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COMMITTEE REPORT

SENATE

FURTHER: Finance

3/19/81

Date: \_\_\_\_\_

Mr. President:

The Committee on HEALTH, EDUCATION AND SOCIAL SERVICES has had CSHB 110 (HESS)

WICHE student exchange program

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass  do not pass
- do pass with attached amendments(s)  same title
- replace with CS for \_\_\_\_\_  new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

*Tom Kelly*  
\_\_\_\_\_  
*V. Fischer*  
\_\_\_\_\_  
*Tommy J. Stinson*  
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*Charles R. ...*  
 \_\_\_\_\_  
 CHAIRMAN

A M E N D M E N T

OFFERED IN THE SENATE:

By: Senate HESS

To: CSHB 110(HESS) SENATE BILL No.                     

HOUSE BILL No.                     

PAGE:                     

LINE:                     

change "marine" to "maritime"

## CHIROPRACTIC MEDICINE

-- There are currently two fully accredited western schools:

Western States Chiropractic College in Portland  
Los Angeles College of Chiropractic

-- One other school is a candidate for accreditation with full accreditation expected in 1983:

Cleveland Chiropractic College in Los Angeles

-- Three other Chiropractic schools have recently been established in California, so there is a definite development of training resources in this field

-- WICHE estimates that support would be \$2500 - 3500 per student per year

-- Western States tuition, for example, is \$1150 per quarter (\$3450 per year)

-- This is a four year program leading to a Doctor of Chiropractic degree (with a two year preprofessional requirement)

-- Western States currently has eight Alaskan students enrolled

-- With other inquiries, we estimate supporting at least ten students the first year at \$3500 = \$35,000 total fee

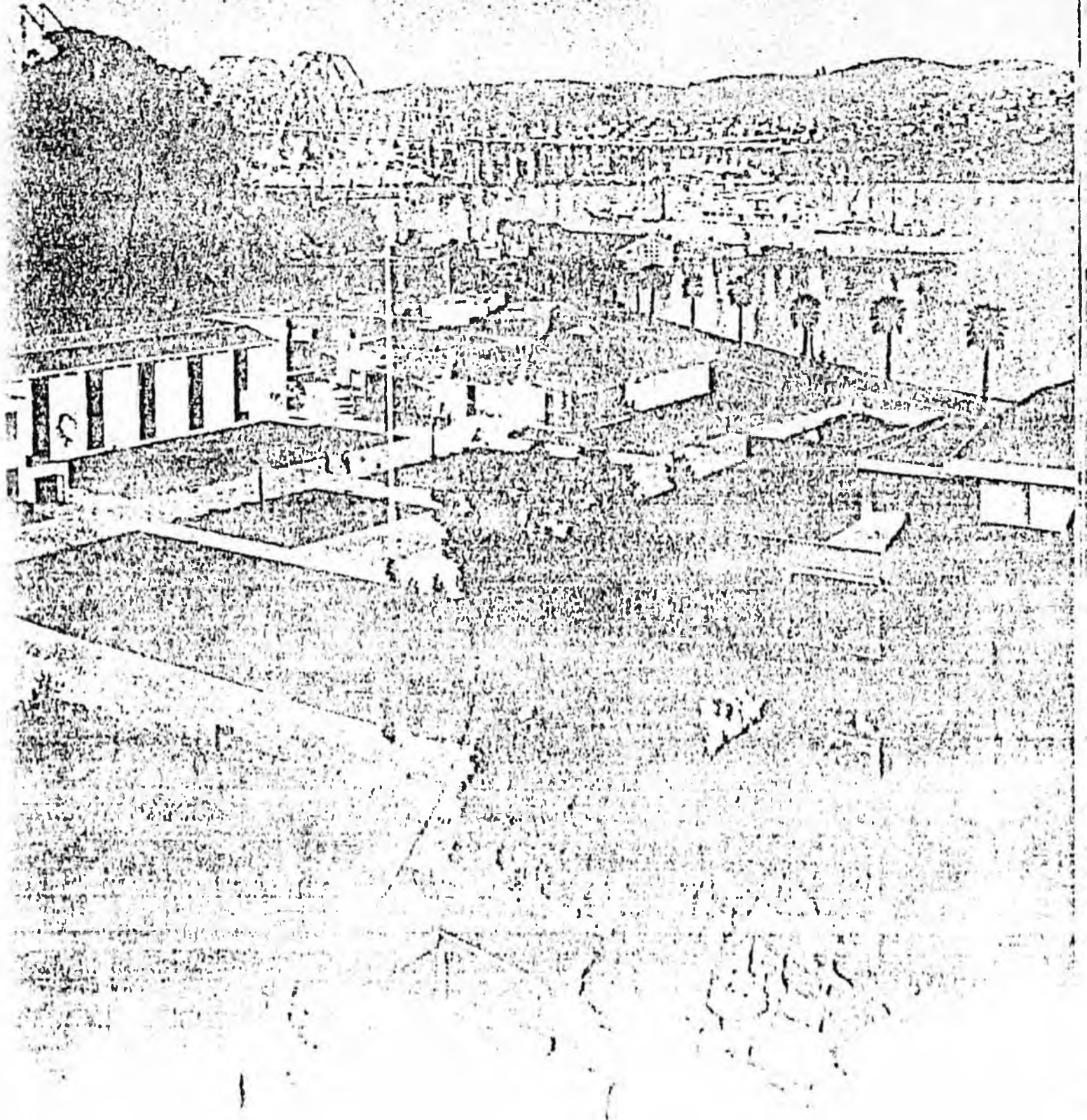
-- WICHE would consider requesting the addition of Chiropractic to the regular exchange program in December 1981 making 1982-83 the earliest first year of support under the regular Student Exchange Program, but a bilateral agreement could be established with one or both of the eligible schools for 1981-82.

## MARITIME TECHNOLOGY

- Training in Maritime Technology prepares students to become licensed merchant marine officers and ships' engineers
- In June of 1980, WICHE added Maritime Technology as an eligible field of study under the Student Exchange Program
- This four-year program is offered at only one western institution, the California Maritime Academy in Vallejo, California, with a total enrollment of 470
- The Academy offers two degree programs:
  - B.S. in Nautical Industrial Technology
  - B.S. in Marine Engineering Technology
- Students are required to make three voyages on the Academy's school ship to meet U.S. Coast Guard requirements for license
- WICHE has established support fees of:
  - \$6500 per student in 1981-82
  - \$7000 per student in 1982-83
- Six students have applied for 1981-82 WICHE participation. Three are currently enrolled at the Academy and two are accepted for 1981-82.

# California Maritime Academy

By William M. Powers



A visitor to the California Maritime Academy (Cal Maritime) will see both similarities and differences between it and the country's military academies. It is those differences which distinguish Cal Maritime in both curriculum and purpose from its military counterparts.

Located in Vallejo, California, about 30 miles north of San Francisco, the California Maritime Academy marked its 50th anniversary last September. It has a student enrollment of about 470, of whom about 20 are women.

Outwardly, one will see some evidence of a military environment: uniforms, short haircuts, and traditional forms of military courtesy. A morning formation is held to muster the student body, and there is a demerit system for infractions of discipline. Though it is an educational facility of the state of California, the school receives extensive financial assistance from the federal government—hence, the requirement for uniforms. It also explains the presence of a department of naval science. A small staff of regular Navy officers and enlisted men teaches naval orientation courses and provides counseling for those contemplating active duty upon graduation.

Cal Maritime is a four-year, fully accredited institution, the only one of its kind on the West Coast. Its midshipmen pursue a program of education and training designed to provide them with hands-on experience so they are ready to function as licensed merchant marine officers immediately upon graduation. Unlike Navy ships, merchant ships have such small crews that there is no time to qualify a junior officer "on the job" to become a dependable deck or engineering officer. As Rear Admiral Joseph P. Rizza, U. S. Maritime Service, Cal Maritime's president since 1972, points out:

"Practical experience learned here is the one factor which makes our graduates so valuable to the people who hire them.

"A man or woman graduating from Cal Maritime and meeting all Coast Guard requirements would be expected to immediately take a bridge or engine room watch and the responsibility that goes with it. That can, and usually does occur the first day they are on board."

Practical experience is gained not only in the academy's classrooms, shops, and laboratories, but by long training voyages on board the 7,987-gross ton school ship *Golden Bear*. The ship typically spends 10-12 weeks each year on these voyages and embarks all except second classmen. Every midshipman is required to make three voyages to meet U. S. Coast Guard requirements for license.

Though the responsibility for the safe operation of

any vessel on the high seas must rest with her licensed officers and ultimately with her captain, midshipmen on board the *Golden Bear* are, by design, thrust into roles of responsibility. Midshipmen operate the engineering plant, stand deck watches, navigate, take on stores and fuel, and perform all the myriad tasks necessary to steam the ship. Senior midshipmen assume the leadership roles, while junior midshipmen serve in the subordinate positions. The faculty on board, all of whom are licensed merchant marine officers (many having tickets either as masters or chief engineers), serve essentially as advisors. To the extent possible, midshipmen during any given watch at sea will be either performing or supervising ship's work and evolutions in consultation with a faculty deck or engineering officer on watch.

The ship has visited a wide variety of ports over the years, ranging from the United States to those in South America, the South Pacific, and the Far East. The *Golden Bear's* 1979 voyage, for example, went through the Panama Canal to New Orleans and also took her to ports in Mexico, California, Oregon, and Washington. Rizza has hopes of steaming the *Golden Bear* to the People's Republic of China someday, but with the rapidly escalating cost of bunker fuel, the voyage may be out of the question unless the federal government subsidizes the voyage.

First classmen returning from training voyages begin an intensive period of preparation for their license exams. This study period, combined with the months of practical experience on board the *Golden Bear*, virtually assures passing. The professional prospects of Cal Maritime graduates are excellent. While the blue-water U. S.-flag merchant marine fleet has sadly diminished in numbers during recent times, other areas of the maritime industry are almost begging for officers. Says Admiral Rizza:

"We have had more jobs available in the last three years than we have had graduates. The maritime industries of California absolutely depend on our graduates for their personnel requirements. . . . Our graduates start at about \$21,000 a year and I don't think any school can match that. I had a request for a block of 1,000 graduates to operate small craft for the offshore oil industry which we couldn't possibly meet, and we have had other similar requests for large numbers of officers."

Not a few graduates who are sailing on their tickets are earning \$50,000 after taxes their first year at sea. Working conditions are excellent. Hours, pay (including overtime), living conditions, and terms of employment are all clearly defined and protected by maritime law and union contracts. Some shipping



*Cal Maritime's president, Rear Admiral Joseph P. Rizza, emphasizes that it is the school's program, combining theoretical knowledge with practical training, which makes its graduates highly desirable in the maritime industry. Rizza spent 30 years as a naval officer before becoming president of the school in 1972.*

lines are even considering letting wives go to sea with their husbands.

With such attractive pay and working conditions, it is little wonder that few graduates opt for active duty in the Navy. Under the Maritime Administration's General Order 87, all merchant marine midshipmen are required to apply for a commission in the Naval Reserve. In practice, few Cal Maritime grads find their way into the active Navy, although all incur a military obligation. Of the five options available to satisfy it, only one requires active duty for more than 30 days per year, while a second provides a commission as ensign in the Coast Guard.

The academy has long recognized that many of its graduates do not desire to remain at sea the rest of their lives. There are many jobs ashore in the maritime industry which require their type of educational background. Within the deck curriculum there is a dual emphasis on the management aspects of the maritime industry so that when such a job is available—in a shipping line's home office for example—the Cal Maritime grad is qualified to compete for it. Similarly, aspiring engineers receive an education much like that given to mechanical engineer majors in other colleges. They are qualified not only as ship's engineers, but can also function as engineering technologists in many diverse industries. Many have completed additional education to become fully qualified mechanical engineers.

"Students here at Cal Maritime are not Phi Beta Kappa types that will go on to postgraduate work," Admiral Rizza explains. "They are bright young kids who come here with good goals, are highly motivated and can relate what they learn in class and in the labs directly to their profession. They are all good at working with their hands. This school gives them an opportunity to make a good career and be a success in life. I don't think there is any other college in California that can provide young people with the opportunity that we can."

The school's first Admiral Rizza was named in honor of the late Admiral Rizza, who was a member of the United States Maritime Academy's first class in 1917.

vying for the approximately 100 seats open each year. Academic standards for admittance have been tightened, and entrance exams are now required. The quality of campus facilities is being steadily improved. More than \$8 million of new construction has been completed or funded within the last few years, including welding and radar simulation labs, a 500-seat auditorium, residence and dining halls.

The U. S. Maritime Administration has predicted a severe shortage of shipboard officers within the U. S. merchant marine by the mid-1980s. The average age of such officers is now estimated to be in the mid-50s. As more and more of these officers retire from service, those younger officers now sailing are virtually assured of promotion. A master of a U. S.-flag vessel earns between \$50,000 and \$60,000 annually, with those in command of liquefied natural gas (LNG) tankers, making even more. It is ironic that in a time when the United States must depend in large measure on foreign bottoms to transport its goods and commodities abroad, there is a dearth of qualified officers for the berths available.

If and when the blue water U. S. merchant marine fleet improves its unhealthy—if not moribund—position in world shipping, schools such as the California Maritime Academy will be an important factor in providing adequate numbers of qualified merchant marine officers.



Mr. Powers is editor of publications for the Port of San Diego. This is his 15th major illustrated article in the *Boatman*. Previous pictorials have addressed a wide variety of subjects, including the Republic of China Navy, the F-11 Tomcat fighter, the U. S. Coast Guard Academy, and historical pieces from Japan and the Philippines. He is an honors graduate in journalism from DePaul University and has done graduate work in photojournalism at Syracuse University. Mr. Powers retired from naval service in 1974 as a senior chief petty officer. He served as a working photojournalist on a variety of assignments in the U. S., Mexico, Vietnam, the Philippines, the Naval War College, and in Washington, D.C. Mr. Powers published his first article in the *Boatman* in 1968. He is a member of the National Press Photographers Association and the International Brotherhood of Professional Photographers.

# STATE OF ALASKA

## ALASKA COMMISSION ON POSTSECONDARY EDUCATION

JAY S. HAMMOND, GOVERNOR

POUCH F - STATE OFFICE BUILDING  
JUNEAU, ALASKA 99811  
(907) 465-2854

February 23, 1981

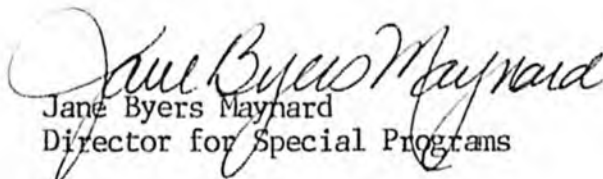
The Honorable Charles H. Parr  
Alaska State Senate  
Pouch V  
Juneau, AK 99811

Dear Senator Parr:

Enclosed for your information is a list of students currently supported under the 1980-81 WICHE Professional Student Exchange Program. The listing is arranged by the students' home communities to show participants from your district. Names of participating WICHE students have been sent to local newspapers in the State.

A brochure describing the Student Exchange Program is also enclosed. If you would like further information about WICHE or applications for the program, please contact me at the Alaska Commission on Postsecondary Education. Although the 1981-82 deadline has passed, we are still accepting applications for the 1981-82 academic year. Eligible students will be placed on alternate status for 1981-82 certification.

Sincerely,

  
Jane Byers Maynard  
Director for Special Programs

Enclosures

# WICHE NEWS

WESTERN INTERSTATE COMMISSION FOR HIGHER EDUCATION

P.O. DRAWER P., BOULDER, COLORADO 80302  
PHONE (303) 492-5082

FOR IMMEDIATE RELEASE

CONTACT: Paul Albright  
(303) 497-0273

A total of 230 Alaskans are studying in professional fields in other states this school year through a cooperative program that expands educational opportunities beyond state boundaries and across a multistate region.

Through the Student Exchange Program of the Western Interstate Commission for Higher Education (WICHE), the students pay resident tuition at public institutions or about one-third the normal tuition at private schools. The state of Alaska then makes a cost-of-education payment to the receiving school on behalf of the student.

This year, Alaska is assisting students in 14 professional fields offered in the WICHE program: medicine, dentistry, veterinary medicine, physical therapy, occupational therapy, optometry, podiatry, forestry, graduate library studies, law, pharmacy, graduate nursing education, public health, and architecture.

One hundred and forty-two of the 230 Alaska exchange students are pursuing law degrees this year at 26 schools in 10 western states.

A total of 275 Alaskans have graduated as exchange students since WICHE was founded in 1953 to assist western states to improve higher education opportunities through interstate sharing of programs and resources. In this way, said Phillip Sirotkin, executive director of WICHE, Alaska is able to provide educational access to its citizens and help meet its professional manpower needs without having to duplicate costly professional programs that already are available in the region.

Several currently enrolled students and recently graduated students expressed their appreciation for the WICHE program in recent correspondence to Governor Jay S. Hammond and WICHE's appointed commissioners from Alaska.

"The WICHE program went a long way toward compensating for the fact that I had to leave Alaska to attend school," wrote Ed Hein of Juneau, who recently completed law studies at the University of Puget Sound. He said he believed the interstate exchange program served Alaska better than establishing a law school in the state.

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A current law student, Mark Gumaer, and a medical student, George I. Lee, both of Fairbanks, noted they would not have been able to pursue their professional studies without state assistance through the WICHE program.

"I have been able to put more time into my studies and I believe have gotten more out of this year than I would have, had I been in a financial bind," said Gumaer, who is enrolled in a special law program at Golden Gate Law School.

Lee said he was able to complete his first year of medical school at the University of California, San Francisco, "without undue financial difficulty, and on some sort of financial equality with the other students."

Persons interested in learning more about WICHE's Professional Student Exchange Program can contact the state's certifying officer for the program. He is Kerry Romesburg, executive director of the Alaska Commission on Postsecondary Education, Pouch F, State Office Building, Juneau, Alaska 99811; (907) 465-2855. Dr. Romesburg is also chairman-elect of the 13-state WICHE Commission which oversees programs of the organization.

Other members of the Commission from Alaska are Sue S. Greene of Anchorage and Glenn Hackney of Fairbanks.

EDITORS: A list of students from Alaska participating in this professional student exchange program is attached.

**\*\*PLEASE NOTE\*\***

THE ORIGINAL FILE CONTAINS AN OVERSIZED DOCUMENT THAT IS UNSUITABLE FOR FILMING. PLEASE REFER TO THE ALASKA STATE ARCHIVES TO VIEW THE ORIGINAL.

*WICHE BROCHURE*

*"YOUR STATE CAN HELP YOU OBTAIN PROFESSIONAL EDUCATION IN ..."*