legislature.

LETTER OF TRANSMITTAL

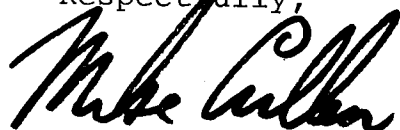
State Capitol
Sacramento, California
April 27, 1971

The Honorable Robert Moretti
Speaker of the California Assembly
State Capitol
Sacramento, California

Dear Mr. Speaker:

Your Committee on Efficiency and Cost Control hereby transmits its report containing certain findings and recommendations concerning the California Maritime Academy.

Respectfully,

A handwritten signature in black ink, appearing to read "Mike Cullen". The signature is stylized with a large, sweeping initial "M" and a cursive "Cullen".

MIKE CULLEN
Chairman

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I.

SUMMARY OF RECOMMENDATIONS

A. PRINCIPAL RECOMMENDATION --

Immediate Termination of Program:

- a. Terminate midshipmen program at the end of the current fiscal year.
- b. Facility to be closed under supervision and at the convenience of the Superintendent of Public Instruction.
- c. Preferred standing of midshipmen for admission to state college.
- d. Scholarship assistance to California students desiring to pursue maritime industry careers.
- e. Director of General Services to submit report and recommendations to Legislature on alternate facilities' use or disposal.

B. ALTERNATE RECOMMENDATIONS --

1. Phase out of Program:

- a. Accept no new midshipmen
- b. Facility to be closed under supervision of the Superintendent of Public Instruction not later than December 31, 1973.
- c. Director of General Services to submit report and recommendations to Legislature on alternate facilities' use or disposal.

2. Place program within state college system.

II.

INTRODUCTION

Many methods of preparing this report were considered by the Committee. It was determined a report following the general format of the 1970-71 General Catalog of the California Maritime Academy would provide the best format for comparative purposes. Quotations from that document appear in *italics* in this report. Additionally it should be noted that the contents and conclusions in this document are based on the Committee's hearing record of two sessions, a visit to the California Maritime Academy facility and correspondence exchanged with and received from persons knowledgeable in this field. That material is contained in a separate publication.

III.

FACTS AND FINDINGS

A. BACKGROUND

1. FACTS

a. History --

The California Maritime Academy was originally established in 1929 as the California Nautical School by act of the State Legislature and is a unit of the State Department of Education on the state college level.

Federal authority and encouragement for state nautical schools derive from an Act of Congress passed in 1874. While it is distinctly an educational agency of the State of California, the United States Maritime Administration has a strong interest in and extends considerable assistance to the Academy.

The United States Maritime Administration interest stems directly from a mandate of the Congress, expressed in the Merchant Marine Act of 1936, which directs the maintenance of an adequate Merchant Marine to support American domestic and foreign commerce and to meet the requirements for national defense. The act provides that the Merchant Marine be "manned with a trained and efficient citizen personnel."

b. Purpose --

The statute language pertaining to the CMA is found at §25951-26157 of the Education Code. In offering an interpretation of those provisions of the Code the CMA says: *The mission of the Academy, as stated in the State Education Code, is "to give instruction in the science and practice of navigation, seamanship, steam, diesel, and electrical engineering to male students who have the good moral character, education, and physical fitness required by the board of governors of the school."*

The student enters the Academy with the maritime profession as his definite and primary objective. The entire course, both academic and practical, is designed to prepare him for this objective. Elective subjects are provided for midshipmen of the first class. In addition to purely academic or practical instruction, the general experience acquired by the students living together on the base and aboard ship provides invaluable training for their future careers.

The students also receive instruction in naval science under the auspices of the Navy Department. The mission of the Department of Naval Science is to participate in the education and training which is afforded by the California Maritime Academy to the extent of teaching naval science courses in order that vessels manned by Merchant Marine Officers may operate efficiently with the Navy in time of war.

2. FINDINGS

Various witnesses expressed concern that the narrow purpose does not permit the type of instruction which would allow the midshipmen more flexibility in employment. We concur but also point out that the language of §25951 and §25953 of the Education Code strongly infer that the Legislature did not intend and in fact specifically preempted this institution from becoming a general purpose institution. It was established for a specific purpose which even the Academy personnel see a need to change.

B. PHYSICAL DESCRIPTION

1. FACTS

a. Location --

The California Maritime Academy is located on the

north shore of the Carquinez Strait, just south of the City of Vallejo. It is about a forty minute drive on U.S. Interstate Highway 80 from San Francisco. Main buslines stop a few minutes walk from the entrance to the Academy grounds. The Naval Shipyard at Mare Island is in the immediate vicinity and is available for observation of drydocking, heavy shop practice, ship repair procedures, and electronic developments. Oceangoing steamers from all parts of the world pass through the Carquinez Strait en route to and from Sacramento and San Joaquin River ports. (See Appendix A)

b. Facilities --

The Academy is situated on a 67-acre campus adjacent to the Carquinez Strait. A deep water pier provides berthing space for the training ship "Golden Bear" and encloses a boat basin for power, sailing and rowing boats.

A modern three-story brick residence hall, with a commanding view of the Strait, was completed in late 1958 and provides living and study accommodations for the midshipmen.

The Academy Library, a new building of modern design, sits in the center of the campus, overlooking Carquinez Strait on one side, and Golden Bear Park on the other. This new facility provides the ultimate in library equipment and design, offering the midshipmen thousands of volumes and periodicals covering the technical subjects of the maritime industry as well as the Arts and Sciences.

Mayo Hall houses a well-equipped gymnasium, Olympic-sized natatorium, weight lifting and isometric facilities.

Classrooms are located in a two-story modern building and contiguous to the classrooms is a small assembly hall.

The dining hall is a permanent building adjacent to the midshipmen morning formation area. Service is cafeteria style and a balanced diet is provided by dietary experts.

The Seamanship Building is located adjacent to the boat basin and provides facilities for instruction in

manila and wire splicing, canvas work, boat overhaul and the reeving of blocks and tackles.

An engineering building, Dwyer Hall, completed in 1961, provides excellent office space for the Marine Engineering Department and classroom and laboratory facilities for instruction in chemistry, physics, electricity, electronics, diesel engines, and machine shop. A welding and burning shop are also provided.

Tennis, archery and handball courts and an athletic field provide ample outdoor recreational facilities.

The Administration Building, completed in 1958, provides offices for the Superintendent, Academic Dean, Commandant of Midshipmen, Business Manager, Nautical Science and Naval Science departments.

The Federal Maritime Administration has provided the Academy with a ... vessel for the purpose of conducting the annual sea training period of approximately two and one-half months. The training ship "Golden Bear" is operated entirely by the midshipmen under supervision of the Academy's licensed officer-instructors. The "Golden Bear" provides a training vessel for the actual performance of deck and engineering skills at sea.

2. FINDINGS

While the above CMA language conveys a sense of modern, up to date, adequate facilities the facts are quite the contrary.

The campus does include 67 acres but some 47 acres or about 70 percent is basically non-usable because of the topography of the area. Land value is approximately \$750,000.

The residence hall is not adequate to house the number of midshipmen currently attending the CMA. In fact a number of students either reside on the ship or in the residence library.

The library, while new, is almost devoid of books and periodicals.

The classrooms are small in size, poorly lighted and ill-equipped. The chemistry course, for example, is taught without adequate laboratory facilities and the physics course is taught without a laboratory at all.

The Administration Building, while adequate for staff, contains

a facility for meetings of the Board of Governors that is so small that midshipmen stand or sit on the floor during the meetings.

Finally, the training ship "Golden Bear II", formerly the "Crescent City", was recently obtained and is older in years than the "Golden Bear I" but is newer in performance. The ship was obtained over the strong objection of almost all parties except the Academy's Commandant of Midshipmen who also serves as the Commanding Officer of the ship. As of this writing the ship is not in operating condition. In fact, the midshipmen are being used as labor to recondition the ship although it means many academic sessions are dismissed. No evidence has been offered to indicate these missed classes will be recovered. Additionally, it is the Committee's belief that the early graduation of this year's class is due in large part to the failure of the CMA to provide the training cruise which was scheduled for January-March this year. Apparently that requirement for graduation was waived. CMA personnel indicate the ship should be ready for a cruise in June. It is unknown whether it will be.

It should also be noted that the new ship will be shared with the State of Texas. As previously noted some students are quartered on the ship because of lack of dormitory space. No alternative has yet been suggested by the Administration; instead they consistently refuse to face the problem and continue to deny it will be shared.

C. ADMINISTRATION AND INSTRUCTORS

1. FACTS

a. Administration --

Responsibility for immediate management and operation of the Academy is vested by state law in the Superintendent who is appointed by and responsible to the Board of Governors. The Superintendent is a retired naval officer with long experience at sea. His appointment is approved by the Federal Maritime Administration, the Navy Department, and the California State Department of Education. (See Appendix B)

b. Instructors --

The instructors are also the officers of the training ship "Golden Bear", insuring sound continuity and relationship between studies during academic trimesters and practical experience on the annual training cruise. Every member of the faculty has a creditable record of service in the Merchant Marine, Coast Guard or in the Navy, and most have experience in both. The Navy Department assigns three officers and several chief petty officers as instructors in naval science.

c. Conduct --

Midshipmen are required to adhere to a high standard of discipline. Infractions of prescribed rules and regulations are punishable by the assignment of demerits. These demerits determine the conduct grade the individual receives. Those who have a failing conduct grade may be dropped from the Academy or may be denied re-enrollment for the succeeding academic year. Anyone so dropped or denied re-enrollment may be readmitted only after representation to and with the authority of the Board of Governors.

Midshipmen may be placed on conduct restriction, resulting in loss of liberty, for failure to maintain a satisfactory record. An accumulation of a designated number of demerits may also result in conduct restriction. When a midshipman receives a failing conduct grade, his parents or guardian will be notified.

Midshipmen may be dismissed from the Academy by the Board of Governors at any time for a serious disciplinary infraction or may be dropped for academic failure or inaptitude. A remission of fees cannot be made when dismissed or dropped from the Academy for any of these reasons.

It should be noted here that a midshipman who is placed on probation for failure to meet the Academy's conduct requirements may lose the Federal subsistence allowance for any period up to six months. In such case the midshipman must pay the lost allowance to the Academy himself.

d. Liberty --

Except when assigned to base duty watches, midshipmen are normally granted liberty on weekends and holidays. Liberty may also be granted under special circumstances when requested by parents or guardians. Absence from scheduled classes impairs the individual's academic progress and special requests for such absences should therefore be held to a minimum.

e. Uniforms --

The Academy uniforms are worn at all times aboard the training ship and ashore during the cruise period. They are also worn during the academy trimesters at the Academy. Under certain circumstances, and as approved by the Superintendent, the privilege of

wearing civilian clothes may be granted during authorized liberty and leave periods.

2. FINDINGS

The Board of Governors consists of five members, one of whom is the State Superintendent of Public Instruction and four of whom are appointed by the Governor for four-year terms. They serve without pay but receive reimbursement of expenses. The Chairman is elected by the members and a secretary can be appointed with compensation fixed by the Board. The Board has general and final administrative authority over the CMA. While the Board may, with the approval of the Director of Finance, accept gifts, donations, bequests, and devises, the primary conduit for cash gifts, donations, and bequests has apparently been the California Maritime Academy Foundation. (See Appendix C)

While the Board is a public body there is an apparent failure to conduct sessions in a fully cooperative manner with midshipmen and interested parties or to maintain minutes which adequately relate the transactions of the Board. Additionally, as is discussed in Sections D and E of this report, responsibility for the current crisis at the CMA rests in large measure with the Board. Finally, the Board prepared and caused to be submitted to the Governor a budget for Fiscal Year 1971-72 which it knew to be inadequate to meet the present existing needs of the CMA with an intention of seeking an increase in the Legislature.

The Superintendent is appointed by, and serves at the pleasure of, the Board of Governors. He is responsible for the operation of the CMA although he is assisted by an Academic Dean, a Commandant of Midshipmen/Commanding Officer of the Training Ship, and a Business Manager. Suffice it to say that one indicator of the inadequacy of the Administration is the fact that in spite of repeated phone, personal and written contacts between this Committee and the Administration, many questions are still unanswered and unresolved. Additionally, the Superintendent clearly bears a share of the deficiencies noted with regard to the Board of Governors. It is indeed unfortunate that at a time of critical need the CMA has been without strong leadership.

It would appear that, in large part, the failure of both the Board and the Administration to provide leadership is a lack of administrative experience and laissez-faireism. Unfortunately the victims of the attitude are the midshipmen.

Also worthy of note is the Administration's attitude, with Board compliance, that the CMA should operate as a military institution.

The conduct expected, the "liberty" policy and the uniform requirements all affect the total program. The rules are, in fact, so rigid that on at least one occasion a father was not permitted to speak although he had come to a Board meeting where disciplinary action against his son resulted in expulsion by forced "voluntary resignation".

With regard to the instructional staff the same problems of course exist. While many of the faculty are undoubtedly of fine stature it seems more than coincidence all are former Merchant Marine, Navy, or Coast Guard personnel. Of the personnel teaching at the CMA, a number are instructing in areas other than those in which they hold degrees or have received their formal training. In at least one case the midshipmen filed petitions with regard to the inadequacy of the instruction. Although this Committee inquired about the incident the Academy has not seen fit to fully respond.

While we are not in any way offering a wholesale condemnation of the instructional activity there are many questions in this area which are as yet unanswered and which we think should be diligently pursued if the CMA is continued. There is no question in our minds that the obligation to the midshipmen is not being fulfilled.

D. ACADEMIC PROGRAM

1. FACTS

a. Academy Objectives --

While the major emphasis is placed upon preparing midshipmen to perform the duties required in connection with operating and maintaining a ship, the qualities of leadership, responsibility, ethical character and gentlemanly conduct are also stressed.

b. Academic Standards --

The California Maritime Academy is recognized by the United States Office of Education and listed in the Directory of Higher Education as a degree-granting professional school on the collegiate level.

The program of studies is fully prescribed and there are electives for midshipmen of the first class only. Midshipmen must obtain passing grades in every course to remain in good standing. Similarly, they must achieve satisfactory grade point averages. Students failing to meet requirements will be required to appear before the Academic Board for determination of their continuance in the Academy. Midshipmen are

expected to perform to the best of their abilities at all times and academic failure, inaptitude and continuous disciplinary infractions may effect the midshipman's dismissal by the Board of Governors at any time.

c. Sessions --

The California Maritime Academy provides an intensive three-year program of education on the college level. The academy is in session every month of the year and this produces an instruction time approximating four years of instruction in regular sessions or three regular sessions and three summer sessions in most colleges.

d. Degrees --

The bachelor of science degree in nautical science or the bachelor of science degree in marine engineering is conferred upon midshipmen successfully completing the academy program of instruction and the U.S. Coast Guard license examination.

e. Licenses --

Midshipmen meeting the physical and educational requirements of the U.S. Coast Guard examination are licensed as third mates or third-assistant engineers and are qualified in these capacities to serve aboard any American Flag ship.

f. School Year --

The academic year is divided into three trimesters. The shore based trimesters are approximately 17 weeks each and the sea training trimester is approximately 13 weeks in length. A brief recess follows each trimester.

g. Daily Program --

The instructional day is from 8 a.m. to 4 p.m. The morning classes are devoted to required professional subjects; the afternoon classes are organized to provide practical operational experience in essential shipboard procedures. The course of instruction is fully prescribed; there are elective subjects only for midshipmen of the first class.

Typical Daily Routine - Monday Through Friday

The following is an example of the schedule normally followed at the Academy. Circumstances arise from time to time which necessitate deviation from this routine.

0600 - Reveille.
0620-0715 - Clean up living quarters, prepare for breakfast and classes.
0715 - Breakfast.
0800 - Formation for colors.
0805-0900 - First period class.
0905-1000 - Second period class.
1005-1100 - Third period class.
1105-1200 - Fourth period class.
1205-1310 - Noon meal.
1315-1405 - Sixth period class.
1410-1500 - Seventh period class.
1505-1555 - Eighth period class.
1600-1800 - Recreation, intramural and varsity sports.
1800 - Evening meal.
1900 - Evening study.
2150 - Recall from study.
2300 - Taps.

2. FINDINGS

With regard to the CMA's objectives and standards it is interesting to note that no other State supported educational institution in California provides for a judgement by the Board of Governors as to a candidate's moral character. By coincidence neither has any State educational institution in California had such a small minority representation.

Regarding Item b. above, it becomes important to again temper the inferences made by the CMA statements with an explanation of the facts. While the CMA is listed in the Directory of Higher Education published by the United States Office of Education, that is very simply a recognition that the CMA has attained correspondent status with the Western Association of Schools and Colleges. Correspondence status, as the name suggests, is when an institution corresponds with the Association to seek accreditation. CMA's status would normally terminate this June but they have recently gained an extension at their request. This status in no way reflects upon the feasibility or likelihood of attaining accreditation. As a matter of fact the probability is high that accreditation cannot be achieved without substantial academic program improvement and substantially increased budget expenditures.

As was noted during the March 23rd Hearing, accreditation is not significant to those persons who desire to serve as a ship's officer. In Section F of this report, however, we discuss at length the rapidly declining availability of employment opportunity in that area. Thus without accreditation the individual who attends the CMA significantly erodes the value of his education in terms of flexibility for further education or entrance into other fields of employment.

It is worthy of note that of five State academies and the United States Merchant Marine Academy only the CMA is ineligible for accreditation at this time. (See Appendix D)

Finally, administrative procedures at the Academy seriously discourage midshipmen from pursuing courses at other nearby institutions.

E. STUDENT BODY

1. FACTS

a. Midshipmen Corps --

For purposes of organizational management and to develop a high spirit of morale and a sense of discipline, the student body is organized as a corps of midshipmen.

A military routine is followed. Midshipmen are required to be provided with and wear uniforms, similar in design to those worn at the U.S. Naval Academy. A schedule for classes, drills, meals, study hours, physical training, reveille, and taps is prescribed. Military etiquette is observed as a matter of gentlemanly courtesy between associates.

b. Admissions --

(1.) Qualifications

(a.) Citizenship

All candidates are required to be male citizens of the United States. The California Maritime Academy observes scrupulously the requirements of Title VI of the Civil Rights Act of 1964.

*Section 601 of this title is quoted as follows:
"No person in the United States shall, on the ground*

of race, color, creed, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Eligibility is without restriction as to race, color, creed or national origin.

(b.) Age

In general, a candidate must be not less than 17 years of age and must not have passed his 22nd birthday at the time of entry into the academy. However, candidates who have served in the Armed Forces may request a waiver of the age requirement. Each such case will be considered on its merits and the Board of Governors will make the final decision. A candidate admitted under a waiver of the age requirement will not be entitled to the Federal subsistence, uniform and textbook allowance described in the catalog under "Maritime Administration Regulations."

(c.) Marriage

No person who is married, or who has been married, shall be admitted as a midshipman to the Maritime Academy. Midshipmen shall not marry, and any midshipman who becomes married or who is found to be married or to have been married in the past shall be recommended for dismissal.

(d.) Moral Character

Candidates must be of good moral character. Any candidate whose character is incompatible with academy standards may be rejected. No candidate who has been dismissed for misconduct, or who is permitted to resign in lieu of dismissal, shall be reappointed or allowed to reenter the California Maritime Academy. In this regard midshipmen are only dismissed for offenses involving moral turpitude or for serious infractions of discipline.

(e.) Scholastic Requirements

Graduation from secondary school (or its equivalent), with a secondary school certificate acceptable to the academic board in terms of subject matter and level of achievement, is a requirement for admission to the Maritime Academy. In addition, candidates must qualify scholastically by entrance examination.

(2.) Application and Appointment

(a.) How to Apply

Every person seeking admission to the California Maritime Academy shall, by 1 March of the year in which admission is desired, submit an application indicating his candidacy. Applications received later than this date will, however, be considered subject to the availability of space in completing the makeup of the incoming class.

(b.) Sources of Nomination

There are two methods of obtaining nomination as a candidate for admission:

- a. Nomination by Member of the Legislature
- b. Nomination by submitting application for admission and entering the general competition for appointment

Nominations by Members of the Legislature are made as follows: In odd years each member representing an odd-numbered senatorial or assembly district designates as many persons as he desires from his own district as candidates for the academy; in even years each member representing an even-numbered senatorial or assembly district so designates his candidates. Such nominations should be received by the academy by 1 March.

(c.) Appointment

From each slate of nominees by a Member of the Legislature, the person making the highest multiple score in the entrance competition shall be the appointee from the district if he also meets the physical and other entrance requirements; if he does not meet such requirements, then the appointee shall be the first alternate in order of merit in the entrance competition who meets the physical and other entrance requirements.

Each year the Governor has the right to five appointments at large, such appointments to be entirely within his discretion and to be made from any source whatsoever, so long as such appointees meet the physical and other entrance requirements.

To fill the entering class quota, after allowing for the appointments made in accordance with the provisions set forth above, appointments will be made in order of merit from among all qualified nominees, regardless of source.

2. FINDINGS

While the CMA sees the corps of midshipmen as beneficial to morale it is apparent that in fact this approach does not in any way reflect the attitude of the midshipmen but rather is an instrument of control for the administration.

A review of the admissions standards likewise raises questions and of particular concern to this Committee is the "moral character" requirement. It is unfortunate that decisions about "offenses involving moral turpitude or ... serious infractions of discipline" would be made without an opportunity for the midshipman to fully present his case.

The CMA is the only State academy still accepting students who are appointed by elected officials.

It also seems appropriate to discuss the tuition situation. (See Appendix E) The CMA has the highest tuition of the academies while maintaining the second smallest enrollment. Of great concern is the decreasing interest on the part of the Federal Government to fund their portion. At the moment each academy is receiving an outright grant of \$75,000 plus \$600 per qualified student. This year the level of support is being reduced to 110 students and it is more than probable that that level will be reduced even further in the ensuing years.

Another factor about tuition which disturbs the Committee is the student loan policy of the California Maritime Academy Foundation. The Foundation is a charitable trust registered with the Registry of Charitable Trusts, Office of the Attorney General. The Directors of the Foundation are either members of the Board of Governors or in the Administration of the Academy. Funds are received from various contributions and are ostensibly used for scholarships, student loans, research projects and other general educational purposes. As of December 31, 1970 the Foundation had a net worth of \$20,324.86 with \$11,771.00, over 50 percent, in cash. In spite of all the needs of the Academy as expressed by the Board of Governors and the Administration the Foundation made no attempt at assistance. With regard to student loans only \$3,392.69 was loaned while \$6,156.06 was recovered. In addition the loans were made at 5 percent interest and the student was required to carry term life insurance in \$1,000.00 increments with the 5 percent interest also applying to the insurance premium. For example, a student with \$1,100.00 outstanding in loans was required to carry \$2,000.00 in insurance and pay interest on premiums covering that amount. Finally, with regard to this matter, we

are advised by the Registry of Charitable Trusts that while some foundations charge interest most do not and it is most unusual that an educational foundation would require life insurance to guarantee the loan.

F. EMPLOYMENT OPPORTUNITIES

Herein lies the heart of the report. In the previous sections we have itemized the very serious misgivings we have about the CMA and the manner in which it functions. We have, in essence, stated our conclusion that the CMA cannot be permitted to continue as it is currently operating.

Most importantly, however, even if the CMA were an efficient, well-financed institution there would still be little market for its product.

At the present time Merchant Marine officers are under control of two unions. The deck officers come under the jurisdiction of the Masters, Mates, and Pilots while the engineer officers belong to the Marine Engineers' Beneficial Association. While it is true that the unions do not control all jobs they do control the overwhelming majority and they are rapidly expanding the influence which they possess.

On the West Coast only 9.4 percent of seagoing officers are graduates of the CMA.

One reason for this may be the closed door policy of the unions. The MEBA is not admitting any new members and the MM&P are accepting persons only in an applicant status on a waiting list basis.

Another significant reason is the continuing decline in the American flag fleet. In spite of the current attempt to increase shipbuilding the Maritime Administration says a serious lack of employment opportunity will continue.

As recently as March 12, the Executive Office of the President reconfirmed this gloomy picture stating, "...there will be a surplus of 50 percent more trained officers than available seafaring jobs in the next five years. Further, this surplus will continue to exceed 30 percent by the end of the next decade."

In conclusion this Committee states its agreement with the employment opportunity prognosis forecast by the U.S. Maritime Administration Report, the Assembly Ways and Means Interim Report of last December, the Department of Finance staff report of last December and the Legislative Analyst.

The job market has faded for seagoing officers, it will not return in the foreseeable future, the CMA has outlived its useful purpose and should be discontinued.

IV.

RECOMMENDATIONS

A. PRINCIPAL RECOMMENDATION

IMMEDIATE TERMINATION OF THE PROGRAM.

a. The Committee recommends the immediate termination of the midshipmen program at the end of the 1970-71 Fiscal Year and that the appropriate sections of the California Code pertaining to the California Maritime Academy be repealed.

b. The Committee is vitally concerned about the welfare of the young men currently enrolled at the Academy and feels that because of the uniqueness of the position of the midshipmen as a result of closing the Academy, provisions should be made for state scholarships to those midshipmen who determine to continue their education, in or out of the maritime field, at another institution. The scholarship assistance would be available for the same period of time that would have been required to complete the course of study at the California Maritime Academy.

In addition, the Committee recommends that the State College Board of Trustees be requested by the Legislature to grant midshipmen preferred standing for admission into the state college system.

c. The Committee respectfully requests that the California Maritime Academy Foundation provide scholarships and interest free loans from its assets to assist California students desiring to pursue careers in maritime related fields. While the Committee feels there is no longer a need for the Academy, it does feel that some opportunity should be made available to students wishing to receive education in other areas applicable to the maritime industry such as transportation, business administration, etc.

d. The Committee also recommends that the Superintendent of Public Instruction establish a timetable for personnel of the Academy to complete administrative details necessary to finalize business matters and close the facilities. Such activities shall be completed under the supervision of the Superintendent of Public Instruction.

e. The Committee recommends that the Legislature direct the State Personnel Board to assist the Superintendent of Public Instruction in placing the Academy's personnel in other suitable positions.

f. Finally since there are a number of uses for which the CMA property could be used, the Committee recommends that the Director of General Services be directed to submit a report with his recommendations to the Legislature by January 5, 1972 on alternate facilities' use or disposal.

B. ALTERNATE RECOMMENDATIONS

(NOTE: The Alternate Recommendations are certainly less than desirable in the view of this Committee.)

1. PHASE OUT THE PROGRAM.

This approach entails phasing out the Academy over the next two years by not accepting any new enrollees and graduating the last of the two remaining classes by June 1973. To accomplish this, the State would continue its current level of support until that time.

Recommendations pertaining to the California Maritime Academy Foundation, to the placement of CMA personnel and to the disposal of CMA property would be the same as that outlined in the Committee's principal recommendation. (See A, above)

With respect to the actual closing of the facilities, the Committee would recommend that the Superintendent of Public Instruction be charged with the responsibility to supervise whatever administrative activities are necessary for closure of the facilities by December 31, 1973.

2. INCLUDE THE ACADEMY IN THE STATE COLLEGE SYSTEM.

If the Academy is maintained and brought within the state college system, the Committee recommends the following changes:

a. That the appropriate sections of the Code be amended to expand the purposes of the Academy so as to offer students broader educational background for better employment opportunities in meeting the challenge of a changing industry and to maximize the potential for Federal funding.

b. A full cost analysis should be presented to the Legislature. There are presently no figures available which indicate how much it will cost to revamp the Academy's program and facilities to bring it up to standards required by the state colleges. It is important to note here, however, that a representative of the state colleges indicated to this Committee that the CMA, if included in

the system, would be treated as the lowest priority in budget demands among all the other state colleges.

c. As part of the plan to include the CMA facilities in the state college system consideration should be given to their practicality for expansion and meeting future needs. As indicated in the FACTS AND FINDINGS in this report, facilities are presently inadequate and would undoubtedly require considerable improvement and additional construction. In addition, much of the topography of the CMA consists of sloping hills and rugged terrain which sets up a natural restriction for future expansion of the campus.

d. A modified version of this plan is to allow CMA students to take their academic training at Sonoma State College and their practical training at the Academy. This approach raises a number of questions which have yet to be worked out by its proponents. Therefore, this Committee recommends that the State College Board of Trustees undertake a thorough study of the possible alternatives for up-grading CMA into the state college system and submit its findings with an implementation plan to the Assembly by August 1, 1971.

e. Finally, the Committee recommends that the Board of Governors be dissolved and their authority transferred to the State College Board of Trustees.

DISSENTING VIEW OF ASSEMBLYMAN VINCENT THOMAS

Assemblyman Vincent Thomas does not concur with the findings and recommendations of this Committee report and requested leave to file a dissenting statement which will be published separately as an addendum.

VI.

SEPARATE VIEW OF ASSEMBLYMAN ERNEST N. MOBLEY

First of all, after listening to the testimony presented at the hearings and with the Committee making a personal inspection of the Academy, I wish to state my disagreement with the three recommendations in the report. Furthermore, even if the recommendations have validity, the order of priority should be reversed.

This is the only vocational institution of this type in the State training young men for careers in the maritime service. Although they do not always go to sea, they are channeled into related maritime activities. By the evidence I have seen the midshipmen are high caliber and well trained. The list of alumni in prominent positions in the country tends to disagree with the recommendations.

A logical alternative to the present program would be two years at the State College in the vicinity and two years studying those subjects preparing them for maritime industry.

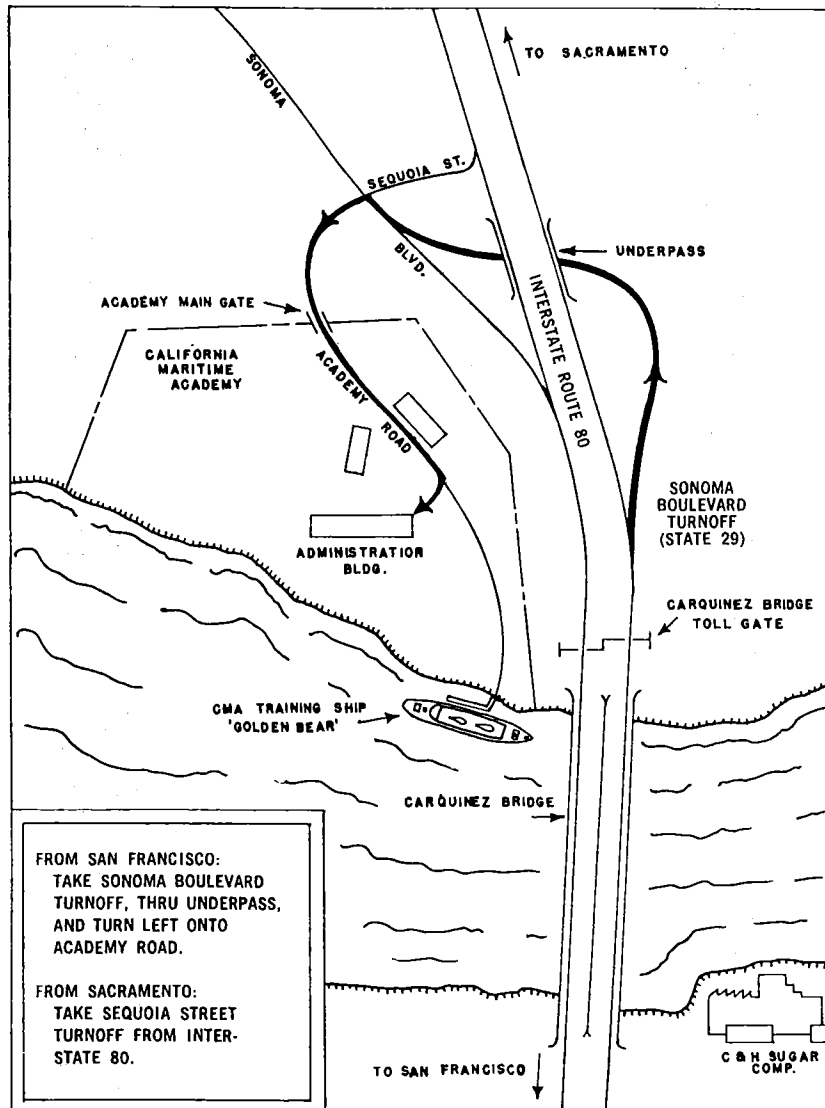
Another item mentioned in the report is lack of library development. If the public knew of the need for additional reference books to give the Academy the basic collection and bring the library up to the American Library Association standard, I feel certain public spirited benefactors (organizations or others) would arrange for the library to receive and maintain a collection of materials for a complete library service for the Academy.

ERNEST N. MOBLEY

VII.

APPENDICES

APPENDIX A



APPENDIX B

CALIFORNIA MARITIME ACADEMY

BOARD OF GOVERNORS

Dr. Wilson Riles	Executive Member, Ex Officio
Mr. William H. McPherson	Chairman
R/Adm. Leslie E. Gehres, USN (Ret.)	Vice Chairman
Mr. R. M. Williams	Member
Mr. Ernest N. Kettenhofen	Member

ADMINISTRATION

R/Adm. Francis T. Williamson, USN (Ret.) . . .	Superintendent
Capt. Harry A. Seymour, USN (Ret.)	Academic Dean
Capt. Carl G. Bowman, USCG (Ret.)	Commandant of Midshipmen Commanding Officer, Training Ship
Commander E. E. Keeley	Business Manager

APPENDIX C

CALIFORNIA MARITIME ACADEMY FOUNDATION

BOARD OF DIRECTORS

December 31, 1971

Mr. E. N. Kettenhofen	President
R/Adm. L. E. Gehres, USN (Ret.)	Vice President
R/Adm. F. T. Williamson, USN (Ret.)	Secretary
Commander E. E. Keeley	Treasurer and Assistant Secretary
Dr. Milton Babitz	Director
Mr. W. H. McPherson	Director
Mr. R. M. Williams	Director

APPENDIX D

ACADEMY	APPROXIMATE ENROLLMENT	ANNUAL TUITION	ACCREDITED	LENGTH	ENTRANCE
CALIFORNIA	209	\$1050 (Resident) \$1350 (Non-Resident)	No, Status uncertain	3 yrs.	Appointment and Application
MAINE	550	\$810	Pending	4 yrs.	Application
MASSACHUSETTS	400	\$300	Pending	4 yrs.	Application
NEW YORK	697	\$400	Yes	4 yrs.	Application
TEXAS	119	\$100 (Resident) \$400 (Non-Resident)	Yes	4 yrs.	Application
U.S.	932	- 0 -	Yes	4 yrs.	Appointment