

The California Maritime Academy

A Campus of The California State University



A BRIEF HISTORY

The California Maritime Academy
Historical Archives

By Douglas Peterson
Historical Archivist



THE CALIFORNIA MARITIME ACADEMY

A BRIEF HISTORY

TABLE OF CONTENTS

INTRODUCTION				2
I - CREATION	1929 – 1939	GETTING STARTED		3
II - CHANGES	1939 – 1946	THE WAR YEARS		6
III - CONSTRUCTION	1946 – 1972	GROWTH		9
IV - COLLEGE	1972 – 2001	MATURITY		12
V - CELEBRATION	2001 AND BEYOND	INTO THE FUTURE		14
SUPERINTENDENTS AND PRESIDENTS				16
TRAINING SHIP MASTERS AND COMMANDING OFFICERS				17
CORPS OF CADETS LEADERSHIP				18
TRAINING SHIP <i>CALIFORNIA STATE / GOLDEN STATE</i>	(1931-1946)			21
TRAINING SHIP <i>GOLDEN BEAR</i> (X <i>MELLENA</i>)		(1946-1971)		22
TRAINING SHIP <i>GOLDEN BEAR</i> (X <i>CRESCENT CITY</i>)		(1971-1995)		23
TRAINING SHIP <i>GOLDEN BEAR</i> (X <i>MAURY</i>)		(1996-PRESENT)		24
TRAINING SHIPS DATA AND SPECIFICATIONS				25

THE CALIFORNIA MARITIME ACADEMY

A BRIEF HISTORY

INTRODUCTION

To understand the heritage and history of any organization is to understand that such entities do not automatically pop-up full grown and completely functional. Seeds are planted and events occur which may drive decisions, and prompt responding actions. Nor do any viable organizations or bodies remain static and unchanging. In fact, survival and growth are often dependent on change, stress, testings, and unforeseen experiences and events.

The history of The California Maritime Academy is no different. While Cal Maritime's history officially begins when it was authorized in 1929, the school has evolved with the times, and is now more dynamic and ready for the future, mainly because of its experiences in the past.

The history recorded here is derived from the files and documents stored in The California Maritime Academy Historical Archives. Every effort has been made to validate all dates and events, to insure the accuracy of this report.

This report is chronological and is in five sections:

I -	CREATION	1929 – 1939	GETTING STARTED
II -	CHANGES	1939 – 1946	THE WAR YEARS
III -	CONSTRUCTION	1946 – 1972	GROWTH
IV -	COLLEGE	1972 – 2001	MATURITY
V -	CELEBRATION	2001 AND BEYOND	INTO THE FUTURE

THE CALIFORNIA MARITIME ACADEMY

A BRIEF HISTORY

I - CREATION

1929 – 1939

GETTING STARTED

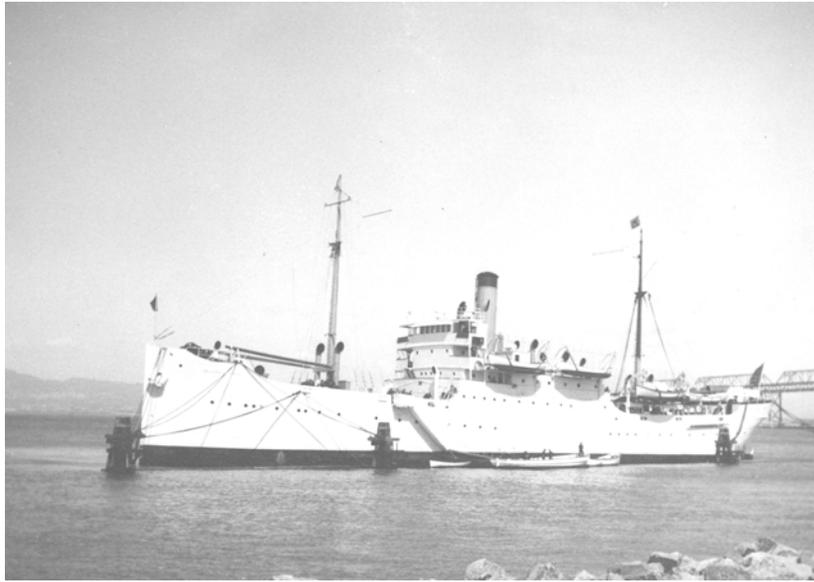
For more than two centuries, merchant ships and their sailors have been the lifeblood of the United States. The passengers and freight that were transported to and from our ports have made our great nation what it is.

After the Civil War, and with the advent of 'modern' ships with steam propulsion, Merchant Marine officers with specialized training and standardized up-to-date skills were needed. This brought about the creation of a unique type of school through which maritime skills would be taught.

In 1874, Congress authorized the Secretary of the Navy to furnish U.S. Naval vessels to states for the establishment of nautical schools. In 1911, this authority was amended to also provide funds for the expenses of any established schoolship. Only three states (Massachusetts, New York, and Pennsylvania) were maintaining schoolships. None were on the West Coast.

On June 3, 1929, California State Assembly Bill no. 253 signed by Governor C. C. Young, authorized the establishment of the California Nautical School. This bill paved the way for securing and maintaining a schoolship, and it also appointed a Board of Governors to manage and govern the school. The purpose of the school was "*to give practical and theoretical instruction in navigation, seamanship, steam engines, gas engines, and electricity in order to prepare young men for service as officers in the American merchant marine.*"

By the spring of 1930, S.S. *HENRY COUNTY* had been assigned by the Navy to the new school. Built specifically for use during World War I, the 261-foot freighter was reactivated from the mothball fleet on the east coast and recommissioned by the Navy. Then she sailed around from the east coast to San Francisco Bay. After arrival, the ship was turned over to the State of California on August 22, 1930 and immediately went to the shipyard for renovations. The ship was renamed *U.S.S. CALIFORNIA STATE* effective December 1930.



T.S. CALIFORNIA STATE / GOLDEN STATE (1931-1946)

Concurrent with the acquisition of the schoolship, a suitable location was finally found where the ship could be moored. The Board of Governors was able to lease the old Navy Fuel Depot, an old coaling station, at California City (now known as Tiburon in Marin County) for the new schoolship. The 50-acre site had some machine and foundry shops, housing for cadets, fuel storage, and offices. The school officially occupied the site on March 1, 1931.

On January 29, 1931, the first entrance examinations were held throughout the state with over 100 men taking the test. In March 1931, the first class of 56 “cadets” reported for instruction (with 44 graduating in August 1933).

Unfortunately, due to delays in funding, renovations for the training ship were postponed. In the interim, the 126-foot private yacht *VALERO II* was loaned to the California Nautical School as a training ship. *Training Ship (T.S.) CALIFORNIA STATE* was fully ready in early December 1931; shortly thereafter, it made its first training cruise, sailing to South America and Washington D.C. The following year, the training ship would sail 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, 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. (Specifications and brief histories of each of CMA’s Training Ships can be found on the last pages.)

Unfortunately, two years later, in May 1935, funding again became such a severe problem that the Board of Governors agreed that maybe the school would have to be closed, and steps were begun to do so. Fortunately, additional emergency funds were procured, the school reorganized, and business resumed in July of 1935. It would now take three years to graduate from CNS.

In 1936, the federal government approved the Merchant Marine Act of 1936, for the "*creation and maintenance of an adequate Merchant Marine, to support United States international and domestic commerce, and meet the needs for national defense*". This "Magna Carta of the American Merchant Marine" gave federal recognition and support to the maritime industry, and provided regular federal funding to train Merchant Marine officers and keep the school going. It also gave those Merchant Marine officers parity with their military counterparts in case of war or national emergency.

The California Nautical School had struggled and overcome a shaky start. In 1939, it now had an enrollment of 127 cadets. But times were about to change, and the school along with it.

THE CALIFORNIA MARITIME ACADEMY

A BRIEF HISTORY

II - CHANGES

1939 – 1946

THE WAR YEARS

With growing unrest in the world, the nation and those in the Merchant Marine were getting ready.

On October 10, 1939, the California Nautical School changed its name to California Maritime Academy (CMA).

Starting in 1940, those graduating from the academy, besides receiving their licenses as Third Mates or Third Assistant Engineers, were now receiving a Bachelor of Science degree, and some Naval Reserve commissions. We were no longer just a “trade school”, but an institution of higher learning.

As the shadow of war grew closer, the Navy needed their Fuel Depot at California City. The lease to the academy was not renewed, and in the fall of 1940, the schoolship had to relocate to San Francisco. For the next three years the ship was in San Francisco, first at Pier 54, then in fall of 1941 the ship moved to the Ferry Building. The training ship would not have a permanent home for a while.

With war eminent, a couple of events occurred. First, the control of the ship switched from the Navy to the new Maritime Commission in Dec 1940. One year later, with the declaration of war, the ship was painted wartime gray, and given a new name. It was Maritime Commission policy to name the training ships of the state schools for their state nicknames. Thus, *T.S. CALIFORNIA STATE* was renamed *T.S. GOLDEN STATE*.

Almost immediately, the three-year course of study was accelerated and shortened to eighteen months, and with a smaller enrollment, two classes a year would graduate from The California Maritime Academy. 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.

To reflect the pride and challenges that would face all those who graduated from the academy, a coat of arms and motto were adopted in late 1941 which reflected the zeal and dedication of the cadets, whether in peace or in war:

LABORARE PUGNARE PARATI SUMUS

("To work, (or) to fight; we are ready"!)

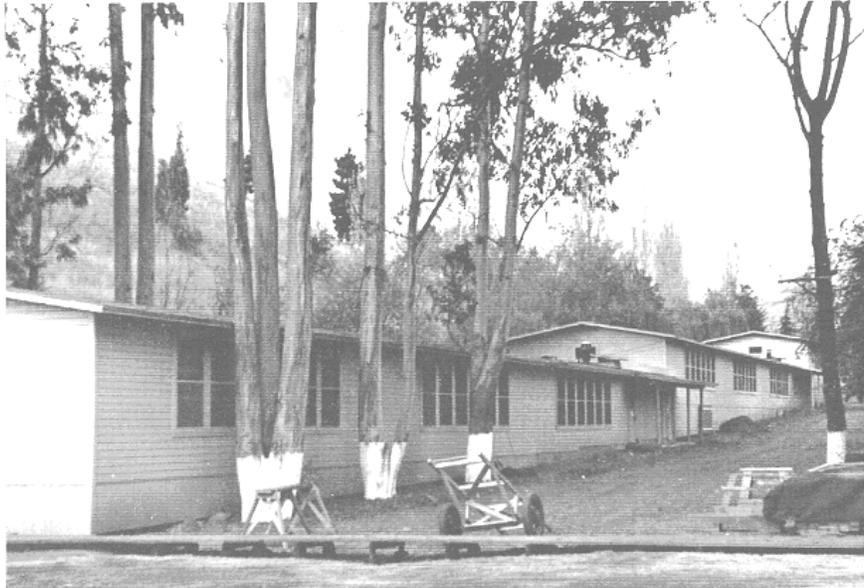
The California Maritime Academy graduates would live up to that motto, serving with distinction in the various branches of the armed forces and Merchant Marine during the war. Many saw action, some became prisoners of war, and 11 died in the line of duty during the war.

In subsequent years, many graduates also served in the Korean War, Viet Nam, and in the Middle East during Desert Storm and Iraqi Freedom. Indeed, the academy's motto remains as valid today as when it was created in 1941 by CMA Cadet Raymond Aker (class of January 1942-D).

With the eviction in 1940 from the California City (Tiburon) moorings, the search for a new, more permanent, home for the school and *T.S. GOLDEN STATE* had begun. Numerous cities around the state bid for the opportunity to become the school's home. Finally, in early 1941, a 67-acre site was selected in Morrow Cove at Sempole Point by the mouth of the Napa River and the Carquinez Straits in Vallejo, California (20 miles northeast of San Francisco). Unfortunately, funding problems would delay occupation for a few years. Morrow Cove was originally used as a ferryboat terminal. After the Carquinez Bridge was built in 1927, the site was abandoned, and it had become the place for numerous fishing and sportsmen clubs, as well as for picnicking and swimming. Even a couple of old vessels were abandoned there to act as a breakwater.



Finally, in March 1943, funding was approved and some of the existing buildings on the site were retained and converted, and other temporary buildings were erected. On August 24, 1943, the site was ready and *T.S. GOLDEN STATE* arrived to her new permanent home. The cadets could now eat and sleep ashore, instead of within the confines of their “Iron Mother”.

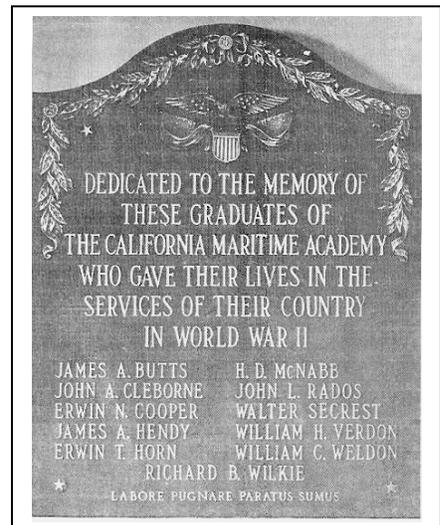


ORIGINAL WOODEN BARRACKS, MORROW COVE (1944-1957)

With the end of the war, the three-year class schedule and long foreign training cruises were resumed, and things could get back to normal.

However, while the war could be put behind, those classmates who had lost their lives serving their country would not be forgotten.

The cornerstone was laid in 1945 for the first permanent building at the academy, the gymnasium and natatorium (swimming pool). It was dedicated in 1946 and named Memorial Hall to honor those graduates who died during World War II.



THE CALIFORNIA MARITIME ACADEMY

A BRIEF HISTORY

III - CONSTRUCTION

1946 – 1972

GROWTH

The California Maritime Academy had survived the war, found a permanent home, and was now preparing to settle in. Within the next few years, the peacetime enrollment would rise again to more than 100 cadets.

The first permanent building, the gymnasium (Memorial Hall, later named Mayo Hall) was completed in 1946, and other buildings were not far behind. Within the next ten years, a mess hall, boathouse, administration building, and a classroom building would be added to the scenic campus.



MORROW COVE (WITH THE CLASSROOM BLDG, MESS HALL AND MAYO HALL) IN 1955

However, the World War I era *T.S. GOLDEN STATE* was tired and ready to be replaced. This had been planned to occur five years earlier, but the war interrupted that.

The former Navy attack cargo ship, *U.S.S. MELLENA* (AKA-32), built in 1944, was loaned to the academy in early 1946, refitted, then formally commissioned as *Training Ship GOLDEN BEAR* on September 7, 1946. *T.S. GOLDEN BEAR* was 426-feet long and could carry twice as many people in much greater comfort. It was a big step up for CMA and its cadets.



T.S. GOLDEN BEAR (1946-1971)

During the subsequent years, even more construction would enhance the campus. Permanent residences for the senior staff would be completed, the Residence Hall (now known as “Old Res.”) was completed in 1959, Dwyer Hall (the Engineering building) in 1961, and Gallagher Hall (Library) in 1971.

In 1970, the state government proposed to close the school as part of statewide budget cuts, but by early 1972, after much heated debate, the state legislature dropped the proposal. CMA had weathered another storm. Her roots were more firmly established and the need for the academy validated. Enrollment was now more than 200 strong.

In 1971, *T.S. GOLDEN BEAR* (*T.S.G.B.*) was almost 30 years old, with 25 years of continuous service at the academy. She was tired, her technology old, and it was time for a replacement. The former Navy WWII combat seasoned attack transport *U.S.S. CRESCENT CITY* (APA-21), originally built as the luxury passenger and cargo liner *S.S. DEL ORLEANS*, joined the academy in Fall 1971. At 492-feet long, and capable of carrying over 300 crew, faculty, and midshipmen, she was the biggest training ship yet for CMA. She replaced the old *T.S.G.B.* and was christened *T.S. GOLDEN BEAR* (continuing the name from her predecessor).



T.S. GOLDEN BEAR (1971-1995)

THE CALIFORNIA MARITIME ACADEMY

A BRIEF HISTORY

IV - COLLEGE

1972 – 2001

MATURITY

The one thing that always remains constant is change. The California Maritime Academy was maturing, and was about to see some of the biggest changes and challenges in its 43-year history.

The first African-American and the first Filipino students graduated from the academy in 1970, paving the way for many other minority groups to attend the college.



The first women were admitted in 1973. CMA, thus, became the first maritime academy to admit women into a licensed maritime program and would graduate three in 1976. One of these women would later become the first in the United States to earn a Chief Engineer's license, and another to become the first female Master of an American merchant ship.

New construction continued, adding yet more buildings to the campus. A faculty building, library addition, ship simulation facility, new dormitories, an auditorium (Rizza Auditorium), gymnasium expansion, and a new student center all added resources for both the faculty and students.

In the mid 1970's, Cal Maritime became a four-year college, offering degrees in Nautical Industrial Technology and Marine Engineering Technology, with the first four-year students graduating in 1977. In the next decade, additional degree opportunities were offered.

The academy received accreditation in 1977 by the Western Association of Schools and Colleges (WASC), and also by the Accreditation Board for Engineering and Technology (ABET).

The California Maritime Academy, again, broke ground in 1990 when Dr. Mary Lyons became President. She was the first woman to become president of a U.S. academy.

In the late 1980's, Cal Maritime expanded beyond its maritime curriculum and introduced two new majors: Mechanical Engineering and Business Administration. In 1989, the Nautical Industrial Technology program was replaced by Marine Transportation. The campus continued to grow. A new pier, improvements to the athletic field, an upgrade to the communications infrastructure and the addition of classrooms to many buildings were completed.



T. S. GOLDEN BEAR (1996- PRESENT)

Cal Maritime's newest ship (replacing the fifty-five year old *GOLDEN BEAR*) was the former Navy hydrographic survey ship *U.S.N.S. MAURY* (T-AGS-39). Built in 1989, almost new, she was transferred to the academy and commissioned in May 1996 as Cal Maritime's fourth training ship, and the third to carry the name *T.S. GOLDEN BEAR*. At 499-feet in length, she is the longest and most modern training ship in the academy's history.

One of the most significant events was yet to come. On July 1, 1995, The California Maritime Academy became the 22nd campus of The California State University (CSU) system, which opened new opportunities for educational and institutional enhancement. In 1996, the academy introduced a Facilities Engineering Technology major. And in 1997, Cal Maritime joined the Western Undergraduate Exchange (WUE) program, increasing access for out-of-state students.

The California Maritime Academy now had an active enrollment of more than 500 students and growing.



THE NEW LABORATORY BUILDING
WAS COMPLETED IN 2000

THE CALIFORNIA MARITIME ACADEMY

A BRIEF HISTORY

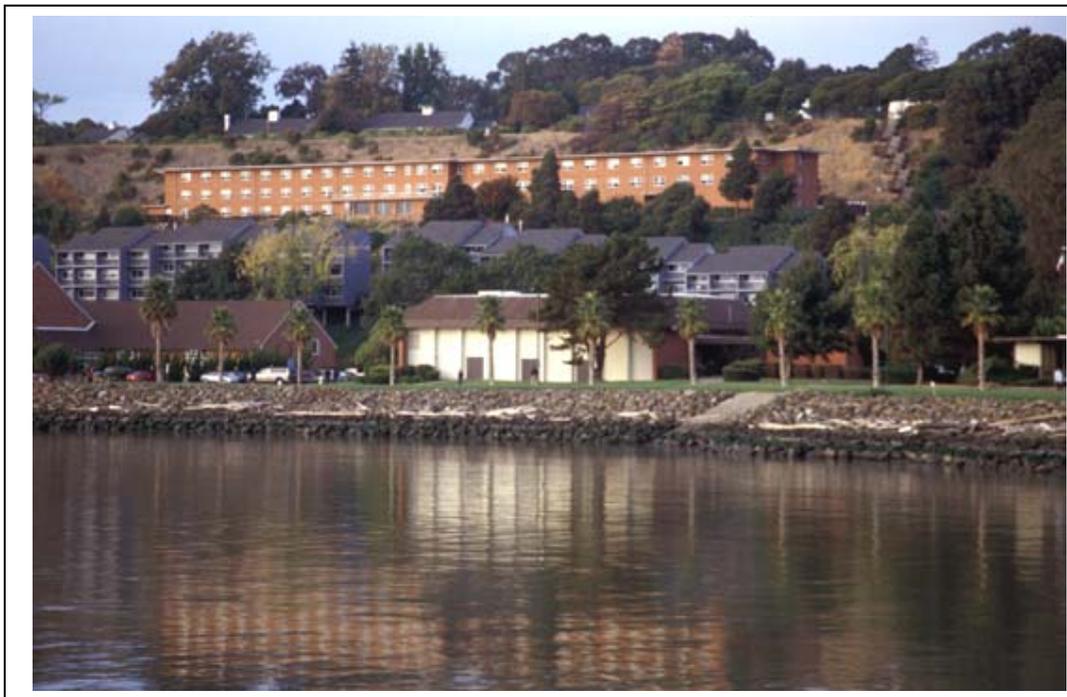
IV - CELEBRATION

2001 AND BEYOND

INTO THE FUTURE

The curriculum further expanded during the fall of 2003, when Cal Maritime introduced a major in Global Studies and Maritime Affairs. A wide variety of degrees are now offered, as well as continuing education opportunities. Also in the fall of 2003, Cal Maritime dedicated its new Technology Center, which replaced the old Engineering Building.

As Cal Maritime celebrates its 75th anniversary – which kicked off at Graduation 2004 and will culminate with Graduation 2005 – the future looks bright, with student applications at an all-time high. While enrollment has climbed to approximately 650 students, the academy's strategic plan calls for growth to about 750-800 students in the next few years, and Cal Maritime is well on its way to meeting that goal. To help meet the challenges of growth, a campus physical Master Plan was adopted in 2002 and a number of additional new buildings have already been funded to follow that plan.



THE CALIFORNIA MARITIME ACADEMY AT MORROW COVE, VALLEJO, CALIFORNIA

As Cal Maritime continues to grow and expand its curriculum in the years to come, the focus will always remain on its commitment to quality instruction, research, and service in maritime education. Cal Maritime's vision for the years to come:

The California Maritime Academy will be a leading educational institution recognized for excellence in the business, engineering, operations, and policy of the transportation and related industries of the Pacific Rim and beyond.

Cal Maritime looks forward to and remains enthusiastic with great expectations on how it will continue to serve the maritime industry and our nation in the 21st century.



CADET FORMATION

To paraphrase the school's motto - "**WE ARE READY!**"

CMA SUPERINTENDENTS & PRESIDENTS

	<u>From</u>	<u>To</u>	<u>Name</u>	
1.	May 11, 1930	Feb 14, 1934	Emil Topp	LCDR, USN (ret)
2.	Feb 15, 1934	Jun 30, 1937	Dr. Richard C. Dwyer see Note 1	
3.	Jul 1, 1937	Jun 30, 1940	Neil E. Nichols	CAPT, USN (ret)
4.	Jul 1, 1940	Oct 31, 1947	Claude B. Mayo see Note 2	CAPT, USN (ret)
5.	Nov 1, 1947	Feb 15, 1955	Russel M. Ihreg	COMMO, USN (ret)
	Feb 16, 1955	Jun 20, 1955	Carroll T. Bonney Acting Supt.	CAPT, USN (ret)
6.	Jun 21, 1955	Nov 1, 1965	Henry E. Richter	CAPT, USN (ret)
7.	Oct 15, 1965	Oct 1, 1971	Francis T. Williamson	RADM, USN (ret)
8.	Oct 1, 1971	Aug 1, 1972	Edwin C. Miller CMA 34-D see Note 3	CDR, USN (ret)
9.	Aug 2, 1972	Nov 11, 1983	Joseph P. Rizza see Note 4	RADM, USMS (ret)
10.	Nov 11, 1983	Aug 31, 1990	John J. Ekelund	RADM, USN (ret)
11.	Aug 31, 1990	Jun 30, 1996	Dr. Mary E. Lyons	CDR, USNR
12.	Jul 1, 1996	Jun 30, 2001	Jerry A. Aspland CMA 62-D	
13.	Jul 1, 2001	present	William B. Eisenhardt	RADM, USMS

Note 1: R.C.Dwyer replaced by N.E.Nichols due to Navy requirements for regular Navy officers to be in charge of Navy owned ships.

Note 2: Early WWII – Superintendent and Master became separate positions.

Note 3: Edwin C. Miller appointed Interim Superintendent Oct 71 – Jul 72.

Note 4: On Feb 27, 1975, the title Superintendent changed to President.

TRAINING SHIP MASTERS & COMMANDING OFFICERS

	<u>From</u>	<u>To</u>	<u>Name</u>	
1.	May 11, 1930	Feb 14, 1934	Emil Topp	LCDR, USN (ret)
2.	Feb. 15, 1934	Jun 30, 1937	Dr. Richard C. Dwyer (note 1)	
3.	Jul 1, 1937	Jun 30, 1940	Neil E. Nichols	CAPT, USN (ret)
4.	Jul 1, 1940	Oct 1, 1941	Claude B. Mayo (note 2)	CAPT, USN (ret)
5.	Oct 1, 1941	Feb 1, 1942	Bennett M. Dodson, XO (note 3)	
6.	Feb 1, 1942	? 1943	Hugh Severin, XO	LCDR, USNR
7.	? 1944	May 6, 1945	Edwin C. Miller, 1 st LT	LCDR, USNR
8.	May 7, 1945	May 31, 1946	Lester Martin	CDR, USNR
9.	Jun 1, 1946	Aug 9, 1957	Ralph M. G. Swany '33-D	CAPT, USNR (ret)
	Sep 12, 1957	Oct 11, 1957	Raymond G. Russell '34-D Never sailed as C.O.T.S.	LCDR, USNR
10.	Oct 14, 1957	Apr 15, 1958	John W. Anderson	
11.	May 29, 1958	Mar 17, 1960 ✚	Edward A. Turpin (died at sea)	
12.	Jun 6, 1960	Oct 1, 1971	Carl G. Bowman	CAPT, USCG (ret)
13.	Oct 1, 1971	Nov 30, 1976	William H. Aguilar '34-D	
14.	Jan 3, 1977	Aug 31, 1982	William D. Craig	CAPT, USN (ret)
15.	Sep 1, 1982	Sep 18, 1992	John M. Keever '70-D	
16.	Mar 1993	Jul 1993	Justin D. Johnson '76-D On loan from ARCO Marine for cruise only	
17.	Oct 15, 1993	Oct 17, 1993	Dick Crane '59-D On loan from Matson for mini-cruise only	
18.	Apr 1994	Jul 1994	Bruce P. Butterfield '70-D On loan from M.S.C. for cruise only	
19.	Mar 15, 1995	Jan 15, 1996	Peter G. Bonebakker '68-D	
20.	Jan 16, 1996	present	John M. Keever '70-D	

Note 1: R. C. Dwyer replaced by N.E.Nichols due to Navy requirements for regular Navy officers to be in charge of Navy owned vessels.

Note 2: C. B. Mayo never got a Master's License so command of T.S. was delegated to X.O. and wartime Navy officers.

Note 3: Early WWII – Superintendent and Master became separate positions.

Note 4: The title MASTER changed to COMMANDING OFFICER in July 1946.

CORPS OF CADETS LEADERSHIP

<u>Year/Class</u>	<u>Name</u>	<u>Title</u>
1931	Robert M. Phelps & Martin M. Gregory	Cadet First Class Petty Officers
1932	John M. Fitzsimmons & Martin M. Gregory	Cadet First Class Petty Officers
1933	Halvar O. Lindgren	Cadet Commander
1934	Perry McPheeters	Cadet Commander
1935	Robert L. Dohllof	Cadet Commander
1938	J. Kelshaw Taylor	Cadet Commander
1939	Harlan C. DuPuis	Cadet Commander
1940	Joseph E. Shreve, Jr.	Cadet Commander
1941	James N. Jensen	Cadet Commander
1942 Jan.	Robert C. Wilson	Cadet Commander
1942 Jul.	Seth E. Hargrave	Cadet Commander
1942 Dec.	Alfred E. Sinnes	Cadet Commander
1943 Jun.	George W. Cowan	Cadet Commander
1943 Dec.	Richard E. Walter	Cadet Commander
1944 Jun.	Walter E. Bernhardt	Cadet Commander
1944 Dec.	James E. Seiler	Cadet Commander
1945	George W. Detweiler	Midshipmen Captain
1946	William F. Schill	Midshipmen Captain
1947	Robert E. Alford	Cadet Captain
1948	John W. Ford	Cadet Captain
1949	Henry H. Ferrero	Cadet Commander
1950	Don L. Nay	Midshipman Commander
1951	Robert N. Jenkins	Midshipman Commander
1952	James G. Williams	Battalion Commander
1953	John P. Haines	Battalion Commander
1954	Jo Swerling, Jr.	Battalion Commander
1955	Lowell B. Bowhay	Midshipman Commander
1956	James H. Durst	Midshipman Commander
1957	John H. Barrett	Midshipman Commander
1958	Barnett F. McLaughlin	Midshipman Commander
1959	John T. Ellis	Midshipman Commander
1960	Thomas A. Schweighofer	Battalion Commander

1961	Edward C. Savage	Battalion Commander
1962	Jerry A. Aspland	Battalion Commander
1963	Jeffrey G. Salfen	Battalion Commander
1964	Peter W. Estabrook	Battalion Commander
1965	Michael J. Mitchell	Battalion Commander
1966	Charles M. Eilhardt	Battalion Commander
1967	Michael W. Dessert	Battalion Commander
1968	George A. Waer	Battalion Commander
1969	Kenneth H. Passe, Jr.	Battalion Commander
1970	John M. Keever	Corps Commander
1971	Steve A. Messina	Corps Commander
1972	John M. Withers	Corps Commander
1973	Eric C. Lichty	Corps Commander
1974	Robert C. Mann	Corps Commander
1975	Paul R. Leyda	Corps Commander
1976	Lynn Feldmann	Corps Commander
1977	Vincent C. Bellonzi	Corps Commander
1978	Paul E. Hager	Corps Commander
1979	Duane A. Madinger	Corps Commander
1980	Gary L. Van Meter	Corps Commander
1981	Michael A. Yinger	Corps Commander
1982	Clayton H. Beall	Corps Commander
1983	Serge Rigisich	Corps Commander
1984	John M. Coleman	Corps Commander
1985	James J. Corbett	Corps Commander
1986	David C. Peterson	Corps Commander
1987	Stephen K. Hessenauer	Corps Commander
1988	Bret P. Schuman	Corps Commander
1989	Scott D. Quaintance	Corps Commander
1990	William M. Butler, Jr.	Corps Commander
	Robert P. Lind (each only one semester)	Corps Commander
1991	Douglas D. Rightmier	Corps Commander
1992	Elizabeth C. McNie	Corps Commander
	Simon Cail (each only one semester)	Corps Commander
1993	Jerald J. Gordon Jr.	Corps Commander
1994	Patrick K. Gudmundson	Corps Commander
1995	James L. Hayes	Corps Commander

1996	Jermaine D. Turner	Corps Commander
1997	Dylan P. Simon	Corps Commander
1998	Sadie R. Rabe	Corps Commander
1999	Matthew W. Barrett	Corps Commander
2000	Mark R. LaCroix	Corps Commander
2001	Sharon M. Alexander	Corps Commander
2002	Scott E. Christofferson	Corps Commander
2003	Kristina M. Royce	Corps Commander
2004	Daniel J. Beck	Corps Commander
2005	Michael J. White	Corps Commander

- Notes:
1. In 1936 and 1937, there were no upperclassmen, therefore no Cadet Commanders.
 2. In 1990 and 1992, two cadets held the office during the same school year, each for only one semester.

T. S. GOLDEN BEAR

1946 - 1971

LOA 424' 02" (129.85m) LBP 399' 01" (121.6m) Beam 58' 00" (17.68m)
Depth 28' 06" (8.69m) Draft 15' 6" (4.72m) [loaded] Displacement 6,740 tons

Engine: Steam Propulsion - Turbo-Electric Drive
Two, oil-fired, Wickes boilers
Horsepower: 6,000
Propeller: Twin Screw, each 11'06" (3.51m) in diameter
Speed: 16.0 knots

Keel laid: Sep 25, 1944 at Walsh-Kaiser Shipyard, Providence R.I. (hull #1893)
Launched: Dec 11, 1944
Commissioned: Jan 20, 1945 as *U.S.S. MELLENA* (AKA-32)
Maritime Commission designation S4-SE2-BE1 type

One of twelve "Artemis" class Attack Cargo Ships built for the Navy.

Served during World War II in the western Pacific theater, earning six ribbons.

Decommissioned on June 11, 1946 at Mare Island, she was immediately transferred to The California Maritime Academy.

After refit, she was commissioned as *T.S. GOLDEN BEAR* on September 7, 1946, and could carry 268 officers, cadets and crew. She's been CMA's only twin-screw, twin stacked vessel.

Of the 26 major annual cruises performed, probably the most famous would be the "Milk Run" of 1948, carrying relief supplies to the European refugees of World War II.

On May 14, 1971, *T.S. GOLDEN BEAR* was decommissioned, and then scrapped.

1971 - 1995

T. S. GOLDEN BEAR

LOA 491' 00" (149.66m) LBP 465' 00" (141.73m) Beam 65' 5" (21.84m)
Draft 25' 6" (7.77m) [loaded] Displacement 14,210 tons

Engine: Steam Propulsion - Geared Turbine
Horsepower: 7,800
Propeller: Single Screw, 4 blade, 19' 3" (5.87m) diameter
Speed: 18.0 knots

Contracted: Dec 16, 1938 by Maritime Commission, C3-P type "Del" class
Keel laid: May 8, 1939 at Bethlehem Steel, Sparrows Point, Baltimore (hull #4338)
Launched: Feb 17, 1940 as S.S. *DEL ORLEANS*
Delivered: Aug 23, 1940 to Delta Lines in New Orleans.

Built as a luxury combination passenger-cargo ship for the "Coffee Run" trips between New Orleans and Buenos Aires.

Requisitioned by the U.S. Government on June 3, 1941, the Navy then took control of the ship on June 9, 1941 and stripped her for duty. She was commissioned as *U.S.S. CRESCENT CITY* (AP-40) on October 10, 1941.

She served during World War II in most of the major campaigns in the western Pacific theater. Redesignated as APA-21 in early 1943, the gallant ship earned a Navy Unit Commendation and 10 battle stars during World War II. *U.S.S. CRESCENT CITY* was decommissioned in San Francisco on April 30, 1948 and laid up in the Suisun Bay Reserve Fleet.

She was transferred to The California Maritime Academy in May 1971, and converted into a schoolship. Commissioned as *T.S. GOLDEN BEAR* (the second CMA Training Ship to carry that name) in June 1971, she sailed on 28 major ocean cruises.

On July 18, 1995, *T.S. GOLDEN BEAR* was decommissioned and placed in the reserve fleet.

In 1999, she was acquired by the City of Oakland for use and named "*ARTSHIP*", serving as an art colony until 2003. She was then sold for scrap in 2004.

Her final disposition, however, remains a question due to litigation and others are bidding for use of the ship.

T. S. GOLDEN BEAR

LOA 499' 10" (152.35m) LBP 462' 01" (140.84m) Beam 72' 00" (21.95m)
 Draft 30' 06" (9.29m) [loaded] Displacement 15,821 tons

Engine: Twin Diesels

Horsepower: 17,000

Propeller: Single Screw, 5 blade, 18' 7½" (5.68m) diameter

Speed: 20 knots

Ordered: Jun 28, 1985 under MARAD contract for the Navy,

Keel laid: July 29, 1986 Maritime Commission hull designation S4-M-MA154a type

Launched: Sep 4, 1987 at Bethlehem Steel, Sparrows Point, MD

Delivered: Mar 31, 1989 placed in service with the Navy as *U.S.N.S. MAURY* (T-AGS-39).

Built for the U.S. Navy as a Hydrographic Survey Vessel to map the deep ocean floor. At the time built, she was the largest and fastest oceanographic ship ever built.

She was placed out of service in September 1994 and laid up in Reserve Fleet Suisun Bay.

After the conversion of her living spaces, she was transferred to CMA on May 4, 1996.

T.S. GOLDEN BEAR (TSGB) is the fourth and largest training ship at Cal Maritime, and is the third training ship to carry the name *GOLDEN BEAR*.

Currently, *T.S. GOLDEN BEAR* makes two major training cruises annually.

TRAINING SHIPS DATA & SPECIFICATIONS

	California State Golden State	Golden Bear	Golden Bear	Golden Bear
Original Name(s)	<i>Lake Fellowship Henry County</i>	<i>Mellena</i>	<i>DelOrleans Crescent City</i>	<i>Maury</i>
Navy Hull	IX-34	AKA-32	APA-21	T-AGS-39
CMA Service	1931-1946	1946-1971	1971-1995	1996-present
LOA	261'00"	424'02"	492'00"	499'10"
LBP	251'00"	399'01"	465'00"	462'01"
Beam	43'06"	58'00"	65'06"	72'00"
Draft	17'00"	15'06"	25'06"	30'06"
Displacement (tons)	4,000	7,080	14,210	15,821
Speed (knots)	9.5	12.0	16.5	20
Engine	Steam, Triple-Expansion	Steam, Turbo-Elec.	Steam, Geared Turbine	Diesel
Horsepower	1,500	6,000	7,800	17,000
Propeller(s)	Single	Twin	Single	Single
Crew:				
Officers:	12	25	26	25
Cadets:	132	215	250	270
Crew:	16	28	25	21
MARAD type:	1099-A	S4-SE2-BE1	C3-P	S4-M-MA154a
Built by:	American SB Loraine OH	Walsh-Kaiser Providence RI	Bethlehem Steel Baltimore MD	Bethlehem Steel Baltimore MD
Launched:	Oct 18, 1919	Dec 11, 1944	Feb 17, 1940	Sep 4, 1987
Completed:	Nov 1920	Jan 20, 1945	Aug 23, 1940	Mar 31, 1989
Commissioned USN:	May 27, 1930	Jan 20, 1945	Oct 10, 1941	Mar 31, 1989
Decom USN:	Aug 22, 1930	Jun 11, 1946	Apr 30, 1948	Sep 16, 1994
Comm. CMA:	Dec 9, 1931	Sep 7, 1946	Jun 1971	May 4, 1996
Decom CMA:	Sep 7, 1946	May 14, 1971	Jul 18, 1995	Still Active
Fate:	Scrap 1962	Scrap 1971	ARTSHIP (99-03) fate pending	

All the data, specifications, dates, names, places and events are from the files and records of The California Maritime Academy Historical Archives, which is made possible by private contributions. To make a donation to The California Maritime Academy Historical Archives, please contact Cal Maritime's Office of Advancement at 707-654-1037.

The California Maritime Academy Historical Archives wishes to thank the following CMA staff for their support and input in the development of this booklet:

Jay Christofferson	Vice President of Academic Affairs
Tony Macias	Vice President of Advancement and CMA Foundation
Jennifer Whitty	Director of Public Relations
Carl Phillips	Director of the CMA Library
Chris Walker	Office of Alumni Affairs
Trisha Christensen	Office of Advancement

Reproduction of this information without the expressed permission of The California Maritime Academy is not authorized.

The California Maritime Academy Historical Archives can be reached at the following:

The California Maritime Academy Historical Archives
200 Maritime Academy Drive
Vallejo, CA 94590-8181

Office: 707 – 654-1089

Fax: 707 – 654-1094

Email: drpeterson@csum.edu



Cadets - 1933



Cadets - 2004

The California Maritime Academy
200 Maritime Academy Drive
Vallejo, CA 94590
(707) 654-1000
www.csum.edu