

THE FINEST AND THE FINEST





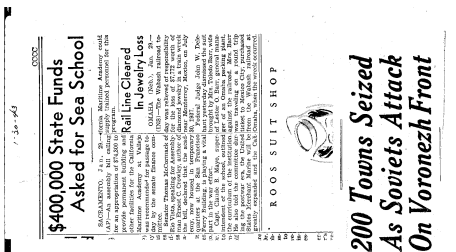
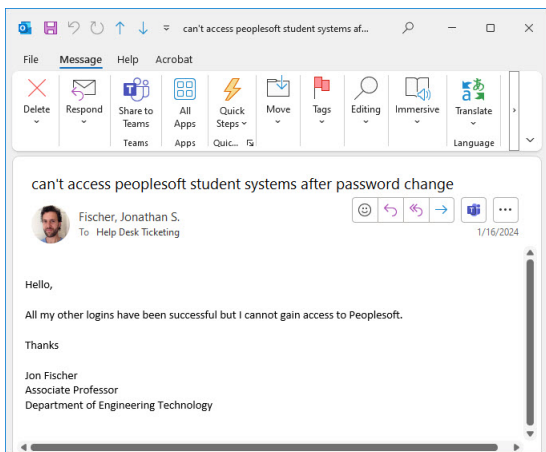
THE NEWS CHRONICLE

81st Year VALLEJO, CALIFORNIA—THURSDAY, JANUARY 22, 1948. Number 145.

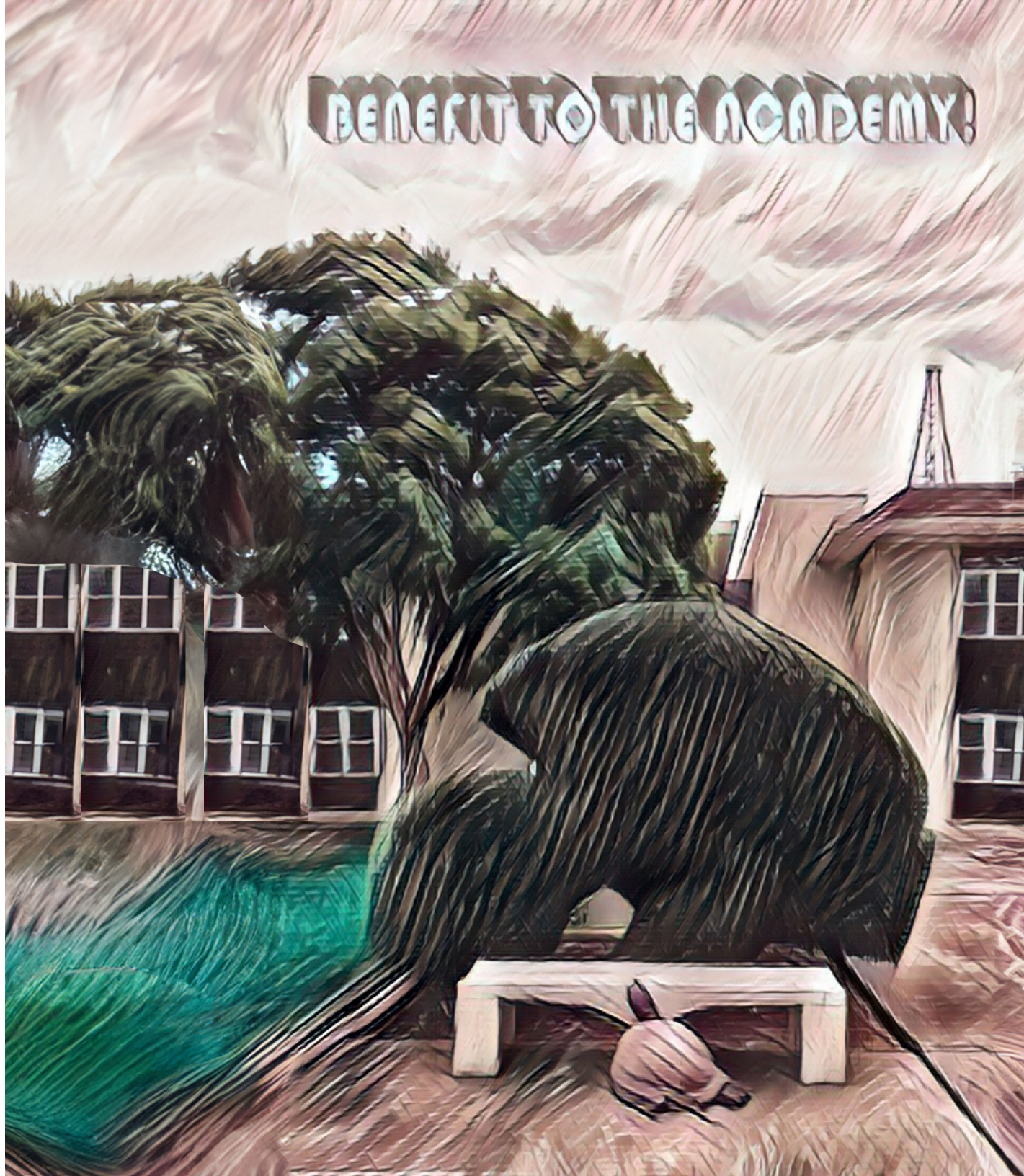
GOLDEN BEAR PETTED AT LONG BEACH—Several thousand persons, including Long Beach school children, released, attended farewell ceremonies for the California Freight Ship, the Golden Bear, loaded with nearly 3,000,000 lbs. and other food items. The vessel is bound for France, Italy and Greece with a cargo and food and clothing. (News Photo).

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.



House Ponders Aid To Maritime School





1930s

In December 1931, the ship made its first training cruise, sailing to South America and Washington D.C. The following year, the cadets took the training ship around the world.

In early 1933, a lack of funding created severe budget cutbacks, and some in the state government proposed abolishing the school. Cooler heads prevailed and the school received its funding and was able to continue. However, no classes were graduated in 1936 and 1937, and to save on finances both the officers and cadets held classes and lived on T.S. CALIFORNIA STATE. Thus was born the nickname “Iron Mother” for the first training vessel.

Itinerary Given for World Cruise of Training Ship

California State Will Sail
December 29 With More
Than 100 Cadets Aboard.

By JOHN McGRATH.

Itinerary of the 1932-33 around-the-world cruise of the State training ship California State was issued today by Captain Emil Topp, superintendent-commander of the school ship.

The craft, with a complement of more than one hundred cadets aboard, will sail from San Francisco for Honolulu on December 29. From Hawaii the vessel will visit the following ports in the order named:

Guam, Manila, Singapore, Colombo, Port Said, Alexandria, Istanbul, Piraeus, Naples, Villefranche and Gibraltar. From Europe the vessel will steam across the South Atlantic to Curacao, then through the Panama Canal to San Diego and this port, arriving here June 5. Return to her shore base in San Francisco Bay is scheduled for June 11.

The craft, loaned to the State by the Federal Government for use as a training ship for future officers of the American merchant marine, completed her initial training cruise May last, having steamed 40,000 miles to Washington and New York via Cape Horn and returning to her shore base via Panama.

More than 50 per cent of the cadets aboard will be from Long Beach, Los Angeles and other Southland centers.

The following articles are to be provided by candidates for admission and are to be replaced by cadets from time to time:

- 2 pairs low black shoes
- 8 pairs black socks
- 6 plain white shirts (without attached collars)
- 8 soft detachable white collars
- 8 handkerchiefs (white)
- 1 bathing suit
- 2 pairs of pajamas (white)
- 1 whiskbroom
- 1 set toilet articles
- 1 belt

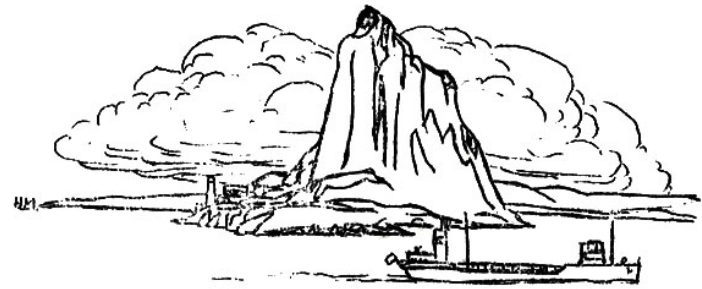
Needles, thread, buttons, scissors, etc.

1 dress uniform. Must be of uniform material and design and to be ordered just prior to admission in accordance with directions of school; approximate price \$35.

Items such as bedding, underwear, working uniforms, caps, hats, peacoats, and rainclothes, are furnished in reasonable quantity by the school to a total amount not to exceed \$150 for the entire period of enrollment.



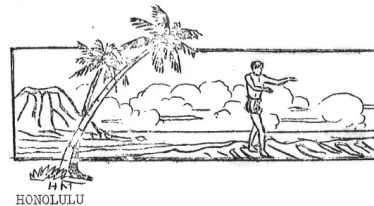
TRAINING SHIP U. S. S. CALIFORNIA STATE



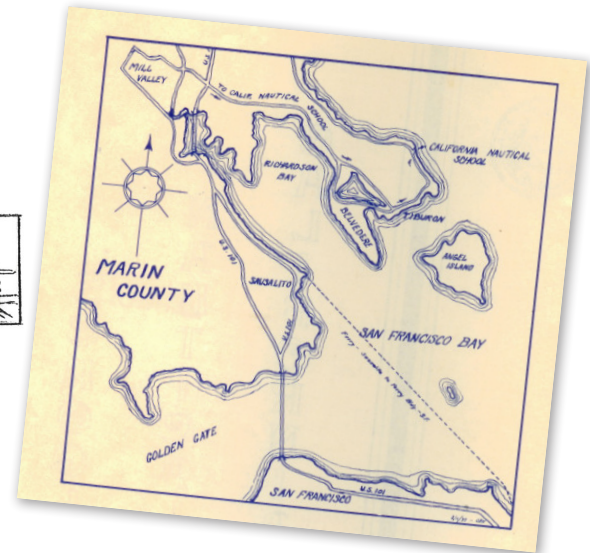
GIBRALTER

"With official instructions not to dynamite fish, rob bird's nests, disturb Governors, nor to create other outrages in His Brittanic Majesty's possessions ringing in their ears, the corps was turned loose on the city of Gibraltar."

-From the 1933 student newspaper

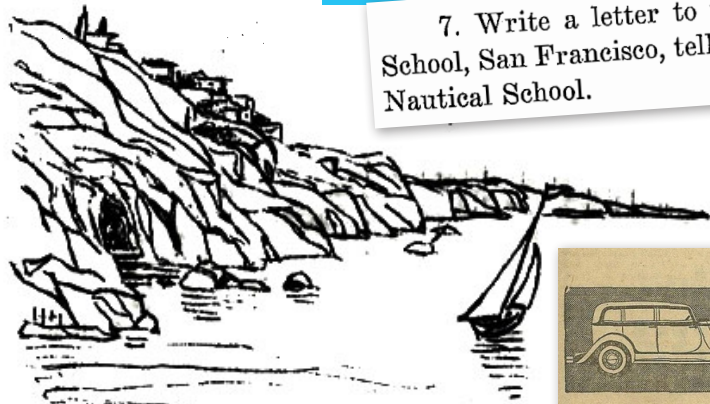


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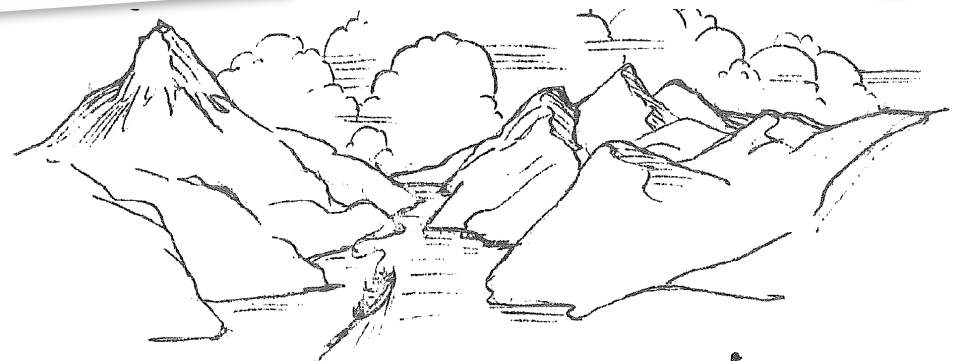
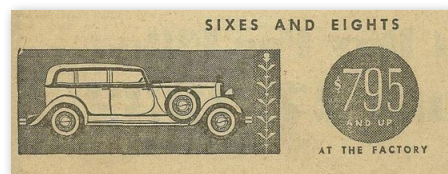


1932

7. Write a letter to the Board of Governors, California Nautical School, San Francisco, telling them why you wish to enter the California Nautical School.



CAPRI





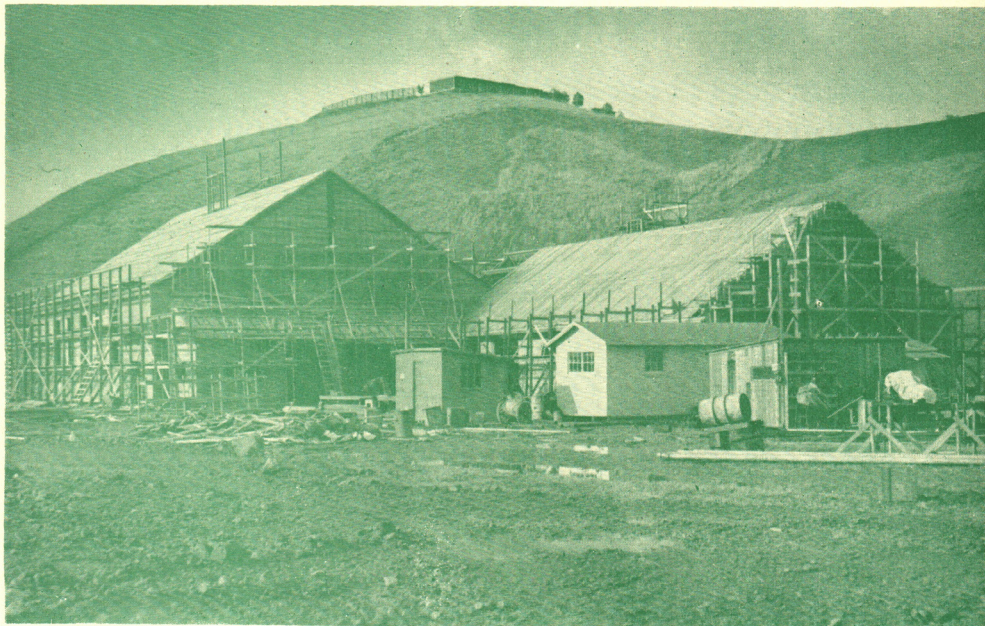
1940s

To facilitate the existential effort of World War 2, the academy's three-year course of study was accelerated and shortened to eighteen months, graduating two classes per year. Roughly four percent of merchant mariners who served in the war were killed, a higher casualty rate than that of any of the American military services, and a staggering 733 Merchant Marine ships were sunk.

During this time, numerous cities around the state bid for the opportunity to become the school's permanent home, and funding problems delayed the occupation of the current site at the Carquinez Straits by a few years. The long overseas cruises to exotic foreign ports were confined to short local training cruises within the confines of San Francisco Bay and the San Joaquin River.

At the end of the war the school had secured its home base and cadets could now eat and sleep ashore, instead of within the confines of their "Iron Mother." There was palpable enthusiasm for the 1946 cruise--the first to resume adventures beyond the Golden Gate in many years.

In its own tiny way, the academy did its part to rebuild Europe, delivering one thousand of tons of canned and powdered milk that was graciously welcomed in Marseille and barely unloaded by longshoremen in communist Genoa. This was also a publicity stunt, with governor/future Supreme Court chief justice Earl Warren's son Earl Jr serving as an honorary cadet aboard the Golden Bear.



THE NEW GYMNASIUM

By A. M. Quittner

Tired? Got that run-down feeling? No pep lately? Well brother, in a few more months we can absolutely guarantee a sure cure for those reveille blues — just grab your swim trunks and head 202 degrees p.s.c., easily identified navigational aids all the way in, and no port changes.

For gentlemen, the promised word is "February" — in just five weeks the pool and gymnasium will be completed — all ready for the aquatic acrobats of C.M.A.'s Middies. "What's that you say, bub?" "South of the Border?" "Callao? Till April 19th?" — pardon me, folks, the pool will be finished by February, it's very true, but there will be a slight delay of three months before the first Middle bellylopes off the low board.

When completed the pool and gym will be quite an imposing structure, with brick veneer walls, asbestos shingle roofing, and large circular windows. The gym will have a regulation size basketball court, 84' by 42', and ample seating facilities provided by four rows of folding bleachers. On the side opposite to

the bleachers will be a folding stage on which future Swab smokers may be given in professional style. Just off the basketball court will be an armory, kitchen, equipment room and large locker room. The locker room will be modern and up to date, with a drying room for your swim suits, large shower room (17 showers in all), and spacious metal lockers. The pool will be strictly co-educational as evidenced by the women's locker room, and the kitchen to facilitate the serving at those class parties. And as for the sports angle of it, there's no reason why C.M.A. can't feature a swimming team and water polo team as the pool will have six regulation size AAU lanes and an over-head balcony to accommodate the spectators. Although present plans call for a low diving board only, there's no reason why, if we need others, a high diving board can't be squeezed into the appropriations for the lads who like to fly low—swan style.

All in all, the entire layout will be one of the finest structures of its kind in the country, and considering that these facilities are being built for about 130 of us, we should realize that we're darn lucky and the reality of the pool and gym is due in great part to Captain Mayo's efforts.

VFW 'Pleased' With Alaska Defense Plans

FAIRBANK, May 19 (AP)—Ray Brannaman, national commander of the Veterans of Foreign Wars is "quite pleased" with security measures taken by the Army and Navy in Alaska.

Now visiting the territory, Brannaman told the Fairbanks Chamber of Commerce that the purpose of his trip is to determine Alaska's status in the national defense system.

"We are at war with Russia—political and economic war," he said. "And Russia has shown she expects at some time to be in a war with us—a shooting war."

Japan Soon May Export Frozen Tuna

TOKYO, May 19 (AP)—Japan is expected to make its first postwar shipments of frozen tuna shortly. Allied Headquarters foreign trade officials said licenses to export 3000 tons of tuna are expected to be validated this month. Destination of the tuna was not given.



THE 1946 CRUISE

By The Editor

The hopes and dreams of the Midshipman Corps for four long years will be realized 10 January at 1100 as the Training Ship "Golden State" slips her lines at the Carquinez Straits berth and puts out to sea through the Golden Gate. These have been years of patience, anxiety and expectation for the entire Academy. Once the day came that made it no longer possible to cruise beyond the gate, the Midshipmen found themselves deprived of their most highly valued asset. The fruits of each year's training were no longer to be had. The sudden turn of events was typified in the T. S. "Golden State's" change of face over night from a proud white beauty to a dull and gloomy battle gray.

Much to the joy of the officers and midshipmen of the Academy this condition is now reversed. The cruising restrictions have been lifted and all is in readiness for the embarkation. When that day arrives it will be farewell to the base and our shore-side life for four months. We will in turn exchange the fog and haze that at present hangs over Morrow Cove for the balmy airs of the tropics.

During the course of our daily milk runs up and down the bay, many a midshipman has cast a longing gaze at the Golden Gate and wished along with the rest of his shipmates that they could only sail out through its portals. For eight war-time classes this wish never materialized. For the ninth it will soon be a reality. We shall take with us as we put out to sea the memory of those who were less fortunate.

Yes, a new life lies just ahead of us. Although there has been a great deal of scuttlebutt and enthusiastic anticipation concerning it we still know very little of what to expect in the coming months. In the past when such a cruise was anticipated it was possible for the polywogs to gain information from the shellbacks. At present this is no longer possible as the entire Midshipman Corps does not possess a single shellback, save Don Love, who claims possession of an honorary certificate, gained by him at the ripe old age of 2½ years. As it is the midshipmen are rapidly being carried away by the wild and luring tales of life below the border. All of which adds much color to their visions of the cruise.

Without a doubt this cruise will fulfill its every expectation. It will also present its share of responsibilities to the midshipmen. Efficiency concerning the proper carrying out of the responsibilities of watches, routine and maintenance of the schoolship is to be expected. Also to be expected of the midshipmen is our constant vigilance against any actions on our part that might cause a bad reflection on the uniform we wear. We will do well to remember that not only do we represent to the outside world the men of this academy, but the nation as well. Don't forget that in many of the ports of call the citizenry will be judging our country and our school by our actions. Too many Americans visiting Latin America have attempted to take advantage of these people. At a time when we need their friendship as well as they need ours we cannot afford to let this happen. Let's prevent it from ever being said that the midshipmen prefer to make enemies rather than friends of our neighbors to the south.

The cruise itself has been flawlessly planned by the officers. Looking on paper like a page out of a travelogue, the route to be taken has received its approval from Washington. With final preparations underway it is apparent that the responsibility

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SASADENA, CAL., STAR-NEWS
Cir. 22,420
NOVEMBER 15, 1944

**Maritime Academy
Accepts Applications**

Applications for admittance to the California State Maritime Academy next fall are now being accepted. Capt. Claude Mayo, superintendent of the Academy announced yesterday. The academy, located at Morro Cove, Vallejo, trains young Californians for officer positions in the United States Merchant Marine.

Competitive examinations will be given in May at the academy for entrance in September, 1945. Applicants must be between 17 years, 8 months, and 23 years at the time the September class forms.

Upon completion of the two-year course cadet-midshipmen will be graduated as third mates or third engineers with commissions as ensigns in the United States Maritime Service.

Application blanks may be obtained by writing the Academy at Vallejo, Cal.

Governor and Mrs. Warren boarded the Golden Bear off the Marina. Assisting

them were Lt. Cmdr. William Hagerty, Chief G. H. Rowland and Earl Warren Jr.

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TJ-H 14 Jan 1954
**Merger Plan Rejected
For Maritime Academy**

James Herald.
2-21-61

Deny Golden Bear Report

Reports of engine trouble on the Golden Bear, training ship of the California Maritime Academy, were deprecated yesterday by the Academy superintendent, Capt. H. E. Richter, USN, (Ret.).

The vessel, commanded by Capt. G. C. Bowman, USN, (Ret.), now is on its annual training cruise with 219 midshipmen and 18 officers. The ship recently put in at Papeete, Tahiti, where the report was made that the cruise had been plagued by engine trouble.

"I have been informed by Captain Bowman there was some slugging in the boilers, making it necessary to clean them out, but this probably was due to poor quality oil," Captain Richter said last night.

He said the ship was four days late at Papeete because its hull was fouled by barnacles, thus reducing its speed underway.

"We decided in advance of the cruise not to drydock the Golden Bear because we could save \$50,000 that way," the superintendent said. "Speed is not important on a training cruise."

Sources:
Cal Maritime Digital Archives

"A Brief History of Cal Maritime"
Douglas Peterson, 2004