



## Sails Again

The Golden Bear, the California Maritime Academy's giant ocean-going training ship is preparing to set sail again, this time for Samoa, deep in the South Seas. The midshipmen and officers of the academy

will man the vessel for over two months, sailing from Vallejo Jan. 31, and arriving back April 10. Stops include Honolulu and San Diego and Santa Barbara.

Times-Herald Photo

# Golden Bear's 1953 Cruise Takes Crew To South Seas

It'll be "South Sea Island Magic" through most of February and March for midshipmen of the California Maritime Academy.

The Golden Bear, the white queen of Morrow Cove, sails January 31 with the annual academy cruise destination Somoa via the Hawaiian Islands.

It'll be cold and just a little rainy here those two months the Golden Bear and crew will be missing. But not in Samoa.

Not in Samoa, Hilo, Lahaina or Honolulu. And San Diego, Long Beach and Santa Barbara aren't too bad during the Winter months.

The Golden Bear will make port in the latter three on its return crossing of the Pacific.

**BUT BEFORE** the annual cruise, which one year saw midshipmen from California calling at ports around the world, the Golden Bear will go into dock for its yearly \$50,000 overhaul.

Due out of repair by January 29, sailing date for the cruise is January 31, with return scheduled for April 3. At the helm during the voyage will be Capt. Ralph M. G. Swany.

This coming year's cruise calls for calling only at ports currently controlled by the United States, hence, says the all-encompassing official Operation Order, diplomatic arrangements and State Department approval are not required.

**BUT ON CRUISES** past, the Golden Bear has called at many a foreign port, and even rounded the legendary Horn at the southern most tip of South America. That was in 1948.

That year, '48, the midshipmen saw such ports as Buenaventura, Callao, Valparaiso, Buenos Aires, Montevideo, Santos, Rio de Janeiro, La Guayra and Balboa.

Probably Item E under subtitle II, General Information, Operation Order IV, which prescribes that there will be a post-cruise-leave for all midshipmen beginning immediately on docking April 3, and expiring April 13, interests the shipmen most. Ten days to recount the mysteries and sights of "South Sea Island Magic."

**THEN THERE'S** always that fine print in sailing orders that proclaim:

"Require completion of all inoculations and vaccinations of all personnel prior to departure from San Francisco."

There's protocol to be maintained, too, and the Operation Order covers that phase well.

For example, the four-page document with the always present Appendix A, says that "Commanding Officer will p official visits on the Commandant 14th Naval District (tha



**CAPT. RALPH M. G. SWANY**  
... Golden Bear skipper.

Pearl Harbor), the local Governor of Samoa, and the mayors of each port visited."

Added is the paragraph admonishing the CO that he "will take special precautions to insure that friendly relations with natives are maintained."

**AND AT PORTS** where local authorities or civic groups hold ceremonies to which Golden Bear midshipmen and officers may be invited, the operation order says:

"... the Commanding Officer will insure appropriate representation from officers and midshipmen. Such participation shall be explained in each instance to be in duty status and the senior officer or midshipman designated is to be informed in advance that he is responsible for the conduct of all ship's personnel."

Even on the sailing of a training ship such as the Golden Bear, which will touch no foreign port except in emergency, the Cold War with Soviet Russia can't be escaped.

**THE ORDER** points out that "strained relations, involving actual military operations, exist with respect to Soviet Russia and the Communist government of China," and warns that "in the event of hostilities of any nature should develop in the cruise area, the commanding officer will be given dispatch instructions by the Superintendent." Commodore Russell M. Ihrig.

Should Captain Swany and his crew find themselves without instructions from either Commodore Ihrig or the Commander-in-Chief, U.S. Pacific Fleet, he would proceed to Honolulu under "war-time security precautions."

**NOTHING IS LEFT** to chance in an Operation Order:

The question of shore leave adequately covered in the order, too. Officers are to be given maximum daily shore leave while in port aside from regular working hours. No less than one deck officer, and one engineering officer are to be always on board, however.

As for the midshipmen, it will be on a strict starboard and port watch basis, which means half the crew off one night and the other the next night.

As you can conclude by now, it'll be "South Sea Island Magic" for California Maritime Academy midshipmen but with plenty of old-fashioned Navy regs thrown in for ...

Good sailing, mates!

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