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The United States Merchant Marine Cadet Corps



INFORMATION BOOKLET FOR YOUNG AMERICANS
INTERESTED IN A CAREER AS AN OFFICER
IN THE UNITED STATES MERCHANT MARINE

WAR SHIPPING ADMINISTRATION TRAINING ORGANIZATION



REAR ADMIRAL EMORY SCOTT LAND (CC) USN (Ret'd)

Administrator, War Shipping Administration
Chairman, United States Maritime Commission

WAR SHIPPING ADMINISTRATION
WASHINGTON

ADMINISTRATOR

The purpose of this booklet is to inform young Americans who possess courage, stamina, and sincerity of purpose, of the salient facts concerning an honorable career, pioneered by generations of earnest and adventurous Americans.

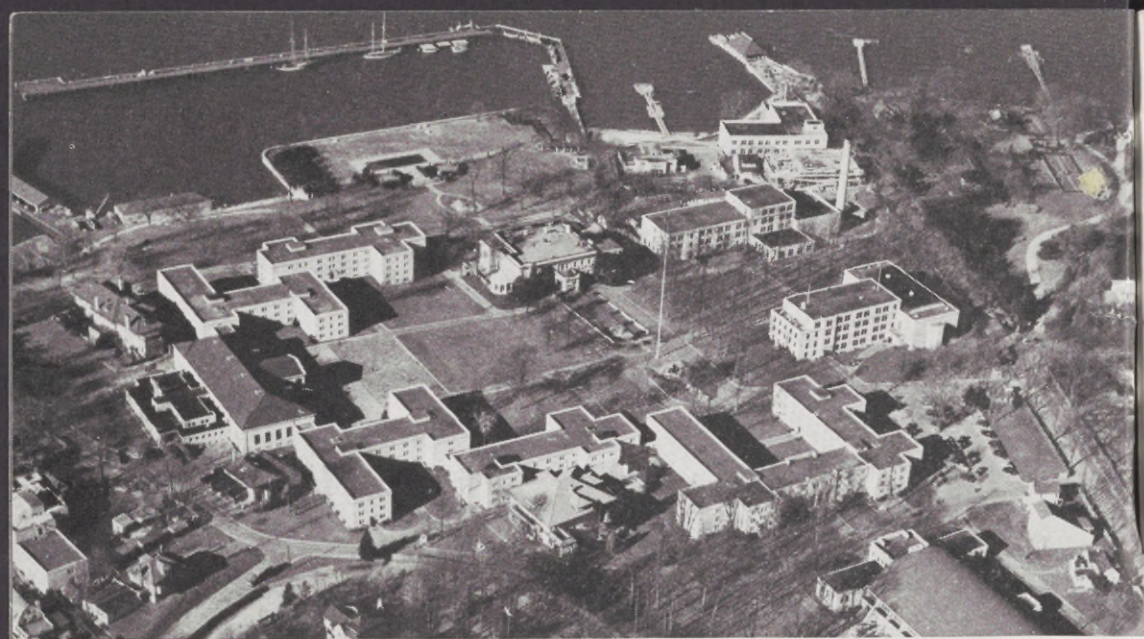
The profession of ship's officer calls for red-blooded men who will not flinch at danger, who will not shirk when the work is heavy, and who will not quit when the going gets tough. Above all, it calls for young Americans with a strong desire for a life at sea.

To young men who can qualify, the War Shipping Administration offers appointments in the United States Merchant Marine Cadet Corps with concurrent appointment as Midshipman, Merchant Marine Reserve, U. S. Naval Reserve. The training received as Cadet-Midshipman will prepare them for an officer billet on deck or in the engine room of the United States merchant vessels - vessels which carry the flag and commerce of this Nation to every port on the seven seas.

Our country's determination to take its place as a top-ranking maritime nation and our rapidly expanding merchant fleet assures steady, gainful employment and an opportunity to serve the country not only during national emergency, but also during peace.

ES Land

Rear Admiral, USN (Ret'd),
Administrator, War Shipping Administration



THE UNITED STATES MERCHANT MARINE ACADEMY - KINGS POINT, NEW YORK

THE WHITE HOUSE
WASHINGTON

September 8, 1943

Dear Admiral Land:

Dedication of the United States Merchant Marine Academy at Kings Point, Long Island, New York, is a momentous forward stride in the nation's planned program of maritime progress. Not since enactment by the Congress of the Merchant Marine Act of 1936 has there been an event of greater import to America's world commerce -- either in maintenance of our wartime lifelines or our future peacetime economy.

This Academy serves the Merchant Marine as West Point serves the Army and Annapolis serves the Navy.

We have the largest fleet of merchant vessels in our history. They are the finest ships on the seven seas. Our shipbuilders have become virtual miracle men. They are adding more than five new ships a day to our ocean-going merchant armada.

War has proved to the American people that a strong Merchant Marine, manned by courageous, capable, well-trained officers and crews, is as necessary to the nation as a powerful Army and Navy.

From this magnificent, modern educational institution thousands of America's young men will be graduated into service for their country in a calling of which they may justly be proud. No finer traditions have been recorded in history than those of our seafaring men. They and their gallant ships laid much of the foundation on which our nation has grown to the America of today.

This Academy, a fitting monument to those past generations who have handed down so noble a heritage, will spur on present and future generations of our men of the sea to even greater achievement. It will equip them to be skilled navigators and engineers, worthy of the great vessels they will sail and of respect in every port throughout the world -- men of whom all Americans will be proud.

To them and their ships our people pledge their confidence and support to the end that the American Merchant Marine shall truly befit a nation of our stature.

Very sincerely yours,

Franklin D. Roosevelt

Dear Admiral Emory S. Land,
United States Maritime Commission,
Washington, D. C.

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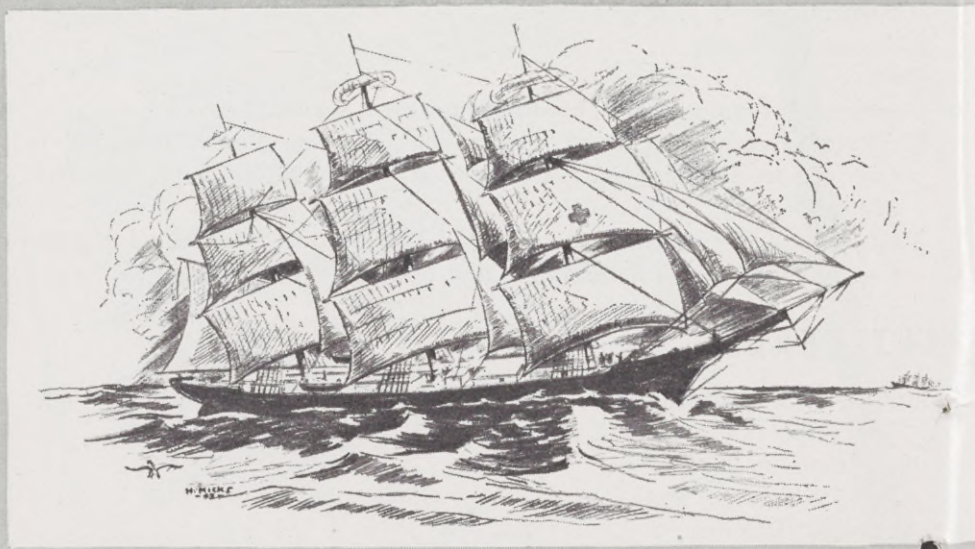
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JOHN PAUL JONES, 1747-1792. Made his first voyage at the age of 12 and at the age of 21 became captain of a merchant vessel. One of the first officers in the United States Navy—was a captain at the age of 28. The body of John Paul Jones rests in the crypt of the chapel at the United States Naval Academy.



JOHN BARRY, 1745-1803. Made the first of many voyages in merchant vessels at the early age of 11. He was one of the first officers commissioned in the Navy and later became the United States Navy's first Commodore. He superintended the construction and later commanded the frigate *United States*.



THE DREADNOUGHT. One of the most famous clipper ships.

PART ONE

TRADITIONS AND HISTORY OF THE U. S. MERCHANT MARINE



SAMUEL SAMUELS, 1823-1908. Famous as the master of the Red Cross Line Ship *Dreadnought*. Made 75 fast passages across the North Atlantic. Commanded *USS John Rice* during the Civil War.



WILLIAM STURGIS, 1782-1863. Ship-master and owner. Began his career at the age of 14. At 19 became master of the ship *Caroline*. Later became member of the famous firm of Bryant and Sturgis and was a member of Congress for 12 years.

UNLIKE THE NAVY, no definite date can be given for the founding of the United States Merchant Marine. However, it has been written by Marvin in his authoritative work: "Our national independence was really won and maintained by us upon the sea by the splendid constancy of valor and skill of the crews of our merchant ships, whalers, and fishermen who in the Revolution were almost as numerous as, and far more effective than, the entire army of Washington." As a service our Merchant Marine is older than the Navy itself—men from our Merchant Marine today are helping the Navy officer and man auxiliaries and combatant vessels—their forebears were the first naval officers.

Merchant Marine officers are proud of those who preceded them in the service of their country and ocean commerce. John Paul Jones, John Barry and other national heroes who established early traditions for the United States Navy received their training in the Merchant Marine.

Hundreds of Merchant Marine officers distinguished themselves in World War I. Among them was Commander James J. Madison, who was awarded the Congressional Medal of

{Continued on page 10}



{Top left} CADET-MIDSHIPMAN EDWIN JOSEPH O'HARA, 1923-1942. Born Lindsay, California. Educated Lindsay Senior High School and Visalia Junior College, Visalia, California. Appointed Cadet-Midshipman and assigned to U. S. Merchant Marine Cadet Basic School, San Mateo, on January 8, 1942. Killed in action on September 27, 1942. {Top center} The Presidential citation awarding the highest honor of the United States Merchant Marine to Cadet-Midshipman O'Hara. {Top right} An artist's conception of the battle scene in which Cadet-Midshipman O'Hara gave his life in the service of his country. {Bottom left} O'Hara Hall. Gymnasium and drill hall at the United States Merchant Marine Academy named in his honor. {Bottom right} Mrs. Joseph C. O'Hara, mother of Cadet-Midshipman O'Hara receives the posthumous award of the Distinguished Service Medal from Commander A. O. Brady, USNR, Assistant Supervisor and Operations Officer, USMMCC.

Honor. Although severely wounded, Commander Madison caused himself to be placed in a chair on the bridge of his ship and continued to direct the fire and to maneuver his ship.

Thousands of Merchant Marine officers are performing acts of courage and valor today in World War II. Not to be forgotten are Cadet-Midshipman Edwin J. O'Hara and more than 100 other Cadet-Midshipmen of the United States Merchant Marine Cadet Corps, who, during their period of training at sea in 1942 and 1943, have given their lives for their country.

The education, skill, and daring of the officers who serve in the Merchant Marine of the United States have been rated as the highest among all maritime nations. Two shipmasters who distinguished themselves were Delano and Cleveland—kinsmen of President Roosevelt and President Cleveland.

Another, Captain Samuel Samuels, of the packet ship *Dreadnought* was the popular hero of American and foreign merchantmen. Captain Samuels was worthy of his ship. He went to sea at the age of 11, was shanghaied from a revenue brig, placed in a Baltimore ship bound for Liverpool; served in the Texan Navy, became Second and then Chief Officer in the British Merchant Marine, and at the age of 21 stood on an American quarterdeck as Commanding Officer. He outsailed a British man-of-war fleet in the Mediterranean, was offered but declined the position of Admiral in the Turkish Navy, and later battled Mediterranean pirates. His fame

as a ship master was so well established that a group of New York merchants subscribed to give him the best packet ship that could be built. Captain Samuels superintended her construction personally and in 1860 the *Dreadnought*, under his command, made one of the quickest transatlantic passages a sailing ship has ever recorded.

During the era of the *Dreadnought*, *Donald McKay*, *Red Jacket*, *Challenge* and other packets and clippers, it was a common practice for foreign merchantmen to clip their broad and lofty wings because they were unable or afraid to spread such pinnacles of canvas. Yet American officers knew how to control these tall ships so that they not only made quicker passages, but met with fewer accidents and delivered their cargoes in better condition than the stump-sparred craft of Europe. "Cracking on" sail and "carrying hard" were an exact science with those American merchant commanders and the very reverse of sheer recklessness which these things often appeared to be to astonished foreign merchantmen. A British, Dutch, or French vessel snugged down to reefed topsails and holding bare steerageway would see a cloud of snow-white canvas burst out of the gloom of the Pacific and vanish like a ghost to leeward—an American clipper under royals. Then there would be objurgations of Yankee foolhardiness, but when the British, Dutch, or French skipper crawled into Valparaiso or Calcutta he would find a mighty clipper all loaded and clear for



{Above} *SS Savannah*. The first trans-Atlantic steamer. Sailed from New York on May 22, 1819. The first passage took 29 days and 11 hours.

{Below} *SS Oregon* Second United States steamer to round the Horn. Left New York December 8, 1848 and arrived at San Francisco on April 1, 1849.



home, immaculate aloft and aloft, without a scratch on her graceful hull, or so much as a rope-yarn awry in her rigging.¹

Wm. S. Lindsay, the historian of the British Merchant Marine, who had been a sailor as well as a shipowner, said of the superiority of American Merchant officers in his authoritative work written less than a century ago: "During the first half of this century the Masters of American vessels were, as a rule, greatly superior to those who held similar positions in English ships, arising in some measure from the limited education of the latter, which was not sufficient to qualify them for the higher grades of the Merchant Service.

"American shipowners required of their Masters not merely a knowledge of navigation and seamanship but of commercial pursuits, the nature of exchange, the art of correspondence, and a sufficient knowledge of business to qualify them to represent the interests of their employers to advantage with merchants abroad. On all such matters the Commanders of English ships, with the exception of the East India Co., were at this period greatly inferior to the Commanders of the United States vessels."

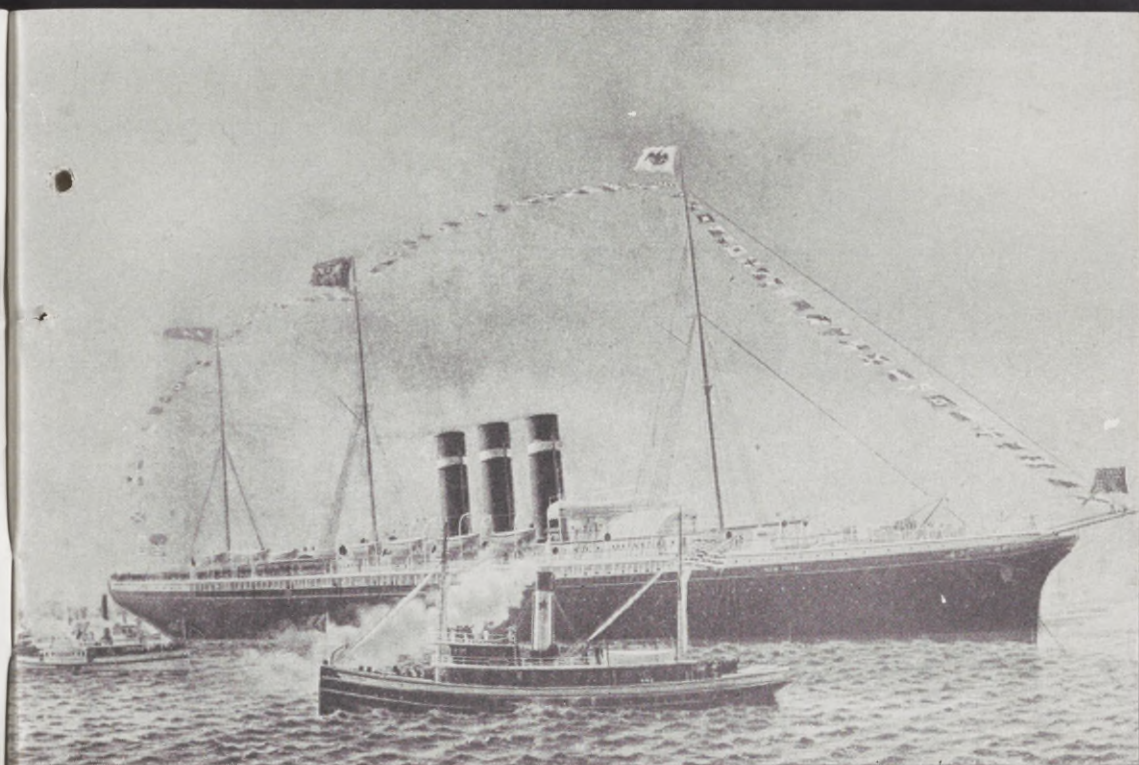
A Committee in the House of Commons in 1836 had spoken of the "vast superiority" in officers, crews, and equipment, and the consequent success and growth of American shipping.

The British Consul for Maine and New Hampshire in a report to the For-

eign Office in 1847 said, "Education is much prized by the citizens; many vessels, therefore, are commanded by gentlemen with a college education and by those educated in high schools who on leaving these institutions enter a merchant's counting room for a limited time before they go to sea for practical seamanship, etc." Another British Consul, in Philadelphia, wrote, "A lad intended for the higher grades in the Merchant Service of America, after having been at school some years and acquired a competent knowledge of mathematics, navigation, ship's husbandry and perhaps French—generally apprenticed to some respectable merchant in whose countinghouse he remains 2 or 3 years or at least until he becomes familiar with exchanges and such other commercial matters as may qualify him to represent his principals in foreign countries. He is then sent to sea generally in the capacity of second mate, from which he gradually rises to that of Captain."

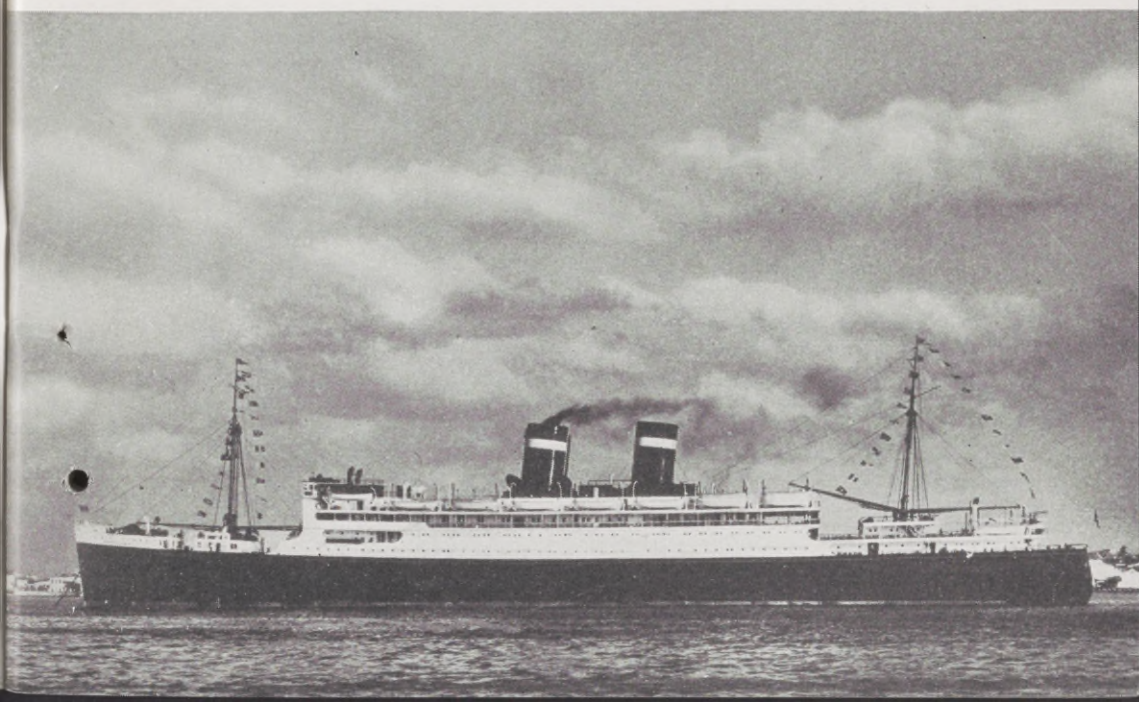
The contemporary leaders of the United States Merchant Marine play an important part in the United States Merchant Marine Cadet Corps. Captain Giles C. Stedman, USNR, former Commodore of the United States Lines and Commanding Officer of the *SS America*, is the Superintendent of the United States Merchant Marine Academy at Kings Point, New York. His career as a merchant officer has been marked by several heroic rescues at sea including the rescue of the British freighter *Exeter City* in 1933 when

¹ Marvin, United States Merchant Marine.



{Above} *SS New York*. Originally *City of New York* built 1889 on the Clyde in England. Transferred to American flag as the *City of New York* in 1893. During Spanish-American War served as an auxiliary cruiser in the Navy under the name of *USS Harvard*. After the War, the vessel was returned to the American Line and renamed *SS New York*. In World War I again was

taken over by the Navy and renamed *USS Plattsburg*. In 1919 she was sold to the Polish American Line. {Below} *SS Pennsylvania*. Formerly in the service of the Panama Pacific Line; rebuilt and renamed *Argentina* in 1937 and placed in passenger and cargo service between New York and east coast of South America by the American Republics Line, a unit of the Moore-McCormack Lines.



Captain Stedman commanded the SS *American Merchant*. The seamanship involved in this rescue is said to represent one of the finest exploits in the annals of the Merchant Marine.

Commander Patrick Brennan, USNR, Chief Engineer of the SS *America* while operating under the Navy as the USS *West Point*, is District Cadet-Midshipman Supervisor at New York. Commander Brennan's record as a Chief Engineer in the United States Merchant Marine is one of outstanding accomplishments. He has served as Chief Engineer in the largest of American merchant vessels for more than a quarter of a century and has assisted thousands of young engineering officers in the Merchant Marine.

The Supervisor, the Assistant Supervisors, District Cadet-Midshipman Supervisors, the Superintendent and Commandant of Cadet-Midshipmen of the Academy, the Commanding Officers of the Basic Schools, and almost all officers and officer-instructors assigned to Cadet Corps units are licensed officers in the Merchant Marine and hold commissions in the United States Naval Reserve. Since January 1942, many of these officers have been on active duty in the Navy.

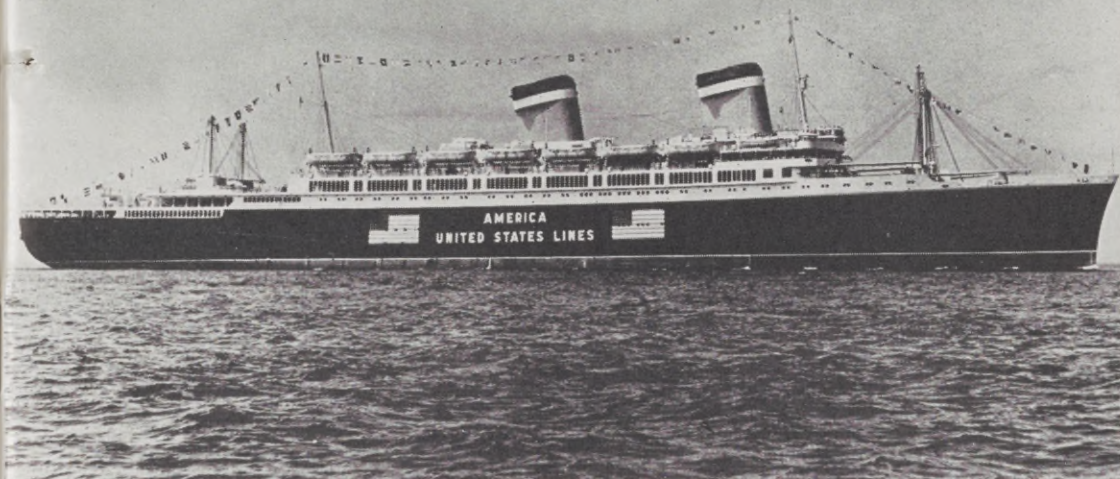
The United States Merchant Marine Cadet Corps is proud of the service of which it is a part. The officers and men of the United States Merchant Marine who have done so much to establish the traditions of not only their own service, but also the United States

Navy, are honored at all Cadet Corps units. Buildings, training vessels, roads and walks, and principal centers of activity at each of the schools are named in memory of those who have contributed to the building, expansion, and prestige of this silent service. The motto of the Corps is *Acta Non Verba*—Deeds, Not Words, in keeping with the tradition of the Merchant Marine.

NATIONAL POLICY WITH RESPECT TO THE MERCHANT MARINE

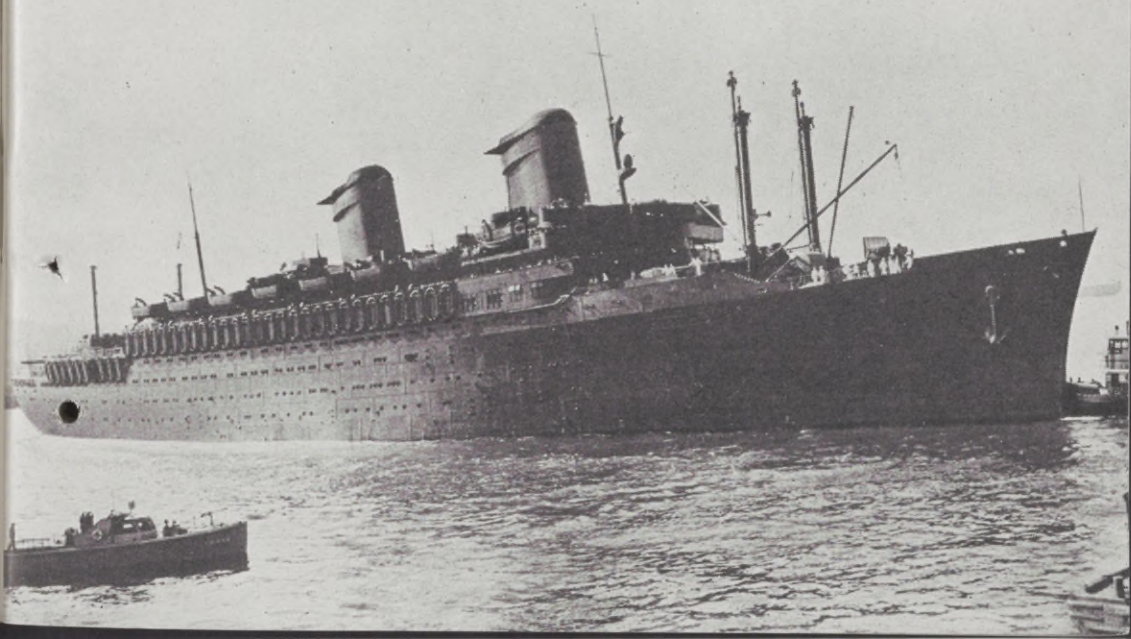
THE POLICY OF the United States with respect to its Merchant Marine, is stated in the Merchant Marine Act of 1936:

"It is necessary for the national defense and development of its foreign and domestic commerce that the United States shall have a Merchant Marine (A) sufficient to carry its domestic water-borne commerce and a substantial portion of the water-borne export and import foreign commerce of the United States and to provide shipping service on all routes essential for maintaining the flow of such domestic and foreign water-borne commerce at all times, (B) capable of serving as a naval and military auxiliary in time of war or national emergency, (C) owned and operated under the United States flag by citizens of the United States insofar as may be practicable, and (D) composed of the best equipped, safest, and most suitable types of vessels constructed in the United States and manned with a trained and efficient citizen personnel."



[Above] SS *America*, largest passenger vessel ever built in the U. S. Launched in 1939, and placed in service by the United States Lines to replace the *Leviathan*.

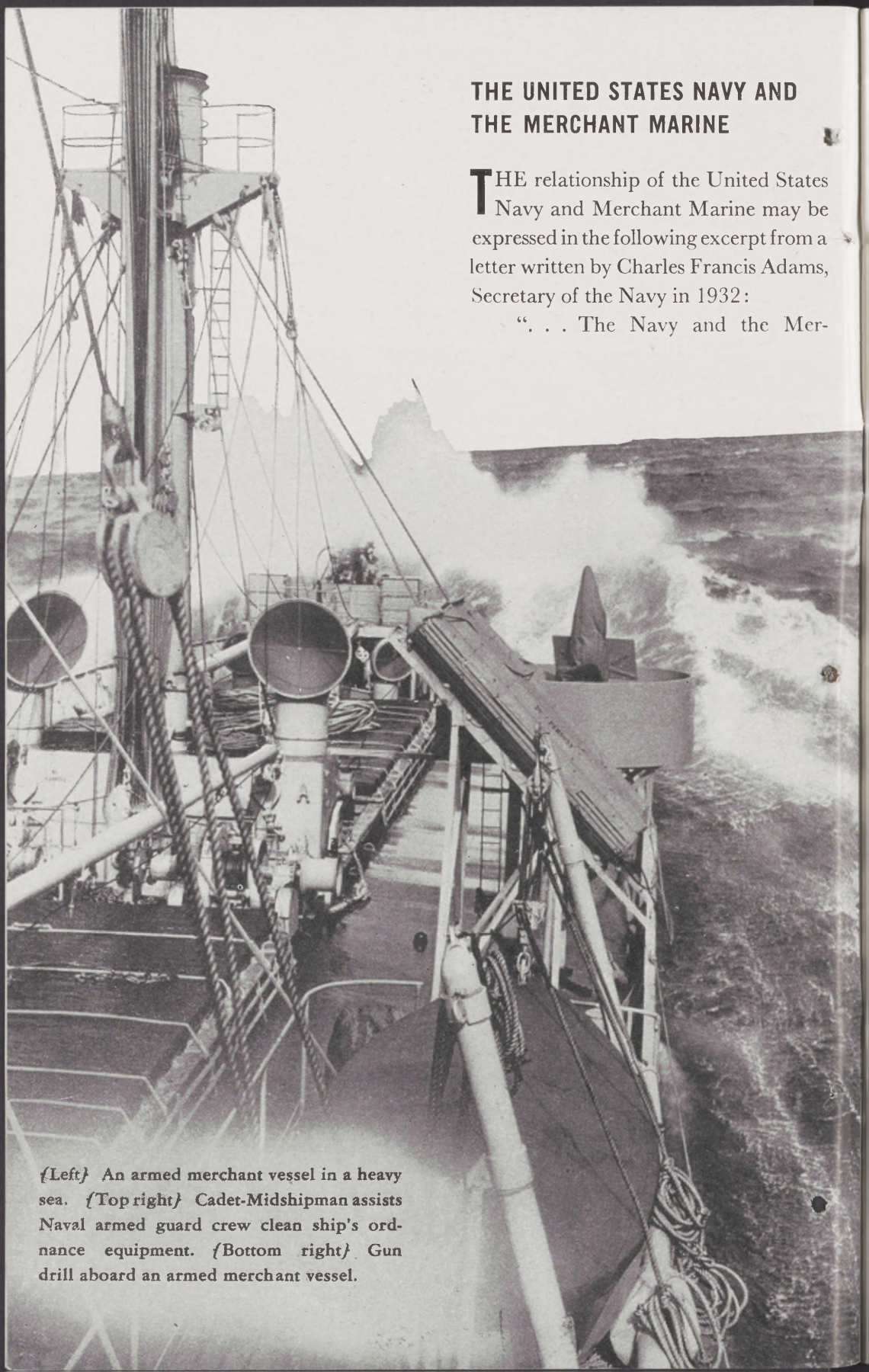
[Below] In 1941 the SS *America* was taken over by the United States Navy—renamed the USS *West Point* and placed in active service as a transport.



THE UNITED STATES NAVY AND THE MERCHANT MARINE

THE relationship of the United States Navy and Merchant Marine may be expressed in the following excerpt from a letter written by Charles Francis Adams, Secretary of the Navy in 1932:

“ . . . The Navy and the Mer-

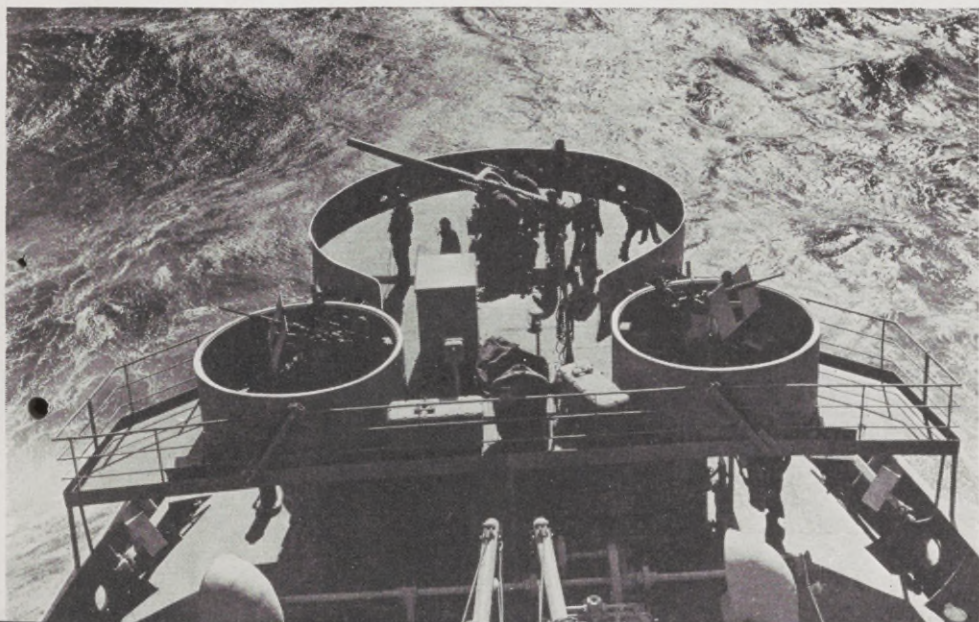


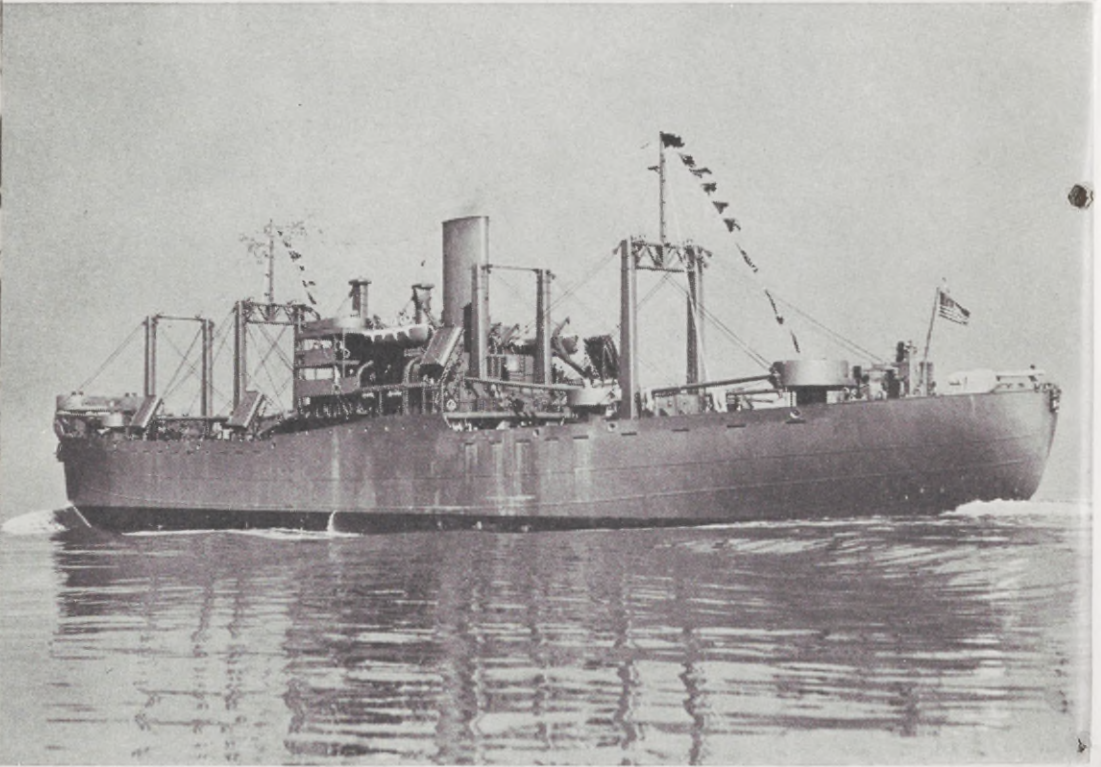
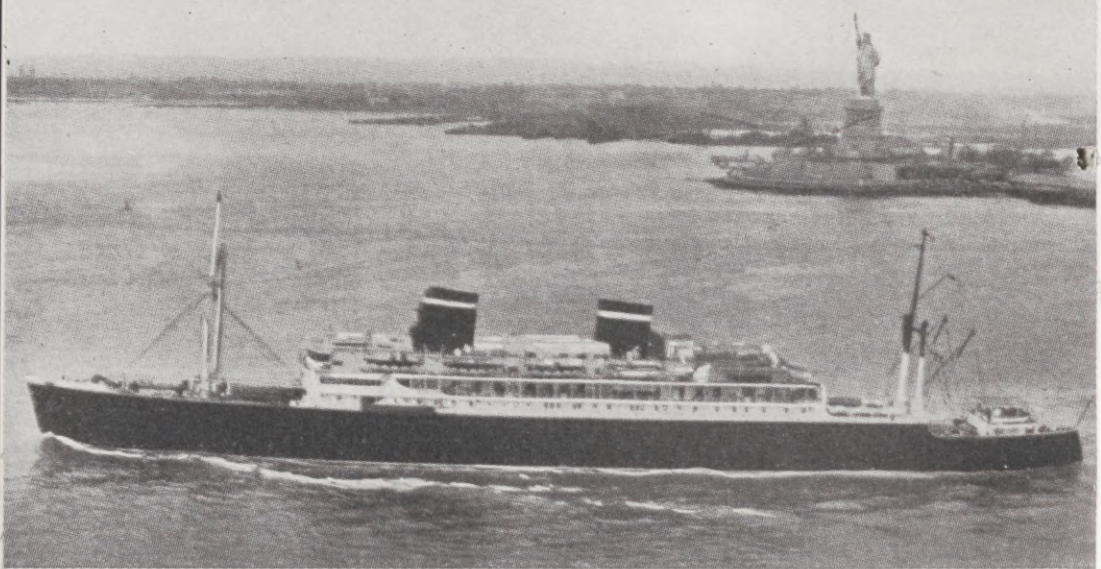
{Left} An armed merchant vessel in a heavy sea. {Top right} Cadet-Midshipman assists Naval armed guard crew clean ship's ordnance equipment. {Bottom right} Gun drill aboard an armed merchant vessel.

chant Marine are joined by an inseparable relationship. Each is indispensable to the other and each is inspired by the fine traditions of the sea. Throughout our history as a Nation they have been cherished with just pride by our people.

“In a time of national emergency the Merchant Marine supplements the Navy as an arm of national defense.

Merchant vessels become naval cruisers and naval auxiliaries for the transport of troops, munitions, fuel, and supplies necessary to the support and maintenance of naval and military units. The Merchant Marine constitutes a reserve from which a body of trained seagoing men are available to augment the personnel of a naval fleet. . . .”





THE MERCHANT MARINE AS A SERVICE

THE TERM "MARINE" is used throughout the maritime world to identify its vessels. Vessels under the flag of the United States may be divided into three classes, as follows:

1. The United States Navy or "armed" marine which consists of those vessels whose prime mission is the defense of the country and victory over the enemy.

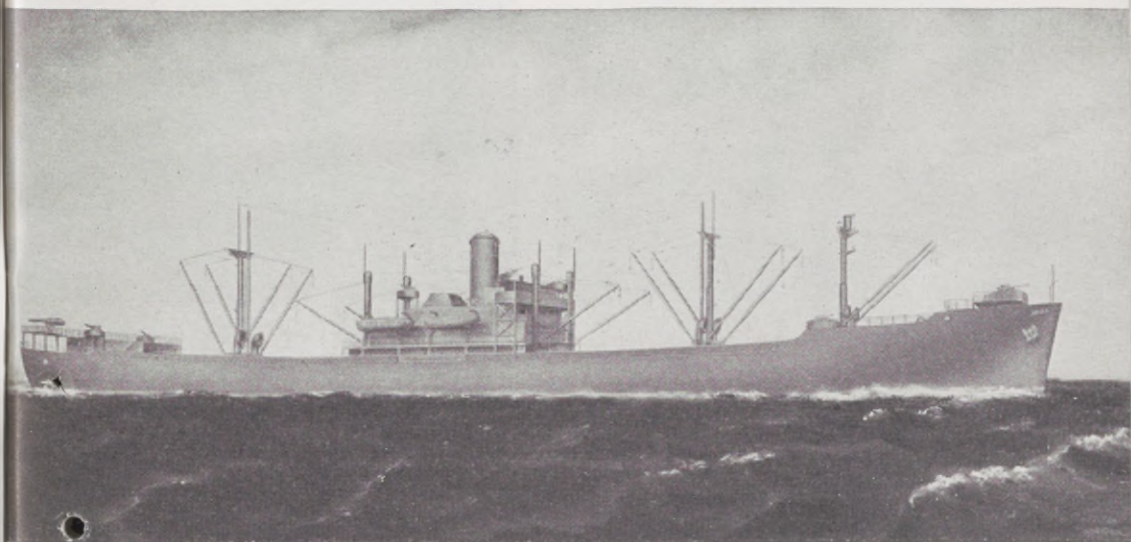
2. The United States Merchant Marine or "commercial" marine which consists of vessels utilized in carrying on the water-borne trade of the Nation. Vessels in this category are engaged in the transportation of cargo, passengers,

and troops in the foreign and domestic trades. For the most part vessels in this class are privately owned. During war merchant vessels are armed. Many are taken over by the Navy and Army for use as transports, cargo carriers, tankers, and hospital ships.

3. The Government Marine which consists of vessels, other than those of the United States Navy, utilized by the several departments of the Government in the conduct of their affairs. The vessels of the United States Army Transport Service and the United States Coast and Geodetic Survey are in this category.

During normal periods, Cadet-Midshipmen are assigned only to vessels in the Merchant Marine and the Government Marine for their sea training. During periods of national emergency Cadet-Midshipmen may be placed on active duty as Midshipmen of the Naval Reserve.

●{Top left.} *SS Santa Elena* of Grace Line. Normally operated in West Coast of South American trade. {Bottom left} C-2 type cargo vessel. {Bottom right} *New Victory* type ship.



THE PROFESSION OF SHIP'S OFFICER

SEAFARING IS A PROFESSION. Its followers from time immemorial have of necessity possessed courage and stamina; courage to face dangers and adventure, stamina and strength to meet the challenge of the elements. Today these qualities are even more important. But with the changes over the years, the development of sea power, and the advent of the highly complex modern vessels, adequate and proper training for a career at sea is an absolute necessity for the men who will make their way to the top of their profession and, after service in ships, direct shipping and foreign trade activities from ashore.

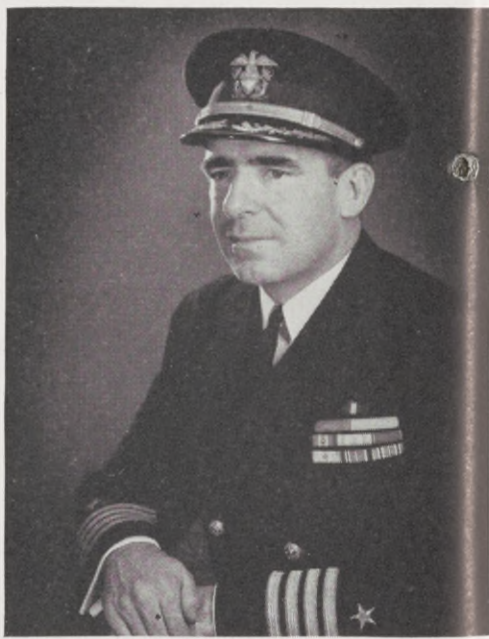


REAR ADMIRAL A. B. RANDALL
USNR (Ret'd). Former Commodore,
U. S. Lines and Commanding Officer, *SS*
Leviathan. Now Commandant United
States Maritime Service. First Merchant
Marine Officer to hold the rank of Rear
Admiral in the U. S. Naval Reserve.

OPPORTUNITIES IN THE MERCHANT MARINE

THE OPPORTUNITIES for advancement in the Merchant Marine are excellent. The pay of officers varies with the type, trade route, tonnage, and power of the vessel. A Third Assistant Engineer or Third Officer of the Merchant Marine receives pay and allowances which compare favorably with Ensign in the Navy and Second Lieutenant in the Army. Commanding Officers of passenger liners may receive \$7,500 or more per annum. There are also attractive positions ashore after service at sea.

Former Merchant Marine officers, with the necessary sea service and other qualifications, may be found in such positions



CAPTAIN GILES C. STEDMAN, USNR.
Superintendent, United States Merchant
Marine Academy, Kings Point, New
York. Well known American shipmaster
and holder of many decorations and
commendations, including the Navy
Cross.

as: Directors, presidents, vice presidents, operating managers and marine superintendents of steamship companies, shipbuilding and ship repair companies; executives of engineering companies and marine equipment manufacturers and suppliers; marine surveyors and inspectors, and other similar professional activities. Many positions as steamship company representatives in foreign ports are held by former ship's officers. Opportunities for positions ashore after service at sea are slightly greater for Engineer Officers than for Deck Officers.

Opportunities for employment with Federal Government agencies dealing with maritime affairs are also numerous. Positions as surveyors, marine superin-

tendents, superintendent engineers, port captains, district managers, coastal and port directors with the United States Maritime Commission and War Shipping Administration in the United States and foreign ports are held by former ship's officers. Positions are also available as nautical scientists in the Hydrographic Office of the Navy Department, and the United States Coast and Geodetic Survey. All the pilots at the Panama Canal are former ship's officers.

About 5,000 former officers of the Merchant Marine are now serving afloat and ashore as officers of the United States Navy, United States Coast Guard, United States Maritime Service, and United States Army Transport Service.



COMMANDER PATRICK BRENNAN, USNR. Former Chief Engineer of the *SS America* while operating under the Navy as the *USS West Point*, and other large passenger liners. Now District Cadet-Midshipman Supervisor, U. S. Merchant Marine Cadet Corps, New York, New York.



CAPTAIN GEORGE FRIED, Merchant Marine Inspector for the Port of New York, has received commendations and decorations, including the Navy Cross, for his participation in rescues. His long career as a Master included service on the *SS President Roosevelt*, *SS Manhattan*, and the *SS Washington*.

AUTHORITY OF THE WAR SHIPPING ADMINISTRATION TO TRAIN CADET-MIDSHIPMEN

IN CARRYING out the policy of the United States with respect to its Merchant Marine, the War Shipping Administration undertakes as one of its functions the selection and training of young American citizens who possess those qualities which, when supplemented by a course of instruction, will

qualify them to serve as licensed officers in vessels of the Merchant Marine. This phase of the Administration's activity is administered by the United States Merchant Marine Cadet Corps, a division of the Training Organization of the War Shipping Administration. After the present emergency the Training Organization will be returned to the United States Maritime Commission.

Authority for the training of Cadet-Midshipmen is provided by Sec-



ADMIRAL H. A. WILEY, USN (Ret.)
1867-1943

Former Commander in Chief of the United States Fleet and later Commissioner in Charge of Training, U. S. Maritime Commission at the time the U. S. Merchant Marine Cadet Corps was established in 1938. The original of this portrait hangs in Wiley Hall at the U. S. Merchant Marine Academy, Kings Point, New York. Died May 20, 1943, at the age of 76, while on active duty in the Navy.



CAPTAIN EDWARD MACAULEY
USN (Ret.)

Deputy Administrator in Charge of Training, War Shipping Administration and Commissioner, United States Maritime Commission. Successor to Admiral H. A. Wiley. Commanded USS *George Washington* during World War I. Awarded Navy Cross; officer of the Legion of Honor (France) and Order of Leopold (Belgium). Also holds Spanish-American War, West Indian and Philippine campaign medals.

tion 216 (b) of the Merchant Marine Act of 1936, as amended, and in Executive Orders 9083, 9054, and 9198.

THE UNITED STATES MERCHANT MARINE CADET CORPS

THE United States Merchant Marine Cadet Corps was established on March 15, 1938, in keeping with the policy set forth in the Merchant Marine

Act of 1936 to develop and maintain a strong Merchant Marine "*manned with a trained and efficient citizen personnel.*" A complete course of training is offered young Americans who are interested in a career as a ship's officer in the United States Merchant Marine and who possesses the necessary qualifications.

It is the objective of the United States Merchant Marine Cadet Corps to graduate only those Cadet-Midship-



MR. TELFAIR KNIGHT

Assistant Deputy Administrator for Training since March 1943. From August 1940 until appointed Assistant Deputy Administrator for Training, Mr. Knight served as Director of the Division of Training of the U. S. Maritime Commission and War Shipping Administration. Assisted Admiral H. A. Wiley in establishing the U. S. Merchant Marine Cadet Corps and U. S. Maritime Service in 1938 and has been head of both units since that time.



CAPTAIN R. R. McNULTY, USNR

Supervisor, U. S. Merchant Marine Cadet Corps since 1938. Graduate Massachusetts Nautical School, Georgetown University School of Foreign Service. Prior to appointment as Supervisor served as Technical Assistant, U. S. Shipping Board; Nautical Expert, Navy Department; Assistant Marine Superintendent and Fleet Operating Manager, C. D. Mallory & Co.; and with Division of Research, U. S. Maritime Commission.

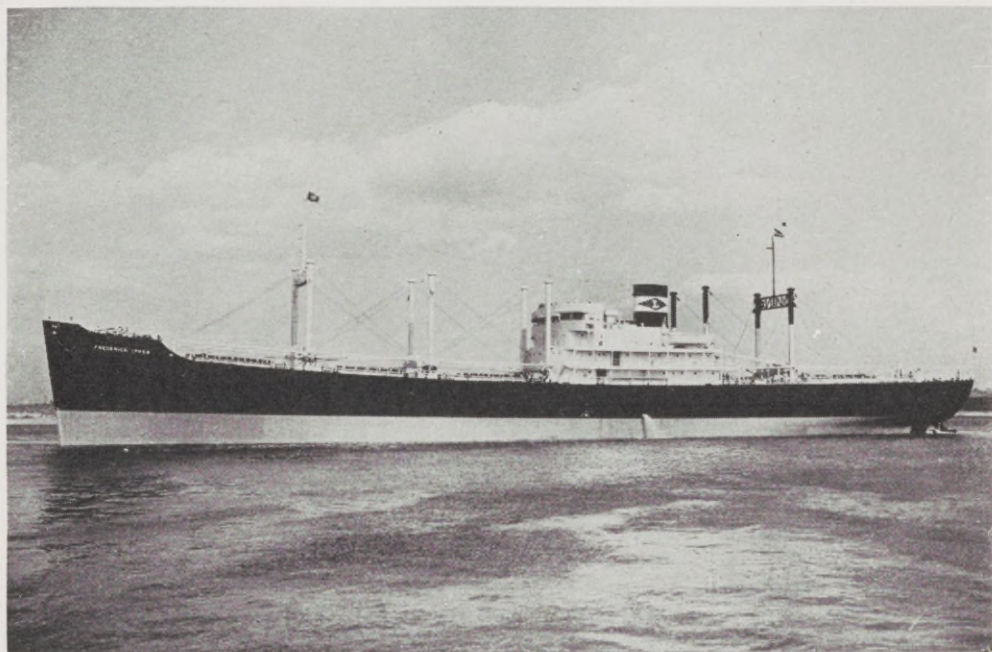
men who will prove worthy of the traditions of the American Merchant Marine and its officers in the service of their country and its water-borne commerce. The ideals and principles for which the Cadet Corps stands constitute a code of conduct, well expressed in the mission of the Cadet Corps set forth on the back cover of this booklet.

Candidates for appointment as Cadet-Midshipmen must be in excellent health, and able to withstand the hardships of the sea. Only those candidates who feel certain that they can meet the exacting requirements should consider appointment to the Cadet Corps. Ability to grasp the essential elements of a problem, a particular aptitude for the physical sciences and mathematics, plus a natural desire to serve in the United States Merchant Marine are fundamental and unalterable requirements. Approximately one-third are "washed out" during the training period.

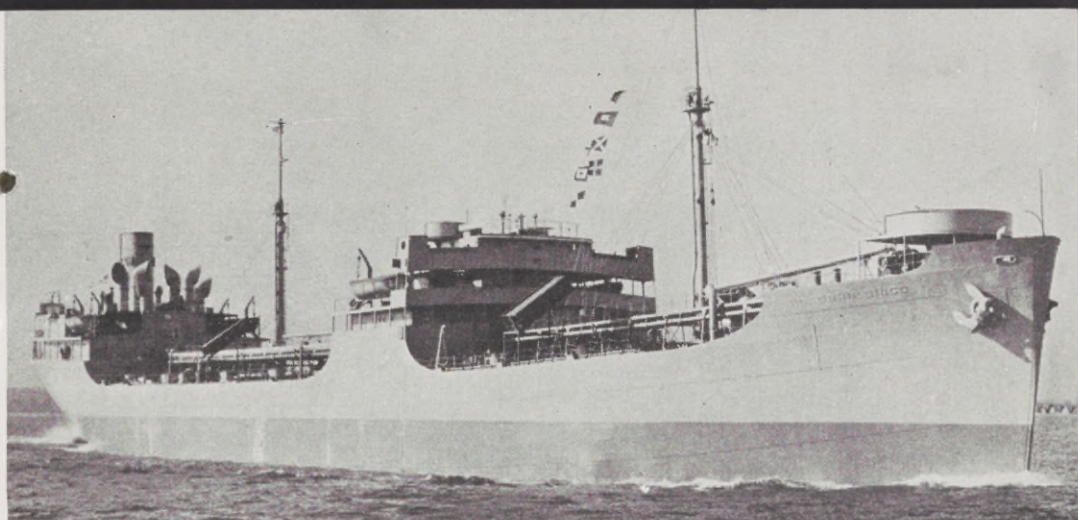
Qualifications for Appointment As Cadet-Midshipman

Merchant vessels in the course of their employment call at ports throughout the world for the purpose of loading or discharging cargo and passengers, taking bunkers, or making repairs. The climatic conditions at these ports vary from the intense heat of equatorial Africa to the other extreme found in arctic Russia. Candidates who are not rugged in physique and able to work under trying conditions and to endure the general privations of a seafarer's life, which include long periods at sea, should not embark upon a seagoing career.

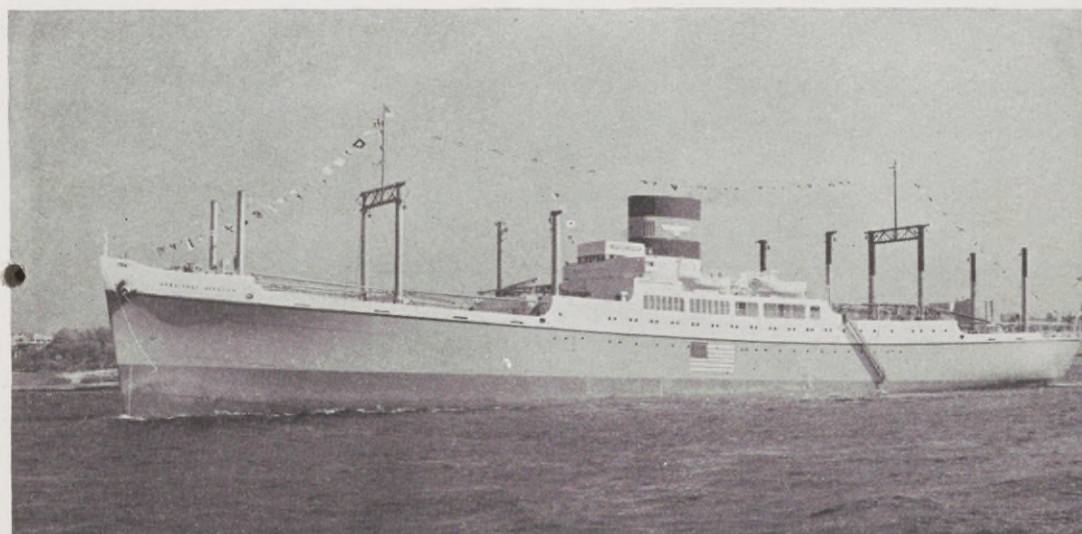
The specific requirements for appointment as Cadet-Midshipman are contained in the "Regulations Governing the Appointment and Training of Cadet-Midshipmen of the United States Merchant Marine Cadet Corps"



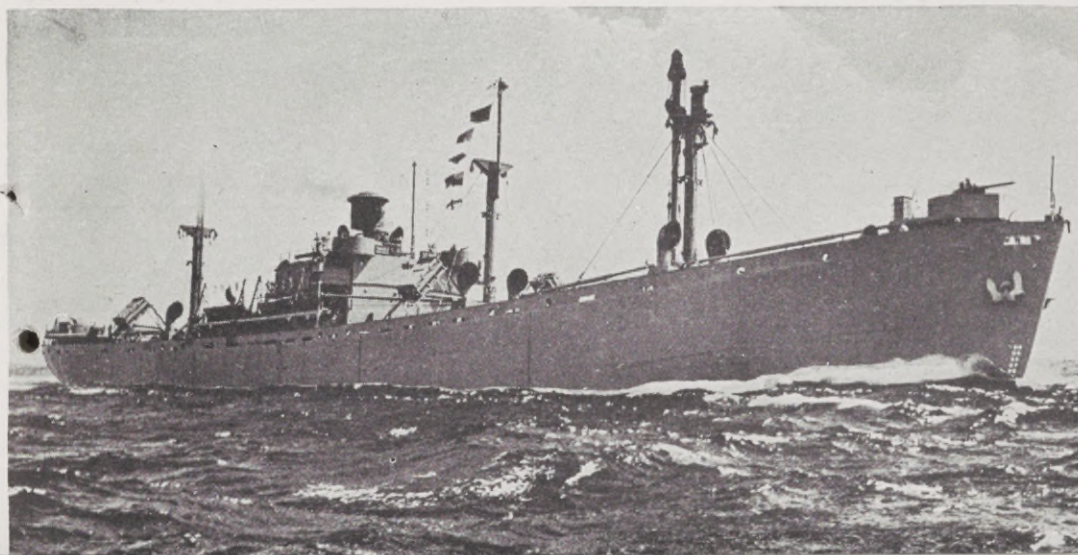
C-3 Cargo ship, FREDERICK LYKES



Tanker



SS President Jackson. Combination cargo and passenger C-3 type.
EC-2 Liberty type ship.



which are made a part of this booklet as Part Two and may be found on page 58. Each candidate is urged to read these regulations thoroughly. The general requirements for appointment are covered by Article 101, which may be found on page 60; physical requirements are covered by Article 102 on pages 60 and 61 and scholastic requirements are covered by Article 103 on page 61. The submission of applications is described in Article 104 on page 61. Questions concerning quarters, pay and allowances, etc., may be answered by a careful examination of these regulations.

National scholastic tests normally required for appointment as Cadet-Midshipman have been waived for the duration of the emergency. At the present time names are placed on an eligible list for appointment in accordance with date of approval of the application, and appointments are made on the basis of state quotas which in turn are based upon the number of congressional districts in each state. A candidate for appointment as Cadet-Midshipman must possess a minimum of fifteen units from accredited schools. The candidate must have completed the prescribed number of units of work as set forth in Article 103 on page 61 of this booklet. In reviewing applications for appointment, particular emphasis is placed on the scholastic record of the candidate in those subjects relating to mathematics and the physical sciences.

Candidates for appointment as Cadet-Midshipmen in the United States Merchant Marine Corps should not confuse the Merchant Marine with the

Navy or the Marine Corps. It should be known, however, that many qualified officers of the Merchant Marine hold commissions in the Merchant Marine Reserve of the United States Naval Reserve and Midshipmen or officers in the Naval Reserve are subject to active duty in the Navy during national emergency. The physical requirements and naval science courses of study prescribed for Cadet-Midshipmen are designed to prepare them for active duty when called by the Navy for service afloat as Midshipmen or officers. Cadet-Midshipmen of the United States Merchant Marine Cadet Corps must qualify for appointment as Midshipmen, Merchant Marine Reserve of the United States Naval Reserve and, after completion of training and obtaining license, receive commissions as Ensign, USNR.

In return for the training provided, the Federal Government asks only that Cadet-Midshipmen prove themselves worthy. Every assistance will be rendered to those who prove themselves so by continued and sustained effort. Neither time nor money will be wasted on those Cadet-Midshipmen who exert less than their very best efforts. Only those who possess the necessary qualifications to proceed with the highly concentrated course of study, and who are prepared to meet the hazardous and exacting requirements of wartime practical training at sea should apply for appointment.

All Cadet-Midshipmen must be able to swim and pass combat training tests before detachment from basic schools and assignment to ships.





U. S. Naval Reserve Insignia worn by Cadet-Midshipmen and those officers of the Merchant Marine who are commissioned in the Naval Reserve. Candidates who would object to appointment in the United States

Naval Reserve or active duty afloat as Midshipmen or officers in the Navy should not submit applications for appointment in the United States Merchant Marine Cadet Corps.

Cadet-Midshipman (Deck) throwing heaving line to man on dock.

Cadet-Midshipmen (Engine) adjusting circuit breaker on control panel.



General Information on Courses of Training for Cadet-Midshipmen

The training courses of the United States Merchant Marine Cadet Corps are a combination of academic preparation ashore and "training in industry" or apprentice officer training aboard ship.

Each phase is of prime importance in qualifying the young Cadet-Midshipman to undertake his duties as an officer in the Merchant Marine. Practical training aboard regular merchant ships in operation, the same ships in which they will later serve as officers, provides the Cadet-Midshipman with not only

the experience and knowledge of ship-board work but the confidence necessary to assume officer positions. Academic training at the United States Merchant Marine Academy and Cadet Basic Schools provides the theoretical background and technical education required for officers.

Instruction in naval science further broadens the training of the Cadet-Midshipman. The United States Navy has assigned qualified naval officers to the various Cadet Corps units to serve as instructors in naval science subjects, including Naval Administration, Ordnance and Gunnery, Naval Communications, Elementary Tactics and Maneuvers.

Navigation Class at a Cadet Basic School.



The prime phases of the training program are integrated so that when the Cadet-Midshipman is undergoing his practical training aboard ship, he is carrying on his academic work through extension courses in these subjects necessary for his education. He receives assistance in these courses, when his ship is in port, from the District Cadet-Midshipman Supervisors at New York, New Orleans or San Francisco or the Officers-in-Charge of Cadet-Midshipmen at Baltimore, Houston or Seattle. The Cadet-Midshipman must demon-

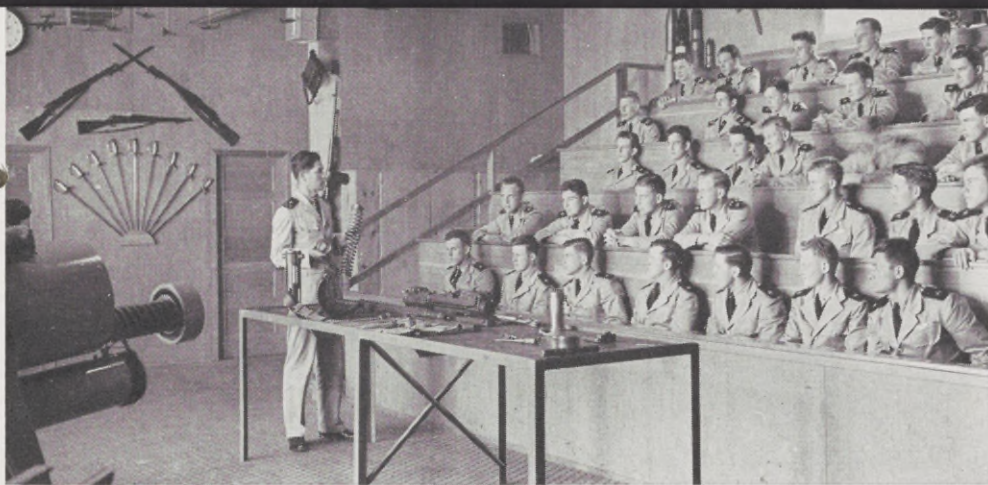
strate to these officers that he is making satisfactory progress with respect to his studies as well as his practical work aboard ship.

Division of Cadet-Midshipmen

Appointments as Cadet-Midshipmen are divided into two branches: (a) Cadet-Midshipmen (Deck) for duties in the Deck Department, and (b) Cadet-Midshipmen (Engine) for duties in the Engine Department. The choice of the branch is an individual



{Bottom left} Cadet-Midshipman (Deck) unlocks anchor windlass. {Top right} Naval Science instruction on the 20 mm Anti-Aircraft Machine Gun at a Cadet Basic School. {Bottom right} Cadet Midshipmen examine master gyro compass.



selection made by the candidate on the basis of his aptitude and particular desires.

Each applicant is urged to consider carefully the division to which he wishes to be appointed. Aptitude is particularly important and it should be

realized that the opportunities for positions ashore after service at sea are greater for Cadet-Midshipmen (Engine) than Cadet-Midshipmen (Deck).

The following duties are usually allocated to the Engine Department of a merchant vessel:





{Top left} Cadet-Midshipmen (Engine) stoke furnaces on training vessel at basic school. {Top right} Cadet-Midshipman (Engine) checks engine room lay-out with an Engineer Officer. {Bottom left} Cadet-Midshipman (Engine) at work in machine shop at basic school.

1. The operation and maintenance of the propelling machinery.
2. The care of auxiliary machinery and mechanical equipment.
3. The operation and maintenance of the boilers.
4. The supervision of repairs.

The following duties are usually allocated to the Deck Department of a merchant vessel:

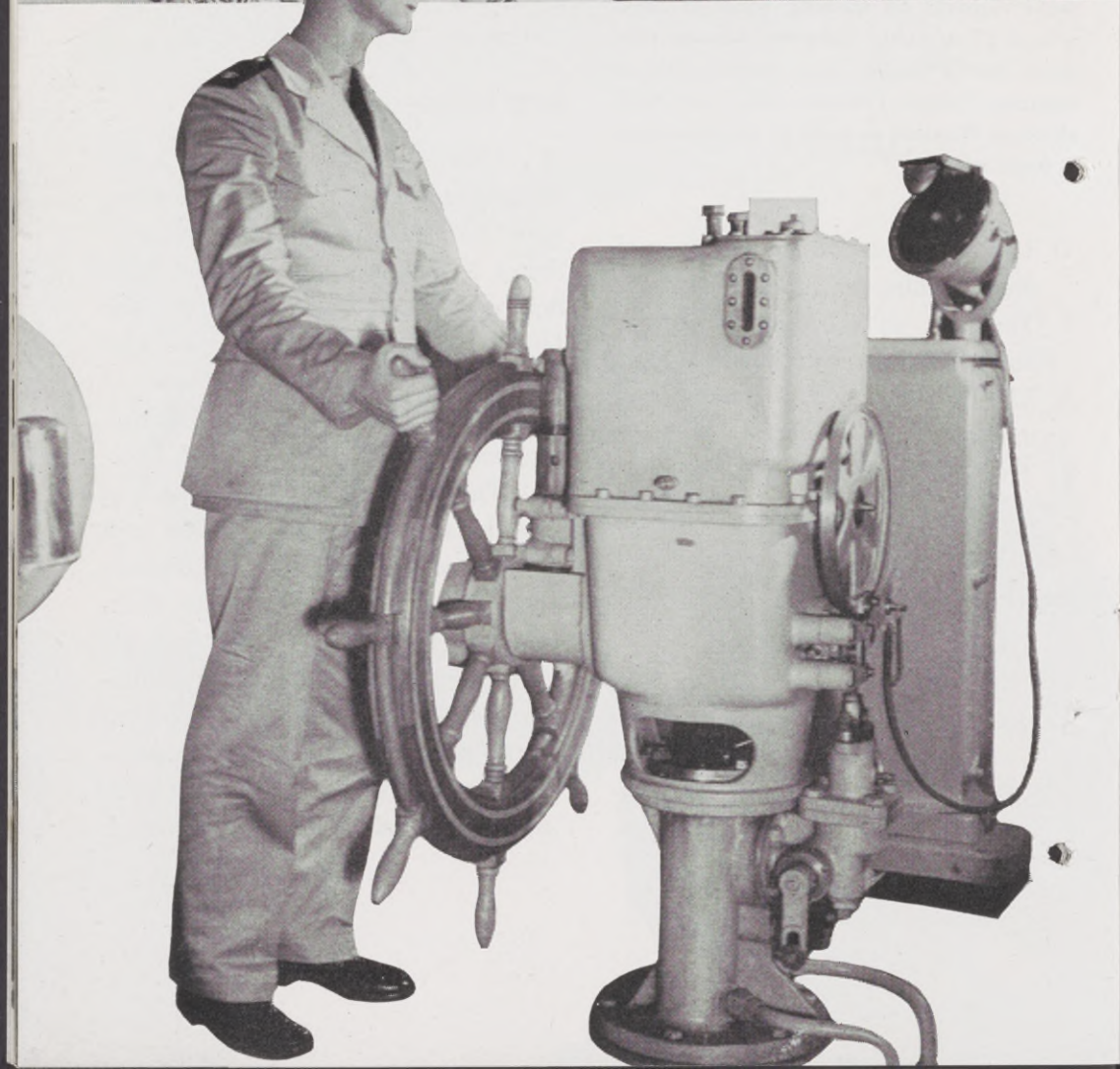
1. The navigation of the vessel.
2. The supervision of the loading and discharging of the cargo.
3. The maintenance of the hull and superstructure and of the compartments used for the carrying of cargo.

4. The security organization (fire patrol, etc.) of the vessel.

Basic Training

Upon appointment the Cadet-Midshipman is assigned to one of three units for basic training—the United States Merchant Marine Cadet Basic School at Pass Christian, Miss., the United States Merchant Marine Cadet Basic School at San Mateo, Calif., or the United States Merchant Marine Academy at Kings Point, N. Y.

The purpose of basic training is to provide a period of orientation and preparation for the Cadet-Midshipman prior to his assignment to sea duty. During this period every effort is made to concentrate on the broad fundamentals of the subjects to be covered in the training program. Emphasis is placed on aptitude and officer-like qualities. Practical work is also stressed.



{Top left} Cadet-Midshipmen (Deck) check lifeboat equipment at sea. {Bottom left} Cadet-Midshipman (Deck) at the wheel of a training vessel. {Right} Cadet-Midshipman (Deck) learns to operate cargo winch.

The careful selection of candidates and "screening out" tests administered while at basic school insure a high caliber Cadet-Midshipman qualified to pursue the rigorous course of study and practical work aboard ships and finally at the Academy.

No preferences are allowed as to the basic school to which the Cadet-Midshipman will be sent or the ships to which he will be assigned after successful completion of basic training. Appointments and assignments are made in accordance with the needs of the Corps.

Uniforms and Textbooks

The War Shipping Administration furnishes certain items of uniform and textbook equipment while in training.

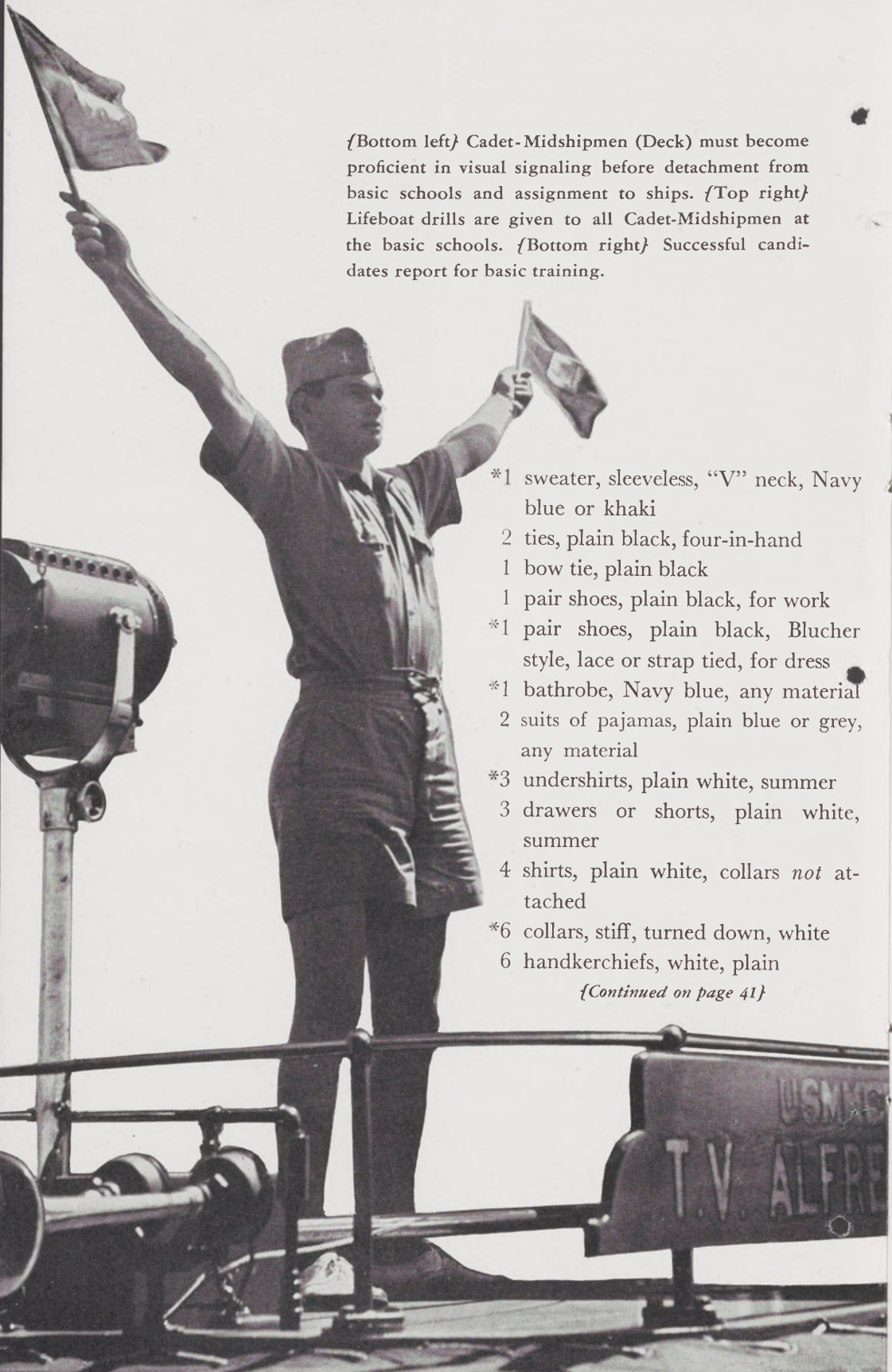
After completion of basic training, additional items of uniforms and textbooks may be required of Cadet-Midshipmen. Such items are purchased from pay.

Personal Funds and Equipment

On reporting for basic training, a successful candidate should possess \$100 for spending money, purchase of personal items, and return transportation to home in event of rejection, resignation, or dismissal. In addition a successful candidate must have the following items of personal equipment when reporting for basic training:

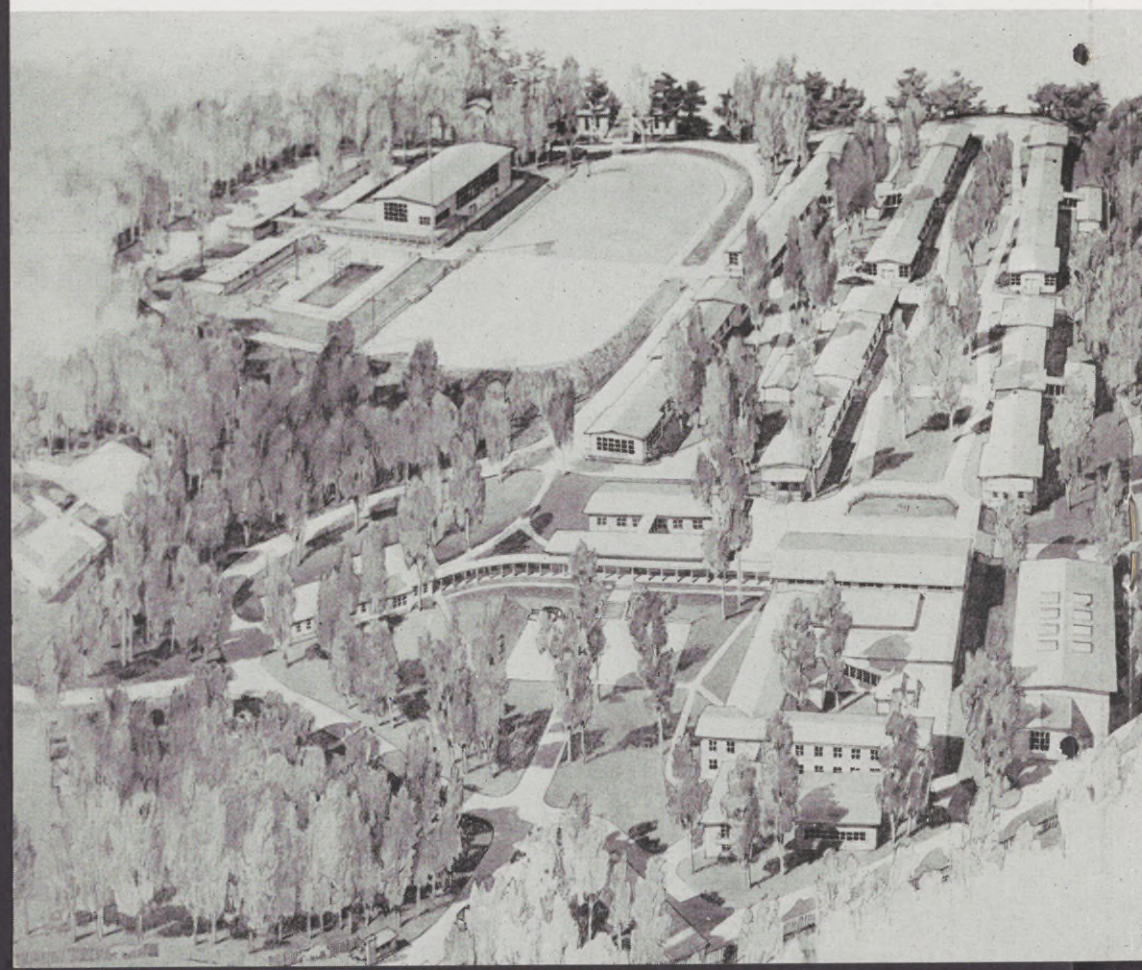


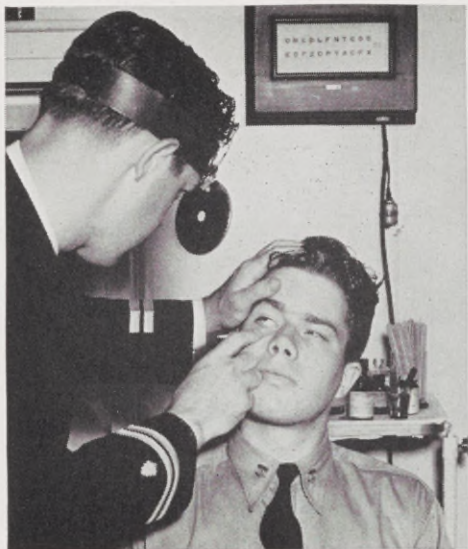
{Bottom left} Cadet-Midshipmen (Deck) must become proficient in visual signaling before detachment from basic schools and assignment to ships. {Top right} Lifeboat drills are given to all Cadet-Midshipmen at the basic schools. {Bottom right} Successful candidates report for basic training.

- 
- *1 sweater, sleeveless, "V" neck, Navy blue or khaki
 - 2 ties, plain black, four-in-hand
 - 1 bow tie, plain black
 - 1 pair shoes, plain black, for work
 - *1 pair shoes, plain black, Blucher style, lace or strap tied, for dress
 - *1 bathrobe, Navy blue, any material
 - 2 suits of pajamas, plain blue or grey, any material
 - *3 undershirts, plain white, summer
 - 3 drawers or shorts, plain white, summer
 - 4 shirts, plain white, collars *not* attached
 - *6 collars, stiff, turned down, white
 - 6 handkerchiefs, white, plain

{Continued on page 41}







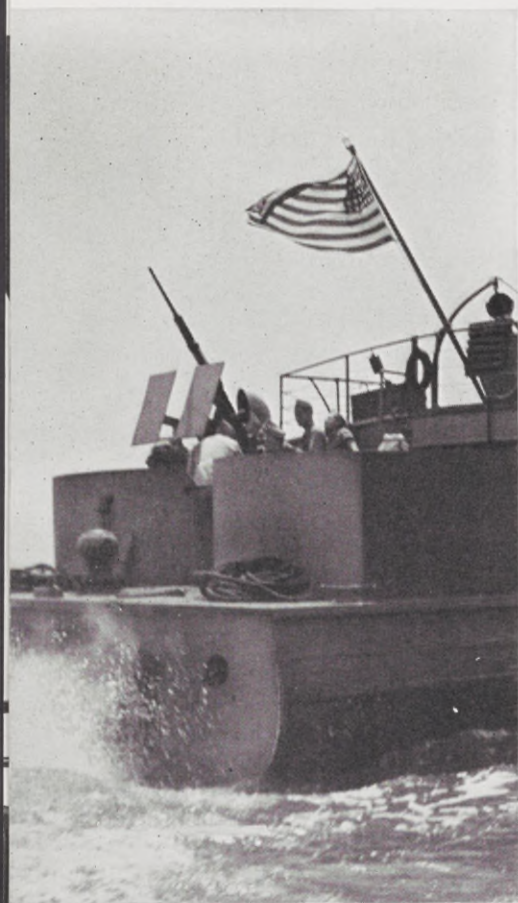
[Top left] Infantry drill at U. S. Merchant Marine Cadet Basic School, San Mateo. [Top right] Periodic physical exams and check-ups protect the health of Cadet-Midshipmen. [Below] Artist's drawing of U. S. Merchant Marine Cadet Basic School, San Mateo, California.



- 1 toothbrush with paste or powder
- 1 comb
- 1 shaving outfit
- 6 pairs of plain black socks, any material
- 1 shoe polish set, black
- *1 jackknife
- 1 clothes brush
- 1 sewing kit
- 1 pair of rubbers, black
- *1 raincoat, black, and 1 sou'wester
- *1 pair of rubber boots, black (for Cadet-Midshipmen (D) only)
- 1 pair of gloves, plain suede, gray, no black marks
- 1 pair of gloves, white, cotton
- 1 pair of sneakers, white
- *1 sweat shirt, white
- 1 bathing trunks, Navy blue
- 1 athletic supporter
- 1 muffler, white, plain
- 1 belt, black, plain

NOTE: Cadet-Midshipmen reporting to the United States Merchant Marine Academy during months of November, December, January, February, and March should provide themselves with two suits of heavy underwear. This however, is not compulsory.

**The items marked by asterisk must be purchased at Ship's Service Stores at the Basic Schools or in uniform stores of New York, New Orleans, or San Francisco, whichever is designated by the District Cadet-Midshipman Supervisors in those ports. During the emergency any necessary ration certificates for personal items such as shoes must be furnished by the candidate. Ration books for food are not required.*

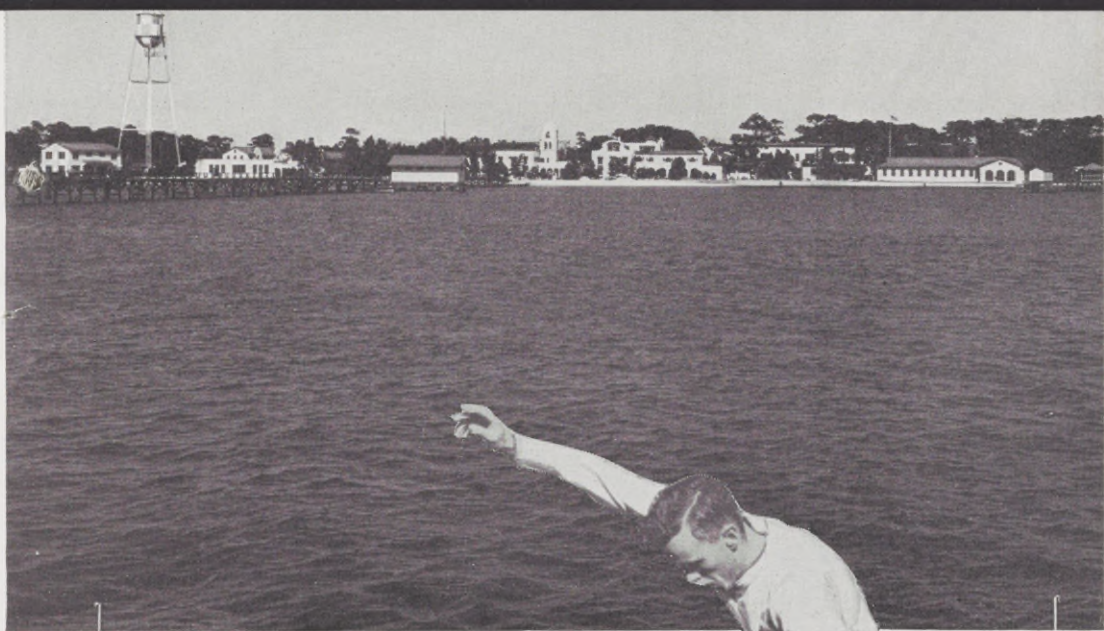


{Top left} Overnight lifeboat trips are compulsory for all Cadet-Midshipmen during basic training. {Top right} U. S. Merchant Marine Cadet Basic School, Pass Christian, Mississippi. {Bottom left} Anti-aircraft drill aboard the training vessel *Robert Waterman* at Cadet Basic School. {Bottom right} Over the top at Cadet Basic School obstacle course.

Orientation

The first two weeks of the three months' basic training are designated as the "Orientation Period." In general, the following activities are carried out during this period:

1. Book, uniform, and educational material issue.
2. Completion of all seaman's papers.
3. Aptitude examination, physical and mental.
4. Inoculations.
5. Commencement of physical-conditioning program, using combat training facilities.



6. Visual signaling for Cadet-Midshipmen (Deck).
7. Remedial Mathematics.
8. Infantry Drill and Manual of Arms.
9. Visits to ships and/or shipyards.
10. Overnight voyages in training vessels and/or lifeboats.
11. Night Vision Training.

In addition to the above activities, regular evening study periods are held throughout the orientation period for the purpose of studying the Regulations and Instructions of the United States Merchant Marine Cadet Corps.

An outline of the curriculum of basic training during existing emergency is contained in the "Outline of Courses" which is made a part of this booklet as Part Three and may be found on page 69. Each candidate is urged to study this outline in order to familiarize himself with the subjects covered during the course of training. The outline also indicates the number of periods devoted to each particular subject or phase of training.

Training at Sea

After successful completion of basic training the Cadet-Midshipman is assigned to a merchant vessel for a period of at least six months.

Assignments to vessels are made by the District Cadet-Midshipman Supervisors at New York, New Orleans

Cadet-Midshipmen after detachment from basic school visit the office of the District Cadet-Midshipman Supervisor for instructions before assignment to ships.

or San Francisco or the Officers-in-Charge of Cadet-Midshipmen at Baltimore, Houston or Seattle.

All practical work aboard ship is supervised by officers.

The District Cadet-Midshipman Supervisors, Officers-in-Charge of Cadet-Midshipmen and officers on their staffs endeavor to effect the greatest possible cooperation between the Cadet Corps and the officers of the merchant vessels in which the Cadet-Midshipmen obtain their sea training. Cadet Corps officers visit the Cadet-Midshipmen aboard ships while in certain United States ports for the purpose of assisting them with their courses of



study and determining progress made.

In addition to the practical work aboard ship, the Cadet-Midshipman carries on a program of study consisting of at least 29 hours per week for at least six months. This is a rigorous assignment but is considered necessary in view of the vast amount to be learned in such a short time during the existing emergency.

The major portion of the study course pursued at sea is called the "Sea Project," which is designed to give the Cadet-Midshipman a practical knowledge of his own ship. When correlated with the practical work it serves as an indispensable aid to the Cadet-Mid-

shipman in mastering his sea training and to prepare him for the advanced course at the Academy.

Upon completion of his training aboard ship the Cadet-Midshipman is detached and assigned to the United States Merchant Marine Academy at Kings Point, N. Y. After reporting at the Academy a careful analysis is made of his work aboard ship, both practical and academic, to determine his fitness to proceed with the advanced training. The reports submitted by the District Cadet-Midshipman Supervisors and ships' officers are of particular value in determining the Cadet-Midshipman's aptitude and ability.





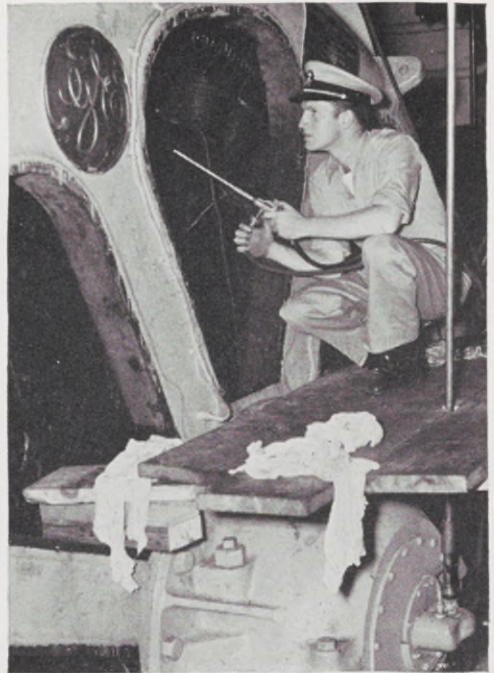
Cadet-Midshipmen (Deck) heave in mooring line.



Cadet-Midshipman (Deck) on practical work assignment paints link to cargo boom block.



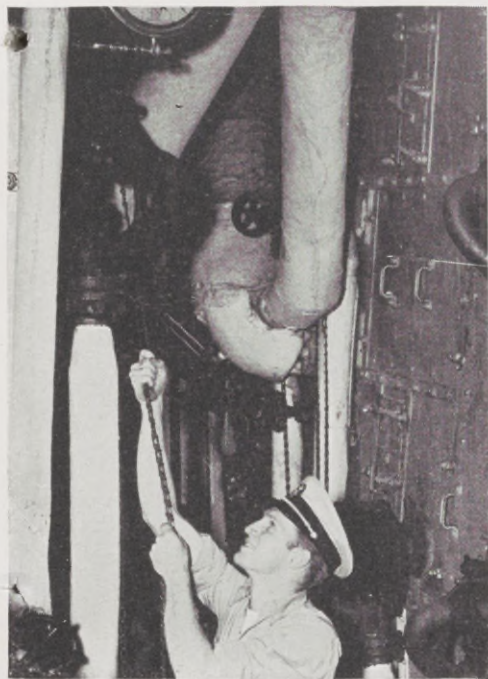
Cadet-Midshipman (Engine) works on Sea Project.



Cadet-Midshipman (Engine) cleaning main propulsion motor with an air lance.



Cadet-Midshipmen report aboard for sea duty



Cadet-Midshipman (Engine) operates soot blower on water-tube boiler.



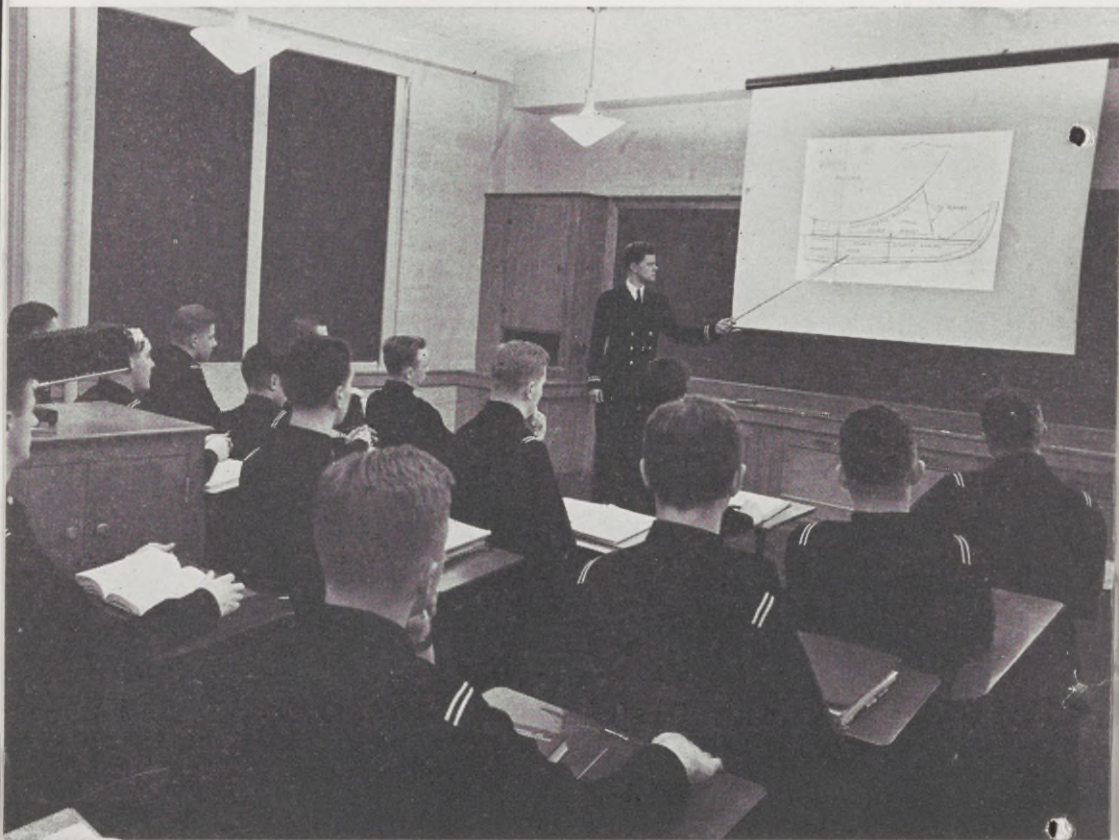
Cadet-Midshipman
Regimental Com-
mander, U. S. Mer-
chant Marine Acad-
emy. Selected for
outstanding ability,
aptitude and officer
appearance.



United States Merchant Marine Academy

From a modest beginning at New London, Conn., in 1940 the Academy was later transferred to Fort Schuyler, N. Y. In March 1942, all Cadet-Midshipmen were transferred to the present site at Kings Point. The original facilities have been expanded and the Academy now consists of approximately 50 acres on which are located 53 permanent buildings. Of modern design, the buildings at the Academy provide every facility for the advanced training of Cadet-Midshipmen.

{Bottom left} Classroom instruction with audio-visual aids. {Bottom center and bottom right} Cadet-Midshipmen operate steam laboratory equipment.



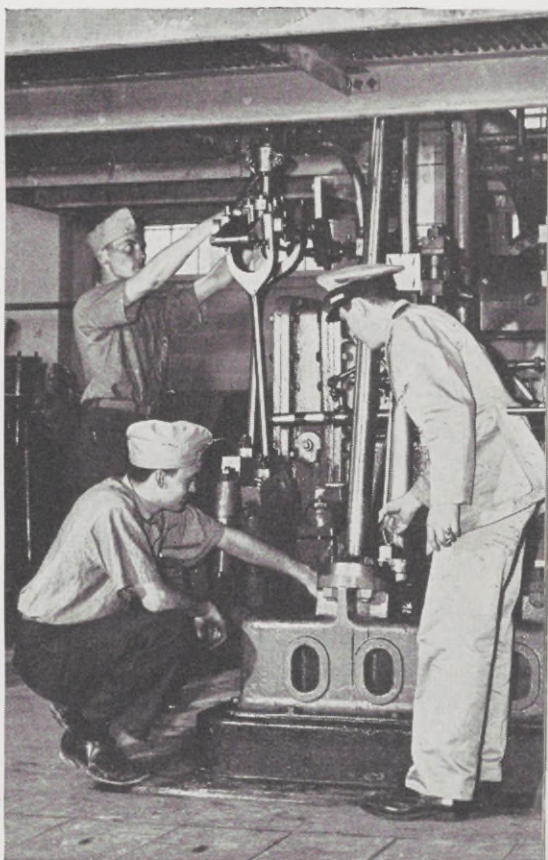
The faculty has been selected carefully from regular officers of the United States Merchant Marine, and other specialists who, because of their experience, ability and aptitude, are able to transmit their knowledge to Cadet-Midshipmen. Approximately one-half of the instructors are Merchant Marine officers on active duty in the Navy. The remaining officers are enrolled in the United States Maritime Service.

At the Academy officer-like characteristics are developed in the Cadet-Midshipman through holding

appointive ranks in the Regimental Organization. Regimental officers are selected on the basis of outstanding ability and aptitude.

Modern educational trends are closely followed and developed at the Academy. Full advantage is taken of educational films and audio-visual aids of many types are being used successfully.

Cadet-Midshipmen (Engine) study steam, diesel and electrical engineering, ship construction, mechanical drawing, etc. Much time is spent in





{Top left} Cadet-Midshipmen (Deck) work out problems in navigation. {Top right} Physical conditioning program includes calisthenics designed to develop stamina and endurance. {Bottom right} Meteorology instruction.

the laboratories and the machine shop where practical application of classroom work is demonstrated.

The equipment in the steam and diesel and electrical laboratories at the Academy is complete. Ship type boilers provide steam for utilities and furnish Cadet-Midshipmen with actual experience in the operation and upkeep of marine boilers.

Cadet-Midshipmen (Deck) study seamanship, navigation, radio, shipping economics, cargo storage, etc. These and other subjects have been correlated carefully with practical drills and exercises.

Gyro compasses, course recorders, direction finders and other navigational aids have been installed to provide actual experience and training in the operation and upkeep of this all-important equipment. Ship construction and meteorology are supplemented by practical experiments.

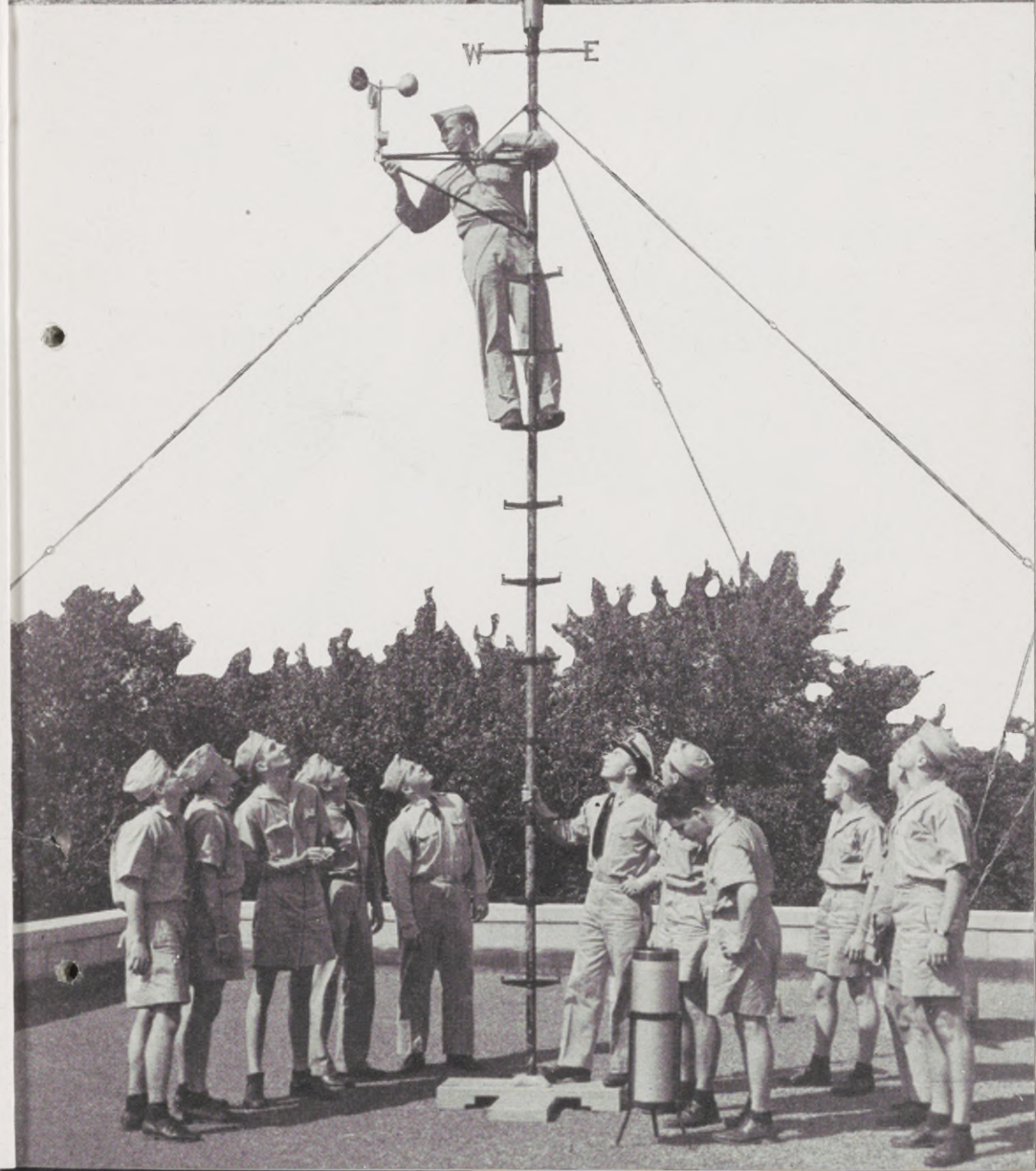
Physical fitness is of prime importance and each Cadet-Midshipman is required to participate in the condition-

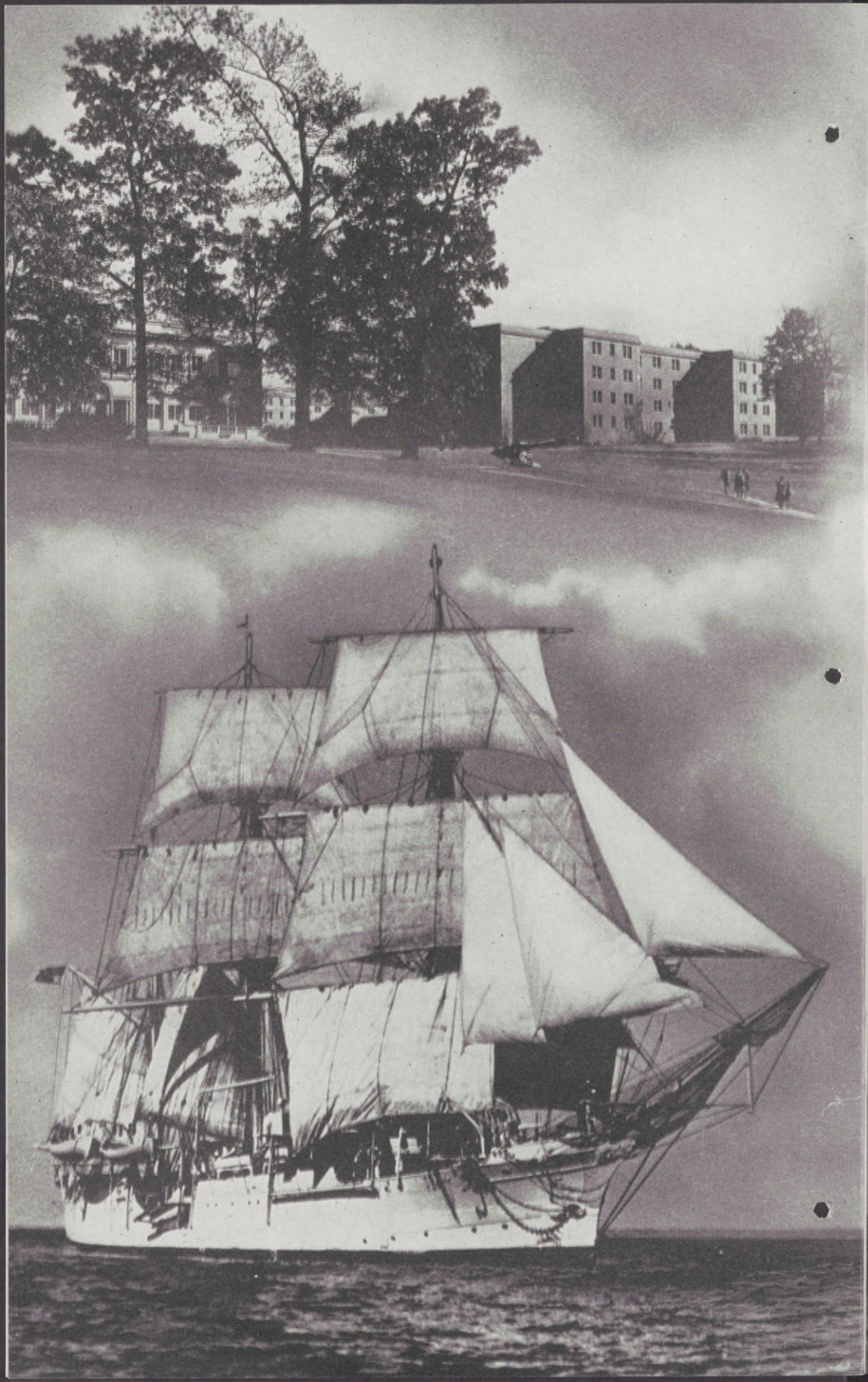
ing and fitness program. Intramural competition in all sports is emphasized at Kings Point.

The advanced Naval Science courses at the Academy provide additional training in Naval Administration, Elementary Tactics and Maneuvers, Ordnance and Gunnery and other important subjects.

The training vessels based at the Academy include the steamer *Gresham*, the diesel ship *William Webb*, the schooner *Irene Forsyte*, the schooner *Felix Riesenber*g and the bark *Emery Rice*. These vessels are equipped with guns used in target practice.

The advanced courses at the Academy are 9 months in length for the duration of the emergency. An outline of the advanced training curriculum is contained in the "Outline of Courses" designated as Part Three of the booklet.







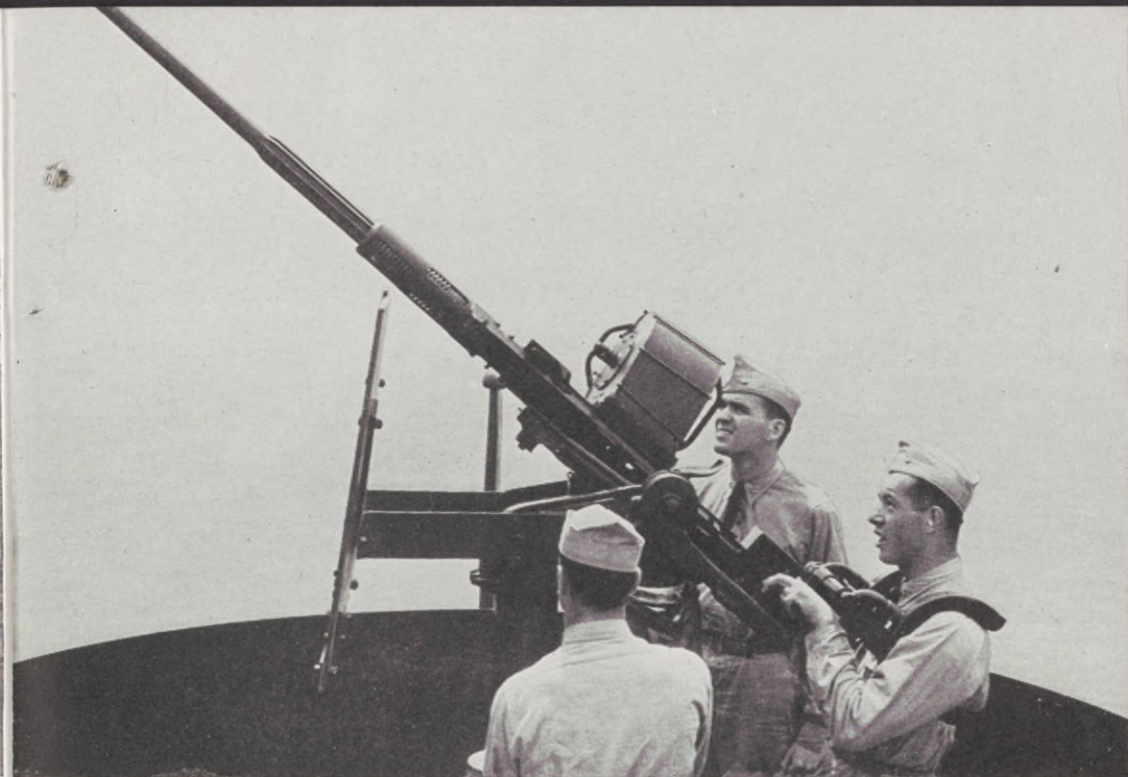
{Top left} Wiley Hall and
Palmer Hall. {Top right}
Fulton Hall. {Bottom left}
Training vessel *Emery Rice*.
{Bottom right} Barry and
Jones Halls.



{Above} Looking northeast from Mallory Pier—Samuels Hall in background. {Top right} 20-mm Antiaircraft training aboard a training vessel attached to the Academy.

{Bottom left} Cadet-Midshipmen board a training vessel at dawn for a training cruise. {Bottom right} Naval science training includes instruction in smallarms firing.







{Top left} Cadet-Midshipmen visit U. S. Military Academy at West Point. {Top right} Looking west from Wiley Hall to Hague Basin and Long Island Sound. {Bottom left} Academy track team. {Center right} Social life is not forgotten—graduation dance. {Bottom right} Cadet-Midshipmen watch sailing races at annual regatta.







United States Merchant Marine Academy

To all persons to whom this may come
Greeting

Be it known that we, by virtue of authority of the Merchant Marine Act, 1936, as amended, and in recognition of the successful completion of the requisite course of study and training in the

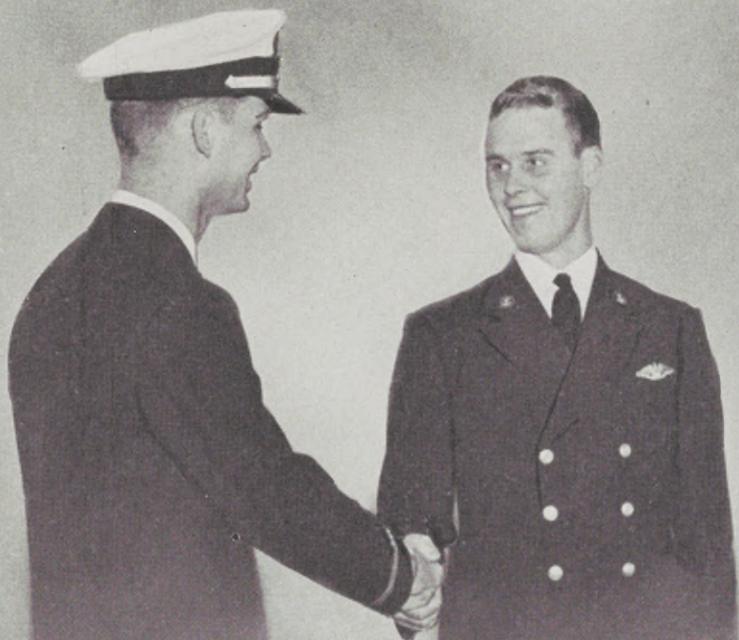
United States Merchant Marine Cadet Corps
do award

John Henry Doe

this
Diploma

In witness whereof we have caused this diploma to be signed and dated in the City of Washington D.C. and at the United States Merchant Marine Academy in Kings Point, New York, this 29th day of May, in the year of our Lord one thousand nine hundred and forty-three and of the Independence of the United States the one hundred and sixty-seventh.





{Top left} Diploma. {Top right} Graduate of Academy bids farewell to his first classman roommate. {Bottom} Regimental Review.



PART TWO

REGULATIONS GOVERNING THE APPOINTMENT AND TRAINING OF CADET-MIDSHIPMEN IN THE U. S. MERCHANT MARINE CADET CORPS

Under authority of the Merchant Marine Act, 1936, as amended, Executive Order 9083, dated February 28, 1942, Executive Order 9054, dated February 7, 1942, and Executive Order 9198, dated July 11, 1942, the following revised regulations governing the appointment and training of Cadet-Midshipmen in the United States Merchant Marine Cadet Corps are prescribed and issued for the duration of the emergency proclaimed by the President on May 27, 1941.

E. S. LAND, Administrator,
War Shipping Administration.

Amendments up to November 1, 1943, are included herein.

Definitions

ARTICLE 100. Sec. 310.46. When used in these regulations, the term:

- (a) "W. S. A." means War Shipping Administration.
- (b) "Assistant Deputy Administrator" means Assistant Deputy Administrator, Training Organization, W. S. A.
- (c) "The Academy" means the United States Merchant Marine Academy.
- (d) "Basic School" means United States Merchant Marine Cadet Basic School.
- (e) "Supervisor" means Supervisor of the United States Merchant Marine Cadet Corps.
- (f) "District Supervisor" means District Cadet-Midshipman Supervisor.
- (g) "Midshipman" means Midshipman, Merchant Marine Reserve, United States Naval Reserve, an appointment awarded all Cadet-Midshipmen of the United States Merchant Marine Cadet Corps by the Secretary of the Navy and held concurrently with their appointment as Cadet-Midshipmen.
- (h) "Cadet-Midshipman" means Cadet-Midshipman, United States Merchant Marine Cadet Corps.



Sunset at Kings Point



General Requirements

ARTICLE 101. *Sec. 310.47.* (a) A candidate must be a male citizen of the United States. If naturalized, a candidate must have been a citizen of the United States for at least 10 years previous to the date of application.

(b) A candidate must be not less than 17 years and 6 months of age nor more than 23 years of age on the date the application is approved.

(c) If under 21 years of age, he will be required to furnish the written consent of parent or guardian as a part of his application.

(d) A waiver for overage may be granted by the Supervisor to those candidates who submit acceptable evidence of having completed studies in an accredited college or university, or who have been engaged in work directly connected with merchant shipping or of such nature that experience gained therein may be considered of direct benefit in the training of a Merchant Marine officer. An allowance of 1 year in age may be granted for each academic year completed successfully or for other work which the Supervisor may consider equivalent. A maximum of 4 years' credit may be so allowed.

(e) A candidate may be admitted to a Basic School or the Academy for preliminary training at an age of not less than 17 years and 6 months but will not be assigned to a merchant vessel until he has reached his eighteenth birthday. In event a candidate does not execute oath as Cadet-Midshipman within 4 months of date of approval of application, his name may be removed from the eligible list at the discretion of the Supervisor. In no event shall a candidate's name remain on the eligible list for a period exceeding 6 months.

(f) A candidate must prove to the Supervisor that he possesses good moral character.

(g) A candidate must present a certified transcript of his scholastic record.

(h) A candidate must be unmarried. Any Cadet-Midshipman who marries before completion of training shall be requested to resign, and, failing to do so, shall be dismissed by the Supervisor.

(i) No person is eligible for appointment as a Cadet-Midshipman who has been dismissed or compelled to resign from a Federal Service Academy or a State Maritime Academy for improper conduct, or who has been dishonorably discharged for cause or has resigned with prejudice as a civil employee of the United States.

(j) No person who has resigned as a Cadet-Midshipman will be reappointed unless his previous service record has been approved as satisfactory by the Supervisor.

(k) If it should be determined at any time during a Cadet-Midshipman's course of training that he has purposely falsified his application or supporting papers, he shall be dismissed.

(l) All applications must show and be signed with the full legal names of applicants. They must be accompanied by or include the following:

(a) Evidence of citizenship as shown below.
If native born:

- (1) A duly verified copy of a public or church record of birth, or
- (2) The affidavit, under oath, of the physician, midwife, or other persons present at the birth.
- (3) In cases where neither (1) nor (2) can be obtained by the candidate, the affidavit of either parent.
- (4) In cases where the candidate certifies that no one of the above is obtainable, the affidavits (under oath) of two reputable citizens acquainted with him. Each of these affidavits should state the facts within the knowledge of the deponent upon which he bases his statements as to the citizenship of the candidate, as for example, that he has known the candidate since birth, that he knew his parents, or as the case may be.

If foreign born:

- (5) Certificate of naturalization, under the seal of the court in which naturalized.
- (6) Certificate of naturalization, under the seal of the court in which naturalized, of the parent during the minority of the candidate, together with the affidavit of a parent whose certificate of naturalization is submitted.
- (7) In special cases where the candidate certifies that neither (5) nor (6) is obtainable, the affidavits of two reputable citizens acquainted with him (see par. 4, under native-born citizens). As every naturalization is a matter of record in some court, these affidavits will be accepted only in very exceptional cases, and on the understanding that the candidate shall later submit a proper certificate of naturalization.

Physical Requirements

ARTICLE 102. *Sec. 310.48.* (a) Appointments as Cadet-Midshipmen in the United States Merchant Marine Cadet Corps are contingent upon qualifying physically for appointment as Midshipman, M. M. R., U. S. N. R. The physical examination will be conducted by a Navy or Naval Reserve Medical officer.

(b) A candidate must be of normal size, sound constitution, and free from physical defects or diseases, especially those of vision, color perception (plate tests), speech, and hearing. He must not be less than 5 feet 6 inches and not more than 6 feet 4 inches in height. Candidates must have minimum vision of 18-20 in each eye correctable to 20-20.

(c) The application of a candidate must be signed by a physician who has examined the candidate and certified that, in his opinion, the candidate meets the physical standards set by the Navy for appointment as a Midshipman of the Merchant Marine Reserve.

(d) A candidate for whom a waiver has been recommended will not receive an appointment as Cadet-Midshipman and will not be assigned to a Basic School or the Academy until the Navy Department has approved the waiver and the Supervisor has been so informed. Candidates whose recommended waivers are not approved by the Navy Department will be so notified.

(e) Any defect or disease developed by a Cadet-Midshipman during training, which would result in his discharge from the Merchant Marine Reserve, will be sufficient cause for the Supervisor to terminate his training.

Scholastic Requirements

ARTICLE 103. *Sec. 310.49.* (a) The Supervisor is authorized to prescribe and change at any time the scholastic requirements for appointment as Cadet-Midshipman for the duration of the emergency.

(b) A candidate for appointment as Cadet-Midshipman must possess a minimum of 15 units from accredited schools. The candidate must have completed the prescribed number of units of work in the required group as set forth below:

Required Group (Six Units)

3 units in English.

1½ units in mathematics from any of the following, or any combination of the following, subjects:

- Algebra.
- Plane geometry.
- Intermediate algebra.
- Solid geometry.
- Advanced algebra.
- Plane trigonometry.
- Spherical trigonometry.
- Calculus.

1½ units in science from any of the following groups or any combination of such group:

- Physics
- Chemistry

General Science

Aeronautics

Mechanical arts subjects (for Cadet-Midshipmen (E))

Vocational and workshop subjects (for Cadet-Midshipmen (E))

Elective Group (Nine Units)

In addition to the above required 6 units, candidates must furnish evidence of completion of at least 9 units of other subjects at accredited schools.

(c) If a candidate has an excess of units in any subject in the required group, such excess units may be credited to the elective group.

(d) The Supervisor may reject any candidate whose grades in required or elective subjects create doubt as to his ability to pursue successfully the study courses prescribed for Cadet-Midshipmen.

(e) In order to successfully pursue the course of study of the United States Merchant Marine Cadet Corps, a thorough working knowledge of algebra is absolutely essential. The candidates deserving appointment as Cadet-Midshipmen (Deck) should begin a study or review of trigonometry immediately upon notification of approval of their application.

Applications

ARTICLE 104. *Sec. 310.50.* Application for appointment as Cadet-Midshipman, fully completed, together with all supporting papers, shall be submitted to the Supervisor, United States Merchant Marine Cadet Corps, Training Organization, War Shipping Administration, Washington 25, D. C.

Certificates

ARTICLE 105. *Sec. 310.51.* A candidate must submit the following:

(a) Certified transcript of the candidate's scholastic record forwarded from the Registrar, or other official of the school, directly to the Supervisor.

(b) Two certified copies of birth certificate, and if of foreign birth proof of citizenship, with application. In cases where birth certificates are not available, the proof of citizenship submitted must be of a nature acceptable to the Navy Department for establishing citizenship for appointment as a Midshipman in the Merchant Marine Reserve.

(c) One full face 2½- by 2½-inch photograph attached to application.

(d) Three letters from responsible American citizens, including, if possible, one of the candidate's secondary school teachers, attesting the moral character of the applicant.

None of the above papers, with the exception of (b), will be returned to a candidate after review of his application. The two copies of birth certificate, or other proof of citizenship, will be promptly returned to the candidate and must be in his possession in duplicate when he reports to the District Supervisor.

Scholastic Tests

ARTICLE 106. *Sec. 310.52.* (a) Scholastic tests for appointment as Cadet-Midshipman are waived for the duration of the emergency.

(b) Applications and supporting papers will be carefully examined by the Supervisor, and if the candidate is acceptable, his application will be approved and notice sent him accordingly by the Supervisor or the District Supervisor at New York, New Orleans, or San Francisco.

Required Finances

ARTICLE 107. *Sec. 310.53.* Cadet-Midshipmen must provide themselves with a minimum of \$100 for spending money and incidentals during the period of preliminary training.

Eligible Lists

ARTICLE 108. *Sec. 310.54* (a) During the emergency the names of candidates will be placed on either deck or engineer eligible lists in accordance with the date their applications and supporting papers are approved.

(b) The lists of eligible deck candidates and engineer candidates shall be divided into coastal areas by the Supervisor and assignments will be made to the Basic Schools or the Academy as determined by the Supervisor.

(c) In the event the eligible list for a coast becomes exhausted, the Supervisor may make assignments from other coastal lists.

(d) A candidate on the eligible list must advise the Supervisor promptly when he ceases to be available for assignment and wishes his name removed from the list. Such candidate must inform the Supervisor in writing of the reasons for his withdrawal.

Appointments and Assignments

ARTICLE 109. *Sec. 310.55.* (a) A successful candidate, who has passed the Naval Reserve physical examination, shall be appointed a Cadet-Midshipman by the Supervisor and assigned by the District Supervisor to preliminary training and basic Naval Science classes at a designated Basic School or the Academy. Appointments shall be made in accordance with state and territory quotas based on congress-

sional districts. Exceptions shall be made by the Supervisor when there are not sufficient candidates from underquota states and territories to fill vacancies in preliminary training classes at the Cadet Basic Schools and the U. S. Merchant Marine Academy.

(b) A basic school for preliminary training, including naval science courses and continuation of studies and practical work while awaiting reassignment, shall be maintained by the War Shipping Administration, one each on the Pacific, Atlantic, and Gulf coasts. The school for the Atlantic coast shall be the United States Merchant Marine Academy maintained at Kings Point, N. Y., for the advanced courses of Cadet-Midshipmen. This Academy may also give preliminary training, providing space is available for such training.

(c) Candidates on the eligible lists will be directed by the District Supervisor to report to the nearest office of Naval Officer Procurement, United States Navy for physical examination and thence to return to their homes and await further orders. Candidates must acknowledge, by prepaid telegram, within 24 hours, receipt of orders and must report to the District Supervisor on the date specified.

(d) The name of a candidate will be removed from the list if he fails to acknowledge receipt of instruction, fails to report, or rejects assignment without acceptable reason. The Supervisor shall decide whether the reason offered is acceptable.

(e) Certificates of appointment signed by the Supervisor shall be issued to all Cadet-Midshipmen after their assignment to Basic Schools or the Academy.

(f) Directors and Officers in Charge of Offices or Branch Offices of Naval Officer Procurement will request the appropriate State Director of Selective Service System to postpone if necessary the induction for not over 60 days of candidates whose applications for appointment as Midshipmen, Merchant Marine Reserve, United States Naval Reserve, have been recommended and forwarded to the Chief of Naval Personnel, Navy Department, Washington 25, D. C., for action. This includes candidates having physical deficiencies for which waivers have been recommended.

Candidates must furnish the Director or Officer in Charge of Naval Officer Procurement with their Selective Service System classification, order number (if any), and the number and address of their local Selective Service System board.

(1) The Bureau of Naval Personnel, Navy Department, Washington 25, D. C., must be promptly advised of:

Date Oath and Acceptance as Midshipman, Merchant Marine Reserve, United States Naval Reserve is signed (responsibility of activity executing oath).

(2) The Bureau of Naval Personnel will notify the appropriate State Director of Selective Service System of the appointment of the candidate (after the appointment has been accepted) or of the rejection of the application.

(3) Local Selective Service System boards must be promptly advised of:

Separation of Cadet-Midshipmen from the U. S. Merchant Marine Cadet Corps for any reason whatsoever (responsibility of activity causing separation).

(g) District Supervisors will promptly inform the Commandants of Naval Districts relative to Cadet-Midshipmen not attached to Academy or Basic Schools who resign or are dismissed from the United States Merchant Marine Cadet Corps. It will be the responsibility of the Superintendent of Academy or Commanding Officer of Basic Schools to inform Commandants of Cadet-Midshipmen attached to their units who resign or are dismissed from the United States Merchant Marine Cadet Corps.

(h) During the entire course of training the aptitude and adaptability of a Cadet-Midshipman for a career at sea will be closely observed.

A Cadet-Midshipman reported lacking in officer-like qualities may be requested to resign, or may be dismissed by the Supervisor.

(i) A Cadet-Midshipman may be ordered to his home after a period at the Basic School or Academy, for the purpose of awaiting assignment to a vessel. In such cases he will be reimbursed for transportation from school to home and from home to vessel, but will not receive pay or any other allowance from the W. S. A. during such period away from school or vessel.

(j) Assignments to vessels shall be made by the Supervisor or the District Supervisors after due consideration is given to the standing of Cadet-Midshipmen at Basic Schools and to the recommendations of the particular Commanding Officer or the Superintendent of the Academy.

(k) Cadet-Midshipmen shall not be permitted to select vessel or steamship company employer, and steamship companies shall not be permitted to select Cadet-Midshipmen.

(l) The District Supervisor, or the Superintendent of the Academy, or the Commanding Officer of the Basic School will arrange for:

(1) Submission of applications for appointment as Midshipmen, Merchant Marine Reserve;

- (2) Oath of office as Cadet-Midshipman and Midshipman and fingerprinting;
 - (3) Furnishing of uniforms and textbooks;
 - (4) Furnishing of prescribed study assignments;
 - (5) Assignment to Basic School or the Academy;
 - (6) Detachment from Basic School or the Academy upon satisfactory completion of preliminary training and basic Naval Science courses, and assignment to a vessel;
 - (7) Reimbursement for pay due while at the Basic School or the Academy and travel allowance, after satisfactory completion of preliminary training and basic Naval Science courses;
 - (8) Sea service papers from the proper Government bureau;
 - (9) Introduction to proper shore official of steamship company to which assigned.
- (m) A shore official of the steamship company will instruct Cadet-Midshipmen regarding:
- (1) Company regulations.
 - (2) Approval of Master.
 - (3) Signing of ship's articles and commencement of pay from steamship company.

Courses of Training

ARTICLE 110. Sec. 310.56. (a) For the duration of the emergency the courses for Cadet-Midshipmen shall be, in general, 12 weeks at Basic Schools or the Academy for preliminary training and basic Naval Science, followed by not less than 6 months aboard merchant or training vessels and not less than 36 weeks at the Academy for advanced study in preparation for examination for license. Provided that those Cadet-Midshipmen (E) holding engineering degrees which permit them to sit for their Third or Second Assistant Engineer licenses after 3 to 12 months as Cadet-Midshipmen (E) aboard ship shall be required to complete the preliminary training course and basic Naval Science, but will be designated Cadet-Midshipmen (E-S) and following special courses of study in preparation for their examination for license. The maximum training for Cadet-Midshipmen (E-S) will be 1 year aboard ships subsequent to completion of preliminary training.

(b) Before being assigned to a vessel, following the preliminary course, Cadet-Midshipmen shall successfully pass the Naval Science basic course final examination and such other examinations as may be designated. Cadet-Midshipmen (D) must qualify for visual signaling proficiency certificates.

(c) While waiting transfers between ships, Cadet-Midshipmen shall report to Basic Schools or to the Academy for continuation of studies or may be granted leave without pay or allowances at the discretion of the District Supervisor.

(d) The courses during the emergency shall be those which may from time to time be designated by the Supervisor. The permanent record of each Cadet-Midshipman shall include the courses he has completed, the hours of study devoted to each course, the grade received in it, and the comments of his instructors.

(e) Study assignments, quizzes, problems, and supplementary material will be furnished to Cadet-Midshipmen.

(f) Prescribed texts and equipment will be furnished Cadet-Midshipmen by the W. S. A. on custody receipt without deduction from pay;

(1) Cadet-Midshipmen failing to complete the basic and advanced course will return to the Commanding Officer or the Superintendent such uniforms and textbooks which were furnished by the Government.

(2) In the event any textbooks or items of uniform are lost or mutilated the cost of replacements shall be borne by the Cadet-Midshipman.

(3) Class rings must be purchased from the Supply Officer, who will determine the eligibility of Cadet-Midshipmen to buy them. A Cadet-Midshipman becomes eligible to wear the ring after a minimum of 9 months' service from the date of arrival at Basic School. The Supply Officer will accept only cash or money orders in payment.

(g) Assignments, sea projects, quizzes, problems, and supplementary material shall be prepared by the Educational Unit of the United States Merchant Marine Cadet Corps and graded by the staff of instructors at the Basic Schools and the Academy or as directed by the Supervisor. Subject to the approval of the Assistant Deputy Administrator, outside services may be contracted for and utilized by the Supervisor in accordance with law and within allotment limitations, when, in his judgment, efficiency would be promoted or the facilities of the staffs of the Academy or Basic Schools are not sufficient to administer tests and to prepare properly the courses and grade papers in all prescribed subjects.

(h) Cadet-Midshipmen shall be advised by circular letters of any changes made in curricula by the Supervisor.

(i) The District Supervisors and Commanding Officers of Basic Schools and the Superin-

tendent of the Academy shall advise Cadet-Midshipmen regarding a review of courses and the purchase of reference textbooks considered necessary in preparation for the examination to secure their licenses.

(j) The Supervisor is authorized, in accordance with law and within allotment limitations, to employ instructors on a contract basis for detail to the Academy, Basic Schools, offices of District Supervisors and the office of the Supervisor. All such contracts must be approved by the Assistant Deputy Administrator.

(k) Personnel for administrative duty with the United States Merchant Marine Cadet Corps, at grades designated by the Supervisor, will be enrolled in the United States Maritime Service when requested by the Supervisor, with the approval of the Assistant Deputy Administrator.

(l) The Supervisor is authorized, with the approval of the Assistant Deputy Administrator, to arrange with the Procurement Office of the Training Organization for the purchase of berthing, messing, recreational, and instructional equipment and supplies for the Academy and for Basic Schools and attached floating equipment, within the limitations of authorized allotments.

Pay

ARTICLE 111. *Sec. 310.57. PAY.* (a) On the last day of each month, and when detached, Cadet-Midshipmen will receive pay at the rate of \$65 per month from the War Shipping Administration, while attached to the Academy, Basic Schools, or places of special shore training. Pay shall commence on the date of attachment and terminate on the date of detachment.

(b) Cadet-Midshipmen aboard ship, who sign articles or commence voyages on or after March 15, 1943, will receive pay, while attached to such vessel, at the rate of \$82.50 per month from their steamship company employers (representing the minimum basic monthly wage of \$65, and including the additional emergency compensation of \$17.50). In addition, steamship companies shall grant to Cadet-Midshipmen aboard ship such war bonuses as may be prescribed by the Maritime War Emergency Board for officers and crews of vessels.

(c) Cadet-Midshipmen will not receive pay from the War Shipping Administration when not attached to the Academy or to Basic Schools or assigned to places of special shore training, except when specially authorized by the Supervisor.

(d) The Supervisor may place any Cadet-Midshipman on a nonpay basis for disciplinary reasons while assigned to the Academy,

Basic Schools, or places of special shore training. In the event that a Cadet-Midshipman is dismissed from the Cadet Corps for disciplinary reasons the Supervisor may, in his discretion, deny payment to such Cadet-Midshipman of all earnings of such Cadet-Midshipman due and unpaid at the time of dismissal.

Allowances

ARTICLE 112. *Sec. 310.58.* (a) Cadet-Midshipmen, while assigned to the Academy or to a Basic School, will be furnished with quarters and subsistence by the W. S. A.

(b) Cadet-Midshipmen while on special assignments away from the Academy or Basic Schools, and when so authorized by the Supervisor or District Supervisors, will receive an allowance of \$45 per month for quarters, subsistence, and other living expenses, in addition to their pay, provided steamship companies, shipyards, or others to whom Cadet-Midshipmen are assigned for special training ashore do not pay such wages and allowances.

(c) Cadet-Midshipmen, while assigned to ships, will be furnished with quarters and subsistence by the steamship company employer.

(d) Cadet-Midshipmen, while traveling on the orders of a steamship company, or when quarters or subsistence are not furnished aboard ship, shall receive the same allowances for transportation, quarters, and subsistence as Third Officers of the steamship company.

Transportation

ARTICLE 113. *Sec. 310.59.* (a) The W. S. A. shall reimburse Cadet-Midshipmen at the rate of five cents per mile, based on official mileage tables of the War Department, for their traveling expenses when traveling on orders of the Supervisor or District Supervisors:

- (1) From home town to port wherein the Basic School or the Academy is located, after passing Merchant Marine Reserve physical examination, reporting to the Commanding Officer of a Basic School or to the Superintendent of the Academy, execution of oath of office as Cadet-Midshipman in the U. S. Merchant Marine Cadet Corps, and satisfactory completion of preliminary training and basic Naval Science courses. Payment shall be made by the disbursing officer attached to the Academy or the Basic School approximately ten weeks after date of reporting.

(b) The W. S. A. will issue government transportation requests and meal tickets to

Cadet-Midshipmen who have completed preliminary training for transportation:

- (1) From either New York, New Orleans, or San Francisco to the port where vessel to which the Cadet-Midshipman is assigned is located or to a place of special shore training. Transportation requests and meal tickets will be issued by the District Supervisor.
- (2) From either New York, New Orleans, or San Francisco to port wherein Academy or Basic School is located, or to a place of special shore training. Transportation and meal tickets will be issued by the District Supervisor.
- (3) Between ports of Academy or Basic Schools and between locations of places of special shore training. Transportation requests and meal tickets will be issued by the Superintendent or Commanding Officer.
- (4) From either New York, San Francisco, or New Orleans to home, and from home to port where vessel to which assigned is located, or where special shore training is conducted, after having been ordered home by the District Supervisor for the specific purpose of awaiting assignment to a vessel, the Academy, a Basic School, or place of special shore training. Transportation requests and meal tickets will be issued by the District Supervisor.

(c) Cadet-Midshipmen will not be reimbursed by the W. S. A. or issued transportation requests or meal tickets for travel to and from the Academy or Basic Schools or locations of special training ashore or ships while they are on leave; unless ordered home by the District Supervisor or the Superintendent of the Academy for specific purpose of awaiting assignment to ships, the Academy, Basic Schools, or places of special training ashore.

(d) Cadet-Midshipmen will not receive a per diem allowance except as provided in "Section 310.63."

Quarters and Mess

ARTICLE 114. *Sec. 310.60.* (a) Cadet-Midshipmen aboard ship shall be berthed in rooms with other Cadet-Midshipmen in that part of the vessel designated as licensed officer or first-class passenger quarters.

(b) Cadet-Midshipmen shall mess with licensed deck and engineer officers.

Annual Leave

ARTICLE 115. *Sec. 310.61.* (a) Effective January 1, 1942, no annual leave with pay

shall be granted to Cadet-Midshipmen by the W. S. A. or steamship companies. However, a District Supervisor, the Superintendent of the Academy, or a Commanding Officer of a Basic School is authorized to grant leave without pay to Cadet-Midshipmen while waiting assignment or reassignment to ships, the Academy, or Basic Schools.

Uniforms, Insignia, Textbooks, Equipment

ARTICLE 116. *Sec. 310.62 (a)* Cadet-Midshipmen shall possess uniforms, insignia, textbooks, and equipment as prescribed by the Supervisor, with the approval of the Assistant Deputy Administrator, in "Uniform Regulations for United States Merchant Marine Cadet Corps" and in subsequent circular letters amending such regulations. Cadet-Midshipmen assigned to Basic Schools or the Academy will be furnished such uniforms, insignia, textbooks, and equipment as may be designated by the Supervisor.

(b) The Supervisor shall designate the items of uniforms, insignia, textbooks, and equipment that shall be possessed and maintained during the period of training, or made optional, in accordance with the following groups:

Group 1 shall include personal items which must be in the possession of the candidates on reporting to Basic Schools.

Group 2 shall include items of uniform, insignia, textbooks, and equipment which shall be furnished on custody receipt by the W. S. A. to Cadet-Midshipmen assigned to Basic Schools and the Academy. Upon successful completion of the preliminary and advanced training, such items of uniforms, insignia, textbooks, and equipment shall become the property of the Cadet-Midshipman.

Group 3 shall include those additional items of uniform, insignia, textbooks, and equipment which Cadet-Midshipmen shall purchase after leaving Basic Schools or the Academy and while serving on ships.

Group 4 shall include those items of uniform and equipment which shall be optional with Cadet-Midshipmen.

(c) It shall be unlawful for any person not a Cadet-Midshipman to wear the duly prescribed uniform of the United States Merchant Marine Cadet Corps or any distinctive part of such uniform, or a uniform any part of which is similar to a distinctive part of the duly prescribed uniform of the Cadet Corps. Any Cadet-Midshipman who resigns or is dismissed from the United States Merchant Marine Cadet Corps shall, upon such resignation or dismissal, surrender all insignia attached to his uniform or uniforms, including cap devices, to

the Commanding Officer of the Basic School or the Superintendent of the Academy. Failure to comply with the foregoing regulations shall be prosecuted to the fullest extent of the law.

Honors

ARTICLE 117. *Sec. 310.63.* Cadet-Midshipmen who have rendered distinguished service, or, for some other reason, have won special awards, may be ordered to Washington by the Supervisor to receive such award from the Administrator, W. S. A., or other Government official. In such cases the Cadet-Midshipman shall receive pay at the rate of \$65 per month from the W. S. A. during the period absent from the Academy, Basic School, or ship and will travel on regular Government travel requests issued by the W. S. A. with the per diem allowance granted Government employees. If assigned to the Academy or a Basic School, the Cadet-Midshipman shall receive pay accrued and due on the day ordered to depart from the Academy or Basic School for Washington. The period of stay in Washington shall be not more than 5 days.

Vessels Required to Carry Cadet-Midshipmen

ARTICLE 118. *Sec. 310.64.* All merchant vessels registered under the flags of the United States, Panama, and Honduras which are owned, chartered, or controlled by the W. S. A. are required to provide for the training of at least two Cadet-Midshipmen, which training shall be conducted under the conditions set forth in these regulations and any instructions hereafter issued.

Active Duty in Navy as Midshipman, Merchant Marine Reserve

ARTICLE 119. *Sec. 310.65.* Cadet-Midshipmen serving on vessels which have been taken over by the Navy may be ordered to active duty as Midshipmen and in such cases they will carry on with the prescribed courses of study in preparation for their licenses as Third Mate or Third Assistant Engineer. Midshipmen, Merchant Marine Reserve, will not be detached from active duty and assigned to the Academy for advanced course of training unless the Navy Department so directs. They will be eligible to sit for their licenses after a total of 16 months, if they have served aboard a merchant or naval vessel for 12 months. Midshipmen may be ordered to the Academy or a Basic School by the Navy Department for a period not to exceed 60 days to prepare for license examination.

Resignations

ARTICLE 120. *Sec. 310.66.* (a) Cadet-Midshipmen at sea who for various reasons find that they must terminate their training shall submit their written resignations in sextuplicate to the District Supervisor, for acceptance by direction of the Supervisor, via the Master or Commanding Officer of their vessel. A resignation of a Cadet-Midshipman at the Academy, at one of the Cadet Basic Schools, or aboard the TV *Emery Rice*, must be made to the Superintendent of the Academy, to the Commanding Officer of the Cadet Basic School, or to the Commanding Officer of the TV *Emery Rice*, for acceptance, by direction of the Supervisor, and should also be submitted in sextuplicate.

(b) Detailed reasons for terminating training must be stated in the resignation letter.

(c) If the District Supervisor accepts the resignation, by direction of the Supervisor, copies of the acceptance or resignation, with endorsement bearing notation "forwarded for appropriate action," must be forwarded to the Chief of Naval Personnel, Commandant of Naval District, and Local Selective Service Board. If accepted by the Commanding Officer of a Cadet Basic School, the Superintendent of the Academy, or the Commanding Officer of the TV *Emery Rice*, by direction of the Supervisor, a copy must also be furnished the District Supervisor.

Termination of Training—Diploma

ARTICLE 121. *Sec. 310.67.* A Cadet-Midshipman will be eligible for a diploma after complying with all of the following conditions:

- (1) Satisfactory completion of the prescribed course as certified to the Mer-

chant Marine Inspection Officers of the U. S. Coast Guard by either the Superintendent of the Academy, Commanding Officer of a Basic School, or a District Supervisor.

- (2) Successful completion of the Merchant Marine Inspection Section of the U. S. Coast Guard examination for a license as Third Mate or Third Assistant Engineer.
- (3) Filing application for a commission as Ensign, Merchant Marine Reserve of the U. S. Naval Reserve and acceptance of same, if found qualified.

Distribution of Regulations

ARTICLE 122. *Sec. 310.68.* These regulations shall be distributed to Cadet-Midshipmen, applicants for appointment as Cadet-Midshipmen, steamship company officials, masters, and officers of vessels, and others concerned with or interested in the training of Cadet-Midshipmen ashore and afloat.

Amendment of Regulations and Issuance of Instructions

ARTICLE 123. *Sec. 310.69.* The Supervisor is hereby authorized, with the approval of the Assistant Deputy Administrator, to prescribe and issue instructions supplementing these regulations for the training of Cadet-Midshipmen assigned to the United States Merchant Marine Academy or to Basic Schools, locations of special training and aboard ships. Copies of such instructions will be distributed to those concerned.

In convoy.





PART THREE

OUTLINE OF COURSES

U. S. MERCHANT MARINE

CADET CORPS CIRCULAR No. 43-32.

(AS AMENDED)

From: Supervisor, U. S. Merchant Marine
Cadet Corps.

To: All Cadet-Midshipmen, USMMCC

Subject: Course of Training

References: (a) Emergency Regulations of the
Bureau of Inspection. (Federal Register, April
10, 1942, and as subsequently amended.)

(b) Circular 42-24

1. Reference (b) will be cancelled July 1,
1943.

2. Extracts from reference (a) follow:

THIRD MATE OF OCEAN STEAM OR MOTOR VESSELS

The following provisions are, *during the
emergency*, applicable as qualifying experi-
ence . . . :

(2) Cadet-Midshipmen (D) of the United
States Merchant Marine Cadet Corps, admin-
istered by the War Shipping Administration,
after having served a minimum of sixteen
months as such, at least six months of which
shall have been served aboard a merchant or
training vessel designated by the War Ship-
ping Administration; or

(3) Cadet-Midshipmen (D) of the United
States Merchant Marine Cadet Corps, admin-
istered by the War Shipping Administration, on
active duty as Midshipmen, MMR in the
United States Navy, upon completion of six-
teen months' training of which at least twelve
months shall have been served aboard mer-
chant vessels designated by the War Shipping
Administration or naval vessels;

THIRD ASSISTANT ENGINEER OF OCEAN STEAM OR MOTOR VESSELS OR BOTH

The following provisions are, *during the
emergency*, applicable as qualifying experience:

(2) Cadet-Midshipmen (E) of the United
States Merchant Marine Cadet Corps, admin-
istered by the War Shipping Administration,
after having served a minimum of sixteen
months as such, at least six months of which
shall have been served aboard a merchant or
training vessel designated by the War Shipping
Administration; or

(3) Cadet-Midshipmen (E) of the United States Merchant Marine Cadet Corps, on active duty as Midshipmen, MMR in the United States Navy, upon completion of sixteen months' training, at least twelve months of which shall have been served aboard merchant vessels designated by the War Shipping Administration or naval vessels.

CERTIFICATION

Cadet-Midshipmen of the United States Merchant Marine Cadet Corps must present certification of satisfactory completion of the course by a District Cadet-Midshipman Supervisor before he will be allowed to sit for license examination.

3. It will be noted from the foregoing that Cadet-Midshipmen who have served at least six months aboard ship out of a total of sixteen months as a Cadet-Midshipman are eligible to sit for their licenses as officers.

4. It will also be noted that Cadet-Midshipmen (E) are eligible for both steam and motor licenses without regard to service in both types of vessels, provided there is a total of sixteen months of service with at least six months aboard ship.

5. Midshipmen, MMR on active duty, may be ordered by the Navy to the Academy or a Cadet Basic School for preparation for license. The time at the Academy or Cadet Basic Schools to prepare for license will not exceed two months. It is understood that after securing licenses they will apply for and receive commissions and active duty as Ensigns, USNR, if so recommended by their Commanding Officers.

6. Cadet-Midshipmen with a minimum of six months and not more than ten months' service aboard ship, at the time of detachment from a vessel, will be assigned to the United States Merchant Marine Academy at Kings Point, New York, for the required advanced training, approximating nine months.

7. Shore-training time will be inclusive of preliminary training, Basic Naval Science, and "awaiting assignment" periods at the Academy or the Cadet Basic Schools and authorized special training at locations other than the Cadet Basic Schools. No leave will be included.

8. (a) Cadet-Midshipmen with ten months', or more, service at sea will continue at sea to obtain the total of sixteen months' service (inclusive of time at the Cadet Basic Schools) to qualify for their licenses. Cadet-Midshipmen in this group may be assigned to the Academy or the Cadet Basic School in their district to prepare for license examinations, after at least fourteen months' total service, if they so request. This period of preparation shall not exceed two months.

(b) Cadet-Midshipmen who for any reason fail to secure Midshipmen MMR appointments after they have been assigned to vessels for shipboard training shall not be eligible for advanced training at the Academy but shall continue at sea. Provisions of Paragraph 8 (a) will apply.

9. Naval Science courses will be given to all Cadet-Midshipmen who are assigned to the Cadet Basic Schools or to the Academy.

10. Effective May 1, 1943, for preliminary Cadet-Midshipmen and July 1, 1943, for advanced Cadet-Midshipmen at the Academy, the course of study (with exceptions for those unable to return to the Academy for advanced courses and as noted above) shall be as follows:

I

Twelve weeks of preliminary training and Basic Naval Science at a Cadet Basic School or the United States Merchant Marine Academy, except for Cadet-Midshipmen under 18 years of age upon completion of preliminary training who will be assigned other duties until they reach their 18th birthday.

This will be followed by at least

II

Six months aboard vessels to be followed by at least

III

Thirty-six weeks' advanced training at the United States Merchant Marine Academy, Kings Point, New York.

The total of these three periods must be such that no Cadet-Midshipman shall become eligible to sit for his Third Mate or Third Assistant Engineer license before reaching the age of 19 years.

Details follow:

NOTE: All periods to be fifty minutes in length with five minutes between each period for changing classrooms, etc.

Basic Training

(A) INDOCTRINATION AND ORIENTATION— TWO WEEKS

The first two weeks of preliminary training are designated the "Indoctrination and Orientation Period." The schedule for this period will be laid out by the Educational Officer of the Academy or Cadet Basic School similar to the sample schedule which has been worked out for the Academy and which is attached to this circular letter to assist the Educational Officers at San Francisco and New Orleans in making out indoctrination schedules for their

respective schools. In general the activities that must be carried out during this period are the following:

- (1) Book, uniform, and educational material issue.
- (2) Completion of all seaman's papers (with the cooperation of the District Supervisor's office).
- (3) Aptitude examinations, physical and mental.
- (4) Inoculations.
- (5) Commencement of physical-conditioning program, using combat training activities.
- (6) Visual signaling (for Deck Cadet-Midshipmen).
- (7) Remedial Mathematics.
- (8) Infantry Drill and Manual of Arms.
- (9) Visits to ships and/or shipyards.
- (10) Overnight voyages in training vessels and/or lifeboats.
- (11) Night Vision Training.

Each section is to be nominally under the supervision of the section advisor and this officer is held responsible for counsel and advice as found necessary. The regular evening study period will be held throughout the indoctrination period, and will include the study of the Regulations and Instructions of the United States Merchant Marine Cadet Corps.

(B) TEN-WEEK COURSES, SUBSEQUENT TO THE INDOCTRINATION AND ORIENTATION PERIOD

(1) Naval Science for Cadet-Midshipmen (D) and (E)

<i>Classroom:</i>	<i>Periods</i>
Naval Administration	12
Ordnance and Gunnery	24
Naval Communications	12

Total Classroom Periods..... 48

Drills:

Infantry Drill ²	
Gun Drill	
General Drills	
Small Arms Firing	
Balloon Barrage and other drills	

Total Drill Periods..... 32

Total Naval Science Periods..... 80

(2) Merchant Subjects and Drills for Cadet-Midshipmen (D)

Brought Forward (Naval Science)	80
Navigation and Mathematics	40

<i>Seamanship:</i>	<i>Periods</i>
Theoretical	20
Ship Construction	10
Cargo	20

Total Seamanship Periods..... 50

Practical Seamanship:

Boat Drills	40
Floating Equipment, Marlinspike, etc. ¹	60
General Drill ²	10

Total Practical Seamanship..... 110

Supplementary Subjects, General Knowledge and Drills:

Safety seamanship, General Knowledge and First Aid	30
Safety Seamanship—Physical Conditioning	20
Inspection ²	10

Total Supplementary Subjects..... 60

<i>Visual Signaling</i>	40
<i>Competitive Athletics</i>	40

TOTAL

(3) Merchant Subjects and Drills for Cadet-Midshipmen (E)

Engineering Classroom Subjects:

Steam Engineering	30
Diesel Engineering	20

General Science:

Mathematics	10
Electricity	20
Ship Construction	10

40

Total Engineering Classroom Periods

90

¹ It is anticipated that one full day per week, in addition to other periods during the week, will be utilized by this subject, allowing for such drills as all-day cruises (exclusive of target practice), time in the sail loft, visits to merchant ships and shipyards, and overnight lifeboat trips. No infantry drill is to be held during these periods. The details of such arrangements are to be worked out by the Superintendent or the Commanding Officer in accordance with the following specifications:

Maximum number to be held during the 10-week period

Activity:

Visits to shipyards	1
Visits to merchant ships	2
All-day cruises	2
Overnight lifeboat trips	1

² To be scheduled on Saturday mornings as a Regimental or Battalion function.

<i>Engineering Drills:</i>	Periods
Machine Shop-----	40
Boat Drill-----	40
Floating Equipment, Marlinspike, etc-----	50
General Drill ² -----	10

Total Engineering Drill Period-- 140

<i>Supplementary Subjects:</i>	
Safety Seamanship, General Knowledge, and First Aid-----	30
Safety Seamanship, Physical Con- ditioning-----	20
Inspection ² -----	10

Total Supplementary Subject Pe-
riods----- 60

<i>Competitive Athletics</i> -----	40
<i>Naval Science</i> (from Part (1) of this paragraph) <i>Class and Drills</i> (including Balloon Barrage)-----	80
TOTAL-----	410

(C) STUDY PERIODS FOR CADET-MIDSHIPMEN (D) AND (E)

<i>Day Study</i> (to be held during 10-week academic course only)-----	20
<i>Evening Study</i> (to be held over entire 12-week course) ¹ -----	216
Total-----	236

SUMMARY

(a) Naval Science (Classroom and Drills)-----	80
(b) Merchant (Classroom and Drills)---	300
(c) Study, Motion Pictures, and Lec- tures-----	236
(d) Competitive Athletics-----	40
Total ³ -----	656

Regimental or Battalion functions will be the
order of the day for the last three periods of

¹ Not more than one evening every two
weeks (exclusive of Saturday) shall be devoted
to recreation.

² To be scheduled on Saturday mornings as
a Regimental or Battalion Function.

³ The above total comprises the following
number of periods:

Day	Period Per Day	Periods of Evening Study
Sunday-----	0	3
Monday, Tuesday, Wednes- day, Thursday, and Friday---	8	3
Saturday-----	4	0

each Saturday morning for Cadet-Midshipmen
(D) and (E) during their preliminary training
course. The periods delegated to such func-
tions are:

General Drill
Infantry Drill (From Naval Science Course)
Inspection

Any or all of these periods may be used for
drill purposes at the discretion of the Super-
intendent or Commanding Officer.

Note that the schedule allows three periods
during the academic week for study.

The Superintendent of the Academy and
Commanding Officers of Cadet Basic Schools
will designate a total of four periods a week
for competitive athletics. These periods may
be concentrated in one morning or one after-
noon or spread over the week and are to be
under the supervision of the Department of
Physical Training. The Superintendent of
the Academy and Commanding Officers of
Cadet Basic Schools are authorized to substi-
tute regimental or battalion drill during part
or all of these periods. Participation in com-
petitive athletics and drills will be compulsory.

Aboard Ship

Cadet-Midshipmen (D)

Subject	Estimated Hours
Mathematics-----	156
Elementary Marine Engineering-----	78
Basic Naval Science-----	52
Sea Projects in:-----	460
Cargo	
Seamanship	
Navigation	
Ship Construction	
Total ⁵ -----	754

Cadet-Midshipmen (E)

Mathematics-----	104
Steam Engineering ⁴ -----	156
Diesel Engineering ⁴ -----	156
Basic Naval Science-----	52
Sea Projects in:-----	286
Steam Engineering ⁴	
Diesel Engineering ⁴	
Machine Shop	
Electricity	
Total ⁵ -----	754

⁴ Cadet-Midshipmen (E) on steam vessels
to complete Diesel Engineering quizzes in addi-
tion to the Sea Project. Cadet-Midshipmen (E)
on Diesel vessels to complete Steam Engineer-
ing quizzes in addition to Sea Project.

⁵ It will be noted that the above schedule
comprises 29 hours per week of study for 26
weeks. This is admittedly a stiff assignment but
is considered necessary because of the vast

The Basic Naval Science course aboard ships will be a reading course with no assignments or quizzes. Cadet-Midshipmen will read such texts as may be designated. Presently designated are the following:

"A Short History of the U. S. Navy" by Clark, Stevens, Alden, and Kraft.

"Naval Customs, Traditions, and Usage" by Lovette.

Upon assignment to the United States Merchant Marine Academy for advanced training, Cadet-Midshipmen will be quizzed on the above texts to ascertain whether the texts have been read intelligently and whether the outstanding points have been retained.

Advanced Training

The following course of study will be followed by all Cadet-Midshipmen at the United States Merchant Marine Academy for advanced training subsequent to July 1, 1943.

The advanced course will cover a period of thirty-six weeks. Advanced Naval Science will continue for the first thirty weeks until the completion of the 120 hours, the periods formerly assigned to the Naval Science Course will be detailed as study periods for license preparation. Cadet-Midshipmen (D) will spend the first two weeks of the 36-week course at the T. N. D. School in New York. Cadet-Midshipmen (E) will spend the first two weeks of the 36-week course in the Engineering laboratory assisting in instruction and increasing their familiarity with machine shop work and power plant operation and in review of their academic training to date.

DETAILS FOLLOW:

(1) Advanced Naval Science for Cadet-Midshipmen (D) and (E)

(To be given during the first 30 weeks)

<i>Classroom:</i>	Periods
Naval Administration	24
Military Law	12
Ordnance and Gunnery	18
Naval Leadership	12
Naval Communications	18
Elementary Tactics and Manuevers	12
Total Classroom Periods.....	96

amount to be learned in a very short time. It is firmly believed that it will not be necessary to urge or force Cadet-Midshipmen to this study. The urgency of our war effort will impress worthy Cadet-Midshipmen with the necessity for more and harder work on their part. The unworthy ones will not be certified as graduates.

<i>Drills:</i>	Periods
Infantry Drill	
Gun Drill	
General Drills	
Spotting Drill	
Small Arms Firing	
Total Drill Periods.....	24
TOTAL.....	120

(2) Merchant Subjects and Drills for Cadet-Midshipmen (D)

Brought Forward (Total Naval Science)	120
<i>Classroom:</i>	
Navigation	136
Meteorology ¹	34
Seamanship and Cargo	136
Ship's Operation and Economics	68
First Aid ²	34
Mechanical Drawing ¹	34
Review for License ²	34
Ship Construction	102
Total Classroom Periods.....	578

<i>Drills:</i>	
Boat Drill	68
Visual Signaling	34
Radio Code and General Electricity	102
Practical Seamanship, Drills, Practical Work, etc.	170
Total Drill Periods.....	374

<i>Regimental Functions:</i>	
General Drill	34
Regimental Drill	68
Inspection	34
Total Regimental Functions....	136

<i>Competitive Athletics</i>	136
TOTAL.....	1,344

(3) Merchant Subjects and Drills for Cadet-Midshipmen (E)

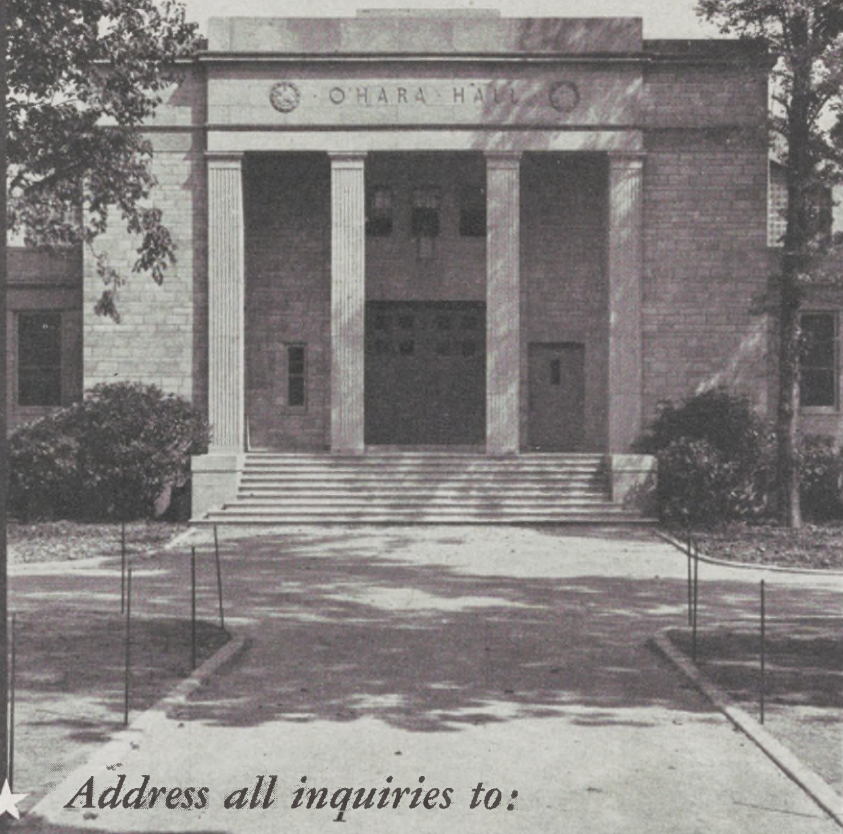
<i>Classroom:</i>	
Steam Engineering and Refrigeration	170
Diesel Engineering	136
Electrical Engineering	102
Ship Construction	68
Mechanical Drawing	68
First Aid (1)	34
Review for License (2)	34
Shop Theory	34
Total Classroom Periods.....	646

<i>Drills:</i>	
Boat Drill	34
Machine Shop	136
Engine Laboratory	136
Total Drill Periods.....	306

¹ During first 17 weeks.

² During second 17 weeks.

THE Mission of the United States Merchant Marine Cadet Corps and its Academy is to attract to the United States Merchant Marine a high type of young American with a definite ambition to become an officer in this Service; to impart to him the necessary academic background, and the fundamentals of a practical nautical education essential to a successful career at sea; to develop in him a high sense of honor, uprightness, and loyalty; to instil in him a pride in his profession, and a determination to uphold the traditions of the Merchant Marine; and, by effective teaching, training, and guidance, to send him forth to his calling with a deep respect and affection for the United States Merchant Marine Cadet Corps and its Academy.



★ *Address all inquiries to:*

**Supervisor, United States Merchant Marine Cadet Corps
Training Organization
War Shipping Administration
Washington 25, D. C.**