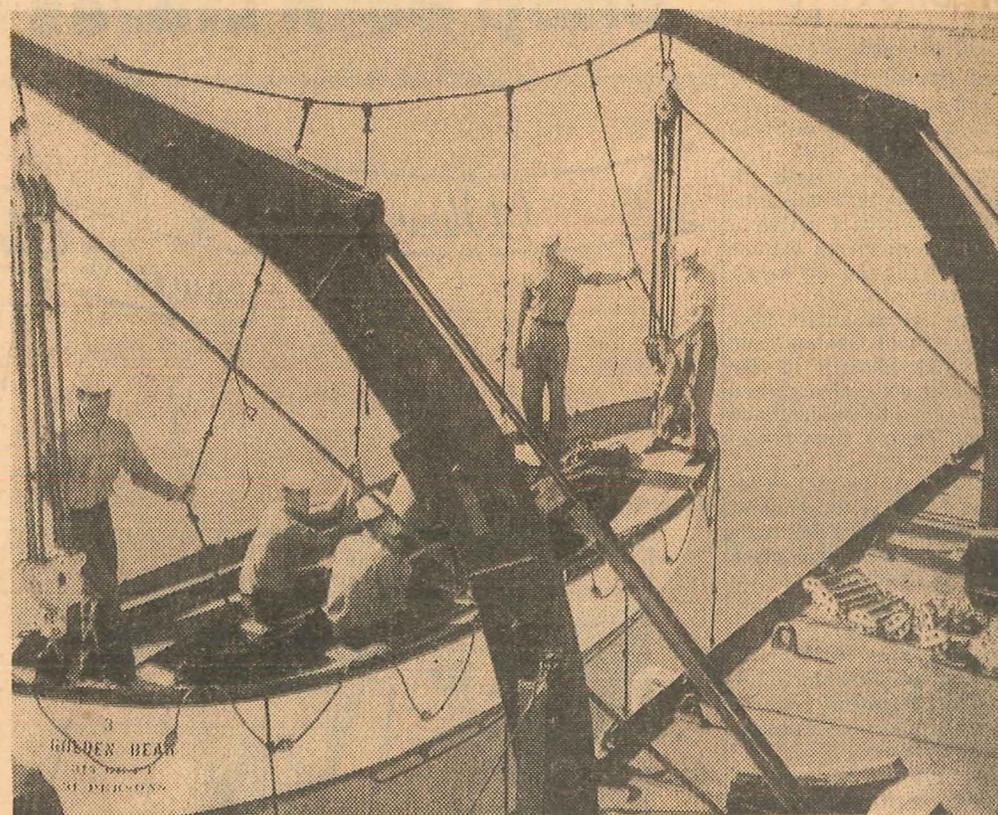
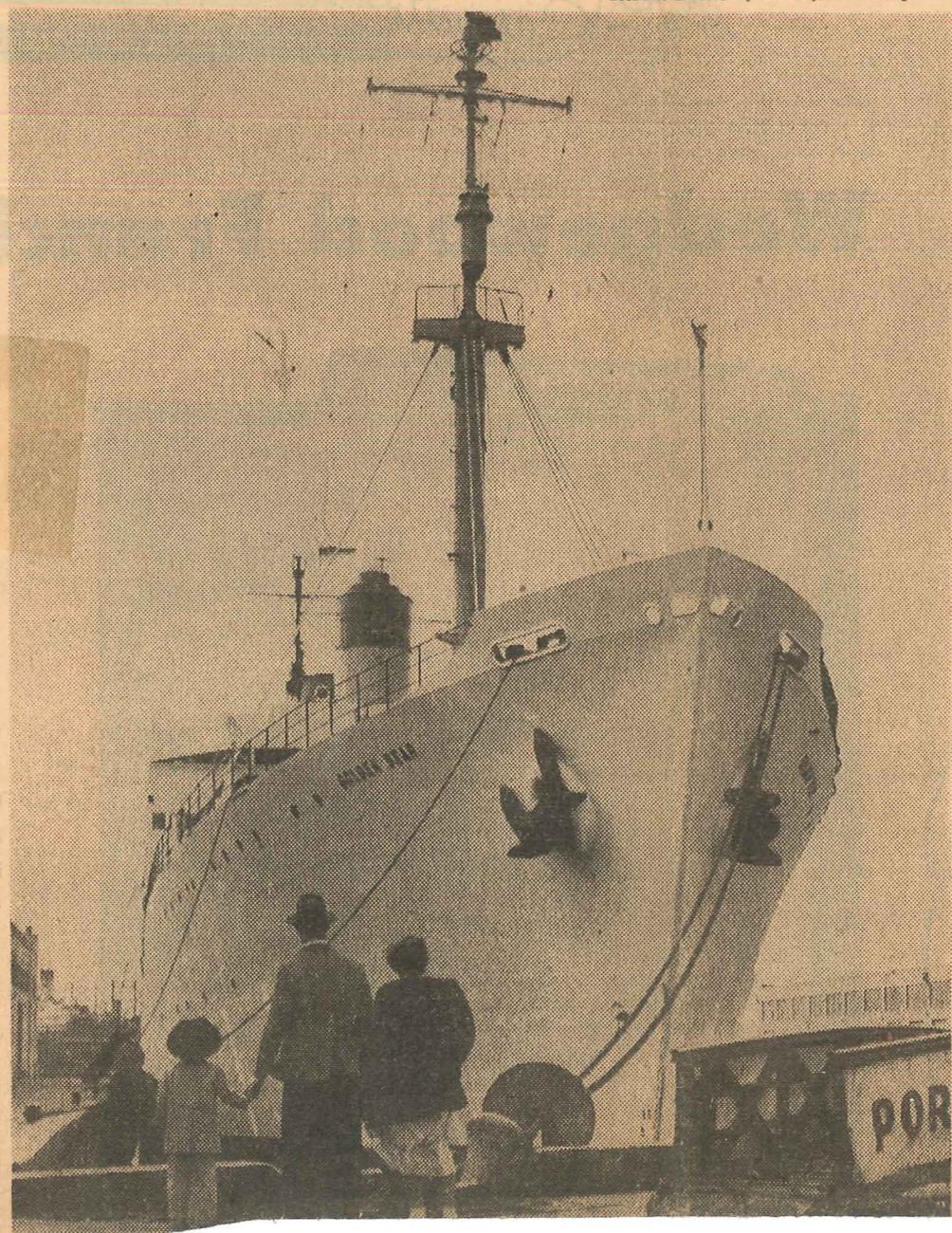




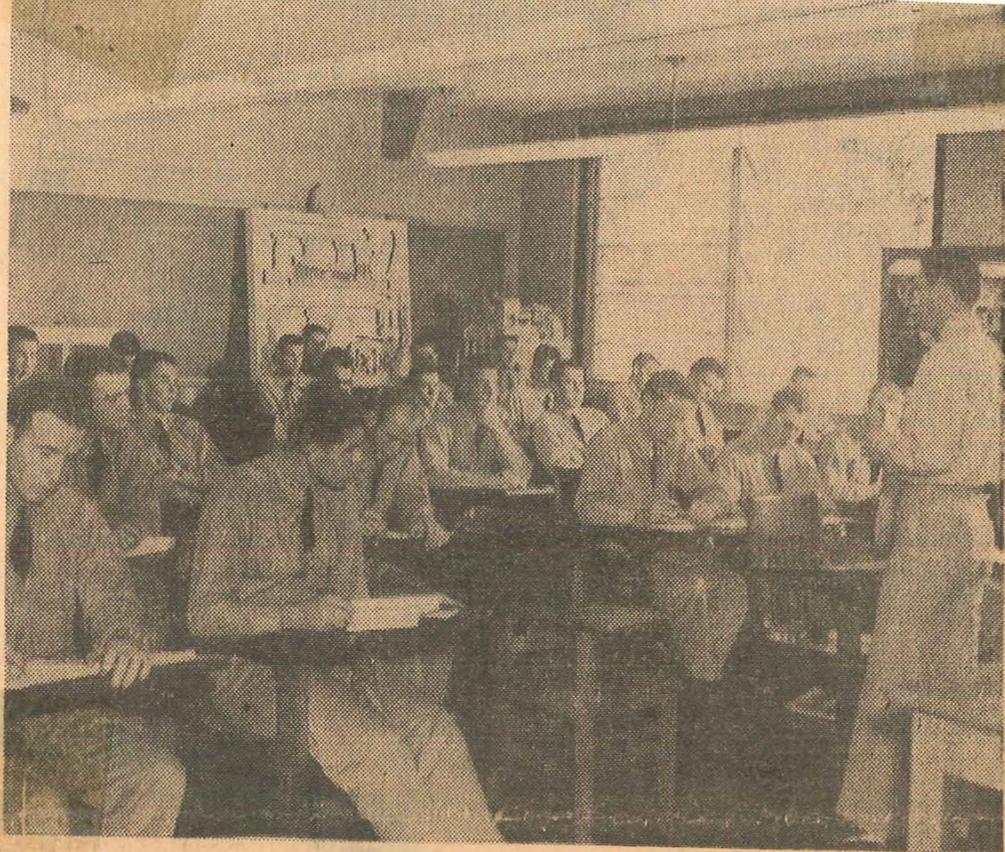
Marine Academy May Lose Its Ship

GOLDEN BEAR—Pride of the California Maritime Academy, and its most important training aid, is the Golden Bear (below), but the ship's future in the school's program is in doubt pending a report by the Senate Subcommittee on Merchant Marine and Fisheries (see story at bottom of page). High point of the Academy's year is the annual training cruise which has carried California midshipmen in the past from Gibraltar to Tahiti.

Tribune Photos by Tommy McDonough



SEAMANSHIP—Academy training is both theoretical and practical, classroom and topside on the ship. Here midshipmen man and lower lifeboat from training vessel.

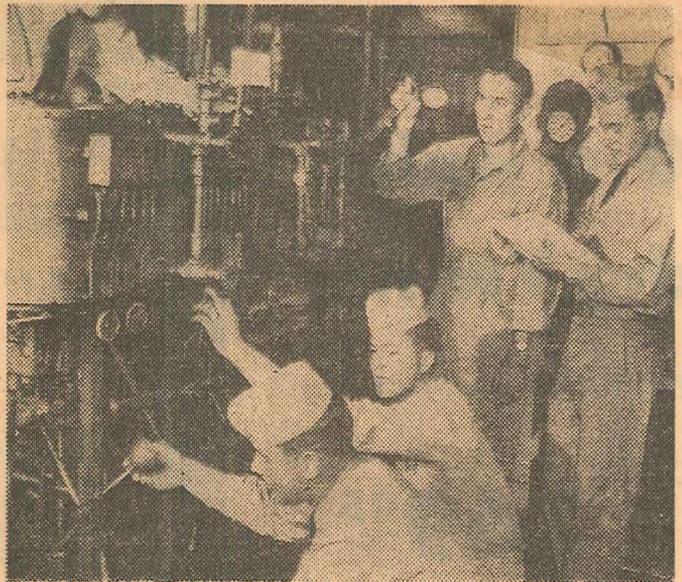


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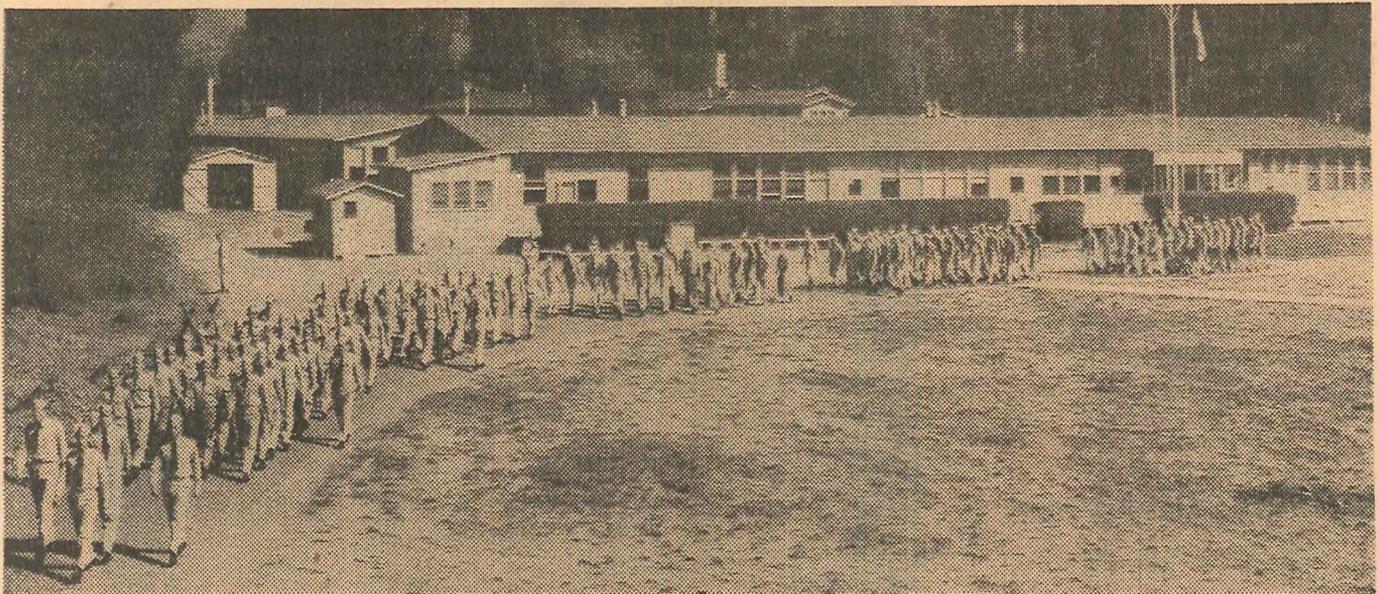
CLASSROOM WORK—Students work in classrooms on the Academy's 67-acre grounds on the north shore of Carquinez Straits in Solano Co. The midshipmen observe at nearby Mare Island dry docking of ships, heavy shop practices, technical ship repairs, as well as technical developments in practical electronics. Ocean-going steamers and naval vessels pass directly in front of the Academy grounds.



SKIPPERs—From left are Capt. R. M. G. Swaney, Golden Bear captain; Capt. H. E. Richter, Academy superintendent; Comdr. Richard Heron, executive officer; Capt. Frank Bonney, dean of instruction.



PRACTICAL INSTRUCTION—Midshipmen receive instruction in Golden Bear's engine room from qualified engineers. It is instruction of this type which makes having a ship so important to the Maritime Academy.



MIDSHIPMEN—The 146 young midshipmen of the Academy march on the Maritime Academy's grounds.

Sea School Fights for Life

By MIKE ABRAMSON

One of the Bay Area's unique educational institutions today is in another fight for its existence.

But despite a threatened withdrawal of Federal subsidies and the possible loss of its chief training tool, business goes on as usual at the California Maritime Academy at Vallejo.

The only school of its type west of New York, the Academy is on the north shore of Carquinez

Straits has been turning out Merchant Marine officers and leaders in the maritime industry for nearly three decades.

Some 146 young midshipmen are currently enrolled at the institution, studying hard for important careers at sea, but they are worried about their future.

Created in 1929 by an act of the California State Legislature, the maritime college has been principally supported by state

funds, currently averaging \$247,659 annually, with an assist from the Federal Government.

Direct Federal aid, granted to state maritime academies since 1911 for basic costs, uniforms, subsistence and out-of-state student allowances, has averaged \$52,954 a year since 1949.

Indirect Federal aid—perhaps the most important to the school—includes loan of a training ship, the T. S. Golden Bear, and

appropriations ranging from \$37,450 to \$50,000 annually for its maintenance.

These Federal funds—which the Academy considers vital to its existence—were omitted from the fiscal 1956 Federal budget but restored by Congressional action. However, a full-scale investigation of merchant marine training facilities was ordered by the Senate to

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Sea School Fights for Life

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determine future policy.

Concerned with the whole national merchant marine training program, the Senate subcommittee on merchant marine and fisheries, headed by Sen. Warren G. Magnuson of Washington, recently held hearings on the Academy's program in San Francisco and will report back to the Senate with recommendations on future subsidies by Jan. 31, 1956.

While the school has faced appropriation problems in the past from both Federal and State governments, students and staff alike are vitally concerned about the present threat.

As John Mikesell, 21-year-old second year cadet from Oakland put it: "How can you learn to be a seaman without a training ship?"

Mikesell, who lives at 5031 Golden Gate Ave., explained that student morale at the Academy was "low" at the moment but only because of the threat to "our ship."

"Our ship" is the sleek former Navy attack cargo vessel, the U.S. Mellena which became the T. S. Golden Bear in 1946 when it was loaned to the Academy. The 425 foot, 6,740 ton ship, equipped with special laboratories, shops and training facilities, is as much a part of the Academy campus as the \$2,250,000

67-acre plant ashore.

Every afternoon, after a morning of classroom work ashore, the midshipmen report aboard the Golden Bear for practical training in every phase of seamanship ranging from chipping paint to operation of electronic navigational aids for deck cadets and from wiping to generator repair for engineers.

High point of the academic year comes each spring when students and faculty move en masse aboard the Golden Bear for her annual training cruise which since 1947 has called at ports from Gibraltar to Tahiti.

Capt. Ralph M. G. Swany, commanding officer of the ship, holds that the vessel provides a unique training opportunity. All of the shoreside instructors are licensed merchant marine officers and as ship's officers carry on and even accelerate their courses at sea. The midshipmen themselves are the crew, actually operating the vessel under the officers' supervision, Captain Swany, who lives at 10 Maywood Drive, Wal-

nut Creek, explained.

Capt. Henry E. Richter, Academy superintendent, said that his school could probably continue operation under state sponsorship alone, but not without the ship which is federally owned and maintained.

Other Federal subsidies made up only 26 per cent of the average cost per Academy graduate for the past six years, the veteran of 30 years naval service explained. The average cost per graduate for the entire three-year course totalled \$8,709 of which 61.4 per cent came from state appropriation, 12.6 from the students themselves and the balance from the Federal subsidy.

Only 14 per cent of the actual operating funds for the Academy, exclusive of the training ship costs, come from Federal sources while the balance comes from the state, the students themselves and miscellaneous sources.

Average cost to the Federal Government for graduates of the California Maritime Academy and similar institutions in

Maine, Massachusetts and New York is between \$600 and \$700 per graduate, including costs of the training vessels. This compares with the average cost of \$12,500 for each graduate from the federally operated Merchant Marine Academy at King's Point, New York.

According to Ralph D. Sweeney, Los Angeles attorney and chairman of the Academy's Board of Governors, the whole question of continued Federal aid to the state maritime schools grew out of a Senate proposal to make the King's Point installation.

Testifying before the Magnuson committee in San Francisco, Sweeney held that such an act "would be a death blow to the state academies." Because the Federal school would be free and students would be paid, state academies, which charge tuition as a part of the state college system, would be unable to compete, he said.

Additionally, Sweeney argued, the state schools provide equal or better training than the Federal installation at a much lower cost to the taxpayer.

And the Government's return on its investment is high, Sweeney insisted, citing the contributions of state academy

graduates to the merchant marine, the maritime industry and the naval reserve in which all students are commissioned.

"The California Maritime Academy is making a positive contribution to the nation's security through its hundreds of graduates who are ready and able to take their place in the merchant marine, the fourth arm of defense, or the naval service when an emergency occurs," Captain Richter sums up. "They are an alert and capable group fully conscious of their responsibility to their country."